GUARD FILE 1994 Pt II

(1)

3-1-94.

No.93/CEDO/ORI/14.

The Chief Administrative Officer(Construction),
South Central Railway,
Works Construction Branch,
Secunderabad-500371.

Sub:- Doubling of track between Yadgir and Lingeri stations on Wadi-Raichur BG Section on Bombay-Wadi-Guntakal route of South Central Railway.

Please refer to this office letter of even number dated 16-9-93 (Copy enclosed for ready reference) and expedite the reply.

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

DA/One.

(2)

No.92/CEDO/SR/4/0. 4-01-1994.

The General Manager,
Central Railway,
Bombay.

Sub: Oscillation trials with
i) WAP 3 class of locomotives fitted with flexicoil Mark IV bogies
ii) and IR-15 bogies fitted on ICF Coach at 160 Kmph on Tuglakabad- Agra Section of Central Railway.

Ref: Your letter No.W/681/Y.66/BR/IV dated 30.11.1993.

****

Reference may be made to your letter quoted above. Since conductance of trials and issue of Speed Certificate in this connection are the internal arrangement of RDSO and Board generally do not interfre with the methodology adopted by them, you may therefore bring out the shortcoming if any in the Speed Certificate and related method of trials direct to RDSO.

S/d

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

(3)

No.93/CEDO/SD/38. 5-1-1994.

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

Sub:- Patch Doubling between Bairagarh-Bakania Bhaunri-Phanda on Ujjain-Bhopal Section on Western Railway.

Ref:- Your office application No.WNC.177/60(CRS) dated 17-11-1993.

In view of the position explained in your application, Administrative approval of Ministry of Railways is hereby communicated for adoption of existing gradient of 1 in 400 at Bairagarh yard and 1 in 420 at Bakania Bhaunri yard in connection with Patch Doubling between Bairagarh-Bakania Bhaunri-Phanda on Ujjain - Bhopal Section as against 1 in 1200 gradient decided by the Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89.

The sanction is subject to the condition that a Clause will be inserted in Station Working Rules of the above two stations that no load/vehicle will be stabled without a live engine on the main line and all necessary precautions being taken by the Railway to prevent accidents.

31/12

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

No.93/CEDO/SD/34. New Delhi, Dated 5-1-94 ~~2-12-93~~.

(4)

The Chief Administrative Officer (Const.),
South Central Railway,
Head Quarters Office,
Works Construction Branch,
Secunderabad-500371.

Sub:- Hyderabad Division - Bolarum-Secunderabad Section. Gauge Conversion from MG to BG between Bolarum-Secunderabad and Falaknuma - Yard arrangements at Malkajgiri Station-Condonation of infringing gradients.

With reference to your application No.W.Con.573/C/67/Vol.II dated 17-11-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by the following grades in Malkajgiri yard to item 2(b) Chapter-II of BG Schedule of Dimensions (1973) in connection with conversion of Bolarum-Secunderabad Section from MG to BG. The grades are as under:-

1 in 115	Between Ch:4800 m to Ch:4636 m on M.G. Main line and M.G.Bye-pass line.
1 in 115	Between Ch:4800 m to Ch:4200 m on B.G.Main line.
1 in 115	Between Ch:4200 m to Ch:4373.21 m on B.G.Bye-pass line towards Moula Ali.
1 in 100	Between Ch:4704.5 m to 5450 m on B.G.Bye-pass line towards Moula Ali.

The sanction is based on Form-XI and the drawings accompanying your application referred to above and is subject to all suitable arrangements being made by the Railway to avoid accidents. It is noted that safeguards as mentioned in your application under para 4 in the Station Working Rules of Malkajgiri B.G.Station and the converted B.G.line from Secunderabad to Bolarum has already opened for traffic without crossing facilities at Malkajgiri in view of the above infringing gradients.

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

PTO

(5)

No.93/CEDO/SD/34. New Delhi, Dated ~~12-93.~~ 5/1/94

Copy forwarded for information to:-

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

2) The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad-500371.

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

(6)

5/1/94
~~-12-93.~~

No.93/CEDO/SD/38.

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

Sub:- Patch Doubling between Bairagarh-Bakania Bhaunri-Phanda on Ujjain-Bhopal Section on Western Railway.

Ref:- Your office letter No.WNC.177/60(CRS) dated 17-11-1993.

In view of the position explained in your application, Administrative approval of Ministry of Railways is hereby communicated for adoption of existing gradient of 1 in 400 at Bairagarh yard and 1 in 420 at Bakania Bhaunri yard in connection with Patch Doubling between Bairagarh-Bakania Bhaunri-Phanda on Ujjain-Bhopal Section as against 1 in 1200 gradient decided by the Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89.

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

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

(7)

5/1/94
~~12-93.~~

No.93/CEDO/SD/38.

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

Sub:- Patch Doubling between Bairagarh-Bakania Bhaunri-Phanda on Ujjain-Bhopal Section on Western Railway.

Ref:- Your office letter No.WNC.177/60(CRS) dated 17-11-1993.

In view of the position explained in your application, Administrative approval of Ministry of Railways is hereby communicated for adoption of existing gradient 1 in 400 at Bairagarh and 1 in 420 at Bakania Bhaunri in connection with Patch Doubling between Bairagarh-Bakania Bhaunri-Phanda on Ujjain-Bhopal Section as against 1 in 1200 gradient decided by the Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89.

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

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

(8)

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

5/1/94

No.93/CEDO/SD/38. रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated

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

Sub:- Patch Doubling between Bairagarh-Bakania Bhaunri-Phanda on Ujjain-Bhopal Section on Western Railway.

Ref:- Your office letter No.WNC.177/60(CRS) dated 17-11-1993.

In view of the position explained in your application, Administrative approval of Ministry of Railways is hereby communicated for adoption of existing gradient of 1 in 400 at Bairagarh and 1 in 420 at Bakania Bhaunri in connection with Patch Doubling between Bairagarh-Bakania Bhaunri-Phanda on Ujjain-Bhopal Section as against 1 in 1200 gradient decided by the Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89.

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

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

S.No.6

(9)

No.93/CEDO/SD/39. 10-01-1994.

The Chief Engineer(Cons.)-I,
N.F. Railway,
Maligaon,
Guwahati.

Sub: Condonation in respect of item 2(b) Chapter-II of BG Schedule of Dimensions(1973) for provision of 1 in 150 grade in the approach of station yard at Lumding. Conversion of Guwahati - Lumding Section from MG to BG.

....

With reference to your application No.W/344/CON/GHY-LMG dated 14.12.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by the following grades to item 2(b) Chapter-II of BG Schedule of Dimensions (1973) in Lumding yard in connection with conversion of Guwahati-Lumding Section from MG to BG.

Grade	Chainage
1 in 175	CH : 186294 to CH : 188125
1 in 170	CH : 188303 to CH : 188481
1 in 150	CH : 188481 to CH : 188613
1 in 200	CH : 188613 to CH : 188988
1 in 150	CH : 188988 to CH : 190248

The sanction is subject to incorporation of the special safety precautions under para 6.3(c) at page 11 of the Station Working Rules of Lumding Station as proposed by Railway vide para 4 of their letter dated 14.12.93 to CRS. It is also subject to the condition that in case of departure of DN train from Lumding main yard both on BG and MG line, no train should be stopped at DN Starter Signal No.18 on BG and 29 on MG of South Block Cabin. Interlocking shall ensure that signal No. 37 on BG and 29 on MG of RRI Cabin can not be cleared unless Signals of South Block Cabin is also cleared.

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

रेलवे बोर्ड, नई दिल्ली
Railway Board

No.93/CEDO/SD/39. New Delhi, dated 10-01-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.Q.11016/1/93-RS dated 3.1.94.

2. The Commissioner of Railway Safety, N.F. Circle, 14, Strand Road, 12th Floor, Calcutta-1 with reference to his letter No.268 dated 3.1.94.

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

o/c

(10)

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

No.94/CEDO/SD/1. रेल भवन, नई दिल्ली-110001, दिनांक //-01-1994.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Officer(Const.),
Southern Railway,
18, Millers Road,
Bangalore - 590 046.

Sub: Mysore - Ashokapuram Section : Conversion from MG to Mixed Gauge (BG/MG) - Condonation of infringement of Standard Schedule of Dimensions (MG) due to rail level difference between BG and MG tracks.

.....

With reference to your letter No.W.153/CN/BNC/AP.Vol.I dated 9.11.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to item 12 Note (a) Chapter-I and item 14 Chapter IV(b) of MG Schedule of Dimensions (1963) in connection with conversion of existing MG line from Mysore to Ashokapuram as mixed gauge as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.CN/BNC/TR/253-93 accompanying your letter referred to above.

The sanction is purely temporary and is valid for a limited period of three months from the date of issue or till completion of MG cattle fender modification work whichever is earlier. It is subject to the condition that cattle fender of all MG engines on such track are lifted to give a clearance of 102 mm above the top of BG rail. Your Railway have not applied for condonation of infringement to item 14 Chapter-IV(b) of MG Schedule in Form-XI accompanying the application. Ministry of Railways have however considered this infringement also and sanctioned the same. Form-XI may therefore be corrected accordingly.

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

No.94/CEDO/SD/1. New Delhi, dated //-01-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. Q.11017/1/93-RS dated 3.12.93.
2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.1461 dated 23.11.93.

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

ANNEXURE - I

S.No.	Location	Name of the structure which infringes	Chapter & Item No. of S.O.D.	Prescribed Dimensions	Existing Dimensions.	Amount of infringement.
	MYSORE DIVISION					
1.	Mysore-Ashokapuram Mixed gauge Section	52 Kg. rail (BG) laid on the modified ST sleepers with 60 R rail (MG) (with maximum wear of 6 mm).	Chapter-I Item 12 Note(a) of MG S.O.D.	25 mm	64.60 mm	39.60 mm
2.	Mysore-Ashokapuram Mixed gauge Section	Minimum height above rail level when fully loaded for a width of 915 mm on either side of centre of track.	Chapter-IV(b) item 14 of MG Schedule of Dimensions.	102 mm	37.40 mm	64.60 mm

(12)

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

No.94/CEDO/SD/1. रेल भवन, नई दिल्ली-110001, दिनांक // -01-1994.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Officer(Const.),
Southern Railway,
18, Millers Road,
Bangalore - 590 046.

Sub: Mysore - Ashokapuram Section : Conversion from MG to Mixed Gauge (BG/MG) - Condonation of infringement of Standard Schedule of Dimensions (MG) due to rail level difference between BG and MG tracks.

.....

With reference to your letter No.W.153/CN/ENC/AP.Vol.I dated 9.11.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to item 12 Note (a) Chapter-I and item 14 Chapter IV(b) of MG Schedule of Dimensions (1963) in connection with conversion of existing MG line from Mysore to Ashokapuram as mixed gauge as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.CN/ENC/TR/253-93 accompanying your letter referred to above.

The sanction is purely temporary in respect of infringement No.2 and is valid for a limited period of three months from the date of issue or till completion of conversion work whichever is earlier.

It is subject to the condition that cattle fender of all MG engines on such track are lifted to give a clearance of 102 mm above the top of BG rail. Your Railway have not applied for condonation of infringement to item 14 Chapter-IV(b) of MG Schedule in Form-XI accompanying the application. Ministry of Railways have however considered this infringement also and sanctioned the same. Form-XI may therefore be corrected accordingly.

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

No.94/CEDO/SD/1. New Delhi, dated // -01-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. Q.11017/1/93-RS dated 3.12.93.
2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.1461 dated 23.11.93.

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

ANNEXURE - I

S.No.	Location	Name of the structure which infringes	Chapter & Item No. of S.O.D.	Prescribed Dimensions	Existing Dimensions.	Amount of infringement.
	MYSORE DIVISION					
1.	Mysore-Ashokapuram Mixed gauge Section	52 Kg. rail (BG) laid on the modified ST sleepers with 60 R rail (MG) (with maximum wear of 6 mm).	Chapter-I Item 12 Note(a) of MG S.O.D.	25 mm	64.60 mm	39.60 mm
2.	Mysore-Ashokapuram Mixed gauge Section	Minimum height above rail level when fully loaded for a width of 915 mm on either side of centre of track.	Chapter-IV(b) item 14 of MG Schedule of Dimensions.	102 mm	37.40 mm	64.60 mm

(14)

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

No.94/CEDO/SD/2.

रेल भवन, नई दिल्ली-110001, दिनांक 12-01-1994.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Dispensation to the infringement of Schedule of Dimensions due to the fixed structure of Signal Cabin on main rail level platform at Piper Road on Jodhpur-Merta Road Section.

******

With reference to your application No.78-W/35/CRS/WI dated 27.12.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to clearances from centre line to BG loop line to item 7(i), 7(ii) & 7(iii) Chapter-II of BG Schedule of Dimensions (1973) involved in retention of existing Signal Cabin at Piper Road Station in connection with conversion of Jodhpur-Merta Road Section from MG to BG as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.A-79-55/1993/R1 accompanying your application referred to above.

The sanction is subject to the condition that whenever any alterations are done to the existing signalling system/ cabin or existing platform level is raised, a new cabin shall be constructed at the prescribed setting distance.

Sd/-

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

No.94/CEDO/SD/2. New Delhi, dated 12-01-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. Q.11014/1/93-RS dated 3.1.1994.

2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110 021 with reference to his letter No.1613 dated 30.12.1993.

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

ANNEXURE -I

S.No.	Name of structure which infringes	Chapter-No. Item No. of S.O.D.	Prescribed Dimensions		Existing actual Dimensions	Amount of infringement
1.	Existing Signal Cabin(R.L.) at Piparr Road Station of Jodhpur Divn.	Schedule-I Chapter-II Item 7	Minimum Horizontal distance of any building on a passenger platform from centre line of track			
			7(i) From P.F. level to 305mm above P.F. level.	5180 mm increasing uniformly to 5330mm.	4280mm remaining the same upto 305 above R.L.	900 mm increasing to 0150mm.
			7(ii) From 305mm above P.F. level to 3430mm above rail level.	5330 mm.	4280mm upto 3480mm above R.L.	1050 mm.
			7(iii) From 3430mm above rail level to 4115 above rail level.	5330mm decreasing uniformly to 3810 mm.	4280mm upto 3850 mm above R.L.	1050 mm decreasing uniformly to zero at 3850mm above R.L. No infringement beyond 3850 mm above R.L.

(18)

No. 94/CEDO/ORI/1. 12-1-94.

The Chief Administrative Officer(Construction),
Northern Railway,
Kashmere Gate,
Delhi-110006.

Sub:- Opening of existing pair of goods avoiding line between Hazrat Nizamuddin and Tughlakabad East Cabin on New Delhi-Tughlakhabad section of Delhi Division of Northern Railway for Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety's letter No.469/Project/8 dated 30-7-93 (copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter at concluding para 17.1 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.94/CEDO/ORI/1. New Delhi, Dated 12-1-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021, with reference to his letter No. 469/Project/8 dated 30-7-93.

(S.M.SINGLA)
for Secretary Railway Board

(17)

No.92/CEDO/ORI/16. 12-1-94.

The Chief Administrative Officer (Construction),
Southern Railway,
Bangalore Cantonment,
Bangalore-560 009.

Sub:- Opening of the Parmanent diversion of about 2.92 Km.length from Km.104/1 to Km.106/14 on the Broad Gauge single line section between Yelipur and Byadarahalli stations on the Bangalore City-Mysore Section of Southern Railway for Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety's letter No.Nil dated 29th October,1993 (copy enclosed) 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 to this office.

An early reply is requested.

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

No.92/CEDO/ORI/16. New Delhi, Dated 12-1-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter/Nil dated 29-10-93.

/No.

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

(18)

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

No.80/WDO/SD/10. New Delhi, dated 12.01.1984.

The General Managers(Engg.),
All Indian Railways.

Sub: Horizontal clearances to be adopted for fixed structures from centre of track in terms of B.G. Schedule of Dimensions(1973).

*****

It has been brought to the notice of the Board that RE Projects are applying for administrative approval from the Board for implantation of structures at a setting distance of less than 2360 mm (7'-9") and for track centres less than 4725 mm (15'-6") at the time of completion of electrification work and introduction of electric traction which is contrary to the existing instructions. In this connection your attention is invited to para 2 of Board's letter No.82/WDO/SD/12 dated 18.6.82 in terms of which for obtaining the administrative approval, a reference is required to be made direct to the Board (and not through CRS/CCRS) in advance of the execution of the project i.e., before a project is sanctioned and would not apply in a case where electrification work is about to be completed. This would be in the context of future planning keeping in view whether 3660 mm wide EMU stock is likely to be introduced or not on a particular section.

RE Projects should make a note that obtaining the administrative approval for implantation of structures at less than 2360 mm (7'-9") and for track centres less than 4725 mm (15'-6") will, however, not suffice. Board's sanction through CRS and CCRS is invariably required to be obtained at the time of introduction of electric traction even though 3660 mm(12'-0") wide stock is not introduced at that time.

It is, therefore, once again reiterated that the Railways should follow the laid down prescribed procedure and in cases where electrification work is about to be completed, formal sanction of the Railway Board should be obtained routing the application through CRS and CCRS for condonation of infringements.

The receipt of this letter may please be acknowledged.

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

(19)

No.80/WCO/SD/10. New Delhi, dated 17.01.1994.

Copy forwarded for information and necessary action to:-

1. The Director General, R.D.S.O., Lucknow - 226 001.
2. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with 25 spare copies with refernece to his Endorsement No.Q.11017/1/93 - RS dated 27.10.93.
3. The General Managers DLW/Varanasi, CLW/Chittaranjan, ICF/Madras, RCW/Kapurthala, W&AP/Bangalore.
4. The General Manager, Railway Electrification, Allahabad-1.
5. The Chief Administrative Officer, Diesel Components Works, Patiala.
6. The Chief Administrative Officer, Central Organisation for Modernisation of Workshops, New Delhi.
7. The Chief Administrative Officer(Const.), Central Railway, Bombay V.T.
8. The Chief Administrative Officer(Const.), Northern Railwey, Kashmere Gate, Delhi - 110 006.
9. The Chief Administrative Officer(Const.), Southern Railway, Egmore, Madras - 600 008.
10. The Chief Administrative Officer(Const.), South Central Railway, Rail Nilayam, Secunderabad - 500 371.
11. The Principal, Railway Staff College, Vadodara.
12. The Director, Indian Railways Institute of Civil Engineering, Pune.
13. The Director, Indian Railways Institute of Signal Engineering and telecommunications, Secunderabad.
14. The Director, Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur.
15. The Director, Indian Railways Institute of Electrical Engineering, Nasik.
16. The General Manager(Const.), Northeast Frontier Railway, Maligaon, Guwahati.
17. The General Manager, Metropolitan Transport, Calcutta.
18. The Chief Administrative Officer(Const.), South Eastern and Western Railways.

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

(20)

भारत सरकार
रेल मंत्रालय(रेलवे बोर्ड)

सं. 80/डब्ल्यू. डी ओ./एस. डी/10 नई दिल्ली, दि0 12.1.94

महाप्रबंधक (इंजीनियरी),
सभी भारतीय रेलें.

विषय:- परिमापों की बड़ी अमान अनुसूची (1973) के अनुसार रेलपथ के बीच से स्थायी संरचना के लिए अपनायी जाने वाली अनुप्रस्थ निर्बाधन (क्लिअरेंस).

बोर्ड के ध्यान में यह बात लायी गयी है कि विद्युतीकरण का कार्य पूरा होने तथा विद्युत कर्षण प्रारंभ किए जाते समय रेल विद्युतीकरण परियोजनाएं 2360 मि.मी. (7'-9") से कम स्थापन दूरी पर संरचनाएं स्थापित करने तथा 4725 मि.मी. "15'-6") से कम दूरी पर रेलपथ केन्द्रों के लिए बोर्ड से प्रशासनिक अनुमोदन के लिए आवेदन करती हैं जो कि मौजूदा अनुदेशों के विपरीत है. इस संबंध में आपका ध्यान बोर्ड के 18.6.82 के पत्र सं. 82/डब्ल्यू.डी.ओ.(एस.डी./12 के पैरा 2 की ओर आकृष्ट किया जाता है जिसके अनुसार प्रशासनिक अनुमोदन प्राप्त करने के लिए परियोजना के निष्पादन से पहले अर्थात् किसी परियोजना को स्वीकृत किए जाने से पूर्व बोर्ड को (रेल संरक्षा आयुक्त/मुख्य रेल संरक्षा आयुक्त के माध्यम से नहीं) तीपे पत्र भेजना अपेक्षित होता है तथा यह उस मामलों में लागू नहीं होता है जहां विद्युतीकरण का कार्य लगभग पूरा होने वाला हो. यह भावी योजना के संदर्भ में होगा जिसमें इस बात को ध्यान में रखना होगा कि क्या किसी खंड विशेष पर 3660 मि.मी. चौड़ा ह.एम.यू. स्टाक चालू किए जाने की संभावना है या नहीं.

रेल विद्युतीकरण परियोजनाएं यह नोट करें कि हालांकि 2360 मि.मी. (7'-9") से कम पर संरचना के क्रियान्वयन तथा 4725 मि.मी. (15'-6") से कम रेलपथ केंद्रों के लिए प्रशासनिक अनुमोदन प्राप्त करने की आवश्यकता नहीं होगी. यद्यपि उस समय 3660 मि.मी. (12'-0") चौड़ी गाड़ी नहीं चलायी जाने वाली हो फिर भी विद्युत कर्षण प्रारंभ करते समयसे.आयुक्त तथा मु.रे.सं. आयुक्त के माध्यम से बोर्ड की मंजूरी निरपवाद रूप से प्राप्त करना अपेक्षित है.

...2/-

अतः एक बार फिर यह दोहराया जाता है कि दी गयी निर्धारित प्रक्रिया का अनुसरण करें तथा उन मामलों में जहाँ विद्युतीकरण का कार्य पूरा होने के करीब हो वहां इस उल्लंघन के माफी हेतु रे.सं. आयुक्त तथा मु.रे. सं. आयुक्त से होकर आवेदन पत्र भेजकर रेलवे बोर्ड की औपचारिक स्वीकृति प्राप्त करनी चाहिए.

कृपया इस पत्र की पावती दें.

§एस. एम. सिंगला§
कार्यपालक निदेशक, सि.इंजी.§सा.§
रेलवे बोर्ड.

सं. 80/डब्ल्यू.डी.ओ./एस.डी./10 नई दिल्ली, दि0 12.1.94

प्रतिलिपि सूचना एवं आवश्यक कार्रवाई हेतु प्रेषित.

1. महानिदेशक, अ.अ.एवं मा.सं., लखनऊ
2. मुख्य रेल संरक्षा आयुक्त, अशोक मार्ग, लखनऊ-226001 को उनके 27.10.93 के पृष्ठांकन सं. 9-11017/1/9/93-आर.एस. को 25 अतिरिक्त प्रतियों सहित,.
3. महाप्रबंधक, डी.रे.का./वाराणसी, चिरेका/चित्तरंजन, सडिका/मद्रास, रे.को.कै/कपूरथला, प एवं धु सं/बेंगलूरू.
4. महाप्रबंधक, रेल विद्युतीकरण, इलाहाबाद-211001.
5. मुख्य प्रशासनिक अधिकारी, डीजल पुर्जा कारखाना, पटियाला
6. मुख्य प्रशासनिक अधिकारी, कारखाना आधुनिकीकरण केंद्रीय संगठन, नई दिल्ली.
7. मुख्य प्रशासनिक अधिकारी §नि.§, मध्य रेलवे, बंबई वी.टी.
8. मुख्य प्रशासनिक अधिकारी §नि.§, उत्तर रेलवे, कश्मीरी गेट, दिल्ली-110006.
9. मुख्य प्रशासनिक अधिकारी §नि.§ दक्षिण रेलवे, इग्मोर, मद्रास-600008.

...3/-

10. मुख्य प्रशासनिक अधिकारी (नि.), दक्षिण मध्य रेलवे, रेल निलयम, सिकंदराबाद -500371.
11. प्रिंसिपल, रेलवे स्टाफ कालेज, वडोदरा.
12. निदेशक, भारतीय रेल सिविल इंजी. संस्थान, पुणे.
13. निदेशक, भारतीय रेल सिगनल इंजी. एवं दूरसंचार संस्थान, सिकंदराबाद.
14. निदेशक, भारतीय रेल बिजली यांत्रिक एवं इंजी. संस्थान, अमालपुर.
15. निदेशक, भारतीय रेल, बिजली इंजी. संस्थान, नासिक.
16. महानिदेशक, (नि.) पूर्वोत्तर सीमा रेलवे, मालीगांव, गुवाहाटी
17. महाप्रबंधक, महानगर परिवहन, कलकत्ता.
18. मुख्य प्रशासनिक अधिकारी (नि.), दक्षिण पूर्व रेलवे, तथा पश्चिम रेलवे.

स. म. सिंगला

(एस. एम. सिंगला)
कार्यपालक निदेशक, सिविल इंजी. (सा.)
रेलवे बोर्ड.

(23)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.94/CEDO/SD/3. रेल भवन, नई दिल्ली-110001, तिथि 13-01-1994.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Officer(Const.),
Western Railway,
Churchgate,
Bombay - 400 020.

Sub: Condonation of infringement to Schedule of Dimensions on Gandhi Nagar Station on Rewari - Jaipur Gauge Conversion Project.

****

With reference to your application No.WNC 415/8 dated 2.12.93 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 Chapter-II of BG Schedule of Dimensions(1973) involved in retention of existing cabin building on the passenger platform at Gandhi Nagar Station in connection with conversion of Rewari - Jaipur Section from MG to BG as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.CAO(C).15405/F-GADJ accompanying your application referred to above.

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

No.94/CEDO/SD/3. New Delhi, dated 13-01-1994.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q.11020/1/93-RS dated 30.12.1993.

2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.221/537 dated 6.2.1993.

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

ANNEXURE - I

S.No.	Name of structure which infringes	Chapter No. & Item No. of S.C.D.	Presribed Dimensions	Existing actual Dimensions	Amount of infringement
1.	Gandhi Nagar Station at Km. 235.44 (from AF) on BKI - JP Section of Jaipur Division.	Chapter-II. Item 7.	5.18 m & 5.33 m	4.90 m	Maximum infringement 0.43 m.

****

R.P. Jain
Advocate Civil Engg.

DRAFT

(23)

DO No.66/WDO/SR/19 New Delhi, the 17-1-94.

My dear Mittal,

Sub: Review of BG/MG Schedule of Dimensions.

Ref: Your DO No.CT/SD/REV/BG MG dt. 1-11-93.

.....

RDSO is the organisation which examines the various technical issues as per the directives of the Board and thereafter [put up] forwards their recommendations for consideration of Board. Schedule of Dimensions have also been dealt with in the same manner in the past as would be evident from the photo copy of your letter No.E/MS/SD/MG dated 14-2-61 (copy enclosed) in terms of which RDSO had sent 2 copies of finalised MG Schedule of Metric Dimensions for approval and printing. Similarly, BG Schedule of Dimensions were also revised by RDSO in which connection RDSO's letter No.E/MS/SD/BG dated 12th October/64 and RDSO's letter No.CTP/MS/SD/BG dated 10-6-68 (copies enclosed) may be referred to. RDSO have therefore been handling the modifications/revision of Schedule of Dimensions in the past and such records should be available there itself.

No records or basic material for finalisation of Schedule of Dimensions is available in Board's office which has been confirmed after a thorough search of various records.

Contd...../-

(26)

I would therefore request you to expedite the revision of the Schedule of Dimensions which has been pending for quite some time.

..... Yours sincerely,

RP Jain

(Adviser/CE)

ShriH.P. Mittal,
DG/RDSO,
Lucknow.

(27)

No.94/CEDO/ORI/3. 18 -1-94.

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

Sub:- Opening of newly constructed Double line(BG) between Rampur and Milak stations on Moradabad Division of Northern Railway for Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety's letter No.422/Project/6 dated 21-7-93 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in concluding para 19 of 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.94/CEDO/ORI/3. New Delhi, Dated 18-1-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021, with reference to his letter No.422/Project/6 dated 21-7-93.

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

(28)

No.94/CEDO/ORI/4. 18 Jan.94.

The Chief Administrative Officer(Construction),
Western Railway,
Bombay-400 020.

Sub:- Opening of the New Up line between Kalapipal and Shujalpur Stations for passenger traffic from Km.170.72 to 158.13 on Ujjain-Bhopal Section of Ratlam Division of Western Railway.

Reference may be made to Commissioner of Railway Safety's letter No.16-5/294/HE/468 dated 9-6-93 (copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in concluding para 17 of 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.94/CEDO/ORI/4. New Delhi, Dated 18 -1-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Complex, Maharshi Karve Road, Bombay-400 020, with reference to his letter No.16-5/294/H/468 dated 9th June,93.

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

(25)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.94/CEDO/SD/6. रेल भवन, नई दिल्ली-110001, दिनांक 20-01-1994
Rail Bhavan, New Delhi-110001, dated 19

The Chief Engineer(M.T.P.),
Metropolitan Transport Project (Railway),
2nd Floor, Churchgate Station Bldg.,
Bombay - 400 020.

Sub: Reversal facilities at Vadala Road Station with a single line fly-over at Ravli Jn.

.....

With reference to your application No.MT/W/374/Pt.IV dated 11.1.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by track centre of 4725 mm of proposed reversal line No.1 at 2° curve and existing Dn Bandra line as against 4895 mm (4725 mm + 170 mm curve allowance for 2° curve) required as per para 2 Chapter-II at page 24 of BG Schedule of Dimensions (1973) and the infringements caused by setting distances of 2285 mm, 2305 mm & 2320 mm of column No. B1, B2 & B3 respectively supporting the High Level Booking Office at Kurla end of Vadala Road Station as against 2370 mm (2360 mm + 10 mm curve allowance for 2° curve) required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) in connection with provision of reversal facilities at Vadala Road Station with a single line fly-over at Ravli Jn. and for running of EMU rakes as shown in Form-XI and Drg. No. MTP/XEN/RAFO/C-29 accompanying your application referred to above.

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

No.94/CEDO/SD/6. New Delhi, dated 20 -01-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q.11011/1/93-RS dated 17.1.1994.
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. 58 dated 11/1/94.

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

(29)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.94/CEDO/SD/6. रेल भवन, नई दिल्ली-110001, तिथि 20-01-1994
Rail Bhavan, New Delhi-110001, dated

The Chief Engineer(M.T.P.),
Metropolitan Transport Project (Railway),
2nd Floor, Churchgate Station Bldg.,
Bombay - 400 020.

Sub: Reversal facilities at Vadala Road Station with a single line fly-over at Ravli Jn.

.....

With reference to your application No.MT/W/374/Pt.IV dated 11.1.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by track centre of 4725 mm of proposed reversal line No.1 at 2° curve and existing Dn Bandra line as against 4895 mm (4725 mm + 170 mm curve allowance for 2° curve) required as per para 2 Chapter-II at page 24 of BG Schedule of Dimensions (1973) and the infringements caused by setting distances of 2285 mm, 2305 mm & 2320 mm of column No. B1, B2 & B3 respectively supporting the High Level Booking Office at Kurla end of Vadala Road Station as against 2370 mm (2360 mm + 10 mm curve allowance for 2° curve) required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) in connection with provision of reversal facilities at Vadala Road Station with a single line fly-over at Ravli Jn. and for running of EMU rakes as shown in Form-XI and Drg. No. MTP/XEN/RAFO/C-29 accompanying your application referred to above.

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

No.94/CEDO/SD/6. New Delhi, dated 20 -01-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q.11011/1/93-RS dated 17.1.1994.
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. 58 dated 11/1/94.

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

(30)

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

No.94/CEDO/SD/7. रेल भवन, नई दिल्ली-110001, तिथि / Rail Bhavan, New Delhi-110001, dated 20/21-1-94. 19

The Chief Engineer(M.T.P.),
Metropolitan Transport Project (Railways),
2nd Floor, Churchgate Station Building,
Bombay-400 020.

Sub:- Construction of Reversal Facility work at Vadala Road with a single line fly over at Ravli as a part of Mankhurd-Belapur Railway Project - Condonation of infringement of grade for insertion of points and crossings.

With reference to your application No.MT/W/G/374/Pt.IV dated 7-1-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by existing 1 in 100 grade between Km.10.3917 to Km.10.7116 between Vadala Road and King Circle Station to item 2(b) Chapter-II of BG Schedule of Dimensions (1973) for insertion of 1 in 12 turn out to connect existing DN.Bandra line with DN.BPT Goods line in connection with provision of Reversible Facility at Vadala Road Station as shown in Form-XI and Drawing No.XEN/RAFO/Misc./IA/93 accompanying your application referred to above.

The sanction is subject to all suitable arrangements being made by the railway to prevent accidents.

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

No.94/CEDO/SD/7. New Delhi, Dated 20/21-1-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.Q.11011/1/93-RS. dated 17-1-94.

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.53 dated 10-1-94.

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

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

(31)

No.94/CEDO/SD/8. रेल भवन, नई दिल्ली-110001, तिथि 21-01-1994.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Condonation for infringement due to fixed structure of P.P. Shelter on Main Platform and Island Platform at Makrana and Degana stations on Phulera - Merta Road Section of Jodhpur Divn. Of N. Rly.

.....

With reference to your application No.78-W/37/W-II/CRS/Pt.I dated 7/8.12.93 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 18.1.94, the sanction of Ministry of Railways is hereby communicated for condonation of maximum horizontal infringements of 1760 mm caused by existing P.P. Shelters on Island Platform at Degana Station and 1040 mm maximum infringement on Main line Platform at Makrana Station to item 7(i), 7(ii) & 7(iii) Chapter-II of BG Schedule of Dimensions (1973) in connection with conversion of Phulera - Merta Road Section from MG to BG as shown in respective Form-XI of Degana and Makrana Stations and Drawing No. P-72-SS/93 & P-73-SS/93 accompanying your application referred to above.

The sanction is subject to reducing the scope of the infringement by way of dismantling the portion of the above shelters to the extent possible.

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

No.94/CEDO/SD/8. New Delhi, dated 21-01-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. Q.11014/1/93-RS dated 21.10.93.
2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110 021 with reference to his letter No.707/Infring/SCD dated 14.10.93.

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

(32)

No.94/CEDO/SR/3. 24-01-1994.

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

Sub: Running of BG Bogie Covered wagon type 'BCNA' on Northern Railway.

.....

In view of the position explained in your application No.519-W/633 dated 19.8.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of BG Bogie covered wagon type 'BCNA' to RDSO's Drg.No.WD-90030-S-01 Alt 3, having a maximum axle load of 20.32 t, at a maximum speed of 75 Kmph in empty and loaded condition on Ghaziabad - Mughalsarai Section. The sanction for running of this wagon on the remaining 59 sections shall be issued by CRS Northern Circle direct after issue of the sanction from the Board in terms of para 3 of his letter No.527/1327/BCN/Wagon dated 25.8.93.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/93, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The infringements involved in the design of 'BCNA' wagon have already been condoned under this office letter No.92/CEDO/SR/10 dated 29.7.92.

24/1

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

No.94/CEDO/SR/3. New Delhi, dated 24-01-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. Q.14011/1/93-RS dated 12.1.94.
2. The Commissioner of Railway Safety, Northern Circle, Chankyapuri, New Delhi-21 with reference to his letter No.527/1339/BCN/Wagon dated 25.8.93. The sanction for running of 'BCNA' wagons on the remaining 59 BG sections of Northern Railway as listed in the application may be issued direct from your end as per para 3 of your letter referred above.
3. The Director Standards (Motive Power), R.D.S.O., Lucknow - 226 011.

24/1

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

(33)

No.94/CEDO/ORI/5. 24-1-94.

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

Sub:- Construction of Bridges No.73 and 75 across Vasai Creek on a diversion between Bhayandar and Naigaon Stations in the Churchgate-Virar section of Bombay Division of Western Railway for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety's letter No.16-5/284/W/513 dated 15-6-93 (copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in concluding para 17 of CRS's letter have been complied with before opening of the above 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.94/CEDO/ORI/5. New Delhi, Dated 24-1-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Complex, Maharshi Karve Road, Bombay-400 020, with reference to his letter No.16-5/284/W/513 dated 15-6-93.

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

(34)

No.94/CEDO/ORI/6. 27-1-94.

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

Sub:- Opening of the Patch Doubling between Bolai and Akodia Stations for Passenger Traffic from Kms.133.19 to 144.985 on Ujjai-Bhopal Section of Ratlam Division of Western Railway.

Reference may be made to Commissioner of Railway Safety's letter No.16-5/299/780 dated 20th October,93 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in concluding para 17 of CRS's letter have been complied with before opening of the above 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.94/CEDO/ORI/6. New Delhi, Dated 27-1-94.

Copy forwarded for information to:-

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. 16-5/299/780 dated 20-10-93.

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

(35)

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

No.94/CEDO/SR/1. रेल भवन, नई दिल्ली-110001, दिनांक 27-01-1994.
Rail Bhavan, New Delhi-110001, dated 19.

The General Manager(Engg.),
South Eastern Railway,
Garden Reach,
Calcutta,-43.

Sub: Regular running of 12-axle SHIVALIK/TRISHUL Special Wagon owned by M/s. BHEL/Hardwar on the entire BG System of this Railway.

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In view of the position explained in your application No. G/12-Axle B.G.Spl.Wagon/Pt.IV dated 25.6.92/7.7.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for regular running of 12-Axle Shivalik/Trishul special wagon owned by M/s.BHEL, Hardwar in empty condition having an axle load of 6.97t as per RDSO's Drg.No.WD-81087-S-02 Alt.1 and in loaded condition having an axle load of 20.3t as per RDSO's Drg.No. WD-86090-S-01 Alt.Nil at a maximum speed of 40 Kmph in empty condition and at a maximum speed of 20 Kmph in loaded condition for transport of 210 MW Turbo Generator Stator on the entire BG sections of your Railway.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of the conditions/stipulations made in your Joint Safety Certificate No.3/92, RDSO's Speed Certificate and all other certificates accompanying your application referred to above. Since the consignment when loaded on the wagon constitutes an ODC, it will be necessary to obtain separate sanction of the competent authority on your Railway for movement of the wagon as an ODC under extant ODC stipulations. It should be ensured by the Railway that a provision of Walkie/Talkie between Driver/Guard and Staff travelling on the above special wagon is invariably provided so that it may be possible for the latter to communicate with the driver on the run consequent upon noticing any displacement on the load or development of any unsafe features.

The sanction of Ministry of Railways for condonation of infringements to item 17, 20(b) and 21(b) of Chapter-IV(A) of BG Metric Schedule of Dimensions (1973) involved in the running of above 12-axle special wagon has however already been issued under this office letter No.82/WDO/SR/29 dated 17.9.1982.

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

Contd..2/-

(36)

NO.94/CEDO/SR/1. New Delhi, dated 27-01-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.Q.14011/1/93-RS dated 12.1.1994.

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 2013 dated 28.12.93.

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

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

(37)

No.93/CEDO/ORI/16. New Delhi, Dated 28-1-94.

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

Sir,

Sub:- Opening of newly converted BG line between Patel Nagar and Rewari and Permanent Diversion of existing MG line for 2.47 Kms.length between Inchhapuri and Khalilpur Stations on Delhi-Rewari Section of Bikaner Division of Northern Railway for Public Carriage of Passengers.

With reference to your Endorsement No.R.12034/1/93-RS. dated 30-12-93, I am directed to confirm the action of Commissioner of Railway Safety, Northern Circle, New Delhi in authorising the opening of the above section for Public Carriage of Passengers as per his letter No.539/Project 5 dated 18-9-93.

yours faithfully,

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

No.93/CEDO/ORI/16. New Delhi, Dated 28-1-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northern Circle, Near CIRS Building Complex, Near Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021, with reference to his letter No. 539/Project 5 dated 18-9-93.

2) The Chief Administrative Officer(Construction), Northern Railway, Kashmere Gate, Delhi that suitable action on Commissioner of Railway Safety, Northern Circle, New Delhi's recommendations and suggestions referred to in the report prior to the opening of the above section may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. The date of opening of the above section may please be intimated when the same is commissioned to passenger traffic.

4) The General Manager, Northern Railway, Baroda House, New Delhi. One ferro copy each of Index Plan and Section of the above mentioned section may please be sent to this office.

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

(38)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDO/ORI/16. रेल भवन, नई दिल्ली-110001, तिथि 28-1-1994 19.

Rail Bhavan, New Delhi-110001, dated

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

Sir,

Sub:- Opening of newly converted BG line between Patel Nagar and Rewari and Permanent Diversion of existing MG line for 2.47 Kms.length between Inchhapuri and Khalilpur stations on Delhi-Rewari Section of Bikaner Division of Northern Railway for Public Carriage of Passengers.

With reference to your Endorsement No.R.12034/1/93-RS. dated 30-12-93, I am directed to confirm the action of Commissioner of Railway Safety, Northern Circle, New Delhi in authorising the opening of the above section for Public Carriage of Passengers as per his letter No.539/Project 5 dated 18-9-93.

yours faithfully,

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

No.93/CEDO/ORI/16. New Delhi, Dated 28-1-1994.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northern Circle, Near CIRS Building Complex, Near Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021 with reference to his letter No.539/Project 5 dated 18-9-93.

2) The Chief Administrative Officer(Construction), Kashmere Gate, Delhi-110006, that suitable action on Commissioner of Railway Safety, Northern Circle, New Delhi's recommendations and suggestions referred to in the report prior to the opening of the above section may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. The date of opening of the above section may please be intimated when the same is commissioned to passenger traffic.

3) The General Manager, Northern Railway, Baroda House, New Delhi One more ferro copy each of Index Plan and Section of the above mentioned section may please be sent to this office.

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

(39)

No.93/CEDO/SD/20. -1-94.

The Chief Signal & Telecommunication Engineer(C),
Central Railway,
Victoria Terminus Annexe,
Bombay.

Sub:- Katol Station - Alterations to the yard layout in connection with doubling between Katol-Kalambha stations on Nagpur Division of Central Railway.

With reference to your application No.TW/223/N/DTW/VRKR-MER/90-91/II dated 2-11-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by the relocation of the Up loop starter signal No.S6 near OHE Mast No. 981/25 at Katol Station involved in Alterations of the yard layout in connection with doubling between Katol-Kalambha Stations on Nagpur-Itarsi Section of Nagpur Division of Central Railway to actual setting distance of 2440 mm from Primary Track and 2250 mm from Secondary Track as against 2360 mm required as per item 13(ii) (c) Chapter-I of B.G.Schedule of Dimensions (1973) as shown in Form-XI and the drawing accompanying your application referred to above.

The sanction is applicable only to condonation of infringement to clearances so far as Signal Structure is concerned. A separate sanction from the Competent Authority will however be necessary before introducing 3660 mm (12'-0") Wide Stock in future as per extant rules.

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

No.93/CEDO/SD/20. New Delhi, Dated -1-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.Q.11011/1/93-RS dated 12-1-1994.
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.862 dated 23-11-93.

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

(40)

No.93/CEDO/SD/37. -1-94.

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

Sub:- Secunderabad Division - Secunderabad - Proposed yard arrangements in connection with the gauge conversion between Bolarum-Secunderabad-Falaknuma - Condonation of infringements in gradients at Secunderabad 'D' Cabin.

In view of the position explained in your application No. W.Con.573/C/67/Vol.II dated 17-11-93, sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements caused by existing grade of 1 in 164 from Ch.1187.22 m to Ch.1450 m on converted BG Up and Dn.main line and from Ch.1167 m to Ch.1450 m on converted BG Chord line at Secunderabad 'D' Cabin to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) in connection with Bolarum-Secunderabad portion of Secunderabad-Dronachellam-Falaknuma section near 'D' Cabin from MG to BG.

The sanction is subject to all suitable precautions being taken to avoid accidents. It is also subject to the condition none of the lines where there are infringements will be utilised for any Stabling/Shunting etc. and these lines will be negotiated only by trains hauled by a loco equipped with adequate brake power.

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

No.93/CEDO/SD/37. New Delhi, Dated -1-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11018/1/93-RS. dated 30-11-1993.

2) The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad-500371, with reference to his letter No.6/SC/7/RB/5/663 dated 18-11-1993.

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

(41)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.94/CEDO/SD/3. रेल भवन, नई दिल्ली-110001, तिथि -01-1994.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Officer(Const.),
Western Railway,
Churchgate,
Bombay - 400 020.

Sub: Condonation of infringement to Schedule of Dimensions on Gandhi Nagar Station on Rewari - Jaipur Gauge Conversion Project.

****

With reference to your application No.WNC 415/8 dated 2.12.93 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 Chapter-II of BG Schedule of Dimensions(1973) involved in retention of existing cabin building on the passenger platform at Gandhi Nagar Station in connection with conversion of Rewari - Jaipur Section from MG to BG as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.CAO(C).15405/F-GADJ accompanying your application referred to above.

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

No.94/CEDO/SD/3. New Delhi, dated -01-1994.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q.11020/1/93-RS dated 30.12.1993.

2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.221/537 dated 6.2.1993.

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

(42)

No.94/CEDO/SD/1. -01-1994.

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

Sub: Mysore - Ashokapuram Section : Conversion from MG to Mixed Gauge (BG/MG) - Condonation of infringement of Standard Schedule of Dimensions (MG) due to rail level difference between BG and MG tracks.

.....

With reference to your letter No.W.153/CN/BNC/AP.Vol.I dated 9.11.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to item 12 Note (a) Chapter-I and item 14 Chapter IV(b) of MG Schedule of Dimensions (1963) in connection with conversion of existing MG line from Mysore to Ashokapuram as mixed gauge as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.CN/BNC/TR/253-93 accompanying your letter referred to above.

The sanction is purely temporary and is valid for a limited period of three months from the date of issue or till completion of MG cattle fender modification work whichever is earlier. It is subject to the condition that cattle fender of all MG engines on such track are lifted to give a clearance of 102 mm above the top of BG rail. Your Railway have not applied for condonation of infringement to item 14 Chapter-IV(b) of MG Schedule in Form-XI accompanying the application. Ministry of Railways have however considered this infringement also and sanctioned the same. Form-XI may therefore be corrected accordingly.

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

No.94/CEDO/SD/1. New Delhi, dated -01-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. C.11017/1/93-RS dated 3.12.93.
2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.1461 dated 23.11.93.

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

ANNEXURE - I

S.No.	Location	Name of the structure which infringes	Chapter & Item No. of S.C.D.	Prescribed Dimensions	Existing Dimensions.	Amount of infringement.
	MYSORE DIVISION					
1.	Mysore-Ashokapuram Mixed gauge Section	52 Kg. rail (BG) laid on the modified ST sleepers with 60 R rail (MG) (with maximum wear of 6 mm).	Chapter-I Item 12 Note(a) of MG S.C.D.	25 mm	64.60 mm	39.60 mm
2.	Mysore-Ashokapuram Mixed gauge Section	Minimum height above rail level when fully loaded for a width of 915 mm on either side of centre of track.	Chapter-IV(b) item 14 of MG Schedule of Dimensions.	102 mm	37.40 mm	64.60 mm

(44)

No.93/CEDO/SD/37. -1-94.

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

Sub:- Secunderabad Division - Secunderabad - Proposed yard arrangements in connection with the Gauge Conversion between Bolarum-Secunderabad-Falaknuma - Condonation of infringements in gradients at Secunderabd 'D' Cabin.

In view of the position explained in your application No. W.Con.573/C/67/Vol.II dated 17-11-93, sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the Condonation of infringements caused by existing grade of 1 in 164 from Ch.1187.22 m to Ch.1450 m on converted BG Up and Dn.main line and from Ch.1167 m to 1450 m on converted BG Chord line at Secunderabad 'D' Cabin in Secunderabad yard to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) in connection with Conversion of Secunderabad-Dronachellam-Falaknuma Section near 'D' Cabin from MG to BG.

The sanction is subject to all suitable precautions being taken by the railway to avoid accidents. It is also subject to the condition that none of the lines where there are infringements will be utilised for any Stabling/Shunting etc. and these lines will be negotiated only by trains hauled by a loco equippped with adequate brake power.

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

No.93/CEDO/SD/37 New Delhi, Dated -1-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with reference to his Endorsement No.Q.11018/1/93-RS. dated 30-11-1993.

2) The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad-500371, with reference to his letter No.6/SC/7/RS/5/653 dated 18-11-1993.

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

(45)

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

No.94/CEDO/SD/5. रेल भवन, नई दिल्ली-110001, दिनांक -1-94. 19
Rail Bhavan, New Delhi-110001, dated

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

Sub:- Bombay V.T.- Remodelling of main line passenger yard (Phase-I, stage-I) - Condonation of infringement to Schedule of Dimensions (BG).

With reference to your application No.EW/739/W/360/OD dated 31-12-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by existing pump room and control room on main line passenger platform No.14-15 to item 7(i) & (ii) Chapter-II of BG Schedule of Dimensions (1973) and existing portal No.EBS/12+43 to item 8(i) & 8(ii) of BG Schedule of Dimensions (1973) in connection with remodelling of main line passenger yard at Bombay VT as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.GM(E)BB/SK/1552 accompanying your application referred to above.

It is noted that there is a permanent speed restriction of 15 Kmph in remodelled portion of the yard.

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

No.94/CEDO/SD/5. New Delhi, Dated -1-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.Q.11011/1/93-RS. dated 12-1-94.

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(139)/93-S dated 4-1-94.

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

(C6)

No.93/CEDO/SD/37. -1-94.

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

Sub:- Secunderabad Division - Secunderabad - Proposed yard arrangements in connection with the Gauge Conversion between Bolarum-Secunderabad-Falaknuma - Condonation of infringements in gradients at Secunderabd 'D' Cabin.

In view of the position explained in your application No. W.Con.573/C/67/Vol.II dated 17-11-93, sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the Condonation of infringements caused by existing grade of 1 in 164 from Ch.1187.22 m to Ch.1450 m on converted BG Up and Dn.main line and from Ch.1167 m to 1450 m on converted BG Chord line at Secunderabad 'D' Cabin in Secunderabad yard to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) in connection with Conversion of Secunderabad-Dronachellam-Falaknuma Section near 'D' Cabin from MG to BG.

The sanction is subject to all suitable precautions being taken by the railway to avoid accidents. It is also subject to the condition that none of the lines where there are infringements will be utilised for any Stabling/Shunting etc. and these lines will be negotiated only by trains hauled by a loco equippped with adequate brake power.

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

No.93/CEDO/SD/37 New Delhi, Dated -1-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with reference to his Endorsement No.Q.11018/1/93-RS. dated 30-11-1993.

2) The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad-500371, with reference to his letter No.6/SC/7/RR/5/653 dated 18-11-1993.

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

(47)

No.93/CEDO/ORI/15. -1-94.

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

Sir,

Sub:- Conversion of Broad Gauge from Metre Gauge of the single line section between Madurai Jn. and Virudhunagar Jn.in Madurai Division of Southern Railway.

With reference to your Endorsement No.R.12037/2/93-RS. dated 30-12-93, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the Opening of the above section for the Public Carriage of Passengers as per his letter No.631 dated 15-7-93.

yours faithfully,

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

No.93/CEDO/ORI/15. New Delhi, Dated -1-9

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O. Bangalore-560 009, with reference to his letter No.631 dated 15-7-93.

2) The Administrative Officer(Construction), Southern Railway, Bangalore-560046, with the request that suitable action on Commissioner of Railway Safety, Southern Circle, Bangalore's recommendations and suggestions referred to in the report prior to the opening of the above section may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the the same is commissioned to passenger traffic.

3) The General Manager, Southern Railway, Works Construction Branch, Egmore, Madras-600 008, with reference to his letter No.W.347/XX/4/CN dated -1-93. One ferro copy each of the Index Plan and Section may be sent to this office.

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

(48)

No.93/CEDO/ORI/16. -1-1994.

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

Sir,

Sub:- Opening of newly Converted BG line between Patel Nagar and Rewari and Permanent Diversion of existing MG line for 2.47 Kms.Length between Inchhapuri and Khalilpur stations on Delhi-Rewari Section of Bikaner Division of Northern Railway for Public Carriage of Passengers.

With reference to your Endorsement No.R.12034/1/93-RS. dated 30-12-93, I am directed to confirm the action of Commissioner of Railway Safety, Northern Circle, New Delhi in authorising the opening of the above section for Public Carriage of Passengers as per his letter No.539/Project 5 dated 18-9-93.

yours faithfully,

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

No.93/CEDO/ORI/16. New Delhi, Dated -1-1994.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northern Circle, Near CIRS Building Complex, Near Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021 with reference to his letter No.539/Project 5 dated 18-9-93.

2) The Chief Administrative Officer(Construction), Kashmere Gate, Delhi-110006, that suitable action on Commissioner of Railway Safety, Northern Circle, New Delhi's recommendations and suggestions referred to in the report prior to the opening of the above section may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. The date of opening of the above section may please be intimated when the same is commissioned to passenger traffic.

3) The General Manager, Northern Railway, Baroda House, New Delhi One more ferro copy each of Index Plan and Section of the above mentioned section may please be sent to this office.

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

(49)

No.94/CEDO/SD/8. -1-94

The Chief Engineer(Con)/GC-II,
Northern Railway,
Kashmere Gate,
Delhi-110006.

Sub:- Condonation for infringement due to fixed structure of P.P.Shelter on Main Platform and Island Platform at Makrana and Degana stations on Phulera-Merta Road section of Jodhpur Division of Northern Railway.

With reference to your application No.78-W/37/W-II/CRS/Pt.I dated 7/8-12-93 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 18-1-94, the sanction of Ministry of Railways is hereby communicated for condonation of maximum horizontal infringements of 630 mm caused by existing P.P. Shelters on Island Platform at Degana Station and 1040 mm on Main/Platform at Makrana Station to item 7(i),7(ii) & 7(iii) Chapter-II of BG Schedule of Dimensions (1973) as shown in respective Form-XI of Degana and Makrana stations and Drawing No.P-72-SS/93 & P-73-SS/93 accompanying your application referred to above.

/line

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

NO.94/CEDO/SD/8. New Delhi, Dated -1-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11014/1/93-RS.dated 21-10-93.
2) The Commissioner of Railway Safety, Northern Circle, Near Safdarjung Station, Chanakyapuri, New Delhi-110021 with reference to hos letter No.707/Infring/SOD dated 14-10-93.

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

(50)

No.93/CEDO/SD/17. /-2-94.

The Chief Administrative Officer (Construction),
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay-400 001.

Sub:- ITARSI-AMLA-NAGPUR Section
Doubling of -

i) Kiratgarh-Kala Akhar
ii) Metpanjra-Bharatwada Phase-V
Remodelling of Taku Yard.

Ref:- Your Application No.EW.223.W.32.Yds. dated 13-1-1994.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of existing gradient of 1 in 1000 from Ch(-)474.25 to Ch.(+)481.00 for a length of 955.25 m in Central portion and 1 in 400 from Ch.(+)481.00 to Ch.813.00 for a length of 332.00 m at Nagpur end of Taku yard as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Taku yard in connection with doubling between Kiratgarh-Kala Akhar and Metpanjra-Bharatwada on Itarsi-Amla-Nagpur Section of Central Railway as shown in Drawing No.Dy.CE(C)II/AQ/R/4225/A GM(E)BB/R-21325 accompanying your letter referred to above.

(on Up and Dn. main line)

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of the above mentioned Station that load/vehicle will be stabled without a live engine on the main line.

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

(51)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.93/CEDC/SR/4. रेल भवन, नई दिल्ली-110001, दिनांक 1-02-1994.
Rail Bhavan, New Delhi-110001, dated 19.

The General Manager(Engg.),
South Eastern Railway,
Garden Reach,
Calcutta - 43.

Sub: Running of 'BCBR' wagons in empty and loaded conditions on Bhattanagar - Andul-Mecheda BG Section of S.E.Rly.

.....

In view of the position explained in your application No.G/WAGON/BCBR dated 17.2.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of bottom discharge coal hopper wagon type 'BCBR' to RDSO's Drg.No. WD-86013-S-01 Alt.3 having an axle load of 20.32t in loaded condition on Bhattanagar-Mecheda BG Section of S.E. Railway with a maximum speed of 40 Kmph from Bhattanagar to Andul and at a maximum speed of 65 Kmph from Andul to Mecheda on both Up and Dn directions.

The santion is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.14/92 and RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The infringements involved in the design of the above 'BCBR' wagon have already been condoned under this office letter No.85/WDC/SR/1 dated 16.12.88.

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

No.93/CEDC/SR/4. New Delhi, dated 1-02-1994.

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-Vol.II dated 12.1.1994.
2. The Commissioner of Railway Safety, South Eastern Circle,14, Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No.1130 dated 4.3.93.
3. The Director Standards(Motive Power), R.D.S.O., Lucknow - 226 011.

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

(52)

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

No.94/CEDO/SR/2.

रेल भवन, नई दिल्ली-110001, तिथि 2-02-1994.
Rail Bhavan, New Delhi-110001, dated 19.

The General Manager,
Southern Railway,
Headquarters Office,
Works Branch,
Madras - 3.

Sub: Running of motorised flat car UKE 25/18 MP, supplied by M/s. Emergoachexport, Russia on various BG sections of Southern Rly.

.....

In view of the position explained in your application No.W.439/4/30 dated 30.11.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of motorised flat Car UKE 25/18-MP supplied by M/s. Emergoachexport, Russia having an axle load of 70 KN (7.0t approximate) in transportation position and 130 KN (13.0t approximate) in working position when loaded with rail panels on the various 42 BG sections of Southern Railway as listed in Joint Safety Certificate No.554 BG dated 25.10.93 at a maximum speed of 40 Kmph when running in train formation as a dead vehicle and 15 Kmph when running on its own power.

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 conditions/stipulations made in your Joint Safety Certificate No.554 BG dated 25.10.93, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

It is noted that the design of the flat Car is within the standard BG Schedule of Dimensions (1973) and there are no infringements involved in the same.

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

No.94/CEDO/SR/2. New Delhi, dated 2-02-1994.

Copyforwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. Q.15013/1/93-RS dated 12.1.94.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Ganchinagar, Bangalore-560 009 with to his letter No.1595 dated 16.12.93.
3. The Director/T.M., R.D.S.O., Lucknow-226 011.

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

(53)

3.93/CEDO/ORI/20. /-2-94.

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

Sir,

Sub:- Conversion to BG from MG of the single line section between Tumkur station and Arsikere Jn. in Mysore Division of Southern Railway.

With reference to your Endorsement No.R.12037/3/93-RS. dated 30-12-93, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.1206 dated 20-10-93.

yours faithfully,

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

No.93/CEDO/ORI/20. New Delhi, Dated -2-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhinagar P.O., Bangalore-560 009, with reference to his letter No.1206 dated 20-10-93.
2) The Chief Administrative Officer(Construction), Southern Railway, Bangalore-560 046, with the request that suitable action of Commissioner of Railway Safety, Southern Railway, Bangalore's recommendations and suggestions referred to in the report prior to the opening of the above section may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. It is further requesyed that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.
3) The General Manager, Southern Railway, Madras.

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

(54)

No.94/CEDO/ORI/7. 2-2-1994.

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

Sub:- Opening of New Down line between Gunada-Kuneru, Kuneru-Jimidipeta-Ladda Sections on Raipur-Vizianagaram Branch line of Waltair Division of South Eastern Railway for Passenger traffic.

Reference may be made to Commissioner of Railway Safety's letter No.1064 dated 3-11-93 (copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the CRS, South Eastern Circle, Calcutta's Authorisation letter have been complied with before opening of the above 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.94/CEDO/ORI/7. New Delhi, Dated 2-2-1994.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road, (12th Floor), Calcutta-700001, with reference to his letter No.1064 dated 3-11-93.

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

S/K.JAGDHARI

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

1/1 (55)

No. 1064 / Dated : 3-11-93

From : The Commissioner of Railway Safety,
South Eastern Circle, 14, Strand
Road, (12th floor), Calcutta-700001.

To : The Secretary (Civil Engineering),
Ministry of Railways,
Railway Board, New Delhi.

Through : The Chief Commissioner of Railway Safety, Lucknow.

Subject : Opening of New Down line between Gumadn-Kuneru, Kuneru-Jimidipeta-Ladda Sections on Raipur - Vizianagaram Branch line of Waltair Division of South Eastern Railway for passenger traffic.

Sir,

I have the honour to forward herewith a copy of my Inspection Report prior to the opening of the above section for the public carriage of Passengers.

2. The following documents prepared by the South Eastern Railway for opening of the new doubling line between Gumadn and Ladda Stations are enclosed herewith for your perusal :-

(i) Tabulated details in Forms I to XII.

(ii) Index Plan and Longitudinal Section - Tracing and Ferro copies.

(iii) Safety Certificate signed by the Chief Project Manager/Visakhapatnam and Chief Mechanical Engineer/Garden Reach.

Yours faithfully,

(S. K. JAGDHARI)
Commissioner of Railway Safety,
South Eastern Circle, Calcutta.

D. A. : As above.

No_____/ Dated :_____

Forwarded with a copy of Report for favour of information to the :-

1. General Manager, South Eastern Railway, Garden Reach. 10 additional copies of the Report are enclosed and it is requested that the remarks on the relevant paragraphs may kindly be sent in duplicate, interleaved in the copies of the report.

(56)

No.WXR Camp/Ladda. Dated 29.9.1993.

From: S.K.Jagdhari
Commissioner of Railway Safety
South Eastern Circle
14 Strand Road(12th Floor)
Calcutta-700 001.

Sub: Opening of new double line for a length of 25.207km. between Ladda (km.350.085) and Gumada (Km.375.292) i.e. sections Ladda-Jimidipeta, Jimidipeta-Kuneru and Kuneru-Gumada in Raipur-Vizianagaram branch line in Waltair Division of South Eastern Railway for passenger traffic.

...

