GUARD
FILE
2003

year 2003 2003

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

महिला सशक्तिकरण वर्ष
Women's Empowerment Year 2001

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110 001, dated

No.2002/CEDC/CRI/30 New Delhi, dt:06.01.03

The Chief Project Manager,
Railway Electrification,
Ranchi.

Sub: Commissioning of 25 KV Single phase AC 50 Hz. Electric Traction on Bondamunda Link C' cabin to Hatia(Excl.), Bondamunda link 'C' to Dumetra, Bondamunda 'C' to Link 'A' joint line, Link 'B' to Link 'A' DN through main line linking, and Link 'A' to Link 'C' via through main line section of Chakradharpur Division of South Eastern Railway.

Ref: CRS' letter No.R-12049/13/2002-SEC/801 dt.26.09.02

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The above section was inspected by CRS/S.E. Circle on 20.09.02 and 21.09.02 and the opening of the section was authorised by CRS/S.E. Circle vide his letter No.R.12049/13/2002-SEC/788 dated 21.09.2002 with certain observation. The inspection report has been sent to this office with a copy to you vide his letter No. referred above. 26.09.02

You are requested to take necessary action to comply with various observations made in his above said letter for opening of the section/ Inspection report referred above.

The action taken on different item recorded in juxtaposition to the above documents may be furnished to CRS/South Eastern Circle endorsing a copy to this office early for communicating the approval of the opening of the section by the Board.

(Parmod Kumar)
G/C Exec. Dir. Civil Engineering(G),
Railway Board.

Copy forwarded for information to the Commissioner of Railway Safety,S.E.Circle,14,Strand Road(12th floor),Calcutta-700 001,w.r.t. his letter No.R-12049/13/2002-SEC/801 dt.26.09.02.

(Parmod Kumar)
for Secretary,Railway Board.

सशक्त नारी सशक्त समाज
महिला सशक्तