GUARD FILE 1994 Pt III

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

(1)

No.93/CEDO/SD/20. रेल भवन, नई दिल्ली-110001, दिनांक 4-8-1994. 19
Rail Bhavan, New Delhi-110001, dated

The Chief Project Manager(S&T),
Railway Electrification,
Ranchi.

Sub: Introduction of 25 KV AC Electric Traction on Japla - Patratu Section - Horizontal clearance to be adopted for fixed structures from centre line of track - Condonation regarding.

.....

With reference to your application No.RE/S&T/Infringement/317/1354 dated 4.5.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by implantation of 46 signal structures at a setting distance of 2210 to 2350 mm and 19 OHE structures at a setting distance of 2220 mm to 2350 mm from primary and secondary tracks on Japla - Patratu BG Section for introduction of 25 KV AC electric traction as against 2360 mm required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) as shown in Annexure - I, II & II A 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.

01.07.94

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

No.93/CEDO/SD/20. New Delhi, dated 4-8-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. Q.11012/1/94-RS dated 30.5.94.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th floor, Calcutta - 700 001 with reference to his letter No.172/1020/H/AC/1/RE/94 dated 20.5.94.

(VED PRAKASH)
for Secretary, Railway Board.

(2)

No.93/CEDO/SD/20. -6-1994.

The Chief Project Manager(S&T),
Railway Electrification,
Ranchi.

Sub: Introduction of 25 KV AC Electric Traction on Japla - Patratu Section - Horizontal clearance to be adopted for fixed structures from centre line of track - Condonation regarding.

.....

With reference to your application No.RE/S&T/Infringement/317/1354 dated 4.5.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by implantation of 46 signal structures at a setting distance of 2210 to 2350 mm and 19 OHE structures at a setting distance of 2220 mm to 2350 mm from primary and secondary tracks on Japla - Patratu BG Section for introduction of 25 KV AC electric traction as against 2360 mm required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) as shown in Annexure - I, II & II A 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.

01.07.94

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

No.93/CEDO/SD/20. 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.11012/1/94-RS dated 30.5.94.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th floor, Calcutta - 700 001 with reference to his letter No.172/1020/H/AC/1/RE/94 dated 20.5.94.

(VED PRAKASH)
for Secretary, Railway Board.

(3)

No.94/CEDO/SD/23. 4-7-94.

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

Sub:- Dispensation to the infringement due to fixed structure on platform at Hissar Station on Rewari-Bhatinda Section in connection with Gauge Conversion of Rewari-Hissar.

With reference to your application No.Mis./W.Spl./W/P dated 23-5-94 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) and 7(iii) Chapter-II of BG Schedule of Dimensions (1973) involved in retention of existing FOB Staircase over Island Platform No.2 at Hissar Station in connection with conversion of Rewari-Hissar Section from MG to BG as shown in Form-XI and Drawing No. P-89/55/1994 accompanying your application referred to above.

The sanction is purely temporary and is valid for a period of eighteen months from the date of issue of this letter. It is however noted that eaves boards of shelters at the above station which project the 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.

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

No.94/CEDO/SD/23. New Delhi, Dated 4-7-94.

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 14-6-94.

2) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021, with reference to his letter No.295 dated 2-6-94.

(VED PARKASH)
for Secretary Railway Board.

No.94/CEDO/SD/24.

4-7-94.

(4)

The Chief Engineer(GC),
Office of the
Chief Administrative Officer
(Construction),
18, Millers Road,
Bangalore - 560046.

Sub:- Birur-Chikjajur section: (Bangalore City-Hubli Project) Gauge Conversion from MG to BG: Condonation for infringements of buildings and structures.

With reference to your application No.W.347/GC/ENC/Vol.III dated 29-4-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to structures and platform shelters on platform No.1 in Ajjampur and Chikjajur yard in connection with conversion of Birur-Chikjajur section from MG to BG to item 7(ii), 7(iii), 8(ii) and 8(iii) Chapter-II of BG Schedule of Schedule of Dimensions (1973) as shown in Form-XI and drawings accompanying your application referred to above.

The sanction is subject to the condition that Public shall be notified through Caution/Warning Boards at the infringing locations.

01.07.94

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

No.94/CEDO/SD/24. New Delhi, Dated 4-7-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11017/1/94-RS. dated 30-5-1994.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore-560 009, with reference to his letter No.238 dated 12-5-94.

(VED PARKASH)
for Secretary Railway Board.

D/c

Spare (5)

No. 94/CEDO/SR/13. 6.7.94

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

Sub : Infringements to BG Schedule of Dimensions of Diesel Multiple Unit(BG) design condonation for.

Ref : Your letter No. Q.17014/1/94-RS dated 6/8-6-94.

.....

RDSO have developed a layout of Power Car of Diesel Multiple Unit to their Sketch No. DMU/DPC - 9-0-001 and applied for condonation of infringement to BG Schedule of Dimensions(1973) concerning the adoption of body or roof length of 21567 mm as against 21340 mm required as per item 19(b) Chapter IV(A) of BG Schedule of Dimensions(1973). This case was however not recommended by your office in terms of concluding para of your above quoted letter for want of reply to your D.O. No. Q.13011/1/93-RS dated 25.5.94 to Chairman Railway Board.

A reply to your D.O. in question has since been issued by Shri L.K.Sinha, Adviser Mechanical Engg., Railway Board under his D.O. No. 93/M(L)/466/10 dated 1.7.94, Ministry of Railways now desire that your valuable comments on the condonation of infringements as applied for by RDSO may kindly be sent to this office immediately with copy to Director General(Track), RDSO, Lucknow.

6/7/94

(VED PARKASH)
for Secretary, Railway Board.

No. 94/CEDO/SR/13. New Delhi, dated .7.94

Copy forwarded for information to Director General(Track), RDSO, Lucknow with reference to his application No.CT/DLL/DMUS dated 13.4.94.

6.7.94.

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

May be faxed (6)

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

No.94/CEDO/SD/31

रेल भवन, नई दिल्ली-110001, दिनांक 06.7.94
Rail Bhavan, New Delhi-110001, dated 19

The Chief Engineer(Const.)/GC
Northeast Frontier Railway
Maligaon
Guwahti

Sub: Condonation in respect of item No.7(ii), 10 and 11(ii) of Schedule of Dimensions 1973 for retaining the old FOB at Guwahati yard.

.....

With reference to your application No.W/344/Con./GHY.LMG dated 10.3.94 and 5.5.94 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(ii), 10 and 11(ii) Chapter II of BG Schedule of Dimensions (1973) involved in the retention of old FOB over M.G. lines for the portion over platform No.1, 2 & 3 and laying of four BG tracks in connection with remodelling of Guwahati yard as shown in Form XI and drawing No. CE/CON/G-L/Y/01/94 accompanying your application referred to above.

The sanction is subject to observance of a speed restriction of 16 Kmph at the infringing locations shown in Form XI.

6/7/94

(VED PARKASH)
Executive Director Civil Engg.(G),
Railway Board.

No. 94/CEDO/SD/31. New Delhi, dated 6.7.94

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his endorsement No. Q.11016/1/94-RS dated 8.6.94.

2) The Commissioner of Railway Safety, N.F.Circle, 14 Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No. 115/703 dated 18.5.94.

(VED PARKASH)
for Secretary, Railway Board.

No.94/CEDQ/SD/31 06.7.94

The Chief Engineer(Const.)/GC
Northeast Frontier Railway
Maligaon
Guwhti

Sub: Condonation in respect of item No.7(ii), 10 and 11(ii) of Schedule of Dimensions 1973 for retaining the old FOB at Guwhati yard.

.....

With reference to your application No.W/344/Con./GHY.LMG dated 10.3.94 and 5.5.94 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(ii), 10 and 11(ii) Chapter II of BG Schedule of Dimensions (1973) involved in the retention of old FOB over M.G. lines for the portion over platform No.1, 2 & 3 and laying of four BG tracks in connection with remodelling of Guwhati yard as shown in Form XI and drawing No. CE/CON/G-I/Y/01/94 accompanying your application referred to above.

The sanction is subject to observance of a speed restriction of 16 Kmph at the infringing locations shown in Form XI.

(VED PARKASH)
Executive Director Civil Engg.(G),
Railway Board.

No. 94/CEDQ/SD/31. New Delhi, dated 6.7.94

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his endorsement No. G.11016/1/94-RS dated 8.6.94.

2) The Commissioner of Railway Safety, N.F.Circle, 14 Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No. 115/703 dated 18.5.94.

(VED PARKASH)
for Secretary, Railway Board.

(7)

No. 94/CED Q/SD/32

8.7.94

The Chief Administrative Officer(Construction),
Western Railway,
Churchgate,
Bombay.

Sub : Infringement of maximum and minimum dimensions on structures of platform at Gandhinagar station in connection with Rewari-Jaipur conversion project.

Ref : Your application No. WNC.415/8 dated 13.5.94.

....

While going through Form-XI and the drawing enclosed with your above quoted application it is observed that the same are not in confirmity with one another.

Ministry of Railways therefore desire that the drawing may be suitably corrected showing the available and prescribed dimensions clearly in line with the description given in Form-XI and sent immediately to enable this office to consider your application for condonation of infringements.

8/7/94

(VED PARKASH)
Executive Director Civil Engg.(G),
Railway Board.

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

(8)

No.94/CEDO/SR/15.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated -7-94. 19

The General Manager(Engg;),
Eastern Railway,
Calcutta.

Sub:- Howrah-Asansol Section - Introduction of 3250 mm (10'-8") wide a.c. EMU (BG) Stock fitted with all coil ICF Bogies in regular services.

With reference to your application No.W(8)/552/5/3 dated 28-6-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for introduction of 18.4 t BG EMU Motor Coach and 13.6 t BG EMU Trailer Coach fitted with all coil ICF bogies, shaku couplers and Electro Pneumatic brake system to ICF Drawing No.MEMU/DMC-9-0-001 and MEMU/DMC/TG-9-0-001 respectively at a maximum speed of 100 Kmph or the Sectional speed whichever is less on the following BG electrified sections:-

S.No.	Sections.
1.	Howrah-Barddhaman (Up HBC & DN HBC)
2.	Howrah-Barddhaman (Up M/L & DN M/L)
3.	Barddhaman-Asansol(Up I & DN.I)
4.	Barddhaman-Asansol(Up II & DN.II)

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that 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.326/1020/EMU/94 dated 5-7-94, the Joint Safety Certificate No.19/94, RDSO's Speed Certificate No.MC/EMU/Main Line dated 24-6-94 and all other certificates accompanying your application referred to above.

The sanction for condonation of infringements to item 19(b) and 31 Chapter-IV(A) of BG Schedule of Dimensions (1973) involved in the design of BG EMU Motor Coaches has already been issued under this office letter No.94/CEDO/SR/10 dated 24-5-94. It is however noted that the design of BG EMU Trailer Coach is within EDO-590 profile which is already approved for Standard BG Coaching Stock.

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

No.94/CEDO/SR/15. New Delhi, Dated -7-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.13011/1/93-RS. dated 6-7-94.

2) The Commissioner of Railway Safety, Eastern Circle, No.14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.326/1020/EMU/94 dated 5-7-94.

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

(VED PARKASH)
for Secretary Railway Board.

(9)

No94/CEDO/ORI/46. 8-7-94.

The Chief Administrative Officer (Constn.),
South Eastern Railway,
Calcutta.

Sub:- Opening of Permanent diversion for a length of 4.738 Km between Rayagada and Ladda (Km.344.86 to Km.369.590) in Raipur-Vizianagaram branch line in Waltair Division of South Eastern Railway for passenger traffic.

Reference may be made to Commissioner of Railway Safety, South Eastern Circle, Calcutta's letter No.Camp/Rayagada dated 8-7-1994 on the above noted subject. (copy enclosed). It may be advised whether the requirements enumerated in the CRS's 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.PANKASH))
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/46. New Delhi, Dated -7-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Eastern Circle, 12th Floor, 14, Strand Road, Calcutta-700 001, with reference to his letter No.Camp/Rayagada.

(VED PANKASH)
for Secretary Railway Board.

No.[illegible] Comp/Rayagada. Dated 08.7.1994.

(10)

From: Harish Chandra
Commissioner of Railway Safety
South Eastern Circle
14, Strand Road (12th Floor)
CALCUTTA - 700 001.

Sub:- Opening of perm.diversion for a length of 4.738 Km. between Rayagada and Ladda (Km.344.86 to Km.349.598) in Raipur-Vizianagaram branch line in Waltair Division of South Eastern Railway for passenger traffic.

...

Having inspected on 07th July, 1994 the newly constructed permanent diversion of length 4.738 Km. between Rayagada and Ladda on Raipur-Vizianagaram branch line in Waltair Division of South Eastern Railway, I am satisfied that the provisions of the Section 22(1) of the Indian Railway Act 1989 (24 of 1989) have generally been complied with in its construction. Under the powers relegated to me vide Railway Board's Notification No.152-) 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 50 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 being manned by Mates and Keymen drawn from the permanent cadre and the gangs being adequately equipped.

iii) Disconnecting and putting out of use the existing running lines in lieu of which this diversion has been constructed.

P.Way works being completed in all respects at both ends of the diversion (to bring the diversion in use) and temporary speed restriction of 15 Kmph imposed till consolidation/stabilisation of affected portion of both ends of the diversion.

iv) All diesel locomotives and rolling stock cleared for plying on the existing single line section between Rayagada 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) Regrading of the approach roads of the unmanned level crossing at Km.347/2 (347.096 C-U/M) and imposing a permanent speed restriction of 15 Kmph due to level crossing being in cutting and poor visibility till the level crossing is suitably relocated.

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

...2.)

vii) Welded joints being ultrasonically tested within a period of ten days after commencement of passenger traffic. Subsequent ultrasonic testing being done according to the extent instructions.

viii) Inspection of track, every day, by the engine/last vehicle by the Area Project Manager till completion of ultrasonic testing.

ix) Introducing the monsoon patrolling day and night.

x) Permanent speed restriction of 60 Kmph on 5° curve from Km.344.7 to Km.345.1 and 80 Kmph on $3\frac{1}{2}^{\circ}$ curve from Km.345.5 to Km.345.8 (LH) and Km.345.8 to Km.346.2(RH).

The speed can be increased to the maximum sectional speed of 100 Kmph in stages(subject to observance of permanent speed restriction as referred to above and as may be imposed and temporary speed restriction as existing or may be imposed from time to time) after track is fully ballasted, protection works on all the bridges/culverts as well as cleaning and channelising of waterway mark is completed, slopes of high banks and cuttings are stabilised and on personal satisfaction of the Sr.Project Manager (Dy.Chief Engineer/Construction) of the section.

(Harish Chandra)
Commissioner of Railway Safety,
South Eastern Circle/Calcutta.

No. 532 Dt.07.7.1994.

Copy forwarded to:

1) Secretary (Civil Engineering)/Railway Board.
2) Chief Commissioner of Railway Safety/Lucknow.
3) General Manager/S.E.Railway, Garden Reach/Calcutta.
4) CE, CSTE, CEE, COM, CME, CSO/S.E.Railway/GRC.
5) Chief Project Manager/Rayagada.
6) C.S.T.E.(Con)/S.E.Rly./Bhubaneswar.
7) Divl.Railway Manager/S.E.Railway/Waltair.

(12)

No.94/CEDO/SD/22/1. 11-7-1994.

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

Sub:- Mysore-Ashokapuram Section -
Conversion to Mixed Gauge -
Condonation of infringement of
gradient in Station yard at
Mysore Junction.

With reference to your application No.W.153/CN/BNO/AP/Vol.II dated 27-12-93 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 29-6-94, the sanction of Ministry of Railways is hereby communicated for the condonation of infringement of 1 in 105 grade to item 2(b) Chapter-II of BG Schedule of Dimensions (1973) between Km.137/11 and Km.137/13 in Mysore yard in connection with Conversion of Mysore-Ashokapuram Section from M.G. to Mixed Gauge to facilitate both BG and MG services as shown in Annexure-II and Drawing No.CN/BNO/TR-237-924 accompanying your application referred to above.

The sanction is subject to the condition that the following Clauses will be inserted in the Station Working Rules of the above mentioned stations:-

1. No train/load shall be stabled without a live engine on the Main line.
2. While doing shunting with engine on Ashokapuram end, the rear end of line No.4 shall be set for the snag dead end available at Bangalore end. The same shall also be ensured while any train departs towards Ashokapuram.

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

P.T.O.

No.94/CEDO/SD/22/1. New Delhi, Dated 11 -7-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11017/1/94-RS, dated 18/25-5-1994.

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.219 dated 10-5-94.

(ARVIND KUMAR)
for Secretary Railway Board.

(14)

No.93/CRDO/SD/17. 19-7-94.

The Chief Administrative Officer(Construction),
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)Baghai Road 4)Turki Road
5)Rewa.

Ref:- Your application No.EW.689/N/116/ Yds.
dated 1-3-94 and 5-7-94.

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/CRDO/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 Drawin Nos.21328, 21329, 21330, 21331 and 21332 accompanying your letter referred to above.

Sr. No.	Name of the yard	Chainages from SNA	Grade
1.	Kaima yard	4964 m to 7400 m.	R 1 in 400
2.	Kinauta Ramvan	19160 m tp 20600 m.	R 1 in 1000
3.	Baghai Road	28038 m to 29900 m	R 1 in 400
4.	Turki Road	36700 m to 29900 m	F 1 in 1000
5.	Rewa Yard	47900 m to 45800 m	F 1 in 1000

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of Kaima and Baghai Road stations that no load/vehicle will be stabled without a live engine on the main line.

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

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

(15)

No.93/CEDO/SD/17. New Delhi, Dated 19-7-94.

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 and 5-7-94.

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 mentioned station yards that no load/vehicle will be stabled without a live engine on the main line at Kaima and Baghai Road.

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

Issue 19/7/94

(16)

Sl No 2

No.94/CEDO/ORI/42. 19-7-94.

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

Sub:- Opening of newly converted BG line between Patel Nagar and Delhi Sarai Rohilla Section of Bikaner Division of Northern Railway for public carriage of passengers.

Reference may be made to Commissioner of Railway Safety, Northern Circle, New Delhi's letter No.843/Project-10 dated 22-11-93 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 compli 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:-Nil.

No.94/CEDO/ORI/42. New Delhi, Dated 19-7-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110 021, with reference to his letter No.843/Project-10 dated 22-11-93.

(VED PARKASH)
for Secretary Railway Board.

(17)

No.94/CEDO/ORI/39. 19-7-94.

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 BIDAR Jn. and CHELJAJUR Jn. in Mysore Division of Southern Railway.

Reference may be made to Commissioner of Railway Safety, Southern Circle, Bangalore's letter No.R.12037/2/94/Comvn dated 19th May,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 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.

DA:-One.

No.94/CEDO/ORI/39. New Delhi, Dated 19-7-94.

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.R.12037/2/94/Comvn dated 19th May,94.

(VED PANKASH)
for Secretary Railway Board.

(18)

No.94/CEDO/ORI/40. 19-7-94.

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

Sub:- Conversion to BG from MG of the single line section between Chitradurg and Challakere, and construction of new BG single line between Challakere and Rayadurg in Mysore Division of Southern Railway.

Reference may be made to Commissioner of Railway Safety, Southern Circle, Bangalore's Authorisation letter No.R.12037/3/94/Comvn. dated 12th May.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 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 PAIKASH)
Executive Director Civil Engineering(G),
Railway Board.

DA:-One.

No.94/CEDO/ORI/40. New Delhi, Dated 19-7-94.

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.R.12037/3/94/Comvn. dated 12th May.94.

(VED PAIKASH)
for Secretary Railway Board.

(19)

No.94/CEDO/ORI/41. 19 -7-94.

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

Sub:- Ranoli-Vasad Section - doubling of Mahi Bridge No.624 (doubling between Ranoli 'B' & Vasad 'B' Cabin) from Kms.412/983-27 to Kms.414/589-52, length 1.607 Kms.in the Vadodara-Ahmedabad section of Vadodara Division of Western Railway.

Reference may be made to Commissioner of Railway Safety, Western Circle, Bombay's letter No.16-5/300/H/834 dated 16-11-93 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 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.

DA:-One.

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

No.94/CEDO/ORI/41. New Delhi, Dated 19 -7-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, 2nd floo Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020 with reference to his letter No.16-5/300/H/83 dated 16-11-93.

(VED PARKASH)
for Secretary Railway Board.

9. CONSLUSIONS

(20)

17 Having inspected the 1.607 km. long new Dn line (electrified) between Ranoli and Vasad stations on Vadodara - Ahmedabad section of Vadodara Division of Western Railway and having satisfied myself that the provisions of section 22(1) of Indian Railway Act 1989 have been substantially complied with, I hereby sanction under the powers delegated under 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 an initial maximum speed of 75 kmph subject to (A) speed restriction of 20 kmph to be imposed at the take off and the meeting points on the down line at km. 412/983 and 414/589 (B) observance of all temporary and permanent speed restrictions in force or as may be imposed from time to time (C) permanent way gangs who will maintain this new line from the date of opening of the line to passenger traffic being manned by the mates and meymen drawn from the permanent cadre and the gangs to be adequately equipped (D) all concerned train passing staff having duly signed the Assurance register in token of having understood the working rules (E) P. Way, OHE and signalling works to be completed as per sanction communicated by CRS's office and Safety Certificates being issued by engineering, OHE and S&T officials (F) All locomotives and rolling stock plying on the existing Vadodara - Ahmedabad section being permitted at their respective permissible speeds or sectional speeds whichever is less. (G) Speed to be relaxed to the sectional speed by the CE(C) after consolidation of track and speed trials.

18. Expeditious action is called for on items marked with asterisk ***

(R. RAJAMANI)
Commissioner of Railway Safety,
Western Circle, Bombay.

Bombay, dated 11th Nov. 1993.

Issue Rec 19/7/94

(21)

S No 2

No.94/CEDO/ORI/42. 19-7-94.

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

Sub:- Opening of newly converted BG line between Patel Nagar and Delhi Sarai Rohilla Section of Bikaner Division of Northern Railway for public carriage of passengers.

Reference may be made to Commissioner of Railway Safety, Northern Circle, New Delhi's letter No.843/Project-10 dated 22-11-93 on the above noted subject. It may be advised whether all the requirements enumerated in the concluding par 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.

Encl:-One.

No.94/CEDO/ORI/42. New Delhi, Dated 19-7-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110 021, with reference to his letter No.843/Project-10 dated 22-11-93.

(VED PARKASH)
for Secretary Railway Board.

(22)

No.93/CEDO/SD/20. 20-7-94.

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 HNZM Station.

With reference to your application No.287-Sig/DY/C/DLI/HNZM/Pt.III dated 21-5-94 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 four Signal Structures in Hazrat Nizamuddin Station yard for running of EMU Stock, bearing No. 15, 25, 26 & 28 having the existing available setting distances from 2210 mm to 2300 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 2 Signal Structures i.e.,No.14 & 30 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 minimum requirement of 2210 mm + Curve allowance for these two Signal Structures.

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

(23)

No.95/CEEO/SD/20. New Delhi, Dated 26-7-94.

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.1555 dated 25-5-94.

(VED PRAKASH)
for Secretary Railway Board.

(24)

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 20-7-1994.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Signal & Telecomm. 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 HNZM Station.

.....

With reference to your application No.287-Sig/DY/C/DLI/HNZM/Pt.III dated 21.3.94 sent through the Chief Commissioner or Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements caused by implantation of four signal structures, in Hazrat Nizamuddin Station yard for running of EMU stock, bearing No. 15, 25, 26 & 28 having the existing available setting distances from 2210 mm to 2300 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 2 signal structures i.e. No.14 & 30 is however not being conveyed as the availble 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 minimum requirement of 2210 mm + Curve allowance for these two Signal Strctures.

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

No.93/CEDO/SD/20. New Delhi, dated 20-7-1994.

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 - 21 with reference to his letter No. 1335 dated 25.3.94.

(VED PRAKASH)
for Secretary Railway Board.

(25)

Hindi Branch may please translate the ~~under~~ letter No.94/CEDO/ORI/42 dated 19-7-94 in Hindi so that it can be get issued to CAO(Constn.), Northern Railway, Delhi and CRS, Northern Circle, Lucknow at an early date.

21/7

Hindi Branch

21/7
ADE

CEDO(R.No.156)

यह पत्र हिन्दी रूप में जारी होना था किंतु अंग्रेजी में जारी कर दिया गया है जो यथाशीघ्र निरस्त करके 3.(3) के अनुसार पत्र हिन्दी रूप में जारी होना चाहिए। संबंधित पत्र पहले से अंग्रेजी का जारी कर दिया गया था। पत्र हिन्दी रूप में ही जाये।

21/7/94
आफिसर / हिन्दी (का)

आ हिं का

(2C)

No. G/20621/1/93-Gen.

3/1

भारत सरकार
नागर विमानन और पर्यटन मंत्रालय
(रेल सुरक्षा आयोग)

रेल सुरक्षा आयुक्त का कार्यालय,
मध्यनी परिमंडल, बम्बई ।

संख्या :C-12(100)/93-95/Gen दिनांक : 21.07.93.

सेवा में,
अधिष,
रेल मंत्रालय,
नई दिल्ली । (द्वारा : मुख्य रेल सुरक्षा आयुक्त, लखनऊ)

महोदय,

विषय : Doubling of new dn main line between Motpanjra-Kohli on Itarsi-Nagpur section of Nagpur division of Central Railway.

यात्री परिवहन के लिए उपर्युक्त लाइन के जोड़े जाने पर अपनी निरीक्षण रिपोर्ट इसके साथ भेजी जाती है ।

2. मध्य रेलवे द्वारा तैयार किए निम्नलिखित दस्तावेज भी संलग्न है :-

1. फार्म । से XII तक टेबुलेटेड विवरण ।
2. इन्टेलेक्स प्लान तथा सैक्शनिंग्युलिंग डेवलप - ट्रेकिंग तथा फेरो कापियाँ ।

संलग्न : यथोक्त ।

भवदीय,
डॉ. मणि
(Dr.M.Mani)
रेल सुरक्षा आयुक्त

संख्या : बम्बई, दिनांक -

1. महाप्रबंधक, मध्य रेलवे, बम्बई को रिपोर्ट की एक प्रति संलग्न ।

2. मुख्य प्रशासन अधिकारी (निर्माण), मध्य रेलवे, बम्बई को रिपोर्ट की 10 अतिरिक्त प्रतियाँ संलग्न । यह अनुरोध किया जाता है कि संबंधित पैराग्राफ पर कृपया अपनी टिप्पणी के इन्टरलिंड प्रतियों के साथ दो प्रतियों में भेजें ।

3. सभी रेल सुरक्षा आयुक्त को रिपोर्ट की एक प्रत ।

1-1-22

L प्रभोग

राजभाग निदेशालय के नोट संख्या हिन्दी-94/, रा.भा.2/15/सिं.इंजी. दिनांक 12-7-94 के अनुसार राजभाषा हिन्दी के प्रगामी के संबंध मे कार्य की समीक्षा तथा भावी संभावनाओं पर चर्चा हेतु सभी सिं.इंजी. एवं रेलपथ निदेशालयों के अधीन अनुभाग अधिकारीयों की बैठक दिनांक 22.7.94 को 12.15 बजे कमरा संख्या 149 मे नियत की गई है। अत: इस बैठक मे पूर्ण विवरण के साथ उपस्थित हों।

उप निदेशक राजभाषा से प्राप्त नोट दिनांक 12.7.94 संलग्न है, कृपया देखे।

15/7
(डा.ए.दीक्षित)
संयुक्त निदेशक, रेलपथ (आई)

सिं. इंजी. I

सिं. इंजी. II

सि.इ.ड्रा.का.

रेलपथ-I

रेलपथ-III

142 (28)

सं. हिंदी-94/रा.भा.2/16/सि.इंजी. दिनांक .7.1994

सलाहकार(सिविल इंजीनियरी) ने इच्छा व्यक्त की है कि अगले सप्ताह (18-22.07.94) किसी भी दिन उनके निदेशालय ("सिविल इंजी." एवं "रेलपथ") के साथ हिंदी के प्रगामी प्रयोग के संबंध में हुए कार्य की समीक्षा तथा भावी संभावनाओं पर चर्चा हेतु एक बैठक रख ली जाए.

इस संदर्भ में सलाहकार(सि.इंजी.) कृपया अपनी सुविधानुसार इस संयुक्त बैठक की तिथि तथा समय नियत करने का अनुग्रह करें.

12.7.94
(विष्णु दयाल)
उप निदेशक, राजभाषा

~~तंत्रिराभा~~

सलाह.(~~सि.इंजी.~~)
(कमरा नं. 116)

19.7.94 को 11 बजे.

श्री दीक्षित, स.नि.रेलपथ

(29)

No.94/CEDO/SD/32. 26-7-94.

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

Sub:- Condonation of infringement to platform shelter at Gandhi Nagar in Rewari-Jaipur Gauge Conversion Project.

Ref:- Your letter No.WNC.415/8 dated 13-5-94 and No.WNC.415/8 Vol.II dated 9-7-94.

The following points may be clarified immediately to enable this office to clear your case for condonation of infringements to platform shelter at Gandhi Nagar Station.

1. The drawing enclosed with your letter dated 9-7-94 may also be got signed by Chief Engineer and Chief Safety Officer of Western Railway and sent to this office.

2. The word 'appreciable inconvienience' appearing in para 3 of your application dated 13-5-94 is not clear and may therefore be elaborated to aprreciate it fully.

3. The word 'substantial expenditure' appearing in para 4 of your application dated 13-5-94 is also not clear. This may be quantified interms of rupees to appreciate it fully.

4. Why not temporary condonation be issued for a limited period of one year during which the railway should arrange to remove the infringements to platform shelter at Gandhi Nagar Station.?

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

(30)

No.94/CEDO/ORI/45. 26-7-94.

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

Sub:- Opening of the Railway line for public carriage of passengers in connection with MG to BG conversion between Durgapura (Jaipur) Phulera on Jaipur Division of Western Railway.

Reference may be made to Commissioner of Railway Safety, Western Circle, Bombay's letter No.16-5/301/H/164 dated 18-3-94 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 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.94/CEDO/ORI/45. New Delhi, Dated 26-7-94.

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.16-5/301/H/16 dated 18-3-94.

(VED PARKASH)
for Secretary Railway Board.

R. CONCLUSION

18. Having inspected the 61.99 Km. long newly converted Broad Gauge single line section Durgapura - Jaipura - Phulera in the Jaipur Division of Western Railway and having satisfied myself that the provisions of section 22(1) of the Indian Railway Act 1989, have been substantially complied with, I have authorised under the powers delegated vide Railway Board's Notification No. 152-P dated 21.01.1916, its opening for the public carriage of passengers at an intial maximum permissible speed of 75 kmph except for the section Durgapura - Jaipur and Bobas-Dhanakya where the initial maximum permissible speed shall be 60 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 gangs who will maintain this line from the date of opening of the line to passenger traffic being augmented and manned by the mates and keymen drawn from the permanent cadre and the gangs to be adequately equipped.

(c) Permanent way and signalling works at all the stations to be completed in all respects as per approved plans under the safety certificates by concerned officers.

(d) All locos and rolling stock being permitted at their respective permissible speeds or sectional speeds whichever is less.

(e) All concerned train passing staff and gate keepers being trained and certified by the Divisional Safety Officer and their duly signing the Assurance register in token of having understood the revised Working Rules of the stations and level crossing gates respectively.

(f) Ensuring primary and secondary maintenance of Passenger/Express trains on the pit line at Jaipur.

(g) The speed may be raised to 75 kmph in the Durgapura - Jaipur and Bobas - Dhanakya section, after making good, the ballast deficiency.

19. Expeditious action is required on items marked with "Asterisk".

(R.RAJAMANI)
Commissioner of Railway Safety,
Western Circle, Bombay.

(32)

No.94/CEDO/SD/32. 26-7-94.

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

Sub:- Condonation of infringement to platform shelter at Gandhi Nagar in Rewari-Jaipur Gauge Conversion Project.

Ref:- Your letter No.WWC.415/8 dated 13-5-94 and No.WWC.415/8 Vol.II dated 9-7-94.

The following points may be clarified immediately to enable this office to clear your case for condonation of infringements to platform shelter at Gandhi Nagar Station.

1. The drawing enclosed with your letter dated 9-7-94 may also be got signed by Chief Engineer and Chief Safety Officer of Western Railway and sent to this office.

2. The word 'appreciable inconvienience' appearing in para 3 of your application dated 13-5-94 is not clear and may therefore be elaborated to aprreciate it fully.

3. The word 'substantial expenditure' appearing in para 4 of your application dated 13-5-94 is also not clear. This may be quantified interms of rupees to appreciate it fully.