Having inspected on 29th September 1993 the newly constructed double line of length 25.207 km. between Ladda and Gumada on Raipur-Vizianagaram branch line in Waltair Division of South Eastern Railway and the various sub-grade accommodation works pertaining thereto followed by speed trial at a maximum speed of 80 KMPH, I am satisfied that the provisions of Section 22(I) of the Indian Railway Act 1989(24 of 1989) have generally been complied with in its construction. Under the powers delegated to me, vide Railway Board's notification No.152-P dated 21st January, 1916, I have authorised the opening of the aforesaid line for the public carriage of passengers at a maximum permissible speed of 65 KMPH subject to :

i) Observance of all temporary and permanent speed restrictions in force or as may be imposed from time to time.

ii) Permanent way gangs who will maintain this new line be manned by Mates& Keymen drawn from the permanent cadre and the gangs being adequately equipped.

iii) Permanent way and Signalling works at Gumada, Kuneru, Jimidipeta and Ladda being completed as per proposals already sanctioned by this office under necessary Safety Certificates to be issued by the Construction Engineers of Engineering and Signalling branches.

...2

(57)

iv) All Diesel Locomotives and rolling stock cleared for plying on the existing single line section between Gunnda and Ladda being permitted to run on the said new line at their respective permissible speeds or speeds permitted from time to time whichever is less.

v) All concerned train passing staff having signed the Assurance Register in token of having understood the Working Rules.

vi) Patrolling as specified by the Chief Project Manager, S.E.Railway, Visakhapatnam atleast once a day to inspect the thermit welded joints.

vii) Welded joints being ultrasonically tested after a period of 10 days after commencement of passenger traffic. Subsequent ultrasonic testing will be according to extant instructions.

viii) Inspection of Down track, every day, by the Engine/Last Vehicle, by the Area Project Manager till completion of ultrasonic testing.

ix) Fixing of check rails and making road surface and gates(not applicable to unmanned level crossing)at all the level crossings as prescribed in permanent way manual.

x) Speed not exceeding 20 KMPH at locations where fish plated joints have less than 4 fish bolts.

(S.K.JAGDHARI)
Commissioner of Railway Safety,
South Eastern Circle, Calcutta.

No. Dated 29.9.1993.

1. Secretary(Civil Engineering), Railway Board, New Delhi.
2. Chief Commissioner of Railway Safety, Lucknow.
3. General Manager, S.E.Railway, Garden Reach, Calcutta.
4. Chief Project Manager, S.E.Railway, Visakhapatnam.
5. Chief Signal & Telecommunication Engineer(Constn.), S.E.Railway, Garden Reach, Calcutta.
6. Divisional Railway Manager, South Eastern Railway, Waltair.
7. Chief Engineer(Open Line), S.E.Railway, Garden Reach, Calcutta.

(S.K.JAGDHARI)
Commissioner of Railway Safety,
South Eastern Circle, Calcutta.

(58)

ORI

No.93/CEDO/3p/15. 4-2-94.

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

Sub:- Conversion of Broad Gauge from Metre Gauge of the single line section betwen Madurai Jn. and Virudunagar Jn. in Madurai Division of Southern Railway.

Ref:- Your office letter No.347/XX/4/CN dated 16-8-93.

Please refer to para (v) of your above quoted letter. Commissioner of Railway Safety vide para (v) of his authorisation letter No.606 dated 12-7-93 has stated that the bridges where waterways has been reduced during conversions from MG to BG should be treated as vulnerable bridges till study shows otherwise. This should be enforced. Moreover, it is stated in para 15.1 of CRS's Inspection Report circulated under his letter No.631 dated 15-7-93 that condonation of infringement of 4.88 m height of ROB above Rail Level at Km.495/3-4 within Madurai yard and 4.9 m height of FOB above Rail Level on platform No.1 & 2 at Virdhunagar Jn.Station has not so far been obtained from the Board by the Construction Organisation.

Ministry of Railways desire that CRS's instructions as brought out in para-I above regarding treating the bridges as vulnerable where waterway has reduced during conversion from MG to BG should be enforced and the latest position with regard to condonation of the two infringements advised to this office early.

Sd/-

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

(59)

No.94/CEDO/ORI/8. 4-2-94.

The General Manager,
South Eastern Railway,
Garden Reach,
Calcutta.

Sub:- Opening of New B.G.Railway Line from Koraput to Laxmipur Road as a part of Koraput-Rayagada Construction Project in Waltair Division of South Eastern Railway for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety's letter No.892 dated 21-9-93 (copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the CRS, South Eastern Circle, Calcutta's Authorisation letter have been complied with before opening of the above section for Public Carriage of Passengers. Specific comments against each item may be given for information to this office.

An early reply is requested.

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

No.94/CEDO/SD/8. New Delhi, Dated 4-2-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Eastern Circle, No.1 Strand Road, (12th Floor), Calcutta-700 001, with reference to his letter No.892 dated 21-9-93.

(S.M.SINGLA)

For Secretary Railway Board.

(60)

No.93/CHDQ/CRI/22. 4-2-94.

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

Sub:- Opening of the BG Line newly converted from MG and designated as the 'A' line of the twin single lines between Bangalore City and Yesvantpur stations on the Bangalore City-Dharmaveram section of Bangalore Division of Southern Railway for Public Carriage of Passengers.

It is gathered from the Authorisation letter No. 1440 dated 22-11-93 from Commissioner of Railway Safety, Southern Circle, Bangalore that he has forwarded his Inspection Report on the above noted subject to your office for onward transmission to Secretary(Civil Engineering),Railway Board. Since the receipt of the report in question is still awaited from your end, it is requested that the despatch of the the same may please be expedited to enable this office to confirm the action of CRS in authorising the opening of the section.

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

(57)

No.94/CEDO/GRI/9. 4-2-94.

The Chief Administrative Officer(Con),
South Central Railway,
Rail Nilayam,
Secunderabad-500371.

Sub:-Vijayawada Division.Guntur-Narasaraopet section. Conversion of track from MG to BG between Guntur and Narasaraopet stations (Kms.669/11-12 to 628/6-7, total length 41.305 Kms.) Opening of track for Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety's letter No.6/SC/20/GNT-NRT/207 dated 30-5-93 (copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the CRS, South Central Circle, Secunderabad's letter have been complied with before opening of the above section for Public Carriage of Passengers. Specific comments against each item may be given for information to this office.

An early reply is requested.

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

No.94/CEDO/GRI/9 New Delhi,Dated 4-2-94.

Copy forwarded for information to:-
The Commissioner of Railway Safety, South Central Circle, Secunderabad with reference to his letter No. 6/SC/20/GNT-NRT/207 dated 30-5-93.

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

(82)

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

No.93/CEDC/SR/17. New Delhi, dated 4-2-1994.

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

Sub: Introduction of BG ECG AC 3 tier sleeper coach fitted with all Coil ICF bogies.

.....

With reference to your application No.W.636/14/7(SC) dated 13.1.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for introduction of BG ECG AC 3 tier sleeper coach manufactured to RDSO Drg.No.CSC-1704 and fitted with 16.25t axle all coil bogies to ICF Drg.No. MT AC 3-0-0-301 on Bombay central - Mathura Jn. Section at a maximum speed shown against each sub-section as under:-

1.	Bombay Central - Borivali	75 Kmph
2.	Borivali - Virar	100 Kmph
3.	Virar - Vadodara	120 Kmph
4.	Vadodara - Godhra	120 Kmph
5.	Godhra - Ratlam	100 Kmph
6.	Ratlam - Mathura	130 Kmph

The sanction is subject to observance of all permanant speed restrictions as notified in Appendix VII & VII A to the current working time table and other temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations as mentioned in the Joint Safety Certificate, RDSO's Speed Certificate and all other certificates accompanying your application referred to above. The sanction is purely temporary and is valid for a period of three months from the date of issue of this letter. During this period, Western Railway will examine all the infringements to BG Schedule of Dimensions (1973) on the above mentioned section critically with view to eliminate them and for those which cannot be removed shall submit a detailed application alongwith plans and sections for obtaining sanction and final approval of Railway Board through CRS and CCRS.

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

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

Contd...2/-

No.93/CEDO/SR/17. New Delhi, dated 4-2-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.13011/1/93-RS dated 3.2.94.

2. The Commissioner of Railway Safety, Western Circel, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No. 30-5/20/62 dated 1.2.94.

3. The Director Standards/Motive Power, R.D.S.O., Lucknow - 226 011.

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

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

(64) 82

No.94/CEDO/SD/1. New Delhi, Dated -2-1994.

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

Sub:- Mysore-Ashokapuram Section: Conversion from MG to Mixed Gauge BG/MG - Condonation of infringement to Standard Schedule of Dimensions (MG) due to rail level difference between BG and MG tracks.

Ref:- Your letter No.W.153/CN/BNC/AP/Vol.I dated 27-1-94.

The following words may be treated as deleted from para 2 of the sanction for condonation of infringements to item 12 Note(a) Chapter-I and item 14 Chapter IV(b) of M.G.Schedule of Dimensions (1965) issued vide this office letter of even number dated 11-1-94:

"The sanction is purely temporary in respect of infringement No.2 and is valid for a limited period of three months from the date of issue or till completion of conversion work whichever is earlier."

With the issue of this correction, the sanction dated 11-1-94 becomes permanent.

As requested earlier, corrected Form-XI showing both infringements should be sent at the earliest.

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

No.94/CEDO/SD/1. New Delhi, Dated -2-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11017/1/93-RS dated 3-12-93.
2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.1461 dated 23-11-93.

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

(65)

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

No.94/CEDO/ORI/12. New Delhi, Dated 8-2-94.

The Chief Administrative Officer(Con),
South Central Railway,
Works Construction Branch,
Rail Nilayam,
Secunderabad-500371.

Sub:- Hyderabad Division: Conversion of track from MG to BG between (i)Bolarum and Secunderabad (Kms.606.80 to 620.65) and (ii)Secunderabad and Falaknuma (Kms.0.00 to 14.54) - Opening of track for Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety's letter No.6/SC/20/BMO-SC-FM dated 31/5/93 (copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the CRS, South Central Circle, Secunderabad's letter have been complied with before opening of the above 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.94/CEDO/ORI/12 New Delhi, Dated 8-2-94.

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/BMO-SC-FM dated 31-5-93.

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

(66)

No.94/CRDO/ORI/11. 8-2-94.

The Chief Administrative Officer(Con),
South Central Railway,
Rail Nilayam,
Secunderabad.-500371.

Sub:- Hubli Division. Bellary-Rayadurg Section. Conversion of track from MG to BG between Bellary and Rayadurg stations from Kms.0.00 to Kms.53.40 Opening of track for Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety's letter No.6/SC/20/BAY-RDG/217 dated 30-5-93 (copy enclosed) on the above noted subject. It may advised whether all the requirements enumerated in the CRS, South Central Circle, Secunderabad's letter have been complied with before opening of the above 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
Railway Board. (G).

No.94/CRDO/ORI/11. New Delhi, Dated 8-2-94.

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/BAY-RDG/217 dated 30-5-93.

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

(67)

No.94/CEDO/ORI/10. 8-2-94.

The Chief Administrative Officer(Con),
South Central Railway,
Rail Nilayam,
Secunderabad-500371.

Sub:- Opening of the newly converted Broad Gauge Up main line between Palaknuma and Secunderabad stations from Km.14.54 to 0.00 on the Secunderabad-Dronachellam Section of Hyderabad Division of South Central Railway.

Reference may be made to Commissioner of Railway Safety's letter No.6/SC/20/398 dated 12.10.93 (copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the CRS, South Central Circle, Secunderabad's letter have been complied with before opening of the above 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 Engg(G)
Railway Board.

No.94/CEDO/ORI/10. New Delhi, Dated 8-2-94.

Copy forwarded for information to:-

1) 1)The Commissioner of Railway Safety, South Central Circle, Secunderabad, with reference to his letter No.6/SC/20/398 dated 12-10-93.

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

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

No.94/CEDO/SD/1. New Delhi dated 8-2-94.

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

Sub:- Mysore-Ashokapuram Section: Conversion from MG to Mixed Gauge BG/MG - Condonation of infringement of Standard Schedule of Dimensions (MG) due to rail level difference between BG and MG tracks.

Ref:- Your letter No.W.153/CN/BNC/AP/Vol.I dated 27-1-94.

The following words may be treated as deleted from para 2 of the sanction for condonation of infringements to item 12 Note(a) Chapter-I and item 14 Chapter IV(b) of M.G.Schedule of Dimensions (1963) issued vide this office letter of even number dated 11-1-94:-

"The sanction is purely temporary in respect of infringement No.2 and is valid for a limited period of three months from the date of issue or till completion of conversion, whichever is earlier." three months

With the issue of this correction, the sanction dated 11-1-94 becomes permanent.

As requested earlier, corrected Form-XI showing both infringements should be sent at the earliest.

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

No.94/CEDO/SD/1. New Delhi, Dated 8-2-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.Q.11017/1/93-RS dated 3-12-93.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.1461 dated 23-11-93.

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

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

(48)

No.94/CEDO/ORI/4. New Delhi, Dated 8 -2-94.

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

Sir,

Sub:- Opening of the New Up line between Kalapipal and Shujalpur Stations for Passenger traffic from Km.170.72 to 158.13 on Ujjain-Bhopal section of Ratlam Division of Western Railway.

With reference to your Endorsement No.R.12020/1/93-RS dated 30-12-93, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for Public Carriage of Passengers as per his letter No.16-5/294/H/468 dated 9-6-93.

yours faithfully,

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

No.94/CEDO/ORI/4. New Delhi, Dated -2-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building Complex, Maharshi Karve Road, Bombay-400 020, with reference to his letter No.16-5/294/H/468 dated 9-6-93.

2) The Chief Administrative Officer (Construction), Western Railway Bombay that suitable action on Commissioner of Railway Safety, Western Circle, Bombay's recommendations and suggestions referred to in the report prior to the opening of the above section may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. The date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

3) The General Manager, Western Railway, Bombay. One ferro copy each of Index Plan and Section of the above mentioned section may please be sent to this office.

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

Spare (69)

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

No.92/CEDO/SR/4/0. New Delhi, dated 9.2.1994.

1. The General Managers(Engg), All Indian Railways.
2. The General Manager(Const),N.F.Railway, Maligaon, Guwahati.
3. The Chief Engineers, All Indian Railways.
4. The Chief Engineer(Const), Eastern Railway, Fairlie Place, Calcutta.
5. The CAO(Const), Central Railway, Bombay.V.T.
6. The CAO(Const), Northern Railway, Kashmeregate, Delhi.
7. The CAO(Const), N.E.Railway, Gorakhpur.
8. The CAO(Const), Southern Railway, Bangalore.
9. The CAO(Const), South Central Railway, Rail Nilayam, Secunderabad - 500 371.
10. The CAO(Const), S.E. Railway, Garden Reach, Calcutta.
11. The CAO(Const), Western Railway, Bombay.

Sub: Sectional speed v/s permissible speed through stations.

.....

A copy of Member Engineering Railway Board's D.O. letter No.94/CE-II/TK/2 dated 3.2.94 to Shri A.K. Sengupta Chief Commissioner of Railway Safety Lucknow on the above noted subject is sent herewith for your information and guidance.

Please acknowledge the receipt.

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

DA : As above.

(76)

राज कुमार
RAJ KUMAR

इंजीनियरिंग सदस्य, रेलवे बोर्ड और पदेन सचिव,
भारत सरकार,
रेल मंत्रालय।
MEMBER ENGINEERING, RAILWAY BOARD
&
EX-OFFICIO SECRETARY,
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

D.O. No. 94/CE-II/TT/2.

New Delhi, dated 3rd Feb'94.

My dear Sengupta,

Sub: Sectional Speeds v/s permissible speed through stations.

*****

Please refer to our discussions on the above subject recently in my chamber.

The Board have since examined the issue and have decided that the provision made under Rules of opening new lines-1933 (Revised 1958), where it is laid down that "the speed of the train between these stations should not be dictated by standard of signalling at the station, if such standard is in accordance with the provisions of the General Rules for working the Railway", which derives its authority from Indian Railways Act, shall be the criteria while determining the maximum permissible speed between stations irrespective of any other provision made in Departmental Codes/Manuals such as Section M - para 7.131 of Indian Railway Signalling Engineering Manual, Part I-1988.

I request that all the CRSs be instructed immediately of the above decision so that sections, where lesser speeds have been permitted by them on various guage conversion routes on account of standard of signalling at stations, higher sectional speeds are permitted based on track and bridge structures.

Yours sincerely,

3-2-94

Shri A.K. Sengupta,
CCRS,
10, Vikramaditya Marg,
Lucknow.
(U.P.)

(71)

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

No.92/CEDO/SR/4/0. New Delhi, dated 9.2.1994.

1. The General Managers(Engg), All Indian Railways.
2. The General Manager(Const),N.F.Railway, Maligaon, Guwahati.
3. The Chief Engineers, All Indian Railways.
4. The Chief Engineer(Const), Eastern Railway, Fairlie Place, Calcutta.
5. The CAO(Const), Central Railway, Bombay.V.T.
6. The CAO(Const), Northern Railway, Kashmeregate, Delhi.
7. The CAO(Const), N.E.Railway, Gorakhpur.
8. The CAO(Const), Southern Railway, Bangalore.
9. The CAO(Const), South Central Railway, Rail Nilayam, Secunderabad - 500 371.
10. The CAO(Const), S.E. Railway, Garden Reach, Calcutta.
11. The CAO(Const), Western Railway, Bombay.

Sub: Sectional speed v/s permissible speed through stations.

.....

A copy of Member Engineering Railway Board's D.O. letter No.94/CE-II/TK/2 dated 3.2.94 to Shri A.K. Sengupta Chief Commissioner of Railway Safety Lucknow on the above noted subject is sent herewith for your information and guidance.

Please acknowledge the receipt.

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

DA : As above.

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

No. 92/CEDO/SR/4/0 New Delhi, dated 10.2.1994

The General Managers,
All Indian Railways.

Sub : Sectional speed v/s permissible speed through stations.

.....

A copy of Member Engineering Railway Board's D.O. letter No. 94/CE-II/TK/2 dated 3.2.94 to Shri A.K.Sengupta, Chief Commissioner of Railway Safety Lucknow on the above noted subject is sent herewith for your information and guidance.

Please acknowledge the receipt.

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

DA : As above.

(73)

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

No.93/CEDO/SD/17. New Delhi, Dated -2-94.

The Chief Engineer(Con)-I,
Eastern Railway,
Chief Engineer(S&C)'s Office,
No.14, Strand Road, (4th Floor),
Calcutta-700 001.

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

Ref:- Your application No.CE/Con/W/193 Pt.III/246 dated 23rd December,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 513 from Km.133.576 to Km.134.83 at Noadardhal Station yard as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Noadardhal Station yard in connection with doubling between Khana-Sainthia Section under Howrah Division of Eastern Railway as shown in Form-XI and Drawing No.CE/S&C's SK No.47-93 accompanying your letter referred to above.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of the above mentioned station that no load/vehicle will be stabled without a live engine on the main line.

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

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

11(74)

No.94/CEDO/ORI/13. New Delhi, Dated -2-94.

The Chief Administrative Officer(Con),
South Central Railway,
Works Construction Branch,
Secunderabad-500371.

Sub:- Conversion of track from MG to BG between Falaknuma (Kms.14.54)and Mahabubnagar (Kms.112.98)stations on the Secunderabad-Dronachellam section of Hyderabad Division of South Central Railway.

Reference may be made to Commissioner of Railway Safety, South Central Circle, Secunderabad's letter No.6/SC/20/FM-MBNR/318 dated 7-8-1993 (copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's Authorisation letter have been complied with before opening of the above 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.94/CEDO/ORI/13 New Delhi, Dated -2-94.

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/FM-MBNR/318 dated 7-8-1993.

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

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

(75)

No.93/CEDO/ORI/14. New Delhi, Dated //-2-94.

The Chief Administrative Officer(Construction),
South Central Railway,
Works Construction Branch,
Secunderabad.-500371.

Sub:- Doubling of track between Yadgir and Lingeri stations on Wadi-Raichur BG Section on Bombay-Wadi-Guntakal route of South Central Rly.

Please refer to this office letter of even number /followed by dated 16-9-93 (copy enclosed) ~~xxx~~/a subsequent reminder dated 3-1-94 and expedite the reply.

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

(76)

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

No.93/CEDO/SR/17. New Delhi, dated 11-2-1994.

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

Sub: Introduction of BG EOG AC 3 tier sleeper coach fitted with all coil ICF bogies.

.....

With reference to your application No.439/4/Vol.XV dated 7.2.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for introduction of BG EOG AC 3-tier sleeper coach manufactured to RDSO Drg.No.CSC-1704 and fitted with 16.25 t axle all coil bogies to ICF Drg.No. WTAC 3-0-0-301 without lateral shock absorbers and with twin pipe graduated release air brake system on the following BG sections of Southern Railway at a maximum speed shown against each section :-

S.No.	Section	Max. Speed in Kmph
1.	Madras Central - Gudur	110
2.	Madras Central - Irugur	105
3.	Irugur - Palghat	90
4.	Palghat - Shoranur	100
5.	Shoranur - Ernakulam	80
6.	Ernakulam - Trivandrum Central	90
7.	Jolarpettai - Bangalore City	100
8.	Baiyappanahalli-Dharmavaram	110

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 as mentioned in the Joint Safety Certificate, RDSO's Speed Certificate and all other certificates accompanying your application referred to above. The sanction is purely temporary and is valid for a period of three months from the date of issue of this letter. During this period, Southern Railway will examine all the infringements to BG Schedule of Dimensions(1973) on the above mentioned sections critically with view to eliminate them and for those which cannot be removed shall submit a detailed application alongwith plans and sections for obtaining sanction and final approval of Railway Board through CRS and CCRS.

Contd....2/-

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

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

No.93/CEDO/SR/17. New Delhi, dated 11-2-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q-13011/1/93-RS dated 11.2.94.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore-560 009 with reference to his letter No. 1905 dated 8.2.1994.
3. The Director Standards/Motive Power, RDSO, Lucknow - 226 011.

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

(78)

12

No.94/CEDO/BS/1. -2-94.

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

Sub:- Dispensation of free board for Bridge No.214 on Rewari-Jaipur Project of Western Railway.

.....

With reference to your application No.WNC.415/8 dated 11-10-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to provision of proposed less free board of (-)610 mm on arch bridge No.214(1x1.50 m) which is being replaced by 2x900 mm RCC Pipe in Gandhinagar Station yard as against a free board of 1000 mm required as per Clause 4.9.1 of Bridge Sub-Structure Code in connection with Conversion of Rewari-Jaipur section from MG to BG. as shown in Drawing No.CE(C)JP/402/D-RJCP accompanying your application referred to above.

The sanction is subject to compliance of the conditions as mentioned in Western Railway's application quoted above and further subject to keeping the bridge in the list of vulnerable bridges and the provision of pitching on the side slopes upto the length of 50 Metres along the bank on either side of the bridge upto the top of the formation.

The measures to be taken by the site staff to ensure safety of Railway operations, when the waterlevel exceeds the danger level (which may happen frequently) shall be clearly spelt out to all concerned.

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

No.94/CEDO/BS/1. New Delhi, Dated -2-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.Q.18011/1/93-RS. dated 30-12-93.

2) The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020, with reference to his letter No.221/1/498 dated 22nd November,93.

(ARVIND KUMAR)

(79)

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

No. 92/CEDO/SR/15. New Delhi, dated 4.2.94

The Chief Operations Manager,
South Eastern Railway,
Garden Reach,
Calcutta.

Sub : Introduction of ICF air braked B.G. Coaches.

Ref : Your letter No.EL/CPTG/34 dated 1.2.94

....

Please refer to endorsement No. 3 to your letter quoted above. S.E. Railway's application for introduction of ICF air braked B.G. coaches forwarded through CRS S.E.Circle's letter No.CRS/1169 dated 15.12.93 and CCRS's letter stated to have been sent to this office, has not so far been received and appears to have been lost somewhere during transit.

Ministry of Railways therefore desire that a duly attested photocopy of your application alongwith all the enclosures and CRS/CCRS's forwerding letters may be sent immediately to enable this office to take further necessary action in the matter.

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

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

No.94/CEDO/ORI/14. New Delhi, Dated 17-2-94.

The Chief Engineer(Con)/East,
Central Railway,
Bombay V.T.

Sub:- Doubling of track between Narkher and Tinkheda stations of Nagpur Division of Central Railway.

Reference may be made to Commissioner of Railway Safety, Central Circle, Bombay's letter No.C-12(101)/93-389 dated 5-10-93 (copy enclosed) on the above noted subject. It may be advsed whether all the requirements enumerated in concluding para 17 of CRS's letter have been complied with before opening of the above 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.94/CEDO/ORI/14. New Delhi, Dated 17-2-94.

Copy forwarded for information to:-

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-12(101)/93-M/389 dated 5-10-93.

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

(80)

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

रेल भवन, नई दिल्ली-110001, दिनांक 19 .
Rail Bhavan, New Delhi-110001, dated 18-2-94.

No.93/CEDO/ORI/20.

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

Sir,

Sub:- Conversion to BG from MG of the single line section between Tumkur station and Arsikere Jn. in Mysore Division of Southern Railway.

With reference to your Endorsement No.R.12037/3/93-RS. dated 30-12-93, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.1206 dated 20-10-93.

yours faithfully,

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

No.93/CEDO/ORI/20. New Delhi, Dated 18 -2-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhinagar P.O., Bangalore-560 009, with reference to his letter No.1206 dated 20-10-93.
2) The Chief Administrative Officer(Construction), Southern Railway, Bangalore-560 046, with the request that suitable action of Commissioner of Railway Safety, Southern Circle, Bangalore's recommendations and suggestions referred to in the report prior to the opening of the above section may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. It is further requesyed that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.
3) The General Manager, Southern Railway, Madras.

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

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

(81)

No.94/CEDO/ORI/14. New Delhi, Dated 17-2-94.

The Chief Engineer(Con)/East,
Central Railway,
Bombay V.T.

Sub:- Doubling of track between Narkher and Tintheda stations of Nagpur Division of Central Railway.

Reference may be made to Commissioner of Railway Safety, Central Circle, Bombay's letter No.C-12(101)/93-389 dated 5-10-93 (copy enclosed) on the above noted subject. It may be advsed whether all the requirements enumerated in concluding para 17 of CRS's letter have been complied with before opening of the above 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.94/CEDO/ORI/14. New Delhi, Dated 17-2-94.

Copy forwarded for information to:-

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-12(101)/93-M/389 dated 5-10-93.

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

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

(83)

No.94/CEDO/ORI/4. New Delhi, Dated 18-2-94.

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

Sir,

Sub:- Opening of the New Up line between Kalapipal and Shujalpur Stations for Passenger traffic from Km.170.72 to 158.13 on Ujjain-Bhopal section of Ratlam Division of Western Railway.

With reference to your Endorsement No.R.12020/1/93-RS dated 30-12-93, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for Public Carriage of Passengers as per his letter No.16-5/294/H/468 dated 9-6-93.

yours faithfully,

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

No.94/CEDO/ORI/4. New Delhi, Dated 18-2-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building Complex, Maharshi Karve Road, Bombay-400 020, with reference to his letter No.16-5/294/H/468 dated 9-6-93.

2) The Chief Administrative Officer (Construction), Western Railway Bombay that suitable action on Commissioner of Railway Safety, Western Circle, Bombay's recommendations and suggestions referred to in the report prior to the opening of the above section may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. The date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

3) The General Manager, Western Railway, Bombay. One ferro copy each of Index Plan and Section of the above mentioned section may please be sent to this office.

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

(84)

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

No.92/CEDO/ORI/16. New Delhi, Dated 18-2-94.

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

Sir,

Sub:- Opening of the Permanent diversion of about 2.92 Km.length from Km.104/1 to 106/14 on the Broad Gauge single line section between Yeliyur and Byadarahalli stations on the Bangalore City-Mysore section of Southern Railway for Public Carriage of Passengers.

With reference to your Endorsement No.R.12017/1/93-RS. dated 30-12-93, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for Public Carriage of Passengers as per his letter No.1256 dated 29-10-93.

Yours faithfully,

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

No.92/CEDO/ORI/16. New Delhi, Dated 18-2-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.1256 dated 29-10-93.

2) The Chief Engineer(Construction), Southern Railway, No.18, Millers Road, Bangalore-560 046, with reference to his letter No.W.347/CN/BNC/CRS dated 7-2-1994. Suitable action on Commissioner of Railway Safety, Southern Circle, Bangalore's recommendations and suggestions referred to in the report prior to the opening of the above section may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. The date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

3) The General Manager, Southern Railway, Park Town, Madras-60000

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

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

(85)

No.94/CRDO/ORI/15. New Delhi, Dated 23-2-94.

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

Sub:- Opening of the New Up line from Nethnagar to Murarpur Stations in Kiul-Jamalpur-Bhagalpur Section of Sahibganj Loop in Malda Division of Eastern Railway for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety, Eastern Circle, Calcutta's letter No.388/6/I/X/93 dated 22-7-93 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation letter have been complied with before opening of the above 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.94/CRDO/ORI/15. New Delhi, Dated 23-2-94.

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.388/6/I/X/93 dated 2/22-7-1993.

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

(85)

MINISTRY OF RAILWAYS (RAILWAY BOARD)

No.94/CRDO/ORI/16. New Delhi, Dated 23-2-1994.

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

Sub:- Opening of the New Single line within Station limits of Pathardih Bazar Station and beyond in the running section, upto Eastern Railway/ S.E.Rly.Boundary, between Pathadih Bazar Station of Eastern Railway and Sudamdih Station of S.E.Rly, in Dhanbad Division of Eastern Railway for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety, Eastern Circle, Calcutta's letter No.357/3659/93 dated 16-7-93 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation letter have been complied with before opening of the above 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.94/CRDO/ORI/16. New Delhi, Dated 23-2-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road,(12th Floor), Calcutta-700 001, with reference to his letter No.357/3659/93 dated 16-7-93.

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

(87)

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

No. 94/CEDO/SR/4 New Delhi, dated 23.2.94

The Director General/Track,
R.D.S.O.,
Lucknow.

Sub : Provisional speed certificate for Ballast Cleaning Machine - RM 80 - 92 -1.

Ref : Your letter No. CT/TM/SC/SGM dated 10.12.90.

Vide para 2 of your above quoted letter it has been brought to the notice of the Board that in future necessary justification will be given for condonation of infringements involved in the design of track maintenance machines to various items of the Schedule of Dimensions in an Annexure which will be enclosed with the speed certificate. It is however seen from Annexure-I enclosed with the speed certificate of Ballast Cleaning Machine RM 80-92-1 issued under Director General/TM's letter No.TM/HM/11/2 dated 30.9.93 that no justification has been given for condonation of infr-ingements in the Remarks coloumn against each of the item.

Ministry of Railways therefore desire that necessary justification may be given against each of the item shown in Annexure-I enclosed with the speed certificate of Ballast Cleaning Machine RM 80-92-1 to enable this office to issue the sanction for running of this machine on the railways.

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

No. 94/CEDO/SR/4. New Delhi, dated 23.2.94

Copy forwarded for information to :-

1. General Manager (Engg.),South Eastern Railway, Garden Reach, Calcutta-700 043, with refereence to his application No. TC/TM/GENL/Pt.I dated 13/23.12.93.

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

GOVERNMENT OF INDIA (BHARAT SARKAR) 93 (88)
MINISTRY OF RAILWAYS (RAILWAY MANTRALAYA)
(RAILWAY BOARD)

No.93/CEDO/SD/20. New Delhi, Dated -2-94.

The Chief Project Manager,
Railway Electrification,
Bhopal - 462010.

Sub:- Approval of infringements in connection with introduction of MACLS at Katni Murwara & Katni Junction on Bina-Katni Section of Central Railway.

In view of the position explained in your application No. CPM/B/ST/SIG/Infringement/20 dated 25-01-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by 10 Signal Structures having setting distances varying from 2210 mm to 3250 mm from centre line of track, five of the Signal Structures are situated at Katni Murwara and five at Katni Junction respectively 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 introduction of Multiple Aspect Colour Light Signalling at these two stations as shown in Form-XI and Drawing 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.

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

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

No.93/CEDO/SD/20. New Delhi, Dated -2-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11011/1/93-RS, dated 10-2-1994.
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.148 dated 28-1-94.

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

(89)

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

No.94/CEDO/BS/1. New Delhi, dated 23-2-1994.

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

Sub: Dispensation of free board for bridge No.214 on RE - JP project.

Ref: Your application No.WNC.415/8 dated 11.10.1993.

.....

While going through the CRS's recommendation letter No.221/1/498 dated 22.11.93 accompanying your above quoted application, it is observed that CRS has recommended Bridge No.214 after replacement by 2 x 900 mm RCC pipe to be kept in the list of vulnerable bridges subject to compliance of certain conditions indicated in his letter. This situation is not acceptable. A newly constructed bridge cannot be treated as vulnerable. Please take action to satisfy the CRS and also check the cushion over the pipes interms of Sub-Structure Code.

You may again approach the Board through CRS and CCRS after removing all objections which tend to suggest CRS to recommend this bridge for inclusion in the list of vulnerable bridges.

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

No.94/CEDO/BS/1. New Delhi, dated 23-2-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No. Q.18011/1/93-RS dated 30.12.93.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.221/1/498 dated 22.11.93.

(ARVIND KUMAR)
for Secretary Railway Board.

(78)

No.94/CEDO/ORI/7. -2-1994.

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

Sub:- Opening of New Down line between Gunada-Kuneru, Kuneru-Jimidipeta-Ladda Sections on Raipur-Vizianagaram Branch line of Waltair Division of South Eastern Railway for Passenger traffic.

Reference may be made to Commissioner of Railway Safety's letter No.1064 dated 3-11-93 (copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the CRS, South Eastern Circle, Calcutta's Authorisation letter have been complied with before opening of the above 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.94/CEDO/ORI/7. New Delhi, Dated -1-1994.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road, (12th Floor), Calcutta-700001, with reference to his letter No.1064 dated 3-11-93.

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

(91)

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

No.94/CEDO/SD/9. New Delhi, Dated 2-3-94.

The General Manager(Construction),
North Eastern Railway,
Gorakhpur - 273012.

Sub:- Condonation of provision of grade steeper than 1 in 260 in the station yard of Lalkua in connection with Gauge Conversion from Lalkua to Kathgodam

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With reference to your application No.W/Con/520/3/W-I/Pt.II dated 19-2-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by existing 1 in 78 grade in Lalkua yard upto a distance of 45 metres beyond the IOC trailing points towards Haldwani in which portion Catch Siding points are also located to item 2 Chapter-II of BG Schedule of Dimensions (1973) in connection with Conversion of Lalkua-Kathgodam Section from M.G. to B.G. as shown in Form-XI and Drawing No.Y/LKU/31/0692 accompanying your application referred to above. The sanction is subject to observance of the following conditions and all other safety precautions as considered necessary being taken by the railway to prevent accidents:-

1. No load/Vehicle shall be stabled without a live engine on the Main line.
2. All necessary precautions such as chaining the wheels at least with two safety chains and fully tightening the brakes, while stabling the train in the station yard shall be taken.
3. Provision of GR & SR 5.20 and 5.23 of N.E.Railway shall be followed.

It is noted that a Catch Siding has already been provided beyond 45 metres from /the outer most facing point to avoid accidents due to rolling down of any stock from Haldwani end.

(ARVIND KUMAR)
EXECUTIVE DIRECTOR CIVIL ENGINEERING(G),
RAILWAY BOARD.

(92)

No.94/CEDO/SD/9. New Delhi, Dated 2-3-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11015/1/93-RS. dated 24/2/94.

2) The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow-226001, with reference to his letter No. 671/501/4/VIII dated 23-2-94.

(ARVIND KUMAR)
for Secretary Railway Board.

(93)

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

No.92/CEDO/SR/13. New Delhi, dated 03 -3-1994.

The Chief Operations Manager,
South Eastern Railway,
Garden Reach,
Calcutta.

Sub: Running of WAP 1 electric locomotives for hauling Mail/Express train at a maximum speed of 105 Kmph over HMH - NGP BG section of S.E. Railway.

Ref: Your letter No.EL/CPTG/34 dated 21.2.94.

....

It appears that your application No.G/Loco/WAP1(DLP) dated 27.9.93 for introduction of WAP1 loco has not so far been forwarded by CCRS/Lucknow's office to Secretary(Civil Engg.) Railway Board and is still pending there. Under the circumstances Ministry of Railways are not in a position to take any action unless the application is received duly forwarded through CCRS/Lucknow.

You may therefore contact CCRS's office at Lucknow and arrange to get the application sent to this office immediately. As desired in this office letter No.92/CEDO/SR/15 dated 14.2.94 duly attested photocopies of all the enclosures of the application and CCRS's forwarding letter have not been sent alongwith your letter dated 21.2.94 referred above. In case CCRS's forwarding letter is available in your office please arrange to send a photocopy of the same alongwith photocopy of RDSO's Speed Certificate No.SD.WAP1.11 dated 1.12.92 and RDSO's Sketch No.DL-3031 Alt.5.

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

No.92/CEDO/SR/13. New Delhi, dated 03 -3-1994.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001. GM(Engg.) SE Railway's application No.G/Loco/WAP1(DLP) dated 27.9.93 on the above noted subject if pending in your office may please be forwarded to this office early.

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

(94)

S.No.1

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION & TOURISM
(COMMISSIONER OF RLY. SAFETY)

No. XXR Camp/Cuttack Dated : 5.3.1992.

From:

Y.Ganesan,
Commissioner of Railway Safety,
South Eastern Circle,
14 Strand Road (12th Floor),
Calcutta - 700 001.

Mr N 1/4/92
CE DD
1/4
EDE(G)

Sub: Opening of New Double Line for a length of 12.075Km. between Rajatgarh (Km 423.375) and Joranda (Km 435.450) on Nergundi - Talcher branch line in Khurda Road Division of South Eastern Railway for passenger traffic.

Having inspected the newly constructed double line of length 12.075 Km. between Rajatgarh-Joranda Road in Khurda Road Division of South Eastern Railway and the various sub-grade accommodation works pertaining thereto on 5th March, 1992, I am satisfied that the provisions of Section 19 of the Indian Railway Act have generally been complied with in its construction. Under the powers de-legated to me, vide Railway Board's notification No. 152-P dated 21st January, 1916, I have authorised the opening of the aforesaid line for the Public carriage of passengers at a maximum permissible speed of 65 Kmph. subject to :

(i) Observance of all temporary and permanent speed restrictions in force or as may be imposed from time to time.

(ii) The speed being raised in stages upto Sectional Speed under Certificate to be issued by the Assistant Engineer(Construction) incharge, after further attention to track.

(iii) Permanent way gangs who will maintain this new line be manned by Mates & Keymen drawn from the permanent cadre and the gangs being adequately equipped.

contd ...2

(iv) Pe rmanent way and Signalling works being completed as per proposals already sanctioned by this office under necessary Safety Certificates to be issued by the Construction Engineer of Engineering & Signalling Branches.

(v) All Diesel Locomotives and rolling stock plying on the existing line between Nergundi and Talcher being permitted to run on the said new line at their respective permissible speeds or restricted sectional speed, whichever will be less.

5/3/1992

(Y.Ganesan)
Commissioner of Railway Safety,
South Eastern Circle, Calcutta-1.

105/2/W

No. ~~118/S/I/V~~ Dated: 5.3.1992

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EDIE(P)

1. Secretary (Civil Engineering), Railway Board, New Delhi.
2. Chief Commissioner of Railway Safety, Lucknow.
3. General Manager, South Eastern Railway, Garden Reach, Calcutta.
4. Chief Engineer(Construction), South Eastern Railway, Garden Reach, & Cuttack.
5. Chief Signal & Telecommunication Engineer (Construction), South Eastern Railway, Garden Reach, Calcutta.
6. Divisional Railway Manager, South Eastern Railway, Khurda Road.
7. Chief Engineer/Open Line/S.E.Railway/ Garden Reach, Calcutta.

5/3/1992

(Y.Ganesan)
Commissioner of Railway Safety,
South Eastern Circle, Calcutta-1.

(96)

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

No.93/CEDO/SD/26. New Delhi, Dated -3-94.

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

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

With reference to your application No.CE/Con/W/193/Pt.III dated 22-12-93 sent through the Chief Commissioner of Railway Safety Lucknow, the particulars appearing against S.No.5 Annexure-I shown on the reverse of the sanction issued under this office letter of even number dated 14-10-93 may be corrected to read as under as a result of further investigation made by your railway during CRS's inspection:-

S.No.	Location	Kilometre	Distance between Tracks.		Infringement.
			As per SOD	Existing	
5	Bandel Station yard.	38/25-38/27	4.725 m	4.620 m	105 mm

It is noted that the prescribed dimension of 2363 mm shown in Annexure-I & II enclosed with your earlier application dated 24-9-93 has been corrected to read as 2360 mm as desired in this office letter dated 14-10-93.

(VED PRAKASH)
Executive Director Civil Engineering(G)
Railway Board.

PTO

(97)

No.93/CEDO/SD/26. New Delhi, Dated -3-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(9)/90 dated 9-2-94.

2) The Commissioner of Railway Safety, Eastern Circle, No.14, Strand Road (12th floor), Calcutta-700 001, with reference to his letter No.964 dated 3-1-94.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

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

(98)

No.93/CEDO/SD/20. New Delhi, Dated 8-3-94.

The Chief Project Manager,
Railway Electrification,
Bhopal - 462010.

Sub:- Approval of infringements in connection with introduction of MACLS at Katni Murwara & Katni Junction on Bina-Katni Section of Central Railway.

In view of the position explained in your application No. CPM/B/ST/SIG/Infringement/20 dated 25-01-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by 10 Signal Structures having setting distances varying from 2210 mm to 2340 mm from centre line of track, five of the Signal Structures being situated at Katni Murwara and five at Katni Junction respectively 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 introduction of Multiple Aspect Colour Light Signalling at these two stations as shown in Form-XI and Drawing 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.

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.

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

No.93/CEDO/SD/20. New Delhi, Dated 8-3-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11011/1/93-RS. dated 10-2-1994.

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.148 dated 28-1-94.

Arvind Kumar 7/3/94
(ARVIND KUMAR)
for Secretary Railway Board.

(99)

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

No.93/CEDO/SD/33. New Delhi, Dated 16-3-1994.

The Chief Signal & Telecommunication
Engineer (Construction),
Central Railway,
Victoria Terminus Annexe.Building,
Bombay - 400 001.

Sub:- Bombay V.T. - Remodelling of Main line passenger yard using CCB area Phase-I Stage-I.

Ref:- Your office letter No.EW.739/W/360/E/176 dated 18-2-1994.

Please refer to this office letter of even number dated 7/8-12-93. Since 3660 mm (12'-0") wide stock is already running on the section, as now advised by the railway, the concluding para appearing in this office letter regarding obtaining the sanction of competent authority before introducing of 3660 mm (12'-0") wide stock in future may be treated as deleted and replaced by the following :-

"It is noted that 3660 mm (12'-0") wide stock is already running on the section."

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/33. New Delhi, dated 16-3-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q.11011/1/93-RS dated 25.10.93.

2. The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharani Karve Road, Bombay - 400 020 with reference to his letter No.686 dated 24.9.93.

(VED PRAKASH)
for Secretary Railway Board.

Issue Pyc 16/3/94

SNo 4 (190)

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

No.94/CEDO/ORI/2.

New Delhi, Dated 16-3-94.

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

Sub:- Opening of Newly Converted B.G.Line from Jodhpur to Merta Road on Jodhpur Division of Northern Railway for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety, Northern Circle, New Delhi's letter No.1222 dated 23-2-94 (Copy enclosed for ready reference) on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation 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.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/2.

New Delhi, Dated 16-3-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021, with reference to his letter No.1222 dated 23-2-94.

(VED PRAKASH)
for Secretary Railway Board.

9/c

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

No.94/CEDO/ORI/17. New Delhi, Dated 16-3-94.

The Chief Engineer(Open line),
South Eastern Railway,
Garden Reach,
Calcutta-700 043.

Sub:- Opening of B.G.line for a length of 1.5 Km. between Sudamdih Station of South Eastern Railway at Km.314/15/1 to Ex.Pathardih Stn. of Eastern Railway at Km.316/7-8 on Sudamdih-Pathardih Section in Adra Division of South Eastern Railway for Passenger Traffic.

Reference may be made to Commissioner of Railway Safety, South Eastern Circle, Calcutta's letter No.369 dated 5-7-93 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in Authorisation letter have been complied with before opening of the above section for Public Carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/17 New Delhi, Dated 16-3-94

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road (12th Floor), Calcutta-700 001, with reference to his letter No.369 dated 5-7-93.

(VED PRAKASH)
for Secretary Railway Board.

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

No.93/CEDO/ORI/4. New Delhim, Dated 16-3-94.

The Chief Engineer(Construction)Central,
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Opening of New Double Line between Himmatpura and Jakhal on Delhi Division of Northern Railway.

Reference may be made to Commissioner of Railway Safety's letter No.1202 dated 23-2-94 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's Authorisation 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.

(VED PRAKASH)
Executive Director Civil Engineering(G)
Railway Board.

No.93/CEDO/ORI/4. New Delhi, Dated 16-3-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near CRIS Buiding, Delhi Safdarjung Station, Chanakyapuri, New Delhi-1100021, with reference to his letter No.1202 dated 23-2-94.

(VED PRAKASH)
for Secretary Railway Board.

(103)

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

No.94/CEDO/ORI/19. New Delhi, Dated 16-3-94.

The Commissioner of Railway Safety,
North Eastern Circle,
Hazratganj,
Lucknow - 226 001.

Sub:- Construction of BG Doubling of Siho-Ramdayalunagar section of Sonepur Division for a length of 24.14 Kms. of North Eastern Railway for the Public Carriage of Passengers.

Please arrange to send a copy of your office letter No.353/414/I/OPG/PT dated 15-4-1993 for reference and use in this office.

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

(104)

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

No.94/CEDO/ORI/18. New Delhi, Dated 16 -3-94.

The Commissioner of Railway Safety,
North Eastern Circle,
Hazratganj,
Lucknow - 226001.

Sub:- Conversion from M.G. to B.G. of
Burhwal - Mahmudabad (Avadh) Section
of Lucknow Division of North Eastern Railway.

Please send a copy of your office letter No. 363/434/I/OPG/PT dated 14-4-93 for reference and use in this office.

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

(105)

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

No.94/CEDO/ORI/2. New Delhi, Dated 16-3-94.

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

Sub:- Opening of Newly Converted B.G.Line from Jodhpur to Merta Road on Jodhpur Division of Northern Railway for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety, Northern Circle, New Delhi's letter No.1222 dated 23-2-94 (Copy enclosed for ready reference) on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation letter have been complied with before opening of the section for Public Carriage of Passengers. Specific coments against each item may be given for information of this office.

An early reply is requested.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/2. New Delhi, Dated 16-3-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021, with reference to his letter No.1222 dated 23-2-94.

(VED PRAKASH)
for Secretary Railway Board.

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

SNo 4
106

No.93/CEDO/SD/26. New Delhi, Dated 17-3-94.

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

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

With reference to your application No.CE/Con/W/193/Pt.III dated 22-12-93 sent through the Chief Commissioner of Railway Safety Lucknow, the particulars appearing against S.No.5 in Annexure-I appearing on the reverse of the sanction issued under this office letter of even number dated 14-10-93 may be corrected to read as under as a result of further investigation made by your railway during CRS's inspection:-

S.No.	Location	Kilometre	Distance between Tracks.		Infringement.
			As per SOD	Existing	
5	Bandel Station yard.	38/25 - 38/27	4.725 m	4.620 m	105 mm

It is noted that the prescribed dimension of 2363 mm shown in Annexure-I & II enclosed with your earlier application dated 24-9-93 has now been corrected to read as 2360 mm.

(VED PRAKASH) 17/3/94
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/26. New Delhi, Dated 17-3-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No.RS.18-I(9)/90 dated 9-2-94.

2) The Commissioner of Railway Safety, Eastern Circle, No.14, Strand Road (12th Floor), Calcutta-700001, with reference to his letter No.964 dated 3-1-94. SNo 3/1

(VED PRAKASH)
for Secretary Railway Board.

9/c

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.94/CEDO/SD/5. New Delhi, dated 17-3-1994.

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

Sub: BOMBAY VT - Remodelling of main line passenger yard (Phase-I, Stage-I) - Condonation of infringement to Schedule of Dimensions (BG).

Ref: Your office letter No.EW.739/W/360/CD dated 7.3.1994.

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Your above quoted application alongwith revised Form-XI may be sent through CRS and CCRS.

16/3/94

(VED PRAKASH)
Executive Director Civil Engineering (G),
Railway Board.

No.94/CEDO/SD/5. New Delhi, dated 17-3-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.11011/1/93-RS dated 12.1.1994.

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(139)/93-8 dated 04.01.1994.

(VED PRAKASH)
for Secretary Railway Board.

9/c

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

No.94/CEDO/ORI/20. New Delhi, Dated 18-3-94.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of New B.G.Line from Rudrapur City to Lalkua and gauge conversion between Lalkua and Kathgodam for Public Carriage of Passengers.

Reference may be made to the Commissioner of Railway Safety's letter No.602/504/I/A/OPG/PT dated 7-3-94 (Copy enclosed) on the above noted subject. It may be advised whether all 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.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/20. New Delhi, Dated 18-3-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow-226001, with reference to his letter No. 602/504/I/A/OPG/PT. dated 7-3-94.

(VED PRAKASH)
for Secretary Railway Board.

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257.

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

No.93/CEDO/SD/25.

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated -3-1994.

The Chief Signal & Telecommunication
Engineer (Construction),
Southern Railway,
MMC, Park Town,
Madras-600 003.

Sub:- Madras Central Station - Condonation of infringement by UP Manual Stop Signal No. 70A/70B.

In view of the position explained in your application No. SW/C/347/MAS-RRI/Vol.III dated 20-7-93 and 14-12-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by UP Manual Stop Signal No.70A/70B in Madras Central yard of Southern Railway in connection with running of 3660 mm (12'-0") Wide EMU Stock having setting distance of 2382 mm from UP Slow line and 2275 mm from Dn.fast line including curve allowance in both the cases as against 2502 mm (2360 mm + 142 curve allowance for inside curve of 3.5°) and 2395 mm (2360 mm + 35 mm curve allowance for outside curve of 3.5°) from UP Slow line and Dn.fast line respectively required as per item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973). The sanction is based on Form-XI and Drawing No.631/Alt.2 and U 1775 accompanying your application referred to above.

(Ved Prakash)
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/25. New Delhi, Dated -3-1994.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11017/1/93-RS dated 22-9-93 and 16-3-94.
2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.976 dated 6-9-93 and 1783 dated 7-1-94.

(Ved Prakash)
for Secretary Railway Board.

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

952 (110)

No.93/CEDO/SD/17. New Delhi, Dated -3-94.

The Chief Administrative Officer(Constn.),
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay - 400 001.

Sub:- Satna-Rewa new rail line -
Gradient in station yards.
1)Kaima 2)Hinauta Ramvan,
3)Bagahai Road 4)Turki Road
5)Rewa.

Ref:- Your application No.EW.689/W/116/Yds.
dated 1-3-94.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of the existing gradients in the various yards on the Rewa-Satna new line section as under as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of the above station yards so as to suit single line working with modified Non-Interlocking System between Satna-Rewa section of Central Railway as shown in Drawing Nos.21328, 21329, 21330, 21331 and 21332 accompanying your letter referred to above.

Sr. no.	Name of yard	Chainages from STA.	Grade	Drg.No.	approximate cost due to adoption of 1 in 1200 grade GM(E)BB-R-(fig.in lakhs).
1.	Kaima yard	4964 m to 7400 m.	R 1 in 400	No.21328	Rs.366.92
2.	Hinauta Ramvan	19160 m to 20600 m.	R 1 in 1000	No.21329	Rs. 4.50
3.	Baghai Road	28038 m to 29900 m.	R 1 in 400	No.21330	Rs.261.48
4.	Turki Road	36700 m to 29900 m.	F 1 in 1000	No.21331	Rs. 11.00
5.	Rewa Yard	47900 m to 49800 m.	F 1 in 1000	No.21332	Rs. 15.00
					Rs.658.90
		Say Approx.			Rs.659.00

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of the above mentiined station yards that no load/vehicle will be stabled without a live engine on the main line.

(Ved Prakash)
Executive Director Civil Engineering
Railway Board.

(111)

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

No.94/CEDO/ORI/7.

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated -3-1994.

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

Sir,

Sub:- Opening of New Down line between Gumada-Kuneru, Kuneru-Jimidipeta-Ladda Sections on Raipur-Vizianagram Branch line of Waltair Division of South Eastern Railway for passenger traffic.

With reference to your Endorsement No.R.12019/3/93-RS. dated 30-12-93, I am directed to confirm the action of Commissioner of Railway Safety, South Eastern Circle, Calcutta in authorising the opening of the above section for public carriage of passengers as per his letter No.1064 dated 3-11-93.

yours faithfully,

(Ved Prakash)
for Secretary Railway Board.

No.94/CEDO/ORI/7. New Delhi, Dated -3-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road (12th Floor), Calcutta-700 001, with reference to his letter No.1064 dated 3-11-93.

2) The Chief Project Manager, South Eastern Railway, Rayagada Suitable action on Commissioner of Railway Safety, South Eastern Circle, Calcutta's recommendations and suggestions referred to in the report prior to the opening of the above section may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

3) The General Manager (Engg), South Eastern Railway, Calcutta. A ferro copy each of the Index Plan and Section of the above section may please be sent to this office.

(Ved Prakash)
for Secretary Railway Board.

(112)

952.

No.94/CEDO/ORI/9. -3-94.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226 001.

Sir,

Sub:- Vijayawada Division - Conversion of track from MG to BG between Guntur and Narasaraopet stations for public carriage of passengers.

With reference to your Endorsement No.R.12038/2/93 - RS. dated 30-12-93, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the above section for public carriage of passengers as per his letter No.6/SC/20/GNT-NRT/207 dated 30-5-93.

yours faithfully,

(Ved Prakash)
for Secretary Railway Board.

No.94/CEDO/ORI/9. New Delhi, Dated -3-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Rail Nilayam, Secunderabad-500371, with reference to his letter No.6/SC/20/GNT-NRT/207 dated 30-5-93.

2) The Chief Administrative Officer(Construction), South Central Railway, Rail Nilayam, Secunderabad-500371, with reference to his letter No.W.Con.347/B/85 dated 9-3-94.The date of opening of the above section may please be intimated to this office.

3) The General Manager, South Central Railway, Secunderabad. A ferro copy of each of Index Plan and Section of the above section may please be sent to this office.

(Ved Prakash)
for Secretary Railway Board.

(113)

No.93/CEDO/ORI/6. 25-3-94.

The Chief Administrative Officer(Con),
South Central Railway,
Works Construction Branch,
Secunderabad-500 371.(A.P.)

Sub:- Opening of track between Malkhaid Road (Km.24.96) and Kargunta (Km.45.46)stations on Wadi-Secunderabad Broad Gauge Section on Secunderabad Division of South Central Railway for Public Carriage of Passengers.

Please refer to this office letter of even number dated 13-4-1993 (Copy enclosed for ready reference) and expedite the reply.

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

(119)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.92/CEDO/SR/15.

रेल भवन, नई दिल्ली-110001, तिथि 29-3-1994, 19
Rail Bhavan, New Delhi-110001, dated

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

Sub: Introduction of all coil ICF/RCF air braked coach and AC-3 tier coach.

.....

With reference to your application No.G/High-Speed/HWH-WAT/Pt.-II dated 16.3.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for introduction of all coil ICF/RCF air braked coach and AC-3 tier coach at a maximum speed of 105 Kmph on (a) Bhubaneswar - Bhadrak and (b) Bhadrak - Howrah BG Sections of Khurda Road and Kharagpur Divns. of your Railway.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may imposed from time time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. 8/94, RDSO's respective Speed Certificate No.SD.PCL.12.2 dated 30.6.93, 17.8.93 and MC/CB/AC/3-tier dated 2.11.93, CRS S.E. Circle's letter No.2364 dated 24.3.94 and all other certificates accompanying your application referred to above.

The infringements involved in the design of AC-3 tier coach have already been condoned under this office letter No. 93/CEDO/SR/12 dated 25.10.93. The sanction is subject to the condition that there are no infringements involved in the design of ICF/RCF BG air braked coach to BG Schedule of Dimensions (1973). It is also noted that no infringement to fixed structure is caused by introduction of AC-3 tier coach except on Dn. loop at Balasore Station (Km.231/069) where there is infringement due to IRS type platform cover and the proposed AC-3 tier coach will not run through this Dn. loop.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.92/CEDO/SR/15. New Delhi, dated 29-3-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.25-T(2)/92 dated 25.3.94.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th floor, Calcutta-1 with reference to his letter No.2364 dated 24.3.94.
3. The Director Standards/Motive Power, RDSO, Lucknow -226 011.

(VED PRAKASH)
for Secretary Railway Board.

(115)
(5)

No.94/CEDO/SR/4. 29-3-94.

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

Sub:- Introduction of Ballast Cleaning Machine RM 80 - 92 - I manufactured by PLASSER (India) for BG Track on Eastern Railway.

Please find enclosed herewith Commissioner of Railway Safety, Eastern Circle, Calcutta's letter No.1175 dated 23-3-94, alongwith enclosures for necessary disposal at your end, which has wrongly been delivered in this office.

DA:-as above.

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

STATEMENT OF MAJOR BRIDGES, MINOR BRIDGES AND BRIDGES WITH WATERWAYS AS ON 31.3.94.

(Authority : File No. 94/CEDO/BR/1)

STATEMENT 'A' Major and Minor Bridges

Railway	Major Bridges (Incl. ROBs & RUBs)	Minor Bridges (Incl. ROBs & RUBs)	Total
Central	1,339	13,125	14,464
Eastern	838	7,548	8,386
Northern	1,150	15,270	16,420
North Eastern	717	5,246	5,963
Northeast Frontier	1,026	4,778	5,804
Southern	1,265	17,331	18,596
South Central	1,257	13,413	14,670
South Eastern	1,485	17,479	18,964
Western	1,185	13,069	14,254
TOTAL :	10,262	1,07,259	1,17,521

STATEMENT 'B' Bridges with waterways

Railways.	30·5 m (100'-0") & Above.	18·3m (60'-0") & Above to less than 30·5m (100'-0")	6·1m (20'-0") & Above to Less than 18·3m (60'-0")	Less than 6·1m (20'-0")	Total
Central	606	446	1,[illegible]	11,373	14,212
Eastern	467	187	[illegible]	6,556	8,057
Northern	432	337	1,[illegible]	14,614	16,640
North Eastern	345	171	[illegible]	4,820	5,899
Northeast Frontier	584	273	[illegible]	4,187	5,756
Southern	554	391	1,[illegible]	15,542	18,060
South Central	606	598	1,723	11,350	14,277
South Eastern	763	508	2,066	15,315	18,674
Western	579	382	2,129	11,176	14,266
TOTAL :	4,956	3,293	12,659	94,933	1,15,841

(117)

No.94/CEDO/SD/10. -3-94.

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

Sub:- Condonation of infringement to Schedule of Dimensions at Malakhera and Parisal Railway Stations on Rewari-Jaipur Conversion Project.

With reference to your application No.WNC.415/8 dated 3-2-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by existing available clearance of 4.59 metres on columns each on the existing varandah of Parisal and Malakhera station buildings respectively as against 5.33 metres required as per item 7 Chapter-II of BG Schedule of Dimensions (1973) involved in retention of existing station varandah buildings on the passenger platform of Malakhera and Parisal stations in connection with Conversion of Rewari-Jaipur Section from MG to BG as shown in Form-XI and Drawing No.Dy.CE(C)/AWP/148/D-RE/BKI-JP accompanying your application referred to above.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SD/10. New Delhi, Dated -3-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11020/1/93-RS. dated 23-3-94.

2) The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building Annaxe, Maharshi Karve Road, Bombay-400 020, with reference to his letter No.221/86 dated 21-2-94.

(VED PRAKASH)
for Secretary Railway Board.

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

No.93/CEDO/SD/25.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 30-3-1994.

The Chief Signal & Telecommunication
Engineer (Construction),
Southern Railway,
MMC, Park Town,
Madras-600 003.

Sub:- Madras Central Station - Condonation of infringement by UP Manual Stop Signal No. 70A/70B.

In view of the position explained in your application No. SW/C/347/MAS-RRI/Vol.III dated 20-7-93 and 14-12-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by UP Manual Stop Signal No.70A/70B in Madras Central yard of Southern Railway in connection with running of 3660 mm (12'-0") Wide EMU Stock having setting distance of 2382 mm from UP Slow line and 2275 mm from Dn.fast line including curve allowance in both the cases as against 2502 mm (2360 mm + 142 curve allowance for inside curve of 3.5°) and 2395 mm (2360 mm + 35 mm curve allowance for outside curve of 3.5°) from UP Slow line and Dn.fast line respectively required as per item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973). The sanction is based on Form-XI and Drawing No.631/Alt.2 and U 1775 accompanying your application referred to above.

(Ved Prakash)
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/25. New Delhi, Dated 30-3-1994.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11017/1/93-RS dated 22-9-93 and 16-3-94.
2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.976 dated 6-9-93 and 1783 dated 7-1-94.

(Ved Prakash)
for Secretary Railway Board.

(119)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.94/CEDO/SD/10. रेल भवन, नई दिल्ली-110001, दिनांक 31-3-1994.

19

The Chief Administrative Officer(Const.),
Western Railway,
Churchgate,
Bombay - 400 020.

Sub: Condonation of infringement to Schedule of Dimensions at Malakhera and Parisal Railway Stations on Rewari-Jaipur Conversion Project.

Ref: Your application No.WNC.415/8 dated 3.2.94.

.....

It is observed from your above quoted application that the six infringing columns of the varandahs of 13 metres long station building at platforms of Parisal and Malakhera Stations, in connection with conversion of Rewari - Jaipur Section from MG to BG, can be conveniently shifted back to achieve the required codal clearance of 5.33 m as the cost involved is not likely to be prohibitive and execution of work time consuming.

Ministry of Railways therefore desire that the possibility of carrying out the necessary modifications to achieve the required clearance may be re-examined and the result of your examination advised to this office early.

30.3.94

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

CTDO/March'94/27 Slip CTDO/March/94 B(2004)

(120)

Condonation of infringement due to fixed Structure on PF Shelter on Main Platform and Island Platform on Merta Road Station on Degana-Jodhpur Section-Gauge conversi conversion.
CTDO/March'94/36 93/CTDO/SD/9 B(2004)

Provision of 1 in 1200 grade in the Prop 'C' Class station at Korai Km. 331.840 from Howrah on Howrah-Visakhapatnam main line of South Eastern Rly. Khurda Road Division.
CTDO/March'94/39 93/CTDO/SD/16 B(2014)

Alone. 93/CE00/March'94/28 93/CE00/SD/15 Slip

Dispensation to the infringement due to fixed structure on platform at Delhi Cantt. station Gurgaon Station and Garhi Harsaru station on Delhi-Rewari Section in connection with Delhi Rewari Gauge Conversion.
CTDO/March'94/35 93/CTDO/SD/5 B(2014)

Raipur Vizianagarm Patch Doubling Ph.II Sec.I & II administrative approval for having grades steeper than 1 in 1200 within station yeard limits-
CTDO/March'94/34 93/CTDO/SD/14 B(2014)

Condonation of infringement to the standard maximum moving dimensions of 1929 Profile for single movement of 2600 h.p. Co.Co. diesel electric locomotive mfg by M/s. BHEL JHS for NTPC, Kahalgaon. Single movement over CR from Jhansi to ~~Kanpur~~ Naini via Khairar-Banda - Manikpur as dead loco attached to goods train upto a maximum speed 60 KMPH.
CTDO/March'94/25 92/CTDO/SD/5 B(1014)

Running of "Shoulder Ballast Cleaning Machine various B.G. sections over Central Railway upto a maximum speed of 40 KMPH when running on the own power and 30 KMPH when running in train formation as a dead vehicle.
CTDO/March'94/26 92/CTDO/SR/6 B(2014)

CTDO/March'94/27 Slip CTDO/March/94 B(2004)

Design of 20-axle stub End Wagon BG(230T) for M/s. Nuclear Power Corporation sanction for infringements.
CTDO/March'94/29 92/CTDO/SR/16 B(2014)

Infringement to BG Schedule of Dimensions of BCNA wagon design- condination regarding.
CTDO/March'94/30 94/CTDO/SR/10 B(2014)

Shifting of foot over bridge at Dalsingh Sarai.
CTDO/March'94/31 92/CTDO/SD/16 B(2014)

Condonation of infringement due to falling in 1 in 170 gradient for extension of Pune - Daund- Manmad Passenger train to Igatpuri- Provision of additional 1 in 12 crossover between UP and DN main lines at Bhusaval end of Igatpuri Station.
CTDO/March'94/32 92/CTDO/SD/17 B(2014)

Running of 50,000 litres capacity BG Bogie Milk Tank Van to RDSO Drg. No. CONTR 8710-S/1 on various BG sections.
CTDO/March'94/33 90/CTDO/SD/12 B(2014)

(127)

51

No.94/CEDO/ORI/7. -4-94.

The Chief Project Manager,
South Eastern Railway,
Rayagada.

Sub:- Opening of New Down line between Gumada-Kuneru, Kuneru-Jimidipeta-Ladda Sections on Raipur-Vizianagaram Branch line of Waltair Division of South Eastern Railway for passenger traffic.

Ref:- Your letter No.SPM/RVD/ RGDA/Opening of lines /GMDA-LDK/580 dated 02-03-1994.

Please refer to the reply given in item iii) of your above quoted letter. This reply is restricted to only Permanent Way Works whereas interms of CRS's observations. Signalling Works at Gumada, Kuneru, Jimidipeta and Ladda stations have also to be completed as per proposal already sanctioned and necessary safety certificates are also required to be issued. No compliance of Signalling works has however been furnished to this office. Ministry of Railways therefore desire that position in repect of compliance of Signalling Works and issue of necessary safety certificates at the above mentioned stations may also be advised immediately.

(S.RAVI)
Adviser (Signals),
Railway Board.

(122)

Bx.

5 - 4 - 1994.

1) 93/CEDO/SD/33/1-3
2) 93/CEDO/SR/1/1-2
3) 91/CEDO/SR/4/1-5
4) 91/CEDO/SR/5/1-6
5) 91/CEDO/SR/8/1-2
6) 93/CEDO/SR/2/1-2
7) 93/CEDO/SR/6/1-7
8) 93/CEDO/SR/9/1-2
9) 93/CEDO/SR/14/1-2
10) 93/CEDO/SR/10/1-2
11) 93/CEDO/SD/26/1-4
12) 91/CEDO/ORI/5/1-11
13) 90/CEDO/ORI/3/1-19
14) 92/CEDO/ORI/16/1-5
15) 91/CEDO/ORI/11/1-8
16) 91/CEDO/ORI/12/1-5
17) 91/CEDO/ORI/10/1-10

5/4/94



5 - 4 -1994.

1) 93/CEDO/SD/25/1-4
2) 93/CEDO/SD/8/1-16
3) 94/CEDO/ORI/4/1-6
4) 93/CEDO/SR/16/1-2
5) 93/CEDO/SR/5/1-8
6) 93/CEDO/SR/12/1-4
7) 93/CEDO/BS/1/1-22
8) 91/CEDO/SR/10/1-8
9) 91/CEDO/ORI/6/1-17
10) 93/CEDO/SR/15/1-3
11) 91/CEDO/SR/11/1-11
12) 91/CEDO/ORI/13/1-8

5/4/94



CEDO Br.

(123)

5 - 4 -1994.

1) 93/CEDO/SD/25/1-4
2) 93/CEDO/SD/8/1-16
3) 94/CEDO/ORI/4/1-6
4) 93/CEDO/SR/16/1-2
5) 93/CEDO/SR/5/1-3
6) 93/CEDO/SR/12/1-4
7) 93/CEDO/BS/1/1-22
8) 91/CEDO/SR/10/1-8
9) 91/CEDO/ORI/6/1-17
10) 93/CEDO/SR/15/1-3
11) 91/CEDO/SR/11/1-11
12) 91/CEDO/ORI/13/1-8

5/4/94



(124)

5 - 4 - 1994.

1) 93/CEDO/SD/33/1-3
2) 93/CEDO/SR/1/1-2
3) 91/CEDO/SR/4/1-5
4) 91/CEDO/SR/5/1-6
5) 91/CEDO/SR/8/1-2
6) 93/CEDO/SR/2/1-2
7) 93/CEDO/SR/6/1-7
8) 93/CEDO/SR/9/1-2
9) 93/CEDO/SR/14/1-2
10) 93/CEDO/SR/10/1-2
11) 93/CEDO/SD/26/1-4
12) 91/CEDO/ORI/5/1-11
13) 90/CEDO/ORI/3/1-19
14) 92/CEDO/ORI/16/1-5
15) 91/CEDO/ORI/11/1-8
16) 91/CEDO/ORI/12/1-5
17) 91/CEDO/ORI/10/1-10

5/4/94



Remodelling of Main Line Passenger Yard using CCB area Phase-I, Stage-I.
CTDO/April'94/13 93/CTDO/SD/33 B(2004)

Infringement of BG Schedule of Dimensions of Railbus design - Condonation for the.
CTDO/April'94/14 93/CTDO/SD/1 B(2004)

Running of Thyristor controlled VVVF DMU motor coaches for passenger operation on Madras Beach- Chengalpattu section (including suburban lines)
CTDO/April'94/15 91/CTDO/SD/4 B(2014)

Special material Train for the movement of PSC Slabs for replacement of 6.1 M girders.
CTDO/April'94/16 91/CTDO/SD/5 B(2014)

Design of MG bogie covered wagon type MBCN with 14t axle load - condonation of infringements.
CTDO/April'94/17 91/CTDO/SD/3 B(2014)

Condonation of infringements to item 15 (i) 15 (ii) and 18(i) Chaper IV (A) of MG schedule of Dimensions (1963) of Railbus design - condonation requested.
CTDO/April'94/18 93/CTDO/SD/2 B(2014)

Running of points and crossings changing machine S.K. No. TM/9214 and 9215 manufactured by M/s AMICA Italy on B.G. Section of Indian Rlys.
CTDO/April'94/19 93/CTDO/SD/6 B(2004)

Running of points and crossing tamping machine No. 09-275-35 UNIMAT on BG section of Western Rly.
CTDO/April'94/20 93/CTDO/SD/9 B(2004)

Running of Track Relaying T ain (p-811-C) Supplied by M/s. Tamper Corpn. USA On its Own power and also in train formation as Tail running with the Cab, Trailing on various B.G. Sections of S.C.Rly.
CTDO/April'94/21 93/CTDO/SD/14 B(2004)

Design of BG 2 tier motor van on IRS underframe with IRS bogies.
CTDO/April'94/22 93/CTDO/SD/10 B(2014)

Howrah-Bandel Main Line Section - Condonation of infringement in connection with reversible working on the middle line between Bhadreswar and Bandel.
CTDO/April'94/23 93/CTDO/SD/26 B(2004)

(126)

Opening of the New electrified upline No. 2 between pahleza and Marwadiya Station of Mughalsarai Division of Eastern Rly. for the public carriage of passengers.
CTDO/April'94/24 91/CTDO/ORL/5 B(2004)

Opening of new line between Bhadrachalam Road and Manuguru stations of Secunderabad Division of South Central Railway The line which was meant for transport of coal was completed and opened for goods traffic on 29.9.1983.
CTDO/April'94/25 90/CTDO/ORL/3 B(2004)

Opening of the BG Line Newly Converted from MG to BG between Bangalore city and Maddu Stations on the Bangalore Mysore Section of S. Rly. for the public carriage of passengers.
CTDO/April'94/26 93/CTDO/ORL/16 B(2004)

Doubling of Broad Gauge Line between Ganganiyan and Kalyanpur Road Station.
CTDO/April'94/27 91/CTDO/ORL/11 B(2004)

Opening of New Broad Gange Line between Chittaurgarh (Km. 185.93)and Nirmach (Km.241.66) of Ratlam Division Western Rly. The Section Opened on 1.7.91.
CTDO/April'94/28 91/CTDO/OPL/12 B(2004)

Opening of Down Line between Maeudan and Dharhara in Malda ~~Extain~~ Division of Eastern Rly. for the public carriage of passengers.
CTDO/April'94/29 91/CTDO/ORL/10 B(2004)

(127)

6?

No.93/CEDO/SD/17.

-4-94.

The Chief Engineer(S&C),
Eastern Railway,
No.14, Strand Road (4th Floor),
Calcutta - 700 001.

Sub:- Infringement of gradient in Station yard New Crossing Station yard at Lailakh Mamalkha on SBG Loop under Malda Division of Eastern Railway.

Ref:- Your application No.CE/Con/W/193/Pt.IV dated 17/21-3-94.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of existing gradient of 1 in 600 from Km.290.350 to 290.923 at Lailakh Mamalkha station yard as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Lailakh Mamalkha Station yard in connection with conversion of existing flag station at Lailakh Mamalkha into a 2-line Crossing station on SBG Loop under Malda Division of your railway as shown in Form-XI and CE's Drawing No.Y-412-91 accompanying your application referred to above.

The approval is subject to the cindition that a Clause will be inserted in the Station Working Rules of the above mentioned station that no load/vehicle will be stabled without a live engine on the main line.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

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

Spare (128)

No.94/CEDO/SR/4. New Delhi, Dated 6-4-94.

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

Sub:- Regular running of Plasser(India)'s Ballast Cleaning Machine RM-80-92-1 on its own power and also in train formation on the entire B.G.System of South Eastern Railway.

With reference to your application No.TC/TM/GENL/Pt.I dated 13/23-12-93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Plasser(India)'s Ballast Cleaning Machine RM-80-92-1 as per RDSO's Drawing No.TM/9323 & 9324 with a maximum axle load of 19.8t at a provisional speed of 50 Kmph when running on its own power and at 40 Kmph maximum when running in train formation as a dead vehicle on the entire B.G.System of your railway.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the conditions/stipulations made in your Joint Safety Certificate No. TC/93/3/11, RDSO's Speed Certificate 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 and others of BG Schedule of Dimensions (1973) involved in the design of the above machine. Since the Profile of the machine is within 'X' Class Moving Dimensions, suitable speed restrictions shall therefore be imposed by the railway at such of the locations which are not yet clear for movement of 'X'Class engines.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SR/4. New Delhi, Dated 6-4-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.Q.15011/1/93-RS. dated 28/31-01-94.
2) The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.2091 dated 11-1-94.
3) The Director General(TM), RDSO, Lucknow-226011.

(VED PRAKASH)
for Secretary Railway Board.

Cr. File (129)

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

No.94/CEDO/SD/13.

रेल भवन, नई दिल्ली-110001, दिनांक 6-4-1994.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Cffincer(Constn.),
Western Railway,
Churchgate, Bombay.

Sub: Infringement of maximum and minimum dimensions to isolated structure on platform at Jaipur on Sawaimadhopur - Jaipur - Phulera Project.

.....

With reference to your application No.WNC.415/7 Vol.II dated 20.4.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to low level BG/platform to item 5 Chapter-II and to column and truss of platform shelter on low level platform to item 7 Chapter-II of BG Schedule of Dimensions (1973) in connection with conversion of Jaipur - Phulera Section from MG to BG as shown in Form-XI and the drawing accompanying your application referred to above.

/ passenger

The sanction is purely temporary and is valid for a limited period of six months from the date of issue of this letter or till completion of remodelling work of Jaipur Station whichever is earlier. It is noted that the BG low level platform shall be used for a short period as passenger platforms are being provided on Line No.1, 2 & 3.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SD/13. New Delhi, dated 6-4-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q.11020/1/94-RS dated 26.4.94.

2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.221/199 dated 22.4.94.

(VED PRAKASH)
for Secretary Railway Board.

(130)

No.94/CEDO/SD/12. -4-94.

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

Sub:- Gauge Conversion Madras Beach-Tambaram MG to BG - Proposed 4th line between Madras Egmore and Tambaram - Existing Road Overbridge No.55-A (8x4.22 m.RCC Slab) at Km.14/11-13 near Guindy Station - Condonation of infringement.

With reference to your application No.W.352/M/75/CN/Vol.II dated 19-3-1993 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringement caused by existing vertical height of 5050 mm under ROB No.55-A near Guindy Station as against 5870 mm required as per item 10(iii)(b) Chapter-I of BG Schedule of Dimensions (1973) and existing horizontal clearance of 2130 mm from centre line of track to edge of ROB Column as against 2360 mm required as per item 13(ii)(b) & (c) Chapter-I of BG Schedule of Dimensions (1973) involved in conversion of Madras Beach-Dindigul Section from MG to BG as shown in Form-XI and Drawing No.SK-3-93/1 accompanying your application referred to above. The condonation of infringements is purely temporary and is valid till the construction of a new ROB in lieu of ROB No.55-A is completed.

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

- The maximum permissible speed under the concerned Road Overbridge No.55-A at Km.14/11-13 being restricted to 90 Kmph for all electric trains.
- permanent bench marks being provided on the sides of the concerned BG track at the location under the bridge indicating the maximum level to which the rail level should be maintained.
- The maximum height of locomotives, other rolling stock and ODCs moving under the bridge, and their speeds during such movements being governed by the provisions of NOTES a(i), a(ii) and (b) contained in page 63 under item 3 of Chapter V-A, Schedule-I of the BG Schedule of Dimensions (1973).

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SD/12. New Delhi, Dated -4-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11017/1/93-RS-II dated 16-3-94.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.1848 dated 28-1-94.

(VED PRAKASH)
for Secretary Railway Board.

D

Spare (131)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.94/CEDO/SR/7. रेल भवन, नई दिल्ली-110001, दिनांक 7-4-1994. 19
Rail Bhavan, New Delhi-110001, dated

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

Sub: Introduction of WAP/1 class of AC electric locomotive fitted with HS-15250/A 'Hitachi Traction Motors'.

.....

With reference to your application No.W-681/Y-93/BR/I dated 24.2.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for introduction of WAP/1 class of AC electric locomotive having a maximum axle load of 19 t. and fitted with HS-15250/A 'Hitachi Traction Motors' to RDSO's Drg.No.SK.DL.3031/A, at a maximum speed of 80 Kmph on (i) Igatpuri - Bhusaval - Khandwa - Itarsi (ii) Bhusaval - Badnera - Wardha and (iii) Tuglakabad - Mathura - Agra Cantt.- Jhansi - Bina - Bhopal - Itarsi - Amla - Nagpur - Wardha / Wardha(E) - Balharshah AC electrified BG Sections of your Railway.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.E.S/94.B.G., RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The infringements involved in the design of WAP/1 locomotive have already been condoned vide this office letter No.79/WDO/SR/6 dated 7.4.1979.

(VED PRAKASH)
Executive Director Civil Engineering (G),
Railway Board.

No.94/CEDO/SR/7. New Delhi, dated 7-4-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his letter Endorsement No. Q.12011/1/93-RS dated 22/23-3-94.
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-11(70)/82-244 dated 28.2.94.
3. The Director Standards/Motive Power, RDSO, Lucknow-226 011.

(VED PRAKASH)
for Secretary Railway Board.

(132)

No.91/CEDO/SR/14. 8-4-1994.

The Chief Engineer/Con/GC,
N.F. Railway,
Maligaon,
Guwahati - 781 011.

Sub: Running of Light on TRACK - TAMPER, Model "PHOOLTAS" 6-LDT on New Guwahati & Lumding Jn. BG Section.

Ref: Your application No.W/260/CON/TM dated 30.3.94.

....

It appears from your above quoted application that Light on Track - Tamper Model " PHOOLTAS " 6 - LDT is already running on Malda Town - New Guwahati and Katihar Jn. - Kumedpur Jn. BG Sections in terms of this office letter of even number dated 2.1.92. Once the sanction for running on a particular section is issued by Railway Board, sanction for the remaining sections can be issued by the concerned CRS direct without approaching the Board.

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 the 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.

The Board therefore desire that you should approach CRS, N.F. Circle direct for issue of sanction for running of the above track - tamper on New Guwahati - Lumding Jn. BG Section.

8/4/94

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

GFG
(133)

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

No.94/CEDO/SR/5. रेल भवन, नई दिल्ली-110001, दिनांक 8-4-1994. 19
Rail Bhavan, New Delhi-110001, dated

The Director General/Track,
RDSO,
Lucknow - 226 011.

Sub: Design of BG Ammonia Tank Wagon type BTALN(MK.I) - Sanction for infringements.

.....

With reference to your application No.CT/DG/LW/IFFC dated 20.12.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of the following infringements involved in the design of BG Ammonia Tank Wagon type BTALN(MK.I) owned by M/s. Gujarat State Fertiliser Corpn. Vadodara and fitted with air brake and non-transition CBC arrangement to RDSO's Drg. No.WD-93058-S-01. The sanction is based on Annexure-I and the Drawing accompanying your application referred to above.

Clause No. of Chapter-IV(A)	Description of Clause as per Schedule	Dimension as per Schedule	Dimension as per Drg.
Clause 31	Max.height above R.L. for width of 305 mm on either side of centre of unloaded vehicle.	4115 mm	4275 mm (The working P.F. infringes the tampered portion as shown in the Drg. from a height of 3756mm above R.L.
Clause 32	Max. height above R.L. at sides of unloaded vehicle.	3505 mm	4003 mm (For a width of 90mm on either side of centre due to dome)

The sanction is subject to the condition that suitable speed restrictions shall be imposed by the Railways at such of the locations which are not yet clear for movement of 'X' class engines.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SR/5. New Delhi, dated 8-4-1994.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.Q.17013/1/93-RS dated 11.3.94.

(VED PRAKASH)
for Secretary Railway Board.

(134)

87

No.94/CEDO/ORI/21. -4-94.

The Chief Administrative Officer(Constn.),
South Central Railway,
Rail Nilayam,
Secunderabad-500371.(AP)

Sub:- Jalna-Parbhani Section - Conversion from Metre gauge to Broad gauge.

Reference may be made to the Commissioner of Railway Safety's letter No.6/SC/20/J-PBN/1056 dated 28-3-94 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in CRS's letter have been complied with before opening of the section for Public Carriage of Passengers. Specific comments agninst each item may be given for information of this office.

An early reply is requested.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/21. New Delhi, Dated -4-94.

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/J-PBN/1056 dated 28-3-94.

(VED PRAKASH)
for Secretary Railway Board.

(135)

5?

No.94/CRDO/ORI/7. -4-94.

The Chief Project Manager,
South Eastern Railway,
Bhubaneshwar.

Sub:- Opening of new double line for a length of 24.946 between Ambodala (Km.263.441 from Raipur) and Muniguda (Km.288.387 from Raipur) i.e., Sections Ambodala-Doikallu and Doikallu-Muniguda in Raipur-Visianagaram branch line in Sambalpur Division of South Eastern Railway for passenger traffic.

Reference may be made to the Commissioner of Railway Safety's letter No.XXR Camp/Muniguda dated 09-3-1994 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in CRS's letter have been complied with before opening of the above section for public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

MA:-One.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CRDO/ORI/7. New Delhi, Dated -4-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.XXR Camp/Muniguda dated 09-3-1994.

(VED PRAKASH)
for Secretary Railway Board.

(136)

No.XXR Camp/Muniguda. Dated 09.3.1994.

From: S.K. Jagdhari,
Commissioner of Railway Safety,
South Eastern Circle,
14, Strand Road (12th Floor),
CALCUTTA - 700 001.

Sub:- Opening of new double line for a length of 24.946 between Ambodala (Km.263.441 from Raipur) and Muniguda (Km.288.387 from Raipur) i.e. Sections Ambodala-Doikallu and Doikallu-Muniguda in Raipur-Vizianagaram branch line in Sambalpur Division of South Eastern Railway for passenger traffic.

...

Having inspected on 9.3.94 the newly constructed double line of length 24.946 Km. between Ambodala and Muniguda on Raipur-Vizianagaram branch line in Sambalpur Division of South Eastern Railway and the various sub-grade accommodation works pertaining thereto followed by speed trial at a maximum speed of 70 KMPH on Doikallu-Ambodala section, I am satisfied that the provisions of Section 22(I) of the Indian Railway Act 1989 (24 of 1989) have generally been complied with in its construction. Under the powers delegated to me vide Railway Board's notification No.152-P dated 21st January, 1916, I have authorised the opening of the aforesaid line for the public carriage of passengers at a maximum permissible speed of 100 KMPH with the following maximum speed restrictions:-

Section.	Km. From	Km. To	Line.	Speed.
AMB-DKLU	264.031	265.68	UP	30 Kmph.
.do.	263.441	275.255	Down	50 Kmph.
DKLU-MNGD	275.255	279.611	Down	50 Kmph.
.dp.	279.188	285.40	Up	30 Kmph.
.do.	285.20	288.387	Down	15 Kmph.

The above authorisation is subject to:-

1) The switch overs between the newly constructed lines and existing lines being done in accordance with the plan No.SPM/D/RGDA/DKLU-MNGD/Switch over and SPM/D/RGDA/AMB-DKLU/Switch over and requisite certificate being signed by the SPM/Doub./Rayagada and the speed on the switch over portions being restricted to 15 Kmph (the first train passing on each of the switch over portion should be stopped and permitted at a speed of 10 Kmph); subsequently the speed can be raised further as stipulated in Para-12 below.

2) Permanent way gangs who will maintain this new line be manned by Mates & Keymen drawn from the permanent cadre and gangs being adequately equipped and staff maintaining LWR having requisite training/competency certificate.

3) Permanent way and Signalling works at Ambodala, Doikallu and Muniguda being completed as per proposals already sanctioned by this office under necessary Safety Certificates to be issued by the Construction Engineers of Engineering and Signalling branches.

4) Observance of all temporary and permanent speed restrictions in force or as may be imposed from time to time.

5) All Diesel locomotives and rolling stock cleared for plying on the existing single line section between Ambodala and Muniguda being permitted to run on the said new line at their respective permissible speeds or speeds permitted from time to time whichever is less.

6) All concerned train passing staff having signed the Assurance Register in token of having understood the Working rules.

7) Patrolling as specified by the Chief Project Manager, S.E.Railway, Rayagada atleast once a day to inspect the thermit welded joints.

8) Welded joints being ultrasonically tested after a period of 10 days after commencement of passenger traffic. Subsequent ultrasonic testing will be according to extant instructions.

9) Inspection of new line portions on up and down line as the case may be, every day, by the Engine/Last vehicle, by the Area Project Manager till completion of ultrasonic testing.

10) Fixing of check rails, making road surface, provision of gates (not applicable to unmanned level crossing) and completion of other works at all the level crossings as prescribed in Permanent Way Manual.

11) Patrolling the LWRs till the balance works on the LWR are completed as per the LWR Manual.

12) The speed on the portions of track newly constructed may be increased in stages by SPM upto speed of 50 Kmph and by CPM or Territorial Chief Engineer beyond 50 Kmph. Before raising speed the concerned officer should ensure among other things consolidation of track and prescribed fittings in the sleepers and ballast section and cess as per extant orders.

Sadhari

(S.K. JAGDHARI)
Commissioner of Railway Safety,
South Eastern Circle, Calcutta.

No. 2344 Dt.09.3.1994.

1) Secretary(Civil Engineering), Railway Board, New Delhi.
2) Chief Commissioner of Railway Safety, Lucknow.
3) General Manager, S.E.Railway, Garden Reach, Calcutta.
4) Chief Project Manager, S.E.Railway, Rayagada.
5) Chief Signal & Telecom Engineer(C)/S.E.Rly./Bhubaneswar.
6) Divl.Railway Manager, S.E.Railway/Waltair.
7) Divl.Railway MANAGER, S.E.Railway, Sambalpur.
8) Chief Engineer(Open Line), S.E.Railway/Garden Reach,Calcutta.

/

(S.K. JAGDHARI)
Commissioner of Railway Safety,
South Eastern Circle, Calcutta.

(138)

No.94/CEDO/ORI/19. 12-4-94.

The Chief Administrative Officer(Construction),
North Eastern Railway,
Gorakhpur.

Sub:- Construction of BG Doubling of Sihe-Randayalu nagar section of Sonepur Division for a length of 24.14 Kms.of North Eastern Railway for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety's letter No.353/414/II/C/OPG/PT dated 15-4-93 (Copy enclosed) on the above noted subject. It may be advised whether all 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.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.92 No.94/CEDO/ORI/19. New Delhi, dated 12-4-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow-226001, with reference to his letter No. 353/414/II/C/OPG/PT dated 15-4-93.

(VED PRAKASH)
for Secretary Railway Board.

(139)

No.94/CEDO/SD/13. 15-4-94.

The Chief Engineer(Con)/HQ,
Western Railway,
Churchgate,
Bombay -400 020.

Sub:- Infringement of Maximum and Minimum Dimensions to isolated structure on platform at Jaipur on Sawai Madhopur-Jaipur - Phulera Conversion Project.

Ref:- Your application No.WNC.415/7 Vol.II dated 24-3-94 and D.O.No.WNC.415/7 dated 8th April,94.

While going through Form-XI and Sketch 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.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SD/13 New Delhi, Dated -4-94.

Copy forwarded for information to:-

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.221/159 dated 29-3-94.

(VED PRAKASH)
for Secretary Railway Board.

(140)

No.93/CEDO/ORI/19. 13-4-94.

The Chief Administrative Officer(Construction),
North Eastern Railway,
Gorakhpur.

Sub:- Opening of Broad Gauge on Varanasi-Madhosingh section of Varanasi Division of North Eastern Railway after conversion from MG to BG for Public Carriage of Passengers.

Please refer to this office letter of even number dated 4-10-93 (Copy enclosed for ready reference) followed by reminder dated 6th January,94 and expedite the reply.

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

DA/one.

(141)

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

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

No.94/CEDO/SD/14 Dt. 15-4-1994.

The Chief Administrative Officer/Const.,
Northern Railway,
Kashmere Gate,
D E L H I - 6.

Sub :- Dispensation to infringement due to fixed structure on platform at Sirsa, Kalan-wali, Raman, Bhattu & Mandi Adampur on Rewari-Bathinda section in connection with Gauge Conversion of Rewari-Bathinda.

With reference to your two applications bearing No.Misc./W.Spl./W/P dt.23.2.94 & 7.3.94, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to Item 7(i), 7(ii) & 7(iii) Chapter-II of BG Schedule of Dimensions(1973) involved in retention of existing passenger platform shelter at Sirsa and Item 7(ii) & 7(iii) Chapter-II of BG Schedule involved in retention of existing platform shelters at Kalanwali, Raman, Bhattu & Mandi Adampur stations as shown in respective Form-XI and Drawings for these stations accompanying your application referred to above in connection with conversion of Rewari-Bathinda section from MG to BG.

It is however noted that eave boards of shelters at the above stations which project inside the fixed structure line at a distance of 1600 mm from centre line of track shall be dismantled to remove the infringement to maximum moving dimensions shown in diagram No.2 of BG Schedule.

Read this letter for CAO(Const) N. Rly. 15/4/94
(Ramesh Kumar) CA/Dy CE(Const)/Plg/GC-II
K. Gate

(VED PRAKASH)
Executive Director Civil Engineering(G)
Railway Board

No.94/CEDO/SD/14 New Delhi, Dated 15-4-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with ref. to his endorsement No.Q.11014/1/93-RS dated 13.4.94 & No.Q.11014/1/93-RS dt.13.4.94 both the endorsements bearing the same date.
2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri New Delhi-110 021, with ref. to his letters No.1236 dt. 24.2.94 & No.1333 dt.25.3.94.

Read copy of CRS + CCRS
15/4/94
(Ramesh Kumar) Dy CE(Const)/Plg/GC-II

(VED PRAKASH)
for Secretary, Railway Board.

(142)

18.04.94

No. 94/CEDO/SD/15.

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

Sub : Condonation of infringement to B.G. Schedule of Dimension by the passenger platform shelter for island platform at Allahabad City in connection with gauge conversion of Allahabad-Varanasi section from MG to BG.

Ref : Your application No. W/Con/520/3/W-1 dated 9.3.94.

....

While going through Form-XI and Drawing No. 9/BSB-ALY/5/0394 enclosed with your application it is seen that the same are not in order and need correction/ revision in view of your earlier four applications bearing No. W/Con/520/3/W-1 dated 27.3.94, the date being the same for all the four different applications in connection with condonation of infringements to BG Schedule of Dimensions caused by the passenger platform shelters over main line platform at Mansi, Maheshkunt, Begusarai and Shebpur Kamal Railway Stations in connection with conversion of Barauni-Katihar section from MG to BG for which condonation of infringements has been issued under this office letter No. 84/WDO/SD/11 dated 26.6.84.

Ministry of Railways therefore desire that Form-XI and the Drawing may again be looked into and if necessary send a revised application through CRS and CCRS.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No. 94/CEDO/SD/15. New Delhi, dated 18.4.94

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety with reference to his endorsement No. G-11015/1/94-RS dated 15.4.94.

2. The Commissioner of Railway Safety, N.E.Circle with reference to his letter No. 799/437/1/C/CPG/Pt dated 5.4.94.

18/4

(VED PRAKASH)
for Secretary, Railway Board.

(143)
18?

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

No.93/CEDO/SD/17. रेल भवन, नई दिल्ली-110001, दिनांक / Rail Bhavan, New Delhi-110001, dated 19 -4-94.

The Chief Engineer(S&C),
Eastern Railway,
No.14, Strand Road (4th Floor),
Calcutta - 700 001.

Sub:- Infringement of gradient in Station yard New Crossing Station yard at Lailakh Namalkha on SBG Loop under Malda Division of Eastern Railway.

Ref:- Your application No.CE/Con/W/193/Pt.IV dated 17/21-3-94.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of existing gradient of 1 in 600 from Km.290.350 to 290.923 at Lailakh Mamalkha station yard as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Lailakh Namalkha Station yard in connection with conversion of existing flag station at Lailakh Mamalkha into a 2-line Crossing station on SBG Loop under Malda Division of your railway as shown in Form-XI and CE's Drawing No.Y-412-91 accompanying your application referred to above.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of the above mentioned station that no load/vehicle will be stabled without a live engine on the main line.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

Spare (144)

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

No.94/CEDO/SD/12. रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 22-4-94.

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

Sub:- Gauge Conversion Madras Beach-Tambaram MG to BG - Proposed 4th line between Madras Egmore and Tambaram - Existing Road Overbridge No.55-A (8x4.22 m.RCC Slab) at Km.14/11-13 near Guindy Station - Condonation of infringement.

With reference to your application No.W.352/M/75/CN/Vol.II dated 19-3-1993 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringement caused by existing vertical height of 5050 mm under ROB No.55-A near Guindy Station as against 5870 mm required as per item 10(iii)(b) Chapter-I of BG Schedule of Dimensions (1973) and existing horizontal clearance of 2130 mm from centre line of track to edge of ROB Column as against 2360 mm required as per item 13(ii)(b) & (c) Chapter-I of BG Schedule of Dimensions (1973) involved in conversion of Madras Beach-Dindigul Section from MG to BG as shown in Form-XI and Drawing No.SK-3-93/1 accompanying your application referred to above. The condonation of infringements is purely temporary and is valid till the construction of a new ROB in lieu of ROB No.55-A is completed. but not exceeding 3 years.

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

- The maximum permissible speed under the concerned Road Overbridge No.55-A at Km.14/11-13 being restricted to 90 Kmph for all electric trains.
- permanent bench marks being provided on the sides of the concerned BG track at the location under the bridge indicating the maximum level to which the rail level should be maintained.
- The maximum height of locomotives, other rolling stock and ODCs moving under the bridge, and their speeds during such movements being governed by the provisions of NOTES a(i), a(ii) and (b) contained in page 63 under item 3 of Chapter V-A, Schedule-I of the BG Schedule of Dimensions (1973).

21.4.94
(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

(145)

New Delhi, Dated 22-4-94.

No.94/CEDO/SD/12.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11017/1/93-RS-II dated 16-3-94.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.1848 dated 28-1-94.

(VED PRAKASH)
for Secretary Railway Board.

D

(148)

No.91/CEDO/SR/1. 22 -4-1994.

The Chief Engineer/Const/GC,
N.F. Railway,
Maligaon,
Guwahati - 781 011.

Sub: Sanction for running of Universal on Track Tampers on the BG Section New Guwahati - Lumding Jn.

Ref: Your application No.W/260/CON/TM dated 30.3.94.

.....

It appears from your above quoted application that Universal on Track Tamper manufactured by M/s. Plasser & Theurer & Co. to Drg.No. U-90086 is already running on Malda Town - New Guwahati and Katihar Jn. - Kumedpur Jn. BG sections in terms of this office letter of even number dated 20.12.91. Once the sanction for running on a particular section is issued by Railway Board, sanction for running on the remaining sections, can be issued by the concerned CRS direct without approaching the Board.

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 the 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.

The Board therefore desire that you should approach CRS N.F. Circle direct for issue of sanction for running of the above universal Track Tamper on New Guwahati - Lumding Jn. BG Section.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

(147)

No.92/CEDO/ORI/21. 22-4-94.

The Chief Administrative Officer(Construction),
North Eastern Railway,
Gorakhpur.

Sub:- Opening of newly constructed Broad Gauge line between Amrihar Junction and Varanasi Cantt. of North Eastern Railway for the Public Carriage of Passengers.

Please refer to this office letter of even number dated27-11-1992 (Copy enclosed for ready reference) followed by a reminder dated 20-7-93 and expedite the reply.

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

DA:-One.

(148)

No.92/CEDO/ORI/21. 27-11-1992.

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

Sub:- Opening of newly constructed Broad Gauge line between Aunrihar Junction and Varanasi Cantt. of North Eastern Railway for the Public Carriage of Passengers.

Reference may be made to the Commissioner of Railway Safety's letter No.245/436/I/Opening/PT dated 26-7-90 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 the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/ORI/21. New Delhi, Dated 27-11-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow-226001, with reference to his letter 245/436/I/Opening/PT dated 26-7-90.

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

(149)

IMMEDIATE.

No.93/CEDO/Axle/1. 25-4-1994.

THE GENERAL MANAGER(W).
CENTRAL RAILWAY,
BOMBAY .V.T.

Sub: Axle Load Diagram.

Ref: Your letter No.C.653/BRV dated 25.6.92.

.....

Please refer to this office letter of even number dated 2.4.93 (copy enclosed) on the above noted subject. In terms of this letter your Railway was requested to acknowledge receipt of letter and supply 4 copies of axle load diagram showing axle load wagons, sectional speed in Kmph, ruling gradient and sharpest curves in degrees for BG and NG respectively together with one copy of the Statement showing the section-wise axle load permitted and sectional speed in Kmph for BG and NG corrected upto 31.3.93. The target date for supply of these axle load diagram was indicated as 31.7.93. But it is regretted neither any acknowledgement has so far been sent by your Railway nor any axle load diagram and statement have been sent to this office inspite of reminder of even number dated 2.9.93.

Ministry of Railways desire that the receipt of the letter dated 2.4.93 may now be acknowledged and the required axle load diagram and statement sent to this office immediately.

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

DA : As above.

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

G.R.C. (150)

No.94/CEDO/SR/6. रेल भवन, नई दिल्ली-110001, दिनांक 29-4-1994
Rail Bhavan, New Delhi-110001, dated

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

Sub: 20 axle special wagon for M/s. BHEL/Bhopal for transportation of 221t & 175t Transformers - Sanction of infringements.

.....

With reference to your application No.CT/CS/NTPC/RIHAND dated 23.2.94 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) and also the Maximum Moving Dimensions Profile of 1929 as shown in Diagram No.1A & others involved in the design of 20 axle special wagon in empty condition for M/s. BHEL/Bhopal to RDSO's Drg.No.WD-86005-S-21 Alt.4 on entire BG routes of all Indian Railways.

S.No.	Clause No. of Chapter-IV(A)	Description	Dimension laid down in the Schedule (mm)	Dimension as per Drg. (mm)
1.	16	Min.distance apart of bogie centres for bogie vehicles (3250 mm wide)	2/3rd of length of body of the vehicle (27620)	25550
2.	17	Max.distance apart of bogie centres for bogie vehicles 3250 mm wide.	14785	25550
3.	19(b)	Max.length of body for bogie vehicle, 3250mm wide.	21340	41430
4.	20(b)	Max.length of underframe over headstocks for bogie vehicles 3250 mm wide.	21030	41430
5.	21(b)	Max.length over side buffers for bogie vehicles 3250mm wide.	22300	42700
6.	Profile for Max. moving dimensions of 1929 in diagram No.1A &Others.	i)Max.width overall projections from 1145 mm height above R.L. to 3505mm height above R.L.	3200	i)3870mm from 1382 mm height above R.L. to 3462 mm height above R.L.(Max.width over main girder/saddle girders)
		ii)Max.height above R.L. for a width of 305mm on either side of the centre of vehicle.	4115	ii)Max.height above R.L.for a width of 150mm on either side from centre line of wagon is 4127 mm.

(VED PRAKASH)
Executive Director Civil Engg. (G).
Railway Board.

Contd..2/-

(151)

.94/CEDO/SR/6. New Delhi, dated 29 -4-1994.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q.17013/1/93-RS dated 11.3.94.

(VED PRAKASH)
for Secretary Railway Board.

(152)

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

No.94/CEDO/SD/9. रेल भवन, नई दिल्ली-110001, दिनांक -4-1994.19
Rail Bhavan, New Delhi-110001, dated

The Chief Project Manager,
S.E. Railway,
Garden Reach,
Calcutta - 43.

Sub: Provision of shifting of cross-overs on both ends at Kantadih Station at Km.337.5 between UMMA and TAMNA on Chandil - Adra Section of Adra Division of S.E.Rly. - Condonation in respect of grade.

....

With reference to your application No.PD/DRG/113/004414 dated 16.8.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by existing 1 in 140 and 1 in 133 grade in Kantadih Station yard as shown in Form-XI and Drg.No.CE(C)/GRC/DRG.No.7744/91 accompanying your application referred to above.

The sanction is subject to observance and insertion of the following provisions in the Station Working Rules of Kantadih Station to improve safety:-

1. In an emergent situation, when it may become unavoidable to perform shunting (e.g., for detaching a hot axle wagon) all necessary precautions will be taken and it will be ensured that the engine is attached towards the falling gradient.
2. Stabling of trains longer than 560 m. on the Up/Dn main lines will be prohibited. Suitable indication Boards will be provided to indicate the level zone within the station yard, where short trains may be stabled on the Up/Dn main lines.
3. As far as practicable trains required to be controlled at this station should be received on Loop Lines setting the route towards the Sand Hump.
4. No train shall be stabled on the Up/Dn Main line. In case of emergency the load may be stabled with engine.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

Contd..2/-

(158)

No.94/CEDO/SD/9. New Delhi, dated -4-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q.11019/1/93-RS dated 11.3.94.

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th floor, Calcutta - 700 001 with reference to his letter No. 681 dated 23.8.93.

(VED PRAKASH)
for Secretary Railway Board.

(154)

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

No.94/CEDO/SD/16. रेल भवन, नई दिल्ली-110001, तिथि 2-6-1994. 19
Rail Bhavan, New Delhi-110001, dated

The Chief Electrical Engineer(Constn.),
South Eastern Railway,
Calcutta - 700 043.

Sub: Administrative Approval for implantation of OHE structures at a setting distance of less than 2360 mm (7'-9").

....

In view of the position explained in your application No.EL/Con/536 dated 9.3.94, Administrative approval of Ministry of Railways is hereby communicated for adoption of setting distance varying between 2240 mm and 2340 mm for only 10 OHE structures for extension of electrification of line Nos. 4 & 5 in Adityapur yard on Howrah - Nagpur Section as against 2360 mm required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973).

As already advised in this office letter No.82/WDO/SD/12 dated 18.6.1982, a list of all locations where OHE structures are finally located with setting distance less than 2360 mm may be submitted as an enclosure to the list of infringements while obtaining CRS's sanction for commissioning of OHE structures.

(VE PRAKASH) 31.5.94
Executive Director Civil Engineering(G),
Railway Board.

(155)

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

No.93/CEDO/SD/17.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 1-5-94 19

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

Sub:- Infringement of gradient in station yard of Bokaro Thermal Station under Dhanbad Division of Eastern Railway.

Ref:- Your application No.CE/Con/W/193/Pt.IV dated 25th March,94.

It is seen from your above quoted application that there are three different grades involved in the station yard 1 in 800, 1 in 300 and 1 in 260. For 1 in 800 your above quoted application is under consideration and for 1 in 300 and 1 in 260 you have separately applied to Commissioner of Railway Safety, Eastern Circle, Calcutta. In this connection, your attention is invited to para 3 of this office letter No.88/CEDO/SD/8 dated 11-7-90 wherein the Railways have been asked that whenever gradients steeper than 1 in 1200 in yards are required to be adopted, necessary explanatory details alongwith the drawings and the expenditure involved for adopting steeper gradients vis-a-vis 1 in 1200 gradient should be sent to the Ministry of Railways for obtaining prior administrative approval before execution of the work.

Ministry of Railways therefore desire that the required details as envisaged under this office letter No.88/CEDO/SD/8 dated 11-7-90 may be sent immediately. The Railway should also examine regrading of yard alongwith remodelling with a view to provide uniform gradient in yard as far as possible. In case, provision of a gradient of 1 in 1200 involves heavy expenditure then the Railway should examine provision of 1 in 800 throughout the yard. The Railway should thus make an exercise with different uniform grades but not steeper than 1 in 400. After undertaking the above suggested exercises, only one application should be processed for administrative approval for the whole yard rather than in piece meal except in unavaidable circumstances. A Safety Certificate from COM, CSTE & CE of the Railway certifying that adoption of these gradients in Bokaro Thermal Station yard is in no way unsafe from operational point of view, may also be sent alongwith the application to enable this office to consider the same for grant administrative approval.

LCSO

Signed 3/5/94
(VED PRAKASH)
Executive Director Civil Engineering (G),
Railway Board.

(156)

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

No.94/CEDO/BR/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 11-5-94. 19

The General Managers(Bridges),
All Indian Railways.

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,1994.

The Board desire to be furnished with Statement 'A' of Major and Minor Bridges and Statement 'B' of number of Bridges with Waterways (Performa enclosed herewith) as on 31st March,1994 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,1994. If there is any increase(+) or decrease(-) in the number of Bridges as on 31st March,1994 vis-a-vis as on 31st March,1993, 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 this letter may please be acknowledged.

DA:-One.

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

STATEMENT 'A'
TOTAL NUMBER OF BRIDGES
-------RAILWAY

Position as on	No. of Major Bridges (inclusive of ROBs & RUBs)				No. of Minor Bridges (inclusive of ROBs & RUBs)				Total Col.5 Col.9
	Railway Bridges	ROBs	RUBs	Total	Railway Bridges	ROBs	RUBs	Total	
1	2	3	4	5	6	7	8	9	10
31 - 3 - 1993									
31 - 3 - 1994									
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 - 1993					
31 - 3 - 1994					
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

(158)

No.94/CEDO/ORI/23. //-5-94.

The Chief Administrative Officer(Constn.),
North Eastern Railway,
Gorakhpur.

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

Reference may be made to the Commissioner of Railway Safety's letter No.SANC/211/437/I/C/OPG/Pt. dated 22/4/94 (Copy enclosed) on the above noted subject. It may be advised whether all 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.

DA:-One.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/23. New Delhi, Dated //-5-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow-226 001, with reference to his letter No. SANC/211/437/I/C/OPG/Pt. dated 22/4/94.

(VED PRAKASH)
for Secretary Railway Board.

(159)

No.94/CEDO/ORI/24. 12-5-94.

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

Sub:- 3rd line between Tilak Bridge and Hazrat Nizamuddin.

Reference may be made to the Commissioner of Railway Safety's letter No.1329 dated 24-3-94 (Copy enclosed for ready reference) on the above noted subject. It may be advised whether all 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 forinformation of this office.

An early reply is requested.

(VED PRAKASH)
Executive Director Civil Engineering(S),
Railway Board.

No.94/CEDO/ORI/24. New Delhi, Dated 12-5-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110021, with reference to his letter No.1329 dated24-3-94.

(VED PRAKASH)
for Secretary Railway Board.

(160)

No.94/CEDO/SD/9.

15-5-94.

The Chief Project Manager,
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

Sub:- Provision of shifting of Cross-Overs on both ends at Kantadih Station at Km.337.5 between Urma and Tamna on Chandil - Adra Section of Adra Division of South Eastern Railway - Condonation in respect of grade.

Ref:- Your application No.PD/DRG/113/004414 dated 16-8-1993.

While going through your above quoted application and the drawing enclosed therewith, it is seen that Major Works are planned in Kantadih Station yard and the total length of regrading work at the location of 1 in 140.07 grade at one end and 1 in 132.94 grade at the other end in the yard for which condonation has been applied for is approximately 1.5 Kms. which is not going to be very much costlier and time consuming compared to the overall scheme at the station. To facilitate regrading, the loop line can in the first instance be constructed at the required level and traffic diverted using the newly laid loop lines. The existing main lines can thereafter be regraded.

Ministry of Railways therefore desire that in the light of the above you may again look into the possibility of regrading the proposed locations to provide 1 in 1200 grade and advise the results of your reexamination at an early date. If provision of 1 in 1200 grade is not feasiable, please examine provision of grades flatter than 1 in 400.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

S.C. Bansal,
Chief Engineer (C)HQ.

C.A.O. (C)'s कार्यालय OFFICE

पश्चिम रेलवे
WESTERN RAILWAY
Churchgate, Bombay-400 020.
Dated: 13-5-1994.

D.O.No.WNC.415/8 Vol.II.

My dear Ved Prakash,

Sub : Condonation to infringements on platforms in Rewari-Jaipur section, Bawal, Harsauli, Khertal, Ajarka, Malkhera & Panisal station.
Less free Board on minor bridges in Rewari-Jaipur section.

Ref : This Railway's letters of even No. dated 6-4-94, 18.4.94, 4-3-94 and 3-2-94.

The following applications duly recommended through Commissioner of Railway Safety, Western Circle and Chief Commissioner of Railway Safety, Lucknow has been submitted to Railway Board for condonation/dispensations in connection with Rewari-Jaipur Conversion Project -

(1) Infringement at Bawal, Harsauli and Khairtal.
(2) Infringement on platform at Ajarka.
(3) Infringement at platform of Parisal & Malkhera station.
(4) Dispensation for less free board in minor bridges.

None of these condonations have been given so far. As the Rewqri-Jaipur section has already been blocked for conversion, these condonations will have to be submitted to Commissioner of Railway Safety before his inspection.

I would, therefore, request you to expedite the communication of condonation.

With best wishes,

Yours sincerely,

13/5/94

(S.C. Bansal.)

Shri Ved Prakash,
Executive Director
Civil Engineering (G),
Railway Board,
NEW DELHI.

(162)

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

No.93/CEDO/SD/20.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated -5-94. 19

The Chief Signal & Telecom Engineer/Constn.-II,
Northern Railway,
Baroda House,
New Delhi.

Sub:- Sanction for condonation of infringements due to Signals having clearance less than 2.36 mts. at SBB Station.

With reference to your application No.287-Sig/DY/C/DLI/PS/SBB-GZB/Pt.III dated 8-3-94 sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements caused by implantation of seven Signal Structures, in Sahibabad Station yard for running of EMU Stock, bearing No.19, 21, 23, 27, 32, 34 and 35 having the existing available settting distances from 2210 mm to 2240 mm as against 2360 mm required as per item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973). The sanction in respect of four Signal Structures No.16, 18, 20 and 22 is however not being conveyed as the available setting distances of these signals are less than 2210 mm + Curve allowance which is the minimum requirement interms of Board's letter No.92/CEDO/SD/7 dated 18-9-1992. The Railway should arrange to satisfy at least the minimum requirement for these four Signal Structures.

(VED PRAKASH))
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/20. New Delhi, Dated -5-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11014/1/93-RS. dated 18-4-94.

2) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021, with reference to his letter No.1337 dated 25-3-94.

(VED PRAKASH)
for Secretary Railway Board.

(162)

No.93/CEDO/SD/20. -5-94.

The Chief Signal & Telecom Engineer/Constn.-II,
Northern Railway,
Baroda House,
New Delhi.

Sub:- Sanction for condonation of infringements due to Signals having clearance less than 2.36 mts. at SBB Station.

With reference to your application No.287-Sig/DY/C/DLI/PS/SBB-GXB/Pt.III dated 8-3-94 sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements caused by implantation of seven Signal Structures in Sahibabad Station yard for running of EMU Stock, bearing No.19, 21, 23, 27, 32, 34 and 35 having the existing available settting distances from 2210 mm to 2240 mm as against 2360 mm required as per item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973). The sanction in respect of four Signal Structures No.16, 18, 20 and 22 is however not being conveyed as the available setting distances of these signals are less than 2210 mm + Curve allowance which is the minimum requirement interms of Board's letter No.92/CEDO/SD/7 dated 18-9-1992. The Railway should arrange to satisfy at least the minimum requirement for these four Signal Structures.

(VED PRAKASH))
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/20. New Delhi, Dated -5-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11014/1/93-RS. dated 18-4-94.

2) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021, with reference to his letter No.1337 dated 25-3-94.

(VED PRAKASH)
for Secretary Railway Board.

(164)

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

No.93/CEDO/SD/20.

रेल भवन, नई दिल्ली-110001, तिथि 16-5-1994.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Signal & Telecom Engineer/Constn.-II,
Northern Railway,
Baroda House,
New Delhi.

Sub: Sanction for condonation of infringements due to signals having clearance less than 2.36 mts. at SBB station.

.....

With reference to your application No.287-Sig/DY/C/DLI/PS/SBB-GZB/Pt.III dated 8.3.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements caused by implantation of seven signal structures, in Sahibabad Station yard for running of EMU stock, bearing No.19, 21, 23, 27, 32, 34 and 35 having the existing available setting distance from 2210 mm to 2240 mm as against 2360 mm required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) as shown in Form-XI accompanying your application referred to above. The sanction is subject to suitable blanking off arrangement being made by the Railway at such of the locations where clearances are less than 2360 mm + curve allowance if any.

The sanction for condonation in respect of four signal structures i.e. No.16, 18, 20 and 22 is however not being conveyed as the available setting distances of these signals are less than 2210 mm + curve allowance which is the minimum requirement in terms of Board's letter No.92/CEDO/SD/7 dated 18.9.1992. The Railway should arrange to satisfy at least the minimum requirement for these four signal structures.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/20. New Delhi, dated 16-5-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.11014/1/93-RS dated 18.4.94.

2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110 021 with reference to his letter No. 1337 dated 25.3.94.

(VED PRAKASH)
for Secretary Railway Board.

(165)

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

No.94/CEDC/SD/20.

रेल भवन, नई दिल्ली-110001, तिथि 16-5-1994.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Administrative Officer(Const.),
Western Railway,
Churchgate,
Bombay - 400 020.

Sub: Infringement of maximum and minimum dimensions on platform sheds at Bawel, Harsauli & Khairtal Stations in connection with Rewari - Jaipur Gauge Conversion Project.

....

With reference to your application No.WNC.415/8 dated 18.4.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement of platform shelter at Harsauli Station to item 7(ii) Chapter-II and platform shelters at Bawal and Khairtal Stations to item 7(ii) and 7(iii) Chapter-II of BG Schedule of Dimensions (1973) involved in retention of existing passenger platform shelters at these stations as shown in Form-XI and Drawings accompanying your application referred to above in connection with conversion of Rewari - Jaipur Section from MG to BG.

It is noted that the infringing eaves board of shelter at Bawal station shall be dismantled.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDC/SD/20. New Delhi, dated 16-5-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q.11020/1/94-RS dated 26.4.94.

2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.221/198 dated 24.4.94.

13/5
(VED PRAKASH)
for Secretary Railway Board.

OFFICE OF THE COMMISSIONER OF RAILWAY SAFETY,
SOUTH CENTRAL CIRCLE, SECUNDERABAD.

Sub:- Doubling of track between Thangundi and Yadgir stations on Wadi-Raichur (BG) section of Bombay-Wadi-Guntakal route of South Central Railway.

AUTHORISATION

Having inspected on 16.11.93, the new line between Thangundi (Km.634/2) and Yadgir(Km.643/7-8) for the new line (to be operated as down line) in Thangundi-Yadgir section, forming part of Orthodox doubling to be introduced between these stations on WD-Raichur-Guntakal route, Guntakal Division of South Central Railway, and having satisfied myself that the provisions of Section 19 of the Indian Railway Act have been substantially complied with in its construction, I have, under the powers delegated to me vide Railway Board's Notification No. 152-P dated 21/1/1916, authorise the opening of the said line for the public carriage of passengers at a maximum permissible speed of 65 Kmph initially subject to:-

i) The observance of all temporary and permanent speed restrictions now in force and those which may be imposed from time to time.

ii) All drivers being advised to exercise extra caution on the new down line till they learn the road and signals.

iii) The gang mates and keymen in charge of the maintenance of the new line being drawn from the permanent cadre of maintenance staff and

iv) Work in the station yards at the above stations being completed and certified fit for traffic by a Senior Scale Officer or above of the Construction Department.

v) The speed being raised beyond 65 Kmph after a safety Certificate issued by a J.A.Grade Officer of Engg.Constn.Department upto 80 Kmph. The panels also require destressing. Any further increase in speed upto 100 Kms. should be done by the Open line Sr.Divl.Engineer after the line is taken over by the division for maintenance.

vi) Remodelling Signalling and Interlocking being done at Thangundi and Yadgir Stations is completed as per sanctions accorded separately by the CRS, S.C.Circle, Secunderabad and on issue of a Joint Safety Certificate by JA Grade/Senior Scale officers of Engg. Signal & Telecommunication and Operating Departments. Trains to run with non-interlocked working of stations till such time. It is noted that the P.Way and S & T Works are on the verge of completion.

vii) Completion of Ultrasonic testing of rails and welds and replacement of defective components.

Sd/-
(Y. GANESAN)
Commissioner of Railway Safety.

(167)

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

No.94/CEDO/SD/19.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 23-5-94. 19

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

Sub:- Gauge Conversion of Madras-Chengalpattu M.G. into B.G. - Proposed third line between Madras Beach and Egmore - Existing Road Over Bridge No.21-A (2x4.06 m and 2x4.17 m RCC Slab) at Km.3/9-4/0 in Gandhi Irwin Road - Proposed rebuilding regarding.

With reference to your application No.W.352/XXII/5/CN dated 16-12-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by proposed vertical clearance of 5500 mm under ROB No.21-A at Km.3/9-4/0 on Gandhi Irwin Road on Madras Beach-Tambaram Section between Park Station and Madras Egmore as against 5870 mm vertical height required as per item 10(iii)Chapter-I of B.G.Schedule of Dimensions (1973) in connection with conversion of Madras-Chengalpattu Section from M.G. to B.G. as shown in Form-XI and Drawing No.CN/485-92 Sheet 2 of 2 accompanying your letter referred to above.

It is noted that this bridge No.21-A(2x4.06 m & 2x4.17 m RCC Slab) which caters for 2 MG AC Traction is to rebuilt as 1x25 (Sq.)(26 m sk) PSC Girders and Slab to cater for two MG lines and two BG tracks.

23.5.94
(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SD/19. New Delhi, Dated 23-5-94.

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 Vol.II dated 26-4-1994.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.1703 dated 11-1-93.

(VED PRAKASH)
for Secretary Railway Board.

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

(168)

No. 94/CEDO/SR/4

dated 23 - 5 - 94

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

Sub : Introduction of Ballast Cleaning Machine RM-80-92-1 manufactured by PLASSER(India) for B.G. Track on Eastern Railway.

.....

With reference to your application No.W(8)/552/12/Vol.I dated 28.2.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Plasser(India)'s Ballast Cleaning Machine RM 80-92-1 as per RDSO's Drawing No.TM/9323 & 9324 with a maximum axle load of 19.8t at a provisional/speed of 50Kmph when running on its own power and at 40Kmph maximum when running in train formation as a dead vehicle on the entire B.G.system of your railway.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the conditions stipulations made in your Joint Safety Certificate No.3-94, RDSO's speed certificate 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. 1 A and others of B.G. Schedule of Dimensions(1973) involved in the design of the above machine. Since the profile of the machine is within 'X' class Moving Dimensions suitable speed restrictions shall therefore be imposed by the railway at such of the locations which are not yet clear for movement of 'X' class engines.

(VED PRAKASH) 2015
Executive Director Civil Engg.(G)
Railway Board.

No. 94/CEDO/SR/4

New Delhi, dated 24-5-94

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety,Ashok Marg,Lucknow-226 001, with reference to his endorsement No.Q.15011/1/93-RS dated 4.4.94.
2) The Commissioner of Railway Safety, Eastern Circle,14,Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No. 1175 dated 23.3.94.
3) The Director General(TM), RDSO, Lucknow-226 011.

(VED PRAKASH)
for Secretary Railway Board.

(169)

232

No.94/CEDO/SD/15. -5-94.

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

Sub:- Condonation of infringement to BG Schedule of Dimensions by the Passenger platform shelter for island platform at Allahabad City in connection with Gauge Conversion of Allahabad - Varanasi Section from MG to BG.

Ref:- Your application No.W/Con/520/3/W-I dated 9-3-94.

The validity of the sanction earlier issued under this office letter of even number dated 21-4-94 is hereby increased from six months to one year. Therefore the words 'six months' appearing between the words 'of' and 'from' in line para 2 of the above sanction letter may be corrected to read as one year.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SD/15. New Delhi, Dated -5-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11015/1/94-RS dated 15-4-94.
2) The Commissioner of Railway Safety, North Eastern Circle, Hazaratganj, Lucknow-226001, with reference to his letter No. 799/437/I/C/OPG Pt. dated 5-4-94.

(VED PRAKASH)
for Secretary Railway Board.

(178)

237

No.94/CEDO/SD/13. -5-94.

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

Sub:- Infringement of maximum and minimum dimensions to isolated structure on platform at Jaipur on Sawai Madhopur - Jaipur-Phulera Project.

Ref:- Your application No.WRC.415/7 Vol.II dated 20-4-94.

The validity of the sanction earlier issued under this office letter of even number dated 6-5-94 is hereby increased from six months to one year. Therefore the words 'six months' appearing between the words 'of' and 'from' in line para 2 of the above sanction letter may be corrected to read as one year.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SD/13. New Delhi, Dated -5-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. G.11020/1/94-RS. dated 26-4-94.
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.221/199 dated 22-4-94.

(VED PRAKASH)
for Secretary Railway Board.

(171)

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

No.94/CEDO/SD/22.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 23-5-1994. 19

The Chief Engineer(Construction)/GC-I,
Northern Railway,
Head Quarters Office,
Kashmere Gate,
Delhi - 110006.

Sub:- Dispensation to the infringement of Schedule of Dimensions due to the fixed structure of Foot Over Bridge at Platform No.5 Jodhpur Station yard of Northern Railway.

With reference to your application No.78-W/35/CRS/W-I dated 30-3-94, sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by existing horizontal clearance of 3180 mm from centre line of M.G.track to the Column of FOB at Platform No.5 of Jodhpur Station as against 5000 mm clearance required as per item 7(ii) Chapter-II of M.G.Schedule of Dimensions (1963) in connection with conversion of Merta Road-Jodhpur Section from M.G. to B.G.

The sanction is purely temporary and is valid for a period of nine months from the date of issue of this letter. It is noted that the infringement will be removed in the final phase of yard remodelling of Jodhpur Station by way of shifting the edge of platform by 2040 mm and dismantling the existing M.G.track, thus making the clearance from the centre line of B.G.track at the edge of the column as 5360 mm which will be more than the required dimension of 5330 mm as per item 7(ii) Chapter-II of B.G.Schedule of Dimensions (1973).

Item No.7(i) Chapter-III shown in the application and Form-XI is incorrect which may please be corrected to read as item 7(ii) Chapter-II of MG Schedule of Dimensions (1963).

