GUARD FILE 1993 Pt. I

(1) (S)

No.90/CEDO/SE/3. 27-5-1993.

M/s. Bharat Heavy Electricals Ltd.,
High Pressure Boiler Plant,
Tiruchirapalli - 620 014.

Sub: Sanction for running of M/s. BHEL Tiruchirapalli's 12 axle modified Kaveri BG special wagon in empty and loaded condition when loaded with 250 MW Boiler Drum weighing 139t. at a maximum speed of 40 Kmph and 20 Kmph respectively on (i) Wadi-Daund-Manmad-Jalgaon and (ii) Balharshah-Wardha-Badnera-Bhusaval-Jalgaon BG Sections.

Ref: Your letter No.BHESH:TPC:DRD dated 15.5.93.

.....

Necessary sanction has already been issued to the General Manager(Works), Central Railway, Bombay under this office letter of even number dated 30.4.93, a copy of which is enclosed herewith for your information and guidance.

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

DA : As above.

(2)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.88/CEDO/SD/8

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 27-5-93.

The Chief Administrative Officer(Constn.),
Central Railway,
BOMBAY.

Sub: Gradient in Station Yards steeper than obligatory gradient of 1 in 1200.

Ref: Your letter No.EW/187/R/465/9/II dated 20-5-1993.

,....

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 doubling projects, 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 Engg.(G)
Railway Board.

(3)

IMMEDIATE

No.92/CEDO/ORI/8. 28 -5-93.

The Chief Administrative Officer (Constn),
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Bye-pass line connecting Rajpura-Bhatinda line with Bhatinda line by linking Phusmandi (Bhatinda Cantt.) with Katarsinghwala on the Northern Railway.

Please refer to this office letter of even number dated 12-8-92 (Copy enclosed for ready reference) followed by a reminder dated 3-3-93 and expedite the reply.

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

DA/One.

(4)

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

D.O.No. 92/CEDO/SF/4/O.

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

Dated 28-5-1993.

My dear LAL,

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

Ref: ~~Your~~ D.O. letter No. SD.PCL.11 dated 7.9.1979 from Sh. A. Sita Nath the then Director Stds.(Motive Power).

****

Kindly refer to this office letter of even number dated 5.3.93 wherein RDSO was requested to furnish their considered opinion in consultation with the Chief Commissioner of Railway Safety Lucknow regarding route proving Oscillograph Car runs required to be done before permitting speeds beyond 105 Kmph, as stipulated in para 6 of Board's Policy Circular No.6 issued under letter No.73/MCO/SF/9/O 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 speed stipulations and track structure has also been considerably strengthened during the last two decades. Similarly for permitting M.G. Rolling Stock beyond 75 Kmph was also requested to be examined.

I shall be thankful if you would kindly look into it and ensure that a reply is sent to me at the earliest, alongwith the proposed draft for amendment to para 6 of Board's Policy Circular. Reference quoted in my earlier letter dated 5.3.93 has been corrected as now mentioned above, which may please be noted.

With best wishes,

Yours sincerely,

(S.M. SINGLA)

Shri H.N. LAL,
Director Standards (Motive Power),
R.D.S.O.
Lucknow - 226 011.

(5)

IMMEDIATE

No.91/CEDO/ORI/2. 31-5-93.

The General Manager (Con),
Eastern Railway,
Calcutta-700 001.

Sub:- Opening of the new Up line between Untari Road and Satbahini stations in Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Please refer Endorsement No.2 of this office letter of even number dated 26-11-92 (Copy enclosed for ready reference) and expedite the reply.

5/10/25

DA:-One.

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

(6)

No.91/CEDO/ORI/2. New Delhi, Dated 26-11-92.

The Chief Commissioner of
Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Opening of the new Up line between Untari Road and Sathahini stations in Mughalsarai Division of Eastern Railway for the Public Carriage of Passengers.

******

With reference to your Endorsement No.RS.10-T(3)/91 dated 24th April,92, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of above section for the public carriage of passengers as per his letter No.27 dated 8.4.91.

yours faithfully,

Sd/-
(S.M.SINGLA)
for Secretary Railway Board.

No.91/CEDO/ORI/2. New Delhi, Dated 26/11/92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700001, with reference to his letter No.27 dated 8-4-91.

2) The General Manager(Con), Eastern Railway, Calcutta with the request that suitable action on Commissioner of Railway Safety, Eastern Circle, Calcutta's recommendations and suggestions referred in the report prior to the 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 s and when the same is commissioned to passenger traffic. One more ferro copy of the Index Plan and Section may also be sent to this office.

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

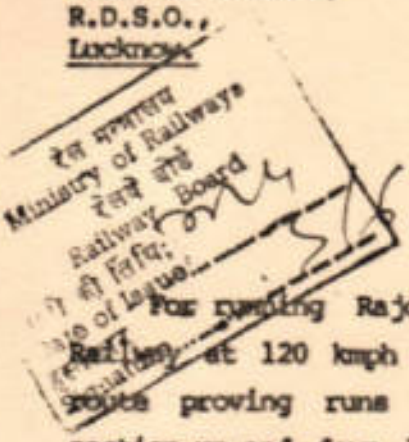
(7)

R.P.JAIN,
ADVISER(CIVIL ENGG.)

No.92/CEDO/SR/4/0 New Delhi, dated: 3.6.93.

Director General,
R.D.S.O.,
Lucknow.

(Copy to G.M./Eastern Railway)

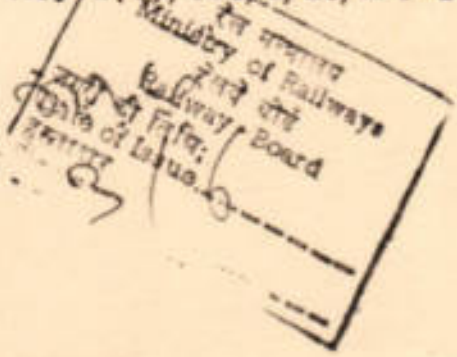


MESSAGE

For running Rajdhani Express via Patna Main Line on Eastern Railway at 120 kmph w.e.f. 1.7.93, please arrange to carry out route proving runs at 120 kmph on Sitarampur-Patna-Moghalsarai section up and down lines. Necessary CRS sanction for conducting these runs will be taken by Eastern Railway. C.E./Eastern Railway will carry out the necessary coordination for these trials.

(R.P.JAIN)

Copy to General Manager(Engineering) Eastern Railway Fairlie Place Calcutta with reference to his office D.O. No. W(E)/635/2/10/MAP-I Vol.4 dated 18.5.93.



(8)

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 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 Yelahanka Station.

****

With reference to your application No.W.GC.573/BNC 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 Yelahanka Station yard (Km.16/15-17/1) in connection with conversion of Bangalore City - Yelahanka Section from M.G. to B.G. as shown in Form-XI and Drg.No.CN/BNC/IR.44-93 accompanying your application referred to above. It is noted that a provision is already existing in the Station Working Rules of Yelahanka 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 Yelahanka 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/-

(9)

No.91/CEO/SI/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.18-T(7)/90-I 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.318 dated 2.5.93.

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

(10)

No.93/CEDO/ORI/11. 26-5-93.

The Chief Administrative Officer (Construction),
South Central Railway,
Secunderabad - 500 371.

Sub:- Opening of new down main line for Orthodox doubling on Lingiri-Narayanpet Road-Chegunta Sections from (KM:654.08 to 677.54) on Wadi-Raichur BG Section of Guntakal Division of South Central Railway for the public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.6/SC/20/68 dated 07-05-1993 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/ORI/11. New Delhi, Dated 26-5-93.

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/20/68 dated 07-05-1993.

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

(11)

G.F.6

No.85/WDO/SR/1. 26.5.1993.

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

Sub: Proposed running of 'BOBR' wagon on [redacted] Kazipalli - Singareni for Vijayawada Power Station.

Ref: Your letter No.W/469/BOBR/89 dated 17.2.93.

*****

Please refer to this office letter of even number dated 22.3.93, copy enclosed for ready reference, and expedite your reply.

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

DA : As above.

(12)

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

No.92/CEDO/SD/7.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 26-5-93. 19

The Chief Project Manager,
Railway Electrification,
Bhopal - 462 010.

Sub:- Approval of infringements in connection with introduction of MACLS at Damoh, Karhiya Bhadoli, Bandakpur, Ghatera & Sagoni stations on Bina-Katni Section of Central Railway.

In view of the position explained in your application No. CPM/B/ST/SIG/20 dated 22-02-93 sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by twelve signal structures having setting distances varying from 2220 mm to 2350 mm from centre line of track at Damoh, Karhiya Bhadoli, Bandakpur, Ghatera and Sagoni stations on Bina-Katni Section of Central Railway as against 2360 mm required as per item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) in connection with the implantation of Multiple Aspect Colour Light Signals in place of existing two Aspect Semaphore 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.

P.T.O.

(13)

No.92/CEDO/SD/7. New Delhi, Dated 26-5-93.

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-I dated 12.5.93.

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.C-13(138)/93/139 dated 26.2.93.

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

(14)

No.92/CEDO/SD/7. 26-5-93.

The Chief Project Manager,
Railway Electrification,
Bhopal - 462 010.

Sub:- Approval of infringements in connection with introduction of MACLS at Damoh, Karhiya Bhadoli, Bandakpur, Ghatera & Sagoni stations on Bina-Katni Section of Central Railway.

In view of the position explained in your application No. CPM/B/ST/SIG/20 dated 22-02-93 sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by twelve signal structures having setting distances varying from 2220 mm to 2350 mm from centre line of track at Damoh, Karhiya Bhadoli, Bandakpur, Ghatera and Sagoni stations on Bina-Katni Section of Central Railway as against 2360 mm required as per item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) in connection with the implantation of Multiple Aspect Colour Light Signals in place of existing two Aspect Semaphore 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 onlytc 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.

25/5/93

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

P.T.O.

(15)

No.92/CEDO/SD/7. New Delhi, Dated 26-5-93.

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-I dated 12.5.93.

Sl No 31

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.C-13(138)/93/139 dated 26.2.93.

Sl No 31/1

25/5

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

(16)

G/File

No.91/CEDO/SR/7. 21.5.1993.

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

Sub: Proposed restrictions in the running of BOXN wagon.

Ref: Your letter No.W/456/BOXN/89 dated 24.8.92.

****

Please refer to this office letter of even number dated 22.3.93 (copy enclosed for ready reference). Since the required reply has not so far been received in this office inspite of reminder of even number dated 28.4.93, it is requested that the same may please be expedited.

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

DA : As above.

(17)

No.93/CEDO/SD/7. 24-5-93.

The Chief Electrical Engineer (Construction),
Northern Railway,
Tilak Bridge,
New Delhi.

Sub:- Widening of Lothian Bridge at Delhi Main : Infringement to Schedule of Dimensions due to erection of temporary OHE Structure.

Ref:- Your application No.14-Elect/WK/350/DLI/CW/23/93-94 dated 13-05-1993.

In view of the position explained in your above quoted application, the validity of the sanction for condonation of infringement involved in implantation of an alternative arrangement at location 1021 A on Lothian Bridge near Delhi Main Station made by erecting two HFB Masts 15cmx15cm on girders laid in between North Main track and South Main track having a clearance of 2.21 metres from tracks on either side, issued under this office letter No.91/CEDO/SD/11 dated 1-10-91 and valid upto 30-9-92 which was last extended upto 31-3-93 is further extended upto 31-3-94.

All other contents of the sanction however remain unchanged.

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

No.93/CEDO/SD/7. New Delhi, Dated 24-5-93.

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 dated 9-1-91.
2) The Commissioner of Railway Safety, Northern Circle, Near CIRS Building, Delhi Safdarjung Station, Chankyapuri, New Delhi-110021, with reference to his letter No.421 dated 20-12-90.
3) The Executive Director, Railway Electrification, Room No.145, Railway Board, New Delhi.
4) The Executive Director (Safety), Room No.353, Railway Board, New Delhi.

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

(18)

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

No.93/CEDO/SD/7. रेल भवन, नई दिल्ली-110001, दिनांक / Rail Bhavan, New Delhi-110001, dated 24-5-93. 19

The Chief Electrical Engineer (Construction),
Northern Railway,
Tilak Bridge,
New Delhi.

Sub:- Widening of Lothian Bridge at Delhi Main:: Infringement to Schedule of Dimensions due to erection of temporary OHE Structure.

Ref:- Your application No.14-Elect/WK/350/DLI/CW/23/83-84 dated 13/05/1993.

In view of the position explained in your above quoted application, the validity of the sanction for condonation of infringement involved in implantation of an alternative arrangement at location 1021 A on Lothian Bridge near Delhi Main Station made by erecting two RFB masts 15 cm x 15 cm on girders laid in between North Main track and South Main track having a clearance of 2.21 metres from tracks on either side, issued under this office letter No. 91/CEDO/SD/11 dated 1-10-91 and valid upto 30-9-92 which was last extended upto 31-3-93 is further extended upto 31.3.94.

All other contents of the sanction however remain unchanged.

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

No.93/CEDO/SD/7. New Delhi, Dated 24-5-93.

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 dated 9.1.1991.

2) The Commissioner of Railway Safety, Northern Circle, Near CRIS, Chanakyapuri, Delhi Safdarjung Station, New Delhi-110021 with reference to his letter No.421 dated 20-12-1990.

3) The Executive Director, Railway Electrification, Room No.145, Railway Board, New Delhi.

4) The Executive Director (Safety), Room No.353, Railway Board, New Delhi.

(S.M.SINGLA)
for Secretary Railway Board

(19)

No.93/CEDO/SD/8. 25-5-93.

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

Sub:- Bangalore City - Tumkur Section
Gauge Conversion from MG to BG -
Condonation for infringement on
buildings and structures.

Ref:- Your application No.W.347/GC/BNC/SBC-UB
dated 2/8-4-93.

While going through item 3(ii) of your above quoted application and its enclosures it is seen that the amount of infringement in this case is as high as 1.03 metres. In other words, the space available in the platform for movement of passenger is restricted to about 2.63 metres only. Considering the imporatance of Bangalore City Station and the number of passengers using the station, it is considered that an infringement of this magnitude will definitely pose a safety hazard.

The Railway may therefore reexamine the issue and see whether the infringement can be reduced by about 0.3 metres on either side by reducing the width of the luggage lift by about 0.6 metres and increasing its length along the platform suitably. In case, it is not possible to reduce the infringement, you may bring this point to the notice of CCRS drawing attention to item 2.2 of his letter No. RS.10-T(7),'90.Vol.II dated 20-5-93, with full justification to enable him to recommend the condonation of infringement.

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

20/32
21

No.91/CEDO/ORI/2. 20-5-93.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226001.

Sir,

Sub:- Opening of the New Up Line between Kajrat - Nawadih and Nabinagar Road stations for public carriage of passengers.

S No 4

With reference to your Endorsement No.RS.10-T(1)/91 dated 16-12-91, 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.947/16/A/I/X/91 dated 20/25-11-91.

→ S No 4/1

yours faithfully,

20/5/93

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

No.91/CEDO/ORI/2. New Delhi, Dated -5-93.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, No.14, Strand Road, Calcutta-700 001, with reference to his letter No.947/16/A/I/X/91 dated 20/25-11-91.

2) The General Manager, Eastern Railway, Calcutta with reference to his letter No.CE/Con/W/1772/150 dated 29-4-93.

S No 33 →

29/5

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

(22)

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

No.91/CEDO/ORI/2. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 20-5-93. 19

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226001.

Sir,

Sub:- Opening of the New Up Line between Kajrat - Nawadih and Nabinagar Road stations for public carriage of passenge

With reference to your Endorsement No.RS.10-T(1)/9 dated 16-12-91, 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.947/16/A/I/X/91 dated 20/25-11-91.

yours faithfully,

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

No.91/CEDO/ORI/2. New Delhi, Dated 20-5-93.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, No.14, Strand Road, Calcutta-700 001, with reference to his letter No.947/16/A/I/X/91 dated 20/25-11-91.

2) The General Manager, Eastern Railway, Calcutta with reference to his letter No.CE/Con/W/1772/150 dated 29-4-93.

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

(23)

No.92/CEDO/ORI/23. 21-5-93.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Opening of New M.G.Railway line between Arunachal and Jiribam of Silchar-Jiribam Project of N.F.Railway.

With reference to your Endorsement No.RS.10-T(26)/91 dated 6th November,92, I am directed to confirm the action of Commissioner of Railway Safety, Northeast Frontier Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No. 496/720/I/Opening/Pt. dated 21-8-91.

yours faithfully,

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

No.92/CEDO/ORI/23. New Delhi, Dated 21-5-93

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.496/720/I/Opening/Pt. dated 21-8-91.

2) The General Manager (Construction), Northeast Frontier Railway Maligaon, Guwahati-781 011, with reference to his letter No. W/241/CON/SJ/2 dated 29-4-93. The date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

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

(29)

No.92/CEDO/SD/17. 21-5-93.

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

Sub:- Condonation of infringing gradient of 1 in 200 for extension of Pune-Daund-Manmad passenger train to Igatpuri - Provision of additional 1 in 12 Cross over connecting Up and Dn main lines between RS 137/5 and RS 137/11 at Igatpuri Station.

Ref:- Your application No.W.681/Y/IQI/BR dated 21-12-92.

Please refer to concluding para of this office letter of even number dated 10/11-2-93. The revised Form-XI and revised drawing in connection with the above work were required to be sent to CRS and CCRS with copy to this office for their reference and record. But, it is regretted that the same have not so far been sent.

Ministry of Railways therefore desire that the required material may be sent to CRS and CCRS without any further delay at your end.

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

(25)

No.92/CEDO/SD/11. 21.5.1993.

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

Sub: Railway Electrification - Group 72 - Jolarpettai - Bangalore Section - Condonation of infringement requested - regarding.

Ref: Your letter No.ETR/252/RE/72/1022 dated 19/21.1.93.

******

Please refer to this office letter of even number dated 26.2.93, copy enclosed for ready reference and expedite reply.

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

DA : As above.

(26)

No.92/CEDO/ORI/4. 20 - 5-93.

The General Manager (Con)/East,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of Broad Gauge Double line section from Barauni Jn. to Bachhwara Jn. after construction of new Broad Gauge Up line.

Please refer to this office letter of even number dated 23-11-93 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(27)

No.92/CEDO/ORI/4. Dated 23-11-92.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of Broad Gauge Double line section from Barauni Jn. to Bachhwara Jn. after construction of new Broad Gauge Up line

---

Reference may be made to the Commissioner of Railway Safety's letter No.557/400/I/D/Opening/P.T. dated 27-11-90 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.

No.92/CEDO/ORI/4. New Delhi, Dated 23-11-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, North Eastern Circle, DRM Building, Lucknow-226001 with reference to his letter No. 557/400/I/O/Opening/PT dated 27-11-90.

Sd/-
(S.M.SINGLA)
for Secretary Railway Board.

Gfile
28

No.93/CEDO/SR/5. 14-5-1993.

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

Sub: Design of Bottom Discharge Coal Hopper Wagon type 'BOBR' Mk-II to Drg. No. WD-91071-S-01 Alt.2 - sanction for infringements.

Ref: Your letter No.CT/DG/LW/BOBR dated 11.11.92.

******

RDSO have approached the Board through CCRS Lucknow for condonation of infringements involved in the design of BOBR wagon to RDSO Drg. No. WD-91071-S-01 Alt.2. BOBR wagons manufactured to RDSO Drg.No. WD-86013-S-01 Alt.3 which are presently on line have been cleared for running on limited routes as shown in RDSO's Speed Certificate No.MW/CS/SPL.W/BD dated 18.12.92.

It would therefore be necessary that RDSO should move a fresh application through CCRS and approach the Secretary (Civil Engg.), Railway Board alongwith the necessary routes where the propsed wagon is required to be run after ascertaining the position with respect to availability of minimum 4570 mm (15'-0") track centre and minimum 2135 mm (7'-0") structure distance on these routes from the concerned zonal Railways. In the absence of the information about the routes, it is not possible to consider your application for condonation of infringements.

The receipt of this letter may be acknowledged.

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

Spare (29)

No.93/CEDO/SR/4. 14.5.1993.

The Director General(Motive Power),
R.D.S.O.,
LUCKNOW - 226 011.

Sub: Speed Certificate for Bogie Open Rapid Bottom Discharge Hopper Wagon type 'BOBR'.

******

Please arrange to send a copy of the Speed Certificate for 'BOBR' wagon issued under your letter No.MW/CS/SPL.W/BD dated 18.12.92 for reference and use in this office.

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

(30)

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

No.92/CEDO/SD/7. 14-5-1993.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 19

The Chief Project Manager,
Railway Electrification,
Bhopal - 462 010.

Sub: Approval of infringement in connection with introduction of MACLS at MAKRONIA Station on BINA - KATNI Section of Central Railway.

....

In view of the position explained in your application No.CPM/B/ST/Sig/20 dated 6.4.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to Multiple Aspect Colour light signal No.31 B having setting distance of 2500 mm from centre line of DN Main line and 2410 mm from centre line of DN Loop line at Makronia Station on Bina - Katni Section of Central Railway as against 2360 mm plus curve allowance for 1° curve required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) in connection with implantation of Multiple Aspect Colour light signal in place of two aspect semaphore signal at Makronia Station as shown in the Annexure on the reverse. The Annexure is based on Form-XI and Drawing No.Nil 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 plus curve allowance.

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)
Exe. Director Civil Engg.(G),
Railway Board.

No.92/CEDO/SD/7. New Delhi, dated 14-5-1993.

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-I(3)/90-II dated 12.5.93.
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.280 dated 03.5.93.

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

ANNEXURE E

Name of Structure	Line to which infringes	Item & Chapter of S.O.D.	Prescribed Dimensions	Existing Dimensions	Infringement
DN Main line starter No.31 B At Makronia station	(i) DN Main line	Item 13(ii)(c) Chapter-I	2360mm + Nil curve allowance for 1° out side curve.	2500 mm	Nil
	(ii) DN Loop line	-do-	2360 mm + 170 mm for 1° inside curve.	2410 mm	120 mm

(32)

IMMEDIATE

No.92/CEDO/ORI/4. 19-5-93

The General Manager (Con)/East,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of the new Broad Gauge Up line between Ujiarpur (KM:25.35) and Pitaujia (KM:41.84) stations on Barauni-Muzaffarpur section in Sonepur Division of N.E.Rly.

Please refer to this office letter of even number dated 28-5-92 (Copy enclosed for ready reference) followed by a subsequent reminder of even number dated 20-11-92 and expedite the reply.

(B.N.Machiwal)
for Executive Director Civil Engg:(G),
Railway Board.

DA:-One.

(33)

No.92/CEDO/ORI/4. New Delhi,
Dated:- 28-5-92.

The General Manager (Con)/East,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of the new Broad Gauge Up line between Ujiarpur (KM:25.35) and Pitaujia (KM:41.84) stations on Barauni-Muzaffarpur section in Sonepur Division of N.E.Rly.

Reference may be made to Commissioner of Railway Safety's letter No.859/413/I/D/Opening/P.T. dated 25-2-91 on the above noted subject.

Ministry of Railways desire to know whether the requirements enumerated in the CRS's Authorisation letter have been complied with before opening of the section for public carriage of passengers. Specific comments against each para may be furnished immediately in an interleaved copy to enable this office to confirm the action of CRS in authorising the opening of the section.

An early reply is requested.

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

No.92/CEDO/ORI/4. New Delhi, Dated 28.5.92

Copy forwarded for information to:-

The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.99/413/I/D/Opening dated 19-4-91.

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

(34)

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

No.92/CEDO/SR/4/0. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 12.5.1993.

1. The General Manager(Engg.),
Eastern Railway,
Fairlie Place,
Calcutta.

2. The General Manager(Engg.),
Northern Railwey,
New Delhi.

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

Ref:...

Please refer to concluding para of this office letter of even number dated 18.2.93, copy enclosed for ready reference, and advise by return post whether the shop maintenance and open line maintenance of A.C. straight electric locos and EMU stock is exclusively under the administrative control of Chief Electrical Engineer. on your railway.

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

DA : As above.

(34)/(1)

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

No.92/CEDO/SR/4/0. रेल भवन, नई दिल्ली-110001, दिनांक 12.5.1993.
Rail Bhavan, New Delhi-110001, dated 19

The General Manager(Engg.),
South Central Railway,
Secunderabad.

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

.....

Please refer to concluding para of this office letter of even number dated 18.2.93, copy enclosed for your ready reference and advise by return post whether the shop maintenance and open line maintenance of A.C. straight electric locos is exclusively under the administrative control of Chief Electrical Engineer on your railway.

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

DA : As above.

(35)

No.92/CEDO/SR/4/0. 12.5.1993.

The General Manager(Engg.),
Southern Railway,
Madras.

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

Ref: Your acknowledgement No.W.465/2/CAO/C dated 2.3.93.

.....

It is seen from your above quoted acknowledgement to this office letter of even number dated 18.2.93 that you have not advised the position with respect to maintenance of straight electric locos and EMU stock as required vide concluding para of this office letter dated 18.2.93.

Ministry of Railways therefore desire that it may be advised for information of this office whether the shop maintenance and open line maintenance of AC straight electric locos and EMU stock is exclusively under the administrative control of Chief Electrical Engineer. on your railway.

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

(36)

No.92/CEDO/SF/4/0. 12.5.1993.

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

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

.....

Please refer to concluding para of this office letter of even number dated 18.2.93, copy enclosed for your ready reference. It is seen that you have not so far advised the position with respect to maintenance of straight electric locos and EMU stock as required vide concluding para of this office letter dated 18.2.93 quoted above.

Ministry of Railways therefore desire that the required information may now be furnished in the following proforma.
neatly.

	Type of maintenance	Done exclusively under the administrative control of.
1.	Shop maintenance and open line maintenance of A.C. straight electric locos.	.....
2.	Shop maintenance and open line maintenance of AC/DC straight electric locos.	.....
3.	Shop maintenance of DC straight electric loco and DC EMU stock.	.....
4.	Open line maintenance of DC straight electric locos and DC EMU stock.	.....

This may please be treated as immediate.

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

DA : As above.

(37)
G/File

No.92/CEDO/SR/4/0. 13-5-1993.

The Chief Engineer,
Eastern Railway,
Calcutta.

Sub: Introduction of Rajdhani Express (Bi-weekly) via Patna (Main line) on Eastern Railway.

Ref: Your letter No.W(8)/635/2/10/WAP-I Vol.4 dated 29.4.93.

.....

Kindly refer to para 2 of your above quoted letter addressed to Director General, RDSO; copy endorsed to Railway Board, wherein it is stated that Railway Board's approval is necessary. The relevant para 3 and para 6 of Railway Board's letter No.73/WDO/SR/9/0 dated 8.7.1980 however do not call for any approval from the Board. The Zonal Railways shall however obtain the permission of Commissioner of Railway Safety for conducting the route proving trials on their system on a test section to be indicated by Director Standards (Motive Power) after submitting a Joint Safety Certificate duly signed by the Chief Engineer and Chief Mechanical Engineer (and also by the Chief Electrical Engineer in case of straight Electric Locomotive and EMU Rolling Stock). When the necessary Speed Certificate is issued by RDSO after route proving trials for increasing the Sectional Speed, the Railway shall approach the concerned CRS for increasing the Sectional Speed to 120 Kmph on Sitarampur - Patna - Mughalsarai Section.

In view of the above, it may be clarified as to what approval is required from the Board.

S/d

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

(38)

No.92/CEDO/SR/4/0. 12.5.1993.

The General Manager(Engg.),
Southern Railway,
Madras.

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

Ref: Your acknowledgement No.W.465/2/CAO/C dated 2.3.93.

.....

It is seen from your above quoted acknowledgement to this office letter of even number dated 18.2.93 that you have not advised the position with respect to maintenance of straight electric locos and EMU stock as required vide concluding para of this office letter dated 18.2.93.

Ministry of Railways therefore desire that it may be advised for information of this office whether the shop maintenance and open line maintenance of AC straight electric locos and EMU stock is exclusively under the administrative control of Chief Electrical Engineer. on your railway.

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

(39)

No. 93/CEDO/SR/4 12 -5-1993

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow

Sub : Running of 'BOBR' wagons in empty and loaded conditions on Bhattanagar-Andul-Mechade BG section of South Eastern Railway.

Ref : GM(Engg) S.E.Railway'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 - Mechade BG section has been forwarded to your office by Commissioner of Railway Safety South Eastern Circle under his letter dated 4.3.93. As the said application has not so far been received in this office, it is requested that the same may please be sent to this office alongwith your comments at an early date.

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

(40)

No.92/CEDO/ORI/23. New Delhi, Dated 21-5-93.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Subi- Opening of New M.G.Railway line between Arunachal and Jiribam of Silchar-Jiribam Project of N.F.Rly.

With reference to your Endorsement No. RS.10-T(26)/91 dated 6th November,92, I am directed to confirm the action of Commissioner of Railway Safety, Northeast Frontier Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.496/720/I/Opening/Pt. dated 21-8-91.

SNo 1

SNo 1/1

yours faithfully,

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

No.92/CEDO/ORI/23. New Delhi, Dated 21-5-93.

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. 496/720/I/Opening/Pt. dated 21-8-91.

SNo 1/1

2) The General Manager(Construction), N.F.Rly., Maligaon, Guwahati-781 011, with reference to his letter No.W/247/CON//SJ/2 dated 29-4-93. The date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

SNo 4

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

(41)

No.91/CEDO/CRI/12.

35-93.

The General Manager (Construction),
Western Railway,
Bombay - 400 020.

Sub:- Opening of the New line between Chittaurgarh (KM:165.917) to Nimach (KM:221.666) Stations on the Ratlam Division of Western Railway.

Please refer to this office letter of even number dated 29th July,92 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(42)

No.91/CEDO/SD/10.

7-5-93.

The Chief Administrative Officer (Construction),
Western Railway,
Head Quarters Office, Churchgate,
Bombay - 400 020.

Sub:- Dispensation for gradients in Bolai & Akodia Station Yards in connection with doubling on UJN-BPL section.

Ref:- Your application No.WRC.177/56/3 dated 13-4-93.

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 in Bolai and Akodia Station yards on Ujjain-Bhopal section under Ratlam Division of your railway as shown in Drawing No.CE(SKC)/4495/P-BLK and Drawing No.CE(SKC)14497/P-AKD/R of Bolai and Akodia yards respectively 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 28-11-91.

The approval is subject to insertion of a suitable Clause in the Station Working Rules of Bolai and Akodia Station yards that no train will be stabled without a live engine on the Main line.

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

(43)

6-4-93

No. 88/CEDO/CRS/IR/6.

The General Manager (Engg.),
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

Sub : CRS's Inspection Report on Chakradharpur Division for the year ending on 31st March'88.

Ref : Your office letter No.MTC/INSP/CRS/88/Pt.II datedc 15.2.93

.....

A copy of your above quoted letter and its enclosures may also be sent to Commissioner of Railway Safety, South Eastern Circle, Calcutta for his information under advice to this office in continuation of your letter dated TC/Insp/CRS/CKP/Pt.II/88/1989 dated 28.3.89.

Your railway's compliance report on para 2.1 and para 5.1 of CRS's Inspection report is still awaited.

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

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

(44)

No.93/CEDO/BR/1. रेल भवन, नई दिल्ली-110001, दिनांक 6-4-1993.
Rail Bhavan, New Delhi-110001, dated 19

The General Manager(Bridges),
All Indian Railways.

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

....

The Board desire to be furnished with Statement 'A' of Major and 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 (+) or decrease (-) in the number of bridges as on 31st March, 1993 vis-avis 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.

(ARVIND KUMAR) 2/4/93
Executive Director Civil Engineering (B&S),
Railway Board.

DA : As above.

(45)

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
	Railway Bridges	ROBs	RUBs	Total	Railway Bridges	ROBs	RUBs	Total	Col.5 Col.9
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
31 - 3 - 1992					
31 - 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

(46)

Nirlon House,
254-B, Dr. Annie Besant Road,
Bombay 400 025.
Phone: 493 7400 Telex: 011-73761 SCIC IN
Fax: 493 1172 Gram: CRED SHIP

Praveen Singh
Advisor

SCIC Limited

SPEED POST

133

April 6, 1993

Shri. M. V. Srinivasan
Member (Traffic)
Railway Board
Ministry of Railways
Rail Bhavan
Rafi Ahmad Kidwai Marg
New Delhi.

86TC (M+S)/15/5/151 dated 15.4.93

Dear Shri Srinivasan :

This is to request your assistance on a subject which also concern the railways i.e. use of larger than 40' ISO containers.

The developed countries have been trying to get these containers standarised and the developing countries have been resisting the same as it would undermine the investments made in ships, at the ports, on the railways and on roads to handle the ISO standard containers. It is my impression that the railways would have serious problems in handling these containers which, amongst other things, would violate the standard moving dimensions of the railways.

The SCICI is to make a presentation on the subject to the International Chamber of Commerce early next month and in doing so we would like to cover the views of the Railways.

Therefore, I shall be grateful if we could have by return any material that could be readily made available to us.

With kind regards,

Yours sincerely,

Praveen Singh

(Praveen Singh)

(47)

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

No.93/CEDO/SD/1. रेल भवन, नई दिल्ली-110001, दिनांक / Rail Bhavan, New Delhi-110001, dated 8-4-1993.

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

Sub:- Lucknow-Kanpur Doubling/Gauge Conversion.

With reference to your application No.W/Con.348/25/W-I/Pt.III dated 2.4.93 sent through the Chief Commissioner of Railway Safety Lucknow and further clarification furnished under your letter dated 7.4.93, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to horizontal clearance to item 13(ii)(b), 13(ii)(c) & 13(ii)(d) Chapter-I of BG Schedule of Dimensions (1973) under bridge No.4 (1x4.40m Girder) at Km.2/8-9 and ROB No.5 (1x5.48m Arch) at Km.3/1-2 to be obtained by lowering the BG track by 515 mm on ROB No.5 between Manak Nagar-Lucknow Jn. in connection with Lucknow - Kanpur Doubling/Gauge Conversion work, as shown in revised Form-XI and revised drawing No.SK/7/1292 Alt.1 accompanying your letter dated 7.4.93. The Condonation of vertical infringement under bridge No.4 is purely temporary and valid only for a period of six months from the date of issue of this letter. Similarly, the condonation of vertical infringement under ROB No.5 is valid for a period of three years from the date of issue of this letter. The Railway will remove the infringement in vertical direction on these bridges within the stipulated time frames.

by 375 mm on Girder bridge No.4 and

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

1. A speed restriction of 50 Kmph shall be observed under bridge No.5 as recommended by CRS and 40 Kmph under bridge No.4. These speed restrictions shall be described in the Working Time Tables with reasons thereof. The super elevation and speed shall not be increased without the permission of CRS.

2. An indication will be given at site that super elevation should not be increased.

3. To ensure that the track does not get shifted sleeper blocks shall be fixed on either side of the track, as is done on platform.

4. The existing BG coaches to lay out Drawing No. CS-1554 and existing BG locomotives to lay out Drawing No.CS-3030 only shall run on this section.

Contd...2/-

(48)

5. Arrangement shall be made to issue necessary instructions to the Drivers of all trains that where passengers are found to travel on the roof, they should stop short of the bridge and proceed at Dead Slow Speed and resume normal speed only after whole of the train has cleared the infringing structure in terms of Railway Board's D.O.No. 67/Safety-2/2/63 dated 17-4-1969.

It is noted that the section is not proposed for electrification in the near future.

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

No.93/CEDO/SD/1. New Delhi, Dated 8-4-1993.

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(8)/90 dated 2-4-93.

2) The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow-226001, with reference to his letter No.100/446/VIII dated 2-4-93.

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

(49)

No.90/CEDO/CRI/4. 12/4/93.

The General Manager (Con),
South Central Railway,
Works Construction Branch,
Secunderabad-500371.(A.P.)

Sub:- Opening of the new BG line between Telapur and Patancheru from KM:.00 to KM.8.35 for passenger traffic on Secunderabad Division of South Central Railway.

Reference may be made to the Commissioner of Railway Safety's letter No.6/SC/20/685 dated 23/3/93 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 Engg;(G).
Railway Board.

No.90/CEDO/CRI/4. New Delhi, Dated 12-4-93.

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/20/685 dated 23-3-93.

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

(50)

No.93/CEDO/ORI/6. /3-4-1993.

The General Manager (Con),
South Central Railway,
Works Construction Branch,
Secunderabad-500371 (A.P.)

Sub:- Opening of track between Malkhaid Road (Km:24.86) and Kargunta (Km:45.46) Stations on Wadi-Secunderabad Broad Gauge Section on Secunderabad Division of South Central Railway for Public Carriage of Passengers.

Reference may be made to the Commissioner of Railway Safety's letter No.6/SC/20/701 dated 29-3-93 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/6. New Delhi, Dated 13-4-93.

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/20/701 dated 29-3-93.

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

(51)

No.93/CEDO/BS/1. 13/15 -4-1993.

The Chief Administrative Officer (Constn.),
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Gauge Conversion Project of Delhi-Rewari Section - Condonation of less free board in bridges.

Ref:- Your application No.78-W/32/Plan/N-I dated 23-3-93.

Please refer to this office letter of even number dated 30/31-3-93 under which sanction has been issued for condonation of free board varying from -61 mm to 550 mm on bridge No.26, 28, 43, 44, 52 & 95 falling on converted BG line between Delhi Cantt.-Garhi Harsaru and Khalilpur-Rewari Section subject to observance of the undermentioned stipulation imposed by Chief Commissioner of Railway Safety.

" It is seen that except in one case all the other five bridges are being extended by hume pipes, keeping the existing rectangular openings under the MG lines intact. This is not very desirable from the Hydraulic point of view. It is, therefore, necessary that the existing openings under the MG lines are also converted into similar hume pipe culverts, subject, however, to the water way being found adequate for these bridges."

The Board have further examined the above stipulation made by Chief Commissioner of Railway Safety and desire that the words - " It is,therefore, necessary that the existing openings under the MG lines are also converted into similar hume pipe culverts, subject, however, to the waterway being found adequate for these bridges" - appearing in Chief Commissioner of Railway Safety's stipulation may be treated as deleted. The deleted words may be replaced by the words - Therefore flumming be done at change of section."

The Receipt of this letter may be acknowledged.

(ARVIND KUMAR)
Executive Director Civil Engineering(BS),
Railway Board.

PTO

(52)

No.93/CEDO/BS/1. New Delhi, Dated 13/15-4-93.

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-III dated 24-3-93.

2) The Commissioner of Railway Safety, Northern Circle, Near CRIS, Delhi Safdarjung Station, Chanakyapuri, New Delhi - 110021, with reference to his letter No. 1529/HCH/I/C dated 23-3-93.

(ARVIND KUMAR)
for Secretary Railway Board.

(53)

Immediate

Government of India (Bharat Sarkar)
Ministry of Railways(Rail Mantralya)
(Railway Board)

No.86 TC(M&S)/15/5/ISI. New Delhi, dated 15.4.1993.

Office Memorandum.

Sub :- Use of larger than 40' ISO Containers.

The undersigned is directed to attach a copy of the letter dated 6.4.1993 from Shri Praveen Singh, Advisor SCICI Limited, Bombay on the above cited subject and request that material available, if any, on this subject may kindly be sent to this Ministry for framing reply per return.

(N.K.Sharma)
Director Traffic(Marketing)
Railway Board.

Ministry of Commerce,
(Shri B.L.Malhotra,Jt.Director)
Udyog Bhavan,
New Delhi.

Copy to : EDCE(G) and EDME(PS)/Railway Board for furnishing reply as far as they are concerned.

The exact length, width and height of BG ISO Containers which are larger than 40' may be advised to Director General (Container) RDSO Lucknow alongwith drawings if any available and his comments obtained on the possibility of handling these containers on Indian Railways.

(54)

No.93/CEDO/ORI/7. 15-4-93.

The General Manager (Works),
Eastern Railway,
Calcutta.

Sub:- Opening of the new Up line between Jamirghata and Gour Malda Stations in Bonidanga Link Cabin-Malda Town Section of Malda Division of Eastern Railway for the public carriage of passengers.

Reference may be made to the Commissioner of Railway Safety's letter No.6/I/Y/93 dated 10-3-93 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 (C),
Railway Board.

No.93/CEDO/ORI/7. New Delhi, Dated 15-4-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road (12th Floor), Calcutta-700 001, with reference to his letter No.6/I/Y/93 dated 10-3-93.

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

(55)

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

No.93/CEDO/CLW/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 16-4-93. 19

The General Manager,
All Indian Railways.

Sub:- i) New lines opened/Doublings opened/ Conversions opened/Dismantle lines restored during the year 1992-93.

ii) Lines dismantled during 1992-93.

iii) New lines/Doublings/Conversions in progress as on 31st March,1993.

Ref:- Your* letter No. noted below.

Reference is invited to your office letter noted below in terms of which statement and plan showing the above information for the year 1991-92 were furnished to this office.

Ministry of Railways desire that one copy of the statement and the plan for the information as mentioned at item i),ii) and iii) in the subject heading noted above may please be furnished for the year 1992-93 also at the earliest.

The receipt of this letter may be acknowledged.

13.4.93

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

* Previous reference:

1. Central Railway's letter No.EW/481/G/51 dated 24-7-92.
2. Eastern Railway's letter No.CE/Con/W/16/Pt.III/71 dated 3-8-92.
3. Northern Railway's letter No.90-W/W.Spl/Genl/Pt.V dated 27-4-92
4. North Eastern Railway's letter No.W/Con/286/5/Pt.I/W2 2993 dated 19-6-92.
5. Northeast Frontier Railway's letter No.W/260/0/Pt.VI/W-7 dated 1-1-93.
6. Southern Railway's letter No.W.347/1/CN/Vol.V dated 27-5-92.
7. South Central Railway's letter No.W.Con.387/61/Vol.III dated 7-6-92
8. South Eastern Railway's letter No.AB/Kilometrage/91-92 dated 1.4.93
9. Western Railway's letter No.WNC.415/5 dated 22-7-92.

No.93/CEDO/OLW/1. 16-4-93.

The General Manager,
All Indian Railways.

Sub:- i) New lines opened/Doublings opened/ Conversions opened/Dismantle lines restored during the year 1992-93.

ii) Lines dismantled during 1992-93.

iii) New lines/Doublings/Conversions in progress as on 31st March,1993.

Ref:- Your letter No. noted below.

Reference is invited to your office letter noted below in terms of which statement and plan showing the above information for the year 1991-92 were furnished to this office.

Ministry of Railways desire that one copy of the statement and the plan for the information as mentioned at item i),ii) and iii) in the subject heading noted above may please be furnished for the year 1992-93 also at the earliest.

The receipt of this letter may be acknowledged.

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

Previous reference:

1. Central Railway's letter No.EW/481/G/51 dated 24-7-92.
2. Eastern Railway's letter No.CE/Con/W/16/Pt.III/71 dated 3-8-92.
3. Northern Railway's letter No.90-W/W.Spl/Genl/Pt.V dated 27-4-92.
4. North Eastern Railway's letter No.W/Con/286/5/Pt.I/W2 2993 dated 19-6-92.
5. Northeast Frontier Railway's letter No.W/260/0/Pt.VI/W-7 dated 1-1-93.
6. Southern Railway's letter No.W.347/1/CN/Vol.V dated 27-5-92.
7. South Central Railway's letter No.W.Con.387/61/Vol.III dated 7-6-92
8. South Eastern Railway's letter No.AB/Kilometrage/91-92 dated 1.4.93

9.Western Railway's letter No.WNC.415/5 dated 22-7-92.

(56)

No.91/CNDO/CRI/3. 16-4-93.

The General Manager (Con),
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay - 400 001.

Sub:- Katni-Satna B.G.Section - Doubling of track between Amlara and Bhadanyar stations of Jabalpur Division on Bombay-Allahabad route in Central Railway.

Ref:- Your office letter No.EW/223/W/36/CD dated 19-2-1992.

Please refer to this office letter of even number dated 4-9-92 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(57)

No.91/CEDO/ORI/3. New Delhi, Dated 4-9-92.

The General Manager(Con),
Central Railway,
New Administrative Office Building,
Dadabhai Nacroji Road,
Bombay - 400 001.

Attention:Shri.S.S.Sharma,Chief Engineer(C)East.C.Rly

Sub:- Katni-Satna B.G.Section - Doubling of track between Amdara and Bhadanpur Stations of Jabalpur Division on Bombay-Allahabad route in Central Railway.

Ref:- Your office letter No.EW/223/W/56/OD dated 19-2-1992.

Please refer to Endorsement No.2 of this office letter of even number dated 9-3-92 (Copy enclosed for ready reference).

Ministry of Railways desire that complete interleaved copy showing the action taken in juxtaposition on all the paras of Commissioner of Railway Safety's recommendations and suggestions made in his Inspection Report may be sent direct to Commissioner of Railway Safety with copy to this office alongwith two ferro copies of Index Plan and Section.

Sd/-
(D.M.Vachhani)
for Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

(58)

No.91/CEDO/ORI/3. 16-4-93.

The Chief Engineer(Con)East,
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay-400 001.

Sub:- Doubling of track between Jukehi and Pakaria Road stations on Itarsi-Allahabad section of Jabalpur Division of Central Rly.

Ref:- Your office letter No.EW.223.W.42/OD dated 28-6-92.

Please refer to this office letter of even number dated 3rd September,92 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(59)

No.91/CEDO/ORI/3. New Delhi, Dated 3-9-92.

The Chief Engineer(Con)East,
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay - 400 001.

Attention: Shri.S.S.Sharma, Chief Engineer(C)East.C.Rly

Sub:- Doubling of track between Jukhehi and Pakaria Road station on Itarsi-Allahabad section of Jabalpur Division of Central Railway.

Ref:- Your office letter No.EW.223.W.42/CD dated 28-8-92.

Please refer to your office letter quoted above. Your railway have sent only one ferro copy of the Index Plan and Section of Jukehi and Pakaria Road Station on Itarsi-Allahabad section whereas in terms of endorsement of this office letter of even number dated 4-8-92 two ferro copies were required to be sent to this office alongwith interleaved copy showing the action taken in juxtaposition on Commissioner of Railway Safety's recommendations and suggestions made in his Inspection Report of the above section.

Ministry of Railways therefore desire that the interleaved copy showing the action teken in kuxtaposition on Commissioner of RailwaySafety's recommendations and suggestions made in his report may be sent to direct to Commissioner of Railway Safety with copy to this office alongwith one more ferro copy of Index Plan and Section.

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

(60)

No.85/MDO/SR/1. 19-4-93.

The General Manager (Optg.),
Eastern Railway,
Calcutta.

Attention:- Shri.P.K.Chatterjee, Chief Traffic Planning Superintendent.

Sub:- Running of 'BOBR' Wagons on Eastern Railway.

Ref:- Your letter No.TP 183/197 dated 10-7-92.

Please refer to this office letter of even number dated 15-9-92, copy enclosed for ready reference and expedite your reply.

The receipt of this letter may please be acknowledged.

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

Encl:- 1.Letter dated 15-9-92.

2.Eastern Railway's Letter No. TP 183/197 dated 10-7-92.

(61)

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

No.93/CEDO/SD/4.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 20 -4-93. 19

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

Sub:- Karur-Dindigul-Madurai-Tuticorin Project-
Proposed conversion of existing MG line
into BG line between Madurai Junction -
Virudhunagar - Condonation of infringements
at Madurai Station.

.....

With reference to your application No.W.262/XX/8/CN dated 8-1-1993 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements at Madurai Junction concerning the 4985 mm available clearance of RRI Cabin on platform No.3 from centre line of BG track as against 5330 mm clearance required as per item 7(ii) Chapter-II of BG Schedule of Dimensions (1973) and concerning 5060 mm available vertical height of FOB above rail level on platform No.3 as against 6250 mm required as per item 10 Chapter-II of BG Schedule of Dimensions (1973) in connection with conversion of existing MG line to BG line between Madurai Junction and Virudhunagar of your Railway. The sanction is based on Form-XI, Drawing No.SK-1-93 and Drawing No.SK-2-93 accompanying your application referred to above. As the sanction is purely temporary, the railway may plan to remove the infringement at the FOB in a planned manner as and when the work is approved. The Cabin infringement may however be removed if and when the reconstruction of Cabin is undertaken.

The sanction is subject to platform coverings being suitably modified to remove the infringements.

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

PTO

(62)

No.93/CEDO/SD/4. New Delhi, Dated 20 -4-93.

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(7)/90 dated 18-2-93.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore-560 009, with reference to his letter No.1849 dated 1-2-93.

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

(63)

No.91/CEDO/GS/1. 21-4-93.

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

The General Manager (Engg.),
South Eastern Railway,
Garden Reach,
Calcutta - 700 001.

Sub:- Ghat Sections.

Please refer to this office letter of even number dated 24-10-91 (Copy enclosed for ready reference). The information pertaining to Ghat Sections on your railway as on 31st March,91 has not so far been received in this office inspite of reminder dated 28/29-1-92.

Ministry of Railways therefore desire that the required information may be sent to this office without any further delay at your end.

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

DA:-One.

S No. 1

(64)

Please Fair Clear
Agenda 23/10

No.91/CEDO/GS/1. 24-10-1991.

The General Managers(Engg),
All Indian Railways.

Sub: Ghat Sections.

....

The information pertaining to Ghat Sections on your Railway as on 31. 3.1991 may please be furnished in the enclosed proforma for reference and use in this office.

23/10

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

c/c

DA : One Proforma.

—,

24/10

_____ RAILWAY

Statement showing particulars of Ghat Sections.

as on 31.3.1991.

Sl.No.	Name of Ghat Section	Gauge	Route length in Kms	Gradient	Curves	
					No. of curves on the section with their degrees	Degree of the sharpest curve
1	2	3	4	5	6	7

(66)

No.92/CEDO/SR/8. 21-4-93.

The Director General (Motive Power),
RDSO,
Lucknow-226011.

Sub:- Provisional Speed Certificate for movement of BG "Permaquip Overhead Machine" manufactured by Permanent Way Equipment Co., Ltd., Coltbrook, Nottingham NG 16 2 GQ, UK.

Ref:- Your D.O.No.SD.TW.11 dated 13-3-1993.

The wheel diameter appearing in line 6 para-I of this office letter of even number dated 29-3-93 is a typographical error which may be corrected to read as 406 mm instead of 460 mm.

The Receipt of this letter may please be acknowledged and reply to this office letter dated 29-3-93 quoted in para-I above may also be expedited.

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

(67)

No. 92/CEDO/ORI/5. 21-4-93.

The General Manager (Engg:),
South Eastern Railway,
Garden Reach,
Calcutta - 700 001.

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 public carriage of passengers.

Please refer Endorsement No.2 of this office letter of even number dated 28th July,92 (Copy enclosed for ready reference) and expedite the reply.

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

(68)

No.92/CEDO/ORI/14. 22-4-93.

The General Manager (Con),
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) and expedite the reply.

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

DA:-One.

(69)

IMMEDIATE.

No.91/CEDO/ORI/5. 23/4/93.

The General Manager (S&C),
Eastern Railway,
Calcutta.

Attention: Sh.A.Sengupta, Chief Engineer, Survey & Construction

Sub:- Opening of the new electrified Up line No.2 between Pahlesa and Karsandiya Stations of Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Please refer to this office letter of even number dated 13-6-91 (Copy enclosed for ready reference) followed by three reminders dated 15-11-91, 24-4-92 & 13-7-92 and expedite the reply.

The receipt of this letter may please be acknowledged.

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

DA:-One.

(70)

IMMEDIATE.

No.91/CEDO/ORI/5. 23/4/93.

The General Manager (S&C),
Eastern Railway,
Calcutta.

Sub:- Opening of the new electrified Up line No.2 between Dhemaichha and Karamnasa Stations of Mughalsarai Division of Eastern Railway for the Public carriage of passengers.

Please refere to this office letter of even number dated 14th July,92 (Copy enclosed for ready reference) and expedite the reply.

The receipt of this letter may please be acknowledged.

(D.N.Machiwal)
for Exec.Dir.Civil Engineering(G),
Railway Board.

DA:-One.

(71)

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

No.91/CEDO/SC/1. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 26.4.1993. 19

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

2. The General Manager(Engg.
Western Railway,
Churchgate,
Bombay.

Sub: Sharpest Curvature and Steepest gradient existing on Indian Railways on BG,MG & NG.

*****

Please refer to this office letter of even number dated 15.4.91, copy enclosed for your ready reference. The above information from your Railway in prescribed proforma I, II & III has not so far been received in this office inspite of reminders of even number dated 18.11.91 and 6.5.92.

Ministry of Railways, therefore desire that the required information may be sent with out any further delay at your end.

The receipt of this letter may be acknowledged.

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

DA : As above.

S. No. 1

(72)

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

No.91/CE/0/SC/1. New Delhi, dated 15-4-1991.

The General Managers,
All Indian Railways.

Sub: Sharpest curvature and steepest gradient existing on the Indian Railways on BG, MG and NG.

*****

Statistical information is required for day to day use in the Civil Engineering Directorate of Board's office pertaining to sharpest curve and steepest gradient existing on the Indian Railway track of different gauges alongwith the particulars of longest bridge, longest tunnel, longest platform and highest elevation of track on your Railway. In addition, the particulars of the steepest gradient and the sharpest curve existing on Group 'A' and Group 'B' routes may also be furnished.

Ministry of Railways desire that the information required may please be furnished to this office at an early date in Proforma I, II & III enclosed.

(S.M. SINGLA) 25 3 91
Executive Director Civil Engineering (G),
Railway Board.

DA : As above.

O/C

PROFORMA - J.

_____ RAILWAY

Gauge	Steepest Gradient		Sharpest Curve	
	Steepest Gradient	Section on which existing with kilometrage thereof.	Sharpest curve in degrees (radius in metres)	Section on which existing with kilometrage thereof.
1	2	3	4	5
B.G.				
M.G.				
N.G.762mm				
N.G.610mm				

(13)

(74)

PROFORMA - II

_____ RAILWAY

ON GROUP 'A' ROUTES				ON GROUP 'B' ROUTES			
Steepest Gradient		Sharpest Curve		Steepest Gradient		Sharpest Curve	
Steepest Gradient	Section on which existing with kilometrage thereof.	Sharpest curve in degrees (radius in routes)	Section on which existing with kilometrage thereof	Steepest Gradient	Section on which existing with kilometrage thereof	Sharpest curve in degrees (radius in metres	Section on which existing with kilometrage thereof.
1	2	3	4	1	2	3	4

PROFORMA - III

_____ RAILWAY

BRIDGE

Name	Span	Size	Location
Longest Bridge			

TUNNEL

Tunnel No.	Name	Size dia X length	Location
Longest Tunnel			

PLATFORM

Name of Station where existing	Length of Platform in metres(feet)
Longest Passenger Platform	

ELEVATION

B.G. In metres (feet)	B.G. Location	M.G. In metres (feet)	M.G. Location	NG(762mm) In metres (feet)	NG(762mm) Location	NG(610mm) In metres (feet)	NG(610mm) Location
Highest Elevation of track above M.S.L.							

(57)

(76)

No.93/CEDO/ORI/9. 27-4-93.

The General Manager (Constn.),
Eastern Railway,
Calcutta.

Sub:- Opening of the new Electrified Up Line No.2 between Mankundu and Hooghly in Howrah Division of Eastern Railway for the public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's Letter No.1/I/0/93 dated 23rd March,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/9. New Delhi, Dated 27-4-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road (12th Floor), Calcutta-700 001, with reference to his letter No.1/I/0/93 dated 23rd March,93.

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

(77)

No.93/CEDO/ORI/10. 27-4-93.

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

Sub:- Conversion of Lucknow Jn.(NER) - Manaknagar (NR) (Excl.)Section of Lucknow Division of North Eastern Railway from MG to BG.

Reference may be made to Commissioner of Railway Safety's letter No.18/446/I/OPG/PT dated 8-4-93 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(C),
Railway Board.

No.93/CEDO/ORI/10. New Delhi, Dated 27-4-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, North Eastern Circle, DRM Building Complex, Lucknow-226001, with reference to his letter No.18/446/I/OPG/PT dated 8-4-93.

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

(78)

No. 93/CEDO/ORI/3. 27-4-93.

The General Manager (Construction),
Northern Railway,
Kashmere Gate,
Delhi-110 006.

Sub:- Conversion of MG line into BG between Nagaur and Marta Road.

Reference may be made to Commissioner of Railway Safety's letter No.1557/J/6/I/E/Optg. dated 30.3.93 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/3. New Delhi, Dated 27-4-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near CRIS, Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021, with reference to his letter No.1557/J/6/I/E/Optg. dated 30/3/93.

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

G/File

(79)

No.92/CEDO/SR/3. 28-4-1993.

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

Sub: Movement of 2438 mm (8'-0") wide and 2591 mm (8'-6") high I.S.O. containers on MG system of Indian Railways.

Ref: Your letter No.CT/CONTN/BG/MG dated 29.1.93.

******

Please refer to this office letter of even number dated 10.9.92 and advise the latest position of the case for information of this office.

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

(80)

No.91/CEDO/SR/7. 28.4.1993.

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

Sub: Proposed restrictions in the running of 'BOBR' wagon.

Ref: Your letter No.W/469/BOBR/89 dated 24.8.92.

****

Please refer to this office letter of even number dated 22.3.93 (copy enclosed for ready reference) and expedite your reply.

Agrawal

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

DA : As above.

(81)

G/File

No.91/CEDO/SR/7. 28.4.1993.

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

Sub: Proposed restrictions in the running of 'BOBR' wagon.

Ref: Your letter No. T.607/M-3/WY/BR/XIV dated 8.12.92.

******

Please refer to this office letter of even number dated 22.3.93 (copy enclosed for ready reference) and expedite your reply.

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

DA : As above.

(82)

G/File

No.92/CEDO/SR/11. 28.4.1993.

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

Sub: Design of bottom discharge Coal Hopper Wagon type 'BOBR' (CIMMCO)- sanction for infringements.

Ref: Your letter No.CT/DG/LW/BOBR dated 6.8.92.

****

Please refer to this office letter of even number dated 10.12.92 (copy enclosed) followed by reminder dated 13.4.93. As no reply has so far been received in this office, it is requested that the same may please be expedited.

The receipt of this letter may please be acknowledged.

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

DA : As above.

(83)

IMMEDIATE

No.91/CHDO/ORI/7. 28-4-93.

The General Manager,(Constn.),
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) and expedite the reply.

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

DA:-One.

Joone Ar 20/8/92

(84)

S No 15

No.91/CEDO/GRI/7. 20-8-1992.

The General Manager(Constn.),
Eastern Railway
No.17, Netaji Subhas Road,
Calcutta - 700 001.

the undersigned Ministry of Railways (Railway Board) is authorised to inspect railway premises. Date of issue: 20/8/92 Signature

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. S No 13

.....

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 abutments.	Only kutcha steps have so far been provided by the Railway. Compliance for provision of permanent steps may be advised.
9.2(vi) Sand bins are required to be provided.	The Railway have advised that sand bins are being provided. Full compliance may be reported.
9.3(i) Permanent steps tp be provided upto bridge floor.	The Railway have advised that kutcha steps have so far been provided. Full compliance may be reported.
9.4(i) Permanent steps tp be provided up to bridge floor.	The Railway have advised that kutcha steps have so far been provided. Compliance for provision of permanent steps may be reported.
9.4(iv) Wing wall not done. This should be completed before the coming monsoons	The Railway have advised that approach bank on wing wall side has been pitched with boulder. C.C. wing wall has been planned and will be constructed shortly. Since the wing wall has not been done as yet and the monsoons have already arrived, necessary spped restrictions may be imposed by the railway and a target date for completion of the wing wall may be indicated.

Contd....2/-

(85)

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 introduced 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.

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

contd.....2/-

(86)

IMMEDIATE.

No.91/CEDO/CRI/7. 28 - 4 - 93.

The General Manager (Open line),
Eastern Railway,
Calcutta - 700 001.

Sub:- Opening of the new Down line between Kalyanpur Road and Bariarpur 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) 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.

Sr no 12

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

No.91/CEDO/ORI/7. New Delhi, Dated 30th July,92.

The General Manager (Open line),
Eastern Railway,
Calcutta.

Sub:- Opening of the new Down line between Kalyanpur Road and Bariarpur in Malda Division of Eastern Railway for Passenger traffic.

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 Commissioner 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 provided by Open line as a regular maintenance 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.

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

(88)

Issue fact Please

No.90/CEDO/SP/3. 30-4-1993.

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

Sub: Sanction for running of M/s.BHEL Tiruchirapalli's 12 axle modified Koveri BG special wagon in empty and loaded condition loaded with 250 MW Boiler Drum weighing 139t. at a maximum speed of 40 Kmph and 20 kmph respectively on (i) Wadi-Daund-Manmad-Jalgaon and (ii) Balharshah-Wardha-Badnera-Bhusaval-Jalgaon BG Sections.

xxxxxx

With reference to your application No.T.607/M-3/WE/BV/XIV dated 5.11.92 and letter 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 12 axle 'Modified Koveri' BG special wagon of M/s. BHEL Tiruchirappalli to RDSO Drg.No.MD-88117-S-02 Alt.2 and MD-92014-S-01 Alt.1 in empty and loaded condition respectively with a maximum axle load of 16.34t and with a minimum wheel dia of 860 mm (condemning size) at a maximum speed of 40 Kmph in empty condition and 20 Kmph in loaded condition when loaded with 250 MW boiler drum weighing 139t. Ex.HPBP siding Ponnalai to Dhanu Road enroute over central Railway from (i) Wadi to Jalgaon via Daund and Manmad & (ii) Balharshah to Jalgaon via Wardha and Bhusaval.

The sanction is subject to observance of all permanent and temperary 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.W.10/92 BG and its amendment, RDSO's Speed Certificate dated 16.6.92 and all other certificates accompanying your application referred to above. As the consignment when loaded on this wagon infringes the Maximum Moving Dimensions of 1929, it is subject to separate sanction for every CDC movement being obtained from the Competent Authority on your Railwey as detailed in para 2.7 of RDSO's Speed Certificate.

It is however noted that sanction for condonation of infringement to item 16 Chapter-IV(A) of the BG Schedule of Dimensions (1973), has however already been conveyed vide this office letter No.90/CEDO/SP/31 dated 14.12.1989.

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

Contd....2/-

(89)

No.90/CEDO/SP/3. New Delhi, dated 30-4-1993.

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(1)/90 dated 21.4.93.

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.881 dated 1.12.92.

3. The Director General (Wagon), RDSO, Lucknow - 226 011.



29/4

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

9c.

(90)

No.93/CEDO/ORI/5. 2-4-93.

The General Manager (Construction),
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Doubling between Lucknow and Unnao by converting existing MG line into BG.

Reference may be made to Commissioner of Railway Safety's letter No.1476/51/1/L/OPG dated 5-3-93 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 above 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/5. New Delhi, Dated 2-4-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near CRIS, Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021, with reference to his letter No.1476/51/1/L/OPG dated5-3-93.

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

(91)

No.91/CEDO/SD/10. 2-4-93.

The Chief Engineer (Construction)I,
Eastern Railway,
Calcutta - 700 001.

Sub:- Infringement of gradient in station yard of Gangpur Station under Howrah Division of Eastern Railway.

Ref:- Your office letter No.CE/CON/W/1621 dated 22nd March,93.

The name of the station appearing as 'Gangapur' in the subject heading as well as in para I & para 2 of this office letter of even number dated 17-3-93 is a typographical error, which may be corrected to read as 'Gangpur' instead of 'Gangapur'.

The Receipt of this office letter may please be acknowledged.

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

(92)

No.93/CEDO/CRI/4. 2-4-93.

The General Manager (Construction),
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Doubling between Dhanton Sahib and Himmatpura Stations (15.544 Kms.)

Reference may be made to Commissioner of Railway Safety's letter No.1525/63/1/D/Opening dated 24-3-93 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/4. New Delhi, Dated 2-4-1993.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near CRIS, Delhi Safdarjung Station, Chanakyapuri, New Delhi - 1100021, with reference to his letter No.1525/63/1/D/Opening dated 24-3-93.

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

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

(93)

No.93/CEDC/SD/6. रेल भवन, नई दिल्ली-110001, दिनांक 2-4-1993.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Engineer(Con.)/East,
Northern Railway,
Headquarters Office,
Kashmere Gate,
Delhi - 110 006.

Sub: Dispensation to the infringement due to fixed structure on existing MG platform No.6 & 7 at Kanpur Central Station on Delhi - Mughal Sarai Section in connection with Kanpur - Lucknow Gauge Conversion.

....

With reference to your application No.101 W/41/PLAN/W II Pt.V dated 15.3.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to item 7(i), 7(ii) & 7(iii) Chapter-II of BG Schedule of Dimensions (1973) to platform shelter on MG platform No.6 and 7 at Kanpur Central Station in connection with gauge conversion of Kanpur - Lucknow Section from MG to BG as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No. p-26/1992/CNB accompanying your application referred to above.

It is, however, gathered that platform shelters for the present are being modified only to permit running of rolling stock built to 'X' class moving dimensions keeping in view the minimum expenditure to be incurred and minimum available targetted time for Gauge Conversion Projects.

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

No.93/CEDC/SD/6. New Delhi, dated 2-4-1993.

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(5)/90-II dated 24.3.1993.
2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110 021 with reference to his letter No.1517/23/1/VIII/Pt.6 dated 19.3.93. The infringement shown in concluding lines of para 2 of your letter may be corrected to read 1051 mm instead of 1651 mm shown therein.

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

P.T.O.

(94)

ANNEXURE - I

Location	Name of Structure which infringes	Chapter & Item No.	Presribed Dimensions	Existing Actual Dimn.	Infringement
Kanpur Central Station. - Mughal Sarai - Ghaziabad Section of N. Rly.	Passenger Platform shelters on M.G. platform No.6 & 7.	Chapter-II Item 7(i) From P.F. level to 305 mm above P.F.level.	5180mm increasing uniformly to 5330 mm.	4279 mm from P.F. level to 305 mm above P.F.level.	901 mm at P.F.level increasing to 1051 mm at 305 mm above P.F. level.
		Item 7(ii) From 305 mm above P.F.level. to 3430 mm above R.L.	5330 mm	4279 mm from 305 mm above P.F. level to 3430 mm above R.L.	1051 mm
		Item 7(iii) From 3430 mm above R.L. to 4115 mm above R.L.	5330 mm decreasing uniformly to 3810 mm	4279mm from 3430 mm above R.L. decreasing uniformly to 2650 mm at 4115mm height above R.L.	1051mm at 3430 mm above R.L. 1160mm at 4115 mm above R.L.

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

(95)

No.77/WDO/SD/4 New Delhi Dated 4.1.77

To

The General Manager,
Central Railway,
Bombay.

Sub:- Provision of slip Siding.

Ref:- Your letter No.361.P.22/S&C/1 dated 5.1.76.

In your letter quoted above, the foot note to item 44 of the list of questions in the Rules for opening of Railways, 1933, mentioned the words "At any station situated on or in the immediate neighbourhood ...". It may be mentioned that the words "on or" were deleted vide Correction Slip No.25 issued vide Board's letter No.65/WDO/OR II/2 dated 19.5.69. The corrected foot note reads as ...

"Careful perusal of foot ~~over~~ note to question No.43 would reveal that no station should be constructed on a grade steeper than 1 in 260.. In other words the gradient within the outermost facing points of a station should not be steeper than 1 in 260 except with the previous sanction of the Board."

Footnote to question 44 states that if in the immediate neighbourhood of a station there is a gradient of 1 in 80 falling towards a station or 1 in 100 falling away from the station, a catch siding in the former case and a slip siding in the latter case should be provided. The words "in the immediate neighbourhood" have to be interpreted in the light of Note(a) of item (ii) Chapter-II of Schedule of Dimensions, which clearly indicates that the station yard shall extend to a distance of 45 metres(150 ft.) beyond outermost points at either end of a station. It may, therefore, be observed that if a station is on a level between the outermost facing points but there is a grade of 1 in 80 falling towards or 1 in 100 falling away from a station from a point beyond but within 150 ft. of the outermost points, a catch siding in the former case and a slip siding in the latter case should also be provided.

There should be no misunderstanding that a station yard as defined in item No.2 Chapter II and notes appended to it should not have a gradient steeper than 1 in 260 unless Board's approval is obtained.

Q/4/77

(O.N. [illegible])
Jt. Director, Civil Engg.
Railway Board.

Copy forwarded [illegible] ten to Safety(A&R).

(96)

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 24-3-1993.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Officer(Constn.),
Northern Railway,
Kashmere Gate,
Delhi.

Sub: Delhi - rewari Gauge Conversion Project - Construction of Bridge No.93A (35 x 6.1 m PSC slabs).

.....

With reference to your application No.78-W/32/W-1/Plan dated 12.10.92 sent through the Chief Commissioner of Railway Safety Lucknow and letters dated 10.3.93 and 21.3.93, the sanction of Ministry of Railways is hereby communicated for provision of a vertical clearance of 1028 mm as against 1500 mm required as per clause 4.8 of Bridge Sub-structure and Foundation Code on Bridge No.93-A on Inchhapuri - Khalipur Section involved in Delhi - Rewari Gauge Conversion as shown in Drg.No. P-1203-SB/92 Sheet No.1 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 frequestly) should be clearly spelt out to all concerned.

Akumar 24/3/93

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

No.93/CEDO/BS/1. New Delhi, dated 24-3-1993.

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(5)/90 dated 11.11.92.

2. The Commissioner of Railway Safety, Northern Circle, Delhi Safdarjang Station Bldg., Near CRIS, Chanakyapuri, New Delhi - 110 021 with reference to his letter No.938/BKN/3/IV/Pt.7 dated 21.10.92.

(ARVIND KUMAR)
for Secretary Railway Board.

pk

(96)/(1)

No.93/CEDO/BS/1. 24-3-1993.

The Chief Administrative Officer(Constn.),
Northern Railway,
Kashmere Gate,
Delhi.

Sub: Delhi - Rewari Gauge Conversion Project - Construction of Bridge No.93A (35 x 6.1 m PSC slabs).

.....

With reference to your application No.78-W/32/N-1/Plan dated 12.10.92 sent through the Chief Commissioner of Railway Safety Lucknow and letters dated 10.3.93 and 21.3.93, the sanction of Ministry of Railways is hereby communicated for provision of a vertical clearance of 1028 mm as against 1500 mm required as per clause 4.8 of Bridge Sub-structure and Foundation Code on Bridge No.93-A on Inchhapuri - Khalipur Section involved in Delhi - Rewari Gauge Conversion as shown in Drg.No. B-1203-SB/92 Sheet No.1 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 frequestly) should be clearly spelt out to all concerned.

Arvind Kumar 24/3
(ARVIND KUMAR)
Executive Director Civil Engg. (BS),
Railway Board.

No.93/CEDO/BS/1. New Delhi, dated 24-3-1993.

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(S)/90 dated 11.11.92.

2. The Commissioner of Railway Safety, Northern Circle, Delhi Safderjang Station Bldg., Near CRIS, Chanakyapuri, New Delhi - 110 021 with reference to his letter No.938/BSI/3/IV/Pt.7 dated 21.10.92.

Arvind Kumar 24/3
(ARVIND KUMAR)
for Secretary Railway Board.

STATEMENT OF MAJOR, BRIDGES, MINOR BRIDGES AND BRIDGES WITH WATERWAYS AS ON 31.3.93

(Authority : File No. 93/CEDO/BR/1)

STATEMENT 'A' - Major & Minor Bridges

Railway	Major Bridges (Incl.ROBs & RUBs)	Minor Bridges (Incl.of ROBs & RUBs)	Total
1	2	3	4
Central	1325	13113	14438
Eastern	838	7548	8386
Northern	1065	15556	16621
North Eastern	668	4767	5435
Northeast Frontier	1025	4777	5802
Southern	1257	17245	18502
South Central	1257	13403	14660
South Eastern	1485	17479	18964
Western	1163	12979	14142
Total	10083	106867	116950

STATEMENT 'B' - Bridges with Waterways

Railways	30.5m (100'-0") & Above	18.3m (60'-0") & above to less than 30.5m (100'-0")	6.1m(20'-0") and above to less than 18.3m (60'-0")	less than 6.1m (20'-0")	Total
Central	606	446	1776	11360	14188
Eastern	467	187	847	6556	8057
Northern	516	341	1334	14249	16440
N.Eastern	411	180	497	4283	5371
Northeast Frontier	582	274	719	4179	5754
Southern	554	390	1560	15477	17981
South Central	606	598	1723	11340	14267
South Eastern	783	508	2068	15315	18674
Western	574	371	2123	10926	13994
Total	5099	3295	12647	93685	114726

(98)

Copy

No.93/CEDO/BS/1. 24-03-1993.

The Chief Administrative Officer(Constn.),
Western Railway,
Bombay.

Sub: Clearance/Free Board to be provided in case of minor bridges on Gauge Conversion Project.

Ref: Your letter No.WIC 415/B dated 12.3.93.

.....

The subject matter was discussed between EDCE(BS) Railway Board and Shri S.C. Bansal Chief Engineer(North) Western Railway on 17.3.93 when he was in Board's Office. It was advised to him that in connection with your above quoted letter, an application may be moved by Western Railway to the Secretary(Civil Engg.) Railway Board through CRS and CCRS for seeking condonation of infringement to the norms provided in Bridge Sub-structure and Foundation Code.

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

No.93/CEDO/BS/1. New Delhi, dated 24.03.1993.

Copy to the Chief Engineer(North), Western Railway, Churchgate, Bombay for information.

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

(99)

No.93/CEDO/CRI/3. 31st March,1993.

The General Manager(Constn.),
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Conversion of MG line into BG between Rohtak and Nagaur of Northern Railway.

Reference may be made to Commissioner of Railway Safety's letter No.1470/J/T/Opening dated 04.03.1993 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/CRI/3. New Delhi, Dated 31-3-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near C.R.I.S., Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021, with reference to his letter No.1470/J/T/Opening dated 04.03.1993.

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

(100)

No.92/CEDO/OLW/1. 24/3/93.

The General Manager,(Engg.)
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

Sub:- i) New lines/Doublings opened/Conversions opened/Dismantle lines restored during the year 1991-92.

ii) Lines dismantled during 1991-92.

iii) New lines/Doublings/Conversions in progress as on 31st March,92.

Please refer to this office letter of even number dated 10-6-92 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 24-12-92 and expedite the reply.

DA:-One.

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

(10)

IMMEDIATE

No.90/CEDO/ORI/5. 24-3-93.

The Chief Administrative Officer(Constn.)/SC,
South Central Railway,
Works Construction Branch,
Secunderabad - 500371.(A.P.)

Sub:- Opening of Newly Converted BG Line between Guntur and Macherla in South Central Railway prior to the line being opened for the Public Carriage of Passengers.

Ref:- Your office letter No.W/Con/347/B.67/Vol.III dated 26-5-1992.

Please refer to your office letter quoted above. The full compliance report in regard to the pending items of para 10.3.1, 10.3.2 and 10.3.5 as stated in the last para of your above quoted letter has not been furnished to Commissioner of Railway Safety, South Central Circle, Secunderabad and to this office so far.

Ministry of Railways therefore desire that an early compliance on the above mentioned paras may please be furnished without any further delay.

The Receipt of this office letter may please be acknowledged.

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

(102)

No.89/CEDO/ORI/8. 23-3-93.

The Deputy Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sub:- Construction of New Railway line between Gwalior and Panihar Stations as part of the New Guna-Shivpuri-Gwalior-Bhind-Etawah B.G. line on Central Railway- Report of inspection prior to opening of new line for public carriage of passengers.

Please refer Commissioner of Railway Safety, Central Circle, Bombay's letter No.C-12(81)/92 dated 24th December,92 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(103)

IMMEDIATE

No. 92/CEDO/ORI/2.

New Delhi dated 23-3-1993

The General Manager (Construction),
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- New Double line between Jind & Barsola Stations on Delhi-Bhatinda section on Northern Railway.