4. Why not temporary condonation be issued for a limited period of one year during which the railway should arrange to remove the infringements to platform shelter at Gandhi Nagar Station.?

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

(33)

96

No.94/CEDO/ORI/35. -7-94.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226 001.

Sir,

Sub:- Opening of the New Up line between Betwn 'A' & 'B' Cabins between Sanchi and Vidisha Stations from Kms.885.615 to 688.324 on Bina-Bhopal Section under Bhopal Division of Central Railway for passenger traffic.

With reference to your Endorsement No.RS.104T(3)/93 dated 30-5-1994, I am directed to confirm the action of Commissioner of Railway Safety, Central Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No.C-12(97)/93-H/175 dated 6-4-93.

yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No.94/CEDO/ORI/35. New Delhi, Dated -7-94.

Copy forwarded for information to:-

1) 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(97)/93-H/175 dated 6-4-93.

2) The Chief Engineer(Construction)/East, Central Railway, New Administrative Office Building, Dadabhai Naoroji Road, Bombay-400 001, with reference to his letter No.EW/223/W/31/OD dated 7-7-94. The date of opening of the above section may please be intimated to this office as and when the same is commissioned to passenger traffic.

3) The Chief Administrative Officer (Construction), Central Railw Bombay-400 020.

(VED PARKASH)
for Secretary Railway Board.

Spare

(34)

No. 94/CEDO/SR/14. 26.7.94

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

Sub : 22.9 t axle load bottom discharge coal hopper wagons for MPEB, Jabalpur- sanction of infringements.

.....

With reference to your application No.CT/DG/LW/Hin dated 13.6.94 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements to item 13(b) 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 22.9t axle load BG bogie bottom discharge coal hopper wagon fitted with CASNUB bogies and air brakes in empty codition to RDSO drawing No.WD-94005-S-01 for MPEB's Sanjay Gandhi Thermal Power Plant as shown in Annexure 'A' and drawing accompanying your application referred to above.

The sanction is subject to suitable speed restriction being imposed at such of the locations which are not yet clear for movement of 'X' class engines and further subject to the condition that pick up shoes of the wagon will be kept in closed condition while running on Indian Railways track and will be in open condition only at the unloading terminals.

26/7

(VED PARKASH)
Executive Director Civil Engg.(G),
Railway Board.

No. 94/CEDO/SR/14. New Delhi, dated 26.7.94

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his endorsement No. G.17013/1/93-RS dated 28.6.94.

(VED PARKASH)
for Secretary Railway Board.

(35)

No.93/CEDO/SD/20. 27-7-94.

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

Sub:- Approval of infringements in connection with introduction of MACLS at New Katni Jn. and Katni South on JBP-NKJ section of Central Railway.

In view of the position explained in your application No. CPM/B/ST/D/Infringement/20 dated 25-5-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by 22 Signal Structures at New Katni Jn. having setting distances varying from 2340 mm to 2225 mm from centre line of track and 8 Signal Structures at Katni South having setting distances varying from 2325 mm to 2215 mm from centre line of track as against 2360 mm required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) on Jabalpur-New Katni Jn.Section of Jabalpur Division of Central Railway in connection with introduction of Multiple Aspect Colour Light Signalling on the above two stations as shown in Form-XI and Drawings accompanying your application referred to above. The sanction is subject to suitable 'Blanking off' arrangements being made by the Railway at such of the locations where clearances are less than 2360 mm + Curve allowance if any.

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

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

PTO

(36)

No.93/CEDO/SD/20. New Delhi, Dated 27-7-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11011/1/94-RS. dated 8-7-94.

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.591 dated 1-7-94.

(VED PARKASH)
for Secretary Railway Board.

(37)

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 27-7-94. 19

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

Sub:- Approval of infringements in connection with introduction of MACLS at New Katni Jn. and Katni South on JBP-NKJ section of Central Railway.

In view of the position explained in your application No. CPM/B/ST/D/Infringement/20 dated 25-5-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by 22 Signal Structures at New Katni Jn. having setting distances varying from 2210 mm to 2340 mm from centre line of track and 8 Signal Structures at Katni South having setting distances varying from 2215 mm to 2325 mm from centre line of track as against 2360 mm required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) on Jabalpur-New Katni Jn.Section of Jabalpur Division of Central Railway in connection with introduction of Multiple Aspect Colour Light Signalling on the above two stations as shown in Form-XI and Drawings accompanying your application referred to above. The sanction is subject to suitable 'Blanking off' arrangements being made by the Railway at such of the locations where clearances are less than 2360 mm + Curve allowance if any.

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

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

PTO

(28)

No.93/CEDO/SD/20. New Delhi, Dated 27-7-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11011/1/94-RS. dated 8-7-94.

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.591 dated 1-7-94.

(VED PARKASH) 25/7
for Secretary Railway Board.

(39)

No.94/CEDO/ORI/47. 28-7-94.

The Chief Administrative Officer (Con),
South Eastern Railway,
Calcutta.

Sub:- Opening of new double line for a length of 16.60 Kms. between Therubali-Rayagada in Raipur-Vizianagaram branch line in Waltair Division on South Eastern Railway for passenger traffic.

Reference may be made to Commissioner of Railway Safety, South Eastern Circle, Calcutta's letter No.Camp/Rayagada dated 8-7-94 (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 above mentioned 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(C),
Railway Board.

No.94/CEDO/ORI/47. New Delhi, Dated 28-7-94.

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.Camp/Rayagada, dated 8-7-94.

(VED PARKASH)
for Secretary Railway Board.

(40)

No.XXR Camp/Rayagada. Dated 08.7.1994.

From: Harish Chandra,
Commissioner of Railway Safety,
South Eastern Circle,
14, Strand Road (12th Floor),
CALCUTTA - 700 001.

The General Manager
Railway
15 JUL
Secretary C.R.No.
Section Diary No.
Classification

Sub: Opening of new double line for a length of 18.60 Km. between Therubali-Rayagada in Raipur-Vizianagaram branch line in Waltair Division on South Eastern Railway for passenger traffic.

...

Having inspected on 08th July 1994 the newly constructed double line of length 18.60 Km. between Therubali and Rayagada on Raipur-Vizianagaram branch line in Waltair Division of South Eastern Railway and the various sub-grade accomodation works pertaining there to followed by speed trial at a maximum speed of 80 Kmph from Rayagada to Singapur Road and 60 Kmph from Singapur Road to Therubali, I am satisfied that the provisions of Section 22(1) of the Indian Railway Act, 1989 (24 of 1989) have generally been complied within 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 aforesaid line for the public carriage of passengers at a maximum permissible speed of 80 Kmph from Rayagada to Singapur Road and 60 Kmph from Singapur Road to Therubali 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. Signalling installations to be maintained by permanent cadre of staff till such time it is handed over to the open line.

iii) Balance permanent way and signalling works at Therubali, Singapur Road and Rayagada including interlocking being completed as per proposals already sanctioned by this office and Safety Certificates being issued by Engineering and Signalling officers of the Construction Branch.

iv) All diesel locomotives and rolling stock cleared for plying on the existing single line section between Therubali and Rayagada 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.

...2.)

vi) Patrolling as prescribed by the Chief Project Manager, South Eastern Railway, Rayagada atleast once a day to inspect the thermit welded joints.

vii) Welded joints being ultrasonically tested within a period of ten days after commencement of passenger traffic and necessary action taken where needed. Subsequently ultrasonic testing will be according to extant instructions.

viii) Inspection of down track every day by the engine/ by the last vehicle by the Area Project Manager till completion of ultrasonic testing.

ix) Speed restriction of 20 Kmph at Bridges No.588, 589, 590 and 598 till the completion of load test/deflection test and certification atleast by Senior Project Manager(Dy.Chief Engineer/Construction) and consolidation of approach embankments.

x) Speed restriction of 15 Kmph at Km.324/9-10 due to infringement to S.O.D by high tension over-head crossing till the same is raised for which works were reportedly planned.

xi) Patrolling of the cuttings and major bridges including high embankments during monsoon.

xii) Erection of the kilometre posts and repeater posts wherever necessary along the down line.

The speed can be increased to the maximum sectional speed of 100 Kmph in stages after track is fully ballasted, curves realigned, cuttings and high embankments of the new line stabilised and on personal satisfaction of Sr.Project Manager(Dy.Chief Engineer/ Construction) of the section subject/observance of ∠ to any temporary or permanent speed restrictions as are in force or may be imposed,

(Harish Chandra)
Commissioner of Railway Safety,
South Eastern Circle/Calcutta.

No. 544 Dt.08.7.1994.

Copy forwarded to:

1) Secretary(Civil Engineering)/Railway Board.
2) Chief Commissioner of Railway Safety/Lucknow.
3) General Manager/S.E.Railway/Garden Reach, Calcutta.
4) CE, CSTE, CEE, COM,CME, CSO/S.E.Railway/GRC.
5) Chief Project Manager/RGDA, CSTE(Con)/Bhubaneswar.
6) Divl.Railway Manager/Waltair, Divl.Rly.Manager/Sambalpur.

(Harish Chandra)
Commissioner of Railway Safety,
South Eastern Circle/Calcutta.

(42)

No.94/CEDO/ORI/10. - 7-94.

The Chief Commissioner of Railway Safety.
Ashok Marg,
Lucknow-226 001.

Sir,

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

With reference to your Endorsement No.R.12038/5/93-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 the Public Carriage of Passengers as per his letter No.6/SC/20/598 dated 12-10-1993.

Yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No.94/CEDO/ORI/10. New Delhi, Dated -7-94.

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/20/598 dated 12-10-1993.

2) The Chief Administrative Officer(Construction), South Central Railway, Secunderabad with the request that suitable action on CRS, South Central 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 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.

(VED PARKASH)
for Secretary Railway Board.

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड Railway Board)

(43)

No.94/CEDO/ORI/10.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 27-7-94. 19

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

Sir,

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

With reference to your Endorsement No.R.12038/5/93-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 the Public Carriage of Passengers as per his letter No.6/SC/20/398 dated 12-10-1993.

yours faithfully,

(VED PRAKASH)
for Secretary Railway Board.

No.94/CEDO/ORI/10. New Delhi, Dated 27-7-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371, with reference to his letter No.6/SC/20/398 dated 12-10-1993.

2) The Chief Administrative Officer(Construction), South Central Railway, Secunderabad, with the request that suitable action on CRS, South Central 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 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.

(VED PRAKASH)
for Secretary Railway Board.

(44)

No.93/CEDO/SD/17. -7-94.

The Chief Engineer(Con)-II,
Eastern Railway,
Calcutta.

Sub:- Infringement of gradient in Station Yard of New Farakka Station under Malda Division of Eastern Railway.

Ref:- Your Application No.CE/Con/W/193/Pt.IV dated 4th May,94.

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 500 from 256.195 to 257.505 at New Farakka 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 New Farakka Station yard in connection with doubling between Bonidanga Link Cabin and Malda Town Station under Malda Division of your railway as shown in Form-XI and Drawing No.CE(S&C)'s SK No.16-92 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.

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

(45)

No.93/CEDO/SD/20. 1-8-94.

The Chief Project Manager,
Railway Electrification,
Bilaspur- 495004.

Sub:- Condonation of infringements for OHE Masts at Manendragarh Yard in connection with electrification of tracks on 2 x 25 KV OHE system on Anuppur-Chirimiri-Bishrampur Secti over S.E.Rly.(Br.line).

Ref:- Your application No.BKRE/EL/Gr.-75-77/T/50/10/22 dated 6--1-94.

While going through your above quoted application and its enclosures, it is seen that the number of OHE Masts at Manendragarh yard for which condonation has been applied for vary as under in your application vis-vis its enclosures.

Issue fair please 1/8/94

Moreover, it is also seen that OHE Masts shown in Form-XI at S.No.8 does appear in the drawing.

Sl.No.	Description	No.shown.
1.	Application	43
2.	Form-XI	45
3.	Drawing	44

Ministry of Railways therefore desire that the number of OHE Masts appearing in all the documents may please be reconciled immediately and position advised to enable this offic to consider your case for condonation of infringements.

ISSUED
Signature.....
Date.....
O/C

2/8/94

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

(46)

The file is not put up. Condonation not required. 12/8/94

No.94/CEDO/SD/33. -8-1994.

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

Sub: Dispensation to the infringement of Schedule of Dimensions due to fixed structure of existing passenger platform shelter at MG Platform No.1 of Varanasi & Elec. Poles on it.

....

With reference to your application No. 14-Elect/WK/351/HQ/CW/1/84-85(loose) dated 13.7.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railway is hereby communicated for condonation of infringements to item 8a(ii) Chapter-III of BG Schedule of Dimensions (1973) involved in retention of five Electric Poles Nos. 02, 03, 04, 05 & 06 on dock platform No.1A of Varanasi Station as shown in Form-XI and Drg.No.799/94/BSB accompanying your application referred to above in connection with gauge conversion.

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

No.94/CEDO/SD/33. New Delhi, dated -8-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. Q.11014/1/94-RS dated 25.7.94.

2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110 021 with reference to his letter No.502/51/5/VIII/Pt.4 dated 13.7.94.

(VED PARKASH)
for Secretary Railway Board.

(47)

No.94/CEDO/ORI/44. 3-8-94.

The Chief Administrative Officer(Constn.),
North Eastern Railway,
Gorakhpur.

Sub:- Opening of BG Madhosingh-Jhusi Section of Varanasi Division of North Eastern Railway after conversion from existing M.G. to B.G. for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety, North Eastern Circle, ~~Gorakhpur~~ Lucknow's Authorisation letter No. SANC/167/437/I/B/OPG/PT dated 15-2-94 (Copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated on 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.

DA:-One.

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

No.94/CEDO/ORI/44. New Delhi, Dated 3 - 8 - 94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow-226001, with reference to his letter No. SANC/167/437/I/B/OPG/PT dated 15-2-94.

(VED PARKASH)
for Secretary Railway Board.

Telegram : 'COMRAILS' Lucknow

दूरभाष : 235215
Telephones : H 391 (N. Rly.)
H 572 (N E. Rly)

136

(48)

भारत सरकार
GOVERNMENT OF INDIA
नागर विमानन मंत्रालय
MINISTRY OF CIVIL AVIATION
रेल संरक्षा आयोग, पूर्वोत्तर परिमन्डल
COMMISSION OF RAILWAY SAFETY, NORTH EASTERN CIRCLE

हजरतगंज, लखनऊ-२२६००१
Hazratganj, Lucknow-226001

पत्रांक/No. SANC/167/437/1/B/020/PT. दिनांक/Dated 15/2/1994.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of B.G Madhosingh-Jhusi section of Varanasi Division of N.E Railway after conversion from existing M.G to B.G for public carriage of passengers.

Having inspected the newly converted 67.57 kms B.G single line section from Jhusi to Madhosingh of N.E Railway (Varanasi Division) by Motor Trolley and speed trial on 14.2.1994 and having satisfied myself that the provisions of section 21 of the Indian Railway Act 1989 have been substantially complied with, I authorise under the powers delegated vide Railway Board's notification No.152-P dated 21.1.1916, the opening of the line for the public carriage of passengers at a sectional speed not exceeding 50 kmph (Fifty kmph) as requested in Railway's Joint Safety Certificate No.W/Con/520/1/MBS-J-1/W-1 dated 1.2.1994 subject to the following:-

(i) Running of maximum load of coupled 2WDM2 locomotives with a trailing load of 7.67 tonnes per metre and the maximum axle load of wagons not exceeding 20.32 Tonnes.

(ii) Observance of all temporary and permanent speed restrictions inforce or may be imposed from time to time.

(iii) Terminal station at Jhusi being provided with stop Board and Dead end/Scotch Blocks on the track at the Daraganj side beyond the shunting length after the last trailing point.

Contd...2/-

(iv) Creation and manning of additional posts of staff required, if any for operation and maintenance, and Mate, Keymen, Gatemen and Patrolmen being drawn from the permanent staff of the open line.

(v) Fare Tables and Time Tables being displayed at the stations.

(A.P.AGARWALA)
Commissioner of Railway Safety,
North Eastern Circle, Lucknow.

No. /437/I/B/OPG/PT. Dated: 15/2/1994.

Copy to:-

1. The Secretary (Works), Railway Board, New Delhi.
2. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow.
3. The C.A.O., N.E Railway, Gorakhpur.
4. The Divisional Railway Manager, N.E Railway, Varanasi.

(A.P.AGARWALA)
Commissioner of Railway Safety,
North Eastern Circle, Lucknow.

Received copies
of GM, CAO(Con) & DRM.
c/c 15/2/94

DRM
15/2
Dy CE/Con/LJN.

(50)

No.94/CEDO/ORI/39. 3-8-94.

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 Chikjajur Jn. and Chitradurg in Mysore Division of Southern Railway.

Reference may be made to Commissioner of Railway Safety, Southern Circle, Bangalore's Authorisation letter No.R.12037/4/94/Conyn. dated 24th June, 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 PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/39. New Delhi, Dated 3-8-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Southern Circle, No.7, Shoshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.R.12037/4/94/Conyn. dated 24th June,1994.

(VED PARKASH)
for Secretary Railway Board.

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.- Rayacurg 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.

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.

(53)

No.94/CEDO/ORI/49.

4-8-1994.

The Commissioner of Railway Safety,
South Eastern Circle,
No.14, Strand Road (12th Floor),
Calcutta - 700 001.

Sub:- Opening of New BG line in the alignment of proposed Sambalpur-Talcher New Rail Link taking off from Sambalpur Station (562.900 Km. from Howrah via.Jharsuguda) on the existing Jharsuguda-Titlagarh line of Sambalpur Division of South Eastern Railway and going upto New station at Maneswar (15.000 Kms. from Sambalpur and 577.900 Kms. from Howrah via Sambalpur) for the Public Carriage of Passengers.

Ref:- Your office letter No.349 dated 20-6-94.

The Authorisation letter issued on 11-1-94 on the above noted subject which has been enclosed on the with the Inspection Report of the above subject as stated vide your letter quoted above has not been enclosed. It is therefore requested that a copy of the Authorisation letter may please be sent to this office for information and use in this office at an early date.

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

(54)

IMMEDIATE.

No.94/CEDO/ORI/22. 4-8-94.

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

Sub:- Conversion of Bhatinda-Hissar MG line into BG (157.33 Kms.)-

Please refer to this office letter of evenn number dated 11-5-94 (copy enclosed) and expedite the reply.

(R.Narayanan)
for Executive Director Civil Engineering(G)
Railway Board.

DA:-One.

(55)

No.93/CEDO/GRI/14. 8-8-94.

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

Sub:- Opening of New Down Main line for orthodox doubling between Thangundi and Yadgir Stations on the Wadi-Guntakal Section of Guntakal Division of South Central Railway.

Reference may be made to Commissioner of Railway Safety, South Central Circle, Secunderabad's Authorisation letter No. 6/SC/20/YG-LGRE dated 16-11-93 (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 mentioned section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

DA/One.

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

No.93/CEDO/GRI/14. New Delhi, Dated -8-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Central Circle, Rail Nilayam, Secunderabad with reference to his letter No. 6/SC/20/YG-LGRE, dated 16-11-1993.

(VED PARKASH)
for Secretary, Railway Board.

(56)

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.

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

(57)

No.94/CEDO/SR/3. रेल भवन, नई दिल्ली-110001, दिनांक 10-8-1994. 19

Rail Bhavan, New Delhi-110001, dated

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

Sub: Running of 12 axle BG spl wagons (modified kaveri) of M/s. BHEL Tiruchirali for transporting 250 MW boiler drum weighing 139 t EX. TKD - SOG of Northern Railway.

.....

With reference to your application No.915-W/638 dated 23.2.94 and 12.5.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of 12 axle (modified kaveri) BG Special Wagon of M/s. BHEL Tiruchirali to RDSO's Drg.No. WD-88117-S-02 Alt.2 in empty condition and WD-92014-S-01 Alt.1 in loaded condition loaded with 250 MW boiler drum weighing 139 t with a maximum axle load of 16.3 t and with a maximum wheel dia of 860 mm (condemning size), at a maximum speed of 20 Kmph on Tughlakabad - Okhla BG Section. The sanction for running on the remaining sections shall be issued by CRS Northern Circle direct after the Ministry of Railways accord their sanction for running on Tughlakabad - Okhla Section.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate, RDSO's Speed Certificate and all other certificates accompanying your application referred to above. As the consignment when loaded on this wagon infringes the Maximum Moving Dimensions of 1929, it is subject to separate sanction for every CDC movement being obtained from the competent authority on your Railway as detailed in para 2.7 of RDSO's Speed Certificate.

It is however noted that sanction for condonation of infringement to item 16 Chapter-IV(A) of BG Schedule of Dimensions (1973) has already been conveyed under this office letter No.89/CEDO/SR/31 dated 14.12.89.

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

Contd...2/-

No.90/CEDO/SR/3. New Delhi, dated 18-8-1994.

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 1.7.94.

2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110 021 with reference to his letter No.296 dated 2.6.94.

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



(VED PARKASH)
for Secretary Railway Board.

c/c

(59)

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

No.94/CEDO/SD/32.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 12-8-94. 19

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

Sub:- Infringement of maximum and minimum dimensions in existing platform shed at Gandhi Nagar Station platform in connection with RE-JP Conversion Project.

With reference to your application No.WEC.415/8 Vol.II dated 16-5-94 sent through the Chief Commissioner of Railway Safety Lucknow and letter No.WEC.415/8 Vol.II dated 8-7-94 and 26-7-94 the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 7(iii) Chapter-II of BG Schedule of Dimensions (1973) involved in retention of existing passenger platform shelter at Gandhi Nagar Station as shown in Form-II and drawing accompanying your letter dated 8-7-94 referred to above in connection with remodelling of Gandhi Nagar yard by way of converting MG track into BG track.

It is however noted that eaves boards of shelters at Gandhi Nagar Station 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 the Schedule.

The sanction is purely temporary and is valid for a period of one year from the date of issue of this letter.

(VED PARKASH) 12/8/94
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SD/32. New Delhi, Dated 12-8-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.Q.11020/1/94-RS. dated 7/8-6-94.

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.221/240 dated 18-5-94.

(VED PARKASH)
for Secretary Railway Board.

Spare (CC)

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 16-8-1994.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Project Manager(GC),
Southern Railway,
Works Construction Branch,
Egmore, Madras - 600 008.

Sub: Gauge conversion between Madras Beach and Chengalpattu - MG line into BG - Provision of a new fourth line (BG) between Madras Egmore and Tambaram - ROB No.40A at Km. 9/7-8 near Kodambakkam station.

.....

With reference to your application No.W.352/XXII/6/CN dated 27.8.93 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 clearance of 5370 mm under ROB No.40A at Km. 9/7-8 near Kodambakkam station as against 5870 mm minimum required as per item 10(iii)(b) Chapter-I of BG Schedule of Dimensions (197 in connection with the gauge conversion between Madras Beach and Chengalpattu and laying the BG track by the side of MG main line in between Madras Egmore and Tambaram as shown in Form-XI and Drg.No.SK.28-93 accompanying your application referred to a bove.

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

1. The maximum permissible speed under the concerned Road Over Bridge No.40A at Km.9/7-8 being restricted to 90 Kmph for all electric trains.

2. 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.

3. The maximum height of locomotives, other rolling stocks and ODCs moving under the bridge being governed by the provisions of Notes a(i), a(ii) and (b) contained in page 63 under item 3 of Chapter VA Schedule-I of the BG Schedule of Dimensions (1973).

It is noted that the sanction is required in connection with electrification of Madras Beach - Chengalpattu section with 25 KV AC traction in connection with running of EMU services.

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

Contd....2/-

(61)

No. 94/CEDO/SD/12. New Delhi, dated 16 -8-1994.

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 5.8.94.

2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 with reference to his letter No.Q11017/1/94 dated 18th July 1994.

(VED PARKASH)
for Secretary Railway Board.

(62)

No.94/CEDO/SD/34. 16-8-94.

The Chief Engineer(Construction),
Southern Railway,
No.18, Millers Road,
Bangalore.

Sub:- Bangalore City-Hubli Conversion - Birur - Shimoga Town section - Condonation for infringements of buildings and structures.

With reference to your application No.W.347/GC/BNC/Vol.IV dated 22-7-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation for the following infringements in connection with conversion of 62.90 Km.long Birur-Shimoga Town section of Birur-Talguppa route from M.G. to B.G. as shown in Form-XI and the drawings accompanying your application referred to above.

1. Maximum infringement of 705 mm in respect of purlin of IRS type Platform Shelter on Platform No.1 at Bhadravati yard which is located at a vertical height of 3410 mm from the Rail level as against 4115 mm minimum required as per item 7(iii) Chapter-II of BG Schedule of Dimensions (1973).

2. Infringement of 885 mm in respect of 11 Steel Stanchions, of Platform shelter supporting shelter on Shimoga Town yard, located at a horizontal distance of 3835 mm as against 4720 mm required as per 8(ii) & 8(iii) of BG Schedule of Dimensions (1973).

3. Infringement of 435 mm to vertical clearance of the bottom roof supporting member at platform No.1 of Shimoga Town yard which is located at a vertical height of 3680 mm from Rail level as against 4115 mm minimum required as per item 7(iii) of Chapter-II of BG Schedule of Dimensions (1973).

4. Infringement of 365 mm to the vertical clearance of the Butterfly type roof on platform No.1 at Shimoga Town yard which is 3700 mm as against 4115 mm required as per item 7(iii) Chapter-II of BG Schedule of Dimensions (1973).

The sanction is purely temporary and is subject to the condition that necessary warning Boards/Caution boards shall be displayed at the infringing locations for warning the public about the danger of infringing locations. It is further dubject to the condition that lifting of Platform Shelters shall be considered at the time of electrification.

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

----2/-

(63)

No. 94 /CEDO/SD/34. New Delhi, dated 16-8-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q11017/1/94-RS dated 5.8.94.

2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Bangalore - 560 009 with reference to his letter No.Q/11017/1/94 dated 28.7.94.

(VED PARAKSH)
for Secretary Railway Board.

(64)

With reference to your application No. W.347/GC/BNC/Vol.IV dated 22.7.94 (S.No.) sent through the CCRS Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation for the following infringements in connection with conversion of 62.90 Km.long Birur-Shimoga Town section of Birur-Talguppa route from M.G. to B.G. as shown in Plan No. and the drawings accompanying your application referred to above.

1. Infringement of 705 mm in respect of two of the Purlins of IRS type Platform Shelter on platform No.1 at Bhadravati yard which are located at a vertical height of 3410 mm from the Rail level as against 4115 mm minimum reqd as per item 7(iii) Chapter-II of BG Schedule of Dimensions (1973).

2. Infringement of 885 mm in respect of 11 steel stanchions of platform shelter near station building and roof member supporting shelter on Shimoga Town yard, which are located at a horizontal distance of 3835 mm as against 4720 mm required as per 8(ii) & (iii) of BG Schedule of Dimensions (1973).

3. Infringement of 435 mm to vertical clearance of the bottom roof supporting member at platform No.1 of Shimoga Town yard which is located at a vertical height of 3680 mm from Rail level as against 4115 mm minimum required as per item 7(iii) of Chapter-II of BG Schedule of Dime (1973)

4. Infringement of 365 mm to the actual vertical clearance of the Butterfly type rail support for roof covering on Platform No.1 at Shimoga Town yard is 3700 mm as against 4115 mm reqd. as per item 7(iii)Chapter-II of BG Schedule of Dimensions (1973).

The sanction is subject to the condition that necessary warning Boards/Caution 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 shall be considered at the time of electrification.

(VED PARKASH)/EDCE(G)

Copy to CCRS/CRS.

(65)

No.94/CEDQ/GRI/50. 16-8-94.

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

Sub:- Opening of the newly converted Broad Gauge line between Narasaraopet and Donakonda stations for a length of 74.81 Kms. on Vijayawada 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 Authorisation letter No. 6/SC/20/NRT-DKD/565 dated 9-2-94 (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 the Public Carriage of Passengers. Specific comments against each item may be given for the information of this office.

An early reply is requested.

DA:-One.

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

No.94/CEDQ/GRI/50. New Delhi, Dated 16-8-94.

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/NRT-DKD/565 dated 9-2-94.

(VED PARKASH)
for Secretary Railway Board.

(CC)

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

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

Sub : Narasaraopet-Donakonda Section - Conversion from Metre Gauge to Broad Gauge.

AUTHORISATION.

Having inspected the newly converted Broad Gauge single line section between Narasaraopet (km 628.27) and Donakonda (km 554.09) stations, (Kilometreage reckoned from Hubli as '0') in Vijayawada Division of South Central Railway by Motor Trolley and by trailing window of a special train on 27.01.1994 and 28.01.1994 and having inspected the various sub-grade and accommodation works pertaining thereto, I am satisfied that the provisions of Section of 19 of the Indian Railways Act have been generally complied with. I have, therefore, under the powers delegated to me, vide Railway Board's ~~letter~~ 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 50 KMPH.

2. The above authorisation is subject to the following:

i) Any increase in the sanctioned speed shall be effected only in conformity with Section M para 7.131 of Indian Railways Signal Engineering Manual Part I, with the complement of Signalling equipment being provided as indicated therein;

ii) A special watch should be kept on the Section of the track near vulnerable bridges as listed by Chief Engineer(Open Line) of South Central Railway.

iii) The maximum speed of 100 KMPH for which the line has been constructed shall be restricted permanently to 95 KMPH over the only 3° curve at km 567/14-10 between Gundlakamma and Kurichedu stations.

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

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

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

28/1/94

vii) Subject to Ultrasonic testing of rails and welds and replacement of defective components;

viii) Observance of all speed restrictions indicated under

Contd...2.

(67)

this authorisation as well as those that may be imposed from time to time;

ix) In respect of signalling and interlocking works, the sanction is subject to Safety Certificate being issued by Officers not less than Senior Scale of the Signalling and Engineering departments of the Construction Organisation and the Safety Department of Vijayawada Division;

3. Any proposal to increase the speed beyond 50 KMPH, after complying with the provisions of Chapter M Para 7.131 of the Signal Engineering Manual 1988, shall be submitted to the Commissioner of Railway Safety for consideration.

28.1.94

(Y.GANESAN)
COMMISSIONER OF RAILWAY SAFETY.

No.6/SC/20/NRT-DKD Dated:28.01.1994.

Copy forwarded to:

1. General Manager, South Central Railway, Secunderabad.
2. The Chief Commissioner of Railway Safety , Lucknow.
3. Chief Administrative Officer(Constn.), South Central Railway, Secunderabad.
4. The Secretary (Works), Railway Board, New Delhi.
5. Executive Director(Safety), Railway Board, New Delhi.
6. CSTE(Constn.), South Central Railway, Secunderabad.

28/1/94

(Y.GANESAN)
COMMISSIONER OF RAILWAY SAFETY.

(68)

No.94/CEDO/ORI/51. 16-8-94.

The Chief Administrative Officer (Con),
North Eastern Railway,
Gorakhpur.

Sub:- Opening of Mahmudabad(Avadh)-Sitapur Cantt. Section of Lucknow Division of North Eastern Railway, after conversion from existing MG line to BG for Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety, North Eastern Circle, Lucknow's Authorisation letter No. SANC/146/434/II/OPG/PT dated 6-1-94 (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 above section for the public carriage of passengers. Specific comments against each item may please 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/51. New Delhi, Dated 16-8-94.

Copy forwadred for information to:-

The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow-226001, with reference to his letter No. SANC/146/434/II/OPG/PT dated 6-1-94.

(VED PARKASH)
for Secretary Railway Board.

Telegram : 'COMRAILS' Lucknow

दूरभाष : 235215
Telephones : H 391 (N. Rly.)
H 572 (N E. Rly)

(69)

भारत सरकार
GOVERNMENT OF INDIA
नागर विमानन मंत्रालय
MINISTRY OF CIVIL AVIATION
रेल संरक्षा आयोग, पूर्वोत्तर परिमन्डल
COMMISSION OF RAILWAY SAFETY, NORTH EASTERN CIRCLE

हजरतगंज, लखनऊ-२२६००१
Hazratganj, Lucknow-226001

संख्या/No. SANC/146/434/II /OPG/PT. दिनांक/Dated 6.1.1994

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of Mahmudabad(Avadh)-Sitapur Cantt. section of Lucknow Division of North Eastern Railway, after conversion from existing MG line to BG for public carriage of passengers.

Having inspected the newly converted 59.59 kilometres Broad Gauge single line section from Mahmudabad (Avadh) to Sitapur Cantt. of N.E Railway (Lucknow Division) by Motor Trolley & speed trial on 10.11.93 and further inspection by Motor Trolley on 5.1.94, and having satisfied myself that the provisions of section 21 of the Indian Railways Act, 1989 have been substantially complied with, I authorise under the powers delegated vide Railway Board's Notification No. 152-P dated 21.1.1916, the opening of the line for the public carriage of passengers at a sectional speed not exceeding 50 kmph (Fifty kmph) subject to the following:-

(i) The sectional speed cannot be raised until the provisions of Signalling and Interlocking as per table' section-M' of para 7.131 of Indian Railways Signal Engineering Manual, Part-I 1986 for speed above 50 kmph are complied with.

(ii) Running of maximum load of coupled 2-WDM-2 locomotives with a trailing load of 7.67 tonnes per metre and the maximum axle load of wagons not exceeding 20.32 tonnes.

(iii) Observance of all temporary and permanent speed restrictions inforce or may be imposed from time to time.

(iv) Observance of 20 kmph speed restriction due to the infringement of minimum dimension for use of shorter length bridge sleepers on 30.5 metres under slung girder at bridge No.76 at kmph 50/10-11, in terms of Railway Board sanction No.93/CEDO/SD/31 dated 5.11.93.

Contd....2/-

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v. Two Machine tamping of the track has been completed except between Kms 66 to km 77 where one tamping has been done due to shortage of ballast, wherein a speed restriction of 30 Kmph should be imposed until deficiency of ballast is made up and second machine tamping has been completed.

vi. USFD of rails and welds had indicated 60 (Sixty) defective welds for rewelding, out of which 13 (thirteen nos) between kms 70/4 to 78/4 and 93/3 to 94/5 are still remaining to be rewelded. A speed restriction of 30 kmph should be imposed in these stretches and the defective welds are secured by joggled fish plates & four clamps. Speed restrictions can be removed after rewelding & ultrasonic testing found satisfactory. The other defective welds which have already been rewelded should be checked by USFD & until the same is done, sectional P.W.I should inspect the same by Push Trolley every day in the morning.

vii. The destressing of LWR panels has yet to be undertaken. Destressing of all LWR panels must be completed by 31.3.94 & ballast profile made as per L.W.R manual, failing which speed restriction of 30 kmph should be imposed by CE/Construction/West/Gorakhpur based on the joint inspection report of DEN's of openline & Construction in the first week of April, 1994.

viii. Adjustment of superelevation of curves for 50 kmph speed.

ix. Creation and manning of additional posts of staff required, if any, for operation and maintenance, and mates, keymen, gatemen and patrolmen being drawn from permanent staff for the Open Line.

x. Fare Tables and Time Tables being displayed at stations.

Commissioner of Railway Safety,
North Eastern Circle, Lucknow.

Recd DRM(G)'s & CAO/C&W's Copies

No. /434/II /OPG/PT. Dated: 6/1/94.

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

546 2. The Chief Commissioner of Railway Safety, Lucknow.

547 3. The C.A.O., N.E Railway Gorakhpur.

548 4. The Divisional Railway Manager, N.E Railway, Lucknow.

Dy CE 6/1/94

Commissioner of Railway Safety,
North Eastern Circle, Lucknow.

C/c 6/1/94

(77)

No.94/CEDO/ORI/2. 16-8-94.

The Chief Administrative Officer (Con),
Northern Railway,
Tilak Bridge,
Delhi-110006

Sub:- Opening of the newly converted B.G.line from Phulera to Merta Road for a length of 152.712 Kms. on Jodhpur Division of Northern Railway.

Reference may be made to Commissioner of Railway Safety, Northern Circle, Lucknow's letter No.1219/Project 4 dated 15-2-94 (copy enclosed) on the above noted subject. It may be advised whether all the requirements enumerated in the concluding para have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

DA:-One.

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

No.94/CEDO/ORI/2. New Delhi, Dated 16-8-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021, with reference to his letter No.1219/Project 4 dated 15-2-94.

(VED PARKASH)
for Secretary Railway Board.

O/C

Some Ref 17/8/94

(72)

Ltr No 25

No.93/CEDO/SD/20. 17-8-94.

The Chief Project Manager,
Railway Electrification,
South Eastern Railway,
Bilaspur - 495004.

Sub:- Condonation of infringements for OHE Masts at Manendragarh Yard in connection with electrification of tracks on 2x25 kV OHE system on Anuppur-Chirimiri-Bishrampur section over South Eastern Railway (Branch line).

With reference to your application No.BKRE/EL/Gr.75-77/I/50/10/22 dated 6-1-94 sent through the Chief Commissioner of Railway Safety Lucknow, and letter No.BKRE/EL/Gr.75-77/I-50/10/535 dated 8-8-94 the sanction of Ministry of Railways is hereby communicated for condonation of infringements involved in implantation of 45 OHE Structures at a setting distance of 2210 mm to 2380 mm for Primary and 2210 mm to 2380 mm for Secondary tracks in Manendragarh Yard on Anuppur-Chirimiri-Bishrampur BG Section as against 2360 mm setting distance required as per item 13(ii)(e) Chapter-I of BG Schedule of Dimensions (1973) in connection with electrification of tracks on 2x25 kV A.C.traction as shown in Annexure-I and drawing accompanying your application referred to above.

It is noted that CTPM's letter No.P 64/2218/Pt.I dated 4-3-93 that there is no plan to run 3660 mm wide stock on this section in the near future. The sanction is subject to insertion of the condonation in the Station Working Rules of Manendragarh Station that 3660 mm wide stock is not permitted to run in Manendragarh yard.

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

No.93/CEDO/SD/20. New Delhi, Dated 17-8-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11019/1/93-RS. dated 8-7-94.

2) The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road (12th Floor), Calcutta-700 001, with reference to his letter No.260 dated 30-5-94.

(VED PARKASH)
for Secretary Railway Board

(73)

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

No.94/CEDO/ORI/35.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 17-8-94.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226 001.

Sir,

Sub:- Opening of the New Up line between Betwa 'A' & 'B' Cabins between Sanchi and Vidisha Stations from Kms.885.615 to 688.324 on Bina-Bhopal Section under Bhopal Division of Central Railway for passenger traffic.

With reference to your Endorsement No.RS.10-T(3)/93 dated 30-5-1994, I am directed to confirm the action of Commissioner of Railway Safety, Central Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No.C-12(97)/93-H/175 dated 6-4-93.

yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No.94/CEDO/ORI/35. New Delhi, Dated 17-8-94.

Copy forwarded for information to:-

1) 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(97)/93-H/175 dated 6-4-93.

2) The Chief Engineer(Construction)/East, Central Railway, New Administrative Office Building, Badabhai Naoroji Road, Bombay-400 001, with reference to his letter No.EW/223/W/31/OD dated 7-7-94. The date of opening of the above section may please be intimated to this office as and when the same is commissioned to passenger traffic.

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

(VED PARKASH)
for Secretary Railway Board.

(74)

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 19-8-94.19

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

Sub:- Palsit Block Hut - Infringement of gradient within station yard.

Ref:- Your application No.CE/Con/W/193/Pt.IV dated 11th July,94.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 from Km.90.883 to 91.051 from Howrah at Palsit Block Hut 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 Palsit Block Hut station yard in connection with doubling to construct a flyover between Saktigarh and Palsit Block Hut under Howrah Division of your railway as shown in Form-XI and Sketch No.I-14-94 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 yard that no load/vehicle will be stabled without a live engine on the main line.

(VED PARKASH) 13/8/94
Executive Director Civil Engineering(G),
Railway Board.

Express (75)

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
Rail Bhavan, New Delhi-110001, dated 23-8-94. 19

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

Sub:- Running of Motorised Flat Car UKE 25/18-MP from Russia.

In view of the position explained in your application No.W.641/23 dated 9-6-94 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 Energoexport, Russia to RDSO's Diagram No.RDO/T-2171 having an axle load of 70 KN(7.0t approx.) in transportation position and 130 KN (13.0t approx.) in working position when loaded with rail panels on various 20 B.G.Sections of Western Railway as listed in Annexure-A 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.

The sanction is subject to the observance of all permanent speed restrictions as notified in Appendix VII and VIIIA of the Current Working Time Table and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all other conditions/ stipulations made in your Joint Safety Certificate No.12 of 1994, RDSO's Speed Certificate and all other Certificates accompanying your application referred to above.

It is noted that the design of Flat Car is within the Standard B.G.Schedule of Dimensions (1973) and there are no infringements involved in the same.

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

PTO

No.94/CKDO/SR/2. New Delhi, Dated -8-94.

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.III dated 2/4-8-94.

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. 12-5/289/330 dated 8-7-94.

3) The Director Standards (TM), RDSO, Manak Nagar, Lucknow-226011.

(VED PARKASH)
for Secretary Railway Board.

(77)

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 23-8-94. 19

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

Sub:- Infringement of gradient in station yard. New Crossing Station yard at Ekchari on SBG Loop under Malda Division of Eastern Railway.

Ref:- Your application No.CE/Con/W/193/Pt.IV dated 7th June,94.

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 667 from Km.278.933 to Km.279.925 (from Khanna Junction) at Ekchari 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 the Ekchari station yard in connection with Augmentation of line capacity to convert the existing flag station at Ekchari into a 2-line Crossing Station on Sahibganj loop under Malda Division of Eastern Railway as shown in Form-XI and Sketch No.CE/S&C SK No.9-94 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.

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

(78)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.94/CEDO/SD/35. New Delhi, dated 24-8-1994.

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

Sub: Birur - Shimoga conversion - Application for Board's condonation of infringement of yard gradient at Shivpur yard.

Ref: Your application No.W.347/GC/BNC/Vol.II dated 29.6.94.

....

While considering your application for the sanction of Ministry of Railways for adoption of 1 in 90 grade at Km. 9/6-7 to Km. 9/10-11 at Shivpur yard, the following observations have been made by ED Safety :-

* 1. In a recent incident at Birur (of run away load in the section for 12 Km.), it transpired that Birur yard as shown as if on 'level', while in fact it was 1 in 189 falling grade. This incident has attracted adverse criticism from Minister of Railways and Parliament.

2. General Manager, Southern Railway conveyed that Inquiry Committee into the mishap recommended that Chief Engineer (Open line) should be made responsible for certifying the execution of work at site as per the approved plan. This certificate should form part of the document, required to be sent to CRS for his sanction. Therefore, this may be done in this case also.

3. The concurrence of COM/CSO of the acceptability of this grade for Shivpur yard may also be obtained."

As discussed on phone, please send CSO and CE/S.Rly.'s comments/acceptabilities of this grade in Shivpur yard.

24/8/94

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

(79)

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

No.94/CEDO/BD/35.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 17-8-94.

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

Sub:- Birur-Shimoga conversion - Application for Board's condonation of infringement of yard gradient at Shivpur yard.

Ref:- Your application No.W.347/GC/BNC/Vol.II dated 29-6-94.

While considering your application for the sanction of Ministry of Railways for adoption of 1 in 90 grade at Km.9/6-7 to Km.9/10-11 at Shivpur yard, the following ~~clarifications are required by the Ministry of Railways immediately to process the application.~~ observations have been made by ED(G-Cell)

1. In a recent incident at Birur (of run away load in the section for 12 Km.), it transpired that Birur yard as shown as if on 'level', while in fact it was 1 in 189 falling grade. This incident has attracted adverse criticism from Minister of Railways and Parliament.

2. General Manager, Southern Railway conveyed that inquiry Committee into the mishap recommended that Chief Engineer (Open line) should be made responsible for certifying the execution of work at site as per the approved plan. This certificate should form part of the document, required to be sent to CRS for his sanction. Therefore, this may be done in this case also.

3. The concurrence of COM/CSO of the acceptability of the guidance in Shivpur yard may also be obtained.

Talked on phone with CAO/C on 16/8/94 ED CE/C 16/8

As discussed on phone, please send comments/ acceptability of this grade in Shivpur yard.

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

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

(80)

No.93/CEDO/ORI/15.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 25-8-94. 19

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,

(VED PARKASH)
for Secretary Railway Board.

No.93/CEDO/ORI/15. New Delhi, Dated 25-8-94.

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.631 dated 15-7-93.
2) The Chief Project Manager (GC), Southern Railway, Egmore, Madras-600 008, with reference to his letter No.W.347/XX/4/CN dated 29-7-94. The date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.
3) The Chief Administrative Officer (Construction), Southern Railway, No.18, Millers Road, Bangalore-560 046.
4) The General Manager, Southern Railway, Park Town, Madras-600003

(VED PARKASH)
for Secretary Railway Board.

(81)

No.94/CEDO/ORI/26. 25-8-94.

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

Sir,

Sub:- Opening of New B.G.Line between Punkunnam and Guruvayur (Trichur-Guruvayur line)in Trivandrum Division of Southern Railway.

With reference to your Endorsement No.RS.10-T(5)/93 dated 30-5-1994, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the section for the Public Carriage of Passengers as per his letter No.121 dated 13-4-93.

yours faithfully,

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

No.94/CEDO/ORI/26. New Delhi, Dated 25-8-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O. Bangalore-560 009, with reference to his letter No.121 dated 13-4-93.

2) The Chief Engineer(Construction), Southern Railway, Works Construction Branch, Egmore, Madras-600 008, with reference to his letter No.No.347/CC-III/CN dated 15-7-94.

(VED PANKASH)
for Secretary Railway Board.

No 94/CEDO/ORI/26

25-8-94

(82)

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

Sir,

Sub:- Opening of new BG Line between Punkunnam and Guruvayur (Trichur-Guruvayur line) in Trivandram Division of Southern Railway.

With reference to your Endorsement No. RS 10-T(S)/93 dated. 30.5.1994, 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. 121 dated. 13.4.93.

Yours faithfully.

(VED PARKASH)
for Secretary Railway Board
New Delhi, Dated 25-8-94

No.94/CEDO/ORI/26

Copy forwarded for information to:-

1. The Commissioner of Railway Safety Southern Circle Bangalore. with reference to his letter No. 121 dated. 13.4.93
2. ~~Sh. R. Rajaraman~~, The Chief Engineer/construction, Works construction Pramah, Egmore Madrass 600008 with reference to his DO letter No. 347/XXIII/EN dated. 15.7.94.

(VED PARKASH)
for Secretary Railway Board.

ANNEXURE - - - I (Pages 7) (82)

N.B.: This proforma must be prepared and sent to concerned officers, Advisors and Board Members with a copy to me through Chief Consultant to M.R.

SUMMARY OF PUNCTUALITY PERFORMANCE DATED :

1. %age of right time arrival on :

	On Date	Cumulative This Year	Cumulative Last Year
Mail/Express trains			
MR Trains			

2. Performance of prestigious trains

Train No./Name	From	To	RT/ Late	Cum.%age	Main Cause Rly.	Main Cause Cause
2001 Shatabdi Exp.	BPL	NDLS				
2002 Shatabdi Exp.	NDLS	BPL				
2003 Shatabdi Exp.	LKO	NDLS				
2004 Shatabdi Exp.	NDLS	LKO				
2005 Shatabdi Exp.	NDLS	KLK				
2006 Shatabdi Exp.	KLK	NDLS				
2301 Rajdhani Exp.	HWH	NDLS				
2302 Rajdhani Exp.	NDLS	HWH				
2951 Rajdhani Exp.	BCT	NDLS				
2952 Rajdhani Exp.	NDLS	BCT				
2621 Tamil Nadu Exp.	MAS	NDLS				
2622 Tamil Nadu Exp.	NDLS	MAS				
2625 Kerala Exp.	TVC	NDLS				
2626 Kerala Exp.	NDLS	TVC				
2627 Karnataka Exp.	SBC	NDLS				
2628 Karnataka Exp.	NDLS	SBC				
2723 A.P. Express	HYB	NDLS				
2724 A.P. Express	NDLS	HYB				
2801 Purushottam Exp.	PURI	NDLS				
2802 Purushottam Exp.	NDLS	PURI				
2615 G.T. Express	MAS	NDLS				
2616 G.T. Express	NDLS	MAS				
2617 Mangla Exp.	MAQ	NDLS				
2618 Mangla Exp.	NDLS	MAQ				

3. Railwaywise punctuality performance

Rly.	B.G. On date	B.G. Cumulative	M.G. On date	M.G. Cumulative
Central				
Eastern				

(84)

No.94/CEDO/ORI/40. -8-94.

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

Sub:- Conversion to BG from MG of the single line section between Chitradurg and Challekere and construction of new BG single line between Challakere and Rayadurg in Mysore Division of Southern Railway.

With reference to your Endorsement No.R.12037/3/94-RS. dated 1-7-94, 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.R.12037/3/94/Convn., dated 3-6-94.

yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No.94/CEDO/ORI/40. New Delhi, Dated -8-94.

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.R.12037/3/94/Convn., dated 3-6-94.

2) The Chief Administrative Officer (Construction), Southern Railway, 18, Millers Road, Bangalore-560 046 with reference to his letter No.W.347/CN/CTA/RDG dated 17-8-94.

3) The Chief Engineer (Construction), No.18, Millers Road, Bangalore Cantonment with reference to his letter No. W.347/CTA-RDG/CN/BG/Vol.II dated 8-8-94. The date of opening of the above section may please be intimated to this office.

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

(VED PARKASH)
for Secretary Railway Board.

(85)

No.94/CEDO/SR/12. -8-94.

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

Sub:- Running of Self Propelled Rail Welding Machine PRSM-4 from Russia.

With reference to your application No.W.641/23 dated 9-6-94 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.EDO/T-2170 with a maximum load of 190 KN (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 20 B.G.Sections of your railway as shown in Annexure 'A' enclosed with your application.

The sanction is subject to observance of all permanent speed restrictions as notified in Appendix VII & VIII A of the Current Working Time Table and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all other conditions/stipulations made in your Joint Safety Certificate No.13 of 1994, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

Ministry of Railways also condones the infringements to item 15, 19(a), 20(a) and 21(a) of Chapter IV(A) of BG Schedule of Dimensions (1973) involved in the design of the above machine.

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

PTO

(86)

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

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.II dated 2/4-8-94.

2) The Commissioner of Railway Safety, Western Circle, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020 with reference to his letter No.12-5/287/328 dated 8-7-94.

3) The Director Standards (TM), RDSO, Manak Nagar, Lucknow-226011.

(VED PARKASH)
for Secretary Railway Board.

(87)

No.94/CEDO/SR/2. -8-94.

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

Sub:- Running of Motorized Flat Car UKE 25/18-MP from Russia.

In view of the position explained in your application No.W.641/23 dated 9-6-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Motorized Falt Car UKE-25/18-MP supplied by Emergoachexport, Russia to RDSO's Diagram No.EDO/T-2171 having an axle load of 70 KN(7.0t approx.) in transportation position and 130 KN 6f3.0t approx.) in working position when loaded with rail panels on various 20 B.G.Sections of Western Railway as listed in Annexure-A 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.

The sanction is subject to the observance of all permanent speed restrictions as notified in Appendix VII and VIIIA of the Current Working Time Table and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all other conditions/ stipulations made in your Joint Safety Certificate No.12 of 1994, RDSO's Speed Certificate and all other Certificates accompanying your application referred to above.

It is noted that the design of Flat Car is within the Standard B.G.Schedule of Dimensions (1973) and there are no infringements involved in the same.

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

PTO

(88)

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

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.III dated 2/4-8-94.

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. 12-5/289/330 dated 8-7-94.

3) The Director Standards (TM), RDSO, Manak Nagar, Lucknow-226011.

(VED PARKASH)
for Secretary Railway Board.

No.94/CEDO/SD/35. -8-1994.

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

Sub: Birur - Shimoga Conversion - Application for Board's condonation of infringement of yard gradient at Sivapur yard.

.....

With reference to your application No.W.347/GC/BNC/Vol.II dated 29.6.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of grade infringement of 1 in 90 at Sivapur yard at Km.9/6-7 to Km.9/10-11 involved in conversion of Birur - Shimoga Town section of Birur - Talguppa Branch line to item 2 Chapter-II of BG Schedule of Dimensions (1973) as shown in Form-XI and Drawing No.CN/BNC/TR-36-94 accompanying your application referred to above.

The sanction is subject to the following provisions being made at Sivapur yard :-

1. The slip siding point should be placed beyond the Down (i.e. towards Talguppa) Starter/Advanced Starter signal under approved special instructions, in terms of GR 3.10(4). Its normal setting should be for the slip siding.
2. The slip siding point should be suitably interlocked with the concerned block instrument such that its reverse setting would be possible only if and when a train on 'line clear' were to pass over it in either direction.
3. There should be suitable audio or visual indication arrangements by which immediately after the train on 'line clear' (as per (ii) above) has passed over the slip siding point, the concerned operating station staff would alerted to restore the slip siding point to its normal setting.
4. There should be a second control (such as an SM's slide control) over the normalisation of the slip siding point under the conditions as at (iii) above.
5. During the period the slip siding is in reverse setting, there should be special precautions taken with regard to vehicles stabled on the running lines to prevent their escape.

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

Contd....2/-

No.94/CEDO/SD/35. New Delhi, dated -8-1994.

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 5.8.94.

2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 with reference to his letter No.623 dated 11th July 94.

(VED PARKASH)
for Secretary Railway Board.

No.94/CEDO/SD/75. New Delhi, dated -6-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Nagar, Lucknow - 226 007 with reference to his endorsement No. G.1107I/1/94-RS dated 5.8.94.

2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 with reference to his letter No.625 dated 11th July 94.

(VED PARKASH)
for Secretary Railway Board.

(91)

S.No.1 RECEIPT.

The P.U.C. is an application from Chief Administrative Officer (Construction), Southern Railway, Bangalore addressed to Secretary (Civil Engg;), to obtain the sanction of Ministry of Railways for condonation of grade infringement of 1 in 90 to item 2 Chapter-II of B.G.Schedule of Dimensions (1973) at Shivpur yard between Km.9/6-7 to 9/10-11 involved in conversion of Birur-Shimoga Town Section of Birur-Talguppa Branch line of S.Rly.

The Bangalore-Hubli Route has ruling gradient of 1 in 100 The existing ruling gradient of Birur -Shimoga Town section is 1 in 90. This gradient of 1 in 90 is retained at Shivpur yard under Gauge Conversion otherwise it invloves heavy regrading at the entire yard. Shivpur is the first Crossing Station in the section located at 10.19 Km.away from Birur. The yard arrangements proposed at this station involves one crossing loop of 686 m (70 V) capacity. The existing steepest gradient in the yard in MG is 1 in 90 as shown in the plan enclosed as Annexure-I with the application. It is proposed to modify the gradients in BG as proposed. This leaves a gradient of 1 in 90 for a length of 198 m in the yard from the top point at Birur end of the yard even after conversion.

At Shivpur yard the rising gradient at Birur end is 1 in 90 and falling towards Talguppa. The rising gradient and falling gradient are continuous over long lengths of 3 to 3.5 Km. on either side. Railway have made every efforts to eliminate the steep gradient in the Shivpur yard. CRS has made provisions in the signalling and interlocking arrangements of the station which may be seen at S.No.1/2.

Sufficient safety provisions have been made to cover various operational problems at this station. WhileaSlip siding will be provided at Talguppa end from the main line to protect the Block Section towards Talguppa side against rolling down of stabled vehicles, the station working instructions will provide shunting restrictions and pinning down of vehicles as necessary. In addition, it will be ensured that no rake or train will be stabled on the main line or loop line at the Shivpur yard without a live engine attached. The application has been received duly forwarded through CRS/CCRS. CRS has recommended the condonation of infringements.

In view of the above, we may issue the sanction as per draft put up for approval with the conditions that ~~xxiixxhix~~ sanction is subject to the provisions being made ~~xty~~ by CRS in his letter No.623 dated 11th July,94.

EDCE(G)/ED(safety)/CEDO

LOS is not possible to provide a flatter gradient on account of heavy earth work involved and due to presence of an area bridge nearby.

(92)

No.94/CEDO/SD/35. New Delhi, Dated -8-94.

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

Sub:-

With reference to your application No.W.347/CC/BNC/Vol.II dated 29-6-94 sent through CCRS, Lucknow, the sanction of M/o Rlys. is hereby communicated for condonation of grade infringement of 1 in 90 at Shivpur yard at Km.9/6-7 to Km.9/10-11 involved in conversion of Birur-Shimoga Town section of Birur-Talguppa Branch line to item 2 Chapter-II of BG Schedule of Dimensions (1973) as shown in Form-XI and Drawing No.CN/BNC/TR-36-94 accompanying your application referred to above.

The sanction is subject to the following provisions being made at Shivpur yard:—

1

(VP/EDCE(G)

2

Copy toCCRS and CRS.

3

(93)

No.94/CRDO/SD/35. New Delhi, dated -8-1994.

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 5.8.94.

2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 with reference to his letter No.623 dated 11th July 94.

(VED PARKASH)
for Secretary Railway Board.

(94)

No.93/CEDO/SD/17. -8-94.

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

Sub:- Infringement of gradient in station yard.
New Crossing Station yard at Ekchari on
SBG Loop under Malda Division of Eastern Railway.

Ref:- Your application No.CE/Con/W/193/Pt.IV
dated 7th June,94.

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 667 from Km.278.933 to Km.279.925 (from Khanna Junction) at Ekchari 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 the Ekchari station yard in connection with Augmentation of line capacity to convert the existing flag station at Ekchari into a 2-line Crossing Station on Sahibganj loop under Malda Division of Eastern Railway as shown in Form-XI and Sketch No.CE/S&C SK No.9-94 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.

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

(95)

No.94/CEDO/SR/11. -8-94.

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

Sub:- Running of Self Propelled Track Laying Crane UKE 25/18 from Russia.

With reference to your application No.W.641/23 dated 9.6.94 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 and 2172/1 having a maximum axle load of 17t 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 20 B.G.Sections of your railway as shown in Appendix 'A' of enclosed with the application.

The sanction is subject to the observance of all permanent speed restrictions as notified in Appendix VII & VIII A of the Current Working Time Table and other temporary speed restrictions in force and/or that may be imposed from time to time It is further subject to the observance of all other conditions/ stipulations made in your Joint Safety Certificate No.11 of 1994, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringement to item 19(b) Chapter IV-A of BG Schedule of Dimensions (1973) and profile of Maximum Moving Dimensions of 1929 as shown in Diagram No.1A and others of BG Schedule of Dimensions (1973). Since, the profile of the crane is within the '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' Clas engines.

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

PTO

(96)

No.94/CEDO/SR/11. New Delhi, Dated -8-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226011, with reference to his Endorsement No. Q.15011/1/94-RS-I dated 2/4-8-94.

2) The Commissioner of Railway Safety, Western Circle, Churchgate Station Buiding Annexe, Maharshi Karve Road, Bombay-400 020, with reference to his letter No. 12-5/288/329 dated 8-7-94.

3) The Director Standards (TM), RDSO, Manak Nagar, Lucknow - 226011.

(VED PARKASH)
for Secretary Railway Board.

(97)

No.93/CEDO/ORI/6. -8-94.

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

Sub:- i) Opening of the new double line between Kurgunta (Km.45.46) and Navandgi (Km.53.01) stations on Wadi-Secunderabad section of Secunderabad Division of South Central Railway.

ii) Opening of the new double line between Sulebaili (Km.9/2-3) and Chittapur (Km.15/3-4) stations on Wadi-Secunderabad section of Secunderabad Division of South Central Railway.

Reference may be made to the Commissioner of Railway Safety, South Central Circle, Secunderabad's letters Nos.R.12028/1/94-SCC dated 05-05-1994 and No.R.12028/2/94-SCC dated 05-05-1994 on the above noted subjects. It may be advised whether all the requirements enumerated in the CRS's Authorisation letters (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.

DA/One.

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

No.93/CEDO/ORI/6. New Delhi, Dated -8-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371, with reference to his letters No. R12028/1/94-SCC dated 5-5-94 and R.12028/2/94-SCC dated 5-5-94.

(S.M.S (VED PARKASH)
for Secretary Railway Board.

(98)

OFFICE OF TGHE COMMISSIONER OF RAILWAY SAFETY, SOUTH CENTRAL CIRCLE, SECUNDERABAD - 500 371.

Sub: Opening of track between Kurgunta (Km.45.46) and Nawandgi (Km.53.01) stations on Wadi - Secunderabad section of Secunderabad division of South Central Railway.

AUTHORISATION

Having inspected the newly constructed B.G. double line section between Kurgunta (Km.45.46) and Navandgi (Km.53.01) on Wadi - Secunderabad section of Secunderabad division of South Central Railway by trailing window and by motor trolley on 21.04.94 and having inspected the various subgrade and accomodation works pertaining thereto, I am satisfied that the provisions of section 22(i) 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 dt.21.01.1916, authorise the opening of the above section for public carriage of passengers at a maximum permissible speed of 70 kmph.

2. The above authorisation is subject to:

(i) Observance of existing Permanent & Temporary speed restrictions now in force and those which may be imposed from time to time;

(ii) All signalling and interlocking works at all stations being completed as per sanctions separately accorded and the necessary safety certificates issued by the Senior Scale Officers of Engineering(Construction), and the Safety Department of Secunderabad Division. If the trains are proposed to be run, in the meantime, this shall be done only under non-interlocked working conditions;

(iii) The sanction of the sectional speed of 70 kmph should be increased upto 80 kmph after the formation had undergone one monsoon under traffic, and the formation and track had been fully attended to thereafter and a certificate issued by an officer not below the rank of Deputy Chief Engineer of the Construction Organisation, on the sound health of formation.

(iv) Sanction upto 100 kmph is subject to further sanction by the Commission on Open Line taking over and on receipt of fresh request with necessary certificates by Open Line after trial run with OMS-2000 recording covering interalia the health of formation in particular and track geometry in general.

(Y. GANESAN)
Commissioner of Railway Safety.

(99)

No.94/CEDO/ORI/7. -8-94.

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

Sir,

Sub:- Opening of the New Down line between Sections Ambodala-Doikallu and Doikallu-Muniguda of Raipur-Vizianagaram Branch line of South Eastern Railway for passenger traffic.

With reference to your Endorsement No.R.12029/1/94-RS. dated 20-7-94, 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 the public carriage of passengers as per his letter No.374 dated 20-6-94.

yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No.94/CEDO/ORI/7. New Delhi, Dated -8-94.

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.374 dated 20-6-94.
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 PARKASH)

for Secretary Railway Board.

(166)

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

Sub:- Palsit Block Hut - Infringement of gradient within station yard.

Ref:- Your application No.CE/Con/W/193/Pt.IV dated 11th July,94.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 from Km.90.893 to 91.051 from Howrah at Palsit Block Hut 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 Palsit Block Hut station yard in connection with doubling to construct a flyover between Saktigarh and Palsit Block Hut under Howrah Division of your railway as shown in Form-XI and Sketch No.Y-14-94 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 yard that no load/vehicle will be stabled without a live engine on the main line.

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

(101)

No.94/CEDO/ORI/48. -6-94.

The Chief Administrative Officer (Con),
Central Railway,
Bombay V.T.

Sub:- Opening of the newly constructed BG single line on Daund-Baramati section of Solapur Division of Central Railway for the Public Carriage of passengers.

Reference may be made to Commissioner of Railway Safety, Central Circle, Bombay's Authorisation letter No.C-12(108)94-512 dated 8-6-94 (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 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.

DA:-One.

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

No.94/CEDO/ORI/48. New Delhi, Dated -6-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Central Circle, 2nd floor, New Administrative Office Building, Maharshi Karve Road Bombay-400 020, with reference to his letter No.C-12(108)/94-512 dated 8-6-94.

(VED PANKASH)
for Secretary Railway Board.

ANNEXURE-I

(102)

Government of India
Ministry of Civil Aviation & Tourism
(Commission of Railway Safety)
-.-

Office of the
Commissioner of Railway Safety,
Central Circle, Bombay.

No.C-12(108)/94-512 Dated : 08.06.1994.

Sub : Opening of the newly constructed B.G. single line on Daund-Baramati section of Solapur division of Central Railway for public carriage of passengers.

Having inspected on the 6th & 7th June 94 the newly constructed BG single line section of length 42.362 kms from Daund to Baramati on Solapur division of Central Railway followed by a speed trial at a maximum speed of 70 kmph, I am satisfied that the provisions of Section 22(1) of the Indian Railways Act, 1989 have been substantially complied with and have accordingly authorised under the powers delegated to me under Railway Board's Notification No.152-P dated 21.01.1916, the opening of the said line for the public carriage of passengers at a maximum speed of 60 kmph subject to the following conditions :

(i) Observance of a temporary speed restriction of 45 kmph on kms.274 to 282 and kms.305 to 310 due to track consolidation on sharp curves/steep gradients;

(ii) Observance of permanent speed restriction of 20 kmph at km.287/6-7 (u/manned L-xing no.14) due to restricted visibility;

(iii) Observance of all other temporary and permanent speed restrictions in force or may be imposed from time to time;

(iv) Maximum speed of goods trains restricted to 30 kmph in view of sharp curves/steep gradients;

(v) Permanent way gangs who will maintain this line from the date of opening of the new line to passenger traffic, being manned by the mates and keymen drawn from the permanent cadre and gangs to be adequately equipped and train on safety aspects of track maintenance;

(103)

(vi) Engg and S&T works at Daund and Baramati to be completed in all respects as per aproved plan and sanctioned by CRS and being commissioned under the Safety Certificates issued by the concerned officers;

(vii) All diesel locos and rolling stock being allowed to ply at their respective permissible speeds or sectional speeds whichever is less;

(viii) The trains on the section to be worked on the system known as "ONE TRAIN ONLY" system in accordance with the regulations prescribed in Chapter-XIII of the General Rules for Railways on India.

(ix) The station working instructions at Daund and Baramati to be suitably revised to incorporate adequate safety precautions while working trains (both passenger & goods) under the "one train only" system and all concerned train passing staff duly sign the assurance register in token of having understood the revised working rules of stations as well as 'A' class level-crossing gate no.8 at km.279/9-10 and their knowledge being certified by Divisional Safety Officer/Solapur;

(x) All the necessary gate signals, warning board and lifting barriers etc, at 'A' class l-xing no.8 at km.279/9-10 to be completed and commissioned before introduction of commercial services;

(xi) Provision of proper clamping/locking of trap points isolating the passenger running lines from goods stabling lines at Baramati;

(xii) All welded joints which are to be "kept under observation" as per USFD testing to be inspected by sectional PWI twice a week for the next three months and thereafter as per normal schedule prescribed in IRPWM 1986; and

(xiii) Maximum sectional speed as well as speed restrictions mentioned above should not be relaxed till 31st December, 1994.

Sd/-
(Dr. M. Mani)
Commissioner of Railway Safety,
Central Circle, Bombay.

(104)

No.93/CEDO/ORI/6. -8-94.

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

Sub:- i) Opening of the new double line between Kurgunta (Km.45.46) and Nawandgi (Km.53.01) stations on Wadi-Secunderabad section of Secunderabad Division of South Central Railway.

ii) Opening of the new double line between Sulebelli (Km.9/2-3) and Chittapur (Km.15/3-4) stations on Wadi-Secunderabad section of Secunderabad Division of South Central Railway.

Reference may be made to the Commissioner of Railway Safety, South Central Circle, Secunderabad's letters Nos.R.12028/1/94-SCC dated 05-05-1994 and No.R.12028/2/94-SCC dated 05-05-1994 on the above noted subjects. It may be advised whether all the requirements enumerated in the CRS's Authorisation letters (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.

DA/One.

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

No.93/CEDO/ORI/6. New Delhi, Dated -8-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371, with reference to his letters No. R12028/1/94-SCC dated 5-5-94 and R.12028/2/94-SCC dated 5-5-94.

(S.M.S (VED PARKASH)
for Secretary Railway Board.

(105)

OFFICE OF TGHE COMMISSIONER OF RAILWAY SAFETY, SOUTH CENTRAL CIRCLE, SECUNDERABAD - 500 371.

Sub: Opening of track between Kurgunta (Km.45.46) and Nawandgi (Km.53.01) stations on Wadi - Secunderabad section of Secunderabad division of South Central Railway.

AUTHORISATION

Having inspected the newly constructed B.G. double line section between Kurgunta (Km.45.46) and Navandgi (Km.53.01) on Wadi - Secunderabad section of Secunderabad division of South Central Railway by trailing window and by motor trolley on 21.04.94 and having inspected the various subgrade and accomodation works pertaining thereto, I am satisfied that the provisions of section 22(i) 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 dt.21.01.1916, authorise the opening of the above section for public carriage of passengers at a maximum permissible speed of 70 kmph.

2. The above authorisation is subject to:

(i) Observance of existing Permanent & Temporary speed restrictions now in force and those which may be imposed from time to time;

(ii) All signalling and interlocking works at all stations being completed as per sanctions separately accorded and the necessary safety certificates issued by the Senior Scale Officers of Engineering(Construction), and the Safety Department of Secunderabad Division. If the trains are proposed to be run, in the meantime, this shall be done only under non-interlocked working conditions;

(iii) The sanction of the sectional speed of 70 kmph should be increased upto 80 kmph after the formation had undergone one monsoon under traffic, and the formation and track had been fully attended to thereafter and a certificate issued by an officer not below the rank of Deputy Chief Engineer of the Construction Organisation, on the sound health of formation.

(iv) Sanction upto 100 kmph is subject to further sanction by the Commission on Open Line taking over and on receipt of fresh request with necessary certificates by Open Line after trial run with OMS-2000 recording covering interalia the health of formation in particular and track geometry in general.

(Y. GANESAN)
Commissioner of Railway Safety.

(105)

OFFICE OF TGHE COMMISSIONER OF RAILWAY SAFETY. SOUTH CENTRAL CIRCLE. SECUNDERABAD - 500 371.

Sub: Opening of track between Sulehalli (Km.9/2-3) and Chittapur (Km.15/3-4) stations on Wadi-Secunderabad section of Secunderabad division of South Central Railway.

AUTHORISATION

Having inspected the newly constructed B.G. double line section between Sulehalli (Km.9/2-3) and Chittapur (Km.15/3-4) on Wadi - Secunderabad section of Secunderabad division of South Central Railway by trailing window and by motor trolley on 21.04.94 and having inspected the various subgrade and accomodation works pertaining thereto. I am satisfied that the provisions of section 22(i) 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 dt.21.01.1916. authorise the opening of the above section for public carriage of passengers at a maximum permissible speed of 70 kmph.

2. The above authorisation is subject to:

(i) Observance of existing Permanent & Temporary speed restrictions now in force and those which may be imposed from time to time;

(ii) All signalling and interlocking works at all stations being completed as per sanctions separately accorded and the necessary safety certificates issued by the Senior Scale Officers of Engineering(Construction), and the Safety Department of Secunderabad Division. If the trains are proposed to be run, in the meantime, this shall be done only under non-interlocked working conditions;

(iii) The sanction of the sectional speed of 70 kmph should be increased upto 80 kmph after the formation had undergone one monsoon under traffic, and the formation and track had been fully attended to thereafter and a certificate issued by an officer not below the rank of Deputy Chief Engineer of the Construction Organisation, on the sound health of formation.

(iv) Sanction upto 100 kmph is subject to further sanction by the Commission on Open Line taking over and on receipt of fresh request with necessary certificates by the Open Line after trial run with OMS-2000 recording covering interalia the health of formation in paticular and track geometry in general.

(Y. GANESAN)
Commissioner of Railway Safety.

(106)

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

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 1-9-94. 19

No.94/CEDO/SR/11.

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

Sub:- Running of Self Propelled Track Laying Crane UKE 25/18 from Russia.

With reference to your application No.W.641/23 dated 9.6.94 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 and 2172/1 having a maximum axle load of 17t 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 20 B.G.Sections of your railway as shown in Appendix 'A' of enclosed with the application.

The sanction is subject to the observance of all permanent speed restrictions as notified in Appendix VII & VIII A of the Current Working Time Table and other temporary speed restrictions in force and/or those that may be imposed from time to time It is further subject to the observance of all other conditions/ stipulations made in your Joint Safety Certificate No.11 of 1994, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringement to item 19(b) Chapter IV-A of BG Schedule of Dimensions (1973) and profile of Maximum Moving Dimensions of 1929 as shown in Diagram No.1A and others of BG Schedule of Dimensions (1973). Since, the profile of the crane is within the '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 PARKASH) 7/9/94
Executive Director Civil Engineering(G),
Railway Board.

PTO

(107)

No.94/CEDO/SR/11. New Delhi, Dated 1-9-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226011, with reference to his Endorsement No. Q.15011/1/94-RS-I dated 2/4-8-94.

2) The Commissioner of Railway Safety, Western Circle, Churchgate Station Buiding Annexe, Maharshi Karve Road, Bombay-400 020, with reference to his letter No. 12-5/288/329 dated 8-7-94.

3) The Director Standards (TM), RDSO, Manak Nagar, Lucknow - 226011.

(VED PARKASH)
for Secretary Railway Board.

(108)

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 19
Rail Bhavan, New Delhi-110001, dated 1-9-94.

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

Sub:- Administrative approval for providing steeper grade of 1 in 500 in Dhamaraghat yard on Mansi-Saharsa section of North Eastern Rly.

Ref:- Your application No.W/Con/29/262/W-I/Pt.II dated 18-8-94.

While considering your application for grant of Administrative approval for adoption of 1 in 500 grade from Ch.700 to Ch.1450 at Dhamaraghat yard against 1 in 1200 gradient decided by Ministry of Railways, the following clarifications are required immediately.

1. Is there any condition already appearing in Station Working Rules of Dhamaraghat yard on Mansi-Saharsa section that no train will be stabled without a live engine on Main line due to location of 1 in 500 grade from Ch.700 to Ch.1450 ?. Your COM's view be obtained in this regard.

2. The extent of heavy expenditure involved in adoption of 1 in 1200 gradient is not clear may be advised interms of rupees to appreciate it fully.

3. The Plan should be got signed by COM/CSO of your railway.

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

(109)

2-9-94.

No.93/CEDO/SD/14. 29-9-94.

The Chief Project Manager,
South Eastern Railway,
Visakhapatnam-530 004.

Sub:- Raipur-Vizianagaram Patch doubling Ph.II Sec.I & II - administrative approval for having grade steeper than 1 in 1200 within the station yard limit.

Ref:- Your application No.CAO/C/VSKP/D/Opening of Lines/RVD/Pt.III/657 dated 10/16-8-94.

In view of the position explained in your above quoted application, the administrative approval of Ministry of Railways is hereby communicated for adoption of the following gradients in remodelling of Bobbili Station yard in connection with patch doubling Phase-II Section I & II of Raipur-Vizianagaram section of South Eastern Railway as against 1 in 1200 gradient decided by the Ministry of Railways in terms of this office letter No. 88/CEDO/SD/8 dated 6-9-89.

a) 1 in 400 gradient at Vizianagaram end.

b) 1 in 700 falling gradient towards Raipur for a length of 179 metres in the centre.

c) 1 in 400 gradient towards Raipur end.

The above approval is in supersession of the administrative approval of grades in respect of only 'BOBBILI' Station yard as already convyed under this office letter No.93/CEDO/SD/14 dated 13-8-93 and is subject to the condition that a Clause will be inserted in the Station Working Rules of Bobbili station yard that no load/vehicle will be stabled without a live engine on the main line.

(VED PARKASH) 11/9/94
Executive Director Civil Engineering(G),
Railway Board.

(110)

No.94/CEDO/SD/35. 25-8-94.

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

Sub:- Board's condonation for 1 in 90 gradient in Shivpur yard on Birur-Shimoga converted section of Mysore Division.

Ref:- Your letter No.T.157/RRB-SMET/Gradient dated 24th August,94.

Please refer to your letter quoted above and arrange to send a photocopy of M.T., Railway Board's letter of March,92 as referred in para 2 of the said letter.

Chhalu Ram

(CHHALU RAM)
for Executive Director Civil Engineering(G),
Railway Board.

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

G.Rly (111)

No.93/CEDO/ORI/15.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 25-8-94.19

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.

youre faithfully,

(VED PARKASH)
for Secretary Railway Board.

No.93/CEDO/ORI/15. New Delhi, Dated 25-8-94.

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.631 dated 15-7-93.
2) The Chief Project Manager (GC), Southern Railway, Egmore, Madras-600 008, with reference to his letter No.W.347/XX/4/CN dated 29-7-94. The date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.
3) The Chief Administrative Officer (Construction), Southern Railway, No.18, Millers Road, Bangalore-560 046.
4) The General Manager, Southern Railway, Park Town, Madras-600003

(VED PARKASH)
for Secretary Railway Board.

(112)

No.93/CEDO/SD/20. 26-8-94.

The Chief Project Manager,
Railway Electrification,
Bilaspur-495 004.

Sub:- Bilaspur-Katni Railway Electrfication-
Introduction of Electric Traction -
Condonation regarding horizontal clearance
to be adopted for fixed structures from
centre line of track.

With reference to your application No.BKRE/EL/T/14/3883 dated 02-7-1994 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by 4 Engineering Structures having setting distances varying from 2250 mm to 2520 mm from centre line of track on Khongsara-Dhanwa Dhanwartonk and Khodri-Sarbahara section of Bilaspur Division of South Eastern Railway as against 2560 mm minimum setting distance required as per item 13(ii)(c) of Chapter-I of B.G.Schedule of Dimensions (1973) as shown in Form-KI accompanyi accompanying your application referred to above. It is noted from the Chief Transport Planning Manager, South Eastern Railway's letter No.P64/2218/Part-I dated 04-3-93 that there is no plan to run 3660 mm (12'-0") wide stock on the above mentioned sections in the near future. The sanction is subject t insertion of the condition in the Station Working Rules of the concerned Railway Stations that 3660 mm (12'-0") wide stock will not be permitted to run.

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

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

(113)

No.93/CEBO/SD/20. New Delhi, Dated 26-8-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11019/1/93-RS. dated 5-8-94.

2) The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road (12th Floor), Calcutta, with reference to his letter No.557 dated 12-7-94.

26/8/94

(VED PARKASH)
for Secretary Railway Board.

(114)

DRAFT

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.93/CEDO/SD/24

Rail Bhawan,
New Delhi, dated 26.08.1994.

To,
The Chief Project Manager,
Railway Electrification,
Bilaspur - 495 004.

Sub: Bilaspur-Katni Railway Electrification - Introduction of Electric Traction - Condonation regarding horizontal clearance to be adopted for fixed strucutres from centre line of track.

With reference to your application No.BKRE/EL/T/14/3883 dated 02.7.1994 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by 4 Engineering structures having setting distances varying from 2250 mm. to 2320 mm. from centre line of track on Khongsara-Bhanwartonk and Khodri-Sarbahara section of Bilaspur Division of South Eastern Railway as against 2360mm minimum setting distance required as per item 13(ii)(c) of Chapter-I of B.G. schedule of Dimensions (1973) as shown in Form-XI accompanying your application referred to above. It is noted from the Chief Transport Planning Manager, South Eastern Railway's letter No.P64/2218/Part-I dated 04.3.'93 that there is no plan to run 3660mm. (12' - 0") wide stock on the above mentioned sections in the near future. The sanction is subject to insertion of the condition in the station working Rules of the concerned Railway Stations that 3660 mm. (12' - 0") wide stock will not be permitted to run.

The sanction is applicable only to condonation of infringements to clearances so far as Engineering 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 extent rules.

No:93/CEDO/SD/20 New Delhi, Dated 26-08-'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-11019/1/93-RS dated 05.8.'94.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.557 dated 12.7.1994.

(VED PRAKASH)
for SECRETARY RAILWAY BOARD.

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(116)

No.93/CRSO/SD/20. 26-8-94.

The Chief Project Manager,
Railway Electrification,
Bilaspur-495 004.

Sub:- Bilaspur-Katni Railway Electrfication-
Introduction of Electric Traction -
Condonation regarding horizontal clearance
to be adopted for fixed structures from
centre line of track.

With reference to your application No.BKRE/EL/T/14/3883 dated 02-7-1994 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by 4 Engineering Structures having setting distances varying from 2250 mm to 2320 mm from centre line of track on Khongsara-[illegible] Bhanwartonk and Khodri-Garbahara section of Bilaspur Division of South Eastern Railway as against 2360 mm minimum setting distance required as per item 13(ii)(c) of Chapter-I of B.G.Schedule of Dimensions (1973) as shown in Form-XI [illegible] accompanying your application referred to above. It is noted from the Chief Transport Planning Manager, South Eastern Railway's letter No.P64/2218/Part-I dated 04-3-93 that there is no plan to run 3660 mm (12'-0") wide stock on the above mentioned sections in the near future. The sanction is subject to insertion of the condition in the Station Working Rules of the concerned Railway Stations that 3660 mm (12'-0") wide stock will not be permitted to run.

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

(VED PARKASH) 26/8/94
Executive Director Civil Engineering(G),
Railway Board.

(117)

No.93/CEDO/SD/20. New Delhi, Dated 26-8-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11019/1/93-RS. dated 5-8-94.

2) The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road (12th Floor), Calcutta, with reference to his letter No.557 dated 12-7-94.

(VED PARKASH)
for Secretary Railway Board.

(118)

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

No.94/CEDO/SD/35.

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 30-8-94.

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

Sub:- Birur-Shimoga Conversion - Application for Board's condonation of infringement of yard gradient at Shivpur yard.

With reference to your application No.W.347/GC/BNC/Vol.II dated 29-6-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of grade infringement of 1 in 90 at Shivpur yard at Km.9/6-7 to Km.9/10-11 involved in conversion of Birur-Shimoga Town section of Birur-Talguppa Branch line to item 2 Chapter-II of BG Schedule of Dimensions (1973) as shown in Form-XI and Drawing No. CN/BNC/TR-36-94 accompanying your application referred to above.

The sanction is subject to the following provisions being made at Shivpur yard:-

1. The Slip Siding point should be placed beyond the Down (i.e., towards Talguppa) Starter/Advanced Starter Signal under approved special instructions, interms of GR 3.10(4). Its normal setting should be for the Slip Siding.

2. The Slip Siding point should be suitably interlocked with the concerned block instrument such that its reverse setting would be possible only if and when a train on 'line clear' were to pass over it in either direction.

3. There should be suitable audio or visual indication arrangements by which immediately after the train on 'line clear' (as per (ii)above) has passed over the slip siding point, the concerned operating station staff would be alerted to restore the slip siding point to its normal setting.

4. There should be a second control (such as an SM's slide control) over the normalisation of the slip siding point under the conditions as at (iii) above.

5. Speed of trains running with 58 BOX 'N' wagons being reduced to 30 Kmph and thick web switches being provided at the Birur end of the Shivpur yard to allow goods trains being received mandatorily on the loop lines for more effective controlling.

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6. 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.

7. Shunting at the station can be carried out only as per provisions of GR 5.20 and related SRs under it.

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

No.94/CE(G)/SD/35. New Delhi, Dated 30-8-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11017/1/94-RS. dated 5-8-94.

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.623 dated 11th July,94.

(VED PARKASH)
for Secretary Railway Board.

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

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 31 -8-94. 19

No.94/CEDO/SR/12.

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

Sub:- Running of Self Propelled Rail Welding Machine PRSM-4 from Russia.

With reference to your application No.W.641/23 dated 9-6-94 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.EDO/T-2170 with a maximum load of 190 KN (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 20 B.G.Sections of your railway as shown in Annexure 'A' enclosed with your application.

The sanction is subject to observance of all permanent speed restrictions as notified in Appendix VII & VII A of the Current Working Time Table and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all other conditions/stipulations made in your Joint Safety Certificate No.13 of 1994, 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 BG Schedule of Dimensions (1973) involved in the design of the above machine.

(VED PARKASH) 31/8/94
Executive Director Civil Engineering(G),
Railway Board.

PTO

(121)

No.94/CEDO/SR/12. New Delhi, Dated 31-8-94.

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.II dated 2/4-8-94.

2) The Commissioner of Railway Safety, Western Circle, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020 with reference to his letter No.12-5/287/328 dated 8-7-94.

3) The Director Standards (TM), RDSO, Manak Nagar, Lucknow-226011.

(VED PARKASH)
for Secretary Railway Board.
30/8/94

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By Fax A266 Dhiraj 3-15/94

2 pages (1)

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

No.94/CEDO/SE/34. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 30-8-94. 19

The Chief Engineer(Gauge Conversion),
Southern Railway,
No.18, Millers Road,
Bangalore-560 046.

FAX No. 333 04 53

Sub:- Bangalore City-Hubli Conversion Project - Chikjajur-Harihar Section (Conversion from M.G. to B.G.) - Condonation for infringements of Buildings and Structures.

With reference to your application No.W.347/GC/BNC/Vol.IV dated 28-7-94 sent through 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 59.63 Kms.long Chikjajur-Harihar section of Bangalore City-Hubli Route from M.G. to B.G. as shown in Form-XI and the drawings accompanying your application referred to above.

1. Maximum infringement of 590 mm in respect of 22 numbers of Rail type platform shelter columns on platform No.2 at Davangere yard which are located at a horizontal distance of 4130 mm from centre line Road No.3 as against 4720 mm minimum required as per 8 (ii) and (iii) of Chapter-II of BG Schedule of Dimensions (1973).

2. Infringement of 515 mm in respect of Butterfly type rail truss supporting roof covering on platform No.2 of Davangere yard which is located at a vertical height of 3600 mm above Rail level as against 4115 mm minimum required as per item 7(iii) Chapter-II of BG Schedule of Dimensions (1973).

3. Infringement of 1375 mm to vertical clearance of Gangway of R.C.C. footover bridge connecting platform No.1 & 2 at Davangere Station yard where Gangway of RCC FOB is located at a vertical height of 4875 mm as against 6250 mm minimum required as per item 10 Chapter-II of BG Schedule of Dimensions (1973).

4. Infringement of 710 mm in respect of 22 rail columns of roof covering on platform No.1 at Harihar Station yard which are located at a horizontal distance of 4010 mm from centre line of track as against 4720 mm minimum required as per item 8(ii) and (iii) of BG Schedule of Dimensions (1973).

5. Infringement of 515 mm in respect of Butterfly type rail rafters supported the roof covering on platform No.1 of Harihar yard which are located at a vertical height of 3600 mm above Rail level as against 4115 mm minimum required as per item 7(iii) Chapter-II of BG Schedule of Dimensions (1973).

The sanction is subject to the condition that roof profile

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No.94/CEDO/ORI/49. -8-94.

The Chief Project Manager,
South Eastern Railway,
Sambalpur.

Sub:- Opening of New B.G.line in the alignment of proposed Sambalpur-Talcher New Rail Link taking off from Sambalpur Station (562.900 KM from Howrah) on the existing Jharsuguda-Titlagarh Line of Sambalpur Division of South Eastern Railway and going upto New Station at Maneswar (15.00 Kms.from Sambalpur and 577.900 KM from Howrah via Sambalpur) for Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety, South Eastern Circle, Calcutta's Authorisation letter No.XXR/Camp/Sambalpur dated 11.01.94 (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 above section for the Public Carriage of Passengers. Specific comments against each item may please 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/49. New Delhi, Dated -8-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road (12th Floor), Calcutta-7000 01, with reference to his letter No.XXR/Camp/Sambalpur dated 11-1-94.

(VED PARKASH)
for Secretary Railway Board.

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No.94/CEDO/ORI/43. 2-9-94.

The Chief Administrative Officer (Con),
North Eastern Railway,
Gorakhpur.

Sub:- Opening of Manakapur-Katra section of Lucknow Division of North Eastern Railway after conversion from MG to BG for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety, North Eastern Circle, Lucknow's Authorisation letter No. Sanc/265/431/I/OPG dated 21/28-12-1992 (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 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) 30/8
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/ORI/43. New Delhi, Dated 2-9-94.

Copy forwarded for information to:-

The Commissioner of Railway Safety, North Eastern Circle, Hazrat ganj, Lucknow-226001, with reference to his letter No. SANC/265/431/I/OPG dated21/28-12-92.

(VED PARKASH)
for Secretary Railway Board.

(125)

Government of India
Ministry of Civil Aviation
Commission of Railway Safety
North Eastern Circle,
Lucknow.

NO SANC/285 431/I/Opg. Dated 21.12.1992
28

To

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of Nanknapur - Katra section of Lucknow Division of North Eastern Railway after conversion from MG line to BG for public Carriage of passengers.

Having inspected the newly converted 28.734 Kms. long Broad Gauge single line section from Nanknapur to Katra station of North Eastern Railway (Lucknow Division) and having satisfied myself that the provisions of section 21 of the Indian Railways Act 1989 have been substantially complied with, I authorise, under the power delegated in Railway Board's notification No. 152-T dated 21.1.1916, the opening of the line for the public carriage of passengers at a sectional speed of 50 KMPH subject to the following :-

(a) From Km. 7 to Km. 13, speed being limited to 30 KMPH till ballast deficiency is made up.

(b) Stations being opened for traffic after testing and issue of Safety Certificate jointly by DSTE/Con/GKP and XEN/Con/GKP.

(c) All concerned train passing staff at Nanknapur having duly signed in the Assurance Register in token of having understood the working rules for operation of 'One Train only' system.

II. Sectional speed may be raised upto 75 KMPH after inspection and certification by the Chief Engineer/Construction/ Work/NFR.

(V.S. DUTTA)
Commissioner of Railway Safety/
North Eastern Circle,
Lucknow
at Nanknapur.

NO 2

No. 431/I/Opg. Dated 21.12.1992

Copy to :-

1. The Secretary(Works),Railway Board,New Delhi.
2. Chief Commissioner of Railway Safety,Ashok Marg,Lucknow.
3. The Chief Adm.Officer/Construction,N.E.Railway, Gorakhpur.

Spesu (126)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.94/CEDO/SD/12. New Delhi, dated 7-9-1994.

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

Sub: Gauge Conversion between Madras Beach and Chengalpattu - MG line into BG - Provision of a new fourth line (BG) between Madras Egmore and Tambaram - ROB No.40 A at Km. 9/7-8 near Kodambakkam Station.

Ref: Your application No.W.352/XXII/6/CN dated 27.8.93.

.....

You have applied for condonation of infringement to existing vertical clearance of 5370 mm under ROB No.40A at Km. 9/7-8 near Kodambakkam Station as against 5870 mm minimum required as per item 10(iii)(b) Chapter-I of BG Schedule of Dimensions (1973) as per your application quoted above in connection with conversion of Madras Beach - Chengalpattu Section from MG to BG and electrification of Madras Beach - Chengalpattu section with 25 KV AC traction for running of EMU services.

It is however seen that the drawing No.SK.28-93 enclosed with the application shows only the section of the bridge which does not give the clear picture. To appreciate fully the problem it is necessary that the Index Plan and Index Section showing the location of the bridge should also accompany the application. Necessary instructions may therefore be issued to all concerned to ensure that in future apart from the drawing showing the section of the bridge and the horizontal and vertical clearances, Index Plan and Index Section showing the location of the bridge should also accompany the application in the absence of which it will not be possible for Ministry of Railways to consider such applications for condonation of infringements.

Sanction for condonation of infringement in the instant case has however been conveyed without the Index Plan and Section as a special case vide this office letter of even number dated 16.8.94.

(VED PARKASH) 6/8/94
Executive Director Civil Engineering(G),
Railway Board.

Contd... 2/

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No.94/CEDO/SD/12. New Delhi, dated 7-9-1994.

Copy forwarded for information to :-

1. The General Managers(Engg.), All Indian Railways.
2. The Director General, RDSO, Lucknow - 226 001.
3. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with 25 spare copies
4. The General Manager, DLW, Varanasi - 221 004.
5. The General Manager, CLW, Chittaranjan - 713 331.
6. The General Manager, ICF, Madras - 600 038.
7. The General Manager, RCF, Kapurthala.
8. The General Manager, W&AP, 18 Yelahanka, Bangalore - 560 064.
9. The General Manager, Railway Electrification, Allahabad - 211 001 with 25 spares.
10. The Chief Project Manager, DCW, Patiala - 147 001.
11. The Chief Administrative Officer, CORMOW, Railway Office Complex, Tilak Bridge, New Delhi - 110 002.
12. The Chief Administrative Officer(Con.), Central Railway Bombay.
13. The Chief Engineer(Con.), Eastern Railway, 14, Strand Road, 4th floor, Calcutta - 700 001.
14. The Chief Administrative Officer(Con.), Northern Railway, Kashmere Gate, Delhi.
15. The Chief Administrative Officer(Con.), N.E. Railway, Gorakhpur.
16. The General Manager(Con.), N.F.Railway, Maligaon, Guwahati - 781 011.
17. The Chief Administrative Officer(Con.), Southern Railway, Madras - 600 008.
18. The Chief Administrative Officer(Con.), S.C. Railway, Rail Nilayam, Secunderabad - 500 371.

Contd....3/-

19. The Chief Engineer(Con.), S.E.Railway, Garden Reach, Calcutta.

20. The Chief Administrative Officer(Con.), Western, Railway, Bombay.

21. The Chief Safety Officer, Central Railway, Bombay.

22. The Chief Safety Officer, Eastern Railway, Fairlie Place, Calcutta.

23. The Chief Safety Officer, Northern Railway, Baroda House, New Delhi.

24. The Chief Safety Officer, N.E.Railway, Gorakhpur - 273 012.

25. The Chief Safety Officer, N.F.Railway, Maligaon, Guwahati - 781 011.

26. The Chief Safety Officer, Southern Railway, Madras - 600 003.

27. The Chief Safety Officer, South Central Railway, Secunderabad - 500 371.

28. The Chief Safety Manager, S.E.Railway, Garden Reach, Calcutta - 700 043.

29. The Chief Safety Officer, Western Railway, Bombay.

30. The Principal, Railway Staff College, Vadodara.

31. The Director, Indian Railway Institute of Civil Engg., Pune.

32. The Director, Indian Railway Institute of Signal Engg.& Telecommunications, Secunderabad.

33. The Director, Indian Railways Institute of Mechanical and Electrical Engg., Jamalpur.

34. The Director, Indian Railway Institute of Electrical Engg., Nasik,

35. The General Manager, Metro Railway, Metro Bhavan, 33/1, Chowringhee Road, Calcutta - 700 001.

36. The CAO(C), Metropolitan Transport Project(Rlys.), 2nd floor, Churchgate Station Bldg.(Annex.), Bombay-20.

37. The CAM, Metropolitan Transport Project(Rlys.), Periyar E.V.R. High Road, Egmore, Madras-600 008.

38. The Dy.CE, Metropolitan Transport Project(Rlys.), Delhi.

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भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

सं. 94/सी ई डी ओ/एस डी/12 नई दिल्ली, दिनांक 7.12.94

मुख्य परियोजना प्रबंधक (आमान परिवर्तन),
दक्षिण रेलवे,
निर्माण कार्य शाखा,
एग्मोर,
मद्रास-600008.

विषय :- मद्रास बीच तथा बैंगलपट्टु के बीच आमान परिवर्तन-मीटर लाइन को बड़ी लाइन में बदलना मद्रास एग्मोर तथा तावरम् के बीच नई चौथी लाइन (बड़ी लाइन) की व्यवस्था करना-कोडमबाक्कम स्टेशन के समीप कि. मी. 9/7-8 पर अरसे सड़क पुल सं. 40 र.

संदर्भ :- आपका 27.8.93 का आवेदन पत्र सं. डब्ल्यू. 352/××II/6/सी एन.

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मद्रास बीच-बैंगलपट्टु खंड के मीटर लाइन से बड़ी लाइन में आमान परिवर्तन तथा ई एम यु गाड़ियां चलाने के लिए 25 किलो वाट के ए सी कर्षण सहित मद्रास बीच बैंगलपट्टु खंड के विद्युतीकरण के संबंध में आपके अंक उल्लिखित आवेदन पत्र के अनुसार आयोग (1973) की बड़ी लाइन अनुसूची की मद 10(III) (ब) अध्याय-I के अनुसार अपेक्षित न्यूनतम 5870 कि. मी. के बजाय कोडमबाक्कम स्टेशन के समीप कि. मी. 9/7-8 पर अरसे सड़क पुल सं. 40 र के नीचे 5370 कि. मी. की मौजूदा उर्ध्वाकार निकासी के अतिलंघन के क्षमादान के लिए आपने आवेदन किया था.

बहरहाल, यह देखा गया है कि आवेदन पत्र के साथ संलग्न ड्राइंग सं. एस के 28-93 पुल का भाग ही दर्शाता है जिससे स्थिति का पता नहीं चलता है. इस समस्या पर पूर्ण सहमति के लिए यह अनिवार्य है कि पुल का स्थान दर्शाने वाली इनडेक्स रूपरेखा तथा इनडेक्स भाग आवेदन पत्र के साथ भेजा जाए. यह सुनिश्चित करने के लिए सभी संबंधितों को आवश्यक अनुदेश जारी कर दिए जायें कि भविष्य में पुल का भाग दर्शाने वाली ड्राइंग तथा अनुप्रस्थ एवं उर्ध्वाकार निकासी के अलावा, पुल का स्थान दर्शाने वाली इनडेक्स रूप-रेखा तथा इनडेक्स भाग भी आवेदन पत्र के साथ भेजे जाए, इनके अभाव में रेल मंत्रालय द्वारा अतिलंघन के क्षमादान के लिए ऐसे आवेदन पत्रों पर विचार करना संभव नहीं होगा.

...2...

