# GUARD FILE 1993 Pt. II

(1)

No.93/CBDQ/SE/35. -12-1993.

The Chief Engineer(Const.)GG-I,
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Dispensation to the infringement of Schedule of Dimensions due to the fixed structure of Foot-over-Bridge connecting Main Platform and Island Platform in Merta Road Station Yard on Degana-Jodhpur Section of Northern Railway.

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With reference to your application No.78-W/50/N-I dated 4-5-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 7(i),(ii) & 7(iii) Chapter-II of B.G.Schedule of Dimensions, (1973) involved in retention of existing Foot-over-Bridge connecting Main Platform and Island Platform in Merta Road Station Yard in connection with conversion of Degana-Jodhpur Section from M.G. to B.G. as shown in Form-XI and Drg.No.Nil accompanying your application referred to above.

It is noted that Degana-Jodhpur is a non-electrified section and there is no plan for its electrification in the near future.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CBDQ/SE/35. New Delhi, Dated -12-1993.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. G.11014/1/93-RS. dated 30-11-93.

2) The Commissioner of Railway Safety, Northern Circle, Near CBIE Building Complex, Near Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021, with reference to his letter No.583/Infring/SCD dated 16-6-93.

( S.M.SINGLA )
for Secretary Railway Board.

(2)

30-12-93.

No.93/CEDO/CRI/22.

The Chief Administrative Officer(Construction),
Southern Railway,
Bangalore Cantonment,
Bangalore.

Sub:- Opening of the BG line newly converted from MG and designated as the 'A' line of the twin single lines between Bangalore City and Yesvantpur stations on the Bangalore City-Dharmavaram section of Bangalore Division of Southern Railway for public carriage of passengers.

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Reference may be made to Commissioner of Railway Safety letter No.1440 dated 22nd November,93 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

DA:-One

( S.M.SINGLA )
Executive Director Civil Engineering(C)
Railway Board.

No.93/CEDO/CRI/22. New Delhi, Dated 30-12-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009 with reference to his letter No.1440 dated 22-11-93.

( S.M.SINGLA )
for Secretary Railway Board.

(3)

No.92/CEDO/SR/4/0. 24-12-92.

The General Managers,
All Indian Railways.

Sub:- Introduction of Rajdhani type Express trains.

Please refer to Chairman Railway Board's letter of even number dated 27/30-11-92 on the above noted subject. The date of issue of Board's letter No.73/WDO/SR/9/0 appearing as 8th July,90 in line No.4 Para-I of the said letter is a typographical error which may be corrected to read as 8th July,1980.

The Receipt of this letter may please be acknowledged.

( D.N.Machiwal )
for Executive Director Civil Engineering(G),
Railway Board.

No.92/CEDO/SR/4/0. New Delhi, Dated 24-12-92.

Copy forwarded to Chief Commissioner of Railway Safety Lucknow. Twenty five spare copies of the instructions for introduction of Rajdhani/Express trains issued under Chairman Railway Board's letter of even number dated 27/30-11-92 were endorsed to you for your office use. These copies may please be corrected accordingly.

/type

(D.N.Machiwal )
for Executive Director Civil Engineering(G),
Railway Board.

(4)

No.93/CEDO/SR/5. 30-12-93.

The Director General (Track),
R.D.S.O.,
Lucknow - 226 011.

Sub:- Design of BG Bogie Bottom Discharge Coal Hopper Wagon type 'BOBR' MK-II(BOBRN) to Diagram No.WD-91071-S-01 Alt.2 - Sanction of Infringements.

With reference to your application No.CT/DG/1.W/BOBR dated 11-11-1992, sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 9-11-93, the sanction of Ministry of Railways is hereby communicated for the contravention of infringement to BG Schedule of Dimensions (1973) involved in the design of 3500 mm wide BG Bogie Bottom Discharge Hopper Wagon type 'BOBR' MK II(BOBRN) to RDSO Diagram No.WD-91071-S-01 Alt.2 as shown in Annexure-I enclosed. Annexure-I is based on the enclosures accompanying your application referred to above.

The sanction is subject to observance of the following conditions:-

1. The wagon will run at normal speed at locations where track centres are minimum 4570 mm (15'-0") and structure distance is 2135 mm (7'-0"). On locations where track centres are less than 4570 mm (15'-0") and for structure distance less than 2135 mm (7'-0") suitable restrictions shall be imposed by the Railways (Refer Board's letter No.81/WDO/WL/2 dated 1-4-1982).
2. Suitable precautions for safety of the passengers standing on the platform such as provision of strip marking beyond which passengers will not stand and the drivers blowing the horn while passing through platform lines to warn the passengers standing close to the platform, have to be taken by the Railways.
3. Before introduction of the wagon on any route a campaign of educetion of the line staff will be carried out to warn them of additional width of these wagons.
4. All permanent and speed restrictions in force and those imposed from time to time due to curves, bridges, track, signalling & interlocking etc. shall also be observed.

Contd...2/-

(5)

5. The wagons shall be painted with distinctive colour code to make them stand out amongst other wagons. Necessary instructions in this connection will be incorporated by the Wagon Directorate of RDSO in the particular specification for construction of these wagons.

6. These wagons are fitted with compressed air brakes and therefore shall not be moved in a mixed train formation. All the wagons shall be moved only in special train formation hauled by a suitable locomotive capable of hauling the trailing rake of wagons fitted with air brakes. Brake vans in the rear shall also be suitable for compressed air brake operations.

7. It shall be ensured that the pick up shoes are in closed condition while running on Indian Railway track and the same will be in open condition at the unloading terminal only.

8. The maximum permissible speed of the empty wagon and loaded wagon in the siding at originating point and destination shall be decided by the Chief Engineer concerned.

9. The wagon will run only on the limited routes which have already been cleared for running of 'BOBR' wagons built to RDSO Drg.No.WD-86013-S-01 Alt.3 as indicated in RDSO letter No.CT/DG/LW/BOBR dated 9.11.93.

Traffic Directorate of Board's Office are of the opinion that speed capability should not be less than 80 Kmph for BOBR Mk.II (BOBRN) wagons.

( S.M. SINGLA )
Executive Director Civil Engg. (G),
Railway Board.

No.93/CEDO/SR/5. New Delhi, dated 30-12-1993.

Copy forwarded for infromation to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/90 dated 29.4.93.

( S.M. SINGLA )
for Secretary Railway Board.

ANNEXURE-I.

Infringements to Broad Gauge Schedule of Dimensions - 1973 of Bogie Hopper Wagon Type BOBRN-MK II(BOBRN) to Diagram no. RD-91071-S-01 Alt. 2.

| Sl. No. | Clause no. | Description as per BGSOD 1973 | Dimensions as per BGSOD 1973 (mm) | Proposed Dimn.(mm) | Magnitude of infringement (mm) |
|---|---|---|---|---|---|
| 2 | | 3 | 4 | 5 | 6 |
| | 13(b) of Chapter IV a. | Max.height above rail level for centres of buffers for unloaded vehicles with ACB Couplers. | 1080 | 1105 | 25 |
| | Profile for Max.Moving Dimensions of 1676 as shown in Diagram no. 1A & others. | - | i) 3505mm max. ht.at sides above R.L. | i) Max.ht.at sides is 3735mm above RL. as shown in Drg. | Max.infringement of 230mm gradually reducing to zero |
| | | | ii) From 1145mm to 3505mm above RL. the width is 3200mm. | ii) From 1145mm (a) to 1223mm the width is 3100mm max. | Nil |
| | | | | (b) From 1223mm to 1468mm the width is increasing from 3200mm to 3500mm. | Max.infringement is 150mm on each side, shown at detail 'A' on the drawing. |
| | | | | (c) From 1468mm to 3505mm above RL, the width is 3500mm. | |

6)

(6)

| 2 | 3 | 4 | 5 | 6 | 6 |
|---|---|---|---|---|---|
| | iii) From 305mm to 1145mm above RL, the width is 3050mm | iii)(a) From 1055mm to 1145mm from RL., the Max. width is 3135mm. | | 42.5mm on each side. |
| | | (b) From 1010mm to 1055 mm from RL., the Max.width is 3050 mm. | | Nil |
| | | (c) With shoes in open condition the Max.width from 820mm to 1010mm above RL.,is 3240mm Max. | | 95mm on each side. |
| | | (d) From 305mm to 820mm above RL the width of wagon is 3014mm maximum. | | Nil |

(8)

No.93/CEDO/ORI/20. 30-12-93.

The Chief Administrative Officer(Constn.),
Southern Railway,
Bangalore Cantonment,
Bangalore.

Sub:- Opening of the BG Single line newly converted from MG between Tumkur and Arsikere Jn.stations on the Bangalore City-Arsikere section of Southern Railway for public carriage of passengers.

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Please refer to this office letter of even number dated 13-10-93 (Copy enclosed for ready reference) and expedite the reply.

( D.N.Machiwal )
for Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

(8)

30-12-93.

No.93/CEDO/Density Chart.

1. The General Manager,
   Central Railway,
   Bombay V.T.

2. The General Manager,
   Northern Railway,
   Baroda House,
   New Delhi.

Sub:- Density Chart corrected upto 31.3.93.

Please refer to this office letter of even number dated 16-4-93 (Copy enclosed) on the above noted subject. In terms of this letter your railway was requested to acknowledge receipt of the letter and supply five copies of the Density Charts showing the sectionwise 'GMT' on a system map and two copies of the Statement showing the sectionwise 'GMT' during 1992-93 for reference and use in this office. But, it is regretted that neither any acknowledgement nor any Density Chart/Statement has so far been sent to this office inspite of reminders of even number dated 15-9-93.

Ministry of Railways therefore desire that the receipt of the letter dated 16-4-93 may now be acknowledged and the required density charts and statements sent to this office without any further delay at your end.

( D.N.Machiwal )
for Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

(9)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)?

No.93/CEDO/SR/17. New Delhi, Dated 29-12-1993.

To The General Manager(Engg;),

1. Central Railway, Bombay V.T. - 400 001
2. North Eastern Railway, Gorakhpur-273 001.
3. Northeast Frontier Railway, Maligaon, Guwahati-781001.
4. Southern Railway, Park Town, Madras-600 003.
5. South Central Railway, Rail Nilayam, Secunderabad-500371
6. South Eastern Railway, Garden Reach, Calcutta-700 043.
7. Western Railway, Churchgate, Bombay-400 020.

Sub:- Running of B.G. E.O.G.AC 3 tier Sleeper Coach fitted with all Coil ICF Bogie.

RDSO have issued the Speed Certificate for running of the above coach built in Drg.No.CSC-1704 Alt.Nil under their letter No.MC/CB/AC/3-Tier dated 1-11-93. Sanction for introduction of the above coach has already been issued to Eastern & Northern Railways under this office letter of even number dated 9/10-12-93 for a limited period of 3 months from the date of issue of the letter on account of non-examination of the infringements enroute. The remaining railways will now be applying for introduction of the above coach in due course of time.

Ministry of Railways desire that before applying for the sanction for the introduction of the BG AC 3-tier coach, the railways should critically examine the infringements on the proposed routes with respect to fixed structures with a view to eliminate them and in case it is not possible to remove the infringements, they should submit on priority a detailed application to Secretary(Civil Engineering), Railway Board for condonation of infringements through CRS and CCRS alongwith plans and sections.

The receipt of this letter may be acknowledged.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SR/17. New Delhi, Dated 29-12-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.13011/1/93-RS(A) dated 6-12-93 with 25 spares.

(S.M.SINGLA )
for Secretary Railway Board.

(10)

No.91/CEDO/SD/14. 27-12-93

The C.S.S.
Southern Railway,
Headquarters Office,
(Transportation Branch),
Post Box No.265,
Madras-600 003.

Sub:- Condonation of gradients 1 in 260 or steeper.

Ref:- Your office letter No.T.157/SBC/Rly.Bd. Condonation dated 15-12-93.

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Please refer to your office letter quoted above. Your office letter number T.157/SBC/Rly.Bd.Condonation dated 1-10-93 has not been received in this office. It appears that the same has been lost somewhere during transit.

Ministry of Railways therefore desire that a copy of your letter dated 1-10-93 alongwith enclosures may please be sent so as to enable this office to take necessary action in the matter.

( D.N.Machiwal )
for Executive Director Civil Engineering(G),
Railway Board.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
रेलवे बोर्ड RAILWAY BOARD

(11)

No.93/CEDO/SD/36.

रेल भवन, नई दिल्ली-110001, दिनांक 27-12-93.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Project Manager/GC,
South Central Railway,
Works Construction Branch,
Secunderabad-500371.(A.P.)

Sub:- Hyderabad Division- Secunderabad-Dronachellam Section - Gauge Conversion from MG to BG between Bolarum -Secunderabad -Dronachellam - Condonation of infringing gradients in connection with the proposed yard arrangements at Sitafalmandi -Reg.

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With reference to your application No.W.Con.573/C/67/Vol.II dated 24-8-93/17-11-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of the infringements caused by existing grade of 1 in 205 between Km.1/8-9 to Km.2/1-2 and grade of 1 in 135 between Km.2/1-2 to Km.2/14-15 at Sitafalmandi Station to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) in connection with Conversion of Bolarum-Secunderabad-Palaknuma portion of Secunderabad-Dronachellam Section from M.G. to B.G..

The sanction is subject to all suitable precautions being taken to avoid accidents. It is noted that the safety precautions listed under para 3 of your application have already been incorporated in the Station Working Rules of Sitafalmandi.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/36.

New Delhi, Dated 27-12-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11018/1/93/RS. dated 30-11-93.

2) The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad-500371, with reference to his letter No.6/SC/7/RB/3/660 dated 19-11-93.

( S.M.SINGLA )
for Secretary Railway Board.

(12)

No.93/CEDO/SM/1. 29-12-93.

The General Manager(W),
Northeast Frontier Railway,
Maligaon,
Guwahati-11.

Sub:- System Maps corrected upto 31.3.93

Ref:- Your letter No.180.W/81/1 Pt.X/W-7 dated 16-4-93.

Please refer to this office letter of even number dated 2-4-93 interms of which your railwey required to supply twenty copies of the system maps and fifteen copies of the time table maps corrected as on 31-3-93. But, it is regretted that the required maps have not so far been received in this office.

Ministry of Railways therefore desire that twenty copies of the system maps and fifteen copies of the time tabl maps as on 31st March,93 may be sent to this office. In case system maps are still under preparation, a copy of the Table of Route Kilometres and Track Kilometres as on 31-3-93 being annexed at the end of system map may be sent immediately for reference and use in this office.

( D.N.Machiwal )
for Executive Director Civil Engineering(G
Railwey Board.

(13)

WIRELESS

27-12-93.

K.Prasad,
Chief Engineer(Constn,)-I,
Malaigaon,
Guwahati-11.

No.93/CEDO/SD/39 (.) Refer your D.O.No.W/344/CON/ GHY-LMG dated 24-12-1993 regarding Condonation of infringement involved in provision of 1 in 150 grade on the approach of Station yard at Lumding (.) Your application No.W/344/Con/GHY-LMG dated 14-12-93 not yet received through CRS and CCRS(.) PERSUE with CCRS's Office AT LUCKNOW and and arrange to send the application with enclosures alongwith CRS and CCRS's forwarding letter (.)

Expedite(.) Ensile (.)

SINGLA
RAILWAYS

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No.93/CEDO/SD/39 New Delhi, Dated 27-12-93.

Copy by post in confirmation to

Chief Engineer(Construction)-I, Northeast Frontier Railway, Maligaon, Guwahati-11.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railwey Board.

(14)

No. 93/CEDO/ER/15. 23.12. 93

The Director General(Track),
R.D.S.O.,
Lucknow.

Sub : IRY coach shell - condonation of the infringement of Schedule of Dimensions 1973.

.....

With reference to your application No. CT/DHS/3/COACHES dated 29.10.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of the following infringements to B.G. Schedule of Dimensions(1973) involved in the design of B.G. A.C. Chair Car IRY shell to RDSO Sketch No. 93204-U Alt.I with IR-20 bogie suitable for 160 Kmph as shown in Form-XI and Sketch No. 93204-U Alt.I accompanying your application referred to above.

| S.No. | Clause No. of Chapter-IV(A) | Description | Dimensions as per Schedule (mm) | Dimension Proposed (mm) | Amount of Infringement (mm) |
|---|---|---|---|---|---|
| 1. | 19(b) | Maximum length of body or roof for bogie vehicles 3250mm wide. | 21340 | 21770 | 430 |
| 2. | 22 | Maximum distance apart between any two adjacent axles. | 11890 | 12330 | 440 |

( S. M. SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

93/CEDO/ER/15. New Delhi, dated 23.12.93

Copy forwarded for information to Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. G.17012/1/93-RS dated 23.11.93.

( S. M. SINGLA )
for Secretary, Railway Board.

(S)
(15)/1

No. 93/CEDO/SR/16. 23.12.93

The Director General(Track),
R.D.S.O.,
Lucknow - 226 011.

Sub : Infringements to Schedule of Dimensions by Bogie Open Wagon for Maruti Cars - Condonation thereof.

.....

With reference to your application No. CT/DDW dated 11.11.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of the following infringements to B.G. Schedule of Dimensions (1973) involved in the design of Bogie Open Wagon for transport of ten Maruti Cars on the lower deck and five on the upper deck to RDSO Diagram No. WD-91096-S-01 Alt.Nil as shown in Annexure-II and the Diagram accompanying your application referred to above.

| S.No. | Clause No. of Chapter - IV(A) | Description | Dimension as per S.O.D. (mm) | Actual Dimension (mm) | Amount of Infringement (mm) |
|---|---|---|---|---|---|
| 1. | 13 | Max.height above R.L. for centre of buffers for unloaded vehicles with ACB, couplers | 1080 | 1105 | 25 |
| 2. | Profile for max.Moving Dimensions of 1929 as shown in Diagram No. I A & others | (i)Max.width over all projections from 305mm(1 ft.) above R.L. to 1145mm(3'-9") above R.L. when fully loaded. | 3050 | 3130 Max.width at height from 545mm to 1145mm. | 40mm on each side |
| | | (ii)Max.width over all projections from 1145mm(3'-9") above R.L.when fully loaded to a height of 3505mm (11'-6")when empty. | | | |
| | | (a)Max.width at ht. of 1364mm from R.L. | 3200 | 3300 | 50mm on each side. |
| | | (b)Max.width at ht.of 2950mm | 3200 | 3300 | 50mm on each side. |
| | | (iii)Max.height above R.L. for a width of 305mm(1ft.) on either side of the centre of unloaded vehicles. | 4115 | 4220 Max.height at 530mm from central line of wagon | 105mm |
| | | (iv)Max.height above R.L. at sides of unloaded vehicle. | 3505 | (a) 3735 Max.height at a distance of [illegible] | 230mm |

Contd-2

(15/2)

| S.No. | (Clause No. of Chapter - IV(A) | Description | Dimension as per S.O.D. (mm) | Actual Dimension (mm) | Amount of Infringement (mm) |
|---|---|---|---|---|---|
| | | | | of 1500mm from central line of wagon. | |
| | | | | (b) 3507 - Max.height at a distance of 1550mm from central line of wagon. | |

It is noted that the wagon is required to run in block rake formati from Tughlakabad to Bombay(Jawahar Lal Nehru Port previously known as Nava Sheva Port). The sanction is subject to imposition of suitable speed restr ctions by the railway at such of the locations which are not yet clear for movement of 'X' class engines.

( S. M. SINGLA )
Executive Director Civil Engineering(G)
Railway Board.

No. 93/CEDO/SR/16. New Delhi, dated 23.12.93

Copy forwarded for information to Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his letter No. Q. 17013/1/93-RS dated 23.11.93.

( S. M. SINGLA )
for Secretary, Railway Board.

(16)

No.93/CEDO/SD/20. 23-12-1993.

The Chief Engineer /Central,
Northern Railway,
Head Quarters Office,
Baroda House,
New Delhi.

Sub:- Running of EMU on Platform No.4 & 5 at New Delhi Railway Station.

In view of the position explained in your above quoted application dated 2-11-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by the columns of FOB No.1 and FOB No.2 which are located in between the two running lines at New Delhi Station and having clearances of 2.17 m and 2.11 m respectively from centre line of line adjoining platform No.4 as against 2.36 m required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973). Sanction is also conveyed to condonation of infringement involved in the dimension of track centres of loop line of Platform No.5 and the adjoining stabling line which are located at a distance of 4.15 metres to 4.39 metres for a length of 3.00 m as against 4.725 m required as per item 13(i) Chapter-I of BG Schedule of Dimensions (1973) in connection with running of EMU Trains from Platform No.4 & 5 at New Delhi Station as shown in Form-XI and Drawing No.P-228/NDLS-93 DLI accompanying your application referred to above.

The sanction is subject to incorporation of the condition in the Station Working Rules of New Delhi Station that no shunting/stabling of EMUs shall be permitted on the stabling line adjoining to loop line of platform No.5 due to inadequate track spacing.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

PTO

(17)

No.93/CEDO/SD/20. New Delhi, Dated 23-12-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to your Endorsement No. Q.11014/1/93-RS dated 03-12-93.

2) The Commissioner of Railway Safety, Northern Circle, Near CIRS Complex Building, Near Safdarjung Station, Chanakyapuri New Delhi-110021, with reference to his letter No. 747/1339/EMU/Pt.I dated 4-11-93.

( S.M.SINGLA )
for Secretary Railway Board.

(18)

No.80/CEDO/SD/10. New Delhi, Dated 21-12-93.

The Controller of Publications,
Government of India,
Department of Publications,
Civil Lines,
Delhi-110054.

Sub:- Problems in the matter of Coordination, Stocking, distribution and Sale of Publications.

Ref:- Your office letter No.320/O&M/90-93 dated 18-11-93.

Ministry of Railways are facing problem with regard to non-submsiion of proof for approval before final printing and distribution of the printed material. From the enclosed photocopy of letter of Government of India Press, Mayapuri, New Delhi's letter No.RRP/Ptg./70RB/93/904 dated 5-11-93, it may seen that the Press have not sent the proof to this office before printing of Corrigendum No.12 of MG and 13 of BG Schedule. They have printed the Corrigendums without approval of the proof from this office and are now posing a problem in distributing the printed Corrigendum Slips to the concerned Officials on the grounds that they do not have any distribution arrangement. They can supply the printed material only at one point.

The above is really an embrassing situation which never happened in the past and all printing work went on smoothly. Proofs were always shown before final printing and the printed material was distributed without any grievance. Under the circumstances, Ministry of Railways desire that necessary action be taken immediately to instruct all Printing Presses not to print any material without approval of the proof from the concerned Government department and also instruct them to distribute the printed material. ~~to the concerned Officials as per distribution list particularly~~ Govt.of India Press, Mayapuri may be instructed to distribute the printed Corrigendum Slip No.12 & 13 immediately. 1000 copies of Corrigendum No.12 and 610 copies of Corrigendum No.13 may be sent to Railway Board direct for Departmental use and the balance copies of both the Corrigendums for sale and free distribution sent to the Controller of Publications, Civil Lines, Delhi-110054.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

PTO

No.80/CEDO/SD/10. New Delhi, Dated 27-12-93.

Copy to:-

Government of India Press,
Ring Road,Mayapuri, New Delhi-110064, with reference to their letter No.RRP/Ptg./70RB/93/904 dated 5-11-93.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.80/Cam/Q/SE/10. 21-12-93.

The Controller of Publications,
Government of India,
Department of Publications,
Civil Lines,
Delhi - 110054.

Sub:- Problem in the matter of Coordination, Stocking, distribution and sale of Publications.

Ref:- Your office letter No.320/)8M/90-93 dated 18-11-93.

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Ministry of Railways are facing problem with regard to non-submission of proof for approval before final printing and distribution of the printed material. From the enclosed photocopy of letter of Government of India Press, Mayapuri, New Delhi's letter No. RNP/Ptg./70RB/93/4904 5-11-93. It may seen that the Press have not sent the proof to this office before printing of Corrigendum No.12 of MG and 13 of BG Schedule. They have printed the Corrigendums without without approval of the proof from this office and are now posing a problem in distributing the printed Corrigendum Slips to the concerned Officials on the grounds that they do not have any distribution arrangement. They can supply the printed material only at one point.

The above is really an embressing situation which never happened in the past and all printing work went on smoothly. Proofs were always shown before final printing and the printed material was distributed without any grievance. Under the circumstances, Ministry of Railways desire that necessary action be taken immediately to instruct all printing Presses not to print any material without approval of the proof from the concerned Government Department and also instruct them to distribute the printed material. Govt.of India Press, Mayapuri may be particularly instructed to distribute the printed Corrigendum Slip No.12 & 13 immediately. 1000 copies of Corrigendum No.12 and 610 copies of Corrigendum No.13 may be sent by the Press to Railway Board direct for Departmental use. The balance copies of both the Corrigendums for sale and for free distribution may be sent to the Controller of Publications, Civil Lines, Delhi-110054.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

PTO

(21)

No.80/CEDO/SD/10. New Delhi, Dated 21-12-93.

Copt to:-

Government of India Press, Ring Road, Mayapuri, New Delhi - 110064, with reference to their letter No.RRP/Ptg./70RB/93/904 dated 5-11-93.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/35. 17-12-1993.

The Chief Engineer(Const.)GG-I,
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Dispensation to the infringement of Schedule of Dimensions due to the fixed structure of Foot-over-Bridge connecting Main Platform and Island Platform in Merta Road Station Yard on Degana-Jodhpur Section of Northern Railway.

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With reference to your application No.78-W/50/G-I dated 4-5-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to Item 7(i),(ii) & 7(iii) Chapter-II of B.G.Schedule of Dimensions (1973) involved in retention of existing Foot-over-Bridge connecting Main Platform and Island Platform in Merta Road Station Yard in connection with conversion of Degana-Jodhpur Section from M.G. to B.G. as shown in Form-XI and Drg.No.Nil accompanying your application referred to above.

It is noted that Degana-Jodhpur is a non-electrified section and there is no plan for its electrification in the near future.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/35. New Delhi, Dated 17-12-1993.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. G.11014/1/93-RS, dated 30-11-93.

2) The Commissioner of Railway Safety, Northern Circle, Near CBIS Building Complex, Near Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021, with reference to his letter No.563/infring/SCD dated 16-6-93.

( S.M.SINGLA )
for Secretary Railway Board.

(23)

No.93/CEDO/SE/32. 20-12-1993.

The Chief Administrative Officer(Construction),
Southern Railway,
No.18, Millers Road,
Bangalore - 560 009.

Sub:- Provision of a Catch siding at Adihalli Station on the Bangalore City-Arsikere Section - Condonation of Yard gradient.

In view of the position explained in your application No. BGC/573/BNC/Vol.III dated 15-9-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by existing 1 in 100 grade between Km.156/13-14 to 157/13-14 and Km.158/1 to 158/3 in Adihalli yard to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973)in connection with Conversion of Tumkur-Arsikere portion of Bangalore City-Hubli Route from MG to BG as shown in Form-XI and Drg.No. BNC/TR/229-92 accompanying your application referred to above.

The sanction is subject to provision of a Catch siding at Arsikere end of Adihalli which was heitherto a 'B' Class Station with Crossing Station will now be a 'B' Class Station with no crossing facilities. Stabling of vehicles will not be permitted at Adihalli Station.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SE/32. New Delhi, Dated 20-12-1993.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. G.11017/1/93-RS dated 21-10-93.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.1056 dated 17-9-93.

( S.M.SINGLA )
for Secretary, Railway Board.

(24)

No.93/CEDO/SD/32. New Delhi, Dated 20-12-93.

The Chief Administrative Officer(Const.),
Southern Railway,
18, Millers Road,
Bangalore-560 009.

Sub:- Provision of a catch siding at Adihalli station on the Bangalore City-Arsikere section- Condonation of yard gradient.

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In view of the position explained in your application No. WGC/573/BNC/Vol.III dated 15-9-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by existing 1 in 100 grade between Km.156/13-14 to 157/13-14 and Km.158/1 to 158/3 in Adihalli yard to item 2(b) Chapter-II of BG Schedule of Dimensions (1973) in connection with Conversion of Tumkur-Arsikere portion of Bangalore City-Hubli Route from M.G. to B.G. as shown in Form-XI and Drg.No.CN/BNC/TR/229-92 accompanying your application referred to above.

The sanction is subject to provision of a catch siding at Arsikere end of Adihalli Station. Adihalli which was hither to a Crossing Station will now be a *Class 'B' Station with no crossing facilities. Stabling of vehicles will also not be permitted at Adihalli Station.

*'B' class station with

*? whether class 'B' or Halt Station

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/32. New Delhi, Dated 20-12-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11017/1/93-RS dated 21-10-93.
2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.1056 dated 17-9-93.

( S.M.SINGLA )
for Secretary Railway Board.

(25)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 93/CEDO/SR/17. रेल भवन, नई दिल्ली-110001, दिनांक 9/12.1993
Rail Bhavan, New Delhi-110001, dated 9/12.1993

The General Manager (Engg.),
Northern Railway,
New Delhi.

Sub : Introduction of B.G. ICF AC 3-tier Sleeper Coach fitted with all coil ICF Bogies.

.....

With reference to your application No. 519 - W/656 dated 10.11.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for introduction of B.G. ICF AC 3-tier sleeper coach manufactured to RDSO Drawing No. C&C - 1704 and fitted with 16.25 t axle all coil bogies to ICF Drawing No. WT AC 3-0-0-301 at a maximum speed of 100 Kmph on New Delhi - Sahibabad section, 110 Kmph on Sahibabad - Ghaziabad section and 130 Kmph on Ghaziabad - Mughalsarai section.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in the Joint Safety Certificates, RDSO speed certificate and all other certificates accompanying your application referred to above. The sanction is also subject to observance of the following conditions :-

(1) The sanction is purely temporary and is valid for a period of three months from the date of issue of this letter. During this period Northern Railway will examine all the infringements to B.G. Schedule of Dimensions (1973) on the above mentioned sections critically with a view to eliminate them and for those which can not be removed shall submit a detailed application alongwith plans and sections for obtaining sanction and final approval of Railway Board through CRS and CORS.

(2) The new coach shall avoid Tundla Down loop and Firozabad Up loop in view of the infringements to B.G. Schedule of Dimensions (1973) on these lines.

The sanction for condonation of infringements to item 31 and 32(b) Chapter IV(/) of B.G. Schedule of Dimensions (1973) involved in the design of this coach has already been issued under this office letter No. 93/CEDO/SR/12 dated 25.10.93.

9-12-93

( B. S. KAPUR )
Executive Director Civil Engineering(P),
Railway Board.

(26)



No. 93/CEDO/SR/17. New Delhi, dated 9/10.12.93

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. G. 13011/1/93 -RS (A) dated 6.12.93.

2) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110 021 with reference to his letter No. 900/H G /Coaches dated 2.12.93.

3) The Director Standards (Motive Power), RDSO, Lucknow - 226 011.

9.12.93

( B. S. KAPUR )
for Secretary, Railway Board.

9/12/93

10/12

(27)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

NO. 93/CEDC/SD/20. रेल भवन, नई दिल्ली-110001, तिथि 10/13-12-93, 19
Rail Bhavan, New Delhi-110001, dated

The Chief Project Manager,
Railway Electrification,
Central Railway,
BHOPAL

Sub: Approval of infringements in connection with introduction of MACLS at Salaia, Bakhleta, Rithi and Handua stations on Bina-Katni section of Central Railway.

....

In view of the position explained in your application No. CPM/1/ST/SIG/20 dated 11.10.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by two signal structures each having setting distances varying from 2335 mm to 2435 mm from centre line of track at Salaia, Bakhleta, Rithi and Handua stations on Bina-Katni section of Central Railway as against 2360 mm plus curve allowance required as per item 13(ii) (c) Chapter-I of B.G. Schedule of Dimensions (1973) in connection with introduction of Multiple Aspect Colour Light Signalling at these four stations as shown in Form-XI and drawings accompanying your application referred to above. The sanction is subject to suitable blanking off arrangements being made by the Railway at such of the locations where clearances are less than 2360 mm + curve allowance.