Please refer to this office letter of even number dated 25-5-1992 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 22nd July,92 and expedite the reply.

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

DA:-One.

(104)

IMMEDIATE

No. 92/CEDO/ORI/22. 22/3/93.

The General Manager (Construction-II),
Northeast Frontier Railway,
Maligaon,
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.

Please refer to this office letter of even number dated 27-11-92 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-As above.

(105)

No.90/CEDO/CRI/4. 10.3.1993.

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

Sub: Doubling of Track between Chitgidda and Vikarabad stations on Secunderabad - Vikarabad BG section on Secunderabad Division of South Central Railway - Opening ~~of~~ for public carriage of passengers.

.....

Reference may be made to the Commissioner of Railway Safety's letter No.6/SC/20/651 dated 24.2.93 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)
Exe. Director Civil Engg. (G),
Railway Board.

No.90/CEDO/CRI/4. New Delhi, dated 10-3-1993.

Copy forwarded for information to the Commissioner of Railway Safety, S.C. Circle, Rail Nilayam, Secunderabad - 500 371 with reference to his letter No. 6/SC/20/651 dated 24.2.93.

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

(106)

5-3-93.

No.92/CEDO/ORI/23.

The General Manager (Construction-II),
Northeast Frontier Railway,
Maligaon,
Guwahati.

Sub:- Opening of New M.G.Railway line between Arunachal and Jiribam of Silchar-Jiribam Project of N.F.Railway.

Please refer to this office letter of even number dated 30th November,92 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(107)

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 30/31-3-1993.

Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Officer(Con.),
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub: Gauge Conversion Project of Delhi - Rewari Section - Condonation of less free board in bridges.

.....

With reference to your application No.78-W/32/Plan/W-I dated 23.3.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to free board varying from -81 mm to 550 mm in Bridge No.26, 28, 43, 44, 52 and 95 falling on converted BG main line between Delhi Cantt. - Garhi Harsaru and Khalilpur - Rewari Section as against 1000 mm free board required as per clause 4.9.1 of Bridge Sub-Structure and Foundation Code as shown in Annexure-I and Drawing No. P-1211-SB/1992, P-1212-SB/1992 (three bridges), P-1220-SB/1992 and P-1232-SB/1992 accompanying your application referred to above.

The sanction is subject to the following observation of CCRS :-

"It is seen that except in one case all the other five bridges are being extended by hume pipes, keeping the existing rectangular openings under the MG lines intact. This is not very desirable from the hydraulic point of view. It is, therefore, necessary that the existing openings under the MG lines are also converted into similar hume pipe culverts, subject, however, to the water way being found adequate for these bridges."

It may be ensured by the Railway that in future proposal for individual bridges is finalised in advance and for any deviation from the existing water way, proposal with adequate details should be submitted to the Commissioner of Railway Safety for examination and sanction obtained from the Board in advance of conversion block.

The measures to be taken by the site staff to ensure safety to Railway operations, when the water level exceeds the danger level should be clearly spelt out to all concerned.

(ARVIND KUMAR)
Exe. Director Civil Engg. (B&S),
Railway Board.

Contd..2/-

(108)

No.93/CEDO/BS/1. New Delhi, Dated 30/31-3-1993.

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(5)/90-III dated 24.3.93.

2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110 021 with reference to his letter No.1529/BKN/I/C dated 23.3.93.

(ARVIND KUMAR) 31/3/93
for Secretary Railway Board.

(104)

No.91/CEDO/SD/10. 31st March,93.

The Chief Administrative Officer(Con),
Western Railway,
Headquarters Office,
Churchgate,
Bombay - 400 020.

Sub:- Patch Doubling between Shujalpur and Kalapipal on Ujjain-Bhopal Section of Western Railway.

Ref:- Your application No.WNC.634/4/12/4 dated 17-3-1993.

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 and 1 in 1000 in Shujalpur and Kalapipal yard on Ujjain-Bhopal Section in Ratlam Division of your Railway as shown in Drawing Nos.Dy.CE(S&C)1-RTM/1155/P-SJP and Dy.CE(S&C)1-RTM/1156/PKPP accompanying your application as against 1 in 1200 grade decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 28-11-1991.

The approval is subject to insertion of a suitable Clause in the Station Working Rules of Shujalpur and Kalapipal Stations that no train will be stabled without a live engine on the Main line.

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

(110)

No.93/CEDO/SD/2. 31-3-1993.

The General Manager,
Northern Railway,
New Delhi.

Sub: Dispensation to the infringement due to fixed structure on platform at Muktsar on Rewari - Fazilka Section in connection with Kotkapura - Fazilka Gauge Conversion.

.....

With reference to your revised application No.78-W/38/W-I/CRS dated 24.2.93 sent in supersession of your earlier application dated 12.1.93 through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to Clause 7(ii) and 7(iii) Chapter-II of B.G. Schedule of Dimensions(1973) involved in retention of existing platform shelter on loop line of Muktsar Station in connection with Kotkapura-Fazilka Gauge Conversion from MG to BG as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Sketch No. P-69-55/1993 accompanying your application referred to above.

It is however gathered that platform shelters for the present are being modified only to permit running of rolling stock built to 'X' Class moving dimensions keeping in view the minimum expenditure to be incurred and minimum available targetted time for Gauge Conversion Projects.

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

No.93/CEDO/SD/2. New Delhi, dated 31-3-1993.

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(5)/90 dated 15.1.93 and 24.3.93.

2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110 021 with reference to his letter No.1214/B&N/5/5/VIII dated 13.1.93 and 26.2.93.

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

ANNEXURE -I

S.NO.	Location	Name of Structure which infringes	Chapter & Item No.	Prescribed Dimensions	Existing Actual Dimn.	Infringement
1.	Muktsar Station, Kotkapura-Fazilka Gauge Conversion	Passenger platform shelter on platform on loop line of Muktsar Station	Chapter-II Item 7(i) From P.F. level to 305 mm above P.F. level	5180mm increasing uniformly to 5330mm.	5600mm from P.F. level to 305mm above P.F.level.	NIL
			Item 7(ii) From 305mm above P.F. level to 3430mm above R.L.	5330 mm	5600mm from 305 mm above P.F. level to 3110mm above P.F.level and thereafter decreasing uniformly to 3580mm at 3430mm above R.L.	0 upto 3110mm above R.L. 1750mm at 3430 mm above R.L.
			Item 7(iii) From 3430 mm above R.L. to 4115 mm. above R.L.	5330mm decreasing uniformly to 3810mm.	3580mm at 3430mm above R.L., decreasing uniformly 1680mm at 3775mm and continuing upto 4115 mm height above R.L.	1750mm at 3430 mm above R.L. varying to 2884mm at 3775 mm above R.L.& then to 2130mm at 4115mm above R.L.

(112)

No.93/CEDO/CRI/3. 31st March, 1993.

The General Manager(Constn.),
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Conversion of MG line into BG between Nokha and Nagaur of Northern Railway.

Reference may be made to Commissioner of Railway Safety's letter No.1470/J/T/Opening dated 04.03.1993 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/CRI/3. New Delhi, Dated 31-3-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near C.R.I.S., Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021, with reference to his letter No.1470/J/T/Opening dated 04.03.1993.

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

(113)

No. 91/CEDO/SD/14. 26-3-93.

The General Manager (Works),
Southern Railway,
Headquarters Office,
Works Construction Branch,
Egmore,
Madras-600 008.

Sub:- New Broad Gauge line between Trichur and Guruvayur, Punkunnam Station - Condonation of infringements.

With reference to your application No.W.262/XXIII/1/CH dated 22-7-92/2-9-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of existing 1 in 100 grade (KM:30/6 to 30/10) on Down line & 1 in 200 grade (KM:30/4 to 30/10 & KM:30/15 to 30/16) on Up main line in Punkunnam Station yard in connection with construction of a New B.G.line between Trichur and Guruvayur. So far as condonation of 1 in 300 grade (KM:30/10 to 30/15) is concerned the Railway should approach the concerned Commissioner of Railway Safety to accord his sanction. Commissioner of Railway Safety can give the sanction direct as per para 2 of Railway Board's letter No.93/CEDO/SD/5 dated 28-11-1991.

The sanction is subject to insertion of a suitable Clause in the Station Working Rules of Punkunnam Station that no train will be stabled without a live engine on the main line and no shunting of any form is to be performed within the station limits of Punkunnam Station. All precautions should be taken by the Railway to prevent accidents in view of the steep grades proposed at this station.

Sd/-

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

P.T.O.

(114)

No.91/CEDO/SD/14. New Delhi, Dated 26 -5-1993.

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 1-5-1993.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Seshadri Road, Gandhi Nagar P.O., Bangalore-560009 with reference to his letter No.1806 dated 25-1-1993.

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

(115)

No.93/CEDO/GE I/2. 26-3-1993.

The General Manager,
South Central Railway,
Secunderabad.

Sub: Jalna - Aurangabad Section - Conversion from Metre Gauge to Broad Gauge.

....

Reference may be made to the Commissioner of Railway Safety's letter No.6/SC/20/673 dated 12.3.93 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/GE I/2. New Delhi, dated 26-3-1993.

Copy forwarded for information to the Commissioner of Railway Safety, South Central Circle, Secunderabad with reference to his letter No.6/SC/20/673 dated 12.3.93.

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

(116)

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/SF/8. New Delhi, dated 23-3-1993.

My dear MITTAL,

Sub: Provisional Speed Certificate for movement of "BG Permaquip Overhead Machine" manufactured by M/s. Permanent Way Equipment Co.,Ltd., Gilthrook, Nottingham NG 162 GQ,U.K.

Ref: Speed Certificate No.ETI/OHE/MV/ Permaquip dated 16.4.91.

....

Kindly refer to my D.O. of even number dated 16.2.93. Reply to this office letter of even number dated 18.8.92 is still awaited from Motive Power Directorate of RDSO inspite of repeated reminders. In absence of any reply, the machines are idling on Northern and South Central Railways and we are unable to issue the sanction for their running.

May I request you to personally look into the matter and at least apprise me of the reason for delay in reply.

With best wishes,

Yours sincerely,

(R.P. JAIN) 23/3/93

Shri H.P. MITTAL,
Director General,
R.D.S.O.,
LUCKNOW - 226 011.

(117)

No.92/CEE0/SD/7. 22-5-93.

The General Manager (Electrical),
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

Sub:- Remodelling of Burnpur yard - adoption of restricted clearance for OHE Structures.

In view of the position explained in your application No.EL/PRP/D/472 dated 8-1-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by 13 OHE Masts having setting distances varying from 2160 mm to 2590 mm from centre line of track at Burnpur Station yard of your railway as against 2560 mm required as per item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) in connection with provision of Platform facilities at Burnpur yard to deal with Coaching trains as shown in Form-XI, CCRS's letter and Drawing No.CEE/TR/CON/432 accompanying your application referred to above. It is noted that out of 13 OHE Masts only two OHE Masts are having setting distances marginally less than 2210 mm and that 3660 mm (12'-0") Wide Stock is not proposed to be run for the present in the yard. Since CCRS in his forwarding letter has pointed out the mistakes in the actual clearances available, the Railway should therefore be careful in future in listing out the clearances which involve safety of passengers.

The sanction is applicable only to condonation of infringements to clearances so far as OHE Masts 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.

P.T.O.

(118)

No.92/CEDO/SD/7. New Delhi, Dated 29-5-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-2(4)/90 dated 5-3-1993.

2) The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road, 12th Floor, Calcutta - 700 001, with reference to his letter No.923 dated 14-1-93.

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

(119)

No.85/WDO/SR/1. 22-3-1993.

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

Sub:- Proposed running of 'BOBR' Wagon on Karepalli - Singareni for Vijayawada Power Station.

Ref:- Your letter No.W/469/BOBR/89 dated 17-2-93.

With reference to your letter quoted above, this is to advise you that since Vijayawada Thermal Power Station is linked to Manuguru (Singareni) Coal field, South Central Railway should obtain the clearance from Secretary(Civil Engg:), Railway Board for running of 'BOBR' Wagon to RDSO's Drawing No. WD-86013-S-01 Alt.3 on Karepalli-Singareni Section. Accordingly, the Railway Should move an application to the Board for issuing the necessary route clearance to RDSO for correction in their Speed Certificate and also send performa I & II duly filled in.

Since, the sanction for running of BOBR Wagon on some specific routes has already been issued vide Board's letter No. 89/CEDO/SR/11 dated 30/5/89, you may approach the concerned CRS for issue of sanction for running of 'BOBR' Wagon on Karepalli-Singareni route after route clearance to RDSO is issued from Board's office.

19/3

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

DA:-As above.

~~H97~~
120

No.91/CEDO/SR/7. 22 -3-93.

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

Sub:- Proposed restrictions in the running of 'BOBR' Wagon.

Ref:- Your letter No.W/469/BOBR/89 dated 24-8-92.

In continuation of this office letter of even number dated 7-8-92, Ministry of Railways further desire to ascertain the possibility of running 'BOBR' Wagon built to RDSO Sketch No.WD-86013-S-01 Alt.3 on Balharshah-Belampalli Section for the limted purpose of ascertaining the possibility of running similar stock at a future date built to these dimensions.

According to RDSO, the above wagon infringes the BG Schedule of Dimensions (1973) as per details given in Annexure-I and II enclosed. You may therefore examine the possibility of running of this wagon on the above section falling in the jurisdiction of your railway and advise the details of infringements and the restrictions proposed to be imposed as per performa I & II enclosed. The information may please be furnished within a month from the date of issue of this office letter indicating clearly if minimum 4570 mm (15'-0") track centres and minimum 2135 mm (7'-0") structure distance are available enroute.

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

DA:-As above.

The Secretary (Works),
Railway Board, New Delhi.

(124)

Government of India
Ministry of Civil Aviation
(Commission of Railway Safety)

Office of the
Commissioner of Railway Safety
South Central Circle,
Secunderabad.

Sub: Jalna-Aurangabad Section - Conversion from Metre Gauge to Broad Gauge.

AUTHORISATION

Having inspected the newly converted Broad Gauge single line section between Jalna (Km.175.86) and Aurangabad (Km.113.16) Stations (Kilometreage reckoned from Manmad as '0') in Hyderabad Division of South Central Railway, by motor trolley on 9-3-93 and 10-3-93 and by Trailing Window by special train on 11-3-93 and having inspected the various sub-grade and accommodation works pertaining thereto, I am satisfied that the provisions of Section 22/1 of the Indian Railways Act 1989 have been generally complied with. I Have, therefore, under the Powers delegated to me vide Railway Board's Notification No.152-P dated 21-1-1916, authorise the opening of the above section for Public Carriage of Passengers at a maximum permissible speed of 60 Kmph.

2. The above authorisation is subject to the following:

i) A special watch shall be kept on bridges where vertical clearances and free board are less than the minimum, during rains and floods.

ii) All gatemen at manned BG level crossing gates and other P.Way maintenance staff becoming familiar with the protection rules.

iii) Drivers working on the new section learning the road and signals;

iv) A special board being exhibited at the Approach of Aurangabad to caution drivers of entry into territory with Multiple Aspect Colour light Signalling.

v) Observance of all speed restrictions indicated under this authorisation as well as those that may be imposed from time to time. The following speed restrictions are imposed:

1) Km.118/0 - 119/0 -- 30 Kmph (Ballasting and alignment to be improved)
2) Br.139 Km.124/6-10- Stop Dead and Proceed at 10 Kmph (Wings and returns to be completed)
3) Km.135/14 - 136/5 - 30 Kmph (Ballasting and aligament to be improved)
4) Km.143/4 - 144/10 - 30 Kmph { -do- }
5) Km.162/0 - 163/7 — 15 Kmph { -do- }

...2.

इन शर्तों का ऊपर में दिया जायेगा।

रेल मन्त्रालय, (रेलवे बोर्ड)
(Railway Board)
22 MAR 1993
C. R. No.
Section Diary No.
Classification

The above temporary speed restrictions may be relaxed after attending to the outstanding works by the Deputy Chief Engineer (Constn.) after issuing a Safety Certificate.

vi) All connected Signalling and interlocking works at Jalna, Badnapur, Kermad, Chikaltan and Aurangabad Stations being carried out as per sanctions separately accorded and as per instructions given during inspection under letter No.9/SC/9 dt.11-3-93 and necessary Safety Certificates being issued by Senior Scale Officers of Engineering/Constn., Signalling/ Constn. and Safety Depts. (Concerned Division). If trains are proposed to be run, in the mean time, this shall be done only under non-interlocking working conditions in accordance with letter No.9/SC/9 dt.11-3-93.

vii) Entry of Passenger trains on loops at Jalna, Badnapur, Karmad and Chikaltan shall be subject to issue of a Safety Certificet by Deputy Chief Engineer(Constn.).

viii) The run through speed for Badnapur, Karmad and Chikaltan shall be restricted to 50 Kmph till the trap switchs for loop lines are replaced by sand humps. The run through speed in Aurangabad shall be restricted to 15 Kmph due to existence of a number of curves with points and crossings.

3. The Sectional speed beyond 60 Kmph may be increased by the Deputy Chief Engineer (Constn.) after ballasting is completed to full profile and packed after issue of a Safety Certificate.

4. Any increase in Sectional speed beyond 80 Kmph may be done by the Open Line maintenance Organisation after the Section maintenance is taken over.

Y.Rao 12/3/93

(Y.Nageswara Rao)
Commissioner of Railway Safety.

No.6/SC/20/673 Dt: 12-03-1993.

Copy forwarded for information to:

1. The Secretary (Works), Railway Board, New Delhi.
2. The Executive Director(Safety), Railway Board, New Delhi.
3. The General Manager, South Central Railway, Secunderabad.
4. The Chief Administrative Officer(Constn.)S.C.Railway, Secunderabad.

Y.Rao 12/3/93.

(Y.Nageswara Rao)
Commissioner of Railway Safety.

Issue Dyl 17/3

Sr no 119

(123)

No.91/CEDO/SD/10.

17-3-93.

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

Sub:- Infringement of gradient in station yard of Gangapur station under Howrah Division of Eastern Railway.

Ref:- Your application No.CE/Con/W/1621 dated 9th March,93. Sr no 117



In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of 1 in 1000 grade from KM:099.700 to KM:100.702 in connection with provision of one Up loop and one Dn.Goods loop at Gangapur Station yard on Barddhaman-Howrah Section under Howrah Division of Eastern Railway as shown in Form-XI and Drawing No.CE/S&C.SK No.5-93 accompanying your application as against 1 in 1200 grade decided by Ministry of Railways interms of their letter No.88/CEDO/SI dated 6-9-1989.

The approval is subject to insertion of a suitable Clause in the Station Working Rules of Gangapur Station that no train will be stabled without a live engine on the main line.

16.3.93

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

(124)

No.93/CRDO/SR/5. 16 March.93.

The General Manager(Engg.),
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

Sub:- Running of Single/Double/Triple head WAG 5 HA Class electric locomotive fitted with Hitachi traction motors for hauling passenger and freight trains on Vishakhapatnam-Kirandul Electrified Section of South Eastern Railway.

Ref:- Your application No.G/Loco/WAG5/Pt.II dated 14-12-1992.

Your above quoted application for running of WAG5HA electric locomotives on Vishakhapatnam - Kirandul Section has not so far been received in this office duly forwarded through Commissioner of Railway Safety and Chief Commissioner of Railway Safety.

It appears from the copy of CRS's letter No.832 dated 17-12-92 received in this office that the sanction for running of WAG5HA electric locos has already been issued under this office letter No.89/CRDO/SR/5 dated 27-9-1991 on the entire B.G.electrified sections except Vishakhapatnam-Kirandul section of your Railway.

Attention in this connection is drawn to para 2(a) of Chapter-V of the Rules for opening of a Railway which provides that in pursuance of orders issued in Railway Board's Notification No.350 dated 26-11-1915 the Commissioners of Railway Safety can sanction the use of locomotive engines or other motive power and rolling stock on new lines of the Railway within their respective circles; the implication being that when a particular loco or rolling stock is already in operation on one section of the Railway, its use on other sections of the same Railway can be permitted by the CRS without approaching the Board.

In view of the above, Commissioner of Railway Safety, South Eastern Circle, Calcutta is quite competent to issue the sanction for running of WAG5HA electric locos on Vishakhapatnam-Kirandul Section direct without approaching the Railway Board. South Eastern Railway may therefore accordingly approach CRS to issue the sanction.

Sd/-

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

P.T.O.

(125)

No.93/CEDO/SR/3 New Delhi, Dated /6 March,93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001.

2) The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No.832 dated 17-12-1992.

Sd/-

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

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

(126)

No.93/CEDO/SR/3.

रेल भवन, नई दिल्ली-110001, तिथि 16 March,93.
Rail Bhavan, New Delhi-110001, dated 19

The General Manager(Engg.),
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

Sub:- Running of Single/Double/Triple head WAG 5 HA Class electric locomotive fitted with Hitachi traction motors for hauling passenger and freight trains on Vishakhapatnam-Kirandul Electrified Section of South Eastern Railway.

Ref:- Your application No.G/Loco/WAG5/Pt.II dated 14-12-1992.

Your above quoted application for running of WAG5HA electric locomotives on Vishakhapatnam - Kirandul Section has not so far been received in this office duly forwarded through Commissioner of Railway Safety and Chief Commissioner of Railway Safety.

It appears from the copy of CRS's letter No.832 dated 17-12-92 received in this office that the sanction for running of WAG5HA electric locos has already been issued under this office letter No.89/CEDO/SR/5 dated 27-9-1991 on the entire B.G.electrified sections except Vishakhapatnam-Kirandul section of your Railway.

Attention in this connection is drawn to para 2(a) of Chapter-V of the Rules for opening of a Railway which provides that in pursuance of orders issued in Railway Board's Notification No.350 dated 26-11-1913 the Commissioners of Railway Safety can sanction the use of locomotive engines or other motive power and rolling stock on new lines of the Railway within their respective circles; the implication being that when a particular loco or rolling stock is already in operation on one section of the Railway, its use on other sections of the same Railway can be permitted by the CRS without approaching the Board.

In view of the above, Commissioner of Railway Safety, South Eastern Circle, Calcutta is quite competent to issue the sanction for running of WAG5HA electric locos on Vishakhapatnam-Kirandul Section direct without approaching the Railway Board. South Eastern Railway may therefore accordingly approach CRS to issue the sanction.

Singla

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

P.T.O.

(127)

No.93/CEDO/SR/3 New Delhi, Dated 16 March,93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001.

2) The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No.832 dated 17-12-1992.

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

तार कार्यालय
WIRELESS OFFICE
15 MAR 1993
रे. बो.,
Railway Board

128

No.91/CEDO/SD/14. 15 - 3 - 1993.

The Chief Administrative Officer(Constn.),
Southern Railway,
Head Quarters Office,
Works Construction Office,
Egmore,
Madras - 600 008.

Sub:- New Broad Gauge line between Trichur and Guruvayur, Punkunnam Station - Condonation of infringements.

Ref:- Your application No.W.262/XXIII/1/CH dated 22/2.7/9-92.

Please arrange to send a copy each of the Signalling Plan, Index Plan and Index Section of the above mentioned section to enable this office to consider the issue of sanction for condonation of grade infringements in Punkunnam Station Yard.

This may please be treated as urgent.

Sd/-

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

(129)

No. 92/CEDO/ORI/2/1. 15-3-93.

The General Manager(Construction),
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Opening of New Double line between Kinana, Bishanpura Haryana and Jind stations on Delhi-Bhatinda Section of Delhi Division of Northern Railway.

Please refer to this office letter of even number, dated 31st July,92 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(130)

No.92/CRDO/ORI/7. 12-5-93.

The General Manager (Construction),
Northern Railway,
Kashmere Gate,
Delhi - 110006.

Sub:- New Double line between Jataula Sampka and Pataudi Road Stations on Delhi-Rewari section on the Northern Railway.

Please refer to this office letter of even number dated 31st July,92 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(131)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.92/W1/KRC/1

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 12.3.1993 19

The Chairman & Managing Director,
Konkan Railway Corporation Ltd.,
Sector-11, CBD, Belapur,
New Bombay-400 014.

Sub: **Running of self propelled rail borne vans for permanent way maintenance.**

....

With reference to your application No.KR/CO/M/23 dated 3.3.1993 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running at 10.2 t axle load four wheeled self propelled rail borne vans for permanent way maintenance to Drg.No.KR/CO/M/23/SK 1. Alt.I on Roha-Veer Dasgaon Section of Konkan Railway Corporation Ltd. at a maximum speed of 15 Kmph.

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, RDSO's Speed Certificate and all other certificates accompanying your application referred to above. The sanction shall be deemed to have been operative only after the section is opened to traffic by the Konkan Railway Corporation after authorisation for opening from CRS Central Circle.

Ministry of Railways also condone the infringements to item 2(ii), 10, and 19(a) of Chapter-IV(A) of B.G.Schedule of Dimensions (1973) involved in the design of the above self propelled rail borne vans.

(K.P. SINGH)
Executive Director (Works),
Railway Board.

No.92/W1/KRC/1 New Delhi, dated 12.3.1993.

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-I dt. 10.3.93
2. The Commissioner of Railway Safety, Central Circle, Churchgate Station Bldg. Annexe, 2nd Floor, Bombay-20 with reference to his letter No.C-11(122)/93-174 dt. 5.3.93.
3. The Director Standards (Motive Power), RDSO, Lucknow-226011.

Copy to :- CEDs Rly Board

(K.P. SINGH)
for Secretary, Railway Board.

(132)

No.91/CEDO/SD/10. 11-3-93.

The Chief Administrative Officer(Construction),
South Eastern Railway,
Vishakhapatnam - 530 004.

Sub:- Remodelling of Simhachalam North Station Yard in connection with provision of Bye-pass line from Simhachalam North to Kothapalam on Waltair-Madras main line - Administrative approval for station yard on grades steeper than 1 in 1200.

Ref:- Your application No.CAO/C/VSKP/D/VSP/YDS/SOMN Bye pass/1069 dated 15/16-2-93.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of 1 in 700 grade from chainage(-)940 to chainage(-)660 and 1 in 450 grade towards Waltair from Chainage 215.36 in connection with remodelling of Simhachalam North Station yard for provision of a new Bye-pass line taking off from Vishakhapatnam end of Simhachalam North to Old Kothapalam (New Gopalapatnam) on Vishakhapatnam-Madras line as against 1 in 1200 grade decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/3 dated 6-9-89. It is noted that concession for 1 in 300 grade existing on the approaches of Simhachalam North Station at Howrah end has already been obtained by the railway from Commissioner of Railway Safety, South Eastern Circle under his letter No.527/111/10/VIII/1988 dated 28-11-88.

The approval is subject to insertion of a Clause in the Station Working Rules of the above 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.

(132)/0

D F A

No. 91/CEDO/SD/10. New Delhi, dated //.3.93

The Chief Administrative Officer (Const.),
South Eastern Railway,
Vishakhapatnam - 530 004.

Sub : Re-modelling of Simhachalam North Station Yard in connection with provision of Bye Pass Line from Simhachalam North to Kothapalem on Waltair-Madras main line - administrative approval for station yard on grades steeper than 1 in 1200.

Ref : Your application No.CAO/C/VSKP/D/VSP/YDS/SCON. BYE PASS/1069 dated 15/16.02.93. SMD 112

.....

In view of the position explained in your above quoted application, administrative approval of Ministry of Railways is hereby communicated for adoption of 1 in 700 grade from chainage (-)940 to chainage (-)660 and 1 in 450 grade towards Waltair from Chainage 213.36 in connection with remodelling of Simhachalam North station yard for provision of a new bye pass line taking off from Vishakhapatnam end of Simhachalam North to old Kothapalem (New Gopalapatnam) on Vishakhapatnam-Madras line as against 1 in 1200 grade decided by Ministry of Railways in terms of their letter No.89/CEDO/SD/8 dated 6.9.89. It is noted that condonation for 1 in 300 grade existing on the approaches of Simhachalam North station at Howrah end has already been obtained by the railway from CRS S.E.Circle under his letter No. 527/111/10/VIII/1988 dated 28.11.88.

The approval is subject to insertion of a clause in the station Working Rules of the above 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.

(133)

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

No. 93/CEDO/SD/3. रेल भवन, नई दिल्ली-110001, तिथि 11-3-1993
Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Officer(Const.),
Southern Railway,
18, Millers Road,
Bangalore - 560 046.

Sub : Bangalore City - Yelahanka section - Gauge Conversion from MG to BG - Condonation for Infringement of Buildings and Structures.

With reference to your application No. W.347/GC/BNC/SBC - UBL dated 8.12.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of the following infringements in Bangalore City and Yesvantpur yards in connection with conversion of Bangalore city - Yelahanka section from MG to BG. These infringements are based on Form - XI and Drawing No. BL/BNC/25-92, BL/BNC/26-92 and BC/BNC/27-92 accompanying your application referred to above.

Infringing Structure.	Item No. & Chapter of S.O.D.	Prescribed Dimension (mm)	Existing Dimension (mm)
1. RCC Col. of Platform Shelter on platform No.8 in Bangalore city yard.	Item 8(ii) Chapter - II.	4720	3810
2. FOB Steel Col. on platform No.10 in Bangalore city yard	Item 7(ii) Chapter - II	5330	4940
3. RCC FOB landing in Yesvantpur yard	Item 7(ii) Chapter - II	5330	4620
4. RCC foot over bridge deck girder in Yesvantpur yard	Item 10 Chapter - II	6250	4900
5. ROB No.414 B Col. faces(Col.No.2 on outside of 2° curve) between Bangalore city and Yesvantpur	Item 13(ii) (b) & (c) Chapter - I.	2360 + 10 allowance for 2° curve =2370	2210

contd. 2/-

(134)

The sanction is subject to suitable warning Boards being displayed at the infringing locations and imposition of a speed restriction of 90 Kmph at ROB No. 414 B in between Bangalore city and Yesvantpur stations. It is noted that the sanctioned estimate for this conversion project does not include the works connected with electrification. No lifting or reconstruction of ROBs or other structures to provide for overhead electrical equipment clearances has therefore been considered at this stage. However, at the time of electrification of the section, the railway will lift or reconstruct the ROBs and other structures to provide the necessary clearances.

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

No. 93/CEDO/SD/3. New Delhi, dated 11.3.93

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 dated 18.2.93.

2) The Commissioner of Railway Safety, Southern Circle, No. 7 Seshadri Road, Gandhi Nagar, Bangalore-560 009 with reference to his letter No.1605 dated 30.12.92.

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

(135)

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

No.91/CEDO/SD/10. रेल भवन, नई दिल्ली-110001, दिनांक 11-3-93.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Officer(Construction),
South Eastern Railway,
Visakhapatnam - 530 004.

Sub:- Remodelling of Simhachalam North Station Yard in connection with provision of Bye-pass line from Simhachalam North to Kothapalam on Waltair-Madras main line - Administrative approval for station yard on grades steeper than 1 in 1200.

Ref:- Your application No.CAO/C/VSKP/D/VSP/YDS/SOMN Bye pass/1069 dated 15/16-2-93.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of 1 in 700 grade from chainage(-)940 to chainage(-)660 and 1 in 450 grade towards Waltair from Chainage 213.36 in connection with remodelling of Simhachalam North Station yard for provision of a new Bye-pass line taking off from Visakhapatnam end of Simhachalam North to Old Kothapalam (New Gopalapatnam) on Visakhapatnam-Madras line as against 1 in 1200 grade decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89. It is noted that condonation for 1 in 300 grade existing on the approaches of Simhachalam North Station at Howrah end has already been obtained by the railway from Commissioner of Railway Safety, South Eastern Circle under his letter No.527/111/10/VIII/1988 dated 28-11-88.

The approval is subject to insertion of a Clause in the Station Working Rules of the above 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.

(136)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No. 91/CEDO/SD/10. रेल भवन, नई दिल्ली-110001, दिनांक 11-3-93
Rail Bhavan, New Delhi-110001, dated 19

The Chief Project Manager,
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

Sub:- Adoption of 1 in 800 gradient in Basulya Sutahata yard on Panskura-Haldia section - Administrative approval for station yard on grades steeper than 1 in 1200.

Ref:- Your letter No.PD/DRG/114/000668 dated 3.2.93.

It is seen from your above quoted letter that you have simply informed the Board for adoption of 1 in 800 rising gradient in Basulya Sutahata yard which is not in order. In terms of Board's letter No.88/CEDO/SD/8 dated 6-9-89, Administrative approval has to be obtained from the Board by the railways individually in each case before execution of the work for adoption of grades steeper than 1 in 1200. In future such practice should be avoided and application moved to Secretary(Civil Engineering), Railway Board for obtaining the administrative approval for adoption of grades steeper than 1 in 1200.

However, keeping in view the urgency of the work and the difficulty expressed in provision of 1 in 1200 gradient, Administrative approval of Ministry of Railways is hereby communicated for adoption of 1 in 800 rising gradient between CH:109.12 to CH:596.80 in connection with provision of unidirectional reception loop in Basulya Sutahata yard on Panskura-Haldia section.

The approval is subject to insertion of a suitable Clause in the Station Working Rules of the above 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.

(136)/0

No. 91/CEDO/SD/10. 11-3-93.

The Chief Project Manager,
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

Sub:- Adoption of 1 in 800 gradient in Basulya Sutahata yard on Panskura-Haldia section - Administrative approval for station yard on grades steeper than 1 in 1200.

Ref:- Your letter No.PD/DRG/114/000668 dated 3.2.93.

It is seen from your above quoted letter that you have simply informed the Board for adoption of 1 in 800 rising gradient in Basulya Sutahata yard which is not in order. In terms of Board's letter No.88/CEDO/SD/8 dated 6-9-89, Administrative approval has to be obtained from the Board by the railways individually in each case before execution of the work for adoption of grades steeper than 1 in 1200. In future such practice should be avoided and application moved to Secretary(Civil Engineering), Railway Board for obtaining the administrative approval for adoption of grades steeper than 1 in 1200.

However, keeping in view the urgency of the work and the difficulty expressed in provision of 1 in 1200 gradient, Administrative approval of Ministry of Railways is hereby communicated for adoption of 1 in 800 rising gradient between CH:109.12 to CH:596.80 in connection with provision of unidirectional reception loop in Basulya Sutahata yard on Panskura-Haldia section.

The approval is subject to insertion of a suitable Clause in the Station Working Rules of the above 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.

(137)

5-3-93.

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

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

Sub:- Procedure for certification of maximum permissible speed of rolling stock.

Ref:- Your letter No.SD.POL.11 dated 7-6-1982.

As per your above quoted letter para 6 was incorporated in Board's Policy Circular No.6 which was circulated to railways in supersession of all previous instructions on the subject under this office letter No.73/WDO/SR/3/O dated 8-7-80. General Manager, Central Railway vide his letter No.W.683/TM/OSC/BB-MO, BL-ALD dated 10-5-89 and W.681.Y.66.HR dated 12-2-93 (Copy enclosed for your ready reference) has represented that since most of the passenger coaches and locomotives have been cleared for running at 110 Kmph without any speed stipulations and track structure has also considerably been strengthened during the last two decades, therefore the stipulations made in para 6 of Policy Circular No.6 regaring route proving Oscillograph car runs to be done before permitting speed beyond 105 Kmph on the Broad Gauge may be considered for amendment.

Ministry of Railways therefore desire that RDSO should furnish their opinion in consultation with Chief Commissioner of Railway Safety in connection with amendment of route proving Oscillograph car runs which are necessary to be done for speed beyond 105 Kmph on the Broad Gauge and beyond 75 Kmph on Metre Gauge interms of Board's Policy Circular No.6. The issue may be examined in detail and your views furnished to this office alongwith draft for amendment to para 6 of Board's Policy Circular.

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

DA:- As above

No.92/CEDO/SR/4/O. New Delhi, Dated 5-3-93.

Copy forwarded for information to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001.

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

(138)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेल बोर्ड Railway Board)

No.92/CEDO/SR/4/0. 5-3-93.

रेल भवन, नई दिल्ली-110001, दिनांक ----------

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

Sub:- Procedure for certification of maximum permissible speed of rolling stock.

Ref:- Your letter No.SD.POL.11 dated 7-6-1982.

As per your above quoted letter para 6 was incorporated in Board's Policy Circular No.6 which was circulated to railways in supersession of all previous instructions on the subject under this office letter No.73/MDO/SR/9/0 dated 8-7-80. General Manager, Central Railway vide his letter No.W.683/TM/OSC/BB-WO, HL-ALD dated 10-5-89 and W.681.I.66.BR dated 12-2-93 (Copy enclosed for your ready reference) has represented that since most of the passenger coaches and locomotives have been cleared for running at 110 Kmph without any speed stipulations and track structure has also considerably been strengthened during the last two decades, therefore the stipulations made in para 6 of Policy Circular No.6 regaring route proving Oscillograph car runs to be done before permitting speed beyond 105 Kmph on the Broad Gauge may be considered for amendment.

Ministry of Railways therefore desire that RDSO should furnish their opinion in consultation with Chief Commissioner of Railway Safety in connection with amendment of route proving Oscillograph car runs which are necessary to be done for speed beyond 105 Kmph on the Broad Gauge and beyond 75 Kmph on Metre Gauge interms of Board's Policy Circular No.6. The issue may be examined in detail and your views furnished to this office alongwith draft for amendment to para 6 of Board's Policy Circular.

4/3

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

DA:- As above.

No.92/CEDO/SR/4/0. New Delhi, Dated 5-3-93.

Copy forwarded for information to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001.

4/3

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

O/C

(139)

S.No.37

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(Rail Bhawan Railway Board)

5-3-93.

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

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

Sub:- Procedure for certification of maximum permissible speed of rolling stock.

Ref:- Your letter No.SD.POL.11 dated 7-6-1982.

As per your above quoted letter para 6 was incorporated in Board's Policy Circular No.6 which was circulated to railways in supersession of all previous instructions on the subject under this office letter No.73/MDO/SR/9/0 dated 8-7-80. General Manager, Central Railway vide his letter No.W.683/TM/OSC/ NB-WO, NL-ALD dated 10-5-89 and W.681.M.66.NR dated 12-2-93 (Copy enclosed for your ready reference) has represented that since most of the passenger coaches and locomotives have been cleared for running at 110 Kmph without any speed stipulations and track structure has also considerably been strengthened during the last two decades, therefore the stipulations made in para 6 of Policy Circular No.6 regaring route proving Oscillograph car runs to be done before permitting speed beyond 105 Kmph on the Broad Gauge may be considered for amendment.

Ministry of Railways therefore desire that RDSO should furnish their opinion in consultation with Chief Commissioner of Railway Safety in connection with amendment of route proving Oscillograph car runs which are necessary to be done for speed beyond 105 Kmph on the Broad Gauge and beyond 75 Kmph on Metre Gauge interms of Board's Policy Circular No.6. The issue may be examined in detail and your views furnished to this office alongwith draft for amendment to para 6 of Board's Policy Circular.

4/3

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

DA:- As above

New Delhi, Dated 5-3-93.

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

Copy forwarded for information to

The Chief Commissioner of Railway Safety,
Lucknow-226001.

4/3

(S.M.SINGLA)
for Secretary Railway

O/C

(140)

No.92/CEDO/ORI/9. 9-3-93.

The General Manager (Construction),
Northern Railway,
Kashmere Gate,
Delhi.-110006.

Sub:- New line between Nangal Dam-Una Himachal Section on the Northern Railway.

Please refer to this office letter of even number dated 12th August,92 (Copy enclosed for ready reference) and expedite the reply.

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

(141)

No.90/CEDG/GRI/4. 10.3.1993.

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

Sub: Doubling of Track between Chitgidda and Vikarabad stations on Secunderabad - Vikarabad BG section on Secunderabad Division of South Central Railway - Opening ~~of~~ for public carriage of passengers.

.....

Reference may be made to the Commissioner of Railway Safety's letter No.6/SC/20/651 dated 24.2.93 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.

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

No.90/CEDG/GRI/4. New Delhi, dated 10-3-1993.

Copy forwarded for information to the Commissioner of Railway Safety, S.C. Circle, Rail Nilayam, Secunderabad - 500 371 with reference to his letter No. 6/SC/20/651 dated 24.2.93.

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

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेल.वे बोर्ड RAILWAY BOARD)

(142)

No.93/CEDO/SD/5. रेल भवन, नई दिल्ली-110001, तिथि 10-3-93
Rail Bhavan, New Delhi-110001, dated 19

The Chief Engineer(Construction)GC-II,
Northern Railway,
Kashmere Gate,
Delhi - 110006.

Sub:- Dispensation to the infringement due to fixed structure on platforms at Delhi Cantt., Gurgaon and Garhi Harsaru stations on Delhi-Rewari section in connection with Delhi-Rewari Gauge Conversion.

With reference to your application No.78-W/17/CRS/W-I dated 6-11-92 sent through the Chief Commissioner of Railway Safety Lucknow and your revised application dated 26-2-93 sent directly, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 7(i), 7(ii) & 7(iii) of Chapter-II of B.G. Schedule of Dimensions (1973) for platform shelters on platform No. 2 & 3 at Garhi Harsaru and Delhi Cantt. stations and for water tank mounted on RPF Building at west end of platform No.1 at Gurgaon station as shown in Form-XI and Drawing No.P-63-SS/92, P-64-SS/93 and P-80-MS/1992 respectively accompanying your application dated 26-2-93 referred to above.

It is however gathered from discussion that platform shelters for the present are being modified only to permit running of rolling stock built to 'X' Class Moving Dimensions keeping in view the minimum expenditure to be incurred and minimum available targetted time for Gauge Conversion Projects. The sanction is being issued as a special case without the comments from Commissioner of Railway Safety and Chief Commissioner of Railway Safety on the revised application keeping in view the urgency expressed by the railway for an early completion of Gauge Conversion Work.

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

P.T.O.

(193)

No.93/CEDO/SD/5. New Delhi, Dated 10-3-93.

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 dated 9-2-93. Keeping in view the urgency expressed by the Railway for an early issue of the sanction, the sanction for condonation of infringements is being issued based on revised application has however been sent to you by the railway for your information. Comments, if any, on the revised application, may be sent for reference and record in this office.

2) The Commissioner of Railway Safety, Northern Circle, Delhi Safdarjung Station Building, Near CRIS, Chanakyapuri, New Delhi-110021, with reference to his letter No.1092/BKN/VIII/Pt.6 dated 10-12-92. Keeping in view the urgency expressed by the Railway for an issue of the sanction, the sanction for condonation of infringements is being issued based on revised application of the Railway dated 26-2-93 which has not been routed through the Commission. A copy of the application has however been sent to you by the Railway for your information. Comments, if any, on the revised application may be sent for reference and record in this office.

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

S.No.8

144

2-3-1993

No. 92/CEDO/SB/6.

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

Sub : Regular running of Plasser (India)'s shoulder ballast cleaning machine FBM-80 on its own power and also in train formation on entire B.G. system of South Eastern Railway.

....

In view of the position explained in your application No. TC/EM/Genl./Pt.I/3253 dated 20.8.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of shoulder ballast cleaning machine FBM-80 having a maximum axle load of 20.0 t to RDSO Drawing No. EDC/T-2173 and 2173/1 on the entire B.G. system of your railway at a maximum permissible speed of 40 Kmph when running on its own power and at 30 Kmph when running in train formation as a dead vehicle as shown in the Joint Safety Certificate.

The sanction is subject to observance of all permanent and temporary speed restrictions inforce 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. TC/82/20/8 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. 1A(Modified) and others of B.G. 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 at such of the locations which are not clear for movement of 'X' class engines.

1/3

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

O/C

Contd....2/-

No. 92/CEDO/SR/6. New Delhi, dated 2.3.93

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS. 17 - T(2)/90 dated 18.2.93.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 473 dated 31.8.92.

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

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

(146)

No.92/CEDO/ORI/8. 3-3-1993.

The General Manager,(Con)
Northern Railway,
Baroda House,
New Delhi - 110001.

Sub:- Bye-pass line connecting Rajpura-Bhatinda line with Delhi-Bhatinda line by linking Phusmandi (Bhathinda Cantt) with Katarsinghwala on the Northern Railway.

Please refer to this office letter of even number dated 12-8-1992 (Copy enclosed for ready reference) and expedite the reply.

DA:-One.

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

(147)

24.2.93

No. 93/CEDO/SD/5.

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

Sub : Dispensation to the infringement due to fixed structure on platforms at Delhi Cantt, Gurgaon and Garhi Harsaru stations on Delhi-Rewari section in connection with Delhi-Rewari Gauge Conversion.

Ref : Your application No. 78-W/17/CRS/W-1 dated 6.11.92.

.....

While going through Form-XI and the drawings enclosed with your above quoted application, it is seen that the infringement to platform shelters at Delhi Cantt and Garhi Harsaru stations has been worked out with respect to item 8(i), 8(ii) & 8(iii) Chapter-II of B.G. Schedule of Dimensions (1973). Since item 8 of Chapter-II of the Schedule relates to isolated structure and platform shelter is a continuous covering, item 7 and Note 2 Chapter-II at page 24 of the Schedule should actually be considered for working out the infringement to platform shelters.

Ministry of Railways therefore desire that revised Form-XI and the drawings may be sent through Commissioner of Railway Safety and Chief Commissioner of Railway Safety to enable this office to consider the issue of sanction for condonation of infringements.

24/2/93

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

(148)

B.S. KAPUR
EXECUTIVE DIRECTOR
CIVIL ENGINEERING(P)

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

D.O.No.91/CE-II/SF/5

New Delhi, Dated:24.2.93

Dear Shri Malhotra,

Sub: Running of BOX'N' wagons on
K.K. Section of SE Railway.

Ref: Your case no.C/Wagon/BOBR.

• ▾ •

SE Railway had taken up the work of strengthening the track and bridges of K.K. line to permit track loading density of 8.25 tonnes per meter. Vide letter no.G/WAGON/BOBR dated 19.12.89, CBE/SER had indicated that all the works will be completed by March, 1992 and accordingly Adv.(CE) had given an undertaking regarding the same.

2. It may please be confirmed that the identified works for strengthening of bridges and track have since been completed so that a clearance to this effect canbe given to Mechanical Department.

With regards,

Yours sincerely,

(B.S. Kapur)

Shri R.K. Malhotra,
Chief Engineer,
South Eastern Railway,
CALCUTTA.

Please see file no.
88/CON(BR)/27

(149)

Spare

No.93/CEDO/GEI/1. 26-2-1993.

The General Manager,
N.F. Railway,
Maligaon,
Guwahati.

Sub: Opening of the new Down Line from Sudheni to Sanjoygram and New Up Line from Sanjoygram to Barsoi in Barsoi - Sudhani BG Section in Katihar Divn. of N.F. Rly. for the public carriage of passengers.

....

Reference may be made to the Commissioner of Railway Safety's letter No.701/I/B dated 10.2.1993 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 the office.

An early reply is requested.

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

No.93/CEDO/GEI/1. New Delhi, dated 26-2-1993.

Copy forwarded for information to the Commissioner of Railway Safety, N.F. Circle, 14, Strand Road (12th Floor), Calcutta - 700 001 with reference to his letter No.701/I/B dated 10.2.1993.

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

(150)

Sp

No.92/CEDO/SD/11. 16.2.1993.

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

Sub: Railway Electrification - Group 72 - Jolarpettai - Bangalore Section - Condonation of infringement requested - regarding.

Ref: Your letter No.ETF/252/RE/72/1022 dated 19/21.1.1993.

....

Please refer to para 4 of your above quoted letter. A copy of Correction Slip No.4 and 11 to B.G. Schedule of Dimensions (1973) is enclosed herewith for your information and guidance. It is presumed that 3660 mm (12 ft. 0 in.) w ide stock will run on Jolarpettai - Bangalore Section. A reference to item 3 of Correction Slip No.11 would reveal that in case EMU and other 3660 mm (12 ft. 0 in.) wide stock is required to be run on the section, item No.11 of Chapter-II shall be replaced by item No.13 of Chapter-I. In such cases platform shelter may infringe item 13(ii)(e) of Chapter-I and the edge of platform shelter may therefore be kept at a minimum horizontal distance of 1600 mm (5 ft. 3 in.) from centre line of track and at a minimum height of 4610 mm (15 ft. 1½ in.). The drawing enclosed with your application however shows a clearance of 1450 mm from centre line of track at a height of 4115 mm instead of 4610 mm. This may be correctly shown. The total height of the shelter from the dimensions on the drawing works out to 5510 mm + 1970 mm = 7480 mm and 4115 mm + 3500 mm = 7615 mm. These two should be the same and require to be reconciled.

In view of the above, item number quoted in Form-XI needs to be corrected to indicate "Note 2 Chapter-II at page 24 of B.G. Schedule" instead of "item 11 (iv) Chapter-II and Diagram 2". Drawing No.XEN/RE/SBC/9/92 also needs to be suitably modified under advice to the Commissioner of Railway Safety and the Chief Commissioner of Railway Safety.

DA : As above.

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

(151)

1.3.93

No.91/CEDO/SD/10.

The Chief Project Manager,
South Eastern Railwey,
Vishakhapatnam.

Sub : Re-modelling of Simhachalam North Station Yard in connection with provision of Bye Pass line from Simhachalam North to Kothapalem on Waltair-Madras main line - administrative approval for station yard on grades steeper than 1 in 1200.

Ref : Your application No.CAO/C/VSKP/D/VSP/YDS/SCMN BYE PASS/1367 dated 25.2.93.

.....

The administrative approval for adoption of grades steeper than 1 in 1200 in Simhachalam North yard is under process and will be issued soon.

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

(152)

No.91/CEDO/SD/10. 19-2-93.

The Chief Administrative Officer(Con),
South Central Railway,
Works Construction Branch,
Secunderabad-500371.(A.P.)

Sub:- Hubli Division - Bellary-Rayedurg Section Conversion from Metre Gauge to Broad Gauge. Request for the Administrative approval for the grades steeper than 1 in 1200 and upto 1 in 400 in the Station Yard.

Ref:- Your application No.W/Con/153/H/41 dated 29-1-1993.

In terms of this office letter No.88/CEDO/SD/8 dated 18-2-93, copy enclosed for ready reference, Administrative approval for adoption of 1 in 400 grade in the case of Gauge Conversion Projects is not necessary, provided suitable safety guards have been incorporated in the Station Working Rules.

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

DA:-One.

(153)

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

No.88/CEDO/SD/8. New Delhi, dated 18.2.1993.

The General Manager(Works),
All Indian Railways.

Sub: Gradient in Station Yards.

...

Reference may be made to this office letter of even number dated 28.11.91 whereby it was made obligatory to provide gradients not steeper than 1 in 1200 in all yards whenever new construction/remodelling was carried out. In case the adoption of this gradient was not considered economical/ convenient, administrative approval of Board was to be obtained before the work was taken in hand.