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वर्तमान मामले में इस कार्यालय के 16.8.94 के समसंख्यक पत्र द्वारा [illegible] मामले के रूप में इन्डेक्स रूप रेखा तथा इन्डेक्स भाग के बिना अतिलंघन के अग्रेषण के लिए स्वीकृति प्रदान कर दी गयी है.

(वेद प्रकाश)
कार्यपालक निदेशक, सिविल इंजीनियरी (जी),
रेलवे बोर्ड.

सं. 94/ती ई डी ओ/एस डी/12 नई दिल्ली, दिनांक 7.09.94

सूचनार्थ प्रतिलिपि प्रेषित :-

1. महाप्रबंधक (इंजी), सभी भारतीय रेलें एवं अन्य.

6/9/94
(वेद प्रकाश)
कार्यपालक निदेशक, सिविल इंजीनियरी (जी),
रेलवे बोर्ड.

(131)

SOUTH EASTERN RAILWAY
(GAUGE CONVERSION)

Office of the
Chief Project Manager
Nagpur.

No. CPM/GC/NGP/G-CAF/ Dated. 8.9.1994

To
The Advisor(Works)
Railway Board,
New Delhi.

Enclosed please find herewith letter No.1/CAMP/NAGPUR dt. 29.8.1994 from Shri Harichandra, Commissioner of Railway Safety, S.E. Circle, Calcutta, in-connection with Opening of Permanent Broad Gauge Line between Gondia station to Wadsa.

DA: as above.

(G.B.Manekar)
Chief Project Manager
Nagpur.

(132)

No.: 1/CAMP/NAGPUR Dated 29th August, 1994.

From:

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

Sub.: Opening of Permanent Broad Gauge line between Gondia Station to Wadsa Station (Km. 1002.081 to KM. 1105.976) on existing Gondia - Chanda Fort Narrow Gauge Section after Converting into Broad Gauge Section of Nagpur Division for passenger traffic.

Having inspected on 27th August, 1994, and 28th August, 1994, the newly constructed Broad Gauge Line of length 103.895 Kms. converted from Narrow Gauge between Gondia and Wadsa on Gondia-Nagbhir branch line in Nagpur Division of South Eastern Railway and the various sub-grade accommodation works pertaining thereto followed by speed trial at a speed of 80 to 90 Kmph from Wadsa to Gondia on 28.08.1994. I am satisfied that the provision of Section 22(1) 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 aforesaid line for the public carriage of passengers at a maximum permissible speed of 75 Kmph. between Gondia and Wadsa Subject to

1. Observance of temporary speed restrictions on approaches of Br.68: Km. 1052.000 to Km. 1053.500 - 20 Kmph, approaches of Br. 69: Km. 1054.000 to Km. 1055.000 - 30 Kmph due to high banks AND permanent speed restriction of 75 Kmph on 4.125° curve from Km. 1025.500 to Km. 1026.500 (reverse sharp curves); 50 Kmph on all stations due to Standard-I interlocking and 15 Kmph in Station limits of terminal yards of Gondia & Wadsa and further, subject to observance of all temporary and permanent speed restrictions as may be imposed from time to time.

2. Permanent Way gangs who will maintain the newly converted Broad Gauge line being adequately equipped and manned by mates and Keymen drawn from the permanent cadre and maintenance of the P.Way by machines being introduced as a regular measure. Signalling installations to be maintained by permanent cadre of staff till such time it is handed over to the open line.

3. WDM_2 and WDS_6 Diesel locomotives and other coaching & goods rolling stocks cleared for plying in the existing adjacent Broad Gauge Section being permitted to run on the said converted line at their respective permissible speeds or at the speed as may be permitted from time to time over the Section, whichever is less. Effective brake power all the time shall be ensured.

Contd..2/...

4. Taking additional precautions by ensuring that stabled stocks at the station are secured adequately against rolling before the line clear is granted and trains admitted in view of yards being in grade steeper than 1 in 1200 and there being no isolation due to Standard-I interlocking.

5. Ensuring clear visibility of Outer signals from the sighting board at Hirdamali, Gongli, Dewalgaon and Wadegaon also.

6. All concerned train passing staff having signed the assurance Register in token of having understood the working rules.

7. Station name boards at each station and coping of the passanger platforms being adjusted as required. Gaps of SEJs being finally adjusted, fittings made good, defective welds as detected in USFD test being replaced AND further USFD tests being ensured at regular intervals as per extant instructions.

8. ARME duly equipped being stabled at Itwari till final arrangements to stable it at Gondia are ready.

9. Permanent Patrolmen being deputed on the sites at Bridge No. 68, 69, and other locations like High banks, deep cuttings & bad soil etc. considered vulnerable as specified by CPM.

10. Train rakes and loco being given all the scheduled examinations timely at nominated stations/shades/depots including primary/secondary examination of the rake. AND adequate arrangements being made for satisfactory examination at Gondia to ensure safe running of the trains.

11. Posts carrying the P & T wires across track being adequately anchored and guyed with adequate construction of foundation and observance of speed restrictions of 15 Kmph. at 1048/14-15, 1069/3-4 and 1081/4-5 due to infringement to S.O.D. by H.T. overhead crossings.

(Harishchandra)
Commissioner of Railway Safety
SOUTH EASTERN CIRCLE,
CALCUTTA.

Copy forwarded to :

1. Secretary, (Civil Engg.) Railway Board.
2. C.C.R.S., LUCKNOW.
3. G.M., S.E.Railway, GARDEN REACH, CALCUTTA.

Contd...3/...

(134)

4. CE, CSTE, CEE, COM, CME, CSO,
   S.E.Railway, Garden Reach, Calcutta.
5. CAO, (Projects) Bhubneshwar.
6. CPM, GC, Nagpur.
7. CSTE Con., Calcutta.
8. DRM, Nagpur.

(Harishchandra)
Commissioner of Railway Safety,
South Eastern Circle,
CALCUTTA.

(133)

D.F.A.

No.94/CEDO/SR/16. New Delhi, dated 9.9.94.

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

Sub: Running of EMU service, three motor coaches and nine trailors (coaches) on NDLS-DLI-GZB-Aligarh Section on Northern Railway.

...

With reference to your application No.519-W/270/Pt.III dated 25.8.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) as shown in Form XI, XI/A, XI/B, XI/C, & XI/D for Engineering, Electrical and Signal structures in connection with running of EMU service between New Delhi - Delhi - Ghaziabad - Aligarh Section except for height of Up & Dn. Island platforms to item 4 Chapter-II of BG Schedule of Dimensions (1973) at Aligarh Station shown in Form-XI. The sanction is also exclusive of the condonation of infringement to existing clearance of 2190 mm of Electrical structures appearing against item 2 of Form XI/C as against 2360 mm required.

Lat Khurja Jn. Station

The sanction is subject to provision of a minimum clearance of 2210 mm from centre line of track to the above mentioned Electrical structure at Khurja Jn. Station. It is also subject to the condition that the infringement to the height of island platforms at Aligarh station is removed by the railway within a period of six months from the date of issue of this letter. Ministry of Railways also overrule the condition for provision of toilets in the proposed EMU train as a special case.

(VED PARKASH)
EDCE(G)/Rly.Bd.

(136)

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

No.93/CEDO/ORI/12. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 9-9-94. 19

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

Sir,

Sub:- Conversion to Broad Gauge from Metre Gauge of the single line section between Yesvantpur and Tumkur station in Bangalore Division of Southern Railway.

With reference to your Endorsement No.S.12037/1/93-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 the public carriage of passengers as per his letter No.418 dated 15-6-93.

youre faithfully,

(VED PARKASH)
for Secretary Railway Board.

No.93/CEDO/ORI/12. New Delhi, Dated 9-9-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar Po.O., Bangalore-560009, with reference to his letter No.418 dated 15-6-94.
2) The Chief Engineer/Gauge Conversion, Southern Railway, No.18, Millers Road, Bangalore-560 046, with reference to his letter No.W.GC.347/BNC/Vol.IV dated 29-8-94. The date of opening may please be intimated to this office.
3) The Chief Administrative Officer(Con), Southern Railway, Egmore, Madras-600 003.

(VED PARKASH)
for Secretary Railway Board.

(137)

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 19
Rail Bhavan, New Delhi-110001, dated 12-9-94.

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

Sub:- Railway Electrification - Group 70 and 71 - Jolarpettai-Erode and Salem-Mettur Dam Sections - Wiring of tracks in PQRS Siding at Bommidi Station yard.

In view of the position explained in your application No. ETR 252/RE/0150/Vol.III dated 7-7-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement caused by implantation of one OHE mast bearing number BQI/1001C having setting distance varies from 2220 mm to 2228 mm between Up Loop Line and PQRS Siding Line at Chainage 289/204.90 at Bommidi Station yard in Jolarpettai-Salem Junction BG Double line Electrified section of Palghat Division of Southern Railway in connection with wiring of tracks in PQRS Siding at Bommidi Station Yard as against 2360 mm + Curve allowance required as per item 13(ii)(d) Chapter-I of BG Schedule of Dimensions (1973) as shown in Form-XI and Drawing No.SR/70-71/PQRS SDGS accompanying your application referred to above.

The sanction is not applicable for running of 3660 mm (12'-0") wide EMU Stock for which separate application will be necessary.

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

No.93/CEDO/SD/20. New Delhi, Dated 12-9-94.

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 5-8-94.

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.Q.11017/1/94 dated 14-7-94.

(VED PARKASH)
FOR Secreatary Railway Board.

(138)

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 Rail Bhavan, New Delhi-110001, dated 14-9-94. 19 94

The Chief Project Manager,
South Eastern Railway,
Rayagada-765001.

Sub:- Opening of the New Down line between sections Ambodala-Doikallu and Doikallu-Muniguda of Raipur-Vizianagaram Branch line of South Eastern Railway for passenger traffic.

Ref:- CRS, South Eastern Circle, Calcutta's Inspection Report No.374 dated 20-6-94

Ministry of Railways needs the following clarifications before confirming the section to open for passenger traffic. The necessary reply may please sent to this office at an early date.

1. CRS in his Inspection Report narrated that non-provision of FOB at Doikallu and Ambodala stations is possibly a great hazards to the public. So CRS desires that it may be programmed such a manner to construct a FOB on the above mentioned stations based on the availability of funds expeditiously.

2. It should be ensured that all the works should be complted with Track Geometry before opening for passenger traffic.

3. Safety requirements pertaining to Signalling & Telecom with CSTE's Certificate such as availability of emergency communication in case of accidents, Loco failure may be complied with before opening of the section for passenger traffic.

13/9/94

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

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

G.File (139)

No.94/CEDO/SR/16. 15 -9-1994.

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

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

Sub: Running of EMU Service, three motor coaches and nine trailors (coaches) on NDLS-LLI-GZB-Aligarh Section on Northern Railway.

...

With reference to your application No.519-W/270/Pt.III dated 25.8.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to various items of BG Schedule of Dimensions (1973) as shown in Form XI, XI/A, XI/B, XI/C & XI/D accompanying your application referred to above for Engineering, Electrical and Signal structures in connection with running of EMU service in between NEW DELHI - DELHI - GHAZIABAD - ALIGARH Section.

The sanction is subject to provision of a minimum clearance of 2210 mm from centre line of track to the Electrical structure at Khurja Junction appearing against item 2 of Form XI/C. It is also subject to the condition that the infringement to the height of island platforms at Aligarh Station is removed by the Railway within a period of six months from the date of issue of this letter. Suitable Blanking arrangements shall also be made by the Railway at such of the locations of Signal structures where available clearance less than 2360 mm + Curve allowance, if any.

Ministry of Railways approve the condition for non-provision of toilets in the proposed EMU train as a special case.

(VED PARKASH)
Executive Director Civil Engg.(G),
Railway Board.

No.94/CEDO/SR/16. New Delhi, dated 15-9-1994.

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 8.9.94.
2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110021 with reference to his letter No.656 dated 26.8.94.

(VED PARKASH)
for Secretary, Railway Board.

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

(140)

No. 94/CEDO/SD/9.

रेल भवन, नई दिल्ली-110001, तिथि 20-9-1994
Rail Bhavan, New Delhi-110001, dated 19

The Chief Project Manager,
South Eastern 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.

.....

With reference to your application No.PD/DRG/113/004414 dated 16.8.93 sent through the Chief Commissioner of Railway Safety Lucknow and your letter No. PD/DRG/113/002163 dated 1.6.94 and D.O. No. 64/548/GRC dated 30.8.94, 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 involved in providing a new cross-over as well as take off for loops 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. During shunting operations, all necessary precautions as specified in GR 5.20 and SRs thereto will be taken and the engine shall be attached towards the falling gradient. Shunting in the face of an approaching train shall be prohibited due to gradient.

2. Short trains not exceeding 560 M long may only be stabled on the UP/DN Main lines at the level Zone within suitable indication boards in the Station Yard of Kantadih.

3. As far as practicable, trains required to the controlled should be received on Loop Lines setting the route towards the sand hump.

4. No train shall be stabled on the DN/UP Main line, in case of emergency trains required to be controlled at this station shall be received on Loop lines with live engine setting the route towards the sand hump but engine should not be detached from train for the purpose of stabling.

5. Down Loop line should have the provision of Sand hump at URMA (Chandil) end.

6. Suitable indication boards shall be provided to indicate the level zone within the station yard.

20/9/94

(VED PARKASH)
Executive Director Civil Engg. (G),
Railway Board.

Contd....2/-

(141)

No.94/CEDO/SD/9. New Delhi, dated 20 -9-1994.

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.

"BY SPEED POST"

(142)

N.S. NAMPOOTHIRY, I.R.S.E.,
Chief Engineer / Guage Conversion
SOUTHERN RAILWAY

☎ 080-3333586 (O)
080-2263023 (R)
Rly's (O) 370, (R) 237
मुख्य इंजीनियर
18, मिल्लर्स रोड, बेंगलूर-560 046
18, Millers Road, Bangalore - 560 046

No. W.GC/347/BNC Vol.IV Dtd: 22.9.1994.

Dear Sri Ved Prakash,

Sub: Opening of Birur-Shimoga section for passenger traffic.

...

Southern Railway has asked for Railway Board's condonation for infringing gradient in Birur Yard in letter No. W.GC/347/BNC Vol.IV dated 23.8.1994. Commissioner of Railway Safety, Bangalore in letter No.Q.11017/3/94/SR dated 2.9.94 has recommended and forwarded the same to CCRS/Lucknow. Chief Safety Officer, Southern Railway vide letter No.T.157/RR - SMET/Gradient dated 24.8.1994 has also recommended the above proposal with certain precautions in the Station Working Instructions.

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It is also understood from CCRS/Lucknow Office that they have recommended the case and sent to Railway Board.

I shall be glad if you could kindly give Railway Board's condonation for the above infringement of gradient in Birur yard. CRS/Bangalore wants this condonation to be obtained before authorising for passenger traffic in Birur-Shimoga section.

This has also reference to my telephonic discussion with you on 22.9.1994.

With kind regards,

Yours sincerely,

(N.S. NAMPOOTHIRY)

Shri Ved Prakash,
Executive Director,
Civil Engineering,
Railway Board, Rail Bhavan,
New Delhi.

(143)

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

No.94/CEDO/SD/36.

रेल भवन, नई दिल्ली-110001, तिथि 22-9-1994.
Rail Bhavan, New Delhi-110001, dated 19.

The General Manager(Engg.),
S.E. Railway,
Garden Reach,
Calcutta - 700 043.

Sub: Application for condonation of infringements at the remodelled Dhurta Station.

.....

With reference to your application No.AC/GRADIENT/CKP dated 10.8.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of the infringing grade in Dhutra Station Yard varying from 1 in 149.16 to 1 in 180 to item 2 Chapter-II of BG Schedule of Dimensions (1973) as shown in Form-XI and Drg.Nos. CE's No. S-2151 and S.I. 10242 accompanying your application referred to above.

The sanction is subject to incorporation of the following special precautions and stipulations in Station Working Rules of Dhutra Station :-

1. As detailed in COM/S.E. Rly's letter No.AS/60C/646 dated 10.8.94 accompanying your application referred to above.
2. G.R. 5.20 must be invariably followed in case any shunting is involved.
3. Stabling in the siding may be permitted only if route is set for over run line towards Nagpur end and the route is set against main line at Howrah end.

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

No.94/CEDO/SD/36. New Delhi, dated 22-9-1994.

Copy forwarded for information to :-

1. The Chief Commissionerof Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. Q.11019/1/93-RS dated 12.9.94.
2. The Commissioner of Railway Safety, S.E. Circle, 14 Strand Road, 12th floor, Calcutta - 700 001 with reference to hie letter No. 762 dated 19.8.94.

(VED PARKASH)
for Secretary, Railway Board.

Spare (146)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No. 94/CEDO/SR/13. रेल भवन, नई दिल्ली-110001, तिथि 26.9.1994
Rail Bhavan, New Delhi-110001, dated

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

Sub : Infringements to BG Schedule of Dimensions of Diesel Multiple Unit (BG) design condonation for.

....

With reference to your application No. CT/DDL/DMUs dated 13.4.94 sent through Chief Commissioner of Railway Safety Lucknow and letter No. MC/RLC/D dated 20.9.94, the sanction of Ministry of Railways is hereby communicated for condonation of the following infringements involved in the design of DMU Power Car to ICF Drg. No. DMU/DPC - 9-0-001. The sanction is based on Form-XI and the drawing accompanying your application referred to above.

Clause No. of Chapter-IV(a)	Description	Dimension as per SOD (1973)	Dimension as per Drg.
19(b)	Max. length of body or roof for b) bogie vehicles 3250 mm (10'-8") wide	21340 mm (70'-0")	21567 mm

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 cleared for movement of 'X' class engines.

(VED PARKASH)
Executive Director Civil Engg.(G),
Railway Board.

No. 94/CEDO/SR/13. New Delhi, dated 26.9.1994

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his letter No. Q.17014/1/94-RS dated 6/8.6.94 and 16.9.94.

(VED PARKASH)
for Secretary Railway Board.

Spare (147)

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

No.94/CEDC/SD/38.

रेल भवन, नई दिल्ली-110001, दिनांक 26-9-1994.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Birur - Shimoga Town Conversion (Bangalore City - Hubli Project): Birur Station Yard : Condonation of Yard Gradient.

.....

With reference to your application No.W.GC.347/BSC/Vol.IV dated 23.8.94 sentt through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for retention of grade infringement of 1 in 150 between Km. 209/13-14 and Km. 210/4-5 in Birur Station Yard to item 2 Chapter-II of BG Schedule of Dimensions (1973).

The sanction is purely temporary for a period of four months from the date of issue of the letter. The Railway has to remove the infringements within this period.

The sanction is subject to the restrictions/conditions laid down in para 7 of the application referred to above and CSO's letter No. T.157/RRB-SMET/Gradient dated 24.8.94.

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

No.94/CEDC/SD/38. New Delhi, dated 26-9-1994.

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 21.9.94.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009, with reference to his letter No. Q.11017/3/94-SR dated 2.9.94.

(VED PARKASH)
for Secretary, Railway Board.

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

(148)

No.94/CEDO/SR/18. 28-9-1994.

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

The General Manager,
Northern Railway,
New Delhi.

Sub: Running of BG Rail Bus on Merta City - Merta Road - Jodhpur Section.

.....

With reference to your application No.519-W/680 dated 21.9.94, the sanction of Ministry of Railways is hereby communicated for running of BG self propelled light weight 4 wheeler bi-directional Rail Bus with driving cab at each end to RDSO's Sketch No.SK-DP-3201 at a maximum permissible speed of 80 Kmph as a single unit on Merta Road - Jodhpur BG Section.

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

The sanction for condonation of infringements to BG Schedule of Dimensions (1973) involved in the design of BG Rail Bus has already been issued under Board's letter No. 93/CEDO/SR/1 dated 4.2.93.

(VED PARKASH) 28/9/94
Executive Director Civil Engineering(C),
Railway Board.

No.94/CEDO/SR/18. New Delhi, dated 28-9-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his letter No. Q.15013/1/93-RS dated 23.9.94.
2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-21 with reference to his letter No.795/Q/22/94 dated 22.9.94.
3. The Director Standards(Motive Power), RDSO, Lucknow-226 011.

(VED PARKASH)
for Secretary Railway Board.

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

(149)

No. 94/CEDO/SR/7. रेल भवन, नई दिल्ली-110001, तिथि 28.9.94
Rail Bhavan, New Delhi-110001, dated 19

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

Sub : Running of WAP 1 electric locomotive for hauling Mail/Exp. Train at a maximum speed of 105 Kmph on HWH-NGP B.G. electrified section of S.E.Railway.

.....

With reference to your application No. G/Loco/WAP1(DUP) dated 13.7.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of WAP1 electric locomotive to RDSO's Sketch No. SK.-DL - 3031 Alt.5 having a maximum axle load of 19.5t + 2% for hauling Mail/Exp. trains with maximum speed of 105 Kmph on Howrah-Nagpur B.G. electrified section of your railway.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.13/93.B.G., RDSO's speed certificate and all other certificates accompanying your application referred to above.

The infringements involved in the design of WAP1 electric locomotive have already been condoned vide this office letter No. 79/WDO/SR/6 dated 7.4.1979.

27/9/94

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

No. 94/CEDO/SR/7. New Delhi, dated 28.9.94

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. Q.12011/1/93 R.S. dated 12.9.94.

2) The Commissioner of Railway Safety, South Eastern Circle, 14 Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No.658 dated 8.8.94.

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

(VED PARKASH)
for Secretary Railway Board.

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

Spare (150)

No.94/CEDC/SD/36.

रेल भवन, नई दिल्ली-110001, तिथि 29-9-1994.
Rail Bhavan, New Delhi-110001, dated 19

The General Manager(Engg.),
S.E. Railway,
Garden Reach,
Calcutta - 700 043.

Sub: Application for condonation of infringements at the remodelled Dhutra Station.

Ref: Your application No. AC/GRADIENT/CKP dated 10.8.94.

.....

Reference may be made to this office sanction letter of even number dated 22.9.94. In addition to the conditions stipulated, the sanction is further subject to incorporation of an additional condition in the Station Working Rules of Dhutra Station that

" No trains shall be stabled without a live engine on the main line."

(VED PARKASH) 28/9
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDC/SD/36. New Delhi, dated 29.9.1994.

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 12.9.94.

2. The Commissioner of Railway Safety, S.E.Circle, 14, Strand Road, 12th floor, Clacutta - 700 001 with reference to his letter No.762 dated 19.8.94.

(VED PARKASH)
for Secretary Railway Board.

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

Spare (151)

No.94/CEDO/SR/17. रेल भवन, नई दिल्ली-110001, तिथि 30-9-1994
Rail Bhavan, New Delhi-110001, dated

The General Manager,
Southern Railway,
Madras - 600 003.

Sub: Running of WAG 5B/C class AC Electric locomotives on various BG sections of Southern Railway.

.....

With reference to your application No.W.438/1/Vol.XI dated 11.8.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of WAG 5B/C class AC Electric locomotive having a maximum axle load of 20 t on 15 various BG sections at a maximum speed shown against each section as shown in the Joint Safety Certificate.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.593 dated 3.8.94, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The moving profile of WAG 5 B/C AC Electric locomotive is same as that of WAM 4 Electric locomotives, the infringements of which have already been condoned vide Board's letter No.80/WDO/SR/31 dated 15.12.80.

(VED PARKASH) 30/9/94
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SR/17 New Delhi, dated 30-9-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. Q.12011/1/93-RS-I dated 19.9.94.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore-560 009 with reference to his letter No.16011/6/94 - SR(i) dated 18.8.94.
3. The Director Standards(Motive Power), RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary, Railway Board.

(152)

No.93/CEDO/SD/17.

30-9-94.

The Chief Engineer(Con-II),
Eastern Railway,
Calcutta.

Sub:- Infringement of gradient in Station Yard of New Farakka Station under Malda Division of Eastern Railway.

Ref:- Your Application No.CE/Con/W/193/Pt.IV dated 4th May,94 and letter No.CE/Con/W/193/Pt.IV/111 dated 14-9-94.

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 500 from Km.256.195 to 257.505 at New Farakka 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 New Farakka Station yard in connection with doubling between Bonidanga Link Cabin and Malda Town Station under Malda Division of your railway as shown in Form-XI and Drawing No.CE(S&C)'s SK No.16-92 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.

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

(153)

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 30-9-94. 19

The Chief Engineer(Con)-II,
Eastern Railway,
Calcutta.

Sub:- Infringement of gradient in Station Yard of New Farakka Station under Malda Division of Eastern Railway.

Ref:- Your Application No.CE/Con/W/193/Pt.IV dated 4th May,94. and letter No.CE/Con/W/193/Pt.IV/111 dated 14-9-94.

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 500 from 256.195 to 257.505 at New Farakka 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 New Farakka Station yard in connection with doubling between Bonidanga Link Cabin and Malda Town Station under Malda Division of your railway as shown in Form-XI and Drawing No.CE(S&C)'s SK No.16-92 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.

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

(154)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No. 94/CEDO/ORI/39. रेल भवन, नई दिल्ली-110001, तिथि -9-94
Rail Bhavan, New Delhi-110001, dated 19

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow- 226 001.

Sir,

Sub : Conversion to BG from MG of the single line section between Chikjajur and Chitradurg in Mysore Division of Southern Railway.

.....

With reference to your Endorsement No.R.12037/4/94-RS dated 22.7.94, 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.R.12037/4/94-Convn., dated 24.6.94.

yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No. 94/CEDO/ORI/39. New Delhi, Dated -9-94.

Copy forwerded 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.R.12037/4/94-Convn., dated 24.6.94.

2) The Chief Administrative Officer(Construction), Southern Railway, No.18, Millers Road, Bangalore-560 046. Suitable action on Commissioner of Railway Safety, Southern Circle, Bangalore's recommendations and suggestions referred in the report prior to opening of the above section may please be taken and CRS informed accordingly under advise to Railway Board in an interleaved copy. Refer your letter No. W.347/CN/CTA/RDG dated 16.8.94, for item vii. Ministry of Railways desire that positive confirmation is required that rails with flaws have been changed or not. The reply may please be sent with 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, Madras.

(VED PARKASH)
for Secretary Railway Board.

(154)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No. 94/CEDO/CRI/39. रेल भवन, नई दिल्ली-110001, दिनांक -9-94 19
Rail Bhavan, New Delhi-110001, dated

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow- 226 001.

Sir,

Sub : Conversion to BG from MG of the single line section between Chikjajur and Chitradurg in Mysore Division of Southern Railway.

.....

With reference to your Endorsement No.R.12037/4/94-RS dated 22.7.94, 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.R.12037/4/94-Convn., dated 24.6.94.

yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No. 94/CEDO/CRI/39. New Delhi, Dated -9-94.

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.R.12037/4/94-Convn., dated 24.6.94.

2) The Chief Administrative Officer(Construction), Southern Railway, No.18, Millers Road, Bangalore-560 046. Suitable action on Commissioner of Railway Safety, Southern Circle, Bangalore's recommendations and suggestions referred in the report prior to opening of the above section may please be taken and CRS informed accordingly under advise to Railway Board in an interleaved copy. Refer your letter No. W.347/CN/CTA/RDG dated 16.8.94, for item vii. Ministry of Railways desire that positive confirmation is required that rails with flaws have been changed or not. The reply may please be sent with 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, Madras.

(VED PARKASH)
for Secretary Railway Board.

(155)

No. 94/CEDO/CRI/39. -9-94

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow- 226 001.

Sir,

Sub : Conversion to BG from MG of the single line section between Chikjajur and Chitradurg in Mysore Division of Southern Railway.

.....

With reference to your Endorsement No.R.12037/4/94-RS dated 22.7.94, 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.R.12037/4/94-Comvn., dated 24.6.94.

yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No. 94/CEDO/CRI/39. New Delhi, Dated -9-94.

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.R.12037/4/94-Comvn., dated 24.6.94.

2) The Chief Administrative Officer(Construction), Southern Railway, No.18, Millers Road, Bangalore-560 046. Suitable action on Commissioner of Railway Safety, Southern Circle, Bangalore's recommendations and suggestions referred in the report prior to opening of the above section may please be taken and CRS informed accordingly under advise to Railway Board in an interleaved copy. Refer your letter No. W.347/CN/CTA/RDG dated 16.8.94, for item vii. Ministry of Railways desire that positive confirmation is required that rails with flaws have been changed or not. The reply may please be sent with 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, Madras.

(VED PARKASH)
for Secretary Railway Board.

File 156

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.94/CEDO/SD/36. -9-1994.

रेल भवन, नई दिल्ली-110001, तिथि 19

Rail Bhavan, New Delhi-110001, dated

The General Manager(Engg.),
S.E. Railway,
Garden Reach,
Calcutta - 700 043.

Sub: Application for condonation of infringements at the remodelled Dhurta Station.

.....

With reference to your application No.AC/GRADIENT/CKP dated 10.8.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of the infringing grade in Dhutra Station Yard varying from 1 in 149.16 to 1 in 180 to item 2 Chapter-II of BG Schedule of Dimensions (1973) as shown in Form-XI and Drg.Nos. CE's No. S-2151 and S.I. 10242 accompanying your application referred to above.

The sanction is subject to incorporation of the following special precautions and stipulations in Station Working Rules of Dhutra Station :-

1. As detailed in COM/S.E. Rly's letter No.AS/60C/646 dated 10.8.94 accompanying your application referred to above.
2. G.R. 5.20 must be invariably followed in case any shunting is involved.
3. Stabling in the siding may be permitted only if route is set for over run line towards Nagpur end and the route is set against main line at Howrah end.

(VED PARKASH) 21/9/94
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SD/36. New Delhi, dated -9-1994.

Copy forwarded for information to :-

1. The Chief Commissionerof Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. Q.11019/1/93-RS dated 12.9.94.
2. The Commissioner of Railway Safety, S.E. Circle, 14 Strand Road, 12th floor, Calcutta - 700 001 with reference to hie letter No. 762 dated 19.8.94.

(VED PARKASH)
for Secretary, Railway Board.

(157)

No.94/CEDO/SD/9. -9-1994.

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.

.....

With reference to your application No.PD/DRG/113/004414 dated 16.8.93 sent through the Chief Commissioner of Railway Safety Lucknow and your letter No.PD/DRG/113/002163 dated 1.6.94 and D.O. NO. 64/548/GRC dated 30.8.94, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by existing 1 in 140 and 1 133 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 inprove safety :-

1. During shunting operations, all necessary precautions as specified in GR 5.20 and SRs thereto will be taken and the engine shall be attached towards the falling gradient. Shunting in the face of an approaching train shall be prohibited due to gradient.
2. Short trains not exceeding 560 M long may only be stabled on the UP/DN Main lines at the level Zone within suitable indication boards in the Station Yard of Kantadih.
3. As far as practicable, trains required to the controlled should be received on Loop Lines setting the route towards the sand hump.
4. In case of emergency trains will be controlled on Loop lines with live engone but engine should not be detached from train for the purpose of stabling.
5. Down Loop line should have the provision of Sand hump at URMA (Chandil) end.

(VED PARKASH)
Executive Director Cvil Engg. (G),
Railway Board.

Contd...2/-

(158)

No.94/CEDO/SD/9. New Delhi, dated -9-1994.

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.

(159)

No.93/CEDO/SD/20. -9-94.

The General Manager(S&T)/Construction,
Southern Railway,
S&T Construction Wing,
Moore Market Complex,
Madras-600 003.

Sub:- Madras Beach-Tambaram B.G.Line - Infringement of Signals and location boxes - condonation-requested.

With reference to your application No.W.337/1/73/SG/GN/ Vol.2 dated 1-8-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 8 Signal Structures situated at 4 stations and 4 Nos.of Metre Gauge appratus cases located at Kodambakkam & St.Thomas Mount on Madras-Beach-Tambaram section having setting distances varying from 2210 mm to 2350 mm as against 2560 as per item 13(ii)(c) of Chapter-I of BG Schedule of Dimensions (1973) involed in connection with B.G.Conversion as shown in Form-XI accompanying your application.

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

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

No.93/CEDO/SD/20. New Delhi, dated -9-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11017/1/94-RS. dated 16-8-94.

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.Q/11017/1/94 dated 2/4-8-94.

(VED PARKASH)
for Secretary Railway Board.

(160)

No.93/CEDO/ORI/12. -9-94.

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

Sir,

Sub:- Conversion to Broad Gauge from Metre Gauge of the single line section between Yesvantpur and Tumkur station in Bangalore Division of Southern Railway.

With reference to your Endorsement No.R.12037/1/93-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 the public carriage of passengers as per his letter No.418 dated 15-6-93.

yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No.93/CEDO/ORI/12. New Delhi, Dated -9-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar Po.O., Bangalore-560009, with reference to his letter No.418 dated 15-6-94.

2) The Chief Engineer/Gauge Conversion, Southern Railway, No.18, Millers Road, Bangalore-560 046, with reference to his letter No.W.GC.347/BNC/Vol.IV dated 29-8-94.The date of opening may please be intimated to this office.

3) The Chief Administrative Officer(Con), Southern Railway, Egmore, Madras-600 008.

(VED PARKASH)
for Secretary Railway Board.

(161)

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

No.94/CEDO/ORI/41. रेल भवन, नई दिल्ली-110001, तिथि Rail Bhavan, New Delhi-110001, dated -9-94. 19

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

Sir,

Sub:- Ranoli-Vasad Section - Doubling of Mahi Bridge No. 624 (doubling between Ranoli 'B' & Vasad 'B' Cabin) from Kms.412/983-27 to Kms.414/589-52, length 1.607 Kms.in the Dadodara-Ahmedabad section of Vadodara Division of Western Railway.

With reference to your Endorsement No.R.12030/2/93-RS. dated 25th May,94, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No.16-5/300/H/834 dated 16-11-93.

yours faithfully,

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

No.94/CEDO/ORI/41. New Delhi, Dated -9-94.

Copy forwarded for information to:-

1) 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.16-5/300/H/834 dated 16-11-93.
2) The Chief Administrative Officer (Construction), Western Railway, Churchgate, Bombay-400 020, with reference to his letter No.WNC.177/52/1/3/2 dated 17-5-94. The date of opening may please be intimated to this office.
3) The General Manager, Western Railway, Bombay.

(VED PARKASH)
for Secretary Railway Board.

(162)

No.94/CEDO/ORI/39. -9-94.

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

Sir,

Sub:- Conversion to BG from MG of the single line section between Chikjajur and Chitradurg in Mysore Division of Southern Railway.

With reference to your Endorsement No.R.12037/4/94-RS. dated 22-7-94, 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.R.12037/4/94-Convn., dated 24-6-94.

yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No.94/CEDO/ORI/39. New Delhi, Dated -9-94.

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.R.12037/4/94-Convn., dated 24.6.94

2) The Chief Administrative Officer (Construction), Southern Railway, No.18, Millers Road, Bangalore-560046. Suitable action on Commissioner of Railway Safety, Southern Circle, Bangalore's recommendations and suggestions referred in the report prior to 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, Madras.

(VED PARKASH)
for Secretary Railway Board.

(163)

No.93/CEDO/SD/20. -9-94.

Chief Sig.& Telecom Engineer(P),
Railway Electrification,
Bilaspur.

Sub:- Condonation of infringements for 62 Signal Structures at Block Stations in connection with introduction of Multiple Aspect Colour Light Signalling on Anuppur (Excl.) to Bishrampur and Boridand-Chirimiri sections of South Eastern Railway.

In view of the position explained in your application No. SIG/CRS/CD/Pt.IX dated 28-7-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by 62 Signal Structures having setting distances varying from 2210 mm to 2350 mm from centre line of Primary and Secondary track at 14 Block Stations on Anuppur (Excl.) to Bishrampur and Boridand-Chirimiri sections of South Eastern Railway as against 2360 mm minimum setting distance required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) in connection with introduction of Multiple Aspect Colour Light Signalling as shown in Form-II accompanying your application referred to above. It is noted that there is no plan to run 3660 mm (12'-0") Wide Stock on the above mentioned sections in the near future and it will be reflected in the Station Working Rules of the concerned Railway stations that no 3660 mm (12'-0") wide stock will be permitted.

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

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

(164)

No.93/CEDO/SD/20. New Delhi, dated -10-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11019/1/93-RS. dated 28-9-94.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.719 dated 17-8-94.

(VED PARKASH)
for Secretary Railway Board.

(163)

17

No.94/CEDO/ORI/41. -9-94.

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

Sir,

Sub:- Ranoli-Vasad Section - Doubling of Mahi Bridge No. 624 (doubling between Ranoli 'B' & Vasad 'B' Cabin) from Kms.412/983-27 to Kms.414/589-52, length 1.607 Kms.in the Dadodara-Ahmedabad section of Vadodara Division of Western Railway.

With reference to your Endorsement No.R.12030/2/93-RS. dated 25th May,94, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No.16-5/300/H/834 dated 16-11-93.

yours faithfully,

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

No.94/CEDO/ORI/41. New Delhi, Dated -8-94.

Copy forwarded for information to:-

1) 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.16-5/300/H/834 dated 16-11-93.

2) The Chief Administrative Officer (Construction), Western Railway, Churchgate, Bombay-400 020, with reference to his letter No.WNC.177/52/1/3/2 dated 17-5-94.

3) The General Manager, Western Railway, Bombay.

(VED PARKASH)
for Secretary Railway Board.

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

No.94/CEDO/SD/37. रेल भवन, नई दिल्ली-110001, तिथि -9-1994.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Engineer(C),
Northern Railway,
Kashmere Gate,
Delhi.

Sub: Dispensation to the infringement of Schedule of Dimensions due to fixed structure of proposed staircases to the existing FOBs on proposed Island platform in Varanasi Yard.

....

With reference to your application No.55-W/47/W II/Pt.II/Plan dated 25.4.94, sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railway is hereby communicated for condonation of infringements to item 7 and item 10 Chapter-II of BG Schedule of Dimensions (1973) due to fixed structure of proposed staircases to the existing FOBs on porposed island platform in between PF No.1 and PF No.2 at Varanasi Yard as shown in Form-XI and Drg. No. P-88-SS/1994/R1 accompanying your application referred to above.

The sanction is subject to incorporation of the following additional precautionary and safety measures in Station Working Rules of Varanasi Station :-

1. No train longer than 16 coaches shall be planned to originate or terminate from either edge of the new island platform.
2. The platform occupation chart shall be so scheduled so as to avoid reception/despatch of two trains on the island platform within an interval of 20 minutes.
3. There shall be no Kiosks, stalls or trolleys on the island platform. Only hand/head vending will be permitted. However a small kiosk will be provided below the staircase for storing food-stuff and other materials.

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

No.94/CEDO/SD/37. New Delhi, dated -9-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.Q.11014/1/94-RS dt.9.9.94.
2. The Commissioner of Railway Safety, Northern Circle, Chanakya-Puri, New Delhi-21 with reference to his letter No.579/Infring/SOD dated 29.7.94.

(VED PARKASH)
for Secretary Railway Board.

TOTAL NUMBER OF BRIDGES
------RAILWAY

Position as on	No. of Major Bridges (inclusive of ROBs & RUBs)				No. of Minor Bridges (inclusive of ROBs & RUBs)				Tota
	Railway Bridges	ROBs	RUBs	Total	Railway Bridges	ROBs	RUBs	Total	Col. Col.
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

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.88/CEDO/SR/20 New Delhi, dated 7-10-1994.

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

Sub: Infringements to 2135 mm (7ft) fixed structure distance from track central line as per Schedule of Dimensions.

Ref: Your letter No.CT/SD/BG/WW dated14.9.94 and 26/27.9.94.

.....

In terms of this office letter of even number dated 18.1.89 General Managers All Indian Railways were requested to furnish the sections to Board with copy to Director General (Civil) RDSO where track centres are less than 4570mm (15'-0") and the locations of structures where setting distances from centre line of track are less than 2135mm (7'-0"). RDSO was also requested that on receipt of the replies from all the railways they should send their specific recommendations to the Board in connection with the possibility of adoption of a width of 3500 mm for special design wagons without any projecting doors outside.

Since the above recommendations have not so far been received in this office, RDSO may therefore summarise the whole position received from the railways and send their recommendations to the Board immediately.

(VED PARKASH) 7.10.94
Executive Director Civil Engg. (G),
Railway Board.

Copy forwarded for information to Shri R. Vijaya Mohan, Director Planning (ME), Railway Board.

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

No.94/CEDO/ORI/12.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 10-10-94. 19

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 10-10-94.

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.

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

No.94/CEDO/ORI/12.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 10-10-94. 19

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 10-10-94.

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.

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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 11-10-94. 19

Chief Sig.& Telecom Engineer(P),
Railway Electrification,
Bilaspur.

Sub:- Condonation of infringements for 62 Signal Structures at Block Stations in connection with introduction of Multiple Aspect Colour Light Signalling on Anuppur (Excl.) to Bishrampur and Boridand-Chirimiri sections of South Eastern Railway.

In view of the position explained in your application No. SIG/CRS/CD/Pt.IX dated 28-7-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by 62 Signal Structures having setting distances varying from 2210 mm to 2350 mm from centre line of Primary and Secondary track at 14 Block Stations on Anuppur (Excl.) to Bishrampur and Boridand-Chirimiri sections of South Eastern Railway as against 2360 mm minimum setting distance required as per item 13(ii)(c) Chapter-I of BG Schedule of Dimensions (1973) in connection with introduction of Multiple Aspect Colour Light Signalling as shown in Form-II accompanying your application referred to above. It is noted that there is no plan to run 3660 mm (12'-0") Wide Stock on the above mentioned sections in the near future and it will be reflected in the Station Working Rules of the concerned Railway stations that no 3660 mm (12'-0") wide stock will be permitted.

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

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

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No.93/CEDO/SD/20. New Delhi, dated //-10-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11019/1/93-RS. dated 28-9-94.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.719 dated 17-8-94.

(VED PARKASH)
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/20.

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated // -10-94.

The General Manager(S&T)/Construction,
Southern Railway,
S&T Construction Wing,
Moore Market Complex,
Madras-600 003.

Sub:- Madras Beach-Tambaram B.G.Line - Infringement of Signals and location boxes - condonation-requested.

With reference to your application No.W.337/1/73/SG/GN/Vol.2 dated 1-8-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 8 Signal Structures situated at 4 stations and 4 Nos.of Metre Gauge appratus cases located at Kodambakkam & St.Thomas Mount on Madras-Beach-Tambaram section having setting distances varying from 2210 mm to 2350 mm as against 2360 as per item 13(ii)(c) of Chapter-I of BG Schedule of Dimensions (1973) involed in connection with B.G.Conversion as shown in Form-XI accompanying your application.

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

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

No.93/CEDO/SD/20.

New Delhi, dated // -10-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11017/1/94-RS. dated 16-8-94.

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.Q/11017/1/94 dated 2/4-8-94.

(VED PARKASH)
for Secretary Railway Board.

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भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.94/CEDO/ORI/42.

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 12-10-94.

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

Sir,

Sub:- Opening of newly converted BG line between Patel Nagar and Delhi Sarai Rohilla section of Bikaner Division of Northern Railway for public carriage of passengers.

With reference to your Endorsement No.R.12034/3/93-RS. dated 25th May,94, 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 the public carriage of passengers as per his letter No.843/Projec 10 dated 22-11-93.

yours faithfully,

Sd/-

(VED PARKASH)
for Secretary Railway Board.

No.94/CEDO/ORI/42. New Delhi, Dated 12-10-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021, with reference to his letter No.843/Project-10 dated 22-11-93.

2) The Chief Administrative Officer(Construction), Northern Railway, Kashmere Gate, Delhi-110006, with reference to hi letter No.78-W/41/W-II/CRS dated 7-9-94. The date of openi may please be intimated as and when the same is commissione to passenger traffic.

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

Sd/-

(VED PARKASH)
for Secretary Railway Board.

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No.94/CEDO/SR/22.

21-10-94.

The General Manager,
Northern Railway,
New Delhi.

Sub:- Running of BG/DMU Stock fitted with all coil ICF Bogies on Firozepur Division of Northern Railway.

With reference to your application No.519-W/674 dated 12-10-94 sent through the Chief Commissioner of Railway Safety Lucknow, the temporary sanction of Ministry of Railways is hereby communicated for the introduction of BG/DMU Stock fitted with all coil ICF Bogies as per ICF Drawing Nos.DMU/DPC/9-0-001, DMU/TC-9-0-001 and DMU/DTC-9-0-001 respectively having a maximum axle load of 20t for a limited period of one year from the date of issue of this letter on the following sections at a maximum speed shown against each section.

S.No.	Sections	Max.Speed in Kmph.
1.	Amritsar-Pathankot	80
2.	Jalandhar City-Pathankot	80
3.	Jalandhar City-Firozepur Cantt.	70
4.	Firozepur Cantt. - Ludhiana	75
5.	Bhatinda-Firozepur City	80
6.	Ferozepur City-Fazilka	35

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.SIC/BG/85/94, RDSO's Speed Certificate No.MC/EIC/D dated 27-9-94 and all other certificates accompanying your application referred to above. The present sanction shall permit maximum loading with crush loading only and it needs to be ensured that LV Board/Red Light indication is provided before introduction of Commercial Operation. It is subject to inclusion of the Rules for working of DMUs enclosed with the application in GSR Book as Appendix 'F'. The sanction for running BG DMU Stock on the remaining sections shall however be issued by CRS direct after issue of the sanction from the Board.

So far as relaxation for non-provision of toilets is concerned, Board have already issued exemption from provision of toilets on Push/Pull trains for a distance of 160 Kms. and duration of 4 hours vide D.O.No.93/M(L)/466/10 dated 1-7-94 to Chief Commissioner of Railway Safety Lucknow. Necessary correction to the Rules on this issue is under consideration. Similarly, GR.4.12 is already under

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consideration for necessary revision/classification. The sanction may be treated as final only after issue of the two corrections in question.

The sanction for condonation of infringements involved in the design of BG/DMU Stock mentioned on Para-1 above has already been condoned vide Board's letter No.94/CEDO/SR/13 dated 26-9-94.

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

No.94/CEDO/SR/22. New Delhi, Dated 21 -10-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.13011/1/93-RS. dated 18-10-94.

2) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021, with reference to his letter No.921/Q-19/94 dated 13-10-94. The sanction for running of BG/DMU Stock on the remaining sections may be issued by CRS direct.

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

(VED PARKASH)
for Secretary Railway Board.

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

No.94/CEDO/SD/32. रेल भवन, नई दिल्ली-110001, तिथि Rail Bhavan, New Delhi-110001, dated 21-10-94. 19

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

Sub:- Infringement of maximum and minimum dimensions in existing platform shed at Gandhi Nagar Station platform in connection with RE-JP Conversion Project.

Ref:- Your office letter No.WNC.415/8 Vol.III dated 6-10-94.

In continuation of this office letter of even number dated 12-8-94, and the details explained in your office letter quoted above, Ministry of Railways is hereby communicated for the condonation of infringements to item 7(iii) Chapter-II of BG Schedule of Dimensions (1973) involved in retention of existing passenger platform shelter at Gandhi Nagar Station in connection with remodelling of Gandhi Nagar yard by way of converting MG track into BG track permanently.

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

No.94/CEDO/SD/32. New Delhi, Dated 21-10-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11020/1/94-RS. dated 7/8-6-94.

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. 221/240 dated 18-5-94.

(VED PARKASH)
for Secretary Railway Board.

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

No.94/CEDO/SR/22.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 21-10-94. 19

The General Manager,
Northern Railway,
New Delhi.

Sub:- Running of BG/DMU Stock fitted with all coil ICF Bogies on Firozepur Division of Northern Railway.

With reference to your application No.519-W/674 dated 12-10-94 sent through the Chief Commissioner of Railway Safety Lucknow, the temporary sanction of Ministry of Railways is hereby communicated for the introduction of BG/DMU Stock fitted with all coil ICF Bogies as per ICF Drawing Nos.DMU/DPC/9-0-001, DMU/TC-9-0-001 and DMU/DTC-9-0-001 respectively having a maximum axle load of 20t for a limited period of one year from the date of issue of this letter on the following sections at a maximum speed shown against each section.

S.No.	Sections	Max.Speed in Kmph.
1.	Amritsar-Pathankot	80
2.	Jalandhar City-Pathankot	80
3.	Jalandhar City-Firozepur Cantt.	70
4.	Firozepur Cantt. - Ludhiana	75
5.	Bhatinda-Firozepur City	80
6.	Ferozepur City-Fazilka	35

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/85/94, RDSO's Speed Certificate No.MC/ELC/D dated 27-9-94 and all other certificates accompanying your application referred to above. The present sanction shall permit maximum loading with crush loading only and it needs to be ensured that LV Board/Red Light indication is provided before introduction of Commercial Operation. It is subject to inclusion of the Rules for working of DMUs enclosed with the application in GSR Book as Appendix 'F'. The sanction for running BG DMU Stock on the remaining sections shall however be issued by CRS direct after issue of the sanction from the Board.

So far as relaxation for non-provision of toilets is concerned, Board have already issued exemption from provision of toilets on Push/Pull trains for a distance of 160 Kms. and duration of 4 hours vide D.O.No.93/M(L)/466/10 dated 1-7-94 to Chief Commissioner of Railway Safety Lucknow. Necessary correction to the Rules on this issue is under consideration. Similarly, GR.4.12 is already under

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consideration for necessary revision/clarification . The sanction may be treated as final only after issue of the two corrections in question.

The sanction for condonation of infringements involved in the design of BG/DMU Stock mentioned on Para-1 above has already been condoned vide Board's letter No.94/CEDO/SR/13 dated 26-9-94.

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

No.94/CEDO/SR/22. New Delhi, Dated 21-10-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.13011/1/93-RS. dated 18-10-94.

2) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021, with reference to his letter No.921/Q-19/94 dated 13-10-94. The sanction for running of BG/DMU Stock on the remaining sections may be issued by CRS direct.

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

(VED PARKASH) 21.10.94
for Secretary Railway Board.

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

No.94/CEDO/SR/19.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 25-10-94.19

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

Sub:- Condonation of infringements to M.G.Schedule of Dimensions due to conversion of N.G.Rail Car to M.G.

With reference to your application No.CT/DDL/DRC(MG) dated 31-8-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements to item 15(i) & 15(ii) Chapter IV(A) of M.G.Schedule of Dimensions (1963) involved in conversion of Motor and Trailer Coaches Rail Cars from N.G. to M.G. to RDSO's Sketch No.C&W-3707/MG and C&W 3708/MG respectively as shown in Form-XI accompanying your application referred to above.

The sanction is subject to imposition of suitable speed restrictions at such of the locations on the routes where 16° curves are existing.

25/11/94

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

No.94/CEDO/SR/19. New Delhi, Dated 25-10-94.

Copy forwarded for information to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.Q.17011/1/94-RS. dated 28-9-94.

(VED PARKASH)
for Secretary Railway Board.

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

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No.94/CEDO/SR/20

रेल भवन, नई दिल्ली-110001, तिथि 25/10/1994
Rail Bhavan, New Delhi-110001, dated

The Director General (Track),
RDSO,
Lucknow-226001.

Subject:- Condonation of infringement for Track-cum-OHE recording car RI 7975.

Ref:- Your Application No.CT/DDL/OHE/CAR dated 2-9-94.

Ministry of Railways needs some clarifications on the above mentioned subject. It is desired to discuss with your concerned official the following items.

" Double decker coaches have speed restrictions which are very large number. Being a recording car, it will not be desirable to impose speed restrictions. Moreover, its attachment will not be possible alongwith a commercial train due to SR imposed by the car on the train. "

It is requested that concerned official/officials be deputed to discuss the issue with Executive Director Railway Electrification in Board's office so as to consider for the condonation of infringement applied for.

(B.M.LAL)
Executive Director Railway Electrification,
Railway Board.

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

Sno 2

(182)

No. 94/CEDO/SD/39.

26.10.1994

The Chief Administrative Officer(Const.),
South Central Railway,
Secunderabad.

Sub : Miraj-Londa section gauge conversion from MG to BG - Proposed modification of superstructure from Bridge No. 184 at Km 716/1-15 (Krishna) existing 14 x 45.72 M steel through girder (single WDM 2 Loco followed by BCX 'M' wagon loading at 50 Kmph).

.....

With reference to your application No.W.Con.71/M/139 dated 22.8.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to Item 13(ii) Chapter-I of BG Schedule of Dimensions (1973) caused by actual available dimensions of the opening available on Bridge No.184 (14 x 45.72 M) between Kudchi and Ugar Khurd stations which has been modified/strengthened to permit running of WDM-2 Loco with BCX 'M' wagons over this bridge at a restricted speed of 50 Kmph after conversion of Miraj-Londa section from MG to BG as shown in Form-XI and CAO's SK No.CAO/C/SI/4-94/2 accompanying your application referred to above. It is subject to the condition that the flap doors of BCX 'M' wagons are kept in closed condition.

In view of inadequate vertical clearance and in view of likelyhood of roof riding, the speed restrictions to begin with will be stop dead and proceed. It can be relaxed later on by the Railway based on experience. The Railway will also incorporate suitable instructions to Drivers and Guards and Station Masters of stations on either side, to ensure that there are no roof riders, before starting the trains.

The sanction is based in the presumption that in future 3660 mm (12'-0") wide stock is not proposed to be run on this section.

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

No. 94/CEDO/SD/39. New Delhi, dated 26.10.1994.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with reference to his Endorsement No.Q.11018/1/94-RS dated 19.10.94.

2) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500 371 with reference to his letter No. Q. 11018/2/94-SCC dated 24.8.94.

(ANAND KUMAR)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

(183)

No. 94/CEDO/SD/39. रेल भवन, नई दिल्ली-110001, दिनांक 26.10.1994
Rail Bhavan, New Delhi-110001, dated 19.

The Chief Administrative Officer(Con),
South Central Railway,
Secunderabad.

Sub : Miraj-Londa section gauge conversion from MG to BG - proposed modification of super-structure from bridge No. 184 at Km 716/1-15 (Krishna) existing 14 x 45.72 M steel through girder (single WDM 2 Loco followed by BOX 'N' Wagon loading at 50 Kmph).

.....

With reference to your application No.W.Con.71/H/129 dated 22.8.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 13(ii) Chapter-I of BG Schedule of Dimensions (1973) caused by actual available dimensions of the opening available on Bridge No.184 (14 x 45.72 M) between Kudchi and Ugar Khurd stations which has been modified/strengthened to permit running of WDM-2 Loco with BOX 'N' wagons over this bridge at a restricted speed of 50 Kmph after conversion of Miraj-Londa section from MG to BG as shown in Form-XI and CAO's SK No.CAO/C/ST/4-94/2 accompanying your application referred to above. It is subject to the condition that the flap doors of BOX 'N' wagons are kept in closed condition.

In view of inadequate vertical clearance and in view of likelyhood of roof riding, the speed restrictions to begin with will be stop dead and proceed. It can be relaxed later on by the Railway based on experience. The Railway will also incorporate suitable instructions to Drivers and Guards and Station Masters of stations on either side, to ensure that there are no roof riders, before starting the trains.

The sanction is based in the presumption that in future 3660 mm (12'-0") wide stock is not proposed to be run on this section.

Akumar 25/10

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

No. 94/CEDO/SD/39. New Delhi, dated 26.10.1994.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with reference to his Endorsement No.Q.11018/1/94-RS dated 19.10.94.

2) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500 371 with reference to his letter No. Q. 11018/2/94-RSCC dated 24.8.94.

(ARVIND KUMAR)
for Secretary Railway Board.

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

G/File (184)

No.94/CEDO/SD/37.

रेल भवन, नई दिल्ली-110001, तिथि 26-8-1994.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Engineer(C),
Northern Railway,
Kashmere Gate,
Delhi.

Sub: Dispensation to the infringement of Schedule of Dimensions due to fixed structure of proposed staircases to the existing FOBs on proposed Island platform in Varanasi Yard.

....

With reference to your application No.55-W/47/W II/Pt.II/Plan dated 25.4.94, sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railway is hereby communicated for condonation of infringements to item 7 and item 10 Chapter-II of BG Schedule of Dimensions (1973) due to fixed structure of proposed staircases to the existing FOBs on porposed island platform in between PF No.1 and PF No.2 at Varanasi Yard as shown in Form-XI and Drg. No. P-68-SS/1994/R1 accompanying your application referred to above.

The sanction is subject to incorporation of the following additional precautionary and safety measures in Station Working Rules of Varanasi Station :-

1. No train longer than 16 coaches shall be planned to originate or terminate from either edge of the new island platform.
2. The platform occupation chart shall be so scheduled so as to avoid reception/despatch of two trains on the island platform within an interval of 20 minutes.
3. There shall be no Kiosks, stalls or trolleys on the island platform. Only hand/head vending will be permitted. However a small kiosk will be provided below the staircase for storing food-stuff and other materials.

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

No.94/CEDO/SD/37. New Delhi, dated 26-8-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.Q.11014/1/94-RS dt.9.9.94.
2. The Commissioner of Railway Safety, Northern Circle, Chanakya-Puri, New Delhi-21 with reference to his letter No.579/Infring/SOD dated 29.7.94.

(VED PARKASH)
for Secretary Railway Board.

(185)

No.94/CEDO/ORI/27.

-10-94.

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

Sir,

Sub:- Opening of the new Down line from Kosiara to Mohammadganj station in Garwa Road-Sonnagar section of Mughalsarai Division of Eastern Railway for the Public Carriage of Passengers.

With reference to your Endorsement No.RS.10-T(2)/93 dated 30-5-94, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the Public Carriage of Passengers as per his letter No.1424/16/A/I/Z-2/93 dated 29.3.93

yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No.94/CEDO/ORI/27. New Delhi, Dated -10-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.1424/16/A/I/Z-2/93 dated 29-3-93.

2) The Chief Engineer(Con)-II, Eastern Railway, Calcutta. Suitable action of CRS, Eastern Circle, Calcutta's recommendation and suggestions referred to in the report prior to opening of the above section may please be taken and CRS informed accordingly under advise 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.

(VED PARKASH)
for Secretary Railway Board.

(186)

No.94/CEDO/SR/19. -10-94.

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

Sub:- Condonation of infringements to M.G.Schedule of Dimensions due to conversion of N.G.Rail Car to M.G.

With reference to your application No.CT/DDL/DRC(MG) dated 31-8-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements to item 15(i) & 15(ii) Chapter IV(A) of M.G.Schedule of Dimensions (1963) involved in conversion of Motor and Trailer Coaches Rail Cars from N.G. to M.G. to RDSO's Sketch No.C&W-3707/MG and C&W 3708/MG respectively as shown in Form-XI accompanying your application referred to above.

The sanction is subject to imposition of suitable speed restrictions at such of the locations on the routes where 16° curves are existing.

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

No.94/CEDO/SR/19. New Delhi, Dated -10-94.

Copy forwarded for information to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.Q.17011/1/94-RS. dated 28-9-94.

(VED PARKASH)
for Secretary Railway Board.

(187)

No.93/CEDO/ORI/6. -10-94.

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

Sir,

Sub:- Opening of the new double line between Kurgunta (Km.45.46) and Nawandgi (Km.53.01) stations on Wadi-Secunderabad section of South Central Railway.

With reference to your Endorsement No.R.12028/1/94-RS. dated 25th May,1994, 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.12028/1/94-SCC dated 5-5-94.

yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No.93/CEDO/ORI/6. New Delhi, Dated -10-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371, with reference to his letter No. 12028/1/94-RS. dated 5-5-94.
2) Chief Administrative Officer (Construction), South Central Railway, Secunderabad with reference to his letter No. W.Con.347/C/89 dated 11-10-94. Suitable action on CRS's recommendations and suggestions referred to in the report prior to opening of the above section may please be taken and CRS may be informed accordingly under advice to Railway Board in an interleaved copy. The date of opening of the above section may please be intimated to this office.
3) The General Manager, South Central Railway, Secunderabad.-500371.

(VED PARKASH)
for Secretary Railway Board.

(188)

No.94/CEDO/SD/42. -10-94.

The Chief Project Manager(Gauge Conversion),
Southern Railway,
Works Construction Branch,
Egmore,
Madras-600008.

Sub:- Gauge Conversion from Metre Gauge into Broad Gauge from Madras Beach to Chengalpattu: Provision of fourth line (BG) between Madras Beach & Tambaram - Infringements of lamp posts at Kodambakkam Station.

With reference to your application No.W.262/XXII/1/CN dated 17-8-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 8(ii) Chapter-II of B.G.Schedule of Dimensions (1973) caused by existing three lamp posts to B.G.Main line on one side and B.G.Loop line on other side at Kodambakkam Station in connection with Conversion of Madras Beach-Chengal[illegible] Section from M.G. to B.G. as shown in Form-XI para 1(i) of CRS's letter and Drawing No.SK.44-94 accompanying your application referred to above

The Form-XI enclosed with the application may be treated as modified to the extent that the three exist[illegible] lamp posts not only infringe the B.G.Main line but infringe the B.G.Loop line also Drawing No.SK.44-94 which shows the three lamp posts as proposed lamp posts may also be corrected to read as existing lamp posts.

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

No.94/CEDO/SD/42. New Delhi, Dated -10-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11017/1/94-RS. dated 18-10-1994.

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.Q.11017/2/94-SR, dated 12-9-94.

(VED PARKASH)
for Secretary Railway Board.

S.No. 1 - Receipt.

S.NO.1

The P.U.C. is an application from CE(Const.)/East,N.Rly Kashmere Gate, Delhi for condonation of infringements to item 7(i), 7(ii) and 7(iii) of BG Schedule of Diemensions(1973) to platform shelter on new island platform at Varanasi yard/station in connection with conversion of MG Tracks to BG to cater for additional passenger trains.

The horizontal clearances available infringe item 7(i), 7(ii) and 7(iii) Chapter-II of BG Schedlue of Diemsnions as shown in Form-XI and the drawing enclosed with the application. The maximum infringement is 740 mmm only which will not endanger the safety of travelling of passengers/public. The removal of infringement will exhorbitanlt costlier. Moreover, as per direction from Railway Board conversion projects are required to be executed on austerity sclae doing minimum possible cost. The application has been received duly forwarded through CRS and CCRS. CRS while forwarding the application has given his remarks as under :-

" Northern Railway has confirmed earlier while seeking condonation to infringments due to staircases that in this 6.10 m wide island platform, additional precautionary and safety measures will be adopted and incorporated in SWR as under:

(i) No train longer than 16 coaches shall be planned to originate or terminate from either edge of the new island platform.

(ii) The platform occupation chart shall be as scheduled so as to avoid reception/despatch of two trains on the island platform within an interval of 20 minutes.

(iii) There shall be no Kiosks, stalls or trolleys on the island platform. Only hand/head vending Kiosk will be provided below the staircase for storing food-stuff and other materials."

CCRS has endorsed the view of CRS. Keeping in view the remarks/observation made by CRS, a draft sanction letter is accordingly put up for approval please.

EDCE(G)

ED Safety

CEDO

(190)

DRA

No. 94/CEDO/SD/40. New Delhi, dated .10.94.

The Chief Engineer (Const.)/East,
Northern Railway,
Kashmere Gate,
Delhi.

Sub : Dispensation to the infringment of the schedule of dimensions due to fixed structure of P.P. Shelter proposed Island platform in Varanasi Yard.

.....z

With reference to your letter No. 88-W/47/W-II/Pt.II/Plans dated 8.9.94 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways is hereby communicated for condonation of infringments to platform shelter on new island platform at Varanasi Yard to item 7(i), 7(ii) and 7(iii) Chapter-II of B.G.Schedule of Diemensions (1973) in connection with conversion of MG tracks to BG as shown in Form-XI and Plan No. P-90-SS/1994 accompanying your application referred to above.

Northern Railway has confirmed earlier while seeking condonation of infringments due to staircases that in this 6.40 m wide island platform, additional precautionary and safety measures will be adopted and incorporated in SWR as under :-

(i) No train longer than 16 coaches shall be planned to originate or terminate from either edge of the new island platform.

(ii) The platform occupation chart shall be as sceduled so as to avoid reception/despatch of two trains on the island platform within an interval of 20 minutes.

(iii) There shall be no Kiosks, stalls or trolleys on the island platform. Only hand/head vending will be permitted. However, a small Kiosk will be provided below the staircase for storing food-stuff and other materials.

(VED PARKASH)
Executive Director Civil Engg.(G),
Railway Board.

No. 94/CEDO/SD/40. New Delhi, dated .10.94.

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 20.10.94.

2) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021 with reference to his letter No. 774/Infringe/SCD dated 15.9.94.

(VED PARKASH)
FOR Secretary Railway Board.

(191)

No. 94/CEDO/SD/39. .10.1994

The Chief Administrative Officer(Con.),
South Central Railway,
Secunderabad.

Sub : Miraj-Londa section gauge conversion from MG to BG - Proposed modification of superstructure from Bridge No. 184 at Km 716/1-15 (Krishna) existing 14 x 45.72 M steel through girder (single WDM 2 Loco followed by BOX 'N' wagon loading at 50 Kmph).

.....

With reference to your application No.W.Con.71/M/129 dated 22.8.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 13(ii) Chapter-I of BG Schedule of Dimensions (1973) caused by actual available dimensions of the opening available on Bridge No.184 (14 x 45.72 M) between Kadchi and Ugar Khurd stations which has been modified/strengthened to permit running of WDM-2 Loco with BOX 'N' wagons over this bridge at a restricted speed of 50 Kmph after conversion of Miraj-Londa section from MG to BG as shown in Form-XI and CAO's SK No.CAO/C/ST/4-94/2 accompanying your application referred to above. It is subject to the condition that the flap doors of BOX 'N' wagons are kept in closed condition.

In view of inadequate vertical clearance and in view of likelyhood of roof riding, the speed restrictions to begin with will be stop dead and proceed. It can be relaxed later on by the Railway based on experience. The Railway will also incorporate suitable instructions to Drivers and Guards and Station Masters of station's on either side, to ensure that there are no roof riders, before starting the trains.

The sanction is based in the presumption that in future 3660 mm (12'-0") wide stock is not proposed to be run on this section.

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

No. 94/CEDO/SD/39. New Delhi, dated .10.1994.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with reference to his Endorsement No.O.11013/1/94-RS dated 19.10.94.

2) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500 371 with reference to his letter No. O. 11013/2/94-SCC dated 24.8.94.

(ARVIND KUMAR)

(192)

No.94/CEDO/SR/20 -10-94.

The Director General (Track),
RDSO,
Lucknow-226001.

Sub:- Condonation of infringement for Track-cum-OHE recording car RI 7975.

Ref:- Your Application No.CT/DDL/OHE/CAR dated 2-9-94.

Ministry of Railways needs some clarifications on the above mentioned subject. It is desired to discuss with your concerned official the following items.

" Double decker coaches have speed restrictions which are very large number. Being a recording car, it will not be desirable to impose speed restrictions. Moreover, its attachment will not be possible alongwith a commercial train due to SR imposed by the car on the train. "

It is requested that concerned official/officials be deputed to discuss the issue with Executive Director Railway Electrification in Board's office so as to consider for the condonation of infringement applied for.

(B.M.LAL)
Executive Director Railway Electrification,
Railway Board.

(193)

No.94/CEDO/ORI/5. -10-94.

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

Sir. Sub:- Construction of bridge No.73 & 75 over Vasai Creek between Naigaon and Bhayandar stations on a diversion in the Churchgate-Virar Section of Bombay Division of Western Railway.

With reference to your Endorsement No.R.12020/2/93-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 the public carriage of passengers as per his letter No.16-5/284/H/513 dated 15-6-93.

yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No.94/CEDO/ORI/5. New Delhi, Dated -10-94.

Copy forwarded for information to:-

1 1)The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.16-5/284/H/513 dated 15-6-93.

2) The Chief Administrative Officer (Construction), Western Railway, Bombay-400 020, with reference to his letter No. WNC 65/20/161/15 Vol.II dated 12-10-94. The date of opening may please be intimated to this office.

(VED PARKASH)
for Secretary Railway Board.

(194)

No. 93/CEDO/CRI/21 .10.94

The Chief Administrative Officer(Const.),
South Eastern Railway,
Garden Reach,
Calcutta-700 043.

Sub : Introduction of 25 KV.AC Single Phase Electric Traction on Bilaspur-Anuppur section for the public carriage of passengers.

.....

Reference may be made to Commissioner of Railway Safety's letter No. 984/19/72 dated 10th Oct. '94 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers, specific comments against each item may be given for information of this office.

An early reply is requested.

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

No. 93/CEDO/CRI/21. New Delhi, dated .10.1994

Copy forwarded for information to the Chief Commissioner of Railway Safety, South Eastern Circle, Calcutta -700 001 with reference to his letter No. 984/19/72 dated 10th Oct. '94.

(VED PARKASH)
for Secretary Railway Board.

(195)

No. 94/CEDO/CRI/53. .10.94

The Chief Administrative Officer(Const.),
Eastern Railway,
Calcutta-700 001.

Sub : 1) Opening of the new UP line of length 3.439 Kms between Satbahini and Km 343.990 on Garwa Road-Sonnagar section.

2) Opening of the new Dn line of length 3.670 Kms between Mohammadganj and Km 343.410 (from Gomoh) on Garwa Road-Sonnagar section.

.....

Reference may be made to Commissioner of Railway Safety's letter No. 16/A/I/Z-5/94 dated 26.9.94 and (2) 16/A/I/Z-4/94 dated 26.9.94 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letters have been complied with before opening of the sections 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/CRI/53. New Delhi, dated .10.94

Copy forwarded for information to :-

The Chief Commissioner of Railway Safety, Eastern Circle, 14 Strand Road(12th Floor), Calcutta-700 001 with reference to his letter Nos. 16/A/I/Z-5/94 dated 26.9.94 and 16A/I/Z-4/94 dated 26.9.94.

(VED PARKASH)
for Secretary Railway Board.

(196)

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

No.94/CEDO/ORI/27. रेल भवन, नई दिल्ली-110001, तिथि Rail Bhavan, New Delhi-110001, dated 19 -10-94.

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

Sir,

Sub:- Opening of the new Down line from Kosiara to Mohammadganj station in Garwa Road-Sonnagar section of Mughalsarai Division of Eastern Railway for the Public Carriage of Passengers.

With reference to your Endorsement No.RS.10-T(2)/93 dated 30-5-94, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the Public Carriage of Passengers as per his letter No.1424/16/A/I/Z-2/93 dated 29.3.93

yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No.94/CEDO/ORI/27. New Delhi, Dated -10-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.1424/16/A/I/Z-2/93 dated 29-3-93.

2) The Chief Engineer(Con)-II, Eastern Railway, Calcutta. Suitable action of CRS, Eastern Circle, Calcutta's recommendation and suggestions referred to in the report prior to opening of the above section may please be taken and CRS informed accordingly under advise 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.

(VED PARKASH)
for Secretary Railway Board.

150

(197)

CEDO/BRANCH

Birur shimoga conversion - Application for Board's condonation of infringement of Yard Gradient at Shivpur Yard.
CEDO/Oct'94/14 94/CEDO/SD/35 'B'(2004)

Birur - Simoga Town conversion(Bangalore City - Hubli Project): Birur station Yard: Condonation of Yard Gradient.
CEDO/Oct'94/15 94/CEDO/SD/38 'B'(2004)

Opening of newly converted BG single line section of length 43.18 Kms. from Madurai Jn. to Virudhunagar Jn. on Madurai-Vanchi Maniyachi section of Madurai Division of Southern Railway for the Public Carriage of Passenger . The Broad Gauge line between Madurai Jn. and Virudhunagar Jn. was opened to passenger traaic on 21.10.93 (S.No.15).
CEDO/Oct'94/16 93/CEDO/ORI/15 (A'(2014)

N.F.RLY:-Condonation of provision of grade steeper than 1 to 260 in the station yard of Lalkua, in connection with gauge conversion from Lalkua to Kathgodam.
CEDO/Oct'94/17 94/CEDO/SD/9 'B'(2004)

Opening of the newly constructed BG up line between Batiwa 'A and 'B' cabines between Sanchi and Vidisha stationns.
CEDO/Oct'94/18 94/CEDO/ORI/35 B'(2004)

Ranoli-Vasad section doubling of Mahi Bridge No.624(Doubling between Ranoli 'B' and Vasad 'B' cabin) from 412/983-27 to Kms.414/589-52 length 1.607 Kms. Vadodara/Ahmedatad section Western Railway. The Section was opened for Passenger traffic on 7 11 93
CEDO/Oct'94/19 94/CEDO/ORI/41 'B'(2004)

Condonation of grade infringement received from Zonal Railway through CRS/CCRS.
CEDO/Oct'94/20 91/CEDO/SD/14/Pt.III 'B'(2004)

The File No.93/CEDO/SD/15 was sent to CEDO/Oct'94/21
CEDO/Oct'94/21 94/CEDO/SD/39 'B'(2004)

Opening of newly Amrihar - Varanasi Broad Gauge Section
CEDO/Oct'94/22 92/CEDO/ORI/21 'B'(2004)

Opening of the Regraded section from Km:611/10 to 615/15 between Banar and Raikabagh Place Stations.
CEDO/Oct'94/23 92/CEDO/ORI/14 'B'(2004)

Opening of the BG single line newly converted from MG between Wirudunagar Jn and Vanchi Maniyachchi Jn. and between Milavittan and Tutacorin.
CEDO/Oct'94/24 93/CEDO/ORI/17 'B'(2004)

RO Dtd 14

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

1-11-94
(198)

No.94/CEDO/SD/42.

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 1-10-94.

The Chief Project Manager(Gauge Conversion),
Southern Railway,
Works Construction Branch,
Egmore,
Madras-600008.

Sub:- Gauge Conversion from Metre Gauge into Broad Gauge from Madras Beach to Chengalpattu: Provision of fourth line (BG) between Madras Beach & Tambaram - Infringements of lamp posts at Kodambakkam Station.

With reference to your application No.W.262/XXII/1/CN dated 17-8-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to Item 8(ii) Chapter-II of B.G.Schedule of Dimensions (1973) caused by existing three lamp posts to B.G.Main line on one side and B.G.Loop line on other side at Kodambakkam Station in connection with Conversion of Madras Beach-Chengalpattu Section from M.G. to B.G. as shown in Form-XI para 1(i) of CRS's letter and Drawing No.SK.44-94 accompanying your application referred to above.

The Form-XI enclosed with the application may be treated as modified to the extent that the three existing lamp posts not only infringe the B.G.Main line but infringe the B.G.Loop line also. Drawing No.SK.44-94 which shows the three lamp posts as proposed lamp posts may also be corrected to read as existing lamp posts.

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

No.94/CEDO/SD/42. New Delhi, Dated 1-11-94.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.11017/1/94-RS. dated 18-10-1994.

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.Q.11017/2/94-SR, dated 12-9-94.

(VED PARKASH)
for Secretary Railway Board.

(199)

No.94/CEDO/SD/40. 8-11-94.

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

Sub:- Dispensation to the infringement of the Schedule of Dimensions due to fixed structure of P.F.Shelter proposed Island platform in Varanasi yard.

With reference to your letter No.SS-W/47/N-II/Pt.II/Plans dated 8-9-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements to platform shelter on new Island platform at Varanasi yard to item 7(i), 7(ii) and 7(iii) Chapter-II of BG Schedule of Dimensions (1973) in connection with conversion of MG Tracks to BG as shown in Form-XI and Plan No.P-90-SS/1994 accompanying your application referred to above.

Northern Railway has confirmed earlier while seeking condonation of infringements due to staircases that in this 6.43 m wide Island platform, additional precautionary and safety measures will be adopted in incorporated in SWR as under:-

(i) No train longer than 16 coaches shall be planned to originate or terminate from either edge of the new Island platform.

(ii) The platform occupation chart shall be scheduled so as to avoid reception/despatch of two trains on the Island platform within an interval of 20 minutes.

(iii) There shall be no kiosks, stalls or trolleys on the Island platform. Only hand/head vending will be permitted. However, a small kiosk will be provided below the staircase for storing food stuff and other materials.

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

PTO

(200)

No.94/CEDO/SD/40. New Delhi, Dated 8-11-94.

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 20-10-94.

2) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021, with reference to his letter No.774/Infringe/SOD dated 15-9-94.

(VED PANKASH)
for Secretary Railway Board.

(201)

No.94/CEDO/ORI/24. 8-11-94.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226 001.

Sir,

Sub:- Opening of 3rd line between Tilak Bridge and Hazrat Nizamuddin Railway Stations on New Delhi-Tughlakabad Section of Delhi Division of Northern Railway for public carriage of passengers.

With reference to your Endorsement No.R.12014/1/94-RS. dated 25th May,94, 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 the public carriage of passengers as per his letter No.200/Project-11 dated 18-4-94.

yours faithfully,

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

No.94/CEDO/ORI/24. New Delhi, Dated 8-11-94

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi, With reference to his letter No.200/Project-11 dated 18-4-94.

2) The Chief Administrative Officer (Construction), Northern Railway, Kashmere Gate, Delhi-110006. Suitable action of CRS, 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 as and when the same is commissioned to passenger traffic.

(VED PARKASH)
for Secretary Railway Board.

(202)

SOUTHERN RAILWAY

No.W.450/1/58/CN.

Railway Board
22 NOV 1994

Headquarters Office,
Works Construction Branch,
Egmore, Madras-600008
Dated: 9 .11.94.

The Commissioner of Railway Safety,
Southern Circle,
Bangalore-560009

Sir,

CE.DO

This is for CE.DO.

Sub: Expansion of First mine of Neyveli Lignite corporation diversion of existing M.G.Line From Km.31/3-4 to Km.41/0 between Vadalur and Uttangalmangalam stations in Cuddalore-VRIDDHACHALAM section of Tiruchchirappalli Division.

In connection with the expansion of the first mine operation, the NLC Authorities have requested the Southern Railway Organisation to arrange for the diversion of the existing MG Railway Main line between Uttangalmangalam and Vadalur Railway stations on Cuddalore-Vridhachalam section of Tiruchchirappalli Division on deposit terms. A detailed Engineering cum traffic survey for the diversion was carried out and the Report submitted to Neyveli Lignite corporation Authorities. The Government of Tamil Nadu was approached by the Neyveli Lignite Corporation Authorities for the approval of the diversion towards South between Vadalur and Uttangalmangalam and Govt. of Tamil Nadu have approved the proposal vide their letter No.MS.No.1073 dt.26.6.87.

2. The Railway Board have accorded their approval for the diversion of the M.G. line including shifting of the Neyveli Railway station as a deposit work chargeable to Neyveli Lignite Corporation Organisation vide letter No.87/W1/SR/Misc Pt.I of 21.1.88. An estimate for Rs.693.43 lakhs has been sanctioned by GM/MAS vide No.W.450/1/58/CN of 28.9.89. The Neyveli Lignite Corporation authorities have deposited the amount in two instalments.

3. The work has since been completed and it is proposed to offer the diverted MG Rly. line between km.31/3-4 km.41/0 between Uttangalmangalam and Valadur Railway stations on Cuddalore Vridhachalam section of Tiruchchirappalli division for your inspection prior to opening to public carriage of passengers. The length of the diverted MG line is 10.18 km. from km.31/3-4 to 41/0.

CE-I

4. The standard of construction adopted for the above line is B'2'group.

5. In this connection the following details are furnished:

a. The diverted M.G.line is situated in the districts of Vallalar South Arbot.

b. The nature of the country traversed by the new line is plains.

contd..

c. The diverted line runs generally from east to west

d. 35.20 Hectares of land have been acquired for laying of diverted MG line.

e. Land boundaries have been demarcated as laid down in paragraphs 3715 and 3716 of the Indian Railways way and works manual.

f. The maximum height of bank is 6.22 metres at CH:322.00.00 and depth of cutting is 1.03 at CH:323.00.00

g. The earthwork for the diverted MG line was commenced during Jan.90 and completed during March.94. The earthwork in bank has been mechanically compacted. The side slopes not steeper than 2 to 1 have been provided for banks and in the case of cuttings, the side slopes 1:1 have been provided.

h. The section is fully ballasted with stone metal of 200mm cushion.

i. All the curves in the section have been transitioned as laid down in paragraph 407 of Permanenet way Manual and have been superelevated for a maximum permissible speed of 50 kmph . . . A list of curves showing the location, radius, transition length and superelevation is enclosed as Annexure-I.

j. Vertical curves have been provid where required as per Railway Board's letter No.82/W6/TS/6 dated 5.4.82. A list of vertical curves with their location and offsets at centre is enclosed as Annexure-II.

k. The ruling gradient of new MG line is 1 in 150

l. There are 12 level crossings in the section out of which One 'B' Class and one 'C' class (Manned), Nine 'C' Class unmanned and one 'D' Class.

m. A list of bridges showing the bridge numbers, Kilometreage, description of bridge is enclosed as Annexure-III.

n. A ballast chart showing the depth of cushion is enclosed as Annexure-IV.

o. Test Certificate for the rails used in the section will be made available during the inspection, creep posts have been planted at every kilometre.

p. A statement showing the rainfall statistics for the year 1989-1993 is enclosed as Annexure-V.

q. A sketch showing the chronological details of earthwork done in enbankment is enclosed as Annexure-VI.

r. The following documents in terms of paragrph 3 of chapter-I of the Rules for opening of Railway for the public carriage of passengers as far as relevant to the above mentioned section are enclosed.

contd...

i) Tabulated details.	: Forms. I to VIII (a)
ii) List of Questions and answers	: Form IX
iii) Certification by GM	: Form X
iv) List of infringements to maximum and minimum dimensions.	: Form XI
v) Deflection tests of Bridges.	: Form XII
vi) Diagram of Engine for testing track.	: Plan No.CN.271-94
vii) Index plan in cloth tracing with four ferro prints.	: Plan No.CN.272-94
viii) Index Section in cloth tracing with four ferro prints.	: Plan No.CN.273-94

Station working instructions together with signalling plans and locking tables relating to the stations will follow.

Completion plans for bridges and yard arrangements are enclosed herewith.

Kindly indicate suitable date for inspection of the section after 15-11-94.

Encl:1) 3 copies of opening documents.
2) One set of Annexures I to VI
3) Cloth tracing and Ferro Prints as stated.

Yours faithfully,

for GENERAL MANAGER.

Copy to : The Secretary (Works) Railway Board, New Delhi.

CAO/C/BNC for information.

CE,COM,CCS,CSTE,CSTE/CN,CME,CPO,CRS,CSO,CMO/MAS.

The Secretary to GM/MAS for kind information of GM.

DRM/TPJ On hearing further from CRS the programme for Inspection will be advised to him.

Dy.CE/CN/TPJ & XEN/CN/TPJ for necessary action.

pb.

Spare (205)

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

No.94/CEDC/IPS/1. रेल भवन, नई दिल्ली-110001, तिथि 10.11.94 19
Rail Bhavan, New Delhi-110001, dated

The General Manager,
Central, Northern, N.E.,
N.F., Southern, S.C. and
South Eastern Railways.

Sub: Index Plan and Section.

....

Reference may be made to this office letter of even number dated 12.9.94 on the above noted subject. The required division-wise Index Plan and Section of your Railway system corrected upto 31.3.94 may please send to this office immediately.

As these books are frequently required for the reference and use of the Minister and Board Members, it is requested that division-wise books should be neat, clean and easily readable.

Chhalu Ram

(CHHALU RAM)
for Executive Director Civil Engineering (G),
Railway Board.

Spare
(206)

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

No.94/CEDO/SYD/1.

रेल भवन, नई दिल्ली-110001, तिथि 10-11-94
Rail Bhavan, New Delhi-110001, dated 19.

The General Manager,
Central, Northern,
N.E., Southern and
S.E. Railways.

Sub: Station Yard Diagrams

....

Reference may be made to this office letter of even number dated 12.9.94 on the above noted subject. The required division-wise diagram books of station yards on your Railway corrected upto 31.3.94 may please send to this office immediately.

As these books are frequently required for the reference and use of the Minister and Board Members, it is requested that division-wise books should be neat, clean and easily readable.

Chhalu Ram

(CHHALU RAM)

for Executive Director Civil Engineering(G),
Railwey Board.

(207) (S)

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

No.94/CEDO/ORI/5.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 15-11-94.

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

Sir,

Sub:- Construction of bridge No.73 & 75 over Vasai Creek between Naigaon and Bhayandar stations on a diversion in the Churchgate-Virar Section of Bombay Division of Western Railway.

With reference to your Endorsement No.R.12020/2/93-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 the public carriage of passengers as per his letter No.16-5/284/H/513 dated 15-6-93.

yours faithfully,

15.11.94

(VED PARKASH)
for Secretary Railway Board.

No.94/CEDO/ORI/5. New Delhi, Dated 15-11-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.16-5/284/H/513 dated 15-6-93.

2) The Chief Administrative Officer (Construction), Western Railway, Bombay-400 020, with reference to his letter No. WNC 65/20/161/15 Vol.II dated 12-10-94. The date of opening may please be intimated to this office.

(VED PARKASH)
for Secretary Railway Board.

Spare (208)

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

No.93/CEDO/ORI/6. रेल भवन, नई दिल्ली-110001, तिथि Rail Bhavan, New Delhi-110001, dated 15-11-94. 19

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

Sir,

Sub:- Opening of the new double line between Kurgunta (Km.45.46) and Nawandgi (Km.53.01) stations on Wadi-Secunderabad section of South Central Railway.

With reference to your Endorsement No.R.12028/1/94-RS. dated 25th May,1994, 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.12028/1/94-SCC dated 5-5-94.

yours faithfully,

14.11.94

(VED PARKASH)
for Secretary Railway Board.

No.93/CEDO/ORI/6. New Delhi, Dated 15-11-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371, with reference to his letter No. 12028/1/94-RS. dated 5-5-94.
2) Chief Administrative Officer (Construction), South Central Railway, Secunderabad with reference to his letter No. W.Con.347/C/89 dated 11-10-94. Suitable action on CRS's recommendations and suggestions referred to in the report prior to opening of the above section may please be taken and CRS may be informed accordingly under advice to Railway Board in an interleaved copy. The date of opening of the above section may please be intimated to this office.
3) The General Manager, South Central Railway, Secunderabad - 500371.

(VED PARKASH)
for Secretary Railway Board.

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

Spare (209)

No.94/CEDO/ORI/5. रेल भवन, नई दिल्ली-110001, तिथि Rail Bhavan, New Delhi-110001, dated 15-11-94. 19

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

Sir,

Sub:- Construction of bridge No.73 & 75 over Vasai Creek between Naigaon and Bhayandar stations on a diversion in the Churchgate-Virar Section of Bombay Division of Western Railway.

With reference to your Endorsement No.R.12020/2/93-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 the public carriage of passengers as per his letter No.16-5/284/H/513 dated 15-6-93.

yours faithfully,

(VED PARKASH) 15.11.94
for Secretary Railway Board.

No.94/CEDO/ORI/5. New Delhi, Dated 15-11-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.16-5/284/H/513 dated 15-6-93.

2) The Chief Administrative Officer (Construction), Western Railway, Bombay-400 020, with reference to his letter No. WNC 65/20/161/15 Vol.II dated 12-10-94. The date of opening may please be intimated to this office.

(VED PARKASH)
for Secretary Railway Board.

O/C

(210)

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

No.88/CEDC/SD/8. New Delhi, dated 17-11-1994.

The General Managers,
All Indian Railways.

Sub: Correctness of approved plans.

.....

In a recent incident, a shunting load rolled down from the yard for a distance of 12 Kms. on a continuously falling gradient. The yard had recently been converted into BG and while the gradient in the yard was shown as 'level' in the approved plan, on checking it was physically found to be 1 in 263 and 1 in 185 grade. Obviously, the plan for the yard has been prepared without checking the actual grades existing at site. According to instructions issued vide Railway Board's letter No.88/CEDC/SD/8 dated 28.11.91, Railways were to ensure that the grades incorporated in the application (to CRS) are the actual grades existing at site and not the ones which are indicated in the existing index plan/section.

This lapse on the part of the Executives responsible for correctness of the drawing has been viewed seriously by the Board. Railways must ensure that all the yard plans, index plans and index sections etc. are prepared after detailed survey and site verification. Responsibility regarding correctness of the working drawings shall be of the Assistant Engineer under whom detailed survey and site verification is done and the Assistant Engineer under whom work is executed.

This particular incident also shows that station working rules prepared for the converted yard, wherein certificates are required to be recorded by Operating, S&T, Engineering and Safety officials, were not based on actual site conditions leading to a situation whereby such an incident could occur. Such superficial way of working needs to be avoided at all levels.

These instructions are applicable to both Open Line works as well as Construction works.

Receipt of this letter may please be acknowledged.

(VED PRAKASH)
Executive Director Civil Engineering(S),
Railway Board. 16.11.94

(211)

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

सं. 88/सी ई डी ओ/एस डी/8 पार्ट नयी दिल्ली, दिनांक 12/11/91.

महा प्रबंधक,
सभी भारतीय रेलें

विषय :- अनुमोदित नक्शों के सही होने के सम्बन्ध में ।

. . . . . .

हाल ही में हुई एक घटना में, शंटिंग कर रहा एक रेल इंजन यार्ड से सतत ढाल पर 12 कि.मी. की दूरी तक लुढ़कता चला गया । इस यार्ड को हाल ही में बड़ी लाइन में परिवर्तित किया गया था और अनुमोदित नक्शे में इस ढाल को समतल दिखाया गया था वास्तविक जांच करने पर इसे 263 में 1 और 189 में 1 ग्रेड का पाया गया था । प्रकटतः, यार्ड का नक्शा स्थल पर विद्यमान वास्तविक ग्रेडों की जांच किए बिना तैयार किया गया था । रेलवे बोर्ड के 28.11.91 के पत्र सं. 88/सी ई डी ओ/एस डी/8 द्वारा जारी अनुदेशों के अनुसार रेलों द्वारा यह सुनिश्चित किया जाना था कि आवेदन पत्र (रेल संरक्षा आयुक्त को) में समाविष्ट ग्रेड स्थल पर विद्यमान वास्तविक ग्रेड ही है तथा उनमें से नहीं है जिन्हें मौजूदा इनडेक्स नक्शे की अनुसूची खंड में दर्शाया गया है ।

नक्शे की शुद्धता के लिए उत्तरदायी कार्यपालकों की ओर से हुई इस चूक को बोर्ड द्वारा गंभीरता से लिया गया है । रेलों द्वारा यह सुनिश्चित किया जाए कि सभी यार्डों के नक्शे, नक्शों की अनुसूचियां तथा इनडेक्स खंड आदि विस्तृत सर्वेक्षण एवं कार्य स्थल का सत्यापन करने के पश्चात तैयार किए जाते हैं । वर्किंग ड्राइंगस की शुद्धता से संबंधित जिम्मेवारी उस सहायक इंजीनियर की होगी जिसके अधीन विस्तृत सर्वेक्षण तथा स्थल का सत्यापन किया जाता है तथा जिस सहायक इंजीनियर के अधीन कार्य निष्पादित किया जाता है ।

. . . . 2/-

(212)

इस विशिष्ट घटना से यह भी परिलक्षित होता है कि आपात परिवर्तित दर्ई के लिए बनाए गए स्टेशन संचलन नियम, जिनमें परिचालन विभाग एवं दूर संचार, इंजीनियरी तथा संरक्षा अधिकारियों द्वारा रिकार्ड किये जाने के लिए अपेक्षित प्रमाण पत्र वास्तविक स्थल स्थितियों पर आधारित नहीं थे । जिससे ऐसी स्थिति उत्पन्न हुई जिसके कारण ऐसी घटनाएं घट सकती हैं । सभी स्तरों पर कार्य संचालन के ऐसे ओछे तरीके से बचने की आवश्यकता है ।

ये अनुदेश चालू लाइन निर्माण कार्यों तथा निर्माण कार्यों दोनों पर लागू होते हैं ।

कृपया पत्र की पावती दें ।

(वेद प्रकाश)
कार्यपालक निदेशक सिविल इंजी(सा.)
रेलवे बोर्ड ।

(213)

No.94/CEDO/ORI/Misc. Dated 21-12-94.

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

Sir,

Sub:- Opening of the BG Single line constructed parrallel to the existing MG lines between Madras Beach Tambaram stations in Madras Division of Southern Railway for the public carriage of passengers.

Two copies of the Inspection Reports on the above noted subject was inadvertendly has been sent to this office without forwarding through Chief Commissioner of Railway Safety. The same are retured to your office so as to be sent to this office through CCRS. One copy of the Inspection Report may be retained in your office and the other may please be sent to Secretary(Civil Engg;), Railway Board with your forwarding letter.

yours faithfully,

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

21/12/94

214

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.54/CEDC/ORII/1. New Delhi, dated 24-11-1954.

The General Managers,
All Indian Railways.

The CAO/Constn.,
All Indian Railways.

Sub: Addendum and corrigendum slip No.27 to Rules for Opening of a Railway or Sections of a Railway for public carriage of passengers - reprinted in 1957.

.....

Enclosed herewith are 10 copies of correction slip No. 27 of the above mentioned Rules Book for your information and guidance.

Sd/- 24.11

(VED PARKASH)
Executive Director Civil Engg.(G),
Railway Board.

EA : As above.

No.54/CEDC/ORII/1. New Delhi. dated 24-11-1954.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with 25 spares.
2. The Director General, RDSO, Lucknow.
3. The General Manager, Railway Electrification Project, Calcutta with 25 spares.
4. The Principal, Advanced Permanent Way Training School, Pune.
5. The CAO, Metropolitan Project, New Delhi, Bombay, Calcutta and Madras.
6. The Principal, Staff College, Baroda.

Sd/-
(VED PARKASH) 24.11.54
for Secretary Railway Board.

EA : 4 copies of CS No.27.

Copy to :-

Safety, M(L) & M(E) Branches and EDPA of Railway Board for information.

RULES FOR OPENING OF A RAILWAY OR SECTION OF A RAILWAY FOR THE PUBLIC CARRIAGE OF PASSENGERS (RELIEF) II/1957)

ADDENDUM AND CORRIGENDUM SLIP No. 27

The existing words " if the train is to run for a distance exceeding fifty miles, shall be provided with a closet " appearing at page 83 in item (iv) of Form X under the heading CERTIFICATE TO BE GIVEN BY MANAGER should be replaced by the following :-

" if the train is to run for a distance exceeding one hundred sixty Kms./four hours, it shall be provided with a closet. "

By order

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

New Delhi

Dated 24 -11-94.

Case No. 94/CDC/CRII/1.

(216)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.94/CEDO/ORII/1. New Delhi, dated 24-11-1994.

The General Managers,
All Indian Railways.

The CAO/Constn.,
All Indian Railways.

Sub: Addendum and corrigendum slip No.27 to Rules for Opening of a Railway or Sections of a Railway for public carriage of passengers - reprinted in 1957.

.....

Enclosed herewith are 10 copies of correction slip No. 27 of the above mentioned Rules Book for your information and guidance.

21.11

(VED PARKASH)
Executive Director Civil Engg.(G),
Railway Board.

EA : As above.

No.94/CEDO/ORII/1. New Delhi, dated 24-11-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with 25 spares.
2. The Director General, RDSO, Lucknow.
3. The General Manager, Railway Electrification Project, Calcutta with 25 spares.
4. The Principal, Advanced Permanent Way Training School, Pune.
5. The CAO, Metropolitan Project, New Delhi, Bombay, Calcutta and Madras.
6. The Principal, Staff College, Baroda.

(VED PARKASH) 21.11.94
for Secretary Railway Board.

EA : 4 copies of CS No.27.

Copy to :-

Safety, M(L) & M(N) Branches and EDPA of Railway Board for information.

(217)

RULES FOR OPENING OF A RAILWAY OR SECTIONS OF A RAILWAY FOR THE PUBLIC CARRIAGE OF PASSENGERS (REPRINTED IN 1957)

ADDENDUM AND CORRIGENDUM SLIP No. 27

The existing words " if the train is to run for a distance exceeding fifty miles, shall be provided with a closet " appearing at page 83 in item (iv) of Form X under the heading CERTIFICATE TO BE GIVEN BY MANAGER should be replaced by the following :-

" if the train is to run for a distance exceeding one hundred sixty Kms./four hours, it shall be provided with a closet. "

By order

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

New Delhi

Dated : 24-11-84.

Case No. 84/CEDO/CRII/3.

सं. 94/सी. ई. डी. ओ./ओ. आर.-II/1 नई दिल्ली, दिनांक 24.11.94

महाप्रबंधक,
सभी भारतीय रेलें.

मुख्य प्रशासनिक अधिकारी/नि.,
सभी भारतीय रेलें.

विषय:- 1957 में पुनःमुद्रित 'रूल्स फॉर ओपनिंग ऑफ ए रेलवे ऑर कैनाल्स ऑफ ए रेलवे फॉर दी पब्लिक कैरिज ऑफ पैसेंजर्स' की शुद्धिपर्ची सं. 27 और अनुदेश.

आपकी सूचना और मार्गनिर्देशन के लिए उपर्युक्त नियम पुस्तक की शुद्धिपर्ची सं. 27 की 10 प्रतियां संलग्न हैं.

(वेद प्रकाश) 21.11.94
कार्यपालक निदेशक, तकनीकी इंजीनियरिंग (जी.)

संलग्नक: यथोक्त

सं. 94/सी. ई. डी. ओ./ओ. आर.-II/1 नई दिल्ली, दिनांक 24.11.94

प्रतिलिपि निम्नलिखित को सूचनार्थ प्रेषित.