The sanction is applicable only to condonation of infringements to clearances so far as signal structures are considered. A separate sanction from the Competent Authority as will however be necessary before introducing 3660 mm (12'-0") wide stock in future as per extant rules.

(B.S. KAPUR)
EXE.DIRECTOR CIVIL ENGG.(P)
RAILWAY BOARD.

NO. 93/CEDC/SD/20. New Delhi, dated 10/13-12-1993

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.11011/1/93-RS dated 29.10.93.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No. 748 dated 20.10.1993.

(B.S.KAPUR)
for Secretary, Railway Board.

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

(28)

NO. 93/CEDO/SD/20. रेल भवन, नई दिल्ली-110001, दिनांक 10/13-12-93,19
Rail Bhavan, New Delhi-110001, dated

The Chief Project Manager,
Railway Electrification,
Central Railway,
BHOPAL

Sub: Approval of infringements in connection with introduction of MACLS at Salaia, Bakhleta, Rithi and Hardua stations on Bina-Katni section of Central Railway.

....

In view of the position explained in your application No. CPM/L/ST/SIG/20 dated 11.10.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by two signal structures each having setting distances varying from 2230 mm to 2435 mm from centre line of track at Salaia, Bakhleta, Rithi and Hardua stations on Bina-Katni section of Central Railway as against 2360 mm plus curve allowance required as per item 13(ii) (c) Chapte r-I of B.G. Schedule of Dimensions (1973) in connection with introduction of Multiple Aspect Colour Light Signalling at these four stations as shown in Form-XI and drawings accompanying your application referred to above. The sanction is subject to suitable blanking off arrangements being made by the Railway at such of the locations where clearances are less than 2360 mm + curve allowance.

The sanction is applicable only to condonation of infringements to clearances so far as signal structures are considered. A separate sanction from the Competent Aughority will however be necessary before introducing 3660 mm (12'-0") wide stock in future as per extant rules.

10/12

(B.S.KAPUR)
EXE.DIRECTOR CIVIL ENGG.(P)
RAILWAY BOARD.

Received the letter addressed to CPM/RE Bhopal
(Shiv Kumar) 10.12.93
Chief O/man
RE(SIG)/Bhopal

NO. 93/CEDO/SL/20. New Delhi, dated 10/13-12-1993

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. G.11011/1/93-RS dated 29.10.93.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No. 748 dated 20.10.1993.

Received CRS's copy
10/12/93
(Shiv Kumar)
Chief O/man
RE(SIG)
Bhopal

10/12

( B.S. KAPUR )
for Secretary, Railway Board.

O/C

No. 93/CEDO/SR/17. New Delhi, dated 9/10.12.93

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. C. 13011/1/93 -NS (A) dated 6.12.93.

2) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110 021 with reference to his letter No. 900/M C /Coaches dated 2.12.93.

3) The Director Standards (Motive Power), RDSO, Lucknow - 226 011.

9.12.93

( H. S. KAPUR )
for Secretary, Railway Board.

9/12/93

19/12

G/File

(30)



No. 91/CEDO/GB/3. 14.12.93

The General Manager (Engg.),
South Eastern Railway,
Garden Reach,
Calcutta.

Sub: Running of "UTV-502-1-Machine" supplied by M/s. Tamper Corporation, USA, over various B.G. sections of S.E. Railway on its own power and also in train formation as dead vehicle.

.....

In view of the position explained in your application No. TC/TA/Genl/6254 dated 16.11.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of UTV-502-1-Machine to RDSO's Drawing No. SDO/T-2161 having a maximum axle load of 20 t at a maximum speed of 60 Kmph when running on its own power and 40 Kmph when running in train formation as a dead vehicle on the ten B.G. sections of your railway as shown in the Joint Safety Certificate.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate, RDSO's Speed Certificate and all other certificates accompanying your application referred to above. The guide lines issued by General Manager (Safety), Northern Railway for working of track relaying trains in the Block Section under his letter No. 403-T/44.B/Rules dated 12/19.10.90 and further amended vide letter dated 10.11.90 (Copies enclosed) shall also be followed. While working in the section, all safety precautions shall also be taken to avoid any infringements t[illegible] adjecent track in double or multiple line section.

Ministry of Railways also sanction the infringements to item 2(ii), 15, 19(a), 20(a) and 21(a) of Chapter-IV(A) of B.G.Schedule of Dimensions (1973) involved in the running of above UTV-502-1-Machine as detailed in Form-XI accompanying your application referred to above.

( S. M. SINGLA )
Executive Director Civil Engineering(
Railway Board.

contd.....2/-

(31)

No. 91/CEDO/SR/3. New Delhi, dated 14.12.93

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his indorsement No. G.15013/1/93-RS dated 23.11.93.

2) The Commissioner of Railway Safety, South Eastern Circle, 14 Strand Road, 12th Floor, Calcutta -700 001 with reference to his letter No. 1121 dated 19.11.93.

3) The Director Standards (Track), RDSO, Lucknow-226 011.

.....

( S. M. SINGLA )
for Secretary, Railway Board.

(32) 1/20

NORTHERN RAILWAY

Headquarters Office,
Baroda House,
New Delhi.

No.403-T/44.B/Rules

October 12, 1990.

Divisional Railway Manager,
Northern Railway,
Ambala

c/- Sr.DOS/DSO/DSE(C)/UMB.

Sub: Working of Track Relaying Trains.

...

Since the above train is likely to be brought into commission in near future on your Division, a copy of the Guidelines to be followed while working such train on the section, duly approved by the CSS & CTE/N.Rly., is sent herewith

T hese rules in any way do not supersede the normal instructions for working of trains as contained in N.Railway G&SR Book, Operating Manual & Block Working Manual.

Please acknowledge receipt.

DA: As above.

(Chandra Prakash)
for General Manager/Safety

c/- C.E., C.T.E., Dy.C.E.(TT)/N.Rly. HQ Office, NDLS, for information and suitable action. The working of the TRTs can only be commenced after taking required sanction from Commissioner of Rly.Safety, Northern Circle, Lucknow.

c/- DRMs/N.Rly. DLI, AMB, LKO, MB, FZR, BKN & JU.

## Guidelines for working of track relaying trains in the block section.

**The following shall be the marshalling order of this train :**

**Z Unit** Load 19=34 with train engine

1 train engine
1 B/V
1 C.E. four wheeler
11 BRHs
3=6 machine
1 C.E.
1 B/V
1 BFR Spl. type (modified) ..... Train piped vehicle

Vacuum braked vehicles.

19=34 + 1 engine

This unit will always be the leading unit.

**II Unit** Clip Applicator. It will be just like a motor trolley without any buffers & coupling arrangements. It will be a self propelled vehicle. It can also be physically lifted from the track.

**III Unit** Ballast regulator + TTM and rail pick up unit.

It will consist of a load of 3=6 units, with coupling arrangements and vacuum brake. It will be a self propelled unit.

**IV Unit** Prime Mover + 3 BFRs : It will be a self propelled unit, consisting of a load of 4=8 (including 3 BFRs). It will be an air-braked unit.

1. The track relaying train (TRT) will normally be stabled at the nominated Depot/Stabling station where such stabling facilities will be provided. It will move from its stabling place to the place of work in accordance with the normal train working instructions and with the prior permission of the DCS/Sr.DOS and the section controller only.

2. For [illegible] movement, each unit of TRT will be treated as an independent train and will move as a train from the stabling station to the station adjacent to the site of work. The reception of each unit shall be arranged separately by the S.M. of the receiving station on a clear line. However in case of any reception line's difficulty, the subsequent units can be received on the blocked line as per the procedure laid down in G.R. 5.09 of the N.Rly. G & SR Book 1983 i.e. by pilloting such unit on OFT-374.

3. a) No Railway servant shall be permitted to work as machine operator of any TRT unit unless he is in possession of a valid competency certificate issued by the authorised officers jointly.

Contd p.2....

(34)

b) The authorised officers to test the knowledge of the TRT machine operator and to issue a competency certificate to work in the section should not be lower than the rank of J.A. Grad. Officers of the Engineering, S&T and Operating Departments. Each certificate of competency issued shall be valid for a period of one year from the date of issue. The certificate shall be issued jointly by the officers of three departments.

4. Block will be sanctioned by Sr.DOS/DCS Preliminary arrangement for imposing the block as laid down in SR 15.9/4(b) will be followed.

5. The Engineering officials incharge will inform in writing to the ASM on duty at the originating station for taking the block.

6. Before permitting the block the ASM of the originating station will inform the section controller and will get his permission under exchange of private number. The ASM concerned will exchange the message with the ASM on the other end of the block section under exchange of P.No. giving details of :-

a) Place of work (Kilometrage).
b) Duration of work (from _____ hrs. to _____ hrs.).
c) To which station these units will proceed after completion of work for clearance of the block section
d) Total number of units (track relaying train) which will enter the section.

7. The following documents will be issued by the ASM of the starting station:-

a) To the first unit i.e. track relaying train :-

i) Proper Authority to proceed.
ii) Caution order CPT/80 specifying special instructions on which this train will work between two stations.

b) To the second, third and forth units - Each unit will be issued the following documents by the ASM of the originating station :-

i) OPT 3/4 (Authority to proceed without line clear).
ii) OPT/80 informing for the presence of I unit/units ahead of him and all other special instructions necessary.
iii) OPT/373 for last stop signal.

8. The second unit will be permitted to enter the block section after a minimum time interval of 15". However, the subsequent units will be permitted to enter the block section after a time interval of 10".

Contd.P/3....

9. Each unit on reaching the place of work, will be protected as per the instructions contained in G.R. 6.03. On arrival of the last unit at the place of work, the entire working group will be protected as one unit as per the instructions contained in G.R. 6.03 of G&SR book. Such protection will be arranged on :-

i) Double line, in the rear by the Engg. Officials.

ii) On single line, on both sides by the Engg. Officials.

Each unit will be manned by two machine operators and during the course of its run the duties of driver will devolve upon the leading machine operator and the duties of guard will be devolved upon the other machine operator.

10. Reception of the train/units :-

I Unit - On proper signals at the station nominated for reception of the train.

II Unit - The rules & procedure of reception of train on blocked line as contained in GR & SR 5.09 will be followed for the reception of 2nd and subsequent units.

11. Clearance of the block section

The T.R.T. will normally move in the forward direction after the completion of work to clear the block section. However, in case of emergency or under special circumstances it can be brought back to the place of its origination.

After the complete arrival of all the TRC units & clearance of section, certificate of "section left clear" will be issued by the Engg. official Incharge of the work (TRT) who will be below the rank of PWI.

12. The leading unit will enter/clear the block section at normal speed. The subsequent units will proceed at a restricted speed of 25 KMPH.

13. The TRT will work during the day light hours only.

14. Tail lamp/tail board as per rules will be provided on all the units of the TRT.

15. Equipment for each unit will be as under :-

a) Two hand signal lamps.
b) Two red and two green hand signal flags.
c) Detonators -12.
d) Two banner flags.
e) A thunder whistle.
f) A motor horn.
g) A copy of working time table.
h) T/lamp/LV board.
i) Private No. book.
j) Walki Talki equipment.
k) First aid-box.
l) Coal basket.
m) Portable telephone.

N.B. The official incharg shall also b in possession of a watch which will be synchronised with th control time.

... Working time of TRT will not be permitted during thick, foggy, tempestuous weather, total failure of communications, single line working on double line and on ghat section.

17. The TRT units, when stabled at the station, will be secured and protected on the line nominated by the ASM in the manner as a ballast train is protected as contained in GR 4.64. The siding on which it is stabled must always be isolated from rest of the yard.

18. During the run, the Engg. Officials incharge of the each unit will personally ensure that the L-xing gates in the section are closed against the road traffic before crossing it. Instructions contained in GR 3.73 & 3.73/1 should be strictly followed while passing such L-xing gates.

19. The Operation of the TRT when working in the section will be supervised by a senior Safety Inspector who should be of the grade Rs.2000-3200(RPS). The post of such Inspectors shall be sanctioned specially against this project.

NOTE:

(i) These units cannot be combined together due to different brake system.

(ii) The speed of these trains should remain within the speed permitted by Commissioner of Railway Safety.

(iii) All the provisions of GR&Optg. manual, block working manual & other instructions. Issued for train Operation shall be applicable in this case as well.

— x —

...

MS/-

The sanction for introduction of B.G. ECG AC-3tier coach has been issued to E.Railway at S.No.2. Since the issue of ss sanction involves over ruling of CRS's recommendation i.e., limiting the sanction only for a period of three months from the date of issue of the leeter on account of non-availability of the results of examination of infringements enroute ad against the recommendation of the CRS to issue the regular sanction.

Board (ME) also may please see and approve the sanction issued at S.No. 2.

EDCE(P)

Adv.(CE)

M.E.

No.93/CEDO/SD/30. -11-93.

The Chief Engineer(Const.)/GC-II,
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Condonation for infringement due to fixed structure of PF shelter on Main Platform at Sambhar Lake on Phulera-Degana section of Jodhpur Division of Northern Railway.

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With reference to your application No.78-W/37/W-II/CRS/Pt.I dated 21-10-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 7(i),7(ii)and 7(iii) of Chapter-II to B.G.Schedule of Dimensions (1973) involved in retention of existing platform shelter over Rail platform at Sambhar Lake Station as shown in Form-XI and drawing No.P.74 SS/1993 accompanying your application referred to above in connection with Conversion of Phulera-Degana Section from M.G. to B.G.

It is however noted from the drawing that eave boards of shelter where infringe the 'X' Class moving dimensions shall be dismantled to have no infringement to 'X' Class moving dimensions due to eave boards. Moreover, the railway have not sent the plan showing the number of locations where the column of platform shelter exists. It may be ensured in future that such a plan is invariably sent as an enclosure to the application.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

P.T.O.

No.93/CEDO/SD/30. New Delhi, Dated -11-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11014/1/93-RS dated 28-10-93.

2) The Commissioner of Railway Safety, Northern Circle, Near IRIS Building, Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021, with reference to his letter No.734/ Infringing/SOD dated 25-10-93.

( S.M.SINGLA )
for Secretary Railway Board.

(48/0)

S. No. 2

No. 93/CEDQ/CRI/21.

30-11-93

The Chief Project Manager,
Railway Electrification,
Bilaspur - 495 001.

Sub : Introduction of electric traction on the tracks falling under Anuppur(Incl.)-New Katni(Excl.) and Anuppur(Excl.)-Bishrampur/Chirimiri(Incl.) sections of South Eastern Railway.

.....

With reference to your application No.BKRE/EL/Gr.75-77/T/30/10 dated 28.10.91/30.11.92 sent through the Chief Commissioner of Railway Safety Lucknow, I am directed to communicate Ministry of Railways authorisation to Commissioner of Railway Safety for progessively commissioning of 2 x 25 KV AC Single Phase 50 C/S system for Electric Traction installations of each Sub-section on Anuppur(Incl.)-New Katni Jn.(Excl.) and Anuppur(Excl.)-Bishrampur/Chirimiri(Incl.) sections of South Eastern Railway. The authorisation is subject to observance of the conditions laid down in your office letter referred to above and other enclosures attached therewith. This is further subject to inspection and sanction by Commissioner of Railway Safety, South Eastern Circle, Calcutta as per Rules for individual section as and when completed and all safety certificates etc., being furnished to him as per Rules as mentioned in Railway Electrification, Bilaspur's application.

The date of commissioning of the traction installations on Anuppur(Incl.)-New Katni(Excl.) and Anuppur(Excl.)-Bishrampur/Chirimiri(Incl.) sections of South Eastern Railway may please be intimated to this office.

26/11

( S. M. SINGLA )
Executive Director Civil Engineering (G),
Railway Board.

No. 93/CEDQ/CRI/21. New Delhi, dated 30-11-93

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his Endorsement No. RS.8-T(1)/93 dated 5.11.93.

2) The Commissioner of Railway Safety, South Eastern Circle, No. 14, Strand Road, 12th Floor, Calcutta -700 001, with reference to his letter No. 376 dated 10.6.93.

26/11

( S. M. SINGLA )
FOR Secretary, Railway Board.

S/c

Spare

(40)/(2)

93/CEDO/ERI/21.

23 -11-93

The Chief Project Manager,
Railway Electrification,
Bilaspur - 495 001.

Sub : Introduction of electric traction on the tracks falling under Anuppur - New Katni Jn. and Anuppur - Bishrampur/Chirimiri sections of South Eastern Railway.

.....

With reference to your letter No. SKRE/EL/Gr.75 - 77/I/50/10 dated 28.10.91/30.11.92 sent through the Chief Commissioner of Railway Safety Lucknow, I am directed to communicate Ministry of Railways authorisation to Commissioner of Railway Safety for progressively commissioning of 2 x 25 kV AC Single Phase 50 C/S system for Electric Traction installations of each Sub-section on Anuppur(Incl.)-New Katni Jn.(Excl.) and Anuppur(Excl.)-Bishrampur/Chirimiri(Incl.) sections of South Eastern Railway. The authorisation is subject to observance of the conditions laid down in your office letter referred to above and other enclosures attached therewith. This is further subject to inspection and sanction by Commissioner of Railway Safety, South Eastern Circle, Calcutta as per Rules for individual section as and when completed and all safety certificates etc., being furnished to him as per Rules as mentioned in Railway Electrification, Bilaspur's application.

The date of Commissioning of the traction installations on Anuppur-New Katni Jn. and Anuppur-Bishrampur/Chirimiri sections of South Eastern Railway may please be intimated to this office.

( S. M. SINGLA )
Executive Director Civil Engineering (G),
Railway Board.

No.93/CEDO/ERI/21. New Delhi, dated -11-93.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with reference to his Endorsement No.RS.G-I(1)/93 dated 5.11.93.

2) The Commissioner of Railway Safety, South Eastern Circle, No. 14, Strand Road, 12th floor, Calcutta - 700 001, with reference to his letter No. 376 dated 10th June, 93.

( S. M. SINGLA)
for Secretary Railway Board.

(41)

Issue fair please 2/12/93

No. 92/CEDO/SR/4/0. 2.12.93

The General Manager (Engg.),
Central Railway,
Bombay.

Sub : Increasing the speed of Shatabdi Express train between Bina - Bhopal. S.No 64

Ref : Your letter No. W.681/Y-90/BR/1 dated 5.11.93.

.....

A reference may be made to your letter quoted above. You may directly approach RDSO under advise to Secretary(Civil Engg.) and Secretary(Mech.) Railway Board for an amendment in the speed certificate of WAP3 loco on Bina-Bhopal section from 110 Kmph to 120 Kmph for Shatabdi Express based on the authority under which RDSO have cleared WAP1 loco for North South Rajdhani Express at 120 Kmph between Lalitpur-Balharshah section.

After the speed certificate is amended by RDSO, an application may be moved to CCRS/Lucknow through CRS concerned to dispense with the route proving trials on Bina-Bhopal section and simultaneously ask CRS to issue the sanction for increasing the speed of WAP3 loco on Shatabdi Express on Bina-Bhopal section from present 110 Kmph to 120 Kmph in the similar way as already done by Central Railway in the case of WAP1 loco dispensing with the oscillograph car run on Kazipet-Secunderabad section vide their letter No.W.368/1/25/WAP-I dated 16.7.93.

2/12/93

( S. M. SINGLA )
Executive Director Civil Engineering(G)
Railway Board.

O/C.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
हस्ताक्षर
Signature.....
जारी की गई
Date of Issue.....

(42)

S. M. SINGLA
Executive Director
Civil Engg. (G).

D.O. No. 93/CEDO/SD/33. New Delhi, dated 3.12.93

My dear Jeroth,

Sub : Bombay VT yard remodelling.

....

Reference your telephonic conversation with the undersigned on date. Your application No. EW/739/W/360/9 dated 23.3.93 on the above quoted subject stated to have been sent to Secretary (Civil Engg.) Railway Board under CORS's letter No.O/11011/1/93-RS dated 29.10.93 has not so far been received in this office and appears to have been lost somewhere during transit.

You may therefore arrange to send a duly attested photocopy of your application alongwith enclosures, CRS's letter and CORS's forwarding letter to enable this office to take further necessary action in the matter.

With best wishes,

Yours sincerely,

sd/-

( S. M. SINGLA )

Shri A.C. Jeroth
Chief Signal &
Telecommunication Engineer(Const.),
Central Railway,
Bombay.

(43)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 93/CEDO/BR/1. रेल भवन, नई दिल्ली-110001, दिनांक 3.12.1993
Rail Bhavan, New Delhi-110001, dated

The General Manager (Works),
Southern Railway,
Works Branch,
Park Town,
Madras - 600 003.

Attention :- Shri M. S. Nagarajan

Sub : Major & Minor Bridges on Indian Railways as on 31st March, 1993.

Ref : Your letter No. W.71/19 dated 29.6.93.

.....

Please refer to this office letter of even number dated 22.11.93 (copy enclosed for your ready reference). Since printing of the para in Board's Annual Report is held up for want of clearification from your railway, it is requested that the same may please be sent by return post.

( D. N. MACHIWAL )
for Executive Director Civil Engineering(B&S
Railway Board

DA : As above.

(41)

No. 93/CEDO/BR/1. 3.12. 93

The General Manager (Works),
Southern Railway,
Works Branch,
Park Town,
Madras - 600 003.

Attention :- Shri M. S. Nagarajan

Sub : Major & Minor Bridges on Indian Railways as on 31st March, 1993.

Ref : Your letter No. W.71/19 dated 29.6.93.

.....

Please refer to this office letter of even number dated 22.11.93 (copy enclosed for your ready reference). Since printing of the para in Board's Annual Report is held up for want of clearification from your railwey, it is requested that the same may please be sent by return post.

( D. N. MACHIWAL )
for Executive Director Civil Engineering(B&S
Railway Board.

DA : As above.

(45)

No. 93/CEDO/SD/33. 7/8.12. 93

The Chief Signal & Telecom.
Engineer (Const.),
Central Railway,
Bombay.V.T.

Sub : Bombay V.T. - Remodelling of Main Line Passenger Yard using CQB area Phase-I Stage-I.

.....

With reference to your application No. EM.739.M.360.N dated 23.9.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement involved in implantation of LH signal No. S-62 at a setting distance of 2285 mm on either side in Bombay V.T. yard as against 2360 mm required as per item 13(ii)(c) Chapter-I of B.G. Schedule of Dimensions (1973) in connection with remodelling of Main Line Passenger Yard using CQB area Phase-I Stage-I as shown in Form-XI and the Sketch accompanying your application referred to above. It is however noted that a permanent speed restriction of 15 Kmph exists at these locations.

Land Up Signal no S-63

The sanction is applicable only to condonation of infringements to clearances so far as the above signal structures are concerned. A seperate sanction from the competent Authority will however be necessary before introducing 3660 mm (12'-0") wide stock in future as per extant rules.

( S. M. SINGLA )
Executive Director Civil Engineering(G
Railway Board.

No. 93/CEDO/SD/33. New Delhi, dated 7/8.12.93

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.C.11011/1/93-RD dated 23.10.93.

2) The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No. 606 dated 24.9.93.

( S. M. SINGLA )
for Secretary, Railway Board.

(46)

No. 93/CEDO/SD/27. 8.12.93

The General Manager (Engg.),
Central Railway,
Head Quarters Office,
(Engineering Branch),
Victoria Terminus,
Bombay - 400 020.

Sub : Proposed widening of Tilak Road Over Bridge at Km. 9/5-6 on Bombay-Kalyan section - Height of heavy overhead structures - Condonation.

Ref : Your letter No. W.641.BR.293/Sub dated 2/4.11.93.

.....

The existing bridge is having clearance for D.C. Traction only. It is in good condition as per the Railway's assessment. To pass A.C. Traction under this bridge, Railway will have to take condonation. Therefore, the widened portion even if constructed with greater clearance would not obviate this need.

In any case the Railway has stated that it is not possible to raise the clearance due to site conditions. Presently, only D.C. Traction is being used and the clearance is adequate for this traction. So no condonation is required.

The assumption made in para 2 of your letter is confirmed. You may, however, approach for condonation of infringement in the vertical height of Tilak ROB at the time when in future it is proposed to introduce 25 KV electric traction on Bombay-Kalyan section.

( ARVIND KUMAR )
Executive Director Civil Engineering(B&S
Railway Board.

(47)

No. 93/CEDO/SD/27. 3 .12.93

The General Manager (Engg.),
Central Railway,
Head Quarters Office,
(Engineering Branch),
Victoria Terminus,
Bombay - 400 020.

Sub : Proposed widening of Tilak Road Over Bridge at Km. 9/5-6 on Bombay-Kalyan section - Height of heavy overhead structures - Condonation.

Ref : Your letter No. W.641.BR.293/Sub. dated 1/4.12.93.

.....

The existing bridge is having clearance for D.C. Traction only. It is in good condition as per the Railway's assessment. To pass A.C. Traction under this bridge Railway, will have to take condonation. Therefore, the widened portion even if constructed with greater clearance would not obviate this need.

In any case the Railway has stated that it is not possible to raise the clearance due to site conditions. Presently, only D.C. Traction is being used and the clearance is adequate for this traction. So no condonation is required.

The assumption made in para 2 of your letter is confirmed. You may, however, approach for condonation of infringement in the vertical height of Tilak ROB at the time when in future it is proposed to introduce 25 KV electric traction on Bombay-Kalyan section.

( ARVIND KUMAR )
Executive Director Civil Engineering(B
Railway Board.

(48) 1/20

NORTHERN RAILWAY

Headquarters Office,
Baroda House,
New Delhi.

No.403-T/44.B/Rules

October 12, 1990.
15

Divisional Railway Manager,
Northern Railway,
Ambala

c/- Sr.DOS/DSO/DSE(C)/UMB.

Sub: Working of Track Relaying Trains.

...

Since the above train is likely to be brought into commission in near future on your Division, a copy of the Guidelines to be followed while working such train on the section, duly approved by the CSS & CTE/N.Rly., is sent herewith

T hese rules in any way do not supersede the normal instructions for working of trains as contained in N.Railway G&SR Book, Operating Manual & Block Working Manual.

Please acknowledge receipt.

DA: As above.

(Chandra Prakash)
for General Manager/Safety

c/- C.E., C.T.E., Dy.C.E.(TT)/N.Rly. HQ Office, NDLS, for information and suitable action. The working of the TRTs can only be commenced after taking required sanction from Commissioner of Rly.Safety, Northern Circle, Lucknow.

c/- DRMs/N.Rly. DLI, AMB, LKO, MB, FZR, BKN & JU.

(49) 1/21

## Guidelines for working of track relaying trains in the block section.

The following shall be the marshalling order of this train :

**I Unit** Load 19=34 with train engine

1 train engine
1 B/V
1 C.E. four wheeler
11 BRHs
3=6 machine
1 C.E.
1 B/V
1 BFR Spl. type (modified) ..... Train piped vehicle

19=34 + 1 engine

Vacuum braked vehicles.

This unit will always be the leading unit.

**II Unit** Clip Applicator. It will be just like a motor trolley without any buffers & coupling arrangements. It will be a self propelled vehicle. It can also be physically lifted from the track.

**III Unit** Ballast regulator + TTM and rail pick up unit.

It will consist of a load of 3=6 units, with coupling arrangements and vacuum brake. It will be a self propelled unit.

**IV Unit** Prime Mover + 3 BFRs : It will be a self propelled unit, consisting of a load of 4=8 (including 3 BFRs). It will be an air-braked unit.

1. The track relaying train (TRT) will normally be stabled at the nominated Depot/Stabling station where such stabling facilities will be provided. It will move from its stabling place to the place of work in accordance with the normal train working instructions and with the prior permission of the DOS/Sr.DOS and the section controller only.

2. For [illegible] movement, each unit of TRT will be treated as an independent train and will move as a train from the stabling station to the station adjacent to the site of work. The reception of each unit shall be arranged separately by the S.M. of the receiving station on a clear line. However in case of any reception line's difficulty, the subsequent units can be received on the blocked line as per the procedure laid down in G.R. 5.09 of the N.Rly. G & SR Book 1983 i.e. by piloting such unit on OHE-374.

3. a) No Railway servant shall be permitted to work as machine operator of any TRT unit unless he is in possession of a valid competency certificate issued by the authorised officers jointly.

Contd p.2....

b) --The authorised officers to test the knowledge of the TRT machine operator and to issue a competency certificate to work in the section should not be lower than the rank of J.A. Grad. Officers of the Engineering, S&T and Operating Departments. Each certificate of competency issued shall be valid for a period of one year from the date of issue. The certificate shall be issued jointly by the officers of three departments.

4. Block will be sanctioned by Sr.DOS/DCS Preliminary arrangement for imposing the block as laid down in SR 15.8/4(b) will be followed.

5. The Engineering officials incharge will inform in writing to the ASM on duty at the originating station for taking the block.

6. Before permitting the block the ASM of the originating station will inform the section controller and will get his permission under exchange of private number. The ASM concerned will exchang the message with the ASM on the other end of the block section under exchange of P.No. giving details of :-

a) Place of work (Kilometrage).
b) Duration of work (from _____ hrs. to _____ hrs.).
c) To which station these units will proceed after completion of work for clearance of the block section
d) Total number of units (track relaying train) which will enter the section.

7. The following documents will be issued by the ASM of the starting station:-

a) To the first unit i.e. track relaying train :-

i) Proper Authority to proceed.
ii) Caution order OPT/80 specifying special instructions on which this train will work between two stations.

b) To the second, third and forth units - Each unit will be issued the following documents by the ASM of the originating station :-

i) OPT 3/4 (Authority to proceed without line clear).
ii) OPT/80 informing for the presence of I unit/units ahead of him and all other special instructions necessary.
iii) OPT/373 for last stop signal.

8. The second unit will be permitted to enter the block section after a minimum time interval of 15". However, the subsequent units will be permitted to enter the block section after a time interval of 10".

Contd.P/3....

(51) 1/22



9. Each unit on reaching the place of work, will be protected as per the instructions contained in G.R. 6.03. On arrival of the last unit at the place of work, the enti working group will be protected as per unit as per the instructions contained in G.R. 6.03 of G&SR book. Such protection will be arranged on :-

i) Double line, in the rear by the Engg. Officials.

ii) On single line, on both sides by the Engg. Offici

Each unit will be manned by two machine operators and during the course of its run the duties of driver will devo upon the leading machine operator and the duties of guard will be develved upon the other machine operator.

10. Reception of the train/units :-

I Unit - On proper signals at the station nominated for reception of the train.

II Unit - The rules & procedure of reception of train on blocked line as contained in GR & SR 5.00 will be followed for the reception of 2nd and subsequent units.

11. Clearance of the block section

The T.R.T. will normally move in the forward direction after the completion of work to clear the block section. However, in case of emergency or under special circumstances it can be brought back to the place of its origination.

After the complete arrival of all the TRT units & clearan of section, certificate of "section left clear" will be issue by the Engg. official Incharge of the work (TRT) who will be below the rank of PWI.

12. The leading unit will enter/clear the block section at t normal speed. The subsequent units will proceed at a restri cted speed of 25 KMPH.

13. The TRT will work during the day light hours only.

14. Tail lamp/tail board as per rules will be provided on all th units of the TRT.

15. Equipment for each unit will be as under :-

a) Two hand signal lamps.
b) Two red & two green hand signal flags.
c) Detonators -12.
d) Two banner flags.
e) A thunder whistle.
f) A motor horn.
g) A copy of working time table.
h) T/lamp/LV board.
i) Private No. book.
j) Walkie Talkie equipment.
k) First aid-box.
l) Out fit tools.
m. Portable telephone.

N.B. The official incharge shall also be in possession of a watch which will be synchronised with the control time.

16. Working time of TRT will not be permitted during thick, foggy, tempestuous weather, total failure of communications, single line working on double line and on ghat section.

17. The TRT units, when stabled at the station, will be secured and protected on the line nominated by the ASM in the manner as a ballast train is protected as contained in GR 4.64. The siding on which it is stabled must always be isolated from rest of the yard.

18. During the run, the Engg. Officials incharge of the each unit will personally ensure that the L-xing gates in the section are closed against the road traffic before crossing it. Instructions contained in GR 3.73 & 3.73/1 should be strictly followed while passing such L-xing gates.

19. The Operation of the TRT when working in the section, will be supervised by a senior Safety Inspector who should be of the grade Rs.2000-3200(RPS). The post of such Inspectors shall be sanctioned specially against this project.

NOTE:

(i) These units cannot be combined together due to different brake system.

(ii) The speed of these trains should remain within the speed permitted by Commissioner of Railway Safety.

(iii) All the provisions of GR&Optg. manual, block working manual & other instructions. Issued for train Operation shall be applicable in this case as well.

— x —

MS/-

(53)

No.92/CEDO/SD/16. 26 -11-93.

The General Manager (Works),
North Eastern Railway,
Gorakhpur.

Sub:- Shifting of foot over bridge at Dalsingh Sarai.

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In view of the position explained in your application No. W/29/2/SSB/W-I dated 18-8-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements of horizontal distance of 835 mm each to FOB Structure on BG/MG Island Platform at Dalsingh Sarai yard on Barauni-Samastipur BG/MG Section from centre line of BG track to item 7(ii) Chapter-II of BG Schedule of Dimensions (1973) and item 7(ii) Chapter-II of MG Schedule of Dimensions (1963) respectively involved in shifting of the existing FOB nearer to the Station Building as shown in Form-XI and Drawing No.GM/LI/1993/Y 904004 accompanying your application referred to above.

( S.M.SINGLA )
Executive Director Civil Engineering(C
Railway Board.

No.92/CEDO/SD/16. New Delhi, Dated 26 -11-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-I(W)/90 dated 8-11-1993.

2) The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow-226001, with reference to his letter No. 290/413/1/VIII/Pt.2 dated 7-9-93.

3) The Executive Director Land Management, Room No.110-C, Railway Board for file No.92/LM(B)/2/174.

( S.M.SINGLA )
for Secretary Railway Board.

(54)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

Issue fair please

No. 93/CEDO/SR/14.

रेल भवन, नई दिल्ली-110001, दिनांक 25 11. 19 93
Rail Bhavan, New Delhi-110001, dated 26

25/11/93

The General Manager (Engg.),
South Eastern Railway,
Garden Reach,
Calcutta.

Received the original letter addressed to GM(C-SR) SE Rly Calcutta and by hand Calcutta
Bengapli.
Hd Estimate 25/11/93

Sub : Running of "Track Relaying Train(P-811-S)" supplied by M/s. Tamper Corporation, USA, on its own power and also in train formation as Tail runner with the Cab. trailing on various B.G.sections of S.E.Rly.

.....

Please refer to your application No. TC/TM/Genl./6256 dated 16.11.93 sent through the Chief Commissioner of Railway Safety Lucknow. In view of the position explained in your application, the sanction of Ministry of Railways is hereby communicated for the running of Track Relaying Train (P-811-S) to General arrangement Drawing No. B - 9093 V having a maximum axle load of 20 t at a maximum speed of 5 kmph (crawling speed) when running on its own power under working condition and at 50 Kmph when running in train formation in dead condition as a tail runner with cab trailing on the following BG section of your Railway :-

1. Katni-Anuppur-Bilaspur(except Khodri-Khongsara Dn.Line).
2. Bilaspur - Raipur - Vizianagram - Visakhapatnam.
3. Vizianagram-Kharagpur(via:Naraj Marathapur/Cuttack).
4. Cuttack - Paradeep.
5. Cuttack - Talcher.
6. Kharagpur - Rajkharswan - Gua.
7. Padapahar - Banspani.
8. Rajkharswan-Bilaspur(except Goilkera-Posoita Up line).
9. Jharsuguda - Sambalpur - Titlagarh.
10. Raipur - Gondia - Nagpur.

The sanction is subject to obsevance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations laid down in your Joint Safety Certificate, RDSO's Speed Certificate No. CT/TM/SC/TRT dated 29.6/2.7.90, 12.10.90 and 26.11.90 and all other certificates accompanying your application referred to above. The guide lines issued by General Manager(Safety) Northern Railway under his letter No. 403-T/44.B/Rules dated 12.10.90 (copy enclosed) shall also be followed. The sanction is subject to the condition that all safety precautions shall be taken by the railway to avoid infringements to the adjacent track in double or multiple line sections and ensuring inspection and certification of the machine by competent TXR for safe running.

2/-

(55)

No.93/CEDO/BR/1. 15-11-93.

The General Manager (Works),
South Central Railway,
Works Branch,
Secunderabad - 500 371.

Sub:- Major and Minor Bridges on Indian Railways as on 31-3-93.

Ref:- Your office letter No.W.71/4/Vol.IV dated 2-11-93.

---

Please refer to Statement 'B' enclosed with your above quoted letter. The total number of bridges with waterways as on 31.3.93 is shown as 14262 in this statement which should perhaps be corrected to read as 14267. Similarl the subject heading in the forwarding letter is shown as 'Major and Minor Bridges on Indian Railways as on 31.3.92.' This should be corrected to read as on 31.3.93. Please confirm both the above corrections by return post.

Machiwal

( D.N.Machiwal )
for Executive Director Civil Engg;(B&S),
Railway Board.

(56)

IMMEDIATE

No.93/CEDO/BR/1. 22-11-93.

The General Manager (Works),
Southern Railway,
Works Branch,
Park Town,
Madras-600 003.

Attention:- Shri.M.S.Nagarajan

Sub:- Major & Minor Bridges on Indian Railways as on 31st March,1993.

Ref:- Your office letter No.W.71/19 dated 29-6-93.

---

While going through the Statement 'A' enclosed with your above quoted letter, it is seen that the decrease in the number of Bridges as on 31-3-93 compared to 31-3-92 is due to deletion of some FOBs, ROBs and RUBs which were wrongly included as Major Bridges in Trivandrum Division as on 31-3-92 and this discrepency has now been rectified in the position as on 31-3-93.

It may be seen that while rectifying the discrepency of FOBs, ROBs and RUBs which were wrongly shown as Major Bridges in the position as on 31-3-92, these bridges should have now been deleted from the position of Major Bridges as on 31-3-93 and added in the position of ROBs and RUBs as on 31-3-93 leaving aside the FOBs. This means that the position of ROBs and RUBs shown under Major Bridges should now be more as on 31-3-93 campared to the position as on 31-3-92. The decrease in the position of ROBs and RUBs shown in your statement as on 31-3-93 compared to 31-3-92 is not understand.

Ministry of Railways therefore desire that the decrease in position of ROBs and RUBs under Major Bridges as on 31-3-93 compare to 31-3-92 may be clearly spelt out.

This may be treated as Immediate.

( D.N.Machiwal )
for Executive Director Civil Engg;(B&S)
Railway Board.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

G/Fill (57)

No.93/CEDO/SR/13.

रेल भवन, नई दिल्ली-110001, दिनांक 22-11-93.
Rail Bhavan, New Delhi-110001, dated 19

The General Manager(Works),
Southern Railway,
Head Quarters Office,
Works Branch,
Park Town,
Madras-600 003.

Sub:- Running of WDS 4D class diesel hydraulic locomotives on various BG Sections of Southern Railway.

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In view of the position explained in your application No. W.438/1/Vol.XI dated 29-9-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of WDS 4D O-C-O type of Diesel Hydraulic Locomotives, not exceeding 2 Units coupled together, fitted with 700 hp MaK Diesel Engine Model 6M 282(AK) and Voith transmission of L4r2U Model as per RDSO's Sketch No.DP.679 Alt.2 having an axle load of 20t±3% on the various BG Sections as given in the Joint Safety Certificate No.549 B.G. of your railway and at a maximum speed mentioned against each section.

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all other conditions/stipulations made in the Joint Safety Certificate and all other certificates accompanying your application.

Ministry of Railways also condone the infringements to item 11(ii) and 12 of Chapter IV(c) of BG Schedule of Dimensions (1973) as shown in Form-XI accompanying your application referred to above.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SR/13. New Delhi, Dated 22-11-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.Q.12013/1/93-RS. dated 8-11-93.
2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009, with reference to his letter No.1158 dated 8th October,93.
3) The Director Standards(Motive Power), RDSO, Lucknow-226011.

( S.M.SINGLA )
for Secretary Railway Board.

(58)

No.93/CEDO/MISC. 28-10-93.

The Chief Engineer (S&C),
Eastern Railway,
Calcutta.

Sub:- Survey for a siding to serve Urimari Project of C.C.L. in Dhanbad Division of Eastern Railway.

Ref:- Your office letter No.CE/S/168/825 dated 20th October/93.

---

A copy of this office letter No.66/WDO/SD/10 dated 21-3-66 is enclosed herewith as desired.

DA:-One.

for Executive Director Civil Engineering(G)
( D.N.Wachiwal )
Railway Board.

(69) D/e S.No.10

(59)

Annexure

BWZ' wagon with
isions.

| Dimensions of 'BWZ' wagon. | Re |
|---|---|
| 19,000 meter (62'-4") | The wid loa bri 305 loa bri piv tro 19.0 apa rest the modi gird has meto cent over bogi |
| 28.000 meter (91'-10-3/8"). | Load brid not heads Draft Buff are on th term brid has 4 meter contr throw of ho and b depen this centr only. |
| 29.270 meter (96'-0-3/8"). | --d |

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

No.77/MDO/SR/8 New Delhi Dated 29.10.77

The General Manager,
South Eastern Railway,
Calcutta.

Sub:- Running of 182 Tonne B.G.Special wagon type BWZ on the B.G.Sections of South Eastern Railway.

Ref:- Your letter No.C/Wagon/Misc./Pt.XII dt. 23.4.1977 through ACRS, S.E.Circle, Calcutta.

---

As received by ACRS, South Eastern Circle, Calcutta vide his letter No.134 dated 29.4.77 the Railway Ministry sanction the running of 182 tonne B.G.Special Wagons type BWZ to RDSO's Drawing No.WD5-6808-S/2 Alt.3 on the various B.G. Sections of your Railway in both empty and loaded conditions at a maximum speed as shown against each in the Safety Certificate No.134, subject to the observance of all speed Restrictions now inforce or that may be Imposed from time to time and further subject to the conditions as stipulated in the above mentioned Joint Safety Certificate accompanying your letter referred to above.

Railway Ministry also authorise Chief Engineer of South Eastern Railway to sanction each movement of wagons in view of the fact that special conditions are attached to the movement of this wagon which is used on rare occasion only and further subject to the condition that sanction of ACRS, should be obtained if any consignment having a width exceeding 2.95 m. is to be moved, treating the same as an ODC.

The Railway Ministry also sanction the infringement of Item No.17,20(b) and 21(b) of Chapter IV(A) of the B.G.Metric Schedule(Dimensions (1973) involved in connection with the running of above wagons as mentioned in form XI accompanying your letter referred to above.

( O.N.SHUKLA )
Jt.Director,Civil Engg.,
Railway Board.

DA/NIL

No.77/MDO/SR/8 New Delhi Dated 29.10.77

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow with reference to his letter No.RS.17-T(18)/77 dt.20.9.1977.
2. The Additional Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.134 dt.29.4.77.
3. The Director General, RDSO, Alambagh, Lucknow.

( O.N.SHUKLA )
for Secy.,Railway Board.

DA/NIL

D/e

(68)

No.93/CEDO/ED/29. 4-11-93.

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras-600 008.

Sub:- Railway Electrification - Group 72 - Jolarpettai-Bangalore City Section - Wiring of tracks in Bangalore City yard - Condonation of infringement regarding.

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With reference to your application No.ETR/252/RE/0140/Vol.IV dated 13-10-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to BFB 6"x6" CHS Mast in between line No.9 & 10 at Chainage 355/876.30 in Bangalore City Yard having a clearance of 2298 mm on one of the sides as against 2360 mm required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973). The sanction is based on Form-XI and Drawing No.SK/RE/CHE/G/6/93 accompanying your application referred to above.

The sanction is applicable only to condonation of infringement to clearance so far as CHE Mast is concerned. A separate sanction from the Competent Authority will however be necessary before introducing 3660 mm (12'-0") wide stock in future as per extent rules.

It is seen that the setting distance shown on the drawing in Cross Section detail is 2278 mm instead of 2298 mm shown in Form-XI. The dimension shown in Cross Section detail may therefore be corrected to read as 2298 mm.

sd/-

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

P.T.O.

(61)



No.93/CEDO/SD/29. New Delhi, Dated 4 -11-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS. Q.11017/1/93-RS dated 27-10-1993.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O. Bangalore-560009, with reference to his letter No.1191 dated 18th October, 1993.

( S.M.SINGLA )
for Secretary Railway Board.

(62)

No.93/CEDO/SD/30. 5-11-93.

The Chief Engineer(Const.)/GC-II,
Northern Railway,
Kashmere Gate,
Delhi-110 006.

Sub:- Condonation for infringement due to fixed structure of PF shelter on Main platform at Sambhar Lake on Phulera-Degana section of Jodhpur Division of Northern Railway.

---

With reference to your application No.78-W/37/W-II/CRS/Pt.I dated 21-10-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 7(i), 7(ii) and 7(iii) of Chapter-II to B.G.Schedule of Dimensions (1973) involved in retention existing platform shelter over Main platform at Sambhar Lake Station as shown in Form-II and drawing No.P-74-SS/1993 accompanying your application referred to above in connection with Conversion of Phulera-Degana Section from M.G. to B.G.

It is however noted from the drawing that eave boards of shelter which infringe the 'X' Class moving dimensions shall be dismantled to have no infringement to 'X' Class moving dimensions due to eave boards. Moreover, the Railway have not sent the plan showing the number of locations where the columns of platform shelter exist. It may be ensured in future that such a plan is invariably sent as an enclosure to the application.

( S.M.SINGLA )
Executive Director Civil Engineering (G),
Railway Board.

P.T.O.

(63)

No.93/CEDO/SD/30. New Delhi, Dated 5-11-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11014/1/93-RS dated 28-10-93.

2) The Commissioner of Railway Safety, Northern Circle, Near IRIS Building, Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021, with reference to his letter No.734/ Infringing/SOD dated 25-10-93.

( S.M.SINGLA )
for Secretary Railway Board.

(64)

No. 93/CEDQ/SD/31.

5-11-93

The General Manager(Works),
North Eastern Railway,
Gorakhpur.

Sub : Burhwal - Sitapur Gauge Conversion - Condonation of length of sleeper on 30.5 m underslung girder as per RDSO's Drawing No. B-11231 of Bridge No.34 (1x30.5mG + 2x6.10mG) at Km.50/10-11.

.....

With reference to your application No. W/Con/320/3/Pt.II dated 10.9.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to existing length of 3050 mm of bridge timber resting directly on longitudinal girders on bridge No.34 at Km.50/10-11 as against a minimum length of 3165 mm (2860 mm length outside to outside of girder flange + 305 mm) required as per item 3 Chapter-I of BG Schedule of Dimensions (1973) in connection with conversion of Burhwal - Sitapur section from MG to BG as shown in Form-XI abd Drawing No. SK/2/0993.

The sanction is purely temporary and is valid for a period of six months from the date of issue of this letter or till the existing bridge timbers are replaced by new ones of required length whichever is earlier subject to a speed restriction of 20 Kmph over the bridge.

( S. M. SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDQ/SD/31. New Delhi, dated 5-11-93

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his Endorsement No. G. 11015/1/93-RS. dated 2.11.93.

2) The Commissioner of Railway Safety, North Eastern Circle, Hazaratganj, Lucknow - 226 001, with reference to his letter No. 365/434/IV/Pt.3 dated 27.10.93.

( S. M. SINGLA )
for Secretary, Railway Board.

No.93/CEDO/SD/31. New Delhi, Dated 5-11-93. (65)

The General Manager(Works),
North Eastern Railway,
Gorakhpur.

Sub:- Burhwal-Sitapur Gauge Conversion -
Condonation of length of sleeper
on 30.5 m underslung girder as per
RDSO's Drawing No.BA-11231 of Bridge No.34
(1x30.5mG + 2x6.10mG) at Km.50/10-11.

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With reference to your application No.W/Con/520/3/W-I/Pt.II dated 10-9-93 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to existing length of 3050 mm of bridge ~~wooden sleepers~~ timber resting directly on longitudinal girders on bridge No.34 at Km.50/10-11 as against a minimum length of 3165 mm (2860 mm length outside to outside of girder flange+305 mm required as per item 3 Chapter-I of BG Schedule of Dimensions (1973) in connection with conversion of Burhwal-Sitapur Section from M.G. to B.G. as shown in Form-XI and Drawing No.SK/2/0993

The sanction is purely temporary and is valid for a period of six months from the date of issue of this letter or till the ~~existing sleepers~~ existing bridge timbers are replaced by new ones of required length whichever is earlier subject to a speed restriction of 20 Kmph over the bridge.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/31. New Delhi, dated 5-11-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11015/1/93-RS.dated 2-11-1993.
2) The Commissioner of Railway Safety, North Eastern Circle, Hazaratganj, Lucknow-226001, with reference to his letter No.365/434/IV/Pt.3 dated 27-10-1993.

( S.M.SINGLA )
for Secretary Railway Board.

(66)

No. 93/CEDQ/SD/31.

5 -11- 93

The General Manager(Works),
North Eastern Railway,
Gorakhpur.

Sub : Burhwal - Sitapur Gauge Conversion - Condonation of length of sleeper on 30.5 m underslung girder as per RDSO's Drawing No. B-11231 of Bridge No.34 (1x30.5mG + 2x6.10mG) at Km.50/10-11.

.....

With reference to your application No. W/Con/320/3/Pt.II dated 10.9.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to existing length of 3050 mm of bridge timber resting directly on longitudinal girders on bridge No.34 at Km.50/10-11 as against a minimum length of 3165 mm (2860 mm length outside to outside of girder flange + 305 mm) required as per item 3 Chapter-I of BG Schedule of Dimensions (1973) in connection with conversion of Burhwal - Sitapur section from MG to BG as shown in Form-XI and Drawing No. SK/2/0993.

The sanction is purely temporary and is valid for a period of six months from the date of issue of this letter or till the existing bridge timbers are replaced by new ones of required length whichever is earlier subject to a speed restriction of 20 Kmph over the bridge.

( S. M. SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDQ/SD/31. New Delhi, dated 5 -11-93

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his Endorsement No. G. 11015/1/93-RS. dated 2.11.93.

2) The Commissioner of Railway Safety, North Eastern Circle, Hazaratganj, Lucknow - 226 001, with reference to his letter No. 365/434/IV/Pt.3 dated 27.10.93.

( S. M. SINGLA )
for Secretary, Railway Board.

(67)

S.M. SINGLA
EXECUTIVE DIRECTOR CIVIL ENGG.(G).

D.O.No.93/CEDO/SD/32. New Delhi, dated 11th Nov.1993.

Dear Shri RAVINDRA,

Sub: Provision of a catch siding at Adihalli Station on the Bangalore-Arsikere Section - Condonation of yard gradient.

Ref: Your D.O. letter No. W.GC.573/ENC/Vol.III dated 4.11.1993.

******

Your application No.W.GC.573/ENC/Vol.III dated 15.9.93 stated to have been sent to this office under CCRS Lucknow's letter No.Q.11017/1/93-RS dated 21.10.93 for provision of a catch siding and condonation of infringing grade of 1 in 100 in Adihalli yard has not so far been received in this office duly forwarded through CRS and CCRS.

Under the circumstances, I would suggest you to send an attested photocopy of your application and its enclosures alongwith attested photocopy of CRS and CCRS's forwarding letters to enable this office to consider the issue of sanction.

With regards,

Yours sincerely,

Sd/-

( S. M. SINGLA )

Shri M. RAVINDRA,
Chief Administrative Officer(Const),
Southern Railway,
18, Millers Road,
Bangalore - 46.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow -226 001.

(68)

.69/WDO/SR/27.

3rd Kartika, 1891.
25-10-1969

Director General,
R.D.S.O., Alambagh,
Lknow-5.

Subject:- Special 180 Ton well wagons designed for M/s.Heavy Electricals Limited, Bhopal.

With reference to your letter No.MW/WW/HEL-1 dated 30.1.69, the Railway Board approve of the infringement of items 17, 20(b) & 21 (b) of Chapter- IV(A) of the B.G.Metric Schedule of Dimensions (1963), involved in the design of the above wagons to R.D.S.O.'s sketch No.WD.5-6808-S/2 for M/s.Heavy Electricals Limited, Bhopal. This sanction is meant only for the design and manufacture of the wagon.

The Board however further desire that before such stock is placed on line, the Railway Administrations should apply through the A.C.R.S., concerned for the sanction of the infringement involved in the running of the above wagons, on the specified sections of their railways. While operating the above stock it will have to be ensured by the Railway Administration that if it carries any consignment having a width exceeding 2.95 metres, it will have to be treated and worked as an O.D.C. under sanction of competent authority.

NA/NIL

Sd/-
(N. Gopalan)
Dy. Director, Civil Engg;
Railway Board.

(69)

No.93/CEDO/SR/12. 25-10-93.

The Director General (Track),
R.D.S.O.,
Lucknow-226011.

Sub:- Condonation of moving dimensions-BG AC 3-Tier Coach.

Please refer to your application No.CT/DHS/3/Coaches dated 20-10-93 sent through the Chief Commissioner of Railway Safety Lucknow. The sanction of Ministry of Railways is hereby communicated for condonation of ingringements involved in the design of BG AC 3-tier coach to RDSO's sketch No.CSC-1704 to maximum height of 4250 mm above rail level at centre against 4115 mm required and maximum height of 3735 mm above rail level at sides against 3505 mm required as per Clause 31 and 32(b) respectively of Chapter IV(A) of B.G.Schedule of Dimensions (1973) involved in the design of the Coach within the moving dimensions to Sketch No.72227 which is already approved under this office letter No.72/MDO/SR/31 dated 22-7-74.

The sanction is based on Form-XI and infringement Sketch No. 93312 accompanying your application referred to above, and is subject to the observance of the instructions by Eastern, Northeast Frontier, South Eastern and Western Railways as contained in the enclosure to this office letter No.72/MDO/SR/31 dated 22-7-74.

S/d
( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SR/12. New Delhi, Dated 25-10-93

Copy forwarded forinformation to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. G.17012/1/93-RS dated 8-10-93 and 21-10-93.

S/d
( S.M.SINGLA )
for Secretary Railway Board.

/

(79)

ure fair
lease
25/10/93

No.92/CEDO/SR/6. 25-10-93.

The General Manager,
Western Railway,
Churchgate,
Bombay-400 020.

Sub:- Running of Shoulder Ballast Cleaning Machine PBM-80 on BG Section of Western Railway.

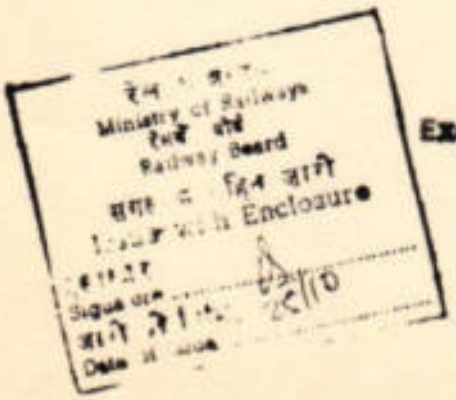
In view of the position explained in your application No. W.641/23(PBM-80) dated 30-6-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Shoulder Ballast Cleaning Machine PBM-80 having an axle load of 20.0t to RDSO Diagram No.SDO/T-2173 and 2173/1 at a maximum speed of 40 Kmph when running on its own power and at 30 Kmph maximum when running in train formation as a dead vehicle on the various BG Sections as shown in Annexure 'A' accompanying your application referred to above.

The sanction is subject to observance of all permanent speed restrictions as notified in Appendix VII and VII A to the current working time table and all temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.8 of 1993 and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 2(ii), 17, 19(b), 20(b), 21(b) and 22 of Chapter IV(A) and profile of Maximum Moving Dimensions of 1929 as shown in diagram No.I A and others of BG Schedule of Dimensions (1973) involved in the design of above machine. Since the profile of the machine is within 'X' Class Moving Dimensions, suitable speed restrictions shall, therefore, be imposed by the Railway at such of the locations which are not yet clear for movement of 'X'Class engines.

24/10

( S.M.SINGLA )
Executive Director Civil Engineering (G),
Railway Board.




P.T.O.

(71)



No.92/CEDO/SR/6. New Delhi, Dated 25-10-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.17-T(2)/90 - Vol.II dated 23-9-93.

2) The Commissioner of Railway Safety, Western Circle, 2nd floor Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020, with reference to his letter No.233 dated 5-7-93.

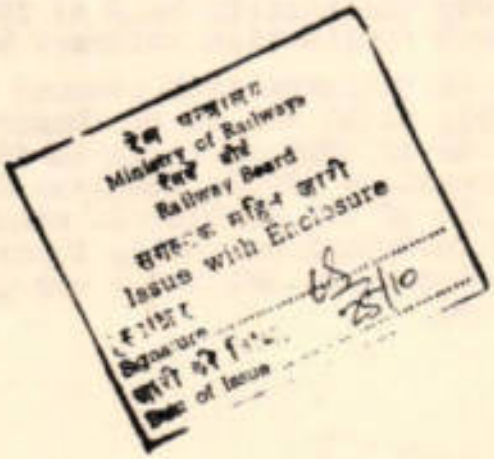
3) The Director Standards (Track), R.D.S.O., Lucknow - 226 011.

24/10

( S.M.SINGLA )
for Secretary Railway Board.

O/c

Issue fair
please
25/10/93



No.93/CEDO/SD/28. 26-10-93.

The General Manager(Con-II),
Eastern Railway,
14, Strand Road,(4th Floor),
Calcutta - 700 001.

Sub:- Infringement of gradient in Station Yard of Guma Station under Sealdah Division of Eastern Railway.

Ref:- Your application No.CE/Con/W/193 Pt.IV/207 dated 11th October,1993.

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In view of the position explained in your above quoted application, administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 between Km.37.483 to Km.37.695 and 1 in 548.78 between Km.37.745 to Km.37.97 as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Guma Station Yard in connection with doubling of Sealdah-Bongaon Section in Sealdah Division of Eastern Railway as shown in Form-XI and CE(S&C)'s SK.No.40-93 accompanying your application referred to above. CE(S&C)'s SK.No.40-93 shows a gradient of 1 in 548.78 whereas in the application and Form-XI the gradient is shown as 548.76. The gradient in the application and Form-XI may be corrected to read as 1 in 548.78 instead of 548.76.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of Guma Station Yard that no load/vehicle will be stabled without a live engine on the Main line and all necessary precautions being taken by the railway to prevent accidents.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

(73)

No.80/MDQ/SD/10. 26-10-93.

The Asstt.Manager (Tech.),
Government of India Press,
Ring Road, Mayapuri,
New Delhi - 110064.

Sub:- Printing of Corrigendum Slip No.12 and 13.

Ref:- Your letter No.RRP/Ptg./70RB/93/(727) dated 25th August,93.

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It transpires from your above quoted letter that you have printed the Corrigendum Slip No.12 to MG and Corrigendum Slip No.13 to BG Schedule of Dimensions without showing the proof to this office contrary to instructions given by this office in Column 4 of the printing requisitions that proof may be shown before printing. The circumstances for printing the Corrigendum Slips without showing the proof to this office may be advised for information.

Ministry of Railways therefore desire that two copies each of Corrigendum Slip No.12 and 13 may be sent to this office to serve the purpose of proof reading. It may also be advised if the required number of copies have been distributed to concerned parties as per distribution of copies indicated on the reverse of the printing requisitions for Corrigendum Slip No.12 for MG and Corrigendum Slip No.13 for BG Schedule of Dimensions.

sd/-

( S.M.SINGLA )
Executive Director Civil Engineering (G),
Railway Board.

Issue Ref 28/10/93

(74)

No.93/CEDO/MISC. 28-10-93.

The Chief Engineer (S&C),
Eastern Railway,
Calcutta.

Sub:- Survey for a siding to serve Urimari Project of C.C.L. in Dhanbad Division of Eastern Railway.

Ref:- Your office letter No.CE/S/168/825 dated 20th October/93.

---

A copy of this office letter No.66/WDO/SD/10 dated 21-3-66 is enclosed herewith as desired.

( D.N.Machiwal )
for Executive Director Civil Engineering(G)
Railway Board.

DA:-One.

(75)

EASTERN RAILWAY

No. CE/S/168/825 Dated, Calcutta the 20th October/93

Dy. Director, Civil Engineering (G)
Railway Board,
New Delhi.

CE/S

Sub : Survry for a siding to serve Urimari Project of C.C.L. in Dhanbad Division of Eastern Railway.

In connection with the above survey entrusted to E.Rly by C.C.L, the take-off point for the proposed Urimari siding has been suggested from the Patratu-Damodar Branch at a location where the gradient is 1 in 109. It is learnt that Board have already condoned the location of different sidings on the Patratu-Damodar Branch at Steep Grades, in terms of their letter No. 66/WDO/SD/10 dated 21-3-66.

You are requested to kindly make available a copy of the said letter which will be useful in deciding the location of the take-off point.

(G.N. Sahay)
Chief Engineer (S&C)

रे. बोर्ड/Railway Board
26 OCT 1993
C.R.No.
Section Agency No.

(76)

No.92/CEDO/SR/4/0. 16-9-1993.

The General Manager,
Railway Electrification,
Allahabad

Sub:- Condonation of Signal, OHE and Engg.. Structures in connection with electrification on the Railways.

---

Applications are received in this office from Chief Project Managers of Railway Electrification Projects for condonation of infringements to Signal, OHE and Engineering Structures enroute, in connection with Electrification works. Chief Project Managers while justifying the condonation of infringements are certifying that since it is not proposed to run EMU Stock on the section in the near future, therefore, the condonation of infringements to structures with lesser available clearances may be sanctioned.

Ministry of Railways desire that COM of the concerned Zonal Railway should certify and confirm the fact that EMU Stock are not proposed to be run on the section where such condonation is sought. No application for /such condonation of infringements will be considered without the certificate from the concerned COM. All Chief Project Managers may therefore be advised accordingly under advice to this office.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

(77)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/SR/10. रेल भवन, नई दिल्ली-110001, दिनांक /8-10-1993.
Rail Bhavan, New Delhi-110001, dated 19

The Director General(Track),
R.D.S.O.,
Lucknow - 226 011.

Sub: Design of BG 2-tier motor van on IRS underframe with IRS bogies.

.....

With reference to your application No.CT/DDS dated 10/13-9-1993 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements involved in the design of BG 2-tier Motor van to Eastern Railway Sketch No. LLH-59/92 to proposed 3735 mm height at side against 3505 mm required and proposed 4260 mm height at centre against 4115 mm required as per profile for maximum moving dimensions of 1929 as shown in Diagram No. I A and others of BG Schedule of Dimensions (1973).

16.25 t axle load

It is noted that the profile of BG 2-tier Motor Van is within 'X' class moving dimensions. The sanction is, therefore, subject to imposition of suitable speed restriction at such of the locations which are not yet clear for movement of 'X' class engines.

( S.M. SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SR/10. New Delhi, dated /8 -10-1993.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q 17014/1/93-RS dated 22.9.93.

( S.M. SINGLA )
for Secretary Railway Board.

(78)

No.93/CEDO/SD/27. 18-10-1993.

The General Manager(Engg.),
Central Railway,
Head Quarters Office,
(Engineering Branch),
Victoria Terminus,
Bombay-400 020.

Attention : Col. R.K. Singh Chief Bridge Engineer

Sub:- Proposed widening of Tilak Road Over Bridge at Dadar at Kms.9/5-6 on Bombay-Kalyan Section - Height of heavy overhead structures-Condonation.

Ref:- Your application No.W.641.BR.293 dated 3.9.93

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Your above quoted application for condonation of infringement involved in adoption of the clearance of 5685 mm as against 6250 mm clearance required as per Note C item 10(iii) Chapter-I of BG Schedule of Dimensions (1973) and Board's letter No.80/WDO/SD/10 dated 15-10-86 in connection with widening of Tilak Road Over Bridge at Kms.9/5-6 at Dadar may be routed through CRS, Central Circle, Bombay and CCRS, Lucknow. The dimensions 6285 mm appearing in last but one para of your application appears to be wrong and should perhaps be 6250 mm. Similarly the words 'Schedule of Dimensions (1963)' appearing in para-I should also read as 'Schedule of Dimensions (1973)'. Therefore, a fresh application may be moved through CRS & CCRS alongwith Form-XI and necessary dig.

No application for condonation of infringements can be considered in this office unless it is routed through CRS and CCRS.

( D.N.Machiwal )
for Executive Director Civil Engineering(B&S),
Railway Board.

1

Issue fair please

19/10/93

No.93/CEDO/SR/5. 19.10.1993.

The Director General(Track),
R.D.S.O,
Lucknow - 226 011.

Sub: Design of bottom discharge coal hopper wagon type BOBR MK-II (BOBRN) to Drg.No.WD-91071-S-01 Alt.2 - sanction for infringements.

Ref: Your letter No.CT/DG/LW/BOBR dated 21.5.93.

.....

Please refer to this office letter of even number dated 14.5.93, copy enclosed for ready reference and expedite your reply.

4 S.No. 2

( D.N. MACHIWAL )
for Exe. Director Civil Engg.(G),
Railway Board.

DA : As above.

No.93/CEDO/SR/5. New Delhi, dated 19.10.1993.

Copy forwarded for information to the Director General (Wagon) RDSO Lucknow-226 011 alongwith copy of this office letter of even number dated 14.5.93 with reference to his letter No.MW/BOBR/MK-II dated 14.7.93.

( D.N. MACHIWAL )
for Exe. Director Civil Engg.(G),
Railway Board.

DA : As above.

19/10 O/C

(86)

No.93/CEDO/SD/8. 20-10-93.

The Chief Administrative Officer(Construction),
Southern Railway,
No.10, Millers Road,
Bangalore-560 046.

Sub:- Bangalore City-Tumkur Section - Gauge Conversion from MG to BG - Condonation for infringements on Buildings and Structures - Sub-way Lift Well on platform No.9 & 10 - Reg.

Ref:- Your Office letter No.W.GC.347/BNC dated 12-10-1993.

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The word 'Secundersbad' appearing at the beginning of line 7 para-I of this office letter of even number dated 6-10-93 is a typographical error which may be corrected to read as 'Bangalore City'.

The receipt of this letter may please be acknowledged.

( D.N.Machiwal )
for Executive Director Civil Engineering(G)
Railway Board.

No.93/CEDO/SD/8. New Delhi, Dated 20-10-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. G.11017/1/93-RS dated 22-9-93.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009, with reference to his letter No.1012 dated 7-9-93.

( D.N.Machiwal )
for Executive Director Civil Engineering(G).
Railway Board.

(81)

No.88/CEDO/IPS/1. 21.10.1993.

The General Manager(Works),
N.E. Railwey,
Gorakhpur.

Sub: Index Plan and Section.

Ref: Your office DO No. W/81/4/IPS/M-7 dated 11.9.91.

.....

The Index Plan and Section of Izzatnagar and Samastipur Divisions are still awaited from your Railwey.

Ministry of Railweys therefore desire that the books containing Index Plan and Section of Izzatnagar and Samastipur Divisions may be sent to this office without any further delay.

( D.N. MACHIWAL )
for Exe. Director Civil Engg. (G),
Railwey Board.

(82)

MOST IMMEDIATE

No.93/CEDO/BR/1. 22-10-93.

The General Manager(Bridges),
South Central Railway,
Secunderabad - 500371.

Sub:- Major & Minor Bridges on Indian Railways as on 31st March,93.

Please refer to this office letter of even number dated 6-4-93 (Copy enclosed for ready reference) followed by subsequent reminders dated 20-7-93, 5-8-93 and 15-9-93 and expedite the reply.

The Receipt of this letter may please be acknowledged.

( D.N.Machiwal )
for Executive Director Civil Engineering(BS
Railway Board.

(83)

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

R.P.Jain,
Adviser(Civil Engg.)

D.O.No.92/CEDO/SR/4/0

New Delhi, dated: 15.10.93

My dear Mittal,

Sub.: Procedure for certification of Maximum permissible speed of rolling stock.

*****

Ref.: D.O.letter No.SD.POL.11 dated 7.9.1979 from Shri A.Sitanath, the then Director Standards (Motive Power).

*****

Kindly refer to this office letter of even number dated 5.3.93 addressed to Director Standards (Motive Power) followed by D.O. reminders dated 28.5.93 and 21.7.93 wherein RDSO was requested to indicate their considered opinion in consultation with CCRS, Lucknow regarding the necessity for continuance of route proving oscillograph car runs required to be done before permitting speeds beyond 105 Kmph as stipulated in Board's Policy Circular No.6 issued under letter No.73/WDO/SR/9/0 dated 8.7.80. This was requested keeping in view the present circumstances and the fact that most of the passenger coaches and locomotives have been cleared for running at 110 kmph. without any special stipulations and track structure has also been considerably strengthened during the last two decades. Similarly, permitting MG rolling stock beyond 75 kmph was also requested to be examined.

I shall be thankful if you would kindly look into the matter personally. A reply is requested alongwith the proposed draft for amendment to para 6 of Board's Policy Circular at the earliest.

With regards,

Yours sincerely,

(R.P.Jain)

Shri H.P.Mittal,
Director General,
R.D.S.O.,
**Lucknow - 226 011.**

(84)

No.88/CEDO/SYD/1. 15-10-1993.

The General Manager(Works),
Central Railway,
Bombay.

Sub: Station Yard Diagrams.

Ref: Your letter No. 861.P.226/IV dated 15.10/11.91.

.....

While despatching the station yard diagram booklets of Bhusaval and Jhansi Division to this office under your above quoted letter, it has been asserted by your railway that the station yard diagram booklet of Bombay Division will follow soon.

Ministry of Railways have noted with regret that the station yard diagram booklet of Bombay Division has not so far been sent to this office inspite of reminder of even number dated 10.6.93. It may therefore be ensured that the said booklet is inveriably sent without any further delay.

( D.N. MACHIWAL )
For Exe. Director Civil Engg. (G),
Railway Board.

(85)

No.88/CHDQ/SYD/1. 15.10.1993.

The General Manager(Works),
N.E. Railway,
Gorakhpur.

Sub: Station Yard Diagrams.

Ref: Your office D.O. No.W/81/4/IPS/W-7 dated 11.9.91.

.....

The despatch of station yard diagram books of Izzatnagar and Samastipur Divisions is still awaited from your Railway.

Ministry of Railways therefore desire that the above said station yard diagram books may be sent to this office without any further delay.

The receipt of this letter may please be acknowledged.

( D.N. MACHIWAL )
for Exe. Director Civil Engg.(G),
Railway Board.

(86)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/SR/9. रेल भवन, नई दिल्ली-110001, दिनांक 15-10-1993.
Rail Bhavan, New Delhi-110001, dated 19

The General Manager,
Western Railway,
Churchgate,
Bombay - 400 020.

Sub: Running of points and crossing tamping machine No.08-275-3S UNIMAT on B.G. Section of W.Rly.

.....

In view of the position explained in your application No.641/23 (08-275 -3S) dated 30.6.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of points and crossing tamping machine No.08-275-3S UNIMAT having an axle load of 17.34 t to RDSO's DiagramNo.EDO/T-2180 at a maximum speed of 60 Kmph when running of its own power and at 40 Kmph maximum when running in train formation as a dead vehicle on the various BG sections of Western Railway as shown in Annexure 'A' accompanying your application referred to above.

The sanction is subject to observance of all permanent speed restrictions as notified in Appendix VII and VII A to the current working time table and all temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/ stipulations made in your Joint Safety Certificate No.7 of 1993 and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to items 2(ii), 18(i) and 22 of Chapter - IV A of BG Schedule of Dimensions (1973) involved in the design of above machine.

( S.M. SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No. 93/CEDO/SR/9. New Delhi, dated 15 -10-1993.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No. RS.17-T(2)/90-Vol.II dated 23.9.93.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.230 dated 5.7.93.
3. The Director Standards(Track), R.D.S.O., Lucknow-226 011.

( S.M. SINGLA )
for Secretary Railway Board.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.92/CEDO/SR/14. रेल भवन, नई दिल्ली-110001, दिनांक 15-10-1993.
Rail Bhavan, New Delhi-110001, dated 19

The General Manager,
Western Railway,
Churchgate, Bombay-20.

Sub: Running of MFS-40 conveyor and hopper unit (part of ballast cleaning machine) on BG section of Western Railway.

.....

In view of the position explained in your application No. W.641/23(MFS-40) dated 30.6.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of MFS-40 conveyor and hopper unit (part of ballast cleaning machine) having an axle load of 19.5 t to RDSO's Diagram No.EDO/T-2179 at a maximum speed of 30 Kmph on the various BG sections of Western Railway as indicated in Annexure 'A' enclosed with your application.

The sanction is subject to observance of all permanent speed restrictions as notified in Appendix VII and VII A to the current working time table and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.9 of 1993 and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to items 18(i) and 19(b) of Chapter IV A of BG Schedule of Dimensions (1973) involved in the design of above conveyer and hopper unit.

( S.M. SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.92/CEDO/SR/14. New Delhi, dated 15-10-1993.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No. RS.17-T(2)/90-Vol.II dated 23.9.93.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 20 with reference to his letter No. 232 dated 5.7.93.
3. The Director Standards(Track), R.D.S.O., Lucknow - 226 011.

( S.M. SINGLA )
for Secretary Railway Board.

(88)

No.93/CEDO/SD/26. 14-10-93.

The Chief Engineer(S&C),
Eastern Railway,
Construction Department,
Calcutta.

Sub:- Condonation of infringement in connection with reversible working on the middle line between Bhadreswar and Bandel.

---

In view of the position explained in your application No. CE/Con/W/193/Pt.III dated 24-9-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicatedfor condonation of infringements to Track centres to item 13(i) and to Signal Structure distance to item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) as shown in Annexure-I on the reverse on Howrah-Bandel Main line section in connection with reversible working on the middle line between Bhadreswar and Bandel on the Howrah-Bandel Main line section of your railway. The sanction is based on Form-XI(Annexure-I), CE(S&C)'s Sketch No.37-93 (Annexure-II), CE(S&C)'s Sketch No.38-93 (Annexure-III) and Sketch No.C.31/93(M&G) accompanying your application referred to above.

It is noted that the entire section is Electrified and is served by EMU Stock.

The prescribed setting distance to item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) has been shown as 2363 mm in Annexure I & II of your application which may be corrected to read as 2360 mm.

( S.M.SINGLA )
Executive Director Civil Engineering(G)
Railway Board.

No.93/CEDO/SD/26. New Delhi, Dated 14-10-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(9)/90 dated 30-9-93.

2) The Commissioner of Railway Safety, Eastern Circle,14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.685 dated 28-9-93.

( S.M.SINGLA )
for Secretary Railway Board.

P.T.O.

ANNEXURE-I

| S.No. | Location | Kilometer | Distance between Tracks (i) As per S.O.D. | As Existing | Infringement. |
|---|---|---|---|---|---|
| 1. | Baidybati-Bhadreshwar | 27/18 - 27/20 | 4.725 M | 4.460 M | 265 MM. |
| 2. | Bhadreshwer Station yard. | 28/11 | 4.725 M | 4.640 M | 85 MM. |
| 3. | Mankundu - Chandannagar. | 31/21 - 32/28 | 4.725 M + 0.043 M (D 0.55° curve Allowance 0.043 M) | 4.650 M | 118 MM. |
| 4. | Chuchura-Hooghly | 35/19-38/2 | 4.725 M + 0.060 M (D 0.70° curve Allowance 0.060 M) | 4.650 M | 135 MM. |
| 5. | Bandel Station yard. | 38/25-38/27 | 4.725 M | 4.650 M | 75 MM. |
| | | | Clear Distance between Sig. & Adj.Track | | |
| | Signalling Portion. | | | | |
| 6. | Bhadreshwar Stn. yard. | (a)Sig.Post No. 8A/88(BDC end) | 2.360 M | 2.210 M | 150MM |
| | | (b)Sig.Post No.21 (HWH end) | 2.360 M | 2.298 M | 62 MM |

(88)

No.93/CEDO/SD/26. New Delhi, Dated 14-10-93.

The Chief Engineer(S&C),
Eastern Railway,
Construction Department,
Calcutta.

Sub:- Condonation of infringement in connection with reversible working on the middle line between Bhadreswar and Bandel.

---

In view of the position explained in your application No.CE/Con/W/193/Pt.III dated 24-9-93 sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to Track centres to item 13(i) and to Signal structure distance to item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) as shown in Annexure-I on the reverse on Howrah-Bandel Main line section in connection with reversible working on the middle line between Bhadreswar and Bandel on the Howrah-Bandel Main line section of your railway. The sanction is based on Form-XI (Annexure-I), CE(S&C)'s Sketch No.37-93 (Annexure-II), CE(S&C)'s Sketch No.38-93(Annexure-III) and Sketch No.C.31/93(MKG) accompanying your application referred to above.

It is noted that the entire section is Electrified and is served by EMU Stock.

The prescribed setting distance to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) has been shown as 2363 mm in Annexure-I & II of your application which may be corrected to read as 2360 mm.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/26. New Delhi, Dated 14-10-93.

Copy forwarded for information to:-

1) The CCRS, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(9)/90 dated 30-9-93.
2) The CRS, Eastern Circle, Calcutta with reference to his letter No.685 dated 24-9-93.

( S.M.SINGLA )
for Secretary Railway Board.

PTO

ANNEXURE - I

| SL. No. | LOCATION | KILOMETER | DISTANCE BETWEEN TRACKS AS PER S.O.D. | AS EXISTING | INFRIGEMENT |
|---|---|---|---|---|---|
| 1. | BAIDYBATI - BHADRESHWAR | 27/18 - 27/20 | 4.725 M. | 4.460 M. | 265 MM. |
| 2. | BHADRESHWAR STN. YARD | 28/8 - | 4.725 M. | 4.640 M. | 85 MM. |
| 3. | MANKUNDU - CHANDANNAGAR | 31/21 - 32/28 | 4.725 M. + 0.043 M. (D=0.55°, CURVE ALLOWANCE=0.043M.) | 4.650 M. | 88 MM. |
| 4. | CHUCHURA - HOOGHLY | 35/19 - 38/2 | 4.725 M. + 0.060 M. (D=0.70°, CURVE ALLOWANCE=0.060M.) | 4.650 M. | 135 MM. |
| 5. | BANDEL STN. YARD | 38/25 - 38/27 | 4.725 M. | 4.650 M. | 75 MM. |
| | SIGNALING PORTION | | CLEAR DISTANCE BETWEEN SIG. & ADJ. TRACK | | |
| 6. | BHADRESHWAR STN. YARD | (a) SIG. POST No. 6A/6B (BDC END) | 2.360 M. | 2.210 M. | 150 MM. TO |
| | | (b) SIG. POST No. 2 (BWN END) | 2.360 M. | 2.298 M. | 62 MM. |

(90)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

No.92/CEDO/SR/9. New Delhi, dated 14.10.1993.

The General Manager(Works),
Central Railway,
Bombay.

(Attention : Sh. A.S. GARUD Dy. C.E./Bridges)

Sub: Running of WAP/3 class of a.c. electric locomotive fitted with flexi coil Mark-IV strengthened bogies and provided with conventional axle box at middle axle with horn arrangements in place of guide links upto a maximum speed of 100 Kmph instead of 80 Kmph on (i) Igatpuri-Bhusaval-Khandwa-Itarsi,(ii) Bhusaval-Badnera-Wardha and (iii) Tuglakabad-Jhansi-Itarsi-/mla-Nagpur-Wardha-Balharshah BG section of C.Rly.

Ref: Your letter No.W-681/Y-93/BR dated 13.9.93.

.....

Your application No.W-681/1-93/BR dated 8.2.93 to obtain the sanction of Ministry of Railways for increasing the speed of WAP/3 AC electric locos from 80 Kmph to 100 Kmph on the above noted sections has not so far been received in this office duly forwarded through CCRS Lucknow inspite of your reminder issued to CCRS under letter No.W-681/Y-93/BR dated 13.9.93. You may therefore like to depute somebody to CCRS's office in Lucknow and arrange to get CCRS's forwarding letter delivered to enable this office to consider your application.

( D.N. MACHIWAL )
for Executive Director Civil Engg. (G),
Railway Board.

(91)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/SD/21.

रेल भवन, नई दिल्ली-110001, दिनांक 8-10-1993.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Officer(Const.),
Southern Railway,
18, Millers Road,
Bangalore - 46.

Sub: Tumkur - Arsikere Section (Bangalore City - Hubli route) conversion from Metre Gauge to Broad Gauge - condonation for ingringements of buildings and structures.

.....

With reference to your application No.W.347/GC/BNC/Vol.II dated 8.7.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to horizontal and vertical clearances of buildings and structures to various items of BG Schedule of Dimensions (1973) at Arsikere yard as shown in Form-XI and drawings accompanying your application referred to above. The sanction is subject to suitable caution boards being displayed at the infringing locations on platform No.1 & 2 to warn the passengers.

The condonation of infringements to ROB No.194 at Kms. 163/15-164/1 on Tumkur - Arsikere Section is purely temporary and is valid for a limited period of three years from the date of issue of this letter. The construction organisation will rebuild this bridge during the period of three years. Pending construction of the bridge, a speed restriction of dead stop and proceed shall be imposed at this bridge. The drivers of all trains and station staff of station on either side of the bridge shall be cautioned to keep a sharp look out for roof travellers and detrain them if they are noticed and all instructions contained in DO circular letter No.67/Safety/II/2/63 dated 17.4.69 shall be scrupulously followed. Suitable warning boards to warn the drivers and the passengers about the danger of the location shall also be displayed at both the sides of the ROB. The Railway may however review the dead stop restriction imposed and may consider it for relaxation if necessary after six months based on the experience gained routing the application to the Secretary(Civil Engg.), Railway Board through CRS and CCRS.

It is however noted that at the time of electrification of the section foot over bridges and other structures will be lifted or reconstructed as may be required duly providing the necessary clearances.

( S.M. SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

Contd...2/-

No.93/CEDO/SD/21. New Delhi, dated 8-10-1993.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(7)/90/Vol.II dated 2.9.93.

2. The Commissioner of Railway Safety, Southern Circel, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 with reference to his letter No. 925 dated 27.8.93.

( S.M. SINGLA )
for Secretary Railway Board.

Copies

(93)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 93/CEDO/SD/24. रेल भवन, नई दिल्ली-110001, दिनांक 8-10-93.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Project Manager (Gauge Conversion),
Southern Railway,
Egmore,
Madras-600 008.

Sub:- Karur-Dindigul-Madurai-Tuticorin Project - Madurai-Maniyachchi Section - Proposed conversion from MG to BG condonation to infringement in Madurai Station.

Ref:- Your application No.W.262/XX/8/CN dated 27-11-92.

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With reference to your application No.W.262/XX/8/CN dated 27-11-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringement to existing vertical clearance of 4880 mm on ROB No.1480 at Km.495/3-4 as against 5870 mm required as per item 10(iii)(b) of Chapter-I of BG Schedule of Dimensions (1973) as shown in Form-XI and Drawing No.SK 24-92 accompanying your letter referred to above.

It is noted that the existing infringement will be removed by the Railway at the time when reconstruction of ROB is taken up after the entire section upto Tuticorin is converted to B.G. Pending reconstruction of the ROB a speed restriction of dead stop and proceed shall be imposed at this ROB. Normal speed shall be resumed only after the whole of the train has cleared the infringing structure as stipulated in DO Circular No.67/Safety/II/2/63 dated 17-4-69. The drivers of all trains and station staff of stations on either side of this ROB shall be cautioned to keep a sharp look out for roof travellers and detrain them if any are noticed. Suitable warning boards to warn the drivers and the passengers about the danger of this location shall also be displayed on either side of the ROB.

The Railway may however, review the dead stop restriction imposed and may consider it for relaxation if necessary after six months based on the experience gained routing the application to Secretary(Civil Engineering), Railway Board through CRS and CCRS.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

(94)

No.93/CEDO/SD/24. New Delhi, Dated 8-10-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his Endorsement No.RS.18-T(7)/90-Vol.II dated 14-9-93.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.1767 dated 21-1-93.

( S.M.SINGLA )
for Secretary Railway Board.

(95)

GOVERNMENT OF INDIA (BHARAT SARKAR )
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
( RAILWAY BOARD )

No.93/CEDO/Density Chart New Delhi, dated 13.10.1993.

The General Manager(Engg.),
South Eastern Railway,
Garden Reach,
Calcutta.

( Attention : Shri T.K. Singh CTE/TM )

Sub: Density Charts.

.....

While going through your letter No.TC/DRG/Pt.I/480 dated 28.9.93, it is seen that section wise GMT Statement for the year 1992-93 stated to have been enclosed with your above quoted letter has not been received in this office and appears to have been lost some where during transit.

Ministry of Railways therefore desire that a photocopy of the section wise GMT Statement for the year 1992-93 may be sent to this office at an early date.

( D.N. MACHIWAL )
for Executive Director Civil Engineering(G),
Railway Board.

(96)

No.93/CEDO/ORI/20. 13-10-93.

The General Manager (Constn.),
Southern Railway,
Park Town,
Madras-600 003.

Sub:- Opening of the BG single line newly converted from MG between Tumkur and Arsikere Jn.stations on the Bangalore City-Arsikere section of Southern Railway for public carriage of passengers.

---

Reference may be made to Commissioner of Railway Safety's letter No.1096 dated 24th September,93 on the above noted subject.It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments agaist each item may be given for information of this office.

An early reply is requested.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/ORI/20. New Delhi, Dated 13-10-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O. , Bangalore-560 009, with reference to his letterNo.1096 dated 24th September,93.

( S.M.SINGLA )
for Secretary Railway Board.

By FAX 1730 cee .S/x

To be faxed to Mr K. C. JENA. 126
ED/Safety/Rly. Board
ROOM NO 353

3 Pages

97/6

No. W(E)/552/5/5

Dt. 01-10-93

WIRELESS OFFICE
-5 OCT 1993
रेलवे बोर्ड, नई दिल्ली
Railway Board New Delhi.
रेल बो., नई दिल्ली
Railway Board New Delhi.

To
The Secretary ( CE )
Railway Board,
Rail Bhawan,
New Delhi.

(Through: C.R.S./Eastern Circle & C.C.R.S.)

Sub: Running Push/Pull DMU Train in regular services with one WDM-2 locomotive at centre and 5 coaches at each end on
1) Kiul Jn. - Nawadah - GAYA Jn -

---

Ref: CRS/Eastern Circle's letter No. 683 dt. 24.9.93 (copy enclosed) as Annexure-A.

---

Application was made to CRS/Eastern Circle for introduction of above mentioned DMU services, in compliance of the para (ii) of CRS's above referred letter. Board is hereby requested to sanction ex post facto the introduction of modified I.C.F. coach being used as Driving cab in the front and rear of DMU push-pull rake. The modifications are shown in the sketch No. LLH-29/92 (The sketch duly signed by COM/LLH and CME/E.Rly. is enclosed as Annexure-B).

Further clarifications on technical points mentioned in the para (i) of CRS's above referred letter, have been given by CME/E.Rly. vide his note No. Elec/Dl/24/Vol.IV dt. 29.9.93 (enclosed as Annexure-C). COM/E.Rly. has already made a reference to ED/Safety, Railway Board regarding amendment to GR 4.12 (copy enclosed as Annexure-D).

2031 6.10.93

For the better appreciation, a brief history of the case is narrated below :

To cater to the increasing need of traffic on various sections of the Eastern Railway's, it was proposed to introduce the push/pull type DMU services on Sealdah-Barasat-Hasnabad and Hokamen-Para-Baxar sections. R.D.S.O. 4 coaches at each end. After the successful trials and

Contd.....p/2.

CEDO.
Recd. from May ED/Safety. May examine and await the complete application from CCRS.
7.10.93 EDCE/G

पूर्व रेलवे
EASTERN RAILWAY
17, नेताजी सुभाष रोड
17, Netaji Subhas Road
कलकत्ता Calcutta-700001

(97/2)

No. W(R)552/5/5 Dt. 01.10.93

To
The Secretary (C.E.),
Railway Board,
Rail Bhawan,
New Delhi.

(Through: C.R.S./Eastern Circle &
C.C.R.S.)

Sub: Running Push/Pull DMU Train in regular services with one WDM-2 locomotive at centre and 5 coaches at each end on
i) Kiul Jn. - Nawadah via AYA

---

Ref: CRS/Eastern Circle's letter No. 683 dt. 24.9.93 (copy enclosed) as Annexure-A.

---

Application was made to CRS/Eastern Circle for introduction of above mentioned DMU services, in compliance of the para (ii) of CRS's above referred letter. Board is hereby requested to sanction ex post-facto the introduction of modified I.C.F. coach being used as Driving-cab in the front and rear of DMU push-pull rake. The modifications are shown in the sketch No. LLH-29/92 (The sketch duly signed by CMI/LLH and CME/E.Rly. is enclosed as Annexure-B).

Further clarifications on technical points mentioned in the para (i) of CRS's above referred letter, have been given by CME/E.Rly. vide his note No. MD/DL/24/Vol.IV dt. 29.9.93 (enclosed as Annexure-C). CEE/E.Rly. has already made a reference to ED/Safety, Railway Board regarding amendment to GR 4.12 (copy enclosed as Annexure-D).

For the better appreciation, a brief history of the case is narrated below :

To cater to the increasing need of traffic on various sections of the Eastern Railway's, it was proposed to introduce the push/pull type DMU services on Sealdah-Barasat-Hasnabad and Mokameh-Patna-Buxar sections. R.D.S.O. conducted the trials with WDM-2 locomotive in centre and 4 coaches at each end. After the successful trials and

Contd.....p/2.

(98)

on the basis of RDSO's Speed Certificate No. SD.DEV.R.A dt. 16.4.90, this service was first introduced on SOAH-BT-Hasnabad Section. Subsequently on the request of E.Rly., RDSO issued the speed certificate with one WDM-2 in centre and 5 coaches at each end and accordingly the services on Mokamah-Patna-Buxer were introduced with one WDM-2 locomotive in the middle and 5 coaches at each end, at a max. speed of 90 Kmph. Subsequently the services were extended on following sections of E.Rly

1. Buxer - MGS
2. Kiul - Mokamah
3. Patna - Gaya
4. Barddhaman- Rampurhat
5. ASN - Jhajha
6. Jashidih - Baidyanathdham
7. Rampurhat - Barharwa
8. Kiul - Jamalpur
9. Andal - Sainthia

When application was made for extention of services on Buxer-MGS and Kiul-Mokamah section, CRS made the observations regarding provision of toilets. Reference was made to Railway Board vide our letter No. DT.582/181 dt. 25.8.92 followed by D.O.No. AC.275/Engg. dt. 11.5.92 from General Manager/E.Rly. to Member Traffic, Railway Board and letter No. TT/582/181 dt. 1.9.92 Board's vide their letter No. 90/M(L)/466/10 dt. 13.10.92 accorded approval for exemption from providing toilets in the push/pull type DMU trains upto the distance 160 kms and running time of about 4 hrs.

When C.R.S. was approached for issuing the speed certificate for conducting trials with WDM-2 in the centre and 6 coaches at each end, C.R.S. pointed out that push/pull operation is violative of GR para 4.12. Reference was made by CCM/E.Rly. to the Railway Board vide his letter No. TG/202/CPRF dt. 16.3.92 and 24.3.93. Board vide their letter No. 91/Safety(A&R)/29/6 dt. 5.5.93 clarified that the provision of GR 4.12 shall normally not be applicable in the case of push/pull type DMU operation. However, in the last para of Board's letter, it was mentioned that in case Commissioner of Railway Safety has any other technical issue in view, than that should be advised to the Railway Board. (copy of Board's letter alongwith enclosures enclosed as Annexure-E).

.....3.

C.R.S./E. Circle before granting sanction for introduction of DMU services in Andal-Sainthia section desired to inspect the section and DMU operation. After the inspection, CRS issued Inspection Note No.430 dt. 4.8.93 (enclosed as Annexure-F) where he has raised few doubts against the pushing mode which were not covered in the Advisor, (ME)'s Note dt. 29.4.93, forwarded by the Railway Board as enclosure to their letter No. 91/Safety (A&R)/29/6 dt. 5th May'93. CHE/E.Railway vide his Note No. MD/D1/24/Vol.IV dt. 30.8.93 (copy enclosed as Annexure-G) clarified the various technical points raised by C.R.S./E.Circle.

As the services are to be introduced on 6.10.93 on Kiul-Gaya Section, Board are requested to convey their sanction for the introduction of modified ICF coach as per sketch Plan No. LIH-29/92 being used as driving cab in the front and rear of Diesel push/pull operation *

Encl: Annexure - A, B, C, D, E, F & G.

11/9/93
( M. L. Gupta )
Chief Engineer.
For General Manager (E'ring)

* with 4 couplers at each end
or
with 5 couplers at each end
or
with 6 couplers at each end

2 speed at which emergency brake application desired.
2. Sections. not indicated

(166)

No.93/CEDO/ORI/19.

4-10-1993.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of Broad Gauge on Varanasi-Madhosingh section of Varanasi Division of North Eastern Railway after conversion from MG to BG for public carriage of passengers.

---

Reference may be made to Commissioner of Railway Safety's letter No.283/437/I/A/ORG/PT. dated 17-9-1993 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.92/CEDO/ORI/18. New Delhi, Dated 4 -10-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, North Eastern Circle, DRM Building, Lucknow-226001, with reference to his letter No. 283/437/I/A/ORG/PT dated 17-9-93.

( S.M.SINGLA )
for Secretary Railway Board.

(101)

No.93/CEDO/SD/8. New Delhi, Dated 6-10-93.

The Chief Administrative Officer(Construction),
Southern Railway,
No.18, Millers Road,
Bangalore-590 046.

Sub:- Bangalore City-Tumkur Section -
Gauge Conversion from MG to BG -
Condonation for infringements on
Buildings and Structures- Subway
Lift Well on platform No.9 & 10-Reg.

---

With reference to your application No. W.GC.347/BNC/Vol.II dated 27-8-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to the proposed setting distance of 4560 mm and 4440 mm of lift well from centre line of track on platform No.9 and 10 respectively at Secunderabad Station as against 5330 mm required as per item 7(ii) of Chapter-II of BG Schedule of Dimensions(1973) as shown in Form-XI and Sketch No.BL/BNC/44-93 Sheet I & II accompanying your application referred to above.

The sanction is subject to displaying suitable prominent notices in English and Kannada to warn the passengers about the existence of the infringing lift well on platform No.9 & 10.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/8. New Delhi, Dated 6-10-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with reference to his Endorsement No. Q.11017/1/93-RS dated 22-9-93.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O. Bangalore-560 009, with reference to his letter No.1012 dated 7-9-93.

( S.M.SINGLA )
for Secretary Railway Board.

No.93/CEDO/SD/8. 6-10-1993.

The Chief Administrative Officer (Construction),
Southern Railway,
No.18, Millers Road,
Bangalore-560 046.

Sub:- Bangalore City-Tumkur Section -
Gauge Conversion from MG to BG -
Condonation for infringements on
Buildings and Structures - Subway
Lift Well on platform No.9 & 10 -Reg.

---

With reference to your application No.W.GC.347/BNC/Vol.II dated 27-8-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to the proposed setting distance of 4560 mm and 4440 mm of lift well from centre line of track on platform No.9 and 10 respectively at Secunderabad Station as against 5330 mm required as per item 7 (ii) of Chapter-II of B.G.Schedule of Dimensions (1973) as shown in Form-XI and Sketch No.BL/BNC/44-93 Sheet I & II accompanying your application referred to above.

The sanction is subject to displaying suitable prominent notices in English and Kannada to warn the passengers about the existence of the infringing lift well on platform No.9 & 10.

( S.M.SINGLA )
Executive Director Civil Engineering (G),
Railway Board.

No.93/CEDO/SD/8. New Delhi, Dated 6-10-1993.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. G.11017/1/93-NE dated 22-9-93.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Bheshadri Road, Gandhi Nagar P.O., Bangalore-560009, with reference to his letter No.1012 dated 7-9-93.

( S.M.SINGLA )
for Secretary Railway Board.

CONFIDENTIAL (103)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/SR/8. रेल भवन, नई दिल्ली-110001, तिथि 6-10-1993.
Rail Bhavan, New Delhi-110001, dated 19

The General Manager,
Eastern Railway,
Calcutta.

Sub: Running of Push/Pull DMU train with one WDM2 Loco at centre and 5 coaches at each end on Tal Jn. - Simaria - Barauni (Excl.) Section of Danapur Division of Eastern Railway.

.....

It has been brought to the notice of the Board by CRS Eastern Circle under his D.O. letter No. 668 dated 21.9.93 that Push/Pull DMU train services are running on Tal Jn. - Simaria - Barauni(Excl.) Section of Danapur Division of Eastern Railway without any sanction from the competent authority in violation of the instructions circulated to all railways vide Board's letter No.73/WDO/SR/9/0 dated 8.7.80. It is a case of gross negligence on the part of the railway and needs to be regularised immediately.

Ministry of Railways desire that the circumstances for not obtaining the prior sanction of the competent authority for running of the above train may be advised. It may be ascertained that such an instance is not repeated in future.

( R.P. JAIN )
ADVISER CIVIL ENGINEERING,
RAILWAY BOARD.

No.93/CEDO/SR/8. New Delhi, dated 6-10-1993.

Copy forwarded for information to Shri A.K. SENGUPTA, Commissioner of Railway Safety, Eastern Circle, 14, Strand Road (12th floor), Calcutta - 700 001 with reference to his D.O. letter No. 668 dated 21.9.93.

( R.P. JAIN )
for Secretary Railway Board.

(104)

No.93/CEDO/SD/19. 6-10-93.

The Chief Project Manager,
South Eastern Railway,
Bilaspur.

Sub:- Opening of a new Crossing Station at Pokla at Km.486.631 on Hatia-Bondamunda Section of South Eastern Railway - Administrative approval for retaining the existing 1 in 400 gradient in Pokla Station yard on the Hatia-Bondamunda Section under Chakradharpur Division of South Eastern Railway.

Ref:- Your application No.DRG/SY/144/Pt.2/100 dated 27-8-1993 and letter No.DRG/SY/144/Pt.2/105 dated 20-9-1993.

---

In view of the position explained in your application, administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient 1 in 400 at the proposed Crossing Station at Pokla at Km.486.631 on Hatia-Bondamunda Section under Chakradharpur Division of your Railway as against 1 in 1200 gradient decided by the Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89.

The sanction is subject to the conditions that a Clause will be inserted in the Station Working Rules of the proposed Crossing Station that no load/vehicle will be stabled without a live engine on the main line and all necessary precautions being taken by the railway to prevent accidents.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

(105)

No.93/CEDO/SD/25. 7-10-1993.

The Chief Signal & Telecom.Engineer(Constn.),
Southern Railway,
MMC, Park Town,
Madras-600 003.

Sub:- Madras Central Station - Condonation of infringement by Up Manual Stop Signal No. 70A/70B.

Ref:- Your application No.SW/C/347/MAS-MRI/Vol.III dated 20-7-93.

---

It is not clear from your above quoted application whether the condonation is required for the purpose of running 3660 mm wide EMU Stock or simply for running of conventional stock. The position may be clarified.

Moreover, the prescribed Minimum Dimensions and the amount of infringement under column 6 and 8 of Form-XI has not been correctly shown. The prescribed Minimum Dimensions should be shown 2360 mm + Curve allowance from Down fast line and Up slow li respectively. Therefore, the infringement will be the tune of 155 mm and 262 mm from Down fast line and Up slow line. Since in terms of Board's letter No.92/CEDO/SD/7 dated 18-9-92, 2210 mm + Curve allowance is the minimum requirement for condonat-ion of infringement, you may therefore re-examine the possibility of providing minimum 2245 mm and 2352 mm actual existing dimensio instead of 2240 mm. The result of your examination may be advised in a fresh application moved through CRS and CCRS in supersession of your application referred to above.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

(106)

D R A F T

DO No.66/WDO/SR/19 New Delhi, the 8-10-93.

My dear Mittal,

Sub: Review of BG and MG Standard Schedule of Dimensions.

.....

Following 64th Meeting of the Track Standards Committee held at Pune on 29th & 30th March/90, Board directed vide letter No.90/CE-II/TSC1 dated 17-12-90 that DG/RDSO should take immediate action to appoint a Multi-disciplinary Committee for review of BG and MG Standard Schedule of Dimensions.

On a further reference from RDSO regarding adoption of moving dimension profile to Drawing No.EDO/T-1043, Board's approval for the same was conveyed vide Board's letter of even number dated 5-8-92. Since it is over a year when the approval for adopting the revised moving dimensions profile was conveyed and RDSO was directed to complete the review of BG and MG Standard Schedule of Dimensions expeditiously, kindly advise whether the same has been completed.

With regards,

Yours sincerely,

(Adviser/CE)

Shri H.P. Mittal,
DG/RDSO,
LUCKNOW.

(107)

तार : "चीफकाम"
Telegram : "CHIEFCOM"
फोन : / Phone [ 749743
PBT [ 234507
NE. Rly. : 570
N. Rly. : 390

भारत सरकार
नागर विमानन मंत्रालय
( रेल संरक्षा आयोग )
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
( COMMISSION OF RAILWAY SAFETY )

अशोक मार्ग, लखनऊ-226001.
Ashok Marg, Lucknow-226001.

संख्या/No. Q.17012/1/93-RS. दिनांक/Dated 08.10.93.

To

The Director General,
R.D.S.O.
Lucknow.

Sub : B.G. AC 3 - tier coaches.

The proposed design of B.G. AC 3-tier sleeper coaches has been examined. Discussions were also held with Shri D.R. Gupta, Joint Director (Carriage)/RDSO on date. It was clarified by Shri Gupta that the proposed AC 3-tier coaches is identical to the existing 2-tier coach with regard to overall dimensions, wheel-base, bogie centres etc., except that the height of the coach is more by 240 mm when compared to the normal coach, but is the same as that of the existing double decker coaches. It was also clarified by Shri Gupta that the height of centre of gravity of the proposed 3-tier coach above rail level is 1581 mm as compared to 1546 mm in the present AC 2-tier coach and 1590 mm for the existing double decker coaches. It was explained by Shri Gupta that the suspension proposed for the 3-tier coach is the same as that for Shatabdi coaches which have been cleared to run at a maximum permissible speed of 140 km ph.

Under the circumstances, the Commission has no objection to dispensing with fresh oscillation trials to clear this type of stock. However, it is considered essential to conduct route proving runs of these new type of coaches at the following speeds :

i) 160 km ph, in case it is proposed to use these coaches on trains with a maximum permissible speed of 140 km ph;

ii) 121 km ph in case it is proposed to use these coaches on trains with a maximum permissible speed of 110 km ph.

.....2/

(108)

RDSO may please issue a fresh speed certificate on completing the route proving runs, after which the issue of maximum permissible speed to be allowed for these coaches can be determined.

While it is noted that the Board have already cordoned the infringements of moving dimensions involved in the design of double decker coach, it is considered that specific sanction of the Board should also be obtained for the infringements involved in the design of these 3-tier AC coaches.

( S. SUBRAMANIAN )
Chief Commissioner of Railway Safety

Copy to :

1. The Secretary (Civil Engg.), Railway Board, New Delhi, for information with reference to Director General RDSO's letter No.CT/DHS/3/COACHES dated 3.9.93.

2. All Commissioners of Railway Safety for information alongwith a copy of Director General RDSO's letter mentioned above.

( S. SUBRAMANIAN )
Chief Commissioner of Railway Safety.

(109)

A copy of the draft book on Rules for opening of a Railway for public carriage of passengers which is is supplementary to Chapter-V of Indian Railway Act 1989 and has been drafted by CCRS under Section 29(1) of the Act is placed below.

EDCE(B&S), Adviser (Mech.), Adviser (Signal), Adviser (Tele), Adviser (Electrical) and ED(Safety) may please see and offer their suggestion if any within a week before the book is sent to CCRS for final approval.

( S.M.SINGLA )
EDCE(G)
8-10-93.

(110)

No.93/CEDO/SD/22. 20-7-93.

The General Manager (Works),
Western Railway,
Bombay.

Sub:- Panchpipalia - Providing Emergency Cross-over in Panchpipalia yard on Godhra-Ratlam Section-Ratlam Division of Western Railway.

---

With reference to your application No.W.722/2/43/1 (E 'X' over) dated 5-5-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by existing 1 in 200 grade at Km.596.21 at Panchpipalia yard to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) in connection with insertion of an Emergency Cross-over, to facilitate single line working during the block, between UP and DN Main lines on Godhra-Ratlam Section of Western Railway as shown in Form-XI and Drawing No.CE(W).12889-DN-RTM/PM/R accompanying your application referred to above.

The sanction is subject to the precautions as suggested in the enclosures to your application being incorporated in the Station Working Rules of Panchpipalia Station. It is further subject toinsertion of an additional precaution in the Station Working Rules of Panchpipalia Station that no load/vehicle will be stabled without a live engine on the UP and DN Main lines and all necessary arrangements being made by the Railway to prevent accidents.

Sd/-
(S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/22. New Delhi, Dated 20-9-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-X(6)/90 dated 27-7-1993.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400020, with reference to his letter No.221/172 dated 22-5-1993.

Sd/-
( S.M.SINGLA )
for Secretary Railway Board.

No.85/CEDO/BUDGET.

Sub:- Revised Estimates 1993-94 and Budget Estimates 1994-95 - Demand No.2 (Misc.Charges)Annex.'F'

Ref:- Budget (Br.)'s Circular No.92-B-302/Annexure' 'F' dated 8-11-93.

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The Printing requirement of CEDO Branch against item 7(1) of Annexure 'F' to Demand No.2 Miscellaneous Expenditure is as under:-

| | | |
|---|---|---|
| Budget Estimate | 93-94 | Rs.40,000/- |
| Revised Estimate | 93-94 | Rs. 5,000/- |
| Budget Estimate | 94-95 | Rs.40,000/- |

EDCE(G)

Budget Branch.

(112)

सं0 हिंदी/78/एच·एस·2/5 दिनांक: 29·9·93

विषय:- "लर्न फार ओपनिंग आफ ए रेलवे" पुस्तक
का अनुवाद एवं द्विभाषिक प्रकाशन·

---

उपरोक्त पुस्तक के संबंध में आपके निदेशालय द्वारा विगत में यह सूचित किया गया था कि अभी इस पुस्तक का संशोधन कार्य चल रहा है·

संभवत: अब तक इस पुस्तक का संशोधन कार्य समाप्त किया जा चुका होगा· अत: आपसे अनुरोध है कि इस संबंध में अद्यतन स्थिति से अविलंब अवगत कराने की व्यवस्था करें·

( इकरार हुसैन )
उप निदेशक, राजभाषा
रेलवे बोर्ड·

कार्यपालक निदेशक,
सिग्नल इंजी· (सा·)

29/9

CEDO

संशोधन कार्य अभी चल रहा है।

29/9/93

उप निदेशक
राज भाषा

(113)

No.93/CEDO/SD/24. 27-9-93.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sub:- Karur-Dindigul-Madurai-Tuticorin Project-Madurai-Maniyachchi section- Proposed conversion from MG to BG condonation to infringement in Madurai Station.

Ref:- Your letter No.RS.18-T(7)/90-Vol.II dated 14-9-93.

---

Please refer to your above quoted letter and arrange to send a photocopy of Board's D.O.Circular letter No. 67/Safety-II/2/63 dated 17-4-69 for reference and use as the same is not readily traceable in this office.

This may be treated as immediate.

( D.N.Machchhival )
for Executive Director Civil Engineering(G),
Railway Board.

(114)

29-9-1993.

No.93/CEDO/SD/23.

The Chief Project Manager(GC),
Southern Railway,
Works Construction Branch,
Egmore,
Madras-600 008.

Sub:- Karur-Dindigul-Madurai-Tuticorin-Railway Project (BG) - Conversion of the section from Vanchi Maniyachchi-Tirunelveli Jn.- condonation of infringements at Tirunelveli Station regarding.

Ref:- Your application No.W.262/XX/8/CN dated 18/21-6-1993.

---

On scrutiny of the Sketch No.14-93 enclosed with your above quoted application, it is observed that the following action is desirable to be taken before considering your case for condonation of infringement:-

1. Shift the centre line of the track centres towards the track of platform No.4 by 0.34 m and this would eliminate the need for condonation of infringement of the clearance for FOB and dismantling of the facia boards of platform coverings on platform No.3

2. There is a margin between track centres and platform facewall in any case is to be rebuilt - instead of dismantling and building it inside, it can be built just outside the existing wall - even filling would not be required, perhaps

The implementation of the above proposal may be examined in case points and crossings do not cause any serious problems. The result of your examination may be advised to this office at an early date.

( P.K.WAHI ) 27/9
Executive Director Land Management,
Railway Board.

(115)

F. No.7(44)/E,III/92
Government of India
Ministry of Finance
Department of Expenditure

New Delhi, the 30.9.93.

OFFICE MEMORANDUM

Subject:-Recommendation of the Fourth Central Pay Commission - Grant of adhoc increment to employees stagnating at the maximum of their scales of pay.

Prior to 1.1.1986, any element defined as pay generally qualified for grant of allowances like DA, HRA, CCA. Based on the recommendations of the Fourth Central Pay Commission, only basic pay qualifies for grant of various allowances w.e.f. 1.1.86. The Staff Side had raised a demand in the National Council of the JCM that the stagnation increment which is treated as personal pay should be treated as basic pay for all purposes. The matter was examined by the Government and it was decided that stagnation increment shall be treated as pay for all purposes other than for fixation of pay on promotion. Orders to this effect were issued vide Ministry of Finance O.M. No.7(20)/EIII/87 dated the 7th June, 1990.

2. The Staff Side subsequently raised a demand that stagnation increment should also be taken into account for the purpose of fixation of pay on promotion.

3. The matter has accordingly been examined and the President is now pleased to decide that stagnation increment shall be taken into account for fixation of pay on promotion to the higher post.

4. In so far as the persons serving in the Indian Audit and Acoounts Department are concerned, these orders are being issued after consultation with the Comptroller and Auditor General of India.

5. These orders will take effect from the date of Issue.

( B. Kumar )
Under Secretary to the Government of India.

To

All Ministries/Departments of the Govt. of India etc. (As per standard mailing list with usual number of spare copies).

(116)

No.93/CEDO/ORI/18. 16-9-93.

The General Manager(Construction),
South Central Railway,
Works Construction Branch,
Secunderabad-500371.

Sub:- Doubling of track between Yadgir and Linguri stations on Wadi-Raichur BG Section on Bombay-Wadi-Guntakal route of South Central Railway.

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Reference may be made to Commissioner of Railway Safety's letter No.6/SC/20/YG-LGRE/347 dated 27-8-93 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

( S.M.Singla )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/ORI/18. New Delhi, Dated 16-9-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Central Circle, Rail Nilayam, Secunderabad-500371, with reference to his letter No. 6/SC/20/YG/LGRE/347 dated 27-8-93.

( S.M.Singla )
for Secretary Railway Board.

SNo.58 (117)

(13)

583 /Infring/SOD

16.9.93

The Secretary/Civil Engg.,
Railway Board,
Rail Bhavan,
NEW DELHI.

(THROUGH CHIEF COMMISSIONER OF RAILWAY SAFETY: LUCKNOW)

Sub : Dispensation to the infringement of Schedule of Dimensions due to the fixed structure of Foot-over-Bridge connecting Main Platform and Island Platform in North Road Station Yard on Bagana-Jodhpur Station.

**

Northern Railway vide letter No. 78-W/50/W.E, dated 4.3.93 (copy alongwith annexures enclosed) has sought Railway Board's approval to dispensation to Item 7(ii) of Chapter II of Schedule I of BG Standard Schedule of Dimensions in regard to horizontal distance of any structure on Passenger Platform. As per this item of Standard Schedule of Dimensions, the minimum horizontal distance from central line of track for any structure on the Passenger Platform should be 5330mm. However, the existing Foot-over-Bridge at North Road will be at 3640 mm on main platform and 3950 mm on Island Platform from the nearest BG Track after conversion of the MG line. This infringement will be only for a short distance of 11 M. of Foot-over-Bridge. The details are given in Form-XI and sketches annexed to the application.

2. Upon enquiry, the Railway has stated that at this station, presently only 10 passenger trains run through and 8 trains originate and terminate with average total number of incoming and outgoing passengers being 1300 per day. The Railway has also stated that removal of this infringement will necessitate works costing Rs.15 lacs and construction time of 12 months.

3. In view of the above, the application is forwarded duly recommended for approval by Railway Board.

( V.S. DUTTA )
Commissioner of Railway Safety, New Delhi.

DA/As above.

G/File

(18)

Issue fair, please

18-8-93

No.92/CEDO/SR/9. 18-8-93.

Manager,

ce.

Subj:- Running of WAP/3 class of A.C. Elec. Loco fitted with flexicoil mark IV strengthened bogies and provided with conventional axle box at middle axle with horn arrangements in place of guide links upto a maximum speed of 100 Kmph instead of 80 Kmph on

(I) Igatpuri-Bhusaval-Khandwa-Itarsi

(ii) Bhusaval-Badnera-Wardha and

(iii) Thughlakabad-Jhansi-Itarsi-Nagpur-Wardha-Balharshah B.G. Section of Central Railway.

Ref:- Your letter No.W.681/Y-93/BR dated 28.7.93. SNo.7

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Your application No.W.681/Y-93/BR dated 8-2-93 for raising the speed of WAP/3 loco from 80 Kmph to 100 Kmph based on amendment No. SD.WAP3.11 dated 25-11-92 to speed certificate issued by RDSO has not so far been received in this office through CCRS Lucknow although the same was forwarded by CRS Central Circle to CCRS Lucknow under his letter No.C-11(105)88-124 dated 19-2-93. SNo 7/5

Ministry of Railways therefore desire that a duly attested photocopy of your application and its enclosures may please be sent to this office immediately alongwith attested photocopy of CRS and CCRS's forwarding letters to enable this office to take necessary action in the matter.

17/8

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board,
New Delhi Dated 18-8-93.

No.92/CEDO/SR/9.

Copy forwarded for information & necessary action to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001. This bears reference to his earlier letters No.RS.17-I(3)/90 dated 23-6-92 and 30-7-92 on the subject.

SNo 1 SNo 5

17/8

( S.M.SINGLA )
for Secretary Railway Board.

c/c

(119)

MOST IMMEDIATE.

No.93/CEDO/BR/1. 15th September,93.

1. The General Manager (Bridges),
Eastern Railway,
Calcutta.

2. The General Manager (Bridges),
Northern Railway,
Baroda House,
New Delhi.

3. The General Manager(Bridges),
South Central Railway,
Secunderabad-500371.

Sub:- Major & Minor Bridges on Indian Railways as on 31st March,93.

Please refer to this office letter of even number dated 6-4-1993 (Copy enclosed for ready reference) followed by subsequent reminders dated 20-7-93 and 5-8-93 and expedite the reply.

( D.N.Wachhani )
for Executive Director Civil Engineering (B&S),
Railway Board.

(120)

No.93/CEDO/BR/1. New Delhi, Dated 6-4-1993.

The General Managers (Bridges),
All Indian Railways.

Sub:- Major & Minor Bridges on Indian Railways as on 31st March,1993.

The Board desire to be furnished with Statement 'A' of Major & Minor Bridges and Statement 'B' of number of Bridges with Waterways (Proforma enclosed herewith) as on 31st March, 1993 on your railway for the Draft Para in the Annual Administrative Report of Indian Railways. The required information may please be sent to this office latest by 30th June,1993. If there is any increase (+) in the number of bridges as on 31st March,1993 vis-a-vis as on 31st March,1992, the same may suitably be explained in the foot note in Statement 'A' and Statement 'B'.

While furnishing the information, it may please be invariably ensured that the difference in the total number of Major and Minor Bridges excluding ROBs and RUBs, and the total number of Bridges with Waterways, if any, is suitably explained in the forwarding letter.

The receipt of the letter may be acknowledged.

Sd/-
( ARVIND KUMAR )
Executive Director Civil Engineering (B&S),
Railway Board.

## STATEMENT 'A'
## TOTAL NUMBER OF BRIDGES
## -------RAILWAY

| Position as on | No. of Major Bridges (inclusive of ROBs & RUBs) | | | | No. of Minor Bridges (inclusive of ROBs & RUBs) | | | | Total (Col.5 Col.9) |
|---|---|---|---|---|---|---|---|---|---|
| | Railway Bridges | ROBs | RUBs | Total | Railway Bridges | ROBs | RUBs | Total | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 31 - 3 - 1992 | | | | | | | | | |
| 31 - 3 - 1993 | | | | | | | | | |
| Increase/Decrease over previous year figure | | | | | | | | | |
| Reasons for Increase/Decrease | | | | | | | | | |

## STATEMENT 'B'
## NUMBER OF BRIDGES WITH WATERWAYS
## -------RAILWAY

| Position as on | Span in metres/feet | | | | |
|---|---|---|---|---|---|
| | 30.5 m (100 ft) & Above | 18.3 m (60 ft) & Above to less than 30.5m (100ft | 6.1 m (20 ft) & Above to less than 18.3m (60ft) | Less than 6.1m (20ft) | Total |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1 - 3 - 1992 | | | | | |
| 1 - 3 - 1993 | | | | | |
| Increase/Decrease over previous year figure | | | | | |
| Reasons for Increase/Decrease | | | | | |

Note:- A Bridge which has a total waterway of 18.3 m (60 lineal feet) or more or which has clear opening of 12.2 m (40 lineal feet) or more in any one span is classed as Major Bridges otherwise a Minor

(122)

No.93/CEDO/SD/20. 15-9-1993.

The Chief Project Manager,
Railway Electrification,
Ranchi.

Sub:- Railway Electrification-Sonnagar-Patratu and Railway Board dispensation for adoption of reduced setting distance for OHE, Engg., and Signal Structures.

Ref:- Your application No.PSRE/EL/94/14 dated 6-8-1993.

---

The Certificate furnished by you for non-running of EMU Stock for the present on Sonnagar-Japla section under your letter No.PSRE/EL/94 dated 24-8-93 is not considered sufficient.

The Board therefore desire that a Certificate may be obtained from the COPS, Eastern Railway and furnished to this office certifying that there is no proposal to run EMU Stock on Sonnagar-Japla Section for the present to enable this office to consider your application for condonation of infringements.

This may be treated as immediate.

Sd/-
( S.M.SINGLA )
Executive Director Civil Engineering( C ),
Railway Board.

(123)

MOST IMMEDIATE.

No.93/CEDO/BR/1. 15th September,93.

The General Manager(Works),
Western Railway,
Head Quarters Office,
Churchgate,
Bombay - 400 020.

Sub:- Major & Minor Bridges on Indian Railways as on 31st March,1993.

Ref:- Your Office letter No.W.65/12 Vol.V(W3) dated 10-5-1993.

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Please refer to your office letter quoted above followed by a subsequent reminder of this office letter of even number dated 20-7-93 and expedite the reply.

( D.N.Machiwal )
for Executive Director Civil Engineering
Railway Board. (B&S).

(124)

No.92/CEDO/ORI/13. New Delhi, Dated 15-9-1992.

The General Manager (Works),
South Eastern Railway,
Garden Reach,
Calcutta-700 043.

Sub:-Opening of New Double line for a length of 12.075 Km:between Rajatgarh (KM:423.375) and Joranda Road (KM:435.450) on Nergundi-Talcher branch line in Khurda Road Division of South Eastern Railway for passenger traffic.

Reference may be made to Commissioner of Railway Safety's letter No.XXR Camp/Cuttack dated 5-3-92 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the Public Carriage of Passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

Sd/-
( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.92/CEDO/ORI/13. New Delhi, Dated 15-9-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.XXR Camp/Cuttack dated 5-3-92.

( S.M.SINGLA )
for Secretary Railway Board.

(125)

MOST IMMEDIATE.

15th September,93.

No.93/CEDO/HR/1.

The General Manager (Works),
Northeast Frontier Railway,
Maligaon,
Railway Head Quarter,
Guwahati - 11.

Sub:- Major & Minor Bridges on Indian Railways as on 31st March,1993.

Ref:- Your office letter No.W/1/3/92-93/W-7 dated 20-4-1993.

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Please refer to your office letter quoted above followed by a subsequent reminder of this office letter of even number dated 20-7-93 and expedite the reply.

( D.N.Machiwal )
for Executive Director Civil Engineering(B&S),
Railway Board.

(126)

No.92/CEDO/SR/4/0. 16-9-1993.

The General Manager,
Railway Electrification,
Allahabad.

Sub:- Condonation of Signal, OHE and Engg.. Structures in connection with electrification on the Railways.

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Applicationsare received in this office from Chief Project Managers of Railway Electrification Projects for condonation of infringements to Signal, OHE and Engineering Structures enroute, in connection with Electrification works. Chief Project Managers while justifying the condonation of infringements are certifying that since it is not proposed to run EMU Stock on the section in the near future, therefore, the condonation of infringements to structures with lesser available clearances may be sanctioned.

Ministry of Railways desire that COM of the concerned Zonal Railway should certify and confirm the fact that EMU Stock are not proposed to be run on the section where such condonation is sought. No application for /condonation of infringements will be considered without the certificate from the concerned COM. All Chief Project Managers may therefore be advised accordingly under advice to this office.

/such

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

(127)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/SR/7. रेल भवन, नई दिल्ली-110001, दिनांक 3-9-1993.
Rail Bhawan, New Delhi-110001, dated 19

The General Manager(Works),
Central Railway,
Bombay.

Sub: Running of M/s. PDIL's 12 axle BG special wagon in empty condition upto a maximum speed of 35 Kmph and in loaded condition with a maximum axle load of 19.84 t. upto a maximum speed of 20 Kmph for movement of ODC on Mathura - Tuglakabad BG section on C. Rly.

.....

With reference to your application No.T.607/M-3/WY/ER/XIV dated 4.8.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of M/s. PDIL's 12 axle BG special wagon in empty condition to RDSO's Drg.No.84071-S-02 Alt.I at a maximum speed of 35 Kmph and in loaded condition when loaded with urea reactor weighing 171 t with maximum axle load of 19.84 t to RDSO's Drg.No.WD-93027-S-01 at a maximum speed of 20 Kmph on Mathura - Tuglakabad section of your Railway.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in the Joint Safety Certificate No.W-11/93/BG, RDSO's Speed Certificate and all other certificates accompanying your application referred to above. As the consignment when loaded in this wagon infringes the maximum moving dimensions of 1929, the sanction of the Competent Authority on your Railway shall however be separately obtained for each ODC movement in terms of para 2.9 of RDSO's Speed Certificate.

The sanction for condonation of infringements to item 17, 20(b), 21(b) and 22 of Chapter - IV A of BG Schedule of Dimensions (1973) involved in the running of the above wagon has already been conveyed under Board's letter No. 86/WDO/SR/1 dated 24.1.86.

( S.M. SINGLA )
Exe. Director Civil Engg. (G),
Railway Board.

Contd... 2/-

No.93/CEDO/SR/7. New Delhi, Dated 3-9-93.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 22 6 001 with reference to his Endorsement No. RS.17-T(1)/90 dated 31.8.93.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No. 585 dated 6.8.93.

3. The Director Standards (Wagon), R.D.S.O. Lucknow - 226 011.

( S.M. SINGLA )
for Secretary Railway Board.

(129)

No.92/CEDO/CR1/18. 3rd September,93.

The General Manager(Construction),
North Eastern Railway,
Gorakhpur.

Sub:- Opening of Bilaspur Road-Rudrapur Road section of Izatnagar Division of North Eastern Railway for the public carriage of passengers.

Ref:- Your office letter No.W/Con/520/2/ Bilaspur Road-Rudrapur Road/W-I/3001 dated 25-8-93.

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While going through the photocopy of your Railway's compliance on Commissioner of Railway Safety's Inspection Report sent under your letter No.W/Con/520/2/Bilaspur Road-Rudrapur Road/W-I dated 26.5.93, it is seen that you have not furnished compliance in respect of para (b),(c) and II of CRS's Authorisation letter No.SANC/187/504/I/ CPG dated 14-10-92. The first photo copy of CRS's letter dated 14-10-92 sent to this office shows the compliance of para (a) only. Although the word 'contd.------2nd' are typed out at the bottom of this first page but the 2nd page has not been enclosed by your railway and appears to have been left out in your office.

Ministry of Railways therefore desire that compliance in respect of para (b),(c) and II of CRS's Authorisation letter dated 14-10-92 may also be sent immediately alongwith page 2 which has been left out in your office.

( D.M.Machiwal )
for Executive Director Civil Engineering(G),
Railway Board.

(131)

(130)

No.92/CEDO/GRI/18. 2-9-93.

The General Manager (Works),
North Eastern Railway,
Gorakhpur

Sub:- Opening of Bilaspur Road-Rudrapur Road section of Izatnagar Division of North Eastern Railway for the public carriage of passengers.

Ref:- Your office letter No.W/Con/520/2/Bilaspur Road-Rudrapur Road/W-I/3001 dated 25-8-93.

Please refer to your office letter quoted above sending compliance of Commissioner of Railway Safety's Inspection Report in an interleaved copy on the above noted subject. It is noted that the following documents have not been received in this office through Chief Commissioner of Railway Safety Lucknow.

1. Original Inspection Report of Commissioner of Railway Safety prior to opening of Bilaspur Road-Rudrapur Road section of Izatnagar Division of North Eastern Railway.

2. Opening documents i.e., Form-I to Form-XII on the opening of the above section duly filled in.

3. Original copies of Index Plan and Section drawn on Tracing cloth in ink, with two ferro copies of the same.

4. Forwarding letter of Chief Commissioner of Railway Safety.

The above documents are sent by Commissioner of Railway Safety, North Eastern Circle, Gorakhpur to Secretary (Civil Engineering), Railway Board, New Delhi through Chief Commissioner of Railway Safety Lucknow. But, the same have not so far been received in this office and appear to have been lost somewhere during transit.

Ministry of Railways therefore desire the above documents may please sent immediately to enable this office to confirm the action of Commissioner of Railway Safety in authorising the opening of the above section.

( D.N.Machiwal )
for Executive Director Civil Engineering(G).
Railway Board.

PTO

(130)

(131)

No.92/CEDO/GRI/18. New Delhi, Dated 2-9-93

Copy forwarded for information & necessary action to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001.

2) The Commissioner of Railway Safety, North Eastern Circle, DRM Building complex, Lucknow-226001, with reference to his letter No.SANC/187/504/CPG dated 14-10-92.

( D.N.Machiwal )
for Executive Director Civil Engineering(G),
Railway Board.

(132)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.91/CEDO/SD/14. रेल भवन, नई दिल्ली-110001, दिनांक 3-9-1993.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Officer(Constn.),
Southern Railway,
No.18, Millers Road,
Bangalore - 560 046.

Sub: Condonation of infringements of gradients in station yard of Bangalore City station in connection with Bangalore City-Yelahanka Gauge Conversion from MG to BG.

.....

With reference to your application No.W.GC.573/BNC/Vol.III dated 16.8.93 sent through the Chief Commissioner of Railway S[redacted] Lucknow, the sanction of Ministry of Railways is hereby communicated for adoption of the modified condition as suggested in lieu of existing condition appearing in line 10 to 13 of para-I of this office letter of even number dated 10.6.93 as under :-

| The existing condition approved for deletion | The modified condition approved for adoption |
|---|---|
| "The interlocking should ensure that when a train is being received at or despatched from any one of platform No.8 to 10, the derailing switch should be in open position in the other two platform lines." | "The interlocking will ensure that whenever a train is being received at or despatched from one of the platforms 8 to 10 derailing switches should be in the open position in the other two platform lines except where physical isolation is available." |

The sanction is based on Annexure-'A' showing the simultaneous movements on platform line No.8 to 10 and Rule Diagram of Bangalore City Station accompanying your application referred to above.

This supersedes Chief Administrative Officer (Constn.) Bangalore's earlier letter No.W.GC./573/BNC/Vol.III dated 16.7.93.

( S.M. SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

Contd...2/-

No.91/CEDO/SD/14. New Delhi, dated 3 -9-1993.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his endorsement No.RS.18-T(7)/90 Vol.II dated 23.8.93.

2. The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar.P.O., Bangalore - 560 009 with reference to his letter No.842 dated 18.8.93.

( S.M. SINGLA )
for Secretary Railway Board.

(134)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/BS/1/ रेल भवन, नई दिल्ली-110001, दिनांक 8-9-93
Rail Bhavan, New Delhi-110001, dated 19

The Chief Engineer(Constn.)/East,
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay-400 001.

Sub:- Kiratgarh-Taku Doubling - Bridge No.759/1 at Km.759/6-7 - 5x0.75 M.Ballastless slab - Condonation of free board.

With reference to your application No.EW.223.W.32.BR.II dated 14-7-93 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 6-9-93, the sanction of Ministry of Railways is hereby communicated to condonation of infringement to free board of 0.455 m as against 1.00 m free board required as per Clause 4.9.1 of Bridge Sub-Structure Code on 5x0.75 m Girder Bridge No.759/1 at Km:759/6-7 which has been extended as 5x0.75 m Ballastless slab on Down stream side as per Drawing No. GM(E)88-0-89428 accompanying your application referred to above.

The measures to be taken by the site staff to ensure safety of Railway Operations when the water level exceeds the danger level (which may happen frequently) should be clearly spelt out to all concerned.

( ARVIND KUMAR )
Executive Director Civil Engineering(B&S),
Railway Board.

No.93/CEDO/BS/1. New Delhi, Dated 8-9-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(3)/90 dated 30-7-93.
2) The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020, with reference to his letter No.557 dated 16-7-93.

(ARVIND KUMAR)
for Secretary Railway Board.

(135)

No.93/CEDO/SD/17. 9 -9-93.

The Chief Project Manager,
South Eastern Railway,
Bilaspur.

Sub:- Proposed Crossing Station between Kothari Road and Saragbundia on Champa-Gevra Road section of Bilaspur Division of South Eastern Railway.

Ref:- Your application No.DRG/SY/89/SRBA-KTHD/Pt.II/43 dated 24-8-93.

---

In view of the position explained in your application administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 737 and 1 in 400 at the proposed Crossing Station at Km:681.896 from Howrah between Kothari Road and Saragbundia on Champa-Gevra Road section under Bilaspur Division of your Railway as against 1 in 1200 gradient decided by the Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89.

The sanction is subject to the condition that a Clause will be inserted in the Station Working Rules of the proposed Crossing Station that no train will be stabled without a live engine on the main line and all necessary precautions being taken by the railway to prevent accidents.

Sd/-

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

(136)

No.93/CEDO/SD/18 10-9-93.

The Chief Project Manager,
South Eastern Railway,
Bilaspur.

Sub:- Proposed New Crossing Station at Kurkura at Km:501.437 on Hatia-Bondamunda section under Chakradharpur Division of South Eastern Railway.

Ref:- Your application No.BRG/SY/144/Pt.2/101 dated 27-8-93.

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In view of the position explained in your above quoted application, administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 at the proposed New Crossing Station at Kurkura at Km.501.437 on Hatia-Bondamunda Section under Chakradharpur Division of South Eastern Railway as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89.

The sanction is subject to the condition that a Clause will be inserted in the Station Working Rules of the proposed Crossing Station that no train will be stabled without a live engine on the main line and all necessary precautions being taken by the Railway to prevent accidents.

Sd/-

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

(137)

No.93/CEDO/SD/19. रेल भवन, नई दिल्ली-110001, दिनांक 13-9-93.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Project Manager,
South Eastern Railway,
Bilaspur.

Sub:- Opening of a new Crossing Station at Pokla at Km.486.631 on Hatia-Bondamunda Section of South Eastern Railway - Administrative approval for retaining the existing 1 in 400 gradient in Pokla Station yard on the Hatia-Bondamunda Section under Chakradharpur Division of South Eastern Railway.

Ref:- Your application No.DRG/SY/144/Pt.2/100 dated 27-8-1993.

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While going through the plan enclosed with your above quoted application shewing regrading with 1 in 1200 gradient at proposed Crossing Station at Pokla at Chainage 0.00, it is seen that existing rise 1 in 100 is shown from Chainage 150 to Chainage 610.70 towards Bakaspur side. This is contrary to the position shown in enclosed yard plan of proposed Crossing Station at Pokla which shows existing rise 1 in 400 from Chainage 150 to Chainage 610.70.

Ministry of Railways therefore desire that the position in the two plans may be reconciled and correct position be advised immediately to enable this office to consider your application for grant of administrative approval for adoption of 1 in 400 gradient at the proposed Crossing Station.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

(138)

No. 93/CEDO/WTT/1.

रेल भवन, नई दिल्ली-110001, दिनांक 15-9- 1993
Rail Bhavan, New Delhi-110001, dated

The General Manager (Operating),
All Indian Railways.

Sub : Supply of Passenger Working Time Tables.

.....

Please arrange to supply a copy each of the latest available Divisionwise Passenger Working Time Table of your Railway. These Time Tables are very frequently required for day to day reference and use in Civil Engineering Directorate of Board's office.

Ministry of Railways also desire that in future whenever the Passenger Working Time Tables are printed by your Railway it may be ensured that a copy of the same is invariably sent to this office immediately after printing.

The receipt of this letter may please be acknowledged.

( S. M. SINGLA )
Executive Director Civil Engg.(G),
Railway Board.

(139)

19-8-93.

No.93/CEDO/CRI/17.

The Chief Administrative Officer(Construction),
Southern Railway,
Madras.

Sub:- Opening of the BG single line newly converted from MG between Virudunagar Jn. and Vanchi Maniyachchi Jn. and between Milavittan and Tuticorin and the existing BG goods line between Tirunelveli Jn. and Milavittan via Vanchi Maniyachchi bypass, in Madurai Division of Southern Railway, for the public carriage of passengers.

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Reference may be made to Commissioner of Railway Safety's letter No.785 dated 12th August,93 on the above noted subject. It may be advised whether the requirements enumerated in CRS's letter have been complied with before opening of the section for public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/CRI/17. New Delhi, Dated 19-8-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore-560 009, with reference to his letter No.785 dated 12th August,1993.

( S.M.SINGLA )
for Secretary Railway Board.

(140)

No.93/CEDO/SM/1. 19-8-93.

The General Manager,
Southern Railway,
Park Town,
Madras-600 003.

Attention:- Shri.K.P.Santnana-krishnan,
Dy.CE/Planning.

Sub:- System Map of Southern Railwey corrected as on 31st March,93.

Ref:- Your letter No.W.185/11/1 Vol.VI dated 17-8-93.

---

This is to acknowledge receipt of your above quoted letter alongwith enclosures.

The fifteen Time Table Maps sent to this are all plain. In this connection your attention is invited to para 8 of this office letter No.92/CEDO/SM/1 dated 11-2-92 interms of which fifteen copies of Time Table Maps are also required to be sent to Board's Office by the railways. Out of these fifteen copies ten copies should be plain and five copies should show the divisional Jurisdiction and state boundaries in different colours correct as on 31st March of the relevant year.

Ministry of Railways therefore desire that five copies of Time Table Maps showing divisional jurisdiction and state boundaries in different colours as on 31-3-93 may also be sent immediately.

( D.N.Machiwal )
for Executive Director Civil Engineering(C
Railwey Board.

(141)

20-8-93.

No.93/CEDO/BS/1.

The Chief Engineer(Constn.)/East,
Central Railway,
Bombay-400 001.

Sub:- Kiratgarh - Taku Doubling Br.No.759/1 at Km.759/6-7 - 5/0.75 M Ballastless slab - condonation of free board.

Ref:- Your application No.EW.223.W.32.BR.II dated 14-7-93.

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While going through your application quoted above for condonation of 0.455 M available free board on the extended bridge portion of /No.759/1 at Km:759/6-7 in connection with Kiratgarh-Taku doubling, it is seen that the New Rail level has been kept as 385.790 as against 387.450 old rail level. The circumstances for keeping the new rail level lower than the old Rail level may be explained in detail. It may also be elaborated as to why the desired free board cannot be achieved by way of keeping the New Rail Level the same as old rail level. The free board and vertical clearance available in the old bridge may also be advised for information of this office.

/bridge

Ministry of Railways desire that the position may be reexamined and a detailed reply sent immediately to enable this office to consider your case for condonation of free board.

( ARVIND KUMAR )
Executive Director Civil Engineering(B&S),
Railwey Board.

(142)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.92/CEDO/SD/11. रेल भवन, नई दिल्ली-110001, दिनांक 1-9-1993.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Project Manager,
Railway Electrification,
Southern Railway,
Egmore,
Madras - 600 008.

Sub: Railway Electrification - Group 72 - Jolarpettai - Bangalore Section - Condonation of infringement -

Ref: Your rev-ised application No.ETF/252/RE/72/1022 dated 22.7.93.

******

Since Form-XI showing the items of the Schedule to which condonation of in-fringements has been sought is completely revised, your above quoted application may not only be simply sent for information to CRS and CC RS but it may be routed through CRS and CCRS as usual to enable this office to consider the issue of sanction for condonation of infringements.

A drawing showing the dimensions and the available clearance as indicated in para 4 of your application may also be sent for reference and use in this office.

( S.M. SINGLA )
Exe. Director Civil Engg. (G),
Railway Board.

(143)

No.93/CEDQ/SR/4. 1-9-93.

The General Manager(Engg.),
South Eastern Railway,
Garden Reach,
Calcutta-43.

Sub:- Running of 'BOBR' Wagons in empty and loaded condition on Bhattanagar-Andul-MCA section for this Railway.

Ref:- Your letter No.G/Wagon/BOBR dated 29-7-93.

---

Your application No.G/Wagon/BOBR dated 17-2-93 for running of BOBR Wagons on Bhattanagar-Andul-Macheda section stated to have been sent to Secretary (Civil Engineering(G) Railway Board through CRS and CCRS has not so far been received in this office inspite of reminders of even number dated 12-5-93 and 12-7-93 to Chief Commissioner of Railway Safety Lucknow.

Under the circumstances, you may request CCRS to expedite disposal of your application or obtain a copy of the same and sent it to Board's office for necessary action alongwith the remarks of CCRS/CRS.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

(144)

/-9-93.

No.92/CEDO/ORI/22.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Opening of M.G.line between Pencharthal & Kumarghat of Dharmanagar-Kumarghat Project of Lumding Division of N.F.Railway for the Public Carriage of Passengers.

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SMO I

With reference to your Endorsement No.RS.10-T(23)/91 dated 16th November,92 I am directed to confirm the action of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur in authorising the opening of the above section for the Public Carriage of Passengers as per his letter No.486/722/I/A/Opening/I dated 21-8-91.

SMO 1/2

yours faithfully,

( S.M.SINGLA )
for Secretary Railway Board.

No.92/CEDO/ORI/22. New Delhi, Dated /-9-

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northeast Frontier Cir No.14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.486/722/I/A/Opening/Pt. dated ...

2) The General Manager(Construction), Northeast Frontier Railway, Maligaon, Guwahati-781011, with reference to his letter No. W/247/CON/D.K/1/Pt.II dated 30-7-93/2-8-93. The Date of Opening of the above Section may be intimated when it is commissioned passenger traffic.

SMO 5

( S.M.SINGLA )
for Secretary Railway Board.

(145)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/SD/9. रेल भवन, नई दिल्ली-110001, दिनांक 13-8-93.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Engineer (Con)GC-II,
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Condonation of infringement due to fixed structure of PP Shelter on Main Platform and Island Platform at Merta Road Station on Degana-Jodhpur Section.

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With reference to your application No.78-W/35/CRS/W-I dated 12-5-93 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 3-8-93, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 7(i), 7(ii) and 7(iii) on left and rig side of PP Shelter on Main line platform and on left side only of PP Shelter on Island platform at Merta Road Station as shown in respective Form-XI and drawings accompanying your applicatio referred to above.

It is noted from the drawings that eaves boards on the left side of PP Shelter on Main platform and on left and right side of PP Shelter on Island platform are being dismantle to have no infringement to moving dimensions due to the eaves boards.

Sd/-
( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/9. New Delhi, Dated 13-8-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(5)/90-Vol.II dated 18-6-1993.
2) The Commissioner of Railway Safety, Northern Circle, Near CIRS, Delhi Safdarjung Station, Chanakyapuri, New Delhi-110023, with reference to his letter No.155 dated 27-5-93.

Sd/-
(S.M.SINGLA)
for Secretary Railway Board.

(146)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 92/CEDO/SR/8. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 13 - 8 - 19 93.

The General Manager (Works),
Northern Railway,
Head Quarters Office,
Baroda House,
New Delhi - 110 001.

Sub:- Running of 'Permaquip Overhead Traction repair machine' manufactured by M/s.Permanent Way Equipment Co., Ltd.

With reference to your application No.519-W/608 dated 26-9-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Permanent Overhead Traction repair machine having an axle load of 1.62t manufactured by M/s.Permanent Way Equipment Co. Ltd. to their Drawing No.C.20247 on the eleven B.G.Sections of your railway as shown in your application at a maximum speed of 15 Kmph on its own power with platform lowered and at a maximum speed of 3 Kmph on its own power with platform raised.

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in the Joint Safety Certificate, RDSO's Speed Certificate No.ETI/OHE/MV/PERMAQUIP dated 16-4-91 with amendment dated 12-4-93 and all other certificates accompanying your application referred to above

Ministry of Railways also condone the infringement to item 2(ii) Chapter IV(C) of B.G.Schedule of Dimensions (1973) involved in the design of the above machine.

( S.M.SINGLA )
Executive Director Civil Engineering (G),
Railway Board.

PTO

No.92/CKDO/SR/8. New Delhi, Dated 13-8-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.17-T(2)/90 dated 23-6-92 andRS.19-T(2)/86 dated 28-7-93.

2) The Commissioner of Railway Safety, Northern Circle, Near CRIS, Safdarjung Station, Chanakyapuri, New Delhi-110023 with reference to his letter No.244/1239/BG/EQUIP/OHM dated 27-5-92.

3) The Director General (Motive Power), R.D.S.O., Lucknow-226011.

4) The Director General (Track), R.D.S.O., Lucknow-226011, with reference to his letter No.CT/SC/Perquip dated 1-6-93.

( S.M.SINGLA )
for Secretary Railway Board.

(148)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/SR/6. रेल भवन, नई दिल्ली-110001 -1993.
Rail Bhavan, New Delhi-

The General Manager(Engg.),
Eastern Railway,
Calcutta.

Sub: Introduction of points a.
machine manufactured by M,
for B.G. track on Eastern R

....

In view of the position explained in your application No.W(8).552/12/Vol.I dated 8.4.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of points and crossings changing machine manufactured by M/s A M E C A, Italy to their general arrangement Drg.No.TM/9214 without any axle with 6 t. maximum weight on each wheel at a provisional maximum speed of 10 Kmph when working on its own power and at the maximum speed permitted for well wagon type 'BWX' when the machine is loaded in 'BWX' wagon to Drg. No. TM/9215 for transportation on all the B.G. Sections except the following sections of Eastern Railway :-

1. Dildarnagar - Tarighat
2. Bakhtiyarpur - Rajgir
3. Madhupur - Giridih
4. Jasidih - Baidyanathdham
5. Azimganj - Nalhati
6. Ranaghat - Bongaon
7. Bhagalpur - Mandar Hill
8. Jamalpur - Monghyr
9. Tinpahar - Rajmahal

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate, RDSO's Speed Certificate and all other Certificates accompanying your application referred to above. The machine when loaded on 'BWX' wagon infringes the maximum moving dimensions of 1929. On sections where 'X' class profile is not permitted, the machine will b transported as an ODC and all general instructions issued by Railway Board and further restrictions imposed by the Eastern Railway regarding the movement of ODCs shall be strictly followed and adequate precautions taken in terms of para 5.3 of RDSO's Speed Certificate.

Contd...2/-

(149)

The Ministry of Railways also sanction the infringements to item 1 & 2(ii) of Chapter IV(A) and Maximum Moving Dimensions of 1929 as shown in Diagram No.1 A (Modified) and others of BG Schedule of Dimensions (1973) involved in running of the above machine as detailed in Form XI accompanying your application referred to above.

S.M. SINGLA )
ctor Civil Engg. (G),
ailway Board.

No.93/CEDO/SR/6. lhi, dated 13-8-1993.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his EndorsementNo. RS.17-T(2)/90 dated 21.7.93.

2. The Commissioner of Railway Safety, Eastern Circel, 14, Strand Road, 12th Floor, Calcutta - 700 001, with reference to his letter No.78 dated 23.4.93.

3. The Director Standards(Track), R.D.S.O., Lucknow - 22 6 011.

( S.M. SINGLA )
for Secretary Railway Board.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

(150)

No.93/CEDO/SR/6. रेल भवन, नई दिल्ली-110001, दिनांक 13-8-1993.
Rail Bhavan, New Delhi-110001, dated 19

The General Manager(Works),
Western Railway,
Churchgate,
Bombay.

Sub: Running of points and crossings changing machine manufactured by M/s. AMECA, Italy for B.G. track of Western Railway.

.....

In view of the position explained in your application No.W-641/23 dated 1.3.93 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of points and crossings changing machine manufactured by M/s. AMECA, Italy to their general arrangement Drg.No.TM/9214 without any axle with 6 t maximum weight on each wheel at a provisional maximum speed of 10 Kmph when working on its own power and at a maximum speed permitted for well wagon type 'BWX' when the machine is loaded in 'BWX' wagon to Drg.No.TM/9215 for transportation on the following BG sections of Western Railway :-

1. Bombay Central - Mathura Junction
2. Udhna - Jalgaon
3. Nagda - Ujjain - Bhopal
4. Ujjain - Indore
5. Kota - Ruthiyai
6. Kandlaport - Samakhiali
7. Viramgam - Jhund
8. Jhund - Halvad
9. Halvad Samakhiali
10. Viramgam - Ahmedabad
11. Ahmedabad - Vadodara
12. Anand - Godhra
13. Viramgam - Okha
14. Kanalus - Porbandar
15. Bayana - Idgah - Agra
16. Idgah - Agra - Agra Fort
17. Agra Fort to Km. 86.49
18. Km. 86.49 - Jamuna Bridge Km. 88.49
19. Kota - Chittaurgarh

contd...2/-

(151)

The sanction is subject to observance of all permanent speed restrictions as notified in Appendix VII of the Current Working Time Table and other temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/ stipulations made in your Joint Safety Certificate, RDSO's Speed Certificate and all other certificates accompanying your application referred to above. The machine when loaded on 'BWX' wagon infringes the maximum moving dimensions of 1929. On sections where 'X' class profile is not permitted, the machine will be transported as an ODC and all general instructions issued by Railway Board and further restrictions imposed by the Western Railway regarding the movement of ODC s shall be strictly followed and adequate precautions taken in terms of para 5.3 of RDSO's Speed Certificate.

The Ministry of Railways also sanction the infringements to item 1 & 2(ii) of Chapter IV(A) and Maximum Moving Dimensions of 1929 as shown in Diagram No.1 A (modified) and others of BG Schedule of Dimensions (1973) involved in running of the above machine as detailed in Form XI accompanying your application referred to above.

( S.M. SINGLA )
Exe. Director Civil Engg. (G),
Railway Board.

No.93/CEDO/SR/6. New Delhi, dated 13-8-1993.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS. 17-T(2)/90 dated 22.7.93.

2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.12-5/282/116 dated 21.4.93.

3. The Director Standards (Track), R.D.S.O., Lucknow - 226 011.

( S.M. SINGLA )
for Secretary Railway Board.

(152)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/SR/6. रेल भवन, नई दिल्ली-110001, दिनांक 13-8-1993.
Rail Bhavan, New Delhi-110001 dated 19

The General Manager(Works),
Central Railway,
Victoria Terminus,
Bombay.

Sub: Sanction for running o
changing Machine" manu
Italy on its own power &
and at sectional maximum .
"Well-Wagon" on which it w. ed for
transportation from one place to another over
all the B.G. Sections of C.Rly.

*****

In view of the position explained in your application No.W.681/Y-61/BR/II dated 11.3.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of points and crossings changing machine manufactured by M/s. AMECA, Italy to their general arrangement Drg.No.TM/9214 without any axle with 6 t maximum weight on each wheel at a provisional maximum speed of 10 Kmph when working on its own power and at the maximum speed permitted for well wagon type 'BWX' when the machine is loaded in 'BWX' wagon to Drg.No.TM/9215 for transportation on all the B.G. Sections of Central Railway.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate, RDSO's Speed Certificate and all other Certificates accompanying your application referred to above. The machine when loaded on 'BWX' wagon infringes the maximum moving dimensions of 1929. On sections where 'X' class profile is not permitted, the machine will be transported as an ODC and all general instructions issued by Railway Board and further restrictions imposed by the Central Railway regarding the movement of ODCs shall be strictly followed and adequate precautions taken in terms of para 5.3 of RDSO's Speed Certificate.

The Ministry of Railways also sanction the infringements to item 1 & 2(ii) of Chapter IV(A) and Maximum Moving Dimensions of 1929 as shown in Diagram No.1A (Modified) and others of BG Schedule of Dimensions (1973) involved in running of the said machine as detailed in Form XI accompanying your application referred to above.

( S.M. SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

Contd...2/-

(153)

No.93/CEDO/SR/6. New Delhi, dated 13-8-1993.

Copy forwarded for ir

1. The Chief Commissioner of
Marg, Lucknow - 226 001 wi
Endorsement No.RS.17-T(2)/9

2. The Commissioner of Railway Sa l Circle,
2nd Floor, Churchgate Station Bldg., Annexe,
Maharshi Karve Road, Bombay - 400 020 with reference
to his letter No.259 dated 19/22-3-93.

3. The Director Standards(Track), R.D.S.O.,
Lucknow - 226 011.

( S.M. SINGLA )
for Secretary, Railway Board.

(152)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/SR/6. रेल भवन, नई दिल्ली-110001, दिनांक 13-8-1993.
Rail Bhavan, New Delhi-110001, dated 19

T' Manager(Works),

or running of "Points and Crossi
achine" manufactured by M/s. AMEC
its own power at 10 Kmph for worki
ectional maximum speed permitted for
ell-wagon" on which it will be loaded for
transportation from one place to ano[redacted] over
all the B.G. Sections of C.Rly.

.....

In view of the position explained in your application No.W.681/Y-61/BR/II dated 11.3.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of points and crossings changing machine manufactured by M/s. AMECA, Italy to their general arrangement Drg.No.TM/9214 without any axle with 6 t. maximum weight on each wheel at a provisional maximum speed of 10 Kmph when working on its own power and at the maximum speed permitted for well wagon type 'BWX' when the machine is loaded in 'BWX' wagon to Drg.No.TM/9215 for transportation on all the B.G. Sections of Central Railway.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate, RDSO's Speed Certificate and all other Certificates accompanying your application referred to above. The machine when loaded on 'BWX' wagon infringes the maximum moving dimensions of 1929. On sections where 'X' class profile is not permitted, the machine will be transported as an ODC and all general instructions issued by Railway Board and further restrictions imposed by the Central Railway regarding the movement of ODCs shall be strictly followed and adequate precautions taken in terms of para 5.3 of RDSO's Speed Certificate.

The Ministry of Railways also sanction the infringements to item 1 & 2(ii) of Chapter IV(A) and Maximum Moving Dimensions of 1929 as shown in Diagram No.1A (Modified) and others of BG Schedule of Dimensions (1973) involved in running of the said machine as detailed in Form XI accompanying your application referred to above.

( S.M. SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

Contd...2/-

(153)

No.93/CEDO/SR/6. New Delhi, dated 13-8-1993.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.93.13.17-I(2)/90 dated 19.7.93.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.259 dated 19/22-3-93.

3. The Director Standards(Track), R.D.S.O., Lucknow - 226 011.

( S.M. SINGLA )
for Secretary, Railway Board.

(154)

No.93/CEDO/SD/16. 17-8-93.

The Chief Project Manager,
South Eastern Railway,
Cuttack.

Sub:- Provision of 1 in 1200 grade in the Prop 'C' Class station at Korai Km. 331.840 from Howrah on Howrah-Visakhapatnam main line of South Eastern Railway/Khurda Road Division.

Ref:- Your application No.CTC/D/PWP/1992-93/02015 dated 6-8-93.

---

Please refer to your letter quoted above. Interms of para 2 of this office letter No.88/CEDO/SD/8 dated 28-11-91 condonation of 1 in 260 grade should be obtained direct from the concerned Commissioner of Railway Safety involved in upgradation of existing Korai passenger halt at Km.331.840 as 'C' Class station on Howrah-Visakhapatnam main line under Khurda Division of South Eastern Railway.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

(S)

(155)

No.92/CEDO/SR/9. 18-8-93.

The General Manager,
Central Railway,
Head Quarters Office,
(Engineering Branch),
Victoria Terminus,
Bombay - 400 020.

Sub:- Running of WAP/3 class of A.C.Electric Loco fitted with flexicoil mark IV strengthened bogies and provided with conventional axle box at middle axle with horn arrangements in place of guide links upto a maximum speed of 100 Kmph instead of 80 Kmph on

(I) Igatpuri-Bhusaval-Khandwa-Itarsi

(ii) Bhusawal-Badnera-Wardha and

(iii) Thughlakabad-Jhansi-Itarsi-Nagpur-Wardha-Balharshah B.G.Section of Central Railway.

Ref:- Your letter No.W.681/Y-93/BR dated 28.7.93.

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Your application No.W.681/Y-93/BR dated 8-2-93 for raising the speed of WAP/3 loco from 80 Kmph to 100 Kmph based on amendment No. SD.WAP3.11 dated 25-11-92 to speed certificate issued by RDSO has not so far been received in this office through CCRS Lucknow although the same was forwarded by CRS Central Circle to CCRS Lucknow under his letter No.C-11(105)88-124 dated 19-2-93.

Ministry of Railways therefore desire that a duly attested photocopy of your application and its enclosures may please be sent to this office immediately alongwith attested photocopy of CRS and CCRS's forwarding letters to enable this office to take necessary action in the matter.

S/d

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.92/CEDO/SR/9. New Delhi Dated 18-8-93.

Copy forwarded for information & necessary action to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001. This bears reference to his earlier letters No.RS.17-I(3)/90 dated 23-6-92 and 30-7-92 on the subject.

S/d

( S.M.SINGLA )
for Secretary, Railway Board.

(156)

Issue fair please
18-8-93

No.92/CEDO/SR/9. 18-8-93.

The General Manager,
Central Railway,
Head Quarters Office,
'Engineering Branch),
Victoria Terminus,
Bombay - 400 020.

Sub:- Running of WAP/- .C. Electric Loco fitted with flexicoil mark IV strengthened bogies and provided with conventional axle box at middle axle with horn arrangements in place of guide links upto a maximum speed of 100 Kmph instead of 80 Kmph on

(I) Igatpuri-Bhusaval-Khandwa-Itarsi

(ii) Bhusaval-Badnera-Wardha and

(iii) Thughlakabad-Jhansi-Itarsi-Nagpur-Wardha-Balharshah B.G.Section of Central Railway.

SN-7

Ref:- Your letter No.W.681/Y-93/BR dated 28.7.93.

Your application No.W.681/Y-93/BR dated 8-2-93 for raising the speed of WAP/3 loco from 80 Kmph to 100 Kmph based on amendment No. SD.WAP3.11 dated 25-11-92 to speed certificate issued by RDSO has not so far been received in this office through CCRS Lucknow although the same was forwarded by CRS Central Circle to CCRS Lucknow under his letter No.C-11(105)88-124 dated 19-2-93.

SN 7/5

Ministry of Railways therefore desire that a duly attested photocopy of your application and its enclosures may please be sent to this office immediately alongwith attested photocopy of CRS and CCRS's forwarding letters to enable this office to take necessary action in the matter.

17/8

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board,
New Delhi Dated 18-8-93.

No.92/CEDO/SR/9.

Copy forwarded for information & necessary action to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001. This bears reference to his earlier letters No.RS.17-I(3)/90 dated 23-6-92 and 30-7-92 on the subject.

SN 1 SN 5

17/8

( S.M.SINGLA )
for Secretary Railway Board.

s/c

(157)

No.93/CEDO/SD/14. 13-8-93.

The Chief Project Manager,
South Eastern Railway,
Visakhapatnam. - 530 004.

Sub:- Raipur-Vizianagaram patch doubling Ph.II Sec.I & II - administrative approval for having grades steeper than 1 in 1200 within the Station yard limits.

Ref:- Your application No.CAO/C/VSKP/D/Opening of Lines/RVD/Pt.II/4391 dated 22/26-7-1993.

---

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of proposed gradients/at Parvathipuram, Seetanagaram, Bobbili, Donkinivalasa, Kometipalli Gajapathinagaram Station yards as mentioned under column 5 of the enclosure accompanying your application referred to above involved in remodelling of these stations in connection with patch doubling Phase-II Section I & II of Raipur-Vizianagaram section of South Eastern Railway as against 1 in 1200 gradient decided by the Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89. The sanction is subject to the condition that a Clause will be inserted in the Station Working Rules of the above stations that no train will be stabled without a live engine on the Main Line.

L steeper than 1 in 1200

The above condition may also be treated as applicable to the ten stations involved in the Administrative approval for grades issued under this office letter No.91/CEDO/SD/10 dated 17-7-91 referred to in your application.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

1-9-93.

No.92/CEDO/GRI/22.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Opening of M.G.line between Pencharthal & Kumarghat of Dharmanagar-Kumarghat Project of Lumding Division of N.F.Railway for the public carriage of passengers.

---

With reference to your Endorsement No.RS.10-T(23)/91 dated 16th November,92 I am directed to confirm the action of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur in authorising the opening of the above section for the public carriage of passengers as per his letter No.486/722/I/A/Opening/Pt. dated 21-8-91.

yours faithfully,

( S.M.SINGLA )
for Secretary Railway Board.

No.92/CEDO/GRI/22. New Delhi, Dated 1-9-93.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northeast Frontier Circle, No.14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.486/722/I/A/Opening/Pt. dated 21-8-91.

2) The General Manager(Construction), Northeast Frontier Railway, Maligaon, Guwahati-781011, with reference to his letter No.W/247/CON/D.K./1/Pt.II dated 30-7-93/2-8-93. The date of opening of the above section may be intimated when it is commissioned to passenger traffic.

( S.M.SINGLA )
for Secretary Railway Board.

(159)

No.93/CEDO/SD/8. 12-8-93.

The Chief Administrative Officer(Construction),
Southern Railway,
18, Millers Road,
Bangalore - 560 046.

Sub:- Bangalore City-Tumkur Section -
Gauge Conversion from MG to BG-
Condonation for infringement on
Buildings and Structures -
Subway Lift Well on Platform No.9 & 10-Reg.

Ref:- Your letter No.WGC/347/BNC/Vol.II dated 26.7.93.

---

It is seen from your above quoted letter that although the requirement enumerated by CCRS at concluding para of item 2.2 of his letter No.RS.18-T(7)/90-Vol.II dated 20-5-93 regarding reduction in the size of the lift well by 300 mm on either side has been met with but the requirement regarding availability of the increased clearances from centre line of track to the lift wel by 300 mm over the platforms on either side of the lift well has not been met with.