On representation from Railways, the issue has been reconsidered and Board have decided that for all gauge conversion projects, provision of 1 in 1200 gradient in the yards would cause high expenditure and time consuming regrading of the yard, which we cannot afford. The Railways may therefore provide gradients which are not steeper than 1 in 400 in such yards for gauge conversion projects with suitable safeguards, built in, in the station working rules to ensure that the new type of BG rolling stock fitted with roller bearings and which are prone to rolling down are suitably controlled to avoid any accident.

For gradients steeper than 1 in 400, the normal procedure for obtaining condonation should be followed invariably.

Receipt of this letter may be acknowledged.

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

Contd...2/-

(154)

No.88/CEDO/SD/8. New Delhi, Dated 18-3-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with 25 spares.

2) The General Manager (Construction), Northeast Frontier Railway, Maligaon, Guwahati - 781011.

3) The General Manager, Metro Railway, Metro Bhawan, 33/1, Chowringee Road, Calcutta-700001.

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

5) The Chief Administrative Officer(Construction), Central Railway, Bombay - 400 020.

6) The Chief Engineer(Construction), Eastern Railway, 14, Strand Road, 4th Floor, Calcutta - 700 001.

7) The Chief Administrative Officer(Construction), Northern Railway, Kashmere Gate, Delhi - 110006.

8) The Chief Engineer (Construction), North Eastern Railway, Gorakhpur - 273012.

9) The Chief Administrative Officer(Construction), Southern Railway, Egmore, Madras - 600008.

10) The Chief Administrative Officer(Construction), South Central Railway, Secunderabad-500371.

11) The Chief Administrative Officer(Construction), South Eastern Railway, Calcutta - 700 043.

12) The Chief Administrative Officer(Construction), Western Railway, Bombay-400020.

13) The Principal, Indian Railway Institute of Advance Track Techonology, Pune - 411011.

14) The Principal, Railway Staff College, Vadodara-390004.

15) The Principal, Indian Railway Institute of Signal Engineering & Telecommunication, Secunderabad-500017.

16) The Principal, Indian Railway Institute of Mechanical & Electrical Engineering, Jamalpur, District Munger, Bihar - 811214.

17) The Principal, Indian Railway Institute of Electrical Engineering, Nasik Road, Nasik - 422101.

18) Adviser(Civil), Adviser(Works), EDCE/P, EDCE(B&S), ED(Works), ED(Gauge Conversion), ED(LM) and ED(Safety), Railway Board, New Delhi.

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

155

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

सं. 90/सीपीडब्ल्यू/एडी/8 नई दिल्ली, दिनांक:18.2.93

महाप्रबंधक (निर्माण),
सभी भारतीय रेलें ।

विषय : स्टेशन शेडों में ढाल ।

इस कार्यालय के 28.11.91 के समसंख्यक पत्र को संदर्भित किया जाता है जिसमें यह अनिवार्य कर दिया गया था कि उन सभी शेडों में, जहां कहीं नए निर्माण/पुनर्निर्माण के कार्य किए जा रहे हों, ढाल मुहैया कराया जाए जो 1200 में 1 से अधिक ढालू न हो । यदि इस ढाल को अपनाया जाना किफायती/सुविधाजनक न समझा गया हो तो कार्य आरंभ करने से पहले बोर्ड का अनुमोदन प्राप्त कर लिया जाए ।

रेलों से अभ्यावेदन प्राप्त होने पर इस मामले पर फिर से विचार किया गया है तथा बोर्ड ने विनिश्चय किया है कि सभी आगामी परिवर्तन परियोजनाओं में, शेडों में 1200 में 1 ढाल के प्रावधान के कारण अत्यधिक खर्च तथा शेडों के लेंथ में कमी होगी, जिसे वहन करने में हम असमर्थ हैं । अतः यह सुनिश्चित करने के लिए कि बड़े आयाम वाले जल स्टाप के नए पिलर को रीजर बेयरिंग के साथ फिट किया गया है तथा जिससे गुरुत्व के गिरने की आशंका को सुरक्षित रूप में निर्मूलित किया जाए ताकि किसी दुर्घटना से बचा जा सके । रेलें ऐसे ढाल मुहैया कराएं जो स्टेशन कार्यसंचालन नियमों में अंतर्गत बनाए गए उपयुक्त सुरक्षा उपायों सहित

...2/-

(156)

आसान परिवर्तन परि योजनाओं के लिए रेले. गाड़ी में 400 में । से अधिक डाल
का न हो ।

रेले डाल के लिए तो 400 में । से अधिक दौड़ हो, बशर्ते
करने
प्रार्थना लिए अनिवार्य रूप से सामान्य प्रक्रिया का अनुपालन किया जाए ।

कृपया बाकी है ।

ह० ग० सिंगल

(एस. एम. सिंगला)
कार्यकारी निदेशक, सिविल इंजी.
(ए.), रेलवे बोर्ड ।

सं. 88/सीईडीओ/एसडी/8 नई दिल्ली, दिनांक: 18. 2. 93

प्रतिलिपि:- मुख्य आयुक्त रेलवे इलाहा, अशोक मार्ग, लखनऊ 25 प्रतिलिपि सहित
तथा अन्य को प्रेषित ।

ह० ग० सिंगल

(एस. एम. सिंगला)
कार्यकारी निदेशक, सिविल इंजी. (ए.)
रेलवे बोर्ड ।

-:-

G/File (157)

No.92/CEDO/SR/4/O. 22-2-93.

The General Manager,
Central Railway,
Bombay-400020.

Sub:- Necessity of route proving runs for speeds upto 110 Kmph.

Ref:- Your letter No.W.681.Y.66.HR dated 12.2.1993.

A copy of D.O.letter No.W.683.TM.OSC/BB-ND, BSL-ALD dated 10-5-89 stated to have been enclosed with your above quoted letter has not been received in this office. It is therefore requested that a copy of the same may please be sent immediately for reference and use in this office.

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

(158)

No.91/CEDO/SD/10. 22-2-93.

The Chief Project Manager,
South Eastern Railway,
Office of the Chief Administrative Officer(P),
Garden Reach,
Calcutta - 700 043.

Sub:- Request for condonation due to provision of 1 in 400 gradient in yard in Purulia-Kotshila NG to BG Lines.

Ref:- Your application No.92/CAO(P)/GRC/D/CRS/P-K/118/000784 dated 8/2/93.

In terms of this office letter No.88/CEDO/SD/8 dated 18-2-93, copy enclosed for ready reference, Administrative approval for adoption of 1 in 400 grade in the case of Gauge Conversion Projects is not necessary, provided suitable safety guards have been incorporated in the Station Working Rules.

Sd/-

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

(159)

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

No.88/CEDO/SD/8. New Delhi, dated 18.2.1993.

The General Manager(Works),
All Indian Railways.

Sub: Gradient in Station Yards.

...

Reference may be made to this office letter of even number dated 28.11.91 whereby it was made obligatory to provide gradients not steeper than 1 in 1200 in all yards whenever new construction/remodelling was carried out. In case the adoption of this gradient was not considered economical/ convenient, administrative approval of Board was to be obtained before the work was taken in hand.

On representation from Railways, the issue has been reconsidered and Board have decided that for all gauge conversion projects, provision of 1 in 1200 gradinet in the yards would cause high expenditure and time consuming regrading of the yard, which we cannot afford. The Railways may therefore provide gradients which are not steeper than 1 in 400 in such yards for gauge conversion projects with suitable safeguards, built in, in the station working rules to ensure that the new type of BG rolling stock fitted with roller bearings and which are prone to rolling down are suitably controlled to avoid any accident.

For gradients steeper than 1 in 400, the normal procedure for obtaining condonation should be followed invariably.

Receipt of this letter may be acknowledged.

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

Contd...2/-

(160)

No.88/CEDO/SD/8. New Delhi, Dated 18-2-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with 25 spares.
2) The General Manager (Construction), Northeast Frontier Railway, Maligaon, Guwahati - 781011.
3) The General Manager, Metro Railway, Metro Bhawan, 33/1, Chowringee Road, Calcutta-700001.
4) The Director General, R.D.S.O., Lucknow-226011.
5) The Chief Administrative Officer(Construction), Central Railway, Bombay - 400 020.
6) The Chief Engineer(Construction), Eastern Railway, 14, Strand Road, 4th Floor, Calcutta - 700 001.
7) The Chief Administrative Officer(Construction), Northern Railway, Kashmere Gate, Delhi - 110006.
8) The Chief Engineer (Construction), North Eastern Railway, Gorakhpur - 273012.
9) The Chief Administrative Officer(Construction), Southern Railway, Egmore, Madras - 600008.
10) The Chief Administrative Officer(Construction), South Central Railway, Secunderabad-500371.
11) The Chief Administrative Officer(Construction), South Eastern Railway, Calcutta - 700 043.
12) The Chief Administrative Officer(Construction), Western Railway, Bombay-400020.
13) The Principal, Indian Railway Institute of Advance Track Techonology, Pune - 411011.
14) The Principal, Railway Staff College, Vadodara-390004.
15) The Principal, Indian Railway Institute of Signal Engineering & Telecommunication, Secunderabad-500017.
16) The Principal, Indian Railway Institute of Mechanical & Electrical Engineering, Jamalpur, District Munger, Bihar - 811214.
17) The Principal, Indian Railway Institute of Electrical Engineering, Nasik Road, Nasik - 422101.
18) Adviser(Civil), Adviser(Works), EDCE/P, EDCE(B&S), ED(Works), ED(Gauge Conversion), ED(LM) and ED(Safety), Railway Board, New Delhi.

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

(161)

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

सं. 89/सी.ई.डी.ओ./एस.डी./8 नई दिल्ली, दिनांक:18.2.93

महाप्रबंधक (निर्माण),
सभी भारतीय रेलें ।

विषय : स्टेशन शेडों में ढाल ।

इस कार्यालय के 28.11.91 के समांकक पत्र की ओर ध्यान दिया जाता है जिसके यह अनिवार्य कर दिया गया था कि उन सभी शेडों में, जहां कहीं नए निर्माण/पुनर्निर्माण के कार्य किए जा रहे हों, ढाल मुहैया कराई जाए जो 1200 में 1 से अधिक ढालू न हो । यदि इस ढाल को अपनाया जाना किफायती/सुविधाजनक न समझा गया हो तो तो कार्य आरंभ करने से पहले बोर्ड का अनुमोदन प्राप्त कर लिया जाए ।

रेलों से अभ्यावेदन प्राप्त होने पर इस मसले पर फिर से विचार किया गया है तथा बोर्ड ने निर्णय किया है कि सभी आगामी परिवर्तन परियोजनाओं में, शेडों में 1200 में 1 ढाल के प्रावधान के कारण अत्यधिक खर्च तथा शेडों के संबंध में काफी समय लगेगा, जिसे वहन करने में हम असमर्थ हैं । अतः यह सुनिश्चित करने के लिए कि नई आगामी वाले या स्टाफ के नए क्वार्टर को रोलर बेयरिंग के साथ फिट किया गया है तथा जिसके गुरुत्व कर गिरने की आशंका को समुचित रूप में निरीक्षित किया जाए ताकि किसी दुर्घटना से बचा जा सके । रेलें ऐसे ढाल मुहैया कराएं जो स्टेशन कार्यशैली नियमों के अंतर्गत बनाए गए अनुमत सुरक्षा उपायों सहित

...2/-

आसान परिवर्तन परि लिनाओं के लिए ऐसे .ाडों में 400 में । से अधिक ढाल का न हो ।

ऐसे ढाल के लिए जो 400 में । से अधिक ढालू हो, समादान करने प्राप्त के लिए अनिवार्य रूप से सामान्य प्रक्रिया का अनुपालन किया जाए ।

कृपया बताने ।

ह. ग. सेगल्या

(एस. एम. सिंघल)
कार्यकारी निदेशक, सिविल इंजी.
(ट्रा.)
रेलवे बोर्ड ।

सं. 88/सीईडीओ/एलडी/8 नई दिल्ली, दिनांक: 18.2.93

प्रतिलिपि:- मुख्य आयुक्त रेलवे लिटरा, अशोक मार्ग, लखनऊ 25 प्रतिलिपि अग्रिम सहित अन्य को प्रेषित ।

ह. ग. सेगल्या

(एस. एम. सिंघल)
कार्यकारी निदेशक, सिविल इंजी. (ट्रा.)
रेलवे बोर्ड ।

-:-

(163)

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

No. 92/CEDO/SM/1.

रेल भवन, नई दिल्ली-110001, तिथि 23-2-93 19
Rail Bhavan, New Delhi-110001, dated

The General Manager (Works),
South Central Railway,
Secunderabad.

Attention : Shri J.S. Tolia

Sub : System Maps.

Ref : Your letter No. W.185/1/15/Vol.VI dated 1.2.93.

.....

Please refer to para 2 of your letter quoted above. Pending the printing of the system maps, a typed out copy of the table of Route Kilometres and Track Kilometres as on 31.3.92 which will be printed on the Right Hand side of the map, may be sent immediately for reference and use in this office.

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

(164)

No.91/CEDO/SD/10. 19-2-93.

The General Manager (Con),
Northeast Frontier Railwey,
Maligaon,
Guwahati - 781011.

Sub:- Application for condonation of infringement in grade steeper than 1 in 1200 in stations in Gauge Conversion between Guwahati-Lumding.

Ref:- Your application No.W/344/CON/GHY-LMG dated 30-12-1992.

In terms of this office letter No.88/CEDO/SD/8 dated 18-2-93, copy enclosed for ready reference, Administrative approval for adoption of 1 in 400 grade in the case of Gauge Conversion Projects is not necessary, provided suitable safety guards have been incorporated in the Station Working Rules.

DA:-One.

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

(165)

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

No.88/CEDO/SD/8. New Delhi, dated 18.2.1993.

The General Manager(Works),
All Indian Railways.

Sub: Gradient in Station Yards.

...

Reference may be made to this office letter of even number dated 28.11.91 whereby it was made obligatory to provide gradients not steeper than 1 in 1200 in all yards whenever new construction/remodelling was carried out. In case the adoption of this gradient was not considered economical/ convenient, administrative approval of Board was to be obtained before the work was taken in hand.

On representation from Railways, the issue has been reconsidered and Board have decided that for all gauge conversion projects, provision of 1 in 1200 gradinet in the yards would cause high expenditure and time consuming regrading of the yard, which we cannot afford. The Railways may therefore provide gradients which are not steeper than 1 in 400 in such yards for gauge conversion projects with suitable safeguards, built in, in the station working rules to ensure that the new type of BG rolling stock fitted with roller bearings and which are prone to rolling down are suitably controlled to avoid any accident.

For gradients steeper than 1 in 400, the normal procedure for obtaining condonation should be followed invariably.

Receipt of this letter may be acknowledged.

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

Contd...2/-

(166)

No.88/CEDO/SD/8. New Delhi, Dated 18-7-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with 25 spares.
2) The General Manager (Construction), Northeast Frontier Railway, Maligaon, Guwahati - 781011.
3) The General Manager, Metro Railway, Metro Bhawan, 33/1, Chowringee Road, Calcutta-700001.
4) The Director General, R.D.S.O., Lucknow-226011.
5) The Chief Administrative Officer(Construction), Central Railway, Bombay - 400 020.
6) The Chief Engineer(Construction), Eastern Railway, 14, Strand Road, 4th Floor, Calcutta - 700 001.
7) The Chief Administrative Officer(Construction), Northern Railway, Kashmere Gate, Delhi - 110006.
8) The Chief Engineer (Construction), North Eastern Railway, Gorakhpur - 273012.
9) The Chief Administrative Officer(Construction), Southern Railway, Egmore, Madras - 600008.
10) The Chief Administrative Officer (Construction), South Central Railway, Secunderabad-500371.
11) The Chief Administrative Officer(Construction), South Eastern Railway, Calcutta - 700 043.
12) The Chief Administrative Officer(Construction), Western Railway, Bombay-400020.
13) The Principal, Indian Railway Institute of Advance Track Techonology, Pune - 411011.
14) The Principal, Railway Staff College, Vadodara-390004.
15) The Principal, Indian Railway Institute of Signal Engineering & Telecommunication, Secunderabad-500017.
16) The Principal, Indian Railway Institute of Mechanical & Electrical Engineering, Jamalpur, District Munger, Bihar - 811214.
17) The Principal, Indian Railway Institute of Electrical Engineering, Nasik Road, Nasik - 422101.
18) Adviser(Civil), Adviser(Works), EDCE/P, EDCE(B&S), ED(Works), ED(Gauge Conversion), ED(LM) and ED(Safety), Railway Board, New Delhi.

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

(167)

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

सं. 89/सीईडीओ/एसडी/8 नई दिल्ली, दिनांक:18.2.93

महाप्रबंधक (निर्माण),
सभी भारतीय रेलें ।

विषय : स्टेशन शेडों में ढाल ।

इस कार्यालय के 28.11.91 के समसंख्यक पत्र की ओर ध्यान दिलाया जाता है जिसके यह अनिवार्य कर दिया गया था कि उन सभी शेडों में, जहां कहीं नए निर्माण/पुनर्निर्माण के कार्य किए जा रहे हों, ढाल मुहैया कराई जाए जो 1200 में 1 से अधिक ढालू न हो । यदि इस ढाल को अपनाया जाना किफायती/सुविधाजनक न समझा गया हो तो कार्य आरंभ करने से पहले बोर्ड का अनुमोदन प्राप्त कर लिया जाए ।

रेलों से प्रत्यावेदन प्राप्त होने पर इस मसले पर फिर से विचार किया गया है तथा बोर्ड ने विनिश्चय किया है कि सभी आसान परिवर्तन परियोजनाओं में, शेडों में 1200 में 1 ढाल के प्रावधान के कारण अत्यधिक खर्च तथा शेडों के संबंध में काफी समय लगेगा, जिसे सहन करने में हम असमर्थ हैं । अतः यह सुनिश्चित करने के लिए कि बड़े आसान वाले ढाल के स्थान पर नए किस्म की रोलर बेयरिंग के साथ फिट किया गया है तथा जिससे गुदड़ कर गिरने की आशंका को सूचित रूप में निरोधित किया जाए ताकि किसी दुर्घटना से बचा जा सके । रेलें ऐसी ढाल मुहैया कराएं जो स्टेशन आर्थमेटिक नियमों के अंतर्गत बनाए गए उपयुक्त सुरक्षा उपायों सहित

...2/-

(168)

आसान परिवर्तन परिणामों के लिए ऐसे ... में 400 में । से अधिक छात्र का न हो ।

ऐसे छात्र के लिए जो 400 में । से अधिक छात्र हो, आसान करने प्रयोग के लिए अनिवार्य रूप से सामान्य प्रक्रिया का अनुपालन किया जाए ।

कृपया पावती दें ।

ओ पी सिंगला

(एस. एम. सिंगला)
कार्यकारी निदेशक, शिक्षा ब्यूरो.
(दि.प्र.)
रेलवे बोर्ड ।

सं. 88/शोईडीओ/एजी/8 नई दिल्ली, दिनांक: 18. 2. 93

प्रतिलिपि:- मुख्य आयुक्त रेलवे (सभी), अशोक मार्ग, लखनऊ 25 प्रतिलिपि सहित तथा अन्य को प्रेषित ।

ओ पी सिंगला

(एस. एम. सिंगला)
कार्यकारी निदेशक, शिक्षा ब्यूरो. (दि.प्र.)
रेलवे बोर्ड ।

-:-

(169)

No.93/CEDO/SD/1. 18 -2-1993.

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

Sub:- Lucknow-Kanpur Doubling/Gauge Conversion.

Ref:- Your application No.W/Con/348/25/N-I/Pt.III dated 3-11-92 and explanatory Memorandum dated 18-12-92.

While going through your above quoted application and its explanatory Memorandum, it is seen that two different drawings i.e., Drawing No.SK/4/0992 and SK/7/1292 showing the infringements under Bridge No.4 and 5 have been enclosed with the application. Similarly two different Form-XI under Annexure - III showing the infringements have been enclosed. The two drawings and two Form-XI (Annexure-III) are at variance. Moreover, the explanatory Memorandum dated 18-12-92 cancelling CE(Con)'s earlier sketch No.SK/6/1192 and substituting the same by a fresh sketch No.SK/7/1292 has not seen by CTS, North Eastern Circle. It has therefore become difficult to understand the correct ground position. Please clarify the same.

An examination of sketches for Bridge No.4 & 5 shows that if PSC ballastless slab is provided on Girder Bridge No.4 (1 x 4.40 m) the requisite vertical clearance can be achieved and on Bridge No.5 (1 x 5.48 m) if arch is replaced by slab the requisite vertical clearance can be achieved. The minimum infringing clearance permitted with suitable speed restrictions from centre line of track to any structure for 3660 mm (12'-0") wide BG Stock as per item 3(b) of B.G.Schedule-III is 2135 mm as against 2360 mm required as per item 13(ii)(b)(c)&(d) of Chapter-I. Therefore taking into consideration 61 mm as curve allowance for 1.25 degree curve, the minimum horizontal clearance should be 2135 mm + 61 mm = 2196 mm or say 2200 mm which is available as per Sketch No.SK/4/0992 for Bridge No.4.

Ministry of Railways therefore desire that the ground situation be properly checked and then an application for Board's consideration be moved.

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

P.T.O.

(170)

No.93/CEDO/SD/1. New Delhi, dated 18-2-1993.

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(6)/90 dated 7th January 1993.

2. The Commissioner of Railway Safety, North Eastern Circle, Hazaratganj, Lucknow -226 001 with reference to his letter No.338/446/VIII dated 19/20.11.92.

(ARVIND KUMAR)
for Secretary, Railway Board.

(171)

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

No.92/CEDX/SW/4/0. New Delhi, dated 18-02-1993.

The General Managers(Engg.),
All Indian Railways.

Sub: Procedure for Certification of maximum permissible speed of rolling stock.

Ref: Policy Circular No.6 circulated under Board's letter No.73/WE0/SR/9/0 dated 8.7.80 further amended under letter No.73/WE0/SR/9/0 dated 27.8.80, 11.3.81 and 17.12.86.

.....

Policy Circular No.6 circulated vide Board's letter No. 73, WE0/SR/9/0 dated 8.7.80 prescribes the procedure for certification of maximum permissible speed for all rolling stock under the Indian Railway Act.

Paras 2.4 & 3.0 of the Policy Circular provide for a Joint Safety Certificate to be issued for rolling stock by the Chief Engineer and Chief Mechanical Engineer, to be counter-signed by the Chief Electrical Engineer also, in the case of straight electric locomotives and EMU rolling stock. The officers signing the certificate are required to decide, on the basis of their personal knowledge and experience, of the maintenance conditions of the track and bridges, locomotives or rolling stock, with due regard to relevant information available and the maintenance requirements of the new type of rolling stock, as to whether the operation of the particular type of locomotive or rolling stock on the relevant section of the Railway is safe and practicable with the facilities available on the Railway system.

On a reference from one of the Railways the provisions have been reviewed by the Board and it has been decided that the Joint Safety Certificate for straight electric locomotives and EMU rolling stock may be signed by the IREE/PHOES who control the shop maintenance and the open line maintenance of these locos/rolling stock.

Thus where both the shop maintenance and the open line maintenance of straight electric locos & EMU rolling stock is under the control of electric department only, the Joint Safety Certificate may be signed by the concerned Chief Electrical Engineer only otherwise the concerned Chief Mechanical Engineer should also sign as per the existing practice.

Provisions of paras 2.4. & 3.0 of the Policy Circular No.6 may therefore be modified to this extent. Railways should advise, for the information of the Board where the shop maintenance and open line maintenance for straight Electric locos and EMU stock on their Railway is exclusively under the adminstrative control of Chief Electrical Engineer, thus obviating the need for the CME to sign the Joint Safety Certificate.

Receipt of this letter may be acknowledged.

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

(172)

No.92/CEDO/SI./4/0. New Delhi, dated 18.2.1993.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with 25 spares.
2. The General Manager, Integral Coach Factory, Madras - 600 038.
3. The General Manager, Chittaranjan Locomotive Works, Chittaranjan - 713 331.
4. The General Manager, Diesel Locomotive Works, Varanasi - 221 004.
5. The General Manager, Diesel Component Works, Patiala - 147 001.
6. The General Manager(Con.), Southern Railway, Egmore, Madras.
7. The General Manager(Con.), N.F. Railway, Maligaon, Guwahati - 781 011.
8. The General Manager, Metro Railway, Metro Bhawan, 33/1 Chowringhee Road, Calcutta - 700 071.
9. The General Manager, Metropolitan Transport Project(Rlys.), 3nd Floor, Churchgate Station Building Annexe, Bombay - 400 020.
10. The General Manager, Metropolitan Transport Project(Rlys.), Patel Nagar, New Delhi.
11. The General Manager, Metropolitan Transport Project(Rlys.), Madras - 600008.
12. The Director General, RDSO, Lucknow - 226 011.
13. The Chief Administrative Officer(Con.), Central Railway, Bombay.
14. The Chief Engineer(Con.), Eastern Railway, 14, Strand Road, 4th Floor, Calcutta 700 001.
15. The Chief Administrative Officer(Con.), North Eastern Railway, Gorakhpur - 273 012.
16. The Chief Administrative Officer(Con.), Southern Railway, Egmore, Madras.
17. The Chief Administrative Officer(Con.), South Central Railway, Secunderabad - 500 371.