(VED PRAKASH) 23/5/94
Executive Director Civil Engineering(G),
Railway Board.

(172)

No.94/CEDO/SD/22. New Delhi, Dated 23-5-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11014/1/94-RS. dated 21-4-94.

2) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021, with reference to his letter No.16, dated 15-4-94.

(VED PRAKASH)
for Secretary Railway Board.

No.94/CEDO/SD/22. New Delhi, Dated 23-5-94.

(173)

The Chief Engineer(Constn.)/GC-I,
Northern Railway,
Head Quarters Office,
Kashmere Gate,
Delhi - 110006.

Sub:- Dispensation to the infringement of Schedule of Dimensions due to the fixed structure of Foot Over Bridge at Platform No.5 Jodhpur Station yard of Northern Railway.

With reference to your application No.78-W/35/CRS/W-I dated 30-3-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by existing horizontal clearance of 3180 mm from centre line of M.G.track to the Column of FOB at Platform No.5 of Jodhpur Station as against 5000 mm clearance required as per item 7(ii) Chapter-II of M.G.Schedule of Dimensions (1963) in connection with conversion of Merta Road - Jodhpur Section from M.G. to B.G.

The sanction is purely temporary and is valid for a period of nine months from the date of issue of this letter. It is noted that the infringement will be removed in the final phase of yard remodelling of Jodhpur Station by way of shifting the edge of platform by 2040 mm and dismantling the existing M.G.track, thus making the clearance from the centre line of B.G.track at the edge of the Column as 5360 mm which will be more than the required dimension of 5330 mm as per item 7(ii) Chapter-II of BG Schedule of Dimensions (1973).

Item No.7(i) Chapter-III shown in the application and Form-XI is incorrect which may please be corrected to read as item 7(ii) Chapter-II of MG Schedule of Dimensions (1963).

(VED PRAKASH) 20/5/94
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SD/22. New Delhi, Dated 23-5-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.Q Q.11014/1/94-RS. dated 21-4-94.
2) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021, with reference to his letter No.16 dated 15-4-94.

(VED PRAKASH)
for Secretary Railway Board.

(174)

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

No.94/CEDO/SR/10. रेल भवन, नई दिल्ली-110001, तिथि 24-5-1994.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Moving Dimensions for 10'-8" wide A.C. EMU stock for BG AC electrified routes on Indian Railways.

.....

With reference to your application No.CT/DHS/3/COACHES dated 3.5.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements involved in the design of 3250 mm (10'-8") wide BG EMU stock to RDSO's Drg.No.MEMU/DMC-9-0001 to clause 19(b) and clause 31 Chapter IV (A) of BG Schedule of Dimensions (1973) as shown in Form-XI and Sketch No. 94014 accompanying your application referred to above.

(VED PRAKASH)
Executive Director Civil Engineering (G),
Railway Board.

No.94/CEDO/SR/10. New Delhi, dated 24-5-1994.

Copy forwarded for information to :-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.17014/1/94-RS dated 23.5.94.

(VED PRAKASH)
for Secretary, Railway Board.

(175)

No.94/CEDO/BS/1. 27-5-94.

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

Sub:- Dispensation for less free board in Minor Bridges of Rewari-Jaipur Gauge Conversion Project.

Ref:- Your application No.WRC.415/8 Vol.II dated 17-5-94.

While going through Annexure 'A' enclosed with your above quoted application, it is seen that out of 43 bridges listed, the discharge on 42 bridges varies from 0.86 cumecs to 20.74 cumecs excepting bridge No.184 at S.No.36 of the Annexure where the discharge is 34.62 cumecs. Therefore, interms of Clause 4.9.2 of the Bridge-Sub-Structure and Foundation Code, the free board in special circumstances can be relaxed by Chief Engineer/Chief Bridge Engineer of the Railway where adoption of prescribed values would result in heavy expenditure and/or serious difficulties in construction. The extent of such relaxation to be permitted is as under:-

Discharge (Cumecs)	Minimum free board (mm)
Less than 3	600
3 to 30	750
More than 30	No relaxation is permissible.

Ministry of Railways therefore desire to know have detailed justification in each case as to why even this much of free board cannot be provided even in those cases where raising is being done. The reply should come with the approval of CAO(C).

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

(176)

No.94/CEDO/ORI/26. -5-94.

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

Sub:- Opening of new BG line between Punkunnam and Guruvayur (Trichur-Guruvayur line) in Trivandrum Division of Southern Railway.

Reference may be made to Commissioner of Railway Safety, Southern Circle, Bangalore's letter No.81 dated 8th April,93 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation 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.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

No.94/CEDO/ORI/26. New Delhi, Dated -6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safe y, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.81, dated 8th April,93.

(VED PRAKASH)
for Secretary Railway Board.

Spare (177)

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

No.94/CEDO/SR/2.

रेल भवन, नई दिल्ली-110001, तिथि 27-5-1994.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Running of Motorised Flat Car UKE-25/18-MP over South Central Railway.

.....

In view of the position explained in your application No. W.561/FC/93/OTM dated 8.4.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of motorised flat car UKE 25/18-MP supplied by M/s. Emergoachexport, Russia having an axle load of 70 KN (7.0t approximate) in transportation position and 130 KN (13.0t approximate) in working position when loaded with rail panels on the various 29 BG Sections of S.C.Railway as listed in the Joint Safety Certificate, at a maximum speed of 40 Kmph when running in train formation as a dead vehicle and at a maximum speed of 15 Kmph when running on its own power.

Attached to RDSO's Diagram No. EDO/T-2171

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 conditions/stipulations made in your Joint Safety Certificate No.W/174/BG, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

It is noted that the design of the flat car is within the standard BG Schedule of Dimensions (1973) and there are no infringements involved in the same.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SR/2. New Delhi, dated 27-5-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.15011/1/94-RS dated 17.5.94.
2. The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad - 500 371 with reference to his letter No.6/SC/22/4/13 dated 12.4.94.
3. The Director/T.M., R.D.S.O., Lucknow - 226 011.

(VED PRAKASH)
for Secretary Railway Board.

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

No.93/CEDO/SD/20.

रेल भवन, नई दिल्ली-110001, दिनांक -5-1994.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Signal & Telecom Engineer/Constn.-II,
Northern Railway,
Baroda House,
New Delhi.

Sub: Sanction for condonation of infringements due to signals having clearance less than 2.36 mts. at SBB station.

.....

With reference to your application No.287-Sig/DY/C/DLI/PS/SBB-GZB/Pt.III dated 8.3.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements caused by implantation of seven signal structures, in Sahibabad Station yard for running of EMU stock, bearing No.19, 21, 23, 27, 32, 34 and 35 having the existing available setting distance from 2210 mm to 2240 mm as against 2360 mm required as per item 13(ii)(c) Chapter-7 of BG Schedule of Dimensions (1973) as shown in Form-XI accompanying your application referred to above. The sanction is subject to suitable blanking off arrangement being made by the Railway at such of the locations where clearances are less than 2360 mm + curve allowance if any.

The sanction for condonation in respect of four signal structures i.e. No.16, 18, 20 and 22 is however not being conveyed as the available setting distances of these signals are less than 2210 mm + curve allowance which is the minimum requirement in terms of Board's letter No.92/CEDO/SD/7 dated 18.9.1992. The Railway should arrange to satisfy at least the minimum requirement for these four signal structures.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SD/20. New Delhi, dated -5-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.11014/1/93-RS dated 18.4.94.

2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110 021 with reference to his letter No. 1337 dated 25.3.94.

(VED PRAKASH)
for Secretary Railway Board.

(178)

2?

No.94/CEDO/ORI/25. -6-94.

The Chief Administrative Officer(Con),
Northeast Frontier Railway,
Maligaon,
Guwahati-11.

Sub:- Opening of the Guwahati-Lumding section of Lumding Division of Northeast Frontier Railway after conversion of MG line into BG line for public carriage of passengers.

Reference may be made to Commissioner of Railway Safety, Northeast Frontier Circle, Calcutta's letter No.309 dated 26-1-1994 (Copy enclosed)on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation letter have been complied with beforeopening of the above section for public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/25. New Delhi, Dated -6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safe y, Northeast Frontier Circle, 14, Strand Road (12th Floor), Calcutta-700 001, with reference to his letter No.309 dated26-1-1994.

(VED PRAKASH)
for Secretary Railway Board.

Spare (179)

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

No.94/CEDO/SD/17. रेल भवन, नई दिल्ली-110001, तिथि 2-6-1994.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Arsikere - Birur Section (Bangalore City-Hubli Route) Gauge conversion from Metre Gauge to Broad Gauge - Condonation for infringements of buildings and structures.

.....

With reference to your application No.W.347/CC/BNC/Vol.III dated 4.4.94 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 connection with conversion of Arsikere - Birur Section from MG to BG.

1. Infringement of 990 mm in respect of 21 RCC Columns of RCC shelter at Kadur yard which are located at a horizontal distance of 3730 mm from centre line of track as against 4720 mm minimum required as per item 8(i) & 8(ii) Chapter-II of BG Schedule of Dimensions (1973).

2. Infringement of 575 mm to vertical clearance of Platform shelter in Kadur yard which is located at a vertical height of 3540 mm from Rail Level as against 4115 mm minimum required as per item 7(iii) Chapter-II of BG Schedule of Dimensions (1973).

3. Infringement of 1250 mm to vertical clearance of Gangway Girder of FOB connecting Platform No.1 &2 at Birur Station where Gangway Girder is located at a vertical clearance of 5000 mm as against 6250 mm minimum required as per item 10(iii)(a) Chapter-I of BG Schedule of Dimensions (1973).

4. Infringement of 80 mm to the Stair-way wall of FOB in Birur yard. The actual horizontal clearance of Stair-way wall of FOB is 5250 mm as against 5330 mm minimum required as per item 7(ii) Chapter-II of BG Schedule of Dimensions (1973).

The sanction is subject to the condition that necessary warning boards shall be displayed at the infringing locations warning the public about the danger of infringing locations. It is further subject to the condition that lifting of Platform shelters and FOB shall be considered at the time of electrification.

(VED PRAKASH) 1/6/94
Executive Director Civil Engineering(G),
Railway Board.

Contd..2/-

(180)

No.94/CSDC/SD/17. New Delhi, dated 2-6-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.11017/1/94-RS dated 14.4.1994.

2. The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar .P.C., Bangalore - 560 009 with reference to his letter No.20 dated 5.4.1994.

(VED PRAKASH)
for Secretary, Railway Board.

(181)

22.

No.94/CEDO/ORI/25. -6-94.

The Chief Administrative Officer(Con),
Northeast Frontier Railway,
Maligaon,
Guwahati-11.

Sub:- Opening of the Guwahati-Lumding section of Lumding Division of Northeast Frontier Railway after conversion of MG line into BG line for public carriage of passengers.

Reference may be made to Commissioner of Railway Safety, Northeast Frontier Circle, Calcutta's letter No.309 dated 26-1-1994 (Copy enclosed)on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation letter have been complied with beforeopening of the above section for public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/25. New Delhi, Dated -6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northeast Frontier Circle, 14, Strand Road (12th Floor), Calcutta-700 001, with reference to his letter No.309 dated26-1-1994.

(VED PRAKASH)
for Secretary Railway Board.

(182)

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

Dated 26.1.1994

No.309

Harish Chandra
Commissioner of Railway Safety,
N.F. Circle,14,Strand Road(12th floor),
Calcutta- 700 001.

Sub: Opening of the Guwahati -Lumding section of Lumding Division of Northeast Frontier Railway after conversion of MG line to BG line for public carriage of passenger.

—

Having inspected on Jan.22nd to Jan.24,1994,by Motor Trolley, the newly constructed Broad Gauge line (converted from MG), a length of 181 KM between Guwahati and Lumding station of Lumding Division of N.F. Railway and the various sub-grade and accommodation works etc. pertaining thereto followed by speed trial on 25th Jan.94, at a maximum speed varying between 50 to 75 KMPH on different sections, I am satisfied that the provisions of Section 22(1) of the Railways Act,1989 (24 of 1989),have generally been complied with in its construction and the running was satisfactory except few locations. Under the powers delegated to me vide Railway Board's Notification No.152-P dated 21.1.1916, I have authorised the opening of the said line for the public carriage of passengers at a maximum permissible speed of 50 KMPH, between Guwahati-Jagiroad and 60 KMPH from Jagiroad to Lumding subject to:-

i) Observance of all temporary and permanent speed restriction in force or as may be imposed from time to time.

ii) Permanent way gangs who will maintain the BG line from the date of opening of the line to passenger traffic, being adequately equipped and manned by Mates and Keymen drawn from permanent cadre.

iii) Residual,permanent way and signalling works at the remaining stations from Guwahati to Lumding being completed as per sanctions communicated by this office and Safety Certificate being issued by Engineering and signalling officers of construction branch.

iv) All concerned train passing staff having signed the Assurance Register in token of having understood the Working Rules.

v) Passenger platform being completed at Panikhaiti, Thakurkuchi, Tetelia, Kamrup Khetri, Barahu, Aujuri, Thekeraguri, Laopani, Jugijan, Habaipur, Lamsakhang and Patharkhola.

contd.2.

(183)

vi) WDM2 and Rolling stock cleared for line in the existing section between Guwahati and New Jalpaiguri, being permitted to run on the above section at their respective permissible speeds or the speeds permitted from time to time on the new line whichever is less. (maximum permitted: SINGLE WDM2 + 7.50 t/a trailing load)

vii) ARME duly equipped & ART(Scale A) being stabled at Lumding.

viii) Permanent petrolmen being deputed on the sites at Bridge Nos.58,93,103,124 and 160 and other locations considered vulnerable as specified vulnerable by CE/Con.

xi) Train rakes being given intensive examinations at Guwahati and adequate arrangements being made for satisfactory examinations at Lumding also for safe running of all trains including those originating at Lumding.

Speed beyond 50/60 KMPH shall not be raised till (i) the residual work of Ballasting, curve realignment, finishing works in banks and cuttings including protection works where required are completed, (ii) balance works on Bridges are completed as per final approved plan, (iii) deflection tests of balance bridge are completed and result submitted, (iv) functioning of the signal system as per final plan is stablised and compliance for the above items is ensured by CE/Con & CSTE/Con. This speed can thereafter be increased to a maximun proposed sectional speed of 100 KMPH gradually in stages on personal satisfaction of Chief Engineer(Con) of the section, subject to the observations of all Temporary and permanent Speed restrictions as may be existing or may be imposed from time to time.

16/1/74

(Harish Chandra)
Commissioner of Railway Safety
N. F. Circle, Calcutta.

Copy forwarded to the :-

1. Secretary (Civ.Engg.), Railway Board, New Delhi.
2. Chief Commissioner of Railway Safety, Lucknow.
3. General Manager, Northeast Frontier Railway.
4. General Manager(Con), N. F. Railway.
5. CE, CSTE, CEE, COM, CME, CSO, N.F.Railway.
6. CEs(Con), N.F.Railway.
7. CSTE(Con), N.F.Railway.
8. Divisional Railway Manager, N.F.Railway, Lumding.

CRB
(184)

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

No.94/CEDC/SD/5. रेल भवन, नई दिल्ली-110001, दिनांक 3-6-1994.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Engineer(Constn.)/HQ,
Central Railway,
New Administrative Office Bldg.,
Dadabhai Naoroji Road,
Bombay - 400 001.

Sub: Bombay V.T. - Remodelling of main line passenger yard (Phase-I, stage-I) - Condonation of infringement to Schedule of Dimensions (BG).

.....

With reference to your application No.EW/739/M/360/CD dated 31.12.93 and 5.4.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by existing pump room and control room on main line passenger platform No. 14-15 to item 7(i) &7(ii) Chapter-II of BG Schedule of Dimensions (1973) and existing OHE portal No.EBS/12+43 to item 8(i) & 8(ii) of BG Schedule of Dimensions (1973) in connection with remodelling of main line passenger yard at Bombay VT as shwon in Annexure-I on the reverse. Annexure -I is based on Form-XI and drawing No.GM(E)BB/SK/1552 accompanying your application referred to above.

The sanction is purely temporary and is valid for a period of one year from the date of issue of this letter. It is noted that there is a permanent speed restriction of 15 Kmph in remodelled portion of the yard. It is also noted that the proposal for shifting of the wall of Pump room and Control room is under examination by open line organisation as per CRS's Inspection note dated 14.1.94 and it is not possible to shift the same immediately since being located on an underground sotrage well supplying water to main line passenger yeard.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDC/SD/5. New Delhi, dated 3-6-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q.11011/1/93-RS dated 12.1.94 and No.Q.11011/1/94-RS dated 17.5.94.

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(139)/93-8 dated 4.1.94 and C-13(139)/93-372 dated 12.4.94.

(VED PRAKASH)
for Secretary, Railway Board.

(125)

ANNEXURE-I

Sr. No.	Localities: District or Section	Localities: Kilometrage	Names of structures which infringe.	Prescribed Maximum and Minimum Dimensions. Chapter and item.	Maximum and Minimum	Existing actual dimensions.	Amount of infringement
1.	Bombay V.T.	Near Postal No. EBS 12+43.	Existing structure-Pump Room and Control Room on main line passenger Platform № 14-15.	Chapter II, item 7(i) & (ii) of Schedule of Dimensions, (BG).	Minimum.....5330 mm Add extra for curve clearance* 160 mm Total.. 5490 mm		
			a)Side wall		5490 mm	3670mm	1820 mm
			b)Roof Projection		5490 mm	3280 mm	2210 mm
	Bombay V.T.	Near postal No. EBS 12+43	Existing postal No. EBS 12+43	Chapter II, item 8(i) & (ii) of Schedule of Dimensions (BG).	Minimum....4720 mm Add extra for curve clearance* 160 mm Total: 4880 mm	4600 mm	280 mm

Spare (186)

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

No.94/CELO/ORI/26. रेल भवन, नई दिल्ली-110001, दिनांक / Rail Bhavan, New Delhi-110001, dated 6-6-94. 19

The Chief Administrative Officer(Con
Southern Railway,
Bangalore Cantonment.

Sub:- Opening of new BG l[illegible] between Punkunnam and Guruvayur (Trichur-Guruvayur line) in Trivandrum Division of Southern Railway.

Reference may be made to Commissioner of Railway Safety, Southern Circle, Bangalore's letter No.C1 dated 8th April,93 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation 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.

3/6/94
(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

No.94/CELO/ORI/26. New Delhi, Dated 6-6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.81, dated 8th April,93.

(VED PRAKASH)
for Secretary Railway Board.

(187)

6?

No.94/CEDO/ORI/12.

-6-94.

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

Sir,

Sub:- Hyderabad Division: Conversion of track from MG to BG between (i)Bolarum and Secunderabad (Kms.606.80 to 620.65) and (ii)Secunderabad-Falaknuma (Kms.0.00 to 14.54)-Opening of track for the Public Carriage of Passengers.

With reference to your Endorsement No.R.12038/1/93-RS. dated 30-12-1993, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the above section for the Public Carriage of Passengers as per his letter No.6/SC/20/BMO-SC-FM/197 dated 31-5-93.

Yours faithfully,

(VED PRAKASH)
for Secretary Railway Board.

No.94/CEDO/ORI/12. New Delhi, Dated -6-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Rail Nilayam, Secunderabad-500371, with reference to his letter No.6/SC/20/BMO-SC-FM/197 dated 31-5-93.

2) The Chief Administrative Officer(Construction), South Central Railway, Secunderabad. Suitable action on Commissioner of Railway Safety, South Centaral Circle, Secunderabad's recommendations and suggestions referred to in the report prior to the opening of the above section may please be taken and CRS informed accordingly under advise to Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

(VED PRAKASH)
for Secretary Railway Board.

(188)

62.

No.94/CEDO/ORI/27. -6-94.

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

Sub:- Opening of the New Down line from Kosiara to Muhammadganj Station in 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, Eastern Circle, Calcutta's letter No.16/A/I/Z-2/93 dated 5th March,1993 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation 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.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/27. New Delhi, Dated -6-94.

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.16/A/I/Z-2/93 dated 5th March,93.

(VED PRAKASH)
for Secretary Railway Board.

(189)

No.94/CEDO/ORI/28. -6-94.

The Chief Engineer(SAC),
Eastern Railway,
Calcutta.

Sub:- Opening of the New Up line from Kankatta to Untari Road Stations in 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, Eastern Circle, Calcutta's letter No.16/A/I/Z-3/94 dated 18th March,1994 (Copy enclosed) on the subject. It may be advised whether all the requirements enumerated in the Authorisation 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.

(VED PRAKASH)
Executive Director Civil Engineering(G)
Railway Board.

DA:-One.

No.94/CEDO/ORI/28. New Delhi, Dated -6-94.

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.16/A/I/Z-3/94 dated 18th March,94.

(VED PRAKASH)
for Secretary Railway Board.

(190)

No.94/CEDO/ORI/29. -6-94.

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

Sub:- Opening of the new Dn.line between Jamirghata and Chamagram 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 Commissioner of Railway Safety, Eastern Circle, Calcutta's letter No.10/I/K/94 dated 3rd March, 94 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation 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.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

No.94/CEDO/ORI/29. New Delhi, Dated -6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Eastern Circle, No.14, Strand Road (12th Floor), Calcutta-700 001, with reference to his letter No.10/I/K/94 dated 3rd March,94.

(VED PRAKASH)
for Secretary Railway Board.

Spare (19)

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

No. 94/CEDC/SD/21. रेल भवन, नई दिल्ली-110001, दिनांक 7-6-1994. 19
Rail Bhavan, New Delhi-110001, dated

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

Sub: Mysore - Ashokapuram Section (Mysore - Chamarajanagar Route) - Conversion from Metre Gauge to Mixed Gauge - Condonation for infringement of Structures.

.....

With reference to your application No.W.347/GC/BNC/Vol. III dated 24.2.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by (i) available vertical clearance of 4990 mm as against 5070 mm (5030 mm + 40 mm super elevation) required as per item 13(ii) Note (a) Chapter-I, (ii) available horizontal clearance of 2340 mm (least) at Chamarajanagar end as against 2585 mm (2360 mm + 225 mm I/S curve allowance for 5.73° curve) required as per item 13(ii)(c) Chapter-I and (iii) available horizontal clearance of 2100 mm (least) at Mysore end as against 2457 mm(2360 mm + 97 mm O/S curve allowance for 5.73° curve) required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) under ROB No.759 consisting of 1 x 4.680 m sqare (Or 5.400 m skew) RCC slab situated between Mysore Jn. and Chamarajapuram stations in connection with conversion of Mysore - Ashokapuram Section from MG to Mixed Gauge as shown in Form-XI and Sketch No. BR/BNC/3-94 accompanying your application referred to above.

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

1. A permanent speed restriction of 50 Kmph shall be observed for all BG trains passing under the ROB.
2. Necessary sign boards being displayed at suitable locations which will indicate the super elevation limit and the available clearances with instructions not to deviate from the same during track maintenance.
3. Stations Masters of adjacent stations will also be instructed to advise the passengers against travelling on roof top.
4. Where passengers are found to travel on roof top drivers shall stop the train short of the bridge and proceed at dead slow speed and resume speed only after the train has cleared the infringing structure.

It is noted that the ROB shall be rebuilt or lifted at the time of electrification.

(VED PRAKASH)
Executive Director Civil Engineering (G),
Railway Board.

Contd 2/-

(192)

No.94/CE(C/SI/21. New Delhi, dated 7-6-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q.11017/1/94- dated 15.4.94.

2. The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore - 560 009 with reference to his letter No. 2089 dated 21.4.94.

(VED PRAKASH)
for Secretary, Railway Board.

No.94/CEDO/SD/21. New Delhi, Dated 7-6-94. (191)

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

Sub:- Mysore-Ashokapuram Section (Mysore-Chamarajnagar Route) - Conversion from Metre Gauge to Mixed Gauge - Condonation for infringement of Structures.

With reference to your application No.W.347/GC/BNC/Vol.III dated 24-2-94 sent through the Chief Commissioner of Railway Safet Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by available vertical clearance of 4990 mm as against 5070 mm (5030 mm + 40 mm Super elevation) required as per item 13(ii) Note (a) Chapter-I, available horizontal clearance of 2340 mm (least) at Chamarajnagar end as against 2585 mm (2360 mm + 225 mm I/S Curve allowance for 5.73° curve) as per item 13(ii)(c) Chapter-I and available horizontal clearance of 2100 mm (least) at Mysore end as against 2457 mm (2360 mm + 97 mm O/S Curve allowance for 5.73° curve) as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) under ROAD-OVER-BRIDGE No.759 consisting of 1 x 4.680 m Sqare (or 5.400 m Skew)RCC Slab situated between Mysore Junction and Chamarajapuram stations in connection with conversion of Mysore-Ashokapuram Section from MG to Mixed Gauge as shown in FORM-XI and Sketch No.BR/BNC/3-94 accompanying your application referred to above.

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

1) A Permanent Speed restriction of 50 Kmph shall be observed for all BG trains passing under the ROB.

2) Necessary sign boards being displayed at suitable locations which will indicate the Super elevation limit and the available clearances with instructions not to deviate from the same during track maintenance.

3) Station Masters of adjacent stations will also be instructed to advise the passengers against travelling on roof top.

4) Where passengers are found to travel on roof top drivers shall ~~shall~~ stop the train short of the bridge and proceed at dead slow speed and resume speed only after the train has cleared the infringing structure.

It is noted that the ROB shall be rebuilt or lifted at the time of electrification.

(VED PRAKASH)
Executive Director Civil Engineering(G)
Railway Board.

PTO

(192)

No.94/CEDO/SD/21. New Delhi, Dated 7-6-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his Endorsement No.Q.11017/1/94-RS. dated 15-4-1994.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O. Bangalore-560 009, with reference to his letter No.2089 dated 21-3-1994.

(VED PRAKASH)
for Secretary Railway Board.

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

(193)

No. 94/CEDO/SR/11.

रेल भवन, नई दिल्ली-110001, दिनांक 8.6.94 19
Rail Bhavan, New Delhi-110001, dated

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

Sub : Introduction of Self Propelled Track Laying Crane UKE 25/18 from Russia for B.G. Track on Eastern Railway.

.....

With reference to your application No. W/552/13/Vol-I dated 24.3.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Self Propelled Track Laying Crane UKE 25/18 as per RDSO's drawing No. EDO/T-2172 & 2172/1 with a maximum axle load of 17.0t(approx.) in transportation position at a maximum speed of 15 Kmph when running on its own power and at 40 Kmph when running in train formation as a dead vehicle on the various B.G. sections of your railway.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the conditions/ stipulations made in your Joint Safety Certificate No. 43-93, RDSO's speed certificate and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 19(b) of Chapter-IV(A) of B.G. Schedule of Dimensions(1973) and Profile of Maximum Moving Dimensions of 1929 as shown in diagram No. 1 involved in the design of the above crane. Since the profile of the ~~xxxix~~ crane is within 'X' class moving dimensions, suitable speed restrictions shall therefore be imposed by the railway at such of the locations which are not yet clear for movement of 'X' class engines.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SR/11. New Delhi, dated 8.6.94.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety,Ashok Marg, Lucknow with reference to his endorsement No.Q.15011/1/94-RS dt.17.5.94.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th floor, Calcutta -1 with reference to his letter No. 79 dated ~~xxxx~~ 28.4.94.
3. The Director(TM),RDSO, Lucknow - 226 011.

(VED PRAKASH)
for Secretary, Railway Board.

Spare (194)

No. 94/CEDO/SR/12. 8.6.94

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

Sub : Running of 'Self Propelled Rail Welding Machine PRSM - 4' over B.G. system of South Central Railway.

.....

With reference to your application No. W.561/W M/93/CBA dated 9.4.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Self Propelled Rail welding Machine PRSM-4 as per RDSO's drawing No. SDO/T-2170 with a maximum axle load of 19000/19t(approx.) in transportation position at a maximum speed of 40 Kmph when running on its own power or when running in train formation as a dead vehicle on the various B.G. sections of your railway.

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 the conditions/ stipulations made in your Joint Safety Certificate No. E/272/B.G., RDSO's speed certificate and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 15, 19(a), 20(a) and 21(a) of Chapter-IV(A) of B.G. Schedule of Dimensions(1973) involved in the design of the above machine.

(VED PRAKASH) 8/6
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SR/12. New Delhi, dated 8.6.1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.G.15011/1/94-RS dt.17.5.94.
2. The Commissioner of Railway Safety, S.C. Circle, Sarojini Devi Road, Secunderabad-500371 with reference to his letter No.6/SC/22/4/16 dated 12.4.94.
3. The Director(TM), RDSO, Lucknow - 226 011.

(VED PRAKASH)
for Secretary, Railway Board.

(195)

No.93/CEDO/ORI/8. 9/6/94

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

Sub:- Opening of the new Up line between Barasat and Duttapukur Stations in Sealdah-Bongaon Section of Sealdah Division of Eastern Railway for the Public Carriage of Passengers.

Please refer to this office letter of even number dated 19-4-93 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(196)

No.93/CEDO/ORI/8. 14-6-94.

The Chief Engineer(SE),
Eastern Railway,
Calcutta.

Sub:- Opening of the New Dn.line between Guma and Duttapukur Stations on Bongaon-Sealdah Section of Sealdah Division of Eastern Railway for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety, Eastern Circle, Calcutta's letter No. 606/I/E/94 dated 25th March,94 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation 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.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/ORI/8. New Delhi, Dated 14-6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.606/I/E/94 dated 25th March,94

(VED PRAKASH)
for Secretary Railway Board.

(197)

No.93/CEDO/ORI/2. 14 -6-94.

The General Manager

The Chief Project Manager (Gauge Conversion-I),
South Central Railway,
Works Construction Branch,
Secunderabad-500371.(AP).

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

Please refer to this office letter of even number dated 26-3-1993 (Copy enclosed for ready reference) and expedite the reply.

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

(198)

No.94/CEDO/ORI/30. 14-6-1994.

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

Sub:- Opening of the existing Hooghly Goods line, from Km.30.698 (from Howrah), for the public carriage of passenger traffic and converting the same to Down Main line.

Reference may be made to Commissioner of Railway Safety, Eastern Circle, Calcutta's letter No.1/VIII/93 dated 19-12-93 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation 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.

(VED PRAKSH)
Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

No.94/CEDO/ORI/30. New Delhi, Dated 14-6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Eastern Circle, Calcutta, with reference to his letter No.1/VIII/93 dated 19-12-93.

(VED PRAKASH)
for Secretary Railway Board.

(199)

No.93/CEDO/CF 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.

24/3

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

No.93/CEDO/CF 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.

24/3/93

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

o/c

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

200

S No. 1

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 पर्चों का क्रम 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, Karmad, Chikalten 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 Certificat 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 14/3/93.

(Y.Nageswara Rao)
Commissioner of Railway Safety.

202

No.93/CEDO/SR/11. 15-6-1994.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226 001.

Sub: Running of 'Push-Pull' DMU rake train in regular services with one WDM2 locomotive at centre and 5 coaches at each end.

Ref: Your letter No.Q.13011/1/93-RS dated 8.6.1994.

.....