Ministry of Railways therefore desire that you may move now a fresh application to Secretary (Civil Engineering), Railway Board through CRS and CCRS in supersession of your previous application dated 14-6-93 explaining the position of reduction in the track centres fully as done in your letter dated 26-7-93 quoted above.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

(160)

No.93/CEDO/SD/13. 4-8-1993.

The Chief Project Manager,
Railway Electrification,
Bhopal - 462 010

Sub:- Approval of infringements in connection with introduction of MACLS at Lidhora-Khurd, Girwar, Ganeshganj, Patharia, Aslana Stations on Bina-Katni Section of Central Railway.

---

In view of the position explained in your application No. CPM/B/ST/D/Infringements/20/633 dated 5-7-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by 12 Signal Structures having setting distances varying from 2210 mm to 2460 mm from centre line of track at Lidhora-Khurd, Girwar, Ganeshganj, Patharia and Aslana Stations on Bina-Katni Section of Central Railway as against 2360 mm plus curve allowance required as per item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) in connection with implantation of Multiple Aspect Colour Light Signalling in place of existing Semophore Signals as shown in Form-XI and relevant drawings accompanying your application referred to above. The sanction is subject to suitable Blanking off arrangements being made by the Railway at such of the locations where setting distances are less than 2360 mm (plus curve allowance if any.)

The sanction is applicable only to condonation of infringements to clearances so far as Signal Structures are concerned. A separate sanction from the Competent Authority will however be necessary before introducing 3660 mm (12'-0") Wide Stock in future as per extant rules.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/13. New Delhi, Dated 4-8-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(3)/90 dated 21-7-93.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020, with reference to his letter No.542 dated 9-7-93.

( S.M.SINGLA )
for Secretary Railway Board.

(162)

No.93/CMO/BS/1. 5-8-93.

The General Manager (Works),
Southern Railway,
Park Town,
Madras-600 003.

Sub:- Breaches on Nagarcoil-Tirunelveli Section on 12-11-1992 Br.No.327 (Rng.5x9.14m G) at Km.292/4-5 across Pachayar River Sinking of abutment-Variation from codal provision-Board's approval -Reg.

---

Ref:- Your application No.W.544/U/26 dated 8-6-93.

---

Your above quoted application may be addressed to Secretary (Civil Engineering), Railway Board and sent through CRS, Southern Circle, Bangalore and CCRS Lucknow. Three copies of the application alongwith enclosures may be sent to CRS, Southern Circle, Bangalore. One for retention in his office and two for onward transmission to CCRS's office with his recommendati CCRS will retain one of the two copies for use in his office and forward the other copy to Secretary(Civil Engineering), Railway Board for necessary action with his recommendation.

No action can be taken in this office unless the application is received duly forwarded through CRS & CCRS.

( ARVIND KUMAR )
Executive Director Civil Engineering (B)S),
Railway Board.

Spare (163)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CKDO/SM/1. रेल भवन, नई दिल्ली-110001, दिनांक 5-8-1993.
Rail Bhavan, New Delhi-110001, dated 19

1. The General Manager,
Central Railway
Bombay V.T.

2. The General Manager,
Northern Railway,
Baroda House
New Delhi.

3. The General Manager,
North Eastern Railway,
Gorakhpur.

4. The General Manager,
Southern Railway,
Madras.

5. The General Manager,
South Central Railway,
Secunderabad.

6. The General Manager,
South Eastern Railway,
Garden Reach, Calcutta.

7. The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Suppy of system maps.

....

Please refer to this office letter of even number dated 2.4.93 (copy enclosed) on the above noted subject. In terms of this letter your Railway was requested to acknowledge receipt and supply 20 copies of System Maps and 15 copies of Time Table Maps corrected upto 31.3.93. The target date for supply of these maps was indicated as 31.7.93. But it is regretted that neither any acknowledgement nor the required maps have so far been received from your Railway.

Ministry of Railways therefore desire that the receipt of this letter dated 2.4.93 may now be acknowledged and the required system maps and time table maps sent to this office immediately.

L office

( D.N. MACHIWAL )
for Exe. Director Civil Engg.(G),
Railway Board.

DA : As above.

(164)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/SM/1.

रेल भवन, नई दिल्ली-110001, दिनांक 2-4-1993.
Rail Bhavan, New Delhi-110001, dated 19

The General Managers,
All Indian Railways.

Sub: System Maps.

....

Please refer to this office letter No.92/CEDO/SM/1 dated 11.2.92 and arrange to send by the end of July 1993, 20 copies of the system maps and 15 copies of the time table maps (ten plain and five shwoing the divisional jurisdiction) correct as on 31.3.93.

It may please be ensured while despatching the maps that these have been prepared strictly in accordance with the instructions contained in this office letter dated 11.2.92 referred above.

The receipt of this letter may be acknowledged.

( S.M. SINGLA )
Exe. Director Civil Engg. (G),
Railway Board.

Spare.

(165)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/BS/1. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 5-8-1993. 19

1. The General Manager(Bridges),
Eastern Railway,
Calcutta.

2. The General Manager(Bridges),
Northern Railway,
Baroda House,
New Delhi.

3. The General Manager(Bridges),
South Central Railway,
Secunderabad.

Subj: Major and Minor Bridges on Indian Railways as on 31st March 1993.

...

The information pertaining to number of Major and Minor Bridges in Statement 'A' and number of bridges with waterways in Statement 'B' as on 31.3.93 was required to be furnished to this office by 30.6.93 in terms of this office letter of even number dated 6.4.93 copy enclosed for your ready reference. But it is regretted that neither the required information has so far been furnished nor the receipt of letter dated 6.4.93 acknowledged inspite of reminder dated 20.7.93.

Ministry of Railways therefore desire that since the information is immediately required for printing in Board's Annual Report, the same may be sent without any further delay at your end.

( D.N. MACHIWAL )
for Exe. Director Civil Engg.(BTS)
Railway Board.

DA : As above.

(166)

No.93/CEDO/ORI/16. 5-8-93.

The Chief Administrative Officer(Construction),
Northern Railway,
Kashmere Gate,
Delhi - 110006.

Sub:- Opening of Permanent Diversion of M.G.line between Inshhapuri and Khalilpur Stations on Delhi-Rewari Section.

---

Reference may be made to Commissioner of Railway Safety's letter No.481/Project/9 dated 29-7-93 on the above noted subject. It may be advised whether the requirements enumerated in CRS's letter have been complied with before opening of the section for public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

(S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/ORI/16. New Delhi, Dated 5-8-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near CIRS, Delhi Safdarjung Station, Chanakyapuri, New Delhi-110023, with reference to his letter No.481/Project/9 dated 29-7-93.

(S.M.SINGLA )
for Secretary Railway Board.

(167)

No.93/CEDO/SD/15. 5-8-93.

The General Manager (Works),
North Eastern Railway,
Gorakhpur.

Sub:- Condonation of infringement of Izat Bridge near Allahabad.

Ref:- Your letter No.W/410/BSB-ALN/IZAT/96/BSB/W-5 dated 10/11-6-93 addressed to CRS, Northeaster Circle, Lucknow with copy to EDCE(B&S), Railway Board.

---

Please arrange to send a photo copy of your application dated 28-9-92 alongwith its enclosures.

As no action can be taken in this office unless the application is received duly routed through CRS and CCRS, it is therefore necessary that you persue the matter with CRS and CCRS office and arrange to send their recommendations without any further delay.

( D.N.Machiwal )
for Executive Director Civil Engineering(B&S),
Railway Board.

(168)

2-8-93.

No.93/CEDO/ORI/15.

The General Manager (Construction),
Southern Railway,
Madras-600 003.

Sub:- Opening of the BG single line newly converted from MG between Madurai Jn. and Virudhunagar Jn. on the Madurai-Vanchi Maniyachi section of Madurai Division of Southern Railway for the Public Carriage of passengers.

---

Reference may be made to Commissioner of Railway Safety's letter No.606 dated 12th July,93 on the above noted subject. It may be advised whether the requirements enumerated in CRS's letter have been complied with before opening of the section for public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/ORI/15. New Delhi, Dated 2-8-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.606 dated12th July,93.

( S.M.SINGLA )
for Secretary Railway Board.

(169)

No.92/CEDO/GRI/19. 28-7-93.

The Chief Administrative Officer(Const.),
Northern Railway,
Kashmere Gate,
Delhi - 110006.

Sub:- Conversion of MG line into BG between Palana and Surpura.

Please refer to this office letter of even number dated 13th November,92 (Copy enclosed for ready reference) and expedite the reply.

( D.N.Machiwal )
for Executive Director Civil Engineering(G)
Railway Board.

DA:-One.

(170)

No.92/CEDO/ORI/19. New Delhi, Dated 13th November 1992.

The Administrative Officer(Construction),
Northern Railway,
Kashmere Gate,
Delhi-110006.

Sub:- Conversion of MG line into BG between Palana and Surpura.

Reference may be made to Commissioner of Railway Safety's letter No.BKN/12/A/Opening/92 dated 23-10-92 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

Sd/-
( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.92/CEDO/ORI/19. New Delhi, Dated 13th Nov.92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near CRIS, Delhi Safdarjung Station, Chanakyapuri, New Delhi-110023 with reference to his letter No.BKN/12/A/Opening/92 dated 23-10-92.

Sd/-
(S.M.SINGLA )
for Secretary Railway Board.

(171)

IMMEDIATE

No.91/CEDO/ORI/5. 28-7-93.

The General Manager (S&C),
Eastern Railway,
Construction Department,
Calcutta-700 001.

Kind Attention to:-Sh.K.V.R.Mohan Rao, Chief Engineer

Sub:- Opening of the New Electrified Up line between:-

1) Dhanaichha and Karamnasa Stations.
2) Pahleza and Karwandiya Stations of Mughalsarai Division of Eastern Railway for the Public Carriage of Passengers.

---

Ref:- Your office letter No.CE/Con/W/1368 Pt.III/151 dated 29th April,93.

---

Please refer to your office letter quoted above and expedite the reply.

( D.N.Machiwal )
for Executive Director Civil Engineering(G),
Railway Board.

29-7-93.

No.93/CEDO/SD/11.

The Chief Engineer (Construction)GC-III,
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Dispensation to the infringement of Schedule of Dimensions due to fixed structure of Road-Over-Bridge at Sirsa end of Hissar yard on Hissar-Bhatinda Section.

---

With reference to your application No.260.W/309/N-II dated 18/20-5-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to vertical height of 4500 mm under RCC Girder of ROB located at Km.143.05 at Sirsa end of Hissar yard on Rewari-Bhatinda non-electrified section in connection with conversion of Bhatinda-Hissar-Rewari line from MG to BG as against 4675 mm minimum vertical height required as per item 10(i)Chapter-I of BG Schedule of Dimensions(1973 as shown in Form-XI and the drawing accompanying your application referred to above.

The sanction is purely temporary and is valid for a period of three years from the date of issue of this letter. The Railway should positively remove this infringement during this period. Pending removal of this infringement a speed restriction of dead stop and proceed shall be imposed at this bridge. The drivers of all trains and station staff of stations on either side of the bridge should be cautioned to keep a sharp look out for roof travellers and detrain them if any are noticed. The Railway may however review the dead stop restriction imposed and may consider it for relaxation after six months based on the experience gained, routing the relaxation application to Secretary(Civil Engineering), Railway Board through CRS and CCRS. Suitable warning boards to warn the drivers and the passengers about the danger of this location shall also be displayed at platform ends at Hissar station on either side as well as short of the bridge.

It is noted that only Diesel Engines will run on the converted BG line and there is no likelyhood of running 'X' Class locomotives.

( S.M.SINGLA )
Executive Director Civil Engineering.
Railway Board.

No.93/CEDO/SD/11. New Delhi, Dated 29-7-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(5)/90 Vol.II dated 18-6-93.

2) The Commissioner of Railway Safety, Northern Circle, Near CSIR Building, Delhi Safderjung station, Chanakyapuri, New Delhi-110023, with reference to his letter No.156/ Infringing/SCD dated 27-5-93.

( S.M.SINGLA )
for Secretary Railway Board.

(173)

IMMEDIATE

29-7-93.

No.92/CEDO/ORI/21.

The General Manager (Construction),
North Eastern Railway,
Gorakhpur.

Sub:- Opening of converted Broad Gauge line from Bhatni Junction to Mau Junction of North Eastern Railway for the Public Carriage of Passengers.

---

Please refer to this office letter of even number dated 27-11-1992 (Copy enclosed for ready reference) and expedite the reply.

( D.N.Machimal )
for Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

(175)

No.91/CEDO/ORI/10. 29-7-93.

The General Manager (Construction),
Eastern Railway,
Calcutta-700 001.

Sub:- Opening of Down line between Masulan and Darhara in Malda Division of Eastern Railway for public carriage of passengers.

Ref:- Your office letter No.CE/Con/W/1600/Pt.III/57 dated 17-6-1992.

---

Please refer to this office letter of even number dated 22nd July,92 (Copy enclosed for ready reference) and expedite the reply.

( D.N.Machiwal )
for Executive Director Civil Engineering(C),
Railway Board.

DA/One.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/TK/1. रेल भवन, नई दिल्ली-110001, दिनांक 29.7.1993.
Rail Bhavan, New Delhi-110001, dated 19

1. The General Manager(Engg.),
Central Railway,
Bombay V.T.

2. The General Manager(Engg.),
Eastern Railway,
Calcutta.

3. The General Manager(Engg.),
Northern Railway,
Baroda House,
New Delhi.

4. The General Manager(Engg.),
N.F. Railway,
Maligaon,
Guwahati.

5. The General Manager(Engg.),
Southern Railway,
Madras.

6. The General Manager(Ehgg.),
S.E. Railway,
Garden Reach, Clacutta.

7. The General Manager(Engg.),
Western Railway,
Churchgate,
Bombay.

Sub: Supply of Track Diagram.

.....

Please refer to this office letter of even number dated 18.5.93 (Copy enclosed) on the above noted subject. In terms of this letter your Railway was requested to acknowledge receipt of the letter and supply one copy each of the Track Diagram of your Railway corrected upto 31.3.93. But it is regretted that neither any acknowledgement has so far been sent by your Railway nor any Track Diagram has been sent to this office.

Ministry of Railways therefore desire that the receipt of the letter dated 18.5.93 may now be acknowledged and necessary arrangements made to despatch the track diagram correct as on 31.3.93 at an early date.

( D.N. MACHIWAL )
for Executive Director Civil Engg.(G),
Railway Board.

DA : As above.

S. No. 1

(177)

Issue fair pl.

No.93/CEDC/TK/1. 18.5.1993.

18.5.93

The General Manager(Engg.),
All Indian Railways.

रेल मन्त्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
आने की तारीख
Date of Issue 18/5/93
हस्ताक्षर

Sub: Track Diagrams.

[redacted]

.....

The track diagrams of zonal Railways are very frequently required for reference and use in this office.

Ministry of Railways therefore desire that one copy each of the track diagrams correct as on 31.3.93 pertaining to BG, MG & NG system as applicable on your Railway may be sent to this office early. It may however be ascertained before despatch that the diagrams are fully legible and well bound with card board covers.

The receipt of this letter may be acknowledged.

12.5.93

( S.M. SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

D/C

(178)

No.91/CEDO/ORI/7. Dated 20-8-1992.

The General Manager(Construction),
Eastern Railway,
No.17, Netaji Subhas Road,
Calcutta-700 001.

Sub:- Opening of the new Down line between Ratanpur and Bariarpur in Malda Division of Eastern Railway for passenger traffic.

Ref:- Your office letter No.CE/Con/W/1600/Pt.III/56 dated 17th June,1992.

---

In connection with the compliance on Commissioner of Railway Safety's Inspection Report of Ratanpur and Bariarpur B.G.Section sent to him under your above quoted letter, the following discrepencies have been noted:-

| Para of CRS's Report. | Comments on Railway's compliance |
|---|---|
| 9.2(i) Permanent steps are to be provided upto the river bed for proper inspection of the piers and sbutments. | Only kutcha steps have so fa been provided by the Railway Compliance for provision of permanent steps may be advis |
| 9.2(vi) Sand bins are required to be provided. | The Railway have advised tha sand bins are being provided Full compliance may be reported. |
| 9.3(i) Permanent steps to be provided upto bridge floor. | The Railway have advised tha kutcha steps have so far bee provided.Full compliance may be reported. |
| 9.4(i) Permanent steps to be provided upto bridge floor. | The Railway have advised tha kutcha steps have so far bee provided. Compliance for provision of permanent steps may be reported. |
| 9.4(iv) Wing wall not done. This should be completed before the coming monsoon. | The Railway have advised tha approach bank on wing wall side has been pitched with boulder.C.C.Wing wall has been planned and will be constructed shortly. Since t wing wall has not been done as yet and the monsoons have already arrived, necessary speed restrictions may be imposed by the railwey and a target for completion of the wing wall may be indicated. |

PTO

| | | |
|---|---|---|
| 12(i) | In view of incomplete signalling works, the section is to be opened with 'Line Clear Ticket'. Block working with Advanced Starter should be introduced as early as possible. | It is not clear whether block working with Advanced Starter has been introdced or not. |
| Para 12.(ii). | The track circuit for replacement of Main line Starter should be provided within one month. It is surprising that requisition for sleepers for track circuiting has not been placed by the Signalling Department on the Engineering Department upto the date of inspection. DSTE/Con was specially directed to submit the requisition to the Engineering Department on 28-3-91 and Dy.CE/Con agreed to supply the sleepers within 15 days. The date of submission of requisition may be intimated. | The date of submission of the requisition has not been intimated. |

Ministry of Railways therefore desire that the necessary action may be taken up by the Railway on the above mentioned paras and full compliance reported to CRS, Eastern Circle direct under advice to this office.

Sd/-
(S.M.SINGL A )
Executive Director Civil Engineering (G),
Railway Board.

(188)

No.91/CEDO/GRI/7. 22-7-93.

The General Manager(Open line),
Eastern Railway,
Calcutta.

Sub:- Opening of the new Down line between Kalyanpur Road and Barlarpur in Malda Division of Eastern Railway for passenger traffic.

---

Please refer to this office letter of even number dated 30th July,92 (Copy enclosed for ready reference) follow
/by a subsequent reminder of even number dated 28-4-93 and expecite the reply.

( D.M.Machiwal )
for Executive Director Civil Engineering(G
Railway Board.

DA:-One.

(181)

No.91/CEDO/ORI/7. Dated 30th July,92.

The General Manager(Open line),
Eastern Railwey,
Calcutta.

Sub:- Opening of the new Down line between Kalyanpur Ro ad and Bariarpur in Malda Division of Eastern Railway for passenger traffic.

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Please refer to Chief Engineer (con-II), Eastern Railway's letter No.CE/Con/W/1600 Pt.III/55 dated 17th June,92. The compliance against para 4 of Comissioner of Railway Safety's Inspection Report on the above noted subject as furnished in this letter is reproduced below:-

| Para No.of CRS's Inspection Report. | CRS's Remarks. | Compliance by Construction Organisation. |
|---|---|---|
| Para 4 | No additional land has been acquired for the new lines. Railway land boundaries are not fenced, nor are there any boundary pillars. At least boundary pillars should be provided immediately. | Boundary pillars are being provide by Open line as a regular maintenan work in place of missing pillars. |

Ministry of Railways therefore desire that full and final compliance against para 4 of Commissioner of Railway Safety's Inspection Report may please be reported to Commissioner of Railway Safety direct under advice to this office immediately.

The Receipt of this letter may please be acknowledged.

Sd/-
(S.M.SINGLA )
Executive Director Civil Engineering(
Railway Board.

(182)

No.92/CEDO/CRI/22.

22-7-93.

The General Manager(Construction)-II,
Northeast Frontier Railway,
Maligaon, Railway Head Quarter,
Guwahati-11.

Sub:- Opening of New M.G.line between Pencharthal and Kumarghat of Dharmanagar-Kumarghat Project of Lumding Division of N.F.Railway for the Public Carriage of Passengers.

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Please refer to this office letter of even number dated 27-11-92 and a subsequnent reminder of even number dated 22-3-93 and expedite the reply.

( D.N.Machiwal )
for Executive Director Civil Engg;(G),
Railway Board.

DA:-One.

(183)

No.92/CEDO/CRI/22. New Delhi, Dated 27-11-92.

The General Manager(Construction)-II,
Northeast Frontier Railway,
Maligaon,
Guwahati-11.

Sub:- Opening of New M.G.line between Pancharthal and Kumarghat of Dharmanagar-Kumarghat Project of Lumding Division of N.F.Railway for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railwey Safety's letter No.486/722/I/A/Opening/PT dated 21-9-1991 on the above noted subject. It may be advised whether requirements enumerated in the CRS's letter have been complied with before opening of the section for Public Carriage of Passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

Sd/-
(S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

DA/One.

No.92/CEDO/CRI/22. New Delhi, Dated 27-11-1992.

Copy forwarded for information to:-

The Commissioner of Railwey Safety, Northeast Frontier Circle, No.14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.486/722/I/A/Opening/PT. dated 21-9-91.

Sd/-
(S.M.SINGLA )
for Secretary Railwey Board.

(184)

No.92/CEDO/GRI/15. 23-7-93.

The Chief Administrative Officer (Const.),
Northern Railway,
Kashmere Gate,
Delhi-110006.

Subj- Opening of Double line between Ghaso and Dhamtansahib on Rohtak-Jakhal Section of Northern Railway for the Public Carriage of Passengers.

Please refer to this office letter of even number dated 21-9-1992 (Copy enclosed for ready reference) and expedite the reply.

(D.N.Machiwal)
for Executive Director Civil Engineering(G)
Railway Board.

DA:-One.

(185)

IMMEDIATE

No.90/CEDO/CRI/4. 26 -7-93.

The General Manager (Con),
South Central Railway,
Secunderabad - 500371.

Sub:- Doubling of track between Hyderabad and Khairatabad Stations on Hyderabad-Hussainsagar Junction on Hyderabad-Wadi route of Secunderabad Division of South Central Railway for public Carriage of Passengers.

Please refer to this office letter of even number dated 21st July,92 (Copy enclosed for ready reference) followed by a reminder dated 20-1-93 and expedite the reply.

( D.N.Machiwal )
for Executive Director Civil Engineering(G
Railway Board.

DA:-One.

(186)

No.90/CEDO/CRI/4. New Delhi, Dated 21-7-91.

The General Manager(Construction),
South Central Railway,
Secunderabad-500371.

Sub:- Doubling of track between Hyderabad and Khairatabad Stations on Hyderabad-Hussainsaga Junction on Hyderabad-Wadi route of Secunderabad Division of South Central Railway for Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety's Inspection Report circulated under his letter No. 6/SC/20/271 dated 18-7-91 on the opening of the above section. It may be advised whether all requirements enumerated under para 18 of the Inspection Report have been complied with befor opening of the section for Public Carriage of Passengers. Specific comments against each requirement be given for information of this office.

An early reply is requested.

Sd/-
(ARVIND KUMAR)
Executive Director Civil Engineering(B)
Railway Board.

No.90/CEDO/CRI/4. New Delhi, Dated 21-7-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Central Circle, Rail Bhawan, Secunderabad-500371.

Sd/-
( ARVIND KUMAR )
for Secretary Railway Board.

(187)

No.92/CEDO/ORI/18. 27-7-93.

The General Manager, (Const.)
North Eastern Railway,
Gorakhpur.

Sub:- Opening of Bilaspur Road-Rudrapur Road section of Izatnagar Division of North Eastern Railway for the Public Carriage of Passengers.

---

Please refer to this office letter of even number dated 13th November,92 (Copy enclosed for ready reference) and expedite the reply.

( D.N.Machiwal )
for Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

(188)

No.92/CEDO/CRI/18. New Delhi, Dated 13th November,92.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of Bilaspur Road-Rudrapur Road section of Izatnagar Division of North Eastern Railway for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety's letter No.SANC/187/504/OPG dated 14-10-92 on the above noted subje It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

Sd/-
( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.92/CEDO/CRI/18. New Delhi, Dated 13-11-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow-226001, with reference to his letter No. SANC/187/504/OPG dated 14-10-92.

Sd/-
(S.M.SINGLA )
for Secretary Railway Board.

(189)

Spare

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.85/WDO/SR/1. रेल भवन, नई दिल्ली-110001, दिनांक 27-7-1993.
Rail Bhavan, New Delhi-110001, dated 19

The Director General(Civil),
R.D.S.O.,
Lucknow - 226 011.

Sub: Design of Bottom Discharge Hopper Wagon Type 'BOBR' - sanction of infringements.

Ref: Your letter No.CT/DG/LW/BOBR dated 9.6.88.

....

In continuation of this office letter of even number dated [illegible].88, 15.3.90, 23.8.90, 27.11.92 and 12.2.93, Ministry of Railways have identified the following additional route for running of 'BOBR' wagons as a result of representation from the General MManager(Works) South Central Railway vide his letter No.W.469/BOBR/89 dated 2.7.93.

| Thermal Power Station | Linked Coal fields | Route identified |
|---|---|---|
| Vijayawada | Singareni | Karepalli-Singareni |

Accordingly para 2.1 of the Speed Certificate for 'BOBR' wagon issued by RDSO under their letter No.MW/CS/Spl.W/BD dated 18.12.92/6.1.93, superseding earlier Speed Certificate and its amendments, may be revised suitably to include the above route. All other para of the Speed Certificate remaining unchanged except para 2.4.1 which has not been correctly reproduced in the Speed Certificate should read as under :-

"The wagon will run at normal speed at locations where track centres are minimum 4570 mm (15'-0") and structure distance is 2135 mm (7'-0"). On locations where track centres are less than 4570 mm (15'-0") and/or structure distances less than 2135 mm (7'-0"), suitable restrictions shall be imposed by the Railways (Refer Board's letter No.81/WDO/SD/2 dated 1.4.82).

( S.M. SINGLA )
Executive Director Civil Engineering (G),
Railway Board.

No.85/WDO/SR/1. New Delhi, dated 27-7-1993.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.18-T(6)84 dt.15.6.88.
2. The Director General(Wagon),RDSO,Lucknow-226 011 for necessary action regarding revision of the speed Certificate as detailed in para 1 above.
3. The General Manager(Works), South Central Railway, Secunderabad-500 371 with reference to his letter No.W.469/BOBR/89 dated 2.7.93.
4. TT(V) Branch, Room No.257-B, Rail Bhavan for their case No.88/TT(V)/7/Yamuna Nagar.

( S.M. SINGLA )
for Secretary, Railway Board.

(190)

No.91/CEDQ/SD/10. 20-7-93.

The Chief Administrative Officer(Construction),
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay - 400 001.

Sub:- Badnera - Nagpur Section,
KAOTHA; Conversion of 'C' Class
station into 4 lines precedence
station with panel interlocking
W.P. 91-92.

Ref:- Your application No.EW.595/W.14 dated
25-1-93

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In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 in station limit of Kaotha station yard as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDQ/SD/8 dated 6-9-89 in connection with conversion of all two line 'C' Class Stations into 4 line precedence stations with panel interlocking on Badnera-Nagpur section of Central Railway as shown in proposal No.2 and Drawing No.DY.CE(C)II AQ R-4263-A GM(E) BB/R-21318 accompanyin your application referred to above.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of Kaotha Station that no train will be stabled without a live engine on the Main line.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

(191)

IMMEDIATE.

No.92/CEDO/GRI/13. 28-7-93.

The General Manager (Const),
South Eastern Railway,
Garden Reach,
Calcutta-700 043.

Sub:- Opening of New Double line for a length of 12.075 KMs. between Rajatgarh (KM:423.375) and Joranda Road (KM:435.450) on Nergundi-Talcher Branch line in Khurda Road Division of South Eastern Railway for Passenger Traffic.

---

Please refer to this office letter of even number dated 15-9-1992 (Copy enclosed for ready reference) and expedite the reply.

The receipt of this letter may please be acknowledged.

( D.N.Machiwal )
for Executive Director Civil Engineering(G),
Railway Board.

(192)

IMMEDIATE.

No.92/CEDO/ORI/14. 28-7-93.

The Chief Administrative Officer(Construction),
Northern Railway,
Kashmere Gate,
Delhi - 110006.

Sub:- Opening of regraded section from KM:611/10 to 615/15 between Banar and Raikabagh palace stations on the Merta Road-Jodhpur Section in Jodhpur Division of Northern Railway for the Public Carriage of Passengers.

---

Please refer to this office letter of even number dated 17-9-92 (Copy enclosed for ready reference) followed by a subsequent reminder dated 22-4-93 and expedite the reply.

( D.N.Machiwal )
for Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

(193)

No.92/CEDO/ORI/14. New Delhi, Dated 17-9-1992.

The Chief Administrative Officer(Construction),
Northern Railway,
Kashmere Gate,
Delhi-110006.

Sub:- Opening of regraded section from KM:611/10 to 615/15 between Banar and Raikabagh Place stations on the Merta Road-Jodhpur Section in Jodhpur Division of Northern Railway for the Public Carriage of passengers.

---

Reference may be made to Commissioner of Railway Safety's letter No.SANC/150/J/3/VIII/PTI dated 22-7-92 on the above noted subject. It may be advised whether all the requirements enumerat in the CRS's letter have been complied with before opening of th section for the public carriage of passengers. Specific comments against each item may be given for information for this office.

An early reply is requested.

Sd/-
( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.92/CEDO/ORI/14. New Delhi, Dated 17-9-1992.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near CRIS, Chanakyapuri, Delhi Safdarjung Station, New Delhi-110021, with reference to his letter No.SANC/150/J/3/VIII/PTI dated 23-7-92.

Sd/-
( S.M.SINGLA )
for Secretary Railway Board.

193
194

IMMEDIATE

No.92/CEDO/CRI/5. 28-7-93.

The General Manager (Constn.),
South Eastern Railway,
Garden Reach,
Calcutta-700001.

Sub:- Opening of Permanent Diversion line between KM:290.535 and KM:314.600 (KM:321.293 New) of existing Chandil-Muri Section of Adra Division of South Eastern Railway for the public carriage of passenger

---

Endorsement No.2 of
Please refer to this office letter of even number dated 28th July,92 (copy enclosed for ready reference) followed by a subsequent reminder dated 21-4-93 and expedite the reply.

Please acknowledge the receipt of this office letter.

( D.N.Machiwal )
for Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

(195)

No.93/CEDO/BR/1. 2-7-93.

The General Manager (Works),
Northeast Frontier Railway,
Maligaon,
Railway Head Quarter,
Guwahati-11.

Sub:- Major & Minor Bridges on Indian Railways as on 31st March,1993.

Ref:- Your office letter No.W/1/3/92-93/W-7 dated 20-4-1993.

---

Please refer to your office letter quoted above and expedite the reply.

( D.N.Machiwal )
for Executive Director Civil Engineering
Railway Board. (B&S).

(196)

No.93/CEDO/BE/1. 20-7-93.

The General Managers,
Central, Eastern, Northern
and South Central Railways.

Sub:- Major and Minor Bridges on Indian Railways
as on 31st March,1993.

Please refer to this office letter of even number dated 6.4.1993 (Copy enclosed for ready reference) and expedite the reply.

Please acknowledge the receipt of this letter.

Yours faithfully,
( D.N.Nachiwal )
for Executive Director Civil Engineering (BE),
Railway Board.

DA:-One.

(197)

No.91/CEDO/SD/10. 20-7-1993.

The Chief Administrative Officer(Construction),
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay - 400 001.

Sub:- Itarsi-Amla-Nagpur Section -
Doubling of
i)Kiratgarh-Kala Akhar,
ii) Matpanjra-Bharatwada-Ph.V
remodelling of Bharatwada yard.