Contd...3/-

18. The Chief Engineer(Con.), South Eastern Railway, Calcutta - 700 043 .

19. The Chief Administrative Officer(Con.), Western Railway, Bombay.

20. The Principal, Indian Railway Institute of Advance Treck Technology, Pune - 411 011.

21. The Principal, Railway Staff College, Vadodara - 390 004.

22. The Principal, Indian Railway Institute of Signal Engg. & Telecommunication, Secunderabad - 500 017.

23. The Principal, Indian Railway Institute of Mechanical & Electrical Engg., Jamalpur, Distt. Munger, Bihar - 811 214.

24. The Principal, Indian Railway Institute of Electrical Engg., Nasik Road - 422 101.

25. Adviser(Mech.), Adviser(Civil), Adviser(Works), EDCE(P), EDCE(B&S), EE(Works), EE(Gauge Conv.) & ED(LM), Railway Board.

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

(174)

भारत सरकार
रेल मंत्रालय(रेलवे बोर्ड)

सं. 92/सी ई डी ओ/एस आर/4/0 नई दिल्ली, दिनांक 18.2.1993

महाप्रबंधक(इंजी.),
सभी भारतीय रेलें ।

विषय:- चल स्टाक की अधिकतम अनुमेय गति के प्रमाणीकरण की प्रक्रिया.

संदर्भ:- बोर्ड के दिनांक 8.7.80 के पत्र सं. 73/डब्लू डी ओ/ एस आर/9/0 के साथ परिपत्रित तथा दिनांक 27.8.80 11.3.81 और 17.12.86 के पत्र सं. 73/डब्लू डी ओ/ एस आर /9/0 के अंतर्गत संशोधित नीति संबंधी परिपत्र सं. 6

बोर्ड के दिनांक 8.7.80 के पत्र सं. 73/डब्लू डी ओ/ एस आर/9/0 के अंतर्गत परिपत्रित नीति संबंधी परिपत्र सं. 6 में भारतीय रेल अधिनियम के अंतर्गत सभी चलस्टाक के लिए अधिकतम अनुमेय गति के प्रमाणीकरण की प्रक्रिया निर्धारित की गई है ।

नीति संबंधी परिपत्र के पैरा 2.4 तथा 3.0 में यह व्यवस्था है कि चल स्टाक के लिए संयुक्त संरक्षा प्रमाण-पत्र मुख्य इंजीनियर तथा मुख्य यांत्रिक इंजीनियर द्वारा जारी किया जाए जबकि तीसे विद्युत रेल इंजनों तथा डी.एम.यू. चल स्टाक के मामले में उस पर मुख्य बिजली इंजीनियर द्वारा प्रतिहस्ताक्षर भी किए जाएं । प्रमाण-पत्र पर हस्ताक्षर करने वाले अधिकारियों को, उनके पास उपलब्ध संबद्ध सूचना तथा नई किस्म के चल स्टाक की अनुरक्षण संबंधी आवश्यकताओं को ध्यान में रखते हुए, अपने निजी ज्ञान और अनुभव के आधार पर एवं रेलपथ तथा पुलों, रेल इंजनों अथवा चल स्टाक के अनुरक्षण की हालत के आधार पर यह निर्णय लेना होता है कि क्या रेलवे के संबद्ध खंड पर उस खास किस्म के रेल इंजन अथवा चलस्टाक का परिचालन रेलवे प्रणाली पर उपलब्ध सुविधाओं के चलते निरापद तथा व्यवहार्य हैं ।

एक रेलवे से पत्र प्राप्त होने पर बोर्ड द्वारा इन प्रावधानों की समीक्षा की गई है तथा यह विनिश्चय किया गया है कि तीसे बिजली रेल इंजनों तथा डी.एम.यू. चल स्टाक के लिए संयुक्त संरक्षा प्रमाण-पत्र पर हस्ताक्षर उन प्रधान विभागाध्यक्ष /विभागाध्यक्षों द्वारा किये जाएं , जो शॉप अनुरक्षण तथा इन रेल इंजनों/

...2/-

(175)

चल स्टाक के घरेलू लाइन अनुरक्षण के काम को सम्हालते हैं ।

इस तरह, जहाँ तीसे बिजली रेल इंजनों तथा ई.एम.यू. चल स्टाक का शॉप अनुरक्षण और घरेलू लाइन अनुरक्षण, दोनों केवल बिजली विभाग के नियंत्रण में हों, वहाँ संयुक्त सुरक्षा प्रमाण-पत्र पर संबंधित मुख्य बिजली इंजीनियर द्वारा ही हस्ताक्षर किये जाएं, अन्यथा वर्तमान पद्धति के अनुसार संबंधित मुख्य यांत्रिक इंजीनियर को भी उस पर हस्ताक्षर करने चाहिए ।

इसलिए नीति संबंधी परिपत्र सं. 6 के पैरा 2-4 तथा 3.0 के प्रावधानों में इस हद तक संशोधन कर लिया जाए । बोर्ड की सूचना के लिए रेलें यह बताएं कि उनकी रेलवे पर तीसे बिजली रेल इंजनों तथा ई.एम.यू. स्टाक के लिए शॉप अनुरक्षण और घरेलू लाइन अनुरक्षण अलग-अलग में मुख्य बिजली इंजीनियर के प्रशासनिक नियंत्रण में कहाँ-कहाँ है, जिससे कि संयुक्त सुरक्षा प्रमाण-पत्र पर मुख्य यांत्रिक इंजीनियर से हस्ताक्षर की कोई आवश्यकता न रहे ।

कृपया इस पत्र की पावती दें ।

एस जी सिंगला

(एस. एम. सिंगला)

कार्यालय निदेशक सिविल इंजीनियरी (सा.)
रेलवे बोर्ड

सं. 92/सी. ई. डी. ओ./एस. लाइ/4/0 नई दिल्ली, दिनांक 18.2.93

प्रतिलिपि मुख्य आयुक्त रेलवे सुरक्षा आलोक मार्ग लखनऊ 25 प्रतिलिपि सहित तथा अन्य को प्रेषित.

एस जी सिंगला

(एस. एम. सिंगला)

कार्यालय निदेशक, सि. ई. (सा.),
रेलवे बोर्ड.

(176)

No.91/CEDO/SD/14. -2-1993.

The Chief Administrative Officer(Con.),
Southern Railway,
18, Millers Road,
Bangalore - 560 046.

Sub: Condonation of infringement of gradients in station yards.

....

With reference to your application No.W.GC.573/BNC dated 12.11.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of grade infringements of 1 in 100 at Chikbanavar (Km.12/7-11), Gubbi (Km.37/5-9) and Nittur (Km. 96/10-14) yards involved in conversion of Bangalore City - Arsikere Section to item 2 (b) Chapter-II of B.G. Schedule of Dimensions (1973) as shown in Form-XI and Drg. Nos.CN/BNC/TR/222-92/1, CN/BNC/TR/234-92/1 and CN/BNC/TR/231-92/1 accompanying your application referred to above.

The sanction is subject to provision of a slip siding at the end of each of these three yards towards which the yard gradient falls at grades upto 1 in 100 and all suitable precautions being taken to prevent accidents.

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

No.91/CEDO/SD/14. New Delhi, dated -2-1993.

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 dated 18.2.93.

2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 with reference to his letter No.1822 dated 25.1.93.

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

(177)

R.P. JAIN
ADVISER CIVIL ENGINEERING.

D.O.No. 92/CEDO/SR/8. New Delhi, dated 16-2-1993.

Dear Shri MITAL,

Sub: Provisional Speed Certificate for movement of BG "Permaquip Overhead Machine" manufactured by M/s. Permanent Way Equipment Co. Ltd., Gilthrook, Nottingham NG 16 2 GQ, U.K.

ETL

Ref: Speed Certificate No. ETL/CHE/MV/ PERMAQUIP dated 16.4.91.

.....

Your kind attention is invited to this office letter of even number dated 18.8.92 (copy enclosed) and reminders dated 19.11.92, 4.12.92 & 7.1.93, reply to which is still awaited from Motive Power Directorate of R.D.S.O.

As the issue of sanction to Northern and South Central Railways for running of the above machine is pending in this office for want of reply from R.D.S.O., I would request you to personally look into the matter and arrange a reply without any further delay.

With best wishes,

Yours sincerely,

DA : As above.

(R.P. JAIN)

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

178

80/CEDO/SD/10.

EDRE may please refer to his letter No. 92/RE/161/14 dated 25.1.93 placed below and advise if clearances required for 25kv single phase AC electric traction as detailed in Appendix 'A' to Chapter V-A (page 111 to 119) of M.G. Schedule of Dimensions (1963) will also be applicable to 2 x 25 kv AT single phase A.C. system of electric traction.

16/2/93
ADE/Civil

EDCE(G)

EDRE

9/c.

(179)

No. 85/RDSO/SE/1. 12 -02-1993

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/Lg/BOBR dated 09.06.1989.

.....

In continuation of this office letter of even number dated 16.12.1988, 04.12.1989, 15.03.1990, 23.08.1990 and 27.11.1992 Ministry of Railways have identified the following additional route for running of 'BOBR' wagons as a result of representation from the General Manager (Engg.) Eastern Railway vide his letter No. W(E)/552/7/4 Vol.3 dated 14.1.1993.

Thermal Power Station	Linked coal fields	Route Identified
Bokaro 'B'	Bhori Colliery	Phusro - Jarangdih on Barkakana loop

Accordingly, para 2.1 of the Speed Certificate for 'BOBR' wagon issued by RDSO under their letter No.WD/CE/Spl.W/BO dated 29.10.1991/04.11.1991, superseding earlier speed certificate and its amendments, may be revised suitably to include the above route. All other clauses of the Speed Certificate remaining unchanged.

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

No. 85/RDSO/SE/1. New Delhi, dated 12.02.1993.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his indorsement No. RS-T(6)/94 dated 15.06.1989.

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 (Engg.) Eastern Railway, Fairlie Place, Calcutta with reference to his letter No. W(E)/552/7/4 Vol.3 dated 14.01.1993.

4) TT(V) Branch, Room No.257-S Rail Bhavan for their case No. 88/TT(V)/7/Vasant Nagar.

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

(180)

No.91/CEDO/SD/14. 12-2-1993.

The Dy. Chief Operations Manager(Survey),
S.E. Railway,
Garden Reach Calcutta - 43.

Sub: Request for condonation due to provision of 1-12 Turnout (C.S) within the grade of 1 in 100 at Purulia Station Km.322.66 from HHH in connection with the Gauge Conversion from NG to BG between Purulia Station to Kotshila Station of Adra Division, S.E. Railway.

Ref: Your application No.92/CAD/P/GEC/D/CRS/P-K/118 dated 13.1.93 and CPM's letter dt 3.2.93

.....

In terms of Para-2 of this office letter No.88/CEDO/SD/8 dated 28.11.1991 (copy enclosed for your ready reference) for adoption of grades steeper than 1 in 260, the applications are required to be routed through CRS and CCRS. Accordingly, your application is returned herewith in original.

Form-XI enclosed with the application may also be corrected suitably to indicate item 2 Note (b) Chapter-II of B.G. Schedule of Dimensions (1973) and other relevant columns.

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

DA : As above.

No.91/CEDO/SD/14 New Delhi, dated 12-2-1993.

Copy for information and necessary action to the Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 1 alongwith a copy of Board's letter No.88/CEDO/SD/8 dated 28.11.91, with reference to his letter No.950 dated 25.1.93.

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

(181)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No. 92/CEDO/SR/6.

रेल भवन, नई दिल्ली-110001, दिनांक 12-2-1993
Rail Bhavan, New Delhi-110001, dated 19

The General Manager (Engg.),
Eastern Railway,
Fairlie Place,
Calcutta.

Sub : Running of "Shoulder Ballast Cleaning Machine FRM-80" on Howrah-Mughalsarai section (via H.B.C./M.L./G.C.) of Eastern Railway.

.....

In view of the position explained in your application No. W(8)/552/12 Vol.I dated 1.10.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Shoulder Ballast Cleaning Machine FRM-80 having a maximum axle load of 20t to RDSO drawing No. EDO/T-2173 and 2173/1, on the Howrah-Mughalsarai section (via HBC/ML/GC) of your railway at a maximum permissible speed of 40kmph when running on its own power and at 30kmph when running in train formation as a dead vehicle as shown in the Joint Safety Certificate.

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 your Joint Safety Certificate No. 31/92 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), & 22 of Chapter-IV(A) and profile of maximum moving dimensions of 1929 as shown in Diagram No. 1A(modified) and others of B.G.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 at such of the locations which are not clear for movement of 'X' class engines.

21(b)

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

92/CEDO/SR/6. New Delhi, dated 12-2-1993

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 29.01.93.
2) The Commissioner of Railway Safety, Eastern Circle, 14 Strand Road, 12th floor, Calcutta-700 001 with reference to his letter No. 848 dated 29.10.92.
3) The Director Standards(Track), RDSO, Lucknow-226 011.

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

182

No. 80/CEDO/SD/10. 4-2-93.

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

Sub:- Correction Slip to B.G.Schedule of Dimensions (1973).

Director, Railway Electrification, Railway Board has suggested an amendment to be made in B.G.Schedule of Dimensions (1973) interms of his letter No. 92/RE/161/14 dated 25-1-93, copy enclosed for your ready reference.

Ministry of Railways therefore desire that a draft Correction Slip may be sent to this office immediately to enable this office to issue the same.

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

(183)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.93/CEDO/SR/1. रेल भवन, नई दिल्ली-110001, दिनांक 4-2-1993.
Rail Bhavan, New Delhi-110001, dated

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

Sub: Infringement to BG Schedule of Dimensions of Railbus design - Condonation for the.

....

With reference to your application No.CT/RB/BG dated 11.11.92 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 BG Schedule of Dimensions(1973) involved in the design of BG four wheeled self propelled Railbus to RDSO Drg.No.SK.DP.-3007 as shown in Annexure-I accompanying your application referred to above.

S.No.	Clause No.	Description.	Dimen. as per S.O.D. (1973) (mm)	Dimen. Proposed (mm)	Infringement (mm)
1.	15 of Chapter IV (A)	Maximum rigid wheel base for four wheeled vehicles.	6100	7000	900
2.	20(a) of Chapter IV (A)	Maximum length of underframe over Headstocks, 4-wheeled vehicle 3200 mm wide.	8540	10700	2160

It is noted that the moving dimensions of B.G. Railbus are within EDO - 590 profile.

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

No.93/CEDO/SR/1. New Delhi, dated 4-2-1993.

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 - II dated 11.1.93.

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

(184)

No. 93/CEDO/SR/2.

4 -2-1993

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

Sub : Infringement to M.G.Schedule of Dimensions of Railbus design - condonation for.

.....

With reference to your application No.CT/RB/MG dated 11.11.92 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 M.G.Schedule of Dimensions (1963) involved in the design of M.G. four wheeled self propelled Railbus to RDSO Drawing No. SK.DP.-3008 as shown in Annexure-I accompanying your application referred to above :-

S.No.	Clause No.	Description	Dimension as per SOD (1963) (mm)	Dimension Proposed (mm)	Infringement (mm)
1.	15(i) of Chapter-IV(a)	Maximum rigid wheel base for 4-wheeled vehicle(on lines whose sharpest curve is 175m radius).	4875	7000	2125
2.	15(ii) of Chapter-IV(a)	Max.rigid wheel base for 4-wheeled vehicle(on lines whose sharpest curve is less than 175m radius)	3660	7000	3340
3.	18(i) of Chapter-IV(a)	Max. length of body or roof for 4-wheeled vehicle	8540	10700	2160

It is noted that the moving dimensions of M.G.Railbus are within CSC 849 profile.

Sd/-

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

93/CEDO/SR/2. New Delhi, dated 4-2-1993.

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(2)/90-I dated 11.01.93.

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

(185)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.92/CEDO/SD/17. रेल भवन, नई दिल्ली-110001, दिनांक 10/11-2-1993.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Condonation of infringing gradient of 1 in 200 for extension of Pune - Daund - Manmad passenger train to Igatpuri - Provision of additional 1 in 12 Cross-over connecting Up and Dn main lines between ES 137/5 and ES 137/11 at Igatpuri Station.

.....

With reference to your application No.W.681/Y/IQI/Eng. dated 21.12.92 sent through the Chief Commissioner of Railway Safety Lucknow and CTPM/Central Railway's discussion in Board's office on 2.2.93, the sanction of Ministry of Railways is hereby communicated for condonation of 1 in 200 grade on Up and Dn main lines between Km.137.016 to 137.586 to item 2 Note (b) Chapter-II of BG Schedule of Dimensions (1973) in connection with provision of an additional 1 in 12 Cross-over connecting Up and Dn main lines between ES 137/5 and ES 137/11 at Igatpuri Station of your Railwayfor extension of Pune-Daund-Manmad passenger train to Igatpuri as shown in corrected Form-XI and Corrected Drawing No.DRM(W)BB/R-19164-C accompanying your application referred to above. The sanction is subject to insertion of a derailing switch at Bhusawal end of Up platform loop line.

It is, however, noted that there are five more cross-overs already existing in the vicinity of proposed cross-over and the rules for special precautions to be taken during shunting operations are already incorporated in Station Working Rules of Igatpuri Station. These rules will also be followed for working on the proposed cross-over. The sanction is subject to suitable safety precautions being taken to prevent accidents. Your Railway have also not quoted the Board's reference number and date under which condonation of grade infringement for insertion of five more cross-overs already existing in the vicinity has been obtained from the Board. The matter needs investigation and necessary clarification.

Based on the corrections made in this office, the Railway will send revised Form-XI and revised drawing to this office with copy to CRS and CCRS for reference and record.

9.2.93

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

Contd..2/-

(186)

No.92/CEDO/SD/17. New Delhi, dated 10/11-2-1993.

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(3)/90 dated 24.12.92.

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. C-13(136)/92-925 dated 22.12.92.

9.2.93

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

(187)

No.91/CEDO/ORI/2. 2 - 2 - 1993.

The General Manager (S&C),
Eastern Railway,
Chief Engineer(S&C)'s Office,
14, Strand Road (4th Floor),
Calcutta-700 001.

Attention:- Sh.S.R.Chaudhury, Chief Engineer/Con-II.

Sub:- Opening of the New Up line between Kajrat Nawadih and Nabinagar Road stations on Garwa Road-Sonnagar Section 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 this office letter of even number dated 27-12-91 (Copy enclosed for ready reference) and two reminders of even number dated 8-7-92 and 27-11-92 and expedite the reply.

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

DA:-One.

(188)

GOVERNMENT OF INDIA (BHARAT SARKAR)
Ministry of Railways (Rail Mantralaya)
(RAILWAY BOARD)

No.91/CEDO/ORI/2.

The General Manager(S&C),
Eastern Railway,
Calcutta.

Sub:- Opening of the new Up line between Kajrat Nawadih and Nabinagar Road stations on Garwa Road-Sonnagar Section of Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.16/A/I/X/91 dated 31-10-91 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.

(185)

No.91/CEDO/ORI/2. 2-2-1993.

The General Manager (S&C),
Eastern Railway,
Chief Engineer(S&C)'s Office,
14, Strand Road, 4th Floor,
Calcutta-700001.

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/1441 Pt.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 a subsequent reminder of even number dated 27/11/92 and expedite the reply.

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

DA:-One.

(190)

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

No.91/CEDO/ORI/2. New Delhi, Dated 10th July,92.

The General Manager(S&C),
Eastern Railway,
Calcutta.

Sub:- Opening of the New Double line between Sigsigi and Karkatta stations on the Garwa Road-Sonnagar Section on Mughalsarai Division of Eastern Railway for the Public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's Inspection Report circulated under his letter No. 402/16/A/I/R/91 dated 9-7-91 on the opening of the above section. It may be advised whether all the seven requirements enumerated under Para 17 of the Inspection Report have been complied with before 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&S),
Railway Board.

No.91/CEDO/ORI/2. New Delhi, Dated 10th July,92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road (12th Floor), Calcutta-700 001.

Sd/-
(Arvind Kumar)
for Secretary Railway Board.

(191)

No. 91/CEDO/ORI/2. 2-2-1993.

The General Manager(S&C),
Eastern Railway,
Chief Engineer(S&C)'s Office,
14, Strand Road, (4th Floor),
Calcutta-700001.

Sub:- Opening of the New Up line between Nabinagar Road-Barkisalaiya and Barkisalaiya-Ankorah stations on Sonnagar-Garwa Road section 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 three reminders dated 19-12-91, 8-7-92 and 1-12-92 and expedite the reply.

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

DA:-One.

(192)

No.92/CEDO/SR/14. 3-2-93.

The General Manager (Engg.),
Northern Railway,
Head Quarters Office,
Baroda House,
New Delhi - 110021.

Sub:- Running of MFS-40 Conveyor and hopper unit (Part of ballast cleaning machine) on Northern Railway.

Ref:- Your office letter No.519-W/614 dated 29-1-93.

The necessary sanction of Ministry of Railways for running of the above machine has already been conveyed vide this office letter of even number dated 19-11-92, a copy of which is enclosed herewith for your information.

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

DA:-One.

(193)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.93/CEDO/SR/1. रेल भवन, नई दिल्ली-110001, दिनांक 4-2-1993.
Rail Bhavan, New Delhi-110001, dated

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

Sub: Infringement to BG Schedule of Dimensions of Railbus design - Condonation for the.

....

With reference to your application No.CT/RB/BG dated 11.11.92 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 BG Schedule of Dimensions(1973) involved in the design of BG four wheeled self propelled Railbus to RDSO Drg.No.SK.DP.-3007 as shown in Annexure-I accompanying your application referred to above.

S.No.	Clause No.	Description.	Dimen. as per S.O.D. (1973) (mm)	Dimen. Proposed (mm)	Infringement (mm)
1.	15 of Chapter IV (A)	Maximum rigid wheel base for four wheeled vehicles.	6100	7000	900
2.	20(a) of Chapter IV (A)	Maximum length of underframe over Headstocks, 4-wheeled vehicle 3200 mm wide.	8540	10700	2160

It is noted that the moving dimensions of B.G. Railbus are within EDO - 590 profile.

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

No.93/CEDO/SR/1. New Delhi, dated 4-2-1993.

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 - II dated 11.1.93.

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

(195)

No.93/CEDO/SD/2. 29-1-93. 1-2-93

The Chief Engineer(Con).
Northern Railway.
Kashmere Gate.
New Delhi

Sub:- Dispensation to the infringement due to fixed structure on platform at Mukteer Station on Rewari-Fasilka Section in connection with Kotkapura-Fasilka Gauge Conversion.

Ref:- Your application No.78-W/58/W-I/CRS dated 12-1-93.

While going through Form-XI and Sketch No.Dy.CE/C/REO/1 enclosed with your above quoted application, it is seen that the same are not in order and need correction/revision.

Ministry of Railways therefore desire that Form-XI and the Sketch may again be looked into and if necessary send a revised application through CRS/CCRS.

sd/-

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

No.93/CEDO/SD/2. New Delhi, Dated:- 29-1-93 1-2-93

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near CRIS, Safdarjung Station, Chanakyapuri, New Delhi-110021 with reference to his letter No.1214/BCR/5/5/VIII dated 13-1-93.

sd/-

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

(195)

No.90/CEDO/GRI/4. 29-1-93.

The General Manager(Con),
South Central Railway,
Works Construction Branch,
Secunderabad-500371.

Sub:- Doubling of track between Shankarpalli and Gullaguda Stations on Secunderabad-Vikarabad BG Section on Secunderabad Division of South Central Railway - Opening of public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.6/SC/20/596 dated 19-01-93 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 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.90/CEDO/GRI/4. New Delhi, dated 29-1-93.

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/20/596 dated 19-1-93.

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

OFFICE OF THE COMMISSIONER OF RAILWAY SAFETY,
SOUTH CENTRAL CIRCLE, SECUNDERABAD.

S No 15

196

Sub: Doubling of track between Shankarpalli and Gullaguda Stations on Secunderabad-Vikarabad BG Section on Secunderabad Division of South Central Railway - Opening for Public Carriage of Passengers.

AUTHORISATION

Having inspected the newly constructed second line between Shankarpalli and (Km.140.27) and Gullaguda (Km.128,66) Stations in Secunderabad-Vikarabad (BG) Section of Secunderabad Division of South Central Railway on 04-01-1993, and having satisfied myself that the provisions of Section 22 of Indian Railways Act 1989 have been generally complied with, I hereby authorise, under the Powers delegated to me vide Railway Board's notification No.152-P dated 21-01-1916, the opening of the new second line as Up line, for public carriage of passengers at a maximum permissible speed of 75 Km/h initially, subject to:

i) All welded joints being inspected by USFD equipment/ manually and precautionary measures taken including imposition of a suitable speed restriction which should be certified by a J.A.Grade Officer of Engineering (Constn.) Department.

ii) observance of Speed Restrictions in force and those as might be imposed from time to time;

iii) that maximum permissible speed may be raised to 80 Km/h on a Safety Certificate issued by a S.A.Grade Officer of Engineering (Constn.) Department; and

iv) that further increase of maximum speed upto 100 Km/h be done after the new line is taken over by the Open Line for maintenance.

(Y.NAGESWARA RAO)
Commissioner of Railway Safety.

No.6/SC/20/596 Dated: 19-01-1993.