1. मुख्य रेल संरक्षा आयुक्त, अशोक मार्ग, लखनऊ को 25 अतिरिक्त प्रतियों सहित.
2. महानिदेशक, आरमार्ड, लखनऊ.
3. महाप्रबंधक, रेल विद्युतीकरण परियोजना, कलकत्ता को 25 अतिरिक्त प्रतियों सहित
4. प्रिंसिपल, एडवांस्ड परमानेंट वे ट्रेनिंग स्कूल पुणे.
5. मुख्य प्रशासनिक अधिकारी, महानगर परिवहन परियोजना, नई दिल्ली, बंबई, कलकत्ता और मद्रास.
6. प्रिंसिपल, स्टाफ कालेज, बड़ौदा.

(वेद प्रकाश) 24.11.94
कृते सचिव, रेलवे बोर्ड

संलग्नक: शुद्धिपर्ची
सं. 27 की 4 प्रतियां.

प्रतिलिपि निम्नलिखित को सूचनार्थ प्रेषित:-
रेलवे बोर्ड की एम. (रोलिंग स्टॉक) सभी शाखाएं और का. नि. या. सु.

रूल्स फॉर ओपनिंग ऑफ ए रेलवे और सेक्शन्स ऑफ ए रेलवे फॉर दी पब्लिक केरिज ऑफ पैसेंजर (1957 में पुनः मुद्रित)

अनुशेष और शुद्धिपर्ची सं. 27

शीर्षक "प्रबंधक द्वारा दिए जाने वाले प्रमाण-पत्र" के अंतर्गत फार्म की मद (iv) में उल्लिखित वर्तमान शब्दों अर्थात् "यदि गाड़ी "पचास मील से अधिक दूरी के लिए चलती है तो उसमें एक क्लोज़ैट लगाया जाएगा", को निम्नलिखित द्वारा प्रतिस्थापित किया जाए :-

"यदि गाड़ी एक सौ साठ किलोमीटर से ज्यादा दूरी/चार घंटों के लिए चलती है तो उसमें एक क्लोज़ैट लगाया जाएगा."

(वेद प्रकाश) 21.11.94
कार्यपालक निदेशक, सिविल इंजी. (जी)
रेलवे बोर्ड.
के आदेश द्वारा.

नई दिल्ली,
दिनांक 24.11.94
मामला सं. 90/सि. इं. डी. ओ./ओ. आर्य. II/1

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

220

No.94/CEDO/ORI/24.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 25-11-94.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226 001.

Sir,

Sub:- Opening of 3rd line between Tilak Bridge and Hazrat Nizamuddin Railway Stations on New Delhi-Tughlakabad Section of Delhi Division of Northern Railway for public carriage of passengers.

With reference to your Endorsement No.R.12014/1/94-RS. dated 25th May,94, 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 the public carriage of passengers as per his letter No.200/Project-11 dated 18-4-94.

yours faithfully,

(VED PARKASH) 25/11
Executive Director Civil Engineering(G)
Railway Board.

No.94/CEDO/ORI/24. New Delhi, Dated 25-11-94

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi, With reference to his letter No.200/Project-11 dated 18-4-94.

2) The Chief Administrative Officer (Construction), Northern Railway, Kashmere Gate, Delhi-110006. Suitable action of CRS, 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 as and when the same is commissioned to passenger traffic.

(VED PARKASH)
for Secretary Railway Board.

(221)

R.P. JAIN,
ADVISER CIVIL ENGINEERING.

D.O.No. 90/CEDO/SD/13.

Dated Nov., 1994.

My Dear Mital,

Sub: Review of BG/MG Schedule of Dimensions.

Ref: Your DO No.CT/SD/REV/BGMG dt. 10.2.94.

.....

Presently the point at issue is revision of BG Schedule of Dimensions for which a committee consisting 10 Joint Directors from various disciplines has already been constituted in RDSO to go into the revision and submit their draft recommendations based on Board's order conveyed under this office letter No.90/CEDO/SD/13 dated 18.2.91 and as per RDSO's letter No. CT/SD/REV/BGMG dated 7.3.91.

The copy of RDSO DO No. CTP/MS/SD/BG dated 7.8.70 and Board's letter No.66/WDO/SD/58 dated 7.1.71 enclosed by you do not relate to revision of Schedule. These simply relate to issue of correction slips which are no doubt dealt with by Railway Board based on the various discrepencies pointed out by the Railways and further examination by RDSO. The letters enclosed are therefore not relevant in the context of revision of entire Schedule. RDSO are the Technical Organisation of Ministry of Railways to investigate and go into the depth of each technical consideration before final approval by the Board. Schedule of Dimensions is not the direct outcome of Railway Board's office. Railway Board have in the past only printed the Schedule based on the drafts given by RDSO and final approval by the Board. Unluckily the proceedings leading to the initial printing of the Schedule are not traceable inspite of best of effort. Railway Board have correctly asked RDSO to revise the Schedule and furnish the draft recommendations alongwith justification for revision.

Since Quite a long time has past, the Committee was constituted in RDSO, the Board are looking forward anxiously for an early revision of the Schedule which is being delayed by RDSO. It is once again reiterated that RDSO are the technical advisory authority of the Board and they should on no account delay the revision of Schedule of Dimensions.

With regards

Yours sincerely,

(R.P. JAIN)

Shri H.P. Mital,
Director General,
RDSO,
Lucknow - 226 011.

Schedule of dimensions 1973 for reta'rina the old FOB.
CEDO/Nov'94/23 94/CEDO/SD/31 B/2004

Maximum & Minimum structures of platform at Gandhinagar.
CEDO/Nov'94/24 94/CEDO/SD/32 B/2004

Banglore city-Hubli conversion Birur-Shimoga town section.
CEDO/Nov'94/25 94/CEDO/SD/34 B/2004

S. E. Rly. Dhutra Yard - corporation infringements.
CEDO/Nov'94/26 94/CEDO/SD/36 B/2004

MG TO BG proposed modification superstructure.
CEDO/Nov'94/27 94/CEDO/SD/39 B/2004

Provision of 4th line BG between Madras beach and Tambaram.
CEDO/Nov'94/28 94/CEDO/SD/42 B/2004

BG line between Patel Nagar and Delhi Sarai Rohilla section.
CEDO/Nov'94/29 94/CEDO/SRI/42 B/2004

Admn. approval for adoption of grades steeper than in 1200
CEDO/Nov'94/30 93/CEDO/SD/17 B/2004

Maximum & Minimum for any structure on platform at Ajarha stn.
CEDO/Nov'94/31 94/CEDO/SD/18 B/2004

Allahabad at ir coreetin will gorg corss or allhabad varanasi.
CEDO/Nov'94/32 94/CEDO/SD/15 B/2004

Opened for Passenger traffic on 19.4.93 and the Pmt. diversion.
CEDO.Nov'94/1 93/CEDO/CRI/16 B/2004

Bombay-VT remodelling of main line passenger yeard.
CEDO-Nov'94/2 94/CEDO/SD/5 B/2004

Schedule of Dimensions at Malakhera and Parisal Rly.Stn.
CEDO-Nov'94/3 94/CEDO/SD/10 B/2004

BG & MG single line section between Madurai Junction.
CEDO/Nov'94/4 94/CEDO/SD/11 B/2004

MG to BG Proposed 4th line between Madras Egmore & Tamberam.
CEDO/Nov'94/5 94/CEDO/SD/12 B/2004

Dispensation to the finfringement of Schedule of Dimensions.
CEDO/Nov'94/6 94/CEDO/SD/25 B/2004

Maximum & Minimum dimensions to isolated structure on platform.
CEDO/Nov'94/7 94/CEDO/Sd/13 B/2004

Due to fixed structure on Platforms at Sirsa,Kalanwali etc...
CEDO/Nov'94/8 94/CEDO/SD/14 B/2004

Structures from centre of track in terms of BG schedule .
CEDO/Nov'94/9 94/CEDO/SD/16 B/2004

MG to BG condonation of infrigements of fuildings and ...
CEDO/Nov'94/10 94/CEDO/SD/17 B/2004

MG to MG proposed third line between Madras Beach-Egmore.
CEDO/Nov'94/11 94/CEDO/SD/19 B/2004

Maximum & Minimum dimension on Platform shed at Bawal.
CEDO/Nov'94/12 94/CEDO/SD/20 B/2004

MG to Mixed Gauge condonation for infringements of structures.
CEDO/Nov'94/13 94/CEDO/SD/21 B/2004

Due to fixed structure of clumn of Foot over Bridge at Platform No.5
CEDO/Nov'94/14 94/CEDO/SD/22 B/2004

MG to Mixed Gauge(BG/MG) dondonation of infringement stn.yeard.
CEDO/Nov'94/15 94/CEDO/SD/22/1 B/2004

Infringement due to fixed structure on platform at Hissar.
CEDO/Nov'94/16 94/CEDO/SD/23 B/2004

BG to MG condonation for infringements of buildings.
CEDO/Nov'94/17 94/CEDO/SD/24 B/2004

MEI & CTR stns. in connection with running of 12 coach EMU
CEDO/Nov'94/18 94/CEDO/SD/26 B/2004

Due to fixed structure of P.P. shetter at platform No.17.
CEDO/Nov'94/19 94/CEDO/SD/27 B/2004

Due to Fixed structure (Dufferin Bridge) of ROB AT Delhi.
CEDO/Nov'94/20 94/CEDO/SD/28 B/2004

Due to fixed structure (Pul Mathai) of ROB at Delhi.
CEDO/Nov'94/21 94/CEDO/SD/29 B/2004

Due to fixed structure of existing PP shelter at MG
CEDO/Nov'94/22 94/CEDO/SD/30 B/2004

Schedule of Dimensions 1973 for retaing the old FOB.
CEDO/Nov'94/23 94/CEDO/SD/31 B/2004

156
134

(224)

1 Condonation of ohe and signal structures received through Crs and CCRS.
CTDO/Nov'94/33 93/CTDO/SD/20 B(2004)

2. Rly. and disavility suggestions for creating a Barrier Free Rly. Environment.
CTDO/Nov'94/34 94/CTDO/ Dis.Sugg. B(2004)

3 Opening of New Double Line for a length of 12.07 Km. ~~xkd~~ between Rajatgarh (Km 423.375) and Joranda (Km. 435.450) on Nergundi Talcher branch line in Khurda Rl. Divn. of South Eastern Rly. for passenger traffic.
CTDO/Nov'94/35 92/CTDO/ORI/13 B(2004)

4 Opening of Double line between Chaso & Dhamtansahib on Rohtak- Jakhal Section of Northern Rly. for the public carriage of passengers.
CTDO/Nov'94/36 92/CTDO/ORI/15 B(2004)

5 Opening of permanent Divn. of Track from Ch.2385 to Ch. 5.794 (3.409 KM) between Lucknow and Amausi Stn on Lucknow Kanpur Section.
CTDO/Nov'94/37 92/CTDO/ORI/17 B(2004)

6 Opening of Double line between Mantatti - Tandur Section of Secunderabad Divn. on Wadi-Secunderabad route of S.C.Rly.
CTDO/Oct'94/38 92/CTDO/ORI/24 B(2004)

7 New Lines opened/Doublings Opened/ Conversion opened/ Dismantled lines restored during the year 91-93.
CTDO/Nov'94/39 93/CTDO/DL/1 B(2004)

8 Alternations to platform shelters at Bangalore Cantt. and Bangalore City.
CTDO/Nov'94/40 92/CTDO/SD/11 B(2004)

9 Conversion of M.G. Line into BG between Paluna and Sirpura for public carriage of passengers.
CTDO/Nov'94/41 92/CTDO/ORI/19 B(2004)

10 Hindi Translation of NG(2,2,6 & 2 1, o) Schedule.
CTDO/Nov'94/42 91/CTDO/SD/8 B(2004)

11 Opening of new BG line between Punkunnam and Guruvayur (Trichur- Guruvayur line) in Trivandrum Divn, of Southern Rly.
CTDO/Nov'94/43 94/CTDO/ORI/26 B(2004)

12 Dispensation for less free board in Minor Bridges on Rewari-Jaipur Conversion project.
CTDO/Nov'94/44 94/CTDO/BS/1 B(2004)

Received
30-11-94

G/F
225

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.93/CEDO/SR/17. New Delhi, dated 2-11-94.

The General Manager,
Western Railway,
Bombay.

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

.....

With reference to your application No. W.636/14/7(W3) dated 26.4.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for regularisation of the temporary sanction issued for a period of three months under this office letter of even number dated 4.2.94 for running of BG BOG AC 3-tier coach fitted with 16.25 t axle all-coil ICF bogies 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

Accordingly the words " 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 " appearing in para 2 of this office letter of even number dated 4.2.94 may be treated as deleted.

(VED PARKASH)
Executive Director Civil Engg. (G),
Railway Board.

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

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, LKO with reference to his Endorsement No.Q.13011/1/93-RS dated 21.11.94.
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.427 dated 3.8.94.
3. The Director Standards/Motive Power, RDSO, LKO-226 011.

(VED PARKASH)
FOR SECRETARY RAILWAY BOARD.

(225)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.93/CEDO/SR/17. New Delhi, dated 2-11-94.

The General Manager,
Western Railway,
Bombay.

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

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(VED PARKASH)
Executive Director Civil Engg. (G),
Railway Board.

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

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, LKO with reference to his Endorsement No.Q.13011/1/93-RS dated 21.11.94.
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.427 dated 3.8.94.
3. The Director Standards/Motive Power, RDSO, LKO-226 011.

(VED PARKASH)
FOR SECRETARY RAILWAY BOARD.

(226)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD)

No.92/CE-0/SR/4/0. New Delhi, dated 3-12-1994.

The General Managers,
All Indian Railways.

Sub: Procedure to be adopted by the Railways for introduction of new rolling stock.

.....

In modification to the previous instructions of Railway Board regarding procedure for introduction of new rolling stock, procedure to be adopted in future on all Indian Railways is that " whenever new rolling stock is required to be introduced in the Railways, the sanction for its running will be issued by Railway Board to any one of the Railways with copies to all CRSs and Zonal Railways. Subsequently, other Railways shall approach the concerned CRS (instead of approaching Railway Board through CRS and CCRS) who will issue sanction direct to the Railways based on the application, Joint Safety Certificate, Track Certificate, Bridge Certificate and RDSO's Speed Certificate.

Receipt of this letter may be acknowledged.

9/4/94
(VED PARKASH)
Executive Director Civil Engineering (G),
Railway Board.

Contd....2/-

(227)

No.CSDO/SR/4/0. New Delhi, dated -.-.94.

Copy forwarded for information to :-

1. The Director General, RDSO, Lucknow - 226 011.
2. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with 25 spare copies.
3. The General Manager, DLW, Varanasi - 221 004.
4. The General Manager, CLW, Chittaranjan - 713 331.
5. The General Manager, ICF, Madras - 600 038.
6. The General Manager, RCF, Kapurthala.
7. The General Manager, WCAP, 18 Yelahanka, Bangalore-560064.
8. The General Manager, Railway Electrification, Allahabad - 211 001 with 25 spares.
9. The Chief Project Manager, DCW, Patiala - 147001.
10. The Chief Administrative Officer, CORE/CW, Railway Office Complex, Tilak Bridge, New Delhi - 110 002.
11. The Chief Administrative Officer(Con.), Central Railway, Bombay.
12. The Chief Engineer(Con.), Eastern Railway, 14, Strand Road, 4th floor, Calcutta - 700 001.
13. The Chief Administrative Officer(Con.), Northern Railway, Kashmere Gate, Delhi.
14. The Chief Administrative Officer(Con.), N.E.Railway, Gorakhpur.
15. The General Manager(Con.), N.F. Railway Maligaon, Guwahati - 781 011.
16. The Chief Administrative Officer(Con.), Southern Railway, Madras - 600 038.
17. The Chief Administrative Officer(Con.), S.C. Railway, Gulbarga, Secunderabad - 500 371.
18. The Chief Engineer(Con.), S.E.Railway, Garden Reach, Calcutta.
19. The Chief Administrative Officer(Con.), Western Railway, Bombay.

Contd.....3/-

20. The Chief Safety Officer, Central Railway, Bombay.

21. The Chief Safety Officer, Eastern Railway, Fairlie Place, Calcutta.

22. The Chief Safety Officer, Northern Railway, Baroda House, New Delhi.

23. The Chief Safety Officer, N.E.Railway, Gorakhpur-273 012.

24. The Chief Safety Officer, N.F. Railway, Maligaon, Guwahati - 781 011.

25. The Chief Safety Officer, Southern Railway, Madras-600 003.

26. The Chief Safety Officer, South Central Railway, Secunderabad - 500 371.

27. The Chief Safety Manager, S.E. Railway, Garden Reach, Calcutta - 700 043.

28. The Chief Safety Officer, Western Railway, Bombay.

29. The Principal, Railway Staff College, Vadodara.

30. The Director, Indian Railway Institute of Signal Engg.& Telecommunications, Secunderabad.

31. The Director, Indian Railway Institute of Civil Engg., Pune.

32. The Directors, Indian Railways Institute of Mechenical and Electrical Engg., Jamalpur.

33. The Director, Indian Railway Institute of Electrical Engg., Nasik.

34. The General Manager, Metro Railway, 30/1, Chowringhee Road(Metro Bhavan), Calcutta - 700 001.

35. The CAO(C), Metropolitan Transport Project(Rlys.), 2nd floor, Churchgate Station Bldg.(annex), Bombay - 20.

36. The CPO, M.T.P. (Rlys.), Periyar EVR High Road, Egmore, Madras - 600 008.

37. The DY. CE, Metropolitan Transport Project(Rlys.), Delhi.

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.
8/12/94

(229)

भारत सरकार

रेल मंत्रालय (रेलवे बोर्ड)

सं092/सी&डी&ओ/एसआर/4/ओ नई दिल्ली, दिनांक ..-12-94

महाप्रबंधक,

सभी भारतीय रेलें.

विषय : अथा वत स्टाफ लागू करने के लिए रेलों द्वारा अपनायी जाने वाली प्रक्रिया.

अथा वत स्टाफ लागू करने की प्रक्रिया के संबंध में रेलवे बोर्ड के पूर्व अनुदेशों में आशोधन करते हुए सभी भारतीय रेलों द्वारा भविष्य में अपनायी जाने वाली प्रक्रिया यह है कि जब कभी रेलों पर अथा वत स्टाफ लागू किया जाना अपेक्षित हो तो इसके बनाये की स्वीकृति रेलवे बोर्ड द्वारा सभी रेल संरक्षा आयुक्तों तथा क्षेत्रीय रेलों को पृष्ठांकित प्रतियों सहित जिसे एक रेलवे को जारी की जाएगी. इसके बाद, अन्य रेलें रेल संरक्षा आयुक्त तथा मुख्य रेल संरक्षा आयुक्त के माध्यम से रेलवे बोर्ड से सम्पर्क करके को कार्य संबंधित मुख्य संरक्षा आयुक्त से सम्पर्क करेंगे, जो अनापत्ति पत्र संयुक्त संरक्षा प्रमाण-पत्र, रेलपथ प्रमाण-पत्र, पुल प्रमाण-पत्र तथा अ.अ.मा.सं. का अनापत्ति प्रमाण-पत्र के आधार पर रेलों को औपचारिक स्वीकृति जारी करेंगे.

कृपया इस पत्र की पावती दें.

Sd/-

8.12.94 (वेद प्रकाश)
कार्यपालक निदेशक, सि.इं.(सा)
रेलवे बोर्ड.

सं092/सी&डी&ओ/एसआर/4/O नई दिल्ली, दिनांक 12-12-94

प्रतिलिपि निम्नलिखित को सूचनार्थ प्रेषित :-

1. महानिदेशक, अ.अ.मा.सं., लखनऊ-226011 तथा अन्य

(वेद प्रकाश)
कार्यपालक निदेशक, सि.इं.(सा.)
रेलवे बोर्ड.

(230)

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

No.94/CEDO/SD/45. रेल भवन, नई दिल्ली-110001, तिथि 14-12-1994.
Rail Bhavan, New Delhi-110001, dated 19.

The Chief Project Manager,
South Eastern Railway,
Visakhapatnam - 530 004.

Sub: New Crossing Stations at Khodapo and Semra on Kottavalasa - Kirundal line of Waltair - Division - Railway Board's permission for keeping yards on grades steeper than 1 in 1200.

.....

In view of the position explained in your application No.CAO/Con/VSKP/D/OPT LC/KK Line/2059 dated 30.11.94, administrative approval of Ministry of Railways is hereby communicated for adoption of gradients i) 1 in 500 at Khodapo between Dhanapur & Chramulakusumi stations and ii) 1 in 600 (at two locations) at Semra between Amagura & Jagadhalpur Sections as against 1 in 1200 gradient decided by Ministry of Railways under letter No. 88/CEDO/SD/8 dated 6.9.89 involved in connection with augmentation of line capacity on Kottavalasa - Kirandul line.

The approval is subject to the condition that a clause will be inserted in the Station Working Rules that no load/ vehicle will be stabled without a live engine.

(VED PARKASH) 14/12/94
Executive Director Civil Engineering (G),
Railway Board.

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

No.94/CEDO/SD/43. रेल भवन, नई दिल्ली-110001, दिनांक 15 -12-1994.
Rail Bhavan, New Delhi-110001, dated

1. The General Managers,
All Indian Railways.

2. The CAO(Const.)/CE(Const.),
All Indian Railways.

Sub: Spacing of tracks in doubling projects.

.....

The present minimum recommended distance between centre to centre of tracks as per Chapter-I General of Schedule of Dimensions (1973) of 4.725 metres (15'-6") has been re-examined for double line sections. It has now been decided that " in doubling/new lines construction the minimum distance centre to centre of tracks shall be 9.45 metres (31 ft.). This will now be a standard but where this involves considerable additional expenditure, such as in urban areas, specific exemptions should be asked from Railway Board on case to case basis.

Advantage of wider track spacings should be taken to avoid reverse curves on approaches to stations and major bridges.

This issues with the approval of the Board.

Receipt of the letter may be acknowledged.

(VED PARKASH) 15.12.94.
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SD/43. New Delhi, dated 15 -12-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with 25 spares.

2. The Director Track, RDSO, Lucknow - 226 011.

(VED PARKASH) 15/12/94
for Secretary, Railway Board.

(232)

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

No.94/CEDO/ORI/58

रेल भवन, नई दिल्ली-110001, दिनांक 15-12-1994
Rail Bhavan, New Delhi-110001, dated 19.

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

Sub: Conversion of track from MG to BG between Ghatprabha Bridge (Km.664/0) to Miraj (km. 747.74) on Londa - Miraj Section of Hubli Division of South Central Railway.

.....

Reference may be made to Commissioner of Railway Safety S.C. Circle's letter No. R-12038/5/GPB-MRJ/94-SCC dated 11-11-1994 (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 to this office.

An early reply is requested.

14/12/94

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

No.94/CEDO/ORI/58 New Delhi, dated 15-12-1994.

Copy forwarded for information to the Commissioner of Railway Safety, S.C. Circle, Rail Nilayam Secunderabad-500 371 with reference to his letter No. R.12038/5/GPB-MRJ/94-SCC dated 11-11-1994.

(VED PARKASH)
for Secretary Railway Board.

(233)

DRAFT

No.94/CEDO/SD/44. New Delhi, Dt: 16-12-94.

Dear Shri Mittal,

Sub: Height of heavy overhead structures.

...

The present instructions in respect ofheight of heavy overhead structures for electrified routes are such that the structures are getting planned with a clearance above the rail level of 6.5 m. It is felt that there is a need for a close look and subsequent review of this provision since this clearance has a direct effect on the cost of heavy overhead structures. A note prepared on the subject in Railway Board is enclosed. It is requested that the same be examined by the Director, T.I., Director Std.(B&S) and Director, Track. Thereafter it is proposed to hold a meeting in Railway Board to discuss this issue some times in January. The date for the same would be advised.

With best wishes,

Yours sincerely,

S/d

(Adv.(CE)

ShriH.P. Mittal,
Director General,
R.D.S.O.,
LUCKNOW.

(42) (234)

REMINDER-III

Government of India
Ministry of Railways
(Railway Board)

Reg. : Quarterly statement on Recording closed cases for the quarter ending September, 1994

Attention is invited to O&M's note of even number dated 20/10/94 followed by reminders where in Section Officers were requested to send the Quarterly Recording statement for the Quarter ending September, 1994 to O&M.

2. The requisite information has not been received from X Section.

3. S.O. X Branch is requested to send the above statement to O&M by 19/12/94 positively in the proforma appended below.

Khanna

(M.N.Khanna)
Under Secretary (O&M)

No.94/O&M/49/2
dated 12/12/94

To,

Section Officer, CRDO

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

No.94/CEDO/SR/11. रेल भवन, नई दिल्ली-110001, तिथि 19-12-1994.
Rail Bhavan, New Delhi-110001, dated 19.

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

Sub: Sanction for running/working of :-

i) Self propelled track laying crane-UKE-25/18,

ii) Motorised flat car-UKE-25/18 and

iii) Self propelled rail welding machine-PRSM-4.

Ref: Your application No.W/681/Y-61/BR/11 dated 7.7.94.

.....

Please find enclosed a copy of this office letter No. 92/CEDO/SR/4/0 dated 12.12.94. In terms of this letter once the sanction for running will be issued by Railway Board to any one of the Railways, the other Railways shall approach the concerned CRS direct for issue of the necessary sanction.

In terms of the quoted application you have applied for sanction for running of i) self propelled track laying crane - UKE-25/18, ii) motorised flat car-UKE-25/18 MP and iii) self propelled rail welding machine PRSM-4. All these machines are already running on Indian Railways (copies enclosed). It is therefore desired that you should approach the CRS, Central Circle direct for issue of the necessary sanction.

(VED PARKASH) 19/12/94
Executive Director Civil Engineering(G),
Railway Board.

No.94/CEDO/SR/11. New Delhi, dated 19-12-1994.

Copy forwarded for information to :-

1. The General Managers All Indian Railways except C.Rly.
2. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.15011/1/94-RS dated 13.12.94.
3. All Commissioners of Railway Safety.
4. The Director/TM, RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

(236)

No.94/CEDO/ORI/57. -12-94.

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

Sub:- Opening of the BG Single line newly converted from MG between Chikjajur Jn. and Haribar station on the Bangalore City-Chikjajur Jn.-Hubli section of Mysore Division of Southern Railway for the public carriage of passengers.

Reference may be made to Commissioner of Railway Safety, Southern Circle, Bangalore's Authorisation letter No. R.12037/7/94/Comvn. dated 5th September,1994 (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 the public carriage of passengers. Specific comments against each item may be given for the information of this office.

An early reply is requested.

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

No.94/CEDO/ORI/57. New Delhi, Dated -12-94.

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.R.12037/7/94/Comvn. dated 5-9-1994.

(VED PANKASH)
for Secretary Railway Board.

(237)

No.93/CEDO/ORI/6. -12-94.

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

Sir,

Sub:- Opening of new double line between Sulehalli (Km.9/2-3) and Chittapur (Km.15/3-4) stations on Wadi-Secunderabad Section of Secunderabad Division of South Central Railway for the public carriage of passengers.

With reference to your Endorsement No.R.12028/1/94-RS. dated 25th May,94 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.R.12028/2/94-SCC dated 5-5-94.

yours faithfully,

(VED PARKASH)
for Secretary Railway Board.

No.93/CEDO/ORI/6. New Delhi, Dated -12-94.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371, with reference to his letter No.R.12028/2/94-SCC dated 5-5-94.

2) The Chief Administrative Officer (Construction), South Central Railway, Secunderabad with reference to his letter No. W.Con.347/C/71/Vol.II dated 19-10-94. Suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above section may please be taken and CRS may be informed accordingly under advice to Railway Board in an interleaved copy. The date of opening of the above section may please be intimated to this office.

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

(VED PARKASH)
for Secretary Railway Board.

STATION: KORAPUT RAILWAYS: NDLS.

CHIEFCOM/LKO.

(238)

GENMANSER/GRC.
CAO/P/GRC.
CE/GRC.
DRM/VSKP.
CPM/COM/HQDA.

Re:- Authorisation for opening of new B.G. Rly. line from Koraput to Laxmipur Road as a part of Koraput-Rayagada(Singapurma Road) Construction Project in Visakhapatnam Division of South Eastern Railway for passenger traffic.

...

Having inspected the newly constructed B.G.Railway line from Koraput to Laxmipur Road (length - 61.17 Kms.) on the various sub-grade accommodation works pertaining thereto on 23.8.1993, I am satisfied that the provisions of Section-19 of the Indian Railways Act generally being complied with in its conception. Under the powers delegated to me vide Railway Board's notification No.152-P dt.21st January, 1916, I have authorised the opening of the aforesaid line for public carrage of passengers at a maximum speed of 30 KMPH subject to --

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

2) Subject to provision of through communication between Laxmipur Road to Koraput.

3) Completion of all yard remodelling, yard works and signalling works as per sanctions already accorded. In case of inability to complete these works, the stations are to be treated as non-interlocked and the requisite safeguards are to be enforced.

4) At Dumuriput and Barigura the points and corssings have been inserted on the main line but these stations will not be commissioned of. The points will be pad-locked and through bolted and manned round the clock by TPM. In case of any inability to observe safeguard or in case full interlocking of these stations is likely to be delayed considerably, the Railways may kindly remove the switches from the main line and normal rails put in lieu.

5) At Rayagada end of the Damanjodi yard, the non-interlocked points and crossings facing in down direction may be put through. Similarly, the cross overs made at Rayagada end to be completed to turnout and the DS point on first loop at Koraput end also should be put through.

6) All diesel locomotives and rolling stock plying on the existing line between Kottavalasa and Kirandul are being permitted to run on the said new line at their respective permissible speeds or restricted sectional speeds whichever is less.

..2.)

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7) Subject to safety certificate being issued by C.R.S. for running passenger service on the already electrif. Koraput-Damanjodi section.

8) Subject to safety certificate being issued by C.R.S. all the electric locomotives plying on the existing line between Kottavalasa and Kirandul being permitted to ~~xxx~~ haul passenger carrying trains at their respective permissible speed or restricted spetional speed whichever will be less.

9) Requisite gang strength and machines being mobilised for maintenance of the new line with Mates and Keymen brought to the permanent cadre.

10) The speed being raised in stages upto 65 KMPH after passage of current monsoon under traffic and after further consultation and attention to track and provision of full shoulder ballast throughout the alignment.

(Y. Ganesan)
Commissioner of Railway Safety.
South Eastern Circle/Calcutta.

Chief Engineer(Con-II), Eastern Railway, Calcutta has sent an application to obtain the Administrative approval of Ministry of Rlys. for adoption of proposed gradient of 1 in 500 from Km.256.195 to Km.257.505 at New Farakka Station yard in connection with doubling between Bonidanga Link Cabin and Malda Town Station under Malda Division of Eastern Railway.

Ministry of Railways vide their letter No.88/CEDO/SD/8 dated 6-9-88 11-7-90 have decided and advised all railways that the minimum gradient of 1 in 1200 be provided in all station yards at the time of New Constructions/Remodelling. It was also clarified that in case adoption of this gradient would entail heavy expenditure, an administrative reference should be made to the Board individually in each case before execution of the work for adopting steeper gradient.

On the basis of the position explained above, Chief Engineer (Con-II), Eastern Railway, Calcutta has approached the Board for obtaining the Administrative approval for adoption of proposed gradient of 1 in 500 at New Farakka Station yard on ~~Bamdi~~ Bonidanga Link Cabin-~~Malda Section under Malda Division~~ of Eastern Railway on the ground that it is not feasible to adopt 1 in 1200 grade as it will involve heavy expenditure in addition to imposition of speed restrictions. Further, a change in the gradient on the new loop will involve difference between existing line and new line. This will impose problems in inserting turnout, Cross-Overs etc., As such, the existing gradient has been maintained for the double line also. The proposed gradient at New Farakka Station yard is permissible as per item 2 Chapter-II of BG Schedule of Dimensions (1973).

In view of the position explained above, we may accord Administrative Approval to Chief Engineer(Con-II), Eastern Railway, Calcutta subject to insertion of a Clause in the Station Working Rules of New Farakka Station that no load/vehicle will be stabled without a live engine on the Main line. A draft sanction letter is accordingly put up for approval please.

EDCE(G)/ED(Saiety)/CEDO

PTO-DFA

(241)

In view of the position explained in your above quoted application, Adm.approval of M/o Rlys is hereby communicated for adoption of a gradient of 1 in 500 from Km.256.195 to 257.505 at New Farakka Station yard as against 1 in 1200 gradient decided by M/o Rlys in terms of their letter No.88/CEDO/ID/8 dated 11-7-90 involved in remodelling of New Farakka Station yard in connection with doubling between Bonidanga-Malda section under Malda Division of E.Rly as shown in Form-XI and Drawing No.CE(S&C)'s S.K.No.16-92 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.

(VED PRAKASH)
EDCE(G)/Rly.Board