Please arrange to send a photo copy of your D.O. letter No. Q.13011/1/93-RS dated 25.5.94 addressed to Chairman, Railway Board for reference and use in this office.

15/6/94

(VED PRAKASH)
for Secretary, Railway Board.

Issue fair please

9e

(203)

No.94/CEDO/ORI/31. 15-6-94.

The Chief Administrative Officer(Construction),
Central Railway,
Bombay - 400 020.

Sub:- Doubling of line on Narmada Bridge portion between Hoshangabad- Budni Section of Bhopal Division of Central Railway.

Reference may be made to Commissioner of Railway Safety, Central Circle, Bombay 's letter No.C-12(105)/94-H/187 dated 13-5-94 on the above noted subject. It may be advised whether all the requirements enumerated in the concluding para of the CRS Inspection Report (Copy enclosed) 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.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/31 New Delhi, Dated 15-6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.C-12(105)/94-H/187 dated 13/5/94.

(VED PRAKASH)
for Secretary Railway Board.

(204)

No.94/CEDO/ORI/32. 16-6-94.

The Chief Administrative Officer (Construction),
South Central Railway,
Secunderabad-500371.

Sub:- Conversion of track from MG to BG between Parbhani and Purna stations (From Km.290.44 to Km.318.98) on Secunderabad-Manmad section of Hyderabad Division of South Central Railway.

Reference may be made to Commissioner of Railway Safety, South Central Circle, Secunderabad's letter No.R.12038/3/94 dated 21-5-1994 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation 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.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/32. New Delhi, Dated 16-6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Central Circle, Rail Nilayam, Secunderabad-500371, with reference to his letter No.R.12038/3/94 dated 21-5-1994.

(VED PRAKASH)
for Secretary Railway Board.

(205)

157

No.94/CEDO/ORI/33. -6-94.

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

Sub:- Opening of newly converted Broad Gauge single line between Jalna (Km.175.86) and Parbhani (Km.290.44) stations on the Hyderabad Division of South Central Railway for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety, South Central Circle, Secunderabad's letter No.6/SC/20/J-PBN dated 28-3-1994 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation 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.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

No.94/CEDO/ORI/33. New Delhi, Dated -6-94.

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/J/PBN dated 28-3-1994.

(VED PRAKASH)
for Secretary Railway Board.

(206)

No.94/CEDO/ORI/34. 20-6-94.

The Chief Administrative Officer(Construction),
Central Railway,
Bombay - 400 020.

Sub:- Doubling of track between Kiratgarh and Taku stations of Nagpur Division of Central Railway.

Reference may be made to Commissioner of Railway Safety, Central Circle, Bombay's letter No.C-12(103)/93-H/535 dated 15-12-9 on the above noted subject. It may advised whether all the requirements enumerated in the concluding para of the CRS Inspection Report (Copy enclosed) 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.

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

No.94/CEDO/ORI/34. New Delhi, Dated 20-6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Central Circle, Bombay-400020 with reference to his letter No.C-12(103)/93-H/535 dated 15-12-93

(VED PRAKASH)
for Secretary Railway Board.

Q. CONCLUSION

17. Having inspected the newly constructed and electrified 11.78 kms (down line) between Kiratgarh and Taku stations on ET-NGP section of Nagpur division of Central Railway and having satisfied myself that the provisions of section 22(1) of the Indian Railways Act 1989 have been substantially complied with, I have authorised under the powers delegted vide Railway Board's Notification No.152-P dated 21.01.1916, its opening for the public carriage of passengers on orthodox double line working at 90 kmph subject to (A) observance of all temporary and permanent speed restrictions in force or as may be imposed from time to time (B) permanent way gang who will maintain this new line from the date of opening of the line to passenger traffic being manned by the mates and keymen drawn from the permanent cadre and gang to be adequately equipped (C) p.way and signalling works at Kiratgarh and Taku stations to be completed as per sanctions communicated by CRS's office and safety certificates being issued by engg and S&T officers of the construction branch (D) all the concerned train passing staff having duly signed the assurance register in token of having understood the working rules (E) all locomotives and rolling stock plying on the existing single line being permitted at their respective permissible speeds or sectional speeds whichever is less (F) total catenary current not to exceed 600 amps as certified by dept. of telecommunication (G) the newly electrified dn line to be monitored jointly by DEE/OHE, DEE/TD, DEE/RS as per para 1516(C) of the AC tractionmanual (H) speed may be raised to 110 kmph progressively by CE(C) or CTE/Central Rly after proper inspection and trial run (I) the maximum permissible speed at km.758.85 to km.764.77 will be restricted to 100 kmph in view of sharp curves.

18. Expeditious action is desired on paragraphs marked with asterisk ***.

10/12/93

(Dr. M. Mani)
Commissioner of Railway Safety,
Central Circle, Bombay.

Dated : 10.12.93.

(208)

No.93/CEDO/ORI/7. 20-6-94.

The Chief Engineer(SEC),
Eastern Railway,
Calcutta.

Sub:- Opening of the New Down line between Bonidanga Station and Bonidanga Link Cabin on Bonidanga Link Cabin-New Farakka-Malda Town Section in Malda Division of Eastern Railway for the Public Carriage of Passengers.

Reference may be made to the Commissioner of Railway Safety, Eastern Circle, Calcutta's No.10/I/I/93 dated 5th October,93 on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation 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.

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

No.93/CEDO/ORI/7. New Delhi, Dated 20 -6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Eastern Circle, No.14, Strand Road (12th Floor), Calcutta - 700 001, with reference to his letter No.10/I/I/93 dated 5th October,1993.

(VED PARKASH)
for Secretary Railway Board.

(209)

No.94/CEDO/ORI/36. 23-6-94.

The Chief Administrative Officer(Con),
Central Railway,
Bombay-400 020.

Sub:- Opening of newly constructed BG Down line between Tinkheda and Katol Stations on Itarsi-Nagpur Section of Nagpur Divion of Central Railway for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety, Central Circle, Bombay's letter No.C-12(104)/93-H/39 dated 14-1-94 on the above noted subject. It may be advised whether all the requirements enumerated in the concluding para of CRS Inspection Report (copy enclosed) 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.

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/36. New Delhi, Dated 23-6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Central Circle, Bombay - 400 020, with reference to his letter No.C-12(104)/93-H/39 dated 14-01-94.

(VED PARKASH)
for Secretary Railway Board.

(210) (S)

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

No.93/CEDO/SR/17.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 23-6-1994.

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

Subi- Introduction of BG ICF/RCF air-braked coaches.

Further to this office letter of even number dated 7-6-94 and with reference to your application No.W/340/2/BG/Pt.IV/W-7 dated 18-4-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for introduction of BG ICF/RCF air braked coaches also at a maximum speed of 100 Kmph on Guwahati-New Jalpaiguri-Katihar Jn. BG Section..

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all other conditions/stipulations as mentioned in CRS's letter No.133/368/94 dated 1-6-94, Joint Safety Certificate, RDSO's Speed Certificate (amended vide letter No.SD.POL.12.6 dated 24-7-92 and other certificates accompanying your application referred to above so far as these are applicable to BG ICF/RCF air braked coaches.

It is noted that the dimensions of the ICF/RCF air braked coaches are similar to vacuum braked ICF/RCF coaches which are already in service.

(VED PARKASH) 23/6
Executive Director Civil Engineering(G),
Railway Board.

No.93/CEDO/SR/17. New Delhi, Dated 23-6-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.25-T(2)/92 dated 3-6-94.

2) The Commissioner of Railway Safety, Northeast Frontier Circle, No.14, Strand Road (12th Floor), Calcutta-700 001, with reference to his letter No.138/368/94 dated 1-6-94.

3) The Director Standards (Motive Power), R.D.S.O., Lucknow-226011.

(VED PARKASH)
for Secretary Railway Board.

(211) (5)

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

No.94/CEDO/SR/2.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 24-6-94.

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

Sub:- Introduction of Motorised Flat Car UKE 25/18-MP from Russia for B.G.Track on Eastern Railway.

In view of the position explained in your application No. W.552/13/Vol.I dated 4-5-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Motorised Flat Car UKE 25/18-MP supplied by M/s.Emergoachexport, Russia to RDSO's Diagram No.EDO/T-2171 having an axle load of 70 KN(7.0t approximate in transportation position and 130 KN (13.0 t approximate) in working position when loaded with rail panels on the entire BG Sections of Eastern Railway, exceptfor the following sections at a maximum speed of 40 Kmph when running in train formation as a dead vehicle and at a maximum speed of 15 Kmph when running on its own power:-

Division	Section
Danapur	1. Dildarnagar-Tarighat 2. Bakhtiyarpur-Rajgir
Asansol	1. Madhpur-Giridih 2. Jasdih-Baidyanathdham
Howrah	1. Azimganj-Nalhati
Sealdah	1. Ranaghat-Bongaon
Malda	1. Bhagalpur-Mandar Hill 2. Jamalpur - Monghyr 3. Tinapahar - Rajmahal.

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all conditions/stipulations made in your Joint Safety Certificate No.41-93, RDSO's Speed Certificate and all other Certificates accompanying your application referred to above.

2

(212)

It is noted that the design of the Flat Car is within the Standard BG Schedule of Dimensions (1973) and there are no infringements involved in the same.

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SR/2. New Delhi, Dated 24-6-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.15011/1/94-RS. dated 8-6-94.

2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road (12th Floor), Calcutta-700 001, with reference to his letter No.188 dated 30-5-94.

3) The Director/T.M., RDSO., Lucknow-226011.

(VED PARKASH)
for Secretary Railway Board.
24/6/94

(213)

ANNEXURE - I

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

No.R 12037/4/94/Convn.

Office of the
Commissioner of Railway Safety
Southern Circle, 7 Seshadri Rd
Bangalore - 560 009

Dated: 24th June, 1994

Sub: Opening of the BG single line newly converted from MG between Chikjajur Jn. and Chitradurg, on the Chikjajur Jn.- Rayadurg section of Mysore Division of Southern Railway for public carriage of passengers.

Having inspected on the 13th and 14th June, 1994, the newly converted BG single line section of length 33.60 route kms. from Chikjajur Jn. station to Chitradurg station on the Chikjajur Jn. - Rayadurg section in Mysore Division of Southern Railway, including the various sub-grade and accommodation works pertaining thereto, followed by a speed trial at a maximum speed of 50 kmph. conducted on 14.5.1994, I am satisfied that the provisions of Section 22(1) of the Railways Act, 1989 have been substantially complied with in the construction. I have accordingly authorised, under the powers delegated to me under Railway Board's Notification No. 152-P dated 21.1.1916, the opening of the said line for the public carriage of passengers at a maximum speed of 40 kmph. subject to the following conditions:

i) Observance of temporary speed restriction of 20 kmph. at 2 locations on the line from km. 12/8 to 13/7 and from km. 17/8 to 18/1 due to track being in need of more rounds of tamping and substantial improvement to track geometry.

ii) Observance of a temporary speed restriction of 20 kmph. from km. 8/7 to 9/6 due to existence of vulnerable cuttings and high banks, which restriction is required to be observed till the end of the current monsoon season.

iii) Observance of permanent speed restrictions imposed at 13 of the unmanned level-crossings due to restricted visibility distance for road-users, as imposed by the Construction Organisation, the same being removable as and when the concerned level-crossings are brought under manning in the future.

iv) Observance of permanent speed restriction of 15 kmph. through Chikjajur yard by all down trains coming from Chitradurg end, due to existence of stencil-type route indicator on the concerned down Home signal.

v) Observance of all other temporary and permanent speed restrictions in force or which may be imposed from time to time.

(214)

vi) Railway Board's condonation being obtained for the infringements to BG Schedule of Dimensions by the platform shelters and tea stall structure in Chikjajur station, for which applications have been forwarded to the Railway Board.

vii) Ultrasonic testing of all the second hand rails used in the section being completed and necessary follow up action being taken in respect of flaw-detected rails as per extant rules.

viii) Suitable speed boards including caution and termination indicators being provided at all locations where permanent and temporary speed restrictions have been imposed.

ix) All locomotives and rolling stock cleared for plying on the existing BG sections of Mysore Division being permitted to run on the new BG line from Chikjajur Jn. to Chitradurg at the respective permissible speeds, or at speeds permitted from time to time on the new line, whichever is the least.

2. The temporary speed restrictions as per (i) and (ii) above may be relaxed and the speed on the entire section from Chikjajur Jn. to Chitradurg may be suitably raised upto 50 kmph. by the Deputy Chief Engineer (Construction) after personal inspection and on his being satisfied regarding consolidation of the track. This is further subject to the condition that the temporary speed restriction as per (ii) above would be in force at least till the end of the current monsoon season.

3. The authorisation given herewith will lapse unless passenger services are started on the Chikjajur Jn. - Chitradurg section within 4 months from the date of inspection of the section - i.e. before 14.10.1994. In the event of regular passenger services not being started by that time, fresh authorisation will have to be applied for.

sd/-

(G. Ram Mohan)
Commissioner of Railway Safety.

Copy forwarded for information to:
1) The Secretary (Engineering), Railway Board, New Delhi.
2) The Chief Commissioner of Railway Safety, Lucknow.
3) The General Manager, Southern Railway, Madras
4) The Chief Administrative Officer (C), Southern Railway, Bangalore Cantonment - with 5 spare copies.
5) The General Manager (Safety), Southern Railway, Madras.
6) The Divisional Railway Manager, Southern Railway, Mysore.

sd/-
(G. Ram Mohan)
Commissioner of Railway Safety.

(215)

242.

No.94/CEDO/ORI/35. -6-94.

The Chief Administrative Officer(Con),
Central Railway,
Bombay-400 020.

Sub:- Opening of New Up line between Betwa 'A' & 'B' Cabins between Sanchi and Vidisha stations for passenger traffic from Kms.885.615 to 888.324 on Bina-Bhopal Section of Bhopal Division of Central Railway.

Reference may be made to Commissioner of Railway Safety, Central Circle, Bombay's letter No.C-12(97)/93-H/175 dated 6-4-93 on the above noted subject. It may be advised whether all the requirements enumerated in the concluding para of CRS Inspection Report (Copy enclosed) 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 offic

An early reply is requested.

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

DA:-Nne.

No.94/CEDO/ORI/35. New Delhi, Dated -6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.C-12(97)/93-H/175 dated 6-4-93.

(VED PARKASH)
for Secretary Railway Board.

(216)

No.94/CEDO/ORI/37. -6-94.

The Chief Administrative Officer(Con),
Central Railway,
Bombay - 400 020.

Sub:- Doubling of track between Katol and Metpanjara stations on Itarsi-Nagpur Section of Nagpur Division of Central Railway.

Reference may be made to Commissioner of Railway Safety, Central Circle, Bombay's letter No.H-514 dated 6-12-93 on the above noted subject. It may be advised whether all the requirements enumerated in the concluding para of the CRS Inspection Report (Copy enclosed) 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.

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

No.94/CEDO/ORI/37. New Delhi, Dated -6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Central Circle, Bombay - 400 020, with reference to his letter No.H-514 dated 6.12.93.

(VED PARKASH)
for Secretary Railway Board.

(217)

G. CONCLUSION

17. Having inspected the newly constructed and electrified 9.23 kms (down line) between Katol and Metpanjara stations on ET-NGP section of Nagpur division of Central Railway and having satisfied myself that the provisions of section 22(1) of the Indian Railways Act 1989 have been substantially complied with, I have authorised under the powers delegted vide Railway Board's Notification No.152-P dated 21.01.1916, its opening for the public carriage of passengers on orthodox double line working at 90 kmph subject to (A) observance of all temporary and permanent speed restrictions in force or as may be imposed from time to time (B) permanent way gang who will maintain this new line from the date of opening of the line to passenger traffic being manned by the mates and keymen drawn from the permanent cadre and gang to be adequately equipped (C) p.way and signalling works at Katol and Metpanjara stations to be completed as per sanctions communicated by CRS's office and safety certificates being issued by engg and S&T officers of the construction branch (D) all the concerned train passing staff having duly signed the assurance register in token of having understood the working rules (E) all locomotives and rolling stock plying on the existing single line being permitted at their respective permissible speeds or sectional speeds whichever is less (F) the newly electrified dn line to be monitored jointly by DEE/OHE, DEE/TD, DEE/RS as per para 1516(C) of the AC Traction Manual (G) speed may be raised to 110 kmph progressively by CE(C) or CTE C.Rly after proper inspection and trial run after making good the ballast deficiencies and track geometry defects and bringing the track to Rajdhani standards.

18. Expeditious action is desired on paragraphs marked with asterisk ***.

30.11.93

(Dr. M. Mani)
Commissioner of Railway Safety,
Central Circle, Bombay.

Bombay,
Dated : 30.11.1993

(218)

212

-6-94.

No.94/CEDO/ORI/38.

The Chief Administrative Officer(Con).
Central Railway,
Bombay - 400 020.

Sub:- Opening of reversal facilities at Vadala Road station with a flyover at Raoli Junction of Central Railway.

Reference may be made to Commissioner of Railway Safety, Central Circle, Bombay's letter No.C-12(106)/94-H/94 dated 23-3-94 on the above noted subject. It may be advised whether all the requirements enumerated in the Para 17 of CRS's Inspection Report (copy enclosed) 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.

(VED PARKASH)
Executive Director Civil Engineering(
Railway Board.

DA:-One.

No.94/CEDO/ORI/38. New Delhi, Dated -6-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Central Circle, Bombay-400 020, with reference to his letter No.C-12(106)/94-H/94 dated 23-3-94.

(VED PARKASH)
for Secretary Railway Board.

G. CONCLUSION

17. Having inspected the various works connected with the construction of flyover at Raoli Jn and the reversal facilites at Vadala Road and having satisfied myself that the provisions of Section 22(1) of the Indian Railways Act 1989 have been substantially complied with, I have authorised under the powers delegated vide Railway Board's Notification No.152-P of 21.01.1916, its opening for the public carriage of passengers at a max. sectional speed of 65 kmph except for the flyover portion where it would be restricted to 50 kmph. This will be subject to all temporary, permanent and other speed restrictions that are in force or may be imposed from time to time. In addition, the line 2 at PF No.2 of Vadala Road, in view of the reasons discussed in para 11.0 above, will not be allowed for Up trains unless and until the steps suggested thereon are completed. In addition the C.Rly should arrange to send the Safety Certificates to the office of CRS for all the phases of work involved in this project.

18. Expeditious action is called for on items marked with ***.

(Dr. M. Mani)
Commissioner of Railway Safety,
Central Circle, Bombay.

Bombay,
Dated : 21.03.94.

(220)

282.

-6-94.

No.93/CEDO/ORI/20.

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

Sub:- Conversion to BG from MG of the single line section between Arsikere Jn. and Birur Jn. in Mysore Division of Southern Railway.

Reference may be made to Commissioner of Railway Safety, Southern Circle, Bangalore's letter No.2125 dated 28th March,1994 on the above noted subject. It may be advised whether all the requirements enumerated in the Authorisation letter (copy enclosed) 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.

(VED PANKASH)
Executive Director Civil Engineering(G
Railway Board.

No.93/CEDO/ORI/20. New Delhi, Dated -6-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhinagar P.O. Bangalore 560 009, with reference to his letter No.2125 dated 28th March,1994.

(VED PANKASH)
for Secretary Railway Board.

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ANNEXURE - I

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

No.2125

Office of the
Commissioner of Railway Safety
Southern Circle, 7 Seshadri Rd
Bangalore - 560 009

Dated: 28th March, 1994

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

Having inspected on the 25th and 26th March, 1994, the newly converted BG single line section of length 45.28 route kms. from Arsikere Jn. to Birur Jn. on the Bangalore City - Arsikere Jn. - Hubli section of Mysore Division of Southern Railway, including the various sub-grade and accommodation works pertaining thereto, followed by a speed trial at a maximum speed of 80 kmph. conducted on 26.3.1994, I am satisfied that the provisions of Section 22(1) of the Railways Act, 1989 have been substantially complied with in the construction. I have accordingly authorised, under the powers delegated to me under Railway Board's Notification No. 152-P dated 21.1.1916, the opening of the said line for the public carriage of passengers at a maximum speed of 75 kmph. subject to the following conditions:

i) Observance of temporary speed restriction of 30 kmph. over Bridge no. 186, 185, 155, 142 and 137 at km. 171/9-10, 172/2-3, 189/4-5, 201/1-3 and 205/9-10 respectively where MG stone masonry arches of 9.15 m. and 12.2 m. spans have been retained in BG as a temporary measure and where intradosing of the said masonry arches are in progress.

ii) Observance of temporary speed restriction of 30 kmph. at km. 180/4-14 and 186/12 to 187/4 where the banks have been raised on new earth for regrading of track and the earth work has not consolidated adequately.

iii) Observance of temporary speed restriction of 50 kmph. on the run-through lines at station yards of Devanur (km. 187/4 to 188/9) and Kadur (km. 203/13 to 205/2) due to new points and crossings being in position.

iv) Observance of temporary speed restriction of 50 kmph. at km. 200/5 to 201/1 and 201/3-13 due to long sags in track and scantiness of ballast on curve.

v) Observance of permanent speed restriction of 15 kmph. from km. 164/12 to 166/3 through Arsikere yard by all BG trains in either direction.

vi) Observance of permanent speed restriction of 15 kmph. from km. 210/1 into Birur yard which is a terminal yard for the time being.

vii) Observance of permanent speed restriction of 50 kmph. over Bridge no. 157 and 138 B at km. 186/15 - 187/1 and 204/1-2 respectively where MG bridges that are not fit for BG loading of double-headed WDM2 locomotives at unrestricted speed have been retained.

viii) Observance of permanent speed restriction imposed at 7 of the unmanned level-crossings due to restricted visibility distance for road users, as imposed by the Construction Organisation.

ix) Observance of all other temporary and permanent speed restrictions in force or which may be imposed from time to time.

x) Railway Board's sanction being obtained for the infringements to BG Schedule of Dimensions by the platform shelter and foot overbridge existing at Kadur and Birur stations respectively for which corrected applications are required to be submitted by the Construction Organisation.

xi) Suitable speed boards including caution and termination indicators being provided at all locations where permanent and temporary speed restrictions have been imposed.

xii) All locomotives and rolling stock cleared for plying on the Tumkur - Arsikere Jn. BG section of Mysore Division being permitted to run on the newly converted BG line beyond Arsikere Jn. upto Birur Jn. at their respective permissible speeds, or at speeds permitted from time to time on the new line, whichever is the least.

2. The temporary speed restrictions imposed at 5 bridges as per (i) above will continue to remain in force till the intradosing of masonry arches is completed in all respects and the RCC jackets have attained their full strengths. The permissible speeds over the bridges may then be raised in stages upto 100 kmph. by the Deputy Chief Engineer (Construction) after personal inspection. The other temporary speed restrictions imposed as per (ii) (iii) and (iv) above may be relaxed and the speed on the entire section from Arsikere Jn. upto Birur Jn. may be suitably raised to 80 kmph. by the Dy. Chief Engineer (C) after personal inspection and on his being satisfied regarding consolidation of the track. The sectional speed can be further raised in stages upto 100 kmph. by the Chief Engineer (C) or by

the Territorial Chief Engineer (Open Line) after similar inspection.

3. The authorisation given herewith will lapse unless regular passenger services are started on the Arsikere Jn. - Birur Jn. section within 4 months from the date of inspection of section -i.e. before 26.7.1994. In the event of regular passenger services not being started by that time, fresh authorisation will have to be applied for.

sd/-

(G. Ram Mohan)
Commissioner of Railway Safety.

No.2126-2131 Bangalore, dated 28th March, 1994

Copy forwarded for information to:

1) The Secretary (Engineering), Railway Board, New Delhi.
2) The Chief Commissioner of Railway Safety, Lucknow.
3) The General Manager, Southern Railway, Madras
4) The Chief Administrative Officer (C), Southern Railway, Bangalore Cantonment - with 5 spare copies.
5) The General Manager (Safety), Southern Railway, Madras.
6) The Divisional Railway Manager, Southern Railway, Mysore.

sd/-

(G. Ram Mohan)
Commissioner of Railway Safety.

(224)

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

No.94/CEDO/BS/1.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 28-6-94 19

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

Sub:- Dispensation for less free board in minor bridges of Rewari-Jaipur Gauge Conversion Project.

With reference to your application No.WNC.415/8 dated 4-3-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of the Board is hereby communicated for the condonation of infringements to Clause 4.9.2 of IRS Sub-Structure Code due to adoption of less free board than 1000 mm on 43 bridges as shown in Form-XI accompanying your application referred to above.

The sanction is subject to the condition that necessary pitching shall be provided for a minimum length of 50 metres on either approach of the bridges where the proposed free board is less than 300 mm. Railway will also take further necessary safety measures to ensure safety of Railway traffic during monsoon season. 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) shall be clearly spelt out to all concerned.

Akumar 27/6
(ARVIND KUMAR)
Executive Director Civil Engineering(B&S),
Railway Board.

No.94/CEDO/BS/1. New Delhi, Dated 28-6-94.

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(6)/90 dated 26-4-94.

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.221/1/189 dated 19-4-94.

Ak 27/6
(ARVIND KUMAR)
for Secretary Railway Board.

225

Spare Copy.

No.92/CEDO/SR/15. Dated: 29-06-1994.

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

Sub : Introduction of BG ICF/RCF air-braked coaches.

With reference to your application No.W/340/15/SEE/4/4A dated 14.06.1994 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for introduction of BG ICF/RCF air braked coaches at a maximum speed of 100 KMPH on Katihar-Barauni and Barauni-Garhara B.G. sections.

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all other conditions/stipulations as mentioned in CRS's letter No.208/3514 dated 26.06.1994, Joint Safety Certificate No.513, RDSO's Speed Certificate No. SD.POL.12.2 dated 16.11.1968 amended vide letter No.MC/SPD/BG/110-130 dated May'94 and other certificates accompanying your application referred to above so far as these are applicable to BG ICF/RCF air braked coaches.

It is noted that the dimensions of the ICF/RCF air braked coaches are similar to vacuum braked ICF/RCF coaches which are already in service.

(VED PRAKASH)
Executive Director Civil Engineering
Railway Board

No.92/CEDO/SR/15 New Delhi, Dated: 29-06-1994.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his endorsement No. RS.25-T(2)/92 dated 26.06.1994.
2) The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow with reference to his letter No. 208/3514 dated 24.06.1994.
3) The Director General, R.D.S.O., Lucknow-226011.

(VED PRAKASH)
for Secretary, Railway Board

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

226

रेल भवन, नई दिल्ली-110001, दिनांक 19

Rail Bhavan, New Delhi-110001, dated 30-6-94.

No.94/CEDO/SD/18.

The Chief Administrative Officer(Construction),
Western Railway,
Bombay - 400 020.

Sub:- Infringement of Maximum and Minimum dimensions for any structure on platform at Ajarka Station on Rewari-Jaipur Conversion Project.

With reference to your application No.WNC.415/8 Vol.II dated 24-3-94 sent through the Chief Commissioner of Railway Safety Lucknow the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by existing available clearance of 4.53 M of four number of columns on the existing Varandah of Ajarka Station building as against 5.33 metres required as per item 7(ii) Chapter-II of BG Schedule of Dimensions (1973) involved in retetion of existing Station Varandah building on the passenger platform of Ajarka Station in connection with Conversion of Rewari-Jaipur section from MG to BG as shown in Form-XI and Drawing No.Dy.CE(C)II/AWR/150/D-RE-BKI-JP accompanying your application referred to above.

The sanction is purely temporary and is valid for a period of one year from the date of issue of this letter.

29.6.94

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SD/18. New Delhi, Dated 30-6-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Luckhow - 226001, with reference to his Endorsement No.Q.11020/1/94-RS. dated 21-4-94.

2) The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building Anexe, MaharshiKarve Road, Bombay-400 020 with reference to his letter No.221/158 dated 29-3-94.

(VED PRAKASH)
for Secretary Railway Board.

(227)

No.94/CEDO/SD/27 30-6-94

The Chief Engineer(Const.)/Central,
Northern Railway,
Kashmere Gate,
Delhi.

Sub: Condonation of infringement due to fix structures of P P Shelter on Island Platform No.17 at Delhi Jn.-Delhi Sarai Rohilla Section.

.....

With reference to your Application No.78-W/41/W-II/CRS dated 28-6-94 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to platform shelter on Island Platform No.17 at Delhi Jn. Station to Item 7(ii) and 7(iii) Chapter II of B.G. Schedule of Dimensions(1973) in connection with conversion of Delhi Jn.-Delhi Sarai Rohilla Section from M.G. to B.G. as shown in Form-XI and Plan No.P-91-SS/1994 accompanying your application referred to above.

(Ved Prakash)
Executive Director Civil Engg.(G)
Railway Board.

No.94/CEDO/SD/27 New Delhi, the 30-6-94.

Copy forwarded for information to:-

(1) The Chief Commissioner of Railway Safety, Shok Marg, Lucknow, with reference to his endorsement No.Q.11014/1/94-RS dt. 29-6-94.

(2) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110001 with reference to his letter No.401 dated 28-6-94.

30/6

(Ved Prakash)
for Secretary, Railway Board.

(228)

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

No.94/CEDO/SD/9.

रेल भवन, नई दिल्ली-110001, तिथि 6 1994.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Project Manager,
S.E. Railway,
Garden Reach,
Calcutta - 43.

Sub: Provision of shifting of cross-overs on both ends at Kantadih Station at Km.337.5 between URMA and TAMNA on Chandil - Adra Section of Adra Division of S.E.Rly. - Condonation in respect of grade.

Ref your letter no PD/DRG/113/002163 dated 1-8-94 and D.O no.64/548/Gaz dated 30/8/94

With reference to your application No.PD/DRG/113/004414 dated 16.8.93 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by existing 1 in 140 and 1 in 133 grade in Kantadih Station yard as shown in Form-XI and Drg.No.CE(C)/GRC/DRG.No.7744/91 accompanying your application referred to above.

The sanction is subject to observance and insertion of the following provisions in the Station Working Rules of Kantadih Station to improve safety:-

1. In an emergent situation, when it may become unavoidable to perform shunting (e.g., for detaching a hot axle wagon) all necessary precautions will be taken and it will be ensured that the engine is attached towards the falling gradient.
2. Stabling of trains longer than 560 m. on the Up/Dn main lines will be prohibited. Suitable indication Boards will be provided to indicate the level zone within the station yard, where short trains may be stabled on the Up/Dn main lines.
3. As far as practicable trains required to be controlled at this station should be received on Loop Lines setting the route towards the Sand Hump.
4. No train shall be stabled on the Up/Dn Main line. In case of emergency the load may be stabled with engine. ~~Line engine in the yard~~ In case of emergency the loading may be stabled on the loop lines & the engine may be attached
5. DN loop line, shall be provided with sand humps at either end. are provided with sand humps at either end

(VED PRAKASH)
Executive Director Civil Engineering(G),
Railway Board.

Contd..2/-

No.94/CEDO/SD/9. New Delhi, dated -6- 1994

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q.11019/1/93-RS dated 11.3.94.

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th floor, Calcutta - 700 001 with reference to his letter No. 681 dated 23.8.93.

(VED PRAKASH)
for Secretary Railway Board.