Copy forwarded for information & necessary action to:-

1. The Secretary (Civil Engg.)/Railway Board/New Delhi.
2. The Secretary (Safety)/Railway Board/New Delhi.
3. The Chief Commissioner of Railway Safety/ Lucknow.
4. The General Manager/S.C.Railway/Secunderabad.
5. The Chief Admn.Officer(Constn.)/S.C.Railway/Secunderabad.
6. The Chief Engineer(OL)/S.C.Railway/Secunderabad.
7. The Chief Singal & Telecommunications Engineer(Con)/S.C.Rly.
8. The Chief Operations Manager/S.C.Railway/Secunderabad.
9. The Divisional Railway Manager/Secunderabad Division/Secunderaba

(Y.NAGESWARA RAO)
Commissioner of Railway Safety.

(197)

No.90/CEDO/ORI/4. /-2-93.

The General Manager(Con),
South Central Railway,
Works Construction Branch,
Secunderabad - 500371 (A.P.)

Sub:- Doubling of track between Gullaguda and Chitgidda stations on Secunderabad-Vikarabad BG Section on Secunderabad Division of South Central Railway for the public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.6/SC/20/605 dated 20-01-1993 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 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.90/CEDO/ORI/4. New Delhi, Dated /-2-93.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Central Circle, Rail Nilayam, Secunderabad-500371(AP) with reference to his letter No.6/SC/20/605 dated 20-01-1993.

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

(198)

No. 91/CEDO/SD/14. -2-93

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

Sub : Condonation of infringement of gradients in station yards.

Ref : Your application No. W.GC.573/BNC dated 12.11.92.

.....

While going through your above, quoted application, the following discrepencies have been noticed :-

Station	Discrepency noticed
1. Chikbanavar & Gubbi	There is 1 in 100 grade towards Bangalore city end of these two stations. Sanction for condonation of infringement to 1 in 100 grade at this end of these two stations with other suitable arrangements made by the railwey to prevent accidents has not been applied for in terms of item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973).
2. Nittur	There is 1 in 100 grade at Arsikere end of this station. The kilometrage of this grade is shown as 96/10-14 which may be rechecked. The Railwey while applying for condonation of infringement to 1 in 100 grade have not advised the other suitable arrangements made to prevent accidents in terms of item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973). Moreover for 1 in 200 grade at Bangalore city end of Nittur station, although the railwey have proposed a slip siding to be made but have not applied for condonation of infringement to 1 in 200 grade in terms of item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973).

Ministry of Railways therefore desire that the above points may be clarified early to enable this office to consider the sanction for condonation of infringements.

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

(199)

WIRELESS

DATED 27 -1-1993.

THE GENERAL MANAGER(WORKS)
SOUTH CENTRAL RAILWAY
SECUNDERABAD

NO.92/CEDO/SM/1 (.) REFER THIS OFFICE LETTER OF EVEN NUMBER DATED 11.2.1992 FOLLOWED BY REMINDERS DATED 15.9.92 AND 15.1.93 (.) SUPPLY 20 COPIES OF THE SYSTEM MAPS AND 15 COPIES OF TIME TABLE MAPS CORRECT AS ON 31.3.92 (.) YOUR LETTER NO. W 185/I/15 VOL.II DATED 27.2.92 IS RELEVANT (.) EXPEDITE (.) ENSILE (.)

SINGLA
RAILWAYS

No.92/CEDO/SM/1. New Delhi, dated 27-1-1993.

Copy by post in confirmation.

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

200

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.92/CEDO/SD/7. रेल भवन, नई दिल्ली-110001, दिनांक 22/25-1-1993.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Project Manager,
Railway Electrification,
Central Railway,
Bhopal.

Sub: Approval of infringements in connection with introduction of MACLS at Baghora, Khurai, Sumreri, Jeruwakhera, Isarwara , Nariaoli & Saugor Stations on Bina - Katni Section of Central Railway.

*****

In view of the position explained in your application No.CPM/B/ST/SIG/20 dated 8.1.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by Eighteen Signal Structures having setting distances varying from 2210 mm to 2350 mm from centre line of ~~xxxxxxxxx~~ track at Baghora, Khurai, Sumreri, Jeruwakhera, Isarwara, Nariaoli & Saugor stations on Bina - Katni Section of Central Railway as against 2360 mm + 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 Seven stations 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.

+ plus 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 will however be necessary before introducing 3660mm (12'-0") wide stock in future as per extant rules.

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

No.92/CEDO/SD/7. New Delhi, dated 22/25-1-1993.

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(3)/90 dated 20.1.93.
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.31 dated 12.1.93.

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

Imp. Dc 14/1/93

(201)

25
No.93/CEDO/BS/1. 19-1-1993.

The Chief Engineer(C)/Central,
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Rampur-Bareilly Doubling Project - Extension of Bridge Nos. 1091, 1097, 1103, 1104, 1105, 1106 and 1116.

Ref:- Your application No.78-W/32/B-I/Plan dated 2-12-1992.

With reference to your application referred to above sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to provision of proposed less free board varying from 0.227M to 0.345M on bridge Nos. 1091, 1097, 1103, 1104, 1105, 1106 and 1116 as against a free board of 1.00 metre required as per Clause 4.9.1 of IRS Sub-Structures and Foundations Code involved in the extension of the above bridges on Rampur-Malik Section in connection with Rampur-Bareilly doubling project as shown in Form-XI and Drawings accompanying your letter 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.

Aruman 18/1/93
(ARVIND KUMAR)
Executive Director Civil Engineering(B&S),
Railway Board.

25
No.93/CEDO/BS/1. New Delhi, Dated 19-1-93.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.15-T(5)/90 dated 28-12-1992.

2) The Commissioner of Railway Safety, Northern Circle, Near CPIS, Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021, with reference to his letter No. 1090/52/B/IV/Pt.4 dated 09-12-1992.

Aruman 18/1/93
(ARVIND KUMAR)
for Secretary Railway Board

T/C

(202)

25

No.93/CEDO/BS/1. New Delhi, Dated 19-1-93.

The Chief Engineer(C)/Central,
Northern Railway,
Kashmere Gate,
Delhi - 110006.

Sub:- Rampur-Bareilly Doubling Project - Extension of Bridge Nos.1091, 1097, 1103, 1104, 1105, 1106 and 1116. SNO 5/2

Ref:- Your application No.78-W/32/W-I/Plan dated 2-12-92.

With reference to your application referred to above sent through the Chief Commissioner of Railway S Lucknow, the sanction of Ministry of Railways is here communicated for condonation of infringement to provisi of proposed less free board varying from 0.227M to 0.345m on the bridge Nos.1091, 1097, 1103, 1104, 1105, 1106 and 1116 as against a free board of 1.00 metre required as per Clause 4.9.1 of IRS Sub-Structures ~~Code~~ and Foundations Code involved in the extension of ~~these~~ the above bridges on Rampur-Malik Section in connection with Rampur-Bareilly doubling project as shown in Form-XI and Drawings accompanying your letter 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.

PTO

(203)

No.93/CEDO/BS/1. New Delhi, Dated 19-1-93.

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 dated28.12.92 — SNo 5

2) The Commissioner of Railway Safety, Northern Circle, Near C.R.I.S., Delhi Safdarjung Station, Chankyapuri, New Delhi-110021, with reference to his letter No.1090/52/B/IV/Pt.4 dated 09-12-92. — SNo 5/1

(ARVIND KUMAR)
for Secretary Railway Board.

(203)

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

No.93/CEDO/BS/1. 25/19-1-1993.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 19

The Chief Engineer(C)/Central,
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Rampur-Bareilly Doubling Project - Extension of Bridge Nos.1091, 1097, 1103, 1104, 1105, 1106 and 1116.

Ref:- Your application No.78-W/32/W-I/Plan dated 2-12-1992.

With reference to your application referred to above sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to provision of proposed less (free board varying from 0.227M to 0.345M on bridge Nos. 1091, 1097, 1103, 1104, 1105, 1106 and 1116 as against a free board of 1.00 metre required as per Clause 4.9.1 of IRS Sub-Structures and Foundations Code involved in the extension of the above bridges on Rampur-Malik Section in connection with Rampur-Bareilly doubling project as shown in Form-XI and Drawings accompanying your letter 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 25/19-1-93.

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 dated 28-12-1992.

2) The Commissioner of Railway Safety, Northern Circle, Near CRIS, Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021, with reference to his letter No. 1090/52/B/IV/Pt.4 dated 09-12-1992.

(ARVIND KUMAR)
for Secretary Railway Board.

(204)

IMMEDIATE

No.90/CEDO/ORI/4. 20 - 1 - 93.

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

Sub:- Doubling of track between Hyderabad and Khairatabad Stations on Hyderabad-Hussainsa Junction on Hyderabad-Wadi route of Secunde abad Division of South Central Railway for public carriage of paseengers.

Please refer to this office letter of even number dated 21st July,92 (Copy enclosed for ready reference) and expedite the reply.

DA:-One.

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

(205)

No.93/CEDO/BS/1. 20-1-93.

The General Manager (Survey & Construction),
Northern Railway,
Kashmere Gate,
Delhi - 110006.

Sub:- Kotkapura-Fazilka Gauge Conversion - Provision of reduced free-boards.

With reference to your application No.78-W/35/N-I/Plan dated 2-11-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to provision of reduced free board varying from -385 mm to 510 mm as against a free board of 1000 mm required as per Clause 4.9.1 of IRS Bridge Sub-Structures and Foundations Code involved in rebuilding/strengthening of 26 number of minor bridges on Kotkapura-Fazilka Sections details shown in Annexure-II 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(BS)
Railway Board.

No.93/CEDO/BS/1. New Delhi, Dated 20-1-93.

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 dated 12-1-93.

2) The Commissioner of Railway Safety, Northern Circle, Near CPIS, Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021, with reference to his letter No. 1190/BRN/5/IV/Pt.4 dated 11-1-93.

(ARVIND KUMAR)
for Secretary Railway Board.

(206)

No.93/CEDO/BS/1. New Delhi, Dated 20-1-93.

The General Manager(Survey & Construction),
Northern Railway,
Kashmere gate,
Delhi - 110 006.

Sub:- Kotkapura-Fazilka Gauge Conversion - Provision of reduced free-boards.

With reference to your application No. 78-W/35/W-I/Plan dated 2-11-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to provision of redu free board varying from -385 mm to 510 mm as ag a free board of 1000 mm required as per Clause 4. of IRS Bridge Sub-Structures Code and Foundations involved in rebuilding/strengthening of 26 number of minor bridges on Kotkapura-Fazilka Section details shown in Annexure-II 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.

Akumar 20/1/93

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

No.93/CEDO/BS/1 New Delhi, Dated 20-1-93.

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 dated 12-1-93.

2) The Commissioner of Railway Safety, Northern Circle, Near CIRS, Delhi Safdarjung Station, Chankyapuri, New Delhi-110021, with reference to his letter No. 1190/BKN/5/IV/Pt.4 dated 11-1-93.

Akumar 20/1/93

(ARVIND KUMAR)
for Secretary Railway Board.

(207)

No.92/CEDO/ORI/3. 19-1-93.

The Chief Engineer(Con-I),
Northeast Frontier Railway,
Maligaon,
Guwahati-781011.

Sub:- Opening of new double BG line between Barsoi-Harishchandrapur Stations of New Jalpaiguri-Malda Town section of N.F.Railway.

Ref:-Your office letter No.W/260/CON/B-D Project/Pt.I dated 6-1-93.

It is seen from the interleaved copy enclosed with your above quoted letter that the same is not complete. Many of the intervening paras have not been shown and straightaway left out. Similarly the paras after para No.8.03 of Commissioner of Railway Safety's inspection report are not appearing in the report submitted

Ministry of Railways therefore desire that a revised interleaved copy be submitted to Commissioner of Railway Safety with copy to this office indicating each and every para of Commissioner of Railway Safety's inspection report in the left hand side of the interleaved copy and action taken on the right hand side of the interleaved copy. In case, there is no action required to be taken against a particular para, the para should invariably appear on the left hand side and on the right hand side it may be indicated that no action is required to be taken by the railway against this para.

An early action is requested.

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

(208)

No.93/CEDO/BS/1. 14 -01.1993.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226 001.

Sub: Kotkapura - Fazilka Gauge Conversion - Provision of reduced free-boards.

***

Northern Railway application No.78-W/38/W-I/... dated 2.11.92 together with its enclosures and CRS Northern Circle's letter No.1190/BKN/5/IV/Pt.4 dated 11.1.93 is sent herewith for necessary disposal at your end.

This application may be sent back to the Secretary (Civil Engg.), Railway Board, New Delhi alongwith your forwarding letter.

Dft: As above

Sd/-
(U.R. CHOPRA)
for Secretary Railway Board.

No.93/CEDO/BS/1. New Delhi, dated 14 -01-1993.

The Chief Engineer(Survey & Constn.) Northern Railway Kashmere Gate, New Delhi for information.
An earlier application No.78-W/38(W-I) dated 15.10.92, in connection with rebuilding/strengthening of minor bridges C/W Kotkapura - Fazilka - Gauge Conversion has earlier been moved by your office, which be treated as cancelled and withdrawn and necessary advice sent to all concerned.

(U.R. CHOPRA)
Executive Director Gauge Conversion,
Railway Board.

(209)

No.91/CEDO/SD/10. 13-1-93.

The General Manager(Con),
Northeast Frontier Railway,
Maligaon,
Guwahati-781011.

Sub:- Application for condonation for infringing grades steeper than 1 in 1200 in Station yards at Dalkhola, Sudhani and Barsoi Jn. of B.G.Section on Katihar Divis: of N.F.Railway.

Ref:- Your application No.W/260/CON/P-D Pro. Pt.III dated 21-12-1992.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of Fall 1 in 400 gradient from Ch:39791 to Ch:40339 and Rise 1 in 400 gradient from Ch:40624 to Ch:41438 in Sudhani Station yard, Fall 1 in 400 gradient from Ch:56916 to Ch:57340 in Dalkhola Station yard and Fall 1 in 400 gradient from Ch:26980 to Ch:28600 in Barsoi Station yard in connection with doubling of New Jalpaiguri-Malda Town B.G.Section of your railway as shown in Drawing Nos.CE/CON/M-N/Y/2/92 Alt.I, CE/CON/M-N/Y/3/91 Alt.I and CE/CON/M-N/Y/13/87/Alt.3 for Sudhani, Dalkhola and Barsoi station yards and Form-XI accompanying your letter referred to above 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 approval is subject to the condition that a Clause will be inserted in the Station Working Rules of the above mentioned three stations that no train will be stabled without a live engine on the Main line.

13/1/93

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

Spare

(210)

No.93/CEDO/BS/1. New Delhi, dated 13-1-1993.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his ~~XXXXXX~~ Endorsement No.Rs.18-T(6)/90 dated 11.1.1993.

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.221/1/15 dated 8.1.1993.

Sd/-

(ARVIND KUMAR)
for Secretary, Railway Board.

(21)

No. 93/CEDO/55/1. January 13th, 1993

The General Manager,
Western Railway,
Bombay.

Subject : Extending Bridge No. 15 at Km. 11/11-12 by providing RCC box (1 x 2.00m span) in connect' with extension of DADAR - MAHIM loop line on Churchgate - Virar section in Bombay Div' of Western Railway in continuation to t' existing girder bridge (1 x 1.62m span) towards East side.

.....

With reference to your application No. W.65/20/269 dated 7.01.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of free board of (-) 1050mm as against 1000mm required as per clause 4.9.1 of sub structure code for extension of span of girder bridge No. 15 (1 x 1.62m span) at Km. 11/11-12 from 1.62m to 2.00m by way of providing RCC box (1 x 2.00m span) in connection with extension of DADAR - MAHIM loop line on Churchgate - Virar section of Bombay Division as shown in Drawing No. CE(W) SK-605 R Alt.1 accompanying your letter referred to above.
~~SK-93~~

The sanction is subject to gangs being suitably instructed to keep a watch on the bridge during the period of heavy rainfall and take adequate measures to stop the trains, if required, in case of any danger and further subject to providing pitching upto the formation level on the earth work in the extended portion for 30m on either side. It is noted that the railway has not applied for condonation of negative vertical clearance of (-)1380mm. This needs to be looked into.

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.

Contd. 2/-

(212)

No.93/CEDO/BS/1. New Delhi, dated -1-1993.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his ~~XXXXXX~~ Endorsement No.Rs.18-T(6)/90 dated 11.1.1993.

2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 with reference to his letter No.221/1/15 dated 8.1.1993.

(ARVIND KUMAR)
for Secretary, Railway Board.

(213)

No.80/CEDO/SD/10. 12 - 1 - 93.

The General Manager(S&C),
Eastern Railway,
14, Strand Road(4th Floor),
Calcutta-700 001.

Sub:- Deletion of provision of trolley refuge of ballasted deck bridges vide addendum and corrigendum slip No.13.

Ref:- Your office letter No. CE/Con/W/Design/I dated 29th. Dec.'92.

Clause 15(iii) has been deleted. However, Clause 15(i) & 15(ii) still operate. Trolley refuges may be provided accordingly, since ballasted deck bridge is also a bridge.

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

(214)

No.92/CRDO/ORI/20. 7-1-1993.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- i)New M.G.Line between Balipara and Gamani of Balipara-Bhalukpong Project of N.F.R.

ii)New M.G.Line between Gamani and Bha... of Balipara-Bhalukpong Project of

---

With reference to your Endorsements ... RS.10-T(24)/91 dated 16th November'92, and RS.10-T(25)/91 da... 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 sections for the public carriage of passengers as per his letters No.476/716/I/Opening/PT dated 21-8-1991 and 466/716/I/A/Opening/PT dated 21-8-1991.

yours faithfully,

Sd/-
(S.M.SINGLA)
for Secretary Railway Board.

No.92/CRDO/ORI/20. New Delhi, Dated 7-1-1993.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northeast Frontier Circle, No.14, Strand Road, 12th Floor, Calcutta-700001, with reference to his letters No.476/716/I/Opening/PT dated 21-8-1991 and 466/716/I/A/Opening/PT dated 21-8-1991.

2) The General Manager(Con),Northeast Frontier Railway, Maligaon, Guwahati-781011, with reference to his letter No.W/247/CON/B-B/2 dated 11-12-92. The date of opening of the above sections may please be intimated as and when the same is commissioned to Passenger traffic.

Sd/-
(S.M.SINGLA)
for Secretary Railway Board.

215

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

D.O.No.91/CEDO/SD/14. New Delhi, dated 7.1.1993.

Dear Shri RAVINDRA,

Sub: New Broad Gauge Line between Trichur and Guruvayur, Punkunnam Stations - Condonation for infringements.

.....

Reference your telephonic conversation with undersigned on 5.1.1993 on the above noted subject. A copy of application N o.W.262/XXIII/CN dated 2.9.92 addressed to the Secretary(Works) Railway Board was received in this office direct and not through CRS/CCRS. To deal with the application, it may be expedited from the office of CRS/CCRS.

With regards, and best wishes for a Happy New Year.

Yours sincerely,

Sd/-

(S.M. SINGLA)

Shri M. RAVINDRA,
Chief Administrative Officer(Constn.),
Egmore,
Ma-dras - 600 008.

(216)

No.80/CEDO/SD/10. 12 - 1 - 93.

The General Manager(S&C),
Eastern Railway,
14, Strand Road(4th Floor),
Calcutta-700 001.

Sub:- Deletion of provision of trolley refuge of ballasted deck bridges vide addendum and corrigendum slip No.13.

Ref:- Your office letter No. CE/Con/W/Design/I dated 29th, Dec. '92.

Clause 15(iii) has been deleted. However, Clause 15(i) & 15(ii) still operate. Trolley refuges may be provided accordingly, since ballasted deck bridge is also a bridge.

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

(217)

No.92/CEDO/ORI/20. New Delhi, Dated 7-1-93 ~~7-12-92.~~

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- i) New M.G.line between Balipara and Gamani of Balipara-Bhaluk pong Project of N.F.Railway.

ii) New M.G.line between Gamani and Bhalukpong of Balipara-Bhalukpong Project of N.F.Rly

---

With reference to your EndorsementsNo.RS 91 dated 16th November, 92 and RS.10-T(25)/91 16th November 92, I am directed to confirm the Commissioner of Railway Safety, North Eastern ... Gorakhpur in authorising the opening of the above ... for the public carriage of passengers as per his lett... No.476/716/I/Opening/PT. dated 21-8-1991 and 466/716/I/A/Opening/PT.dated 21-8-91.

yours faithfully,

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

7-1-93

No.92/CEDO/ORI/20. New Delhi, Dated ~~-12-92~~.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northeast Frontier Circle, No.14, Strand Road, 12th Floor, Calcutta-700001, with reference to his letters No. 476/716/I/Opening/PT. dated 21-8-91 and 466/716/I/A/Opening/PT. dated 21-8-91.

2) The General Manager (Con), Northeast Frontier Railway Maligaon, Guwahati-781011, with reference to his letter No.W/247/CON/B-B/2 dated 11-12-92. The date of opening of the above sections may please be intimated as and when the same is commissioned to passenger traffic.

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

(218)

No.92/CEDO/GRI/25. 5-1-1993.

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

Sub: Opening of new ly converted Broad Gauge Single line section for a length of 44.64 Kms. between Nadiad-Kapadvanj of Vadodara Division of Western Rly.

*****

Reference may be made to Commissioner of Rail Safety's letter No.16-5/295 dated 8.12.1992 on t 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)
Exe. Director Civil Engg. (G),
Railway Board.

No.92/CEDO/GRI/25 New Delhi, dated 5-1-1993.

Copy forwarded for information to :-

The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No. 16-5/295 dated 8.12.1992.

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

Copy of TELEGRAM - (29)

RAILWAYS NDLS, CHIEFCOM IKO

C/- GM, CAO(C), CE, COM, CEE, CSTE, CEE(C), CSTE(C)CCG
CE(C)ADI, DY CSTE(C), DY CE(C)ADI, DEE(C)/BRC, DRM BRC

No.16-5/295 DATED 8-12-1992

HAVING INSPECTED THE 44.64 KM LONG NEWLY CONVERTED BROAD GAUGE SINGLE LINE SECTION NADIAD KAPADVANJ AND HAVING SATISFIED MYSELF THAT THE PROVISIONS OF SECTION 22(1) OF INDIAN RAILWAYS ACT 1989 HAVE BEEN SUBSTANTIALLY COMPLIED WITH I HAVE AUTHORISED UNDER THE POWERS DELEGATED TO ME UNDER RAILWAY BOARD'S NOTIFICATION NO 152-P DATED 21-01-1916, THE OPENING FOR THE PUBLIC CARRIAGE OF PASSENGERS AT A MAXIMUM PERMISSIBLE SPEED OF 45 KMPH, SUBJECT TO FOLLOWING CONDITIONS:

(A) SPEED RESTRICTION 15 KMPH BETWEEN KAPADVANJ(KM 0-0) AND KM 6.00 TILL FURTHER ADVICE

(B) OBSERVANCE OF ALL TEMPORARY AND PERMANENT SPEED RESTRICTIONS IN FORCE OR AS MAY BE IMPOSED FROM TIME TO TIME

(C) PERMANENT WAY GANGS WHO WILL MAINTAIN THIS LINE FROM THE DATE OF OPENING OF THE LINE TO PASSENGER TRAFFIC BEING MANNED BY THEIR MATES AND KEYMEN DRAWN FROM THE PERMANENT CADRE AND THE GANGS TO BE ADEQUATELY EQUIPPED

(D) FULL COMPLEMENT OF PERMANENT WAY FITTINGS TO BE PROVIDED AND PROPERLY SECURED

(E) ENGINEERING AND S AND T WORKS AT ALL LEVEL CROSSINGS TO BE FULLY COMPLETED

(F) P-WAY ELECTRICAL AND SIGNALLING WORKS AT NADIAD TO BE COMPLETED IN ALL RESPECTS AS PER APPROVED PLAN AND SANCTION BY CRS AND THEIR BEING COMMISSIONED UNDER SAFETY CERTIFICATES BY CONCERNED OFFICERS

(G) ALL LOCOS AND ROLLING STOCK BEING PERMITTED AT THEIR RESPECTIVE PERMISSIBLE SPEEDS OR SECTIONAL SPEEDS WHICHEVER IS LESS

(Contd..)

(H) PATROLLING ATLEAST ONCE A DAY TO INSPECT THE RAILS AND FISH PLATED JOINTS TILL COMPLETION OF ULTRASONIC TESTING OF RAILS INCLUDING THE JOINTS AND REPLACING THE DEFECTIVE RAILS IF ANY

(I) ALL CONCERNED TRAIN PASSING STAFF HAVING DULY SIGNED THE ASSURANCE REGISTER IN TOKEN OF HAVING UNDERSTOOD THE REVISED WORKING RULES OF STATIONS AND LEVEL CROSSING GATES AND THEIR KNOWLEDGE BEING TESTIFIED TO BY THE DIVISIONAL SAFETY OFFICER OF THE DIVISION

(J) MAXIMUM PERMISSIBLE SPEED MAY BE LATER RAISED TO 75 KMPH FROM KM 6.00 TO NADIAD AFTER NECESSARY ROUNDS OF PACKING AND RECORDING SATISFACTORY LEVELS OF ACCELEROTIONS BY PORTABLE ACCELEROMETER AND CERTIFICATION OF CHIEF ENGINEER (CONSTRUCTION) TO THIS EFFECT

R RAJAMANI
COMMISSIONER OF RAILWAY SAFETY
WESTERN CIRCLE
BOMBAY AT AHMEDABAD

R.L. Rajput
स्टेशन अधीक्षक
अहमदाबाद प रेल्वे
Station Supdt.
Ahmedabad W. Rly
8/11/92

Copy by Dak for information

No. 16-5/295/399

16 DEC 1992