Ref:- Your application No.EW/223/W41/Yds dated 2-3-93.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 fall towards Nagpur end for a length of 600.3 m (Ch.37601.70 to Ch.38202.00) and 1 in 1000/rise for a length of 689.70 m (Ch.38202.00 to Ch.38891.70) as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Bharatwada station yard in connection with doubling of Itarsi-Amla-Nagpur section of Central Railway as shown in proposal No.2 of Annexure-I and Drawing No.DY.CE(C)I/AQ/B-4751/GM(E)BEP-21320 accompanying your application referred to above. For adoption of a gradient of 1 in 150, you may approach Secretary(Civil Engineering), Railway Board for condonation of infringement through CRS and CCRS.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of Bharatwada Station that no train will be stabled without a live engine on the Main line.

( S.M.SINGLA )
Executive Director Civil Engineering(G)
Railway Board.

(198)

No.93/CEDO/BR/1. 20-7-93.

The General Manager (Works),
Western Railway,
Headquarters Office,
Churchgate,
Bombay - 400 020.

Sub:- Major & Minor Bridges on Indian Railways as on 31-3-1993.

Ref:- Your office letter No.W.65/12 Vol.V(W3) dated 10-5-1993.

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Please refer to your office letter quoted above and expedite the reply.

( D.N.Machiwal )
for Executive Director Civil Engg;(B&S),
Railway Board.

(199)

R.P. JAIN
ADVISER CIVIL ENGINEERING.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

D.O.No.92/CEDO/SR/4/0. New Delhi, dated 21st July 1993.

My dear MITTAL,

Sub: Procedure for certification of Maximum permissible speed of rolling stock.

Ref: D.O. letter No.SD.POL.11 dated 7.9.1979 from Shri A. Sitanath the then Director Standards (Motive Power).

.....

Kindly refer to this office letter of even number dated 5.3.93 addressed to Director Standards (Motive Power) followed by a D.O. reminder dated 28.5.93 wherein RDSO was requested to furnish their considered opinion in consultation with CCRS Lucknow regarding the necessity for continuance of route proving oscillograph car runs required to be done before permitting speeds beyond 105 Kmph as stipulated in Board's Policy Circular No.6 issued under letter No. 73/WDO/SR/9/0 dated 8.7.80, keeping in view the present circumstances and the fact that most of the passenger coaches and locomotives have been cleared for running at 110 Kmph without any special stipulations and track structure has also been considerably strengthened during the last two decades. Similarly, permitting MG rolling stock beyond 75 Kmph was also requested to be examined.

I shall be thankful if you would kindly look into the matter personally. A reply is requested alongwith the proposed draft for amendment to para 6 of Board's Policy Circular at the earliest.

With regards,

Yours sincerely,

( R. P. JAIN )

Shri H.P. MITTAL,
Director General,
R.D.S.O.,
Lucknow - 226 011.

(200)

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

R.P. JAIN
ADVISER CIVIL ENGINEERING.

D.O.No.92/CEDO/SR/4/O. New Delhi, dated 21st July 1993.

My dear MITTAL,

Sub: Procedure for certification of Maximum permissible speed of rolling stock.

Ref: D.O. letter No.SD.POL.11 dated 7.9.1979 from Shri A. Sitanath the then Director Standards (Motive Power).

.....

Kindly refer to this office letter of even number dated 5.3.93 addressed to Director Standards (Motive Power) followed by a D.O. reminder dated 28.5.93 wherein RDSO was requested to furnish their considered opinion in consultation with CCRS Lucknow regarding the necessity for continuance of route proving oscillograph car runs required to be done before permitting speeds beyond 105 Kmph as stipulated in Board's Policy Circular No.6 issued under letter No. 73/WDO/SR/9/0 dated 8.7.80, keeping in view the present circumstances and the fact that most of the passenger coaches and locomotives have been cleared for running at 110 Kmph without any special stipulations and track structure has also been considerably strengthened during the last two decades. Similarly, permitting MG rolling stock beyond 75 Kmph was also requested to be examined.

I shall be thankful if you would kindly look into the matter personally. A reply is requested alongwith the proposed draft for amendment to para 6 of Board's Policy Circular at the earliest.

With regards,

Yours sincerely,

21/7/93

( R. P. JAIN )

Shri H.P. MITTAL,
Director General,
R.D.S.O.,
Lucknow - 226 011.

(201)

No.93/CEDO/GRI/13. 21-7-93.

The General Manager,
South Central Railway,
Secunderabad-500371.

Sub:- Introduction of 25 kV 50 Cycles A.C. Single phase Traction in the section Kazipet (excl.)(Km:323/215.07) Location 323/7 & 8 on both Up and Down lines - Hyderabad (incl.)(Km:185/0.00(-2.5)Loc 185/1 on both Up and Down lines).

Reference may be made to Commissioner of Railway Safety's letter No.6/SC/20 dated 07-07-1993 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/GRI/13. New Delhi, Dated 21-7-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371, with reference to his letter No.6/SC/20 dated 07-07-1993.

( S.M.SINGLA )
for Secretary Railway Board.

(202)

IMMEDIATE.

No.91/CEDO/GRI/7. 11-7-93.

The General Manager (Construction),
Eastern Railway,
Calcutta-700 001.

Sub:- Opening of the new Down line between Ratanpur and Bariarpur in Malda Division of Eastern Railway for passenger traffic

---

Please refer to this office letter of even number dated 20-8-92 (Copy enclosed for ready reference) followed a subsequent reminder of even number dated 28-4-93 and expedite the reply.

( D.N.Machiwal )
for Executive Director Civil Engineering(G)
Railway Board.

DA:-One.

(203)

No.89/CEDO/SR/4. 14-7-1993.

The General Manager(Works),
Central Railway,
Bombay.

Sub: Sanction for running/working of 140 Tonne BG Diesel Hydraulic Breakdown Crane supplied by M/s. Jessop & Co. Ltd. Calcutta on various BG Sections of Central Railway.

Ref: Your letter No.M.190.RC.WX/BR/1 dated 21.6.93.

******

Your above quoted application was received in this office on 30.6.93. It is learnt from B&S Directorate of this office that work of restoration on Mana bridge has already been completed on 1.7.93. Under the circumstances the application made by you has been considered as null and void. However, the sanction for running of 140t Crane on the Railways is issued based on the Speed Certificate issued by RDSO, which is prepared on the basis of certain design calculations. Board cannot order any change in the sanction already issued unless it is supplemented by change in the Speed Certificate by RDSO and the application is received duly forwarded through CRS/CCRS. Therefore making such applications to the Board without any such amendment having been made by RDSO in the Speed Certificate and without being routed through CRS/CCRS, is not in order and should be avoided in future.

Attention is invited to this office letter of even number dated 4.12.91 (copy enclosed) under which your Railway was asked to move a fresh application through CRS and CCRS in supersession of your earlier application No.M.190.RC.WX/BR/IV dated 3.1.89. But it is requested that you have not so far moved the said application.

Ministry of Railways therefore desire that a fresh application may be moved by Central Railway without any further delay.

Sd/-

( S.M. SINGLA )
Exe. Director Civil Engg. (G),
Railway Board.

DA : As above.

(204)

IMMEDIATE

No.91/CEDO/GRI/2. 14-7-93.

The General Manager (S&C),
Eastern Railway,
Chief Engineer(S&C)'s Office,
14, Strand Road, 4th Floor,
Calcutta-700 001.

Kind Attention:- Sh.K.V.R.Mohan Rao, Chief Engineer(S&C).

Sub:- Opening of the New Double line between Sigsigi and Karkatta stations on the Garwa Road-Sonnagar stations on Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Ref:- Your office letter No.CE/Con/W/1441Pt.VI/126 dated 27-7-92.

---

Please refer to this office letter of even number dated 10th July,92 (Copy enclosed for ready reference) and subsequent remindersof even number dated 27-11-92 and 2-2-93 and expedite the reply.

( D.N.MACHIWAL )
for Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

(205)

DO/Hq.

No.91/CEDO/CRI/2. 14-7-93

The General Manager (S&C),
Eastern Railway,
Chief Engineer(S&C)'s Office,
14, Strand Road, (4th Floor),
Calcutta - 700 001.

Kind Attention:Sh.K.V.R.Mohan Rao, Chief Engineer(S&C)

Sub:- Opening of the New Up line between Nabinagar Road-Barkisalaiya and Barkisalaiya-Ankorah stations on Sonnagar-Garwa Road of Mughalsarai Division of Eastern Railway for the Public Carriage of passengers.

Ref:- Your office letter No.CE/Con/W/1441 Pt.VI/126 dated 27-7-92.

---

Please refer to Endorsement No.2 of this office letter of even number dated 29-5-1991 (Copy enclosed for ready reference) followed by four reminders dated 19-12-91, 8-7-92, 1-12-92 and 2-2-93 and expedite the reply.

( D.N.Machiwal )
for Executive Director Civil Engineering(G)
Railway Board.

DA:-One.

(206)

No.91/CEDO/CRI/2. Dated 29-5-91.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Opening of the New Up line between Nabinagar Road - Barkasaliya and Barkasalaiya-Ankorah Stations on Sonnagar-Garwe Road section of Mughalsarai Division of Eastern Railway for the public carriage of passengers.

---

With reference to your Endorsement No.RS.10-T(5)/90 dated 29th April,91, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.943/16/A/I/N/90 dated 21.12.90.

yours faithfully,

Sd/-
(S.M.SINGLA )
for Secretary Railway Board.

No.91/CEDO/CRI/2. New Delhi, Dated 29-5-91.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No. 943/16/A/I/N/90 dated 31/12/90.

2) The General Manager, Eastern Railway, Calcutta with the request that suitable action on Commissioner of Railway Safety, Eastern Circle, Calcutta's recommendations and suggestions referred to in the report prior to opening of the above line may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. Two ferro copies of the Index Plan and Section may also be sent to this office.

Sd/-
( S.M.SINGLA )
for Secretary Railway Board.

(207)

No.93/CEDQ/SD/12. 19-7-1993.

The Chief Project Manager,
Railway Electrification,
Bilaspur - 495004.

Sub:- Condonation of infringements for 39 Signal Structures at Block Stations in connection with introduction of MACLS on Bilaspur (Excl.)-Katni(Excl.) and Anuppur-Chirimiri and Bisrampur section of South Eastern Railway.

In view of the position explained in your application No. SIG/CRS/CD dated 3.3.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by 39 Signal Structures having setting distances varying from 2220 mm to 2355 mm from centre line of Primary and Secondary track at Block Stations on Bilaspur (Excl.)-Katni(Excl.) and Anuppur-Chirimiri and Bisrampur section of South Eastern Railway as against 2360 mm minimum setting distance required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) in connection with introduction of Multiple Aspect Colour Light Signalling as shown in Form-XI accompanying your application referred to above. It is noted that there is no plan to run 3660 mm (12'-0") Wide Stock on the above mentioned sections in the near future and it will be reflected in the Station Working Rules of the concerned Railway stations that no 3660 mm (12'-0") Wide Stock will be permitted.

The sanction is applicable only to condonation of infringements to clearances so far as Signal Structures are concerned. A separate sanction fromthe Competent Authority will however be necessary before introducing 3660 mm (12'-0") Wide Stock in future as per extant rules.

( S.M.SINGLA )
Executive Director Civil Engineering(G)
Railway Board.

PTO

(208)



No.93/CEDO/SD/12. New Delhi, Dated 19-7-1993.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(4)/90 dated 6-7-93.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.1155 dated 10-3-93.

( S.M.SINGLA )
for Secretary Railway Board.

(209)

IMMEDIATE.

No.92/CEDO/GRI/21. 20-7-93.

The General Manager(S&C),
North Eastern Railway,
Gorakhpur.

Sub:- Opening of newly constructed Broad Gauge line between Aunrihar Junction and Varanasi Cantt. of North Eastern Railway for the public carriage of passengers.

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Please refer to this office letter of even number dated 27-11-1992 (Copy enclosed for ready reference) and expedite the reply.

The Receipt of this office letter may please be acknowledged.

Machiwal

( D.N.Machiwal )
for Executive Director Civil Engineering (G),
Railway Board.

(210)

No.91/CEDO/SD/10. 20-7-1993.

The Chief Engineer(S&C),
Eastern Railway,
Calcutta 700 001.

Sub: Infringement of gradient in station yard at Satbahini in Garwa Road - Sonnagar Section in Mughalsarai Division of Eastern Railway.

Ref: Your D.O.No.CE/Con/W/193/PtIV/164 dated 14.6.93

*****

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 at Satbahini Station yard on Garwa Road-Sonnagar Section under Mughalsarai Division of Eastern Railway as shown in Form-XI and Drawing No.CE/S&C SK No.21-93 accompanying your application as against 1 in 1200 grade decided by Ministry of Railways in terms of their letter No. 88/CEDO/SD/8 dated 11-7-1990. So far as 1 in 333 gradient in Satbahini Station yard is concerned, you may approach the concerned Commissioner of Railway Safety direct for condonation of infringement.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of Satbahini Station that no train will be stabled without a live engine on the Main line.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

(211)

No.93/CHDO/SR/4. 12-7-1993.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226 001.

Sub: Running of 'BOBR' wagons in empty and loaded conditions on Bhattanagar-Andul-Mechada BG section of South Eastern Railway.

Ref: GM(Engg.) S.E.Rly.'s letter No. G/WAGON/BOBR dated 17.2.93.

******

It is understood that General Manager(Engg.) South Eastern Railway's above quoted application for running of BOBR wagons on Bhattanagar - Andul - Mechada BG Section has been forwarded to your office by the Commissioner of Railway Safety South Eastern Circle under his letter dated 4.3.93. The said application has not so far been received in this office inspite of this office letter of even number dated 12.5.93 requesting your office to forward the same at an early date alongwith your comments.

Ministry of Railways therefore desire that S.E. Railway's application in question may be sent to this office immediately or its disposal may be advised for information of this office.

( S.M. SINGLA.)
for Secretary Railway Board.

(212)

No.92/CEDO/SR/1. 12-7-1993.

The Director General(Track),
R.D.S.O.,
Lucknow - 226 011.

Sub: Design of 23350 mm long BG coach with 3250 mm width to RDSO Sketch No.92238 - condonation of infringements.

.....

Please refer to your letter No.CT/LC/BG dated 16.2.93 for condonation of infringements involved in the design of 23350 mm long x 3250 mm wide BG coach to RDSO Sketch No.92238 sent through the Chief Commissioner of Railway Safety Lucknow.

Ministry of Railways desire that since the possibilities of complete track circuiting and provision of longer lock bars on Bombay Central - Ahmedabad Section are very remote, RDSO at the present juncture may conduct the oscillation trials for assessing the riding quality and/or stability of the coach taking into consideration the prescribed procedures to be followed.

9.7

( S.M. SINGLA )
Executive Director Civil Engineering(C),
Railway Board.

No.92/CEDO/SR/1. New Delhi, dated 12-7-1993.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RC.10-T(2)/90 dated 6.5.93.

2. Mechanical(Coaching) Branch, Room No.312, Rail Bhavan, New Delhi.

9.7

( S.M. SINGLA )
for Secretary Railway Board.

(213)

No.92/CEDO/SR/11. 12-7-1993.

The Director General(Track),
R.D.S.O.,
Lucknow - 226 011.

रेल मन्त्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
Date of Issue
12/7

Subs: Design of BG Bogie Bottom Discharge Coal Hopper Wagon type 'BOBR'(CIMMCO) - sanction of infringements.

....

With reference to your application No.CT/DG/LW/BOBR dated 6.8.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements to BG Schedule of Dimensions (1973) involved in the design of 3500 mm wide BG Bogie Bottom Discharge Hopper Wagon type 'BOBR' to M/s. CIMMCO's Drg.No.RDSO-IR-36 Alt.I as shown in Annexure-I enclosed. Annexure-I is based on the enclosures accompanying your application referred to above.

The sanction is subject to observence of the following conditions :-

1. The wagon will run at normal speed at locations where track centres are minimum 4570mm (15'-0") and structure distance is 2135mm(7'-0"). On locations where track centres are less than 4570 mm (15'-0") and structure distance less then 2135 mm (7'-0") suitable restrictions shall be imposed by the Railways (Refer Board's letter No.81/MDO/SD/2 dated 1.4.1982).

2. Suitable precautions for safety of the passengers standing on the platform such as provision of strip marking beyond which passengers will n ot stand and the drivers blowing the horn while passing through platform lines to warn the passengers standing close to the platform, have to be taken by the Railways.

3. Before introduction of the wagon on any route a campaign of education of the line staff will be carried out to warn them of additional width of these wagons.

4. All permanent and temporary speed restrictions in force and those imposed from time to time due to curves, bridges, track, signalling and interlocking etc. shall also be observed.

Contd..2/-

5. The wagons shall be painted with distinctive colour code to make them stand out amongst other wagons. Necessary instructions in this connection will be incorporated by the Wagon Directorate of RDSO in the particular specification for construction of these wagons.

6. These wagons are fitted with compressed air-brakes and therefore shall not be moved in a mixed train formation. All the wagons shall be moved only in special train formation hauled by a suitable locomotive capable of hauling the trailing rake of wagons fitted with air brakes. Brake vans in the rear shall also be suitable for compressed air brake operations.

7. It shall be ensured that the pick up shoes are in closed condition while running on Indian Railway track and the same will be in open condition at the unloading terminal only.

8. The maximum permissible speed of the empty wagon and loaded wagon in the siding at originating point and destination shall be decided by the Chief Engineer concerned.

9. The wagons will run only on the limited routes which have already been cleared for running of 'BOBR' wagons built to RDSO Drg.No.WD-86013-S-01 as indicated in RDSO letter No.CT/DG/LM/BOBR dated 7.5.93.

12.7.93

( S.M. SINGLA )
Exe. Director Civil Engg.(G).
Railway Board.

No.92/CEDO/SP/11. New Delhi dated 12-7-1993.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(2)/90-Pt. dated 1.9.1992.

12.7.93

( S.M. SINGLA )
for Secretary Railway Board

(215)

No.88/CEDO/SD/8. 13-7-93.

The General Manager (Engineering),
South Eastern Railway,
Garden Reach,
Calcutta-700 043.

Sub:- Gradient in Station Yards.

Ref:- Your office letter No.DY/MISC/Pt.II dated 28-6-1993.

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Relaxation in regard to gradients in Station Yards permitted vide Board's letter of even number dated 18-2-93 is specifically for gauge conversion projects only. In case any problem is faced regarding introduction of a new loop in an existing station yard, specific reference may be made. The provision for gradients flatter than 1 in 1200 continue to apply to all works in yards other than gauge conversion projects.

( S.M.SINGLA )
Executive Director Civil Engineering(G),
Railway Board.

(216)

No.93/CEDO/CRI/12.

13-7-93.

The General Manager (Construction),
Southern Railway,
Egmore,
Madras-600 008.

Sub:- Opening of the BG Single line newly converted from MG between Yelahanka Jn. and Tumkur Station on the Bangalore City-Arsikere section of Bangalore Division of Southern Railway for public carriage of passengers.

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Reference may be made to Commissioner of Railway Safety's letter No.407 dated 15th June,93 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

( S.M.SINGLA )
Executive Director Civil Engineering(G)
Railway Board.

No.93/CEDO/CRI/12. New Delhi, Dated 13-7-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Southern Circle, No.7, Shoshadri Road, Gandhi Nagar P.O., Bangalore-560009, with reference to his letter No.407, dated 15th June,93.

( S.M.SINGLA )
for Secretary Railway Board.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.91/CEDC/SD/14. रेल भवन, नई दिल्ली-110001, दिनांक 8-6-1993.
Rail Bhawan, New Delhi-110001, dated 19

The Chief Administrative Officer(Const.),
Southern Railway,
18,Millers Road,
Bangalore - 560 046.

Sub: Condonation of infringements - gradients in station yard at Yesvantpur Station.

**********

With reference to your application No.W.GC.573/ ENC dated 19.5.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of grade infringement of 1 in 100 to item 2(b) Chapter-II of BG Schedule of Dimensions (1973) at Yesvantpur Station yard (Km. 4/12-16) in connection with conversion of Bangalore City - Yelahanka Section from M.G. to B.G. as shown in Form-XI and Drg.No.CE/ENC/TR/251-92/1 accompanying your application referred to above. It is noted that a provision is already existing in the Station Working Rules of Yesvantpur Station that while performing shunting the engine will be attached at the falling end of the gradient which will ensure safety against vehicles rolling down from the main lines.

The sanction is subject to insertion of a suitable clause in the Station Working Rules of Yesvantpur Station that no train will be stabled without a live engine on the main line and all necessary precautions being taken by the Railway to prevent accidents.

( S.M. SINGLA )
Executive Director Civil Engg. (G),
Railway Board.

Contd..2/-

(218)

No.91/CE.O/St./14. New Delhi, dated 8-6-1993.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.13-T(7)/90-II dated 25.5.93.

2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhi Nagar, Bangalore - 560 009 with reference to his letter No.320 dated 25.5.93.

( S.M. SINGLA )
for Secretary, Railway Board.

(219)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/SD/8. रेल भवन, नई दिल्ली-110001, दिनांक 10-6-19
Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Officer(Const.),
Southern Railway,
18, Millers Road,
Bangalore - 560 046.

Sub: Bangalore City - Tumkur Section Gauge Conversion from M.G. to B.G. - Condonation for infringements on Buildings and Structures.

*****

With reference to your application No.M.347/GC/BNC/SBC-UBL dated 2/8.4.93 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 3.6.93, the sanction of Ministry of Railways is hereby communicated for the following items of works :-

Item I(i) - Platform Shelter Columns on oaite to ASM's Office at Km. 69.40.

Sanction for condonation of infringement is communicated for columns of platform shelter opposite to ASM's Office having a horizontal clearance of 4500 mm as against 4720 mm required as per item 8(ii) Chapter-II of B.G. Schedule of Dimensions (1973) as shown in Form-XI and Sketch No.BL/BNC/8-93 and 39-93 accompanying your application. It is subject to provision of suitable warning boards at such of the locations where this infringement exists.

Item I(ii) - Platform shelter opposite to Vegetarian Refreshment room. at Km. 69.40.

Sanction for condonation of infringement is communicated for six columns of platform shelter opposite to V.R.R. having a horizontal clearance of 3820 mm as against 4720 mm required as per item 8(ii) Chapter-II of B.G. Schedule of Dimensions (1973) as shown in Form-XI and Sketch No. BL/BNC/8-93 and 39-93 accompanying your application. The sanction is valid for a period of 12 months from the date of issue of this letter. During this period the Railway should modify the platform shelter in order to reduce the infringement to the maximum possible extent and again approach the Board for condonation after modification.

Contd...2/-

(220)

Item II - Lift well of the Subway on Platform No. 9 - 10.

A reference has been made by the Board to CAO(Const.) Southern Railway to reexamine the issue de-novo vide this office letter of even number dated 25-5-93. The condonation of infringement is not being considered pending receipt of the reply from the Railway.

Item-III - ROB at Km.4/9-10 between Bangalore City - Yesvantpur Station.

Sanction for condonation of infringement is communicated for column/of ROB No.414B at Km.4/9-10 between Bangalore City-Yesvantpur Station having a clearance of 2230 mm as against 2391 mm (2360 mm + 31 mm) required as per item 13(ii)(b&c) Chapter-I of B.G.Schedule of Dimensions (1973), as shown in Form-XI and Sketch No.BL/BNC/10-93 accompanying your application. The sanction is subject to erection of suitable warning boards near ROB that no Cant shall be provided in the curve to avoid infringement and insertion of a suitable Clause in the Working Time Table that a speed restriction of 60 Kmph shall be observed at this location.

/ No.2 on the inner side of curve

The sanctions for condonation of infringements at item I(i), I(ii) and III above are further subject to all suitable precautions being taken by the Railway to prevent accidents.

( S.M.SINGLA )
Executive Director Civil Engineering (G),
Railway Board.

No.93/CEDO/SD/8. New Delhi, Dated 10-6-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-I(7)/90-Vol.II dated 20-5-93.
2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009 with reference to his letter No.167 dated 21-4-93.

( S.M.SINGLA )
for Secretary Railway Board.

(221)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.91/CEDO/SD/14. रेल भवन, नई दिल्ली-110001, दिनांक 10-6-1993.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Officer (Construction),
Southern Railway,
18, Millers Road,
Bangalore - 560 046.

Sub:- Condonation of infringements of gradients in Station Yard of Bangalore City Station in connection with Bangalore City-Yelahanka Gauge Conversion from M.G. to B.G.

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With reference to your application No. W.GC.573/BNC dated 19-5-93 sent through the Chief Commissioner of Railway Safety and your D.O. dated 4-6-93, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by existing 1 in 100 gradient having two Cross-Overs towards Yelahanka end of Bangalore City Station to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) as shown in Form-XI and Drawing No. CN/BNC/TR/283-92/3. It is subject to provision of derailing switches on platform No.8, 9 & 10. The interlocking should ensure that when a train is being received at or despatched from any one of platform No.8 to 10, the derailing switch should be in open position in the other two platform lines. It is noted that working rules of Bangalore City Station already provide that shunting outsidethe Up starter on roads No.11, 12 & 13 upto DN Home shall not be permitted unless an engine is attached at the falling side of the gradient and shunt metal token is handed over to the driver as an authority for performing shunting upto the DN Home signal towards Yeswantpur end. It is also noted that a shunting neck is provided at this end of the station.

Similarly, the sanction for condonation of infringement caused by existence of 1 in 70 grade at Mysore end of Bangalore City yard is also conveyed to item 2(b)Chapter-II of B.G.Schedule of Dimensions (1973) as shown in Form-XI and Drawing No.CN/BNC/TR/283-92/3. It is noted that a Slip Siding is provided as a safety device at this end of the station.

The above sanctions for condonation of grade infringements at Yelahanka and Mysore end of Bangalore City station, subject to insertion of suitable Clause in the Station Working Rules of Bangalore City Station that no train will be stabled without a live engine on the Main line and all necessary precautions being taken by the Railway to prevent accidents.

(S.M.SINGLA)
Executive Director Civil Engineering(G)
Railway Board.

PTO.

(222)

No.91/CEDO/SD/14. New Delhi, Dated 11-6-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with reference to his Endorsement No. RS.18-T(7)/90.Vol.II dated 27th May,93.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore-560 009, with reference to his letter No.316 dated 21st May,93.

[redacted]

( S.M.SINGLA )
for Secretary Railway Board.

(223)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/SD/8. रेल भवन, नई दिल्ली-110001, तिथि 30-6-1993.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Officer(Const.),
Southern Railway,
18, Millers Road,
Bangalore - 560 046.

Sub: Bangalore City - Tumkur Section Gauge Conversion from MG to BG - Condonation for infringements on Buildings and Structures.

Ref: Your letter No.GC/347/BNC dated 14.6.93.

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While going through Sketch No.BL/BNC/44-93 enclosed with your above quoted application, it is seen that the size of the lift well has been reduced from 3.66 m x 3.66m to 3.66 m x 3.06 m which makes an extra horizontal clearance of 300 mm available on each of the platform No.9 & 10 on either side of lift well. The clearance available on platform No.9 & 10 prior to making a reduction in the size of lift well was 4300 mm on either side. Adding 300 mm extra clearance which now becomes available on account of reduction in the size of the lift well we should get a clearance of 4600 mm on either side of the lift well. But it is seen that only 260 mm extra clearance has been added on PF No.9 and 140 mm on PF No.10. As a matter of fact 300 mm should have been added on either side and the resultant clearance should have been 4600 mm on both the platforms. Apparently there is a mistake somewhere in calculating the available clearance.

Ministry of Railways therefore desire that you may please go through the sketch and Form-XI again and apply afresh for condonation of infringements working out correctly the clearance which becomes available after reduction in the size of the lift well.

sd/-

( S.M. SINGLA )
Exe. Director Civil Engg.(G),
Railway Board.

(224)

No.91/CEDO/SD/14 30-6-93.

The General Manager(Works)
Eastern Railway,
Calcutta.

Sub: Introduction of Passenger Train from Dhanbad to Tatanagar via Patherdih Bazar through Patherdih Yard - Condonation of infringing gradient of 1 in 172.04 existing in Patherdih Yard.

With reference to your Application No.W(8)/552/5/4/Vol.II dated 14-6-93 and clarification dated 22-6-93 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated to condonation of infringement caused by existing grade of 1 in 172.04 between Km 12.026 to Km 13.006 at Dhanbad end in Patherdih Yard ~~in~~ to Item 2(b) Chapter II of B.G. Schedule of Dimensions (1973) in connection with introduction of Passenger train from Dhanbad to Tatanagar via Patherdih Bazar. The sanction is based on Form-XI and revised CE's Drg. No.Y-99-93(Alt.I) accompanying your application referred to above and is subject to incorporation of the special safety precautions in the station working rules of Patherdih as suggested by the Railway in the Annexure enclosed with the application.

CCRS has stipulated that a slip siding is required to be provided on both, east and west avoiding lines at Dhanbad end of Patherdih Yard, pending which interlocking should be modified in such a manner that the diamond double slip leading to Moondih Link is set for the link while receiving a train from Dhanbad via the west avoiding line so as to ensure that any coaches/wagons rolling down from the westernmost passenger line will be diverted before they collide with the incoming passenger train.

Railway may comply with the stipulations of CCRS.

However, as the execution of the works suggested by CCRS will take some time, in the intervening period till the stipulations made by CCRS are complied, the sanction is subject to observance of the following conditions:-

(i) No coach/wagon will be stabled on the westernmost passenger line without a live engine.

(ii) The Tatanagar bound train will be dealt with on east avoiding line only when received from Dhanbad.

Contd...../-

It is noted that Railway has taken action to convert all the 1 in 8½ turnouts negotiated by the Dhanbad-Tata Passenger Train into curved switches.

(S.M. Singla)
Executive Director Civil Engg.(G)
Railway Board.

No.91/CEDO/SD/14 New Delhi, the 30-6-93.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his endoresement No.RS.18-T(9)/90 dated 30-6-93.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th floor, Calcutta-700001 with reference to his letter No.268 dated 24-6-93.

(S.M. Singla)
for Secretary/Railway Board.

No.91/CEDO/CRI/2. 6-7-93.

The Chief Engineer (Construction-III),
Eastern Railway,
Calcutta.

Sub:- i) Opening of the new Up line between Untari Road and Satbahini stations in Mughalsarai Division of Eastern Railway for the Public carriage of passengers.

ii) Opening of the New Double line between Ankorah and Bagha Bishanpur stations of Mughalsarai Division of Eastern Railway for the Public Carriage of passengers.

Ref:- Your office letter No.CE/Con/W/1772/166 dated 21-6-93.

Please refer to your office letter quoted above. It is stated in your above quoted letter that your Railway's comments/action taken against CRS's Inspection Report prior to the opening of the two sections have already been furnished to this office vide your office letter No. CE/CON/W/1772/95 dated 29-9-92/1-10-92 and CE/CON/W/1772/96 dated 29-9-92/1-10-92 respectively. But, it is seen that you have furnished your comments only against CRS's authorisation and the comments against CRS's Inspection Reports are still awaited from your railway.

Ministry of Railways therefore desire that your comments from Para-I to 18 of CRS's Inspection Report of Untari Road-Satbahini station and Para-I to 17 of CRS's Inpection Report of Ankorah-Bagha Bishanpur station may please be sent immediately.

The Repeipt of this letter may please be acknowledged.

(D.N.Machiwal )
for Executive Director Civil Engineering(G),
Railwey Board.

No.93/CRDO/SD/9. 8-7-1993.

The Chief Engineer(Const.)GC-II,
Kashmere Gate,
Delhi.- 110 006.

Sub: Condonation of infringement due to fixed structure of PF shelter on Main Platform and Island Platform at Merta Road Station on Degana - Jodhpur Section.

Ref: Your application No.78-W/55/CRS/W-I dated 12.5.93.

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Necessary comments on safety of public in connection with horizontal infringement of 25mm, 725mm and 1250 mm of platform shelter on island platform at Merta Road Station as shown in Form-XI and the drawing enclosed with your above quoted application have not been given by your Railway.

Ministry of Railways therefore desire that your comments as required above may please be sent immediately to enable this office to consider the issue of sanction for condonation of infringements.

( D.N. MACHIWAL )
for Exe. Director Civil Engg.(G),
Railway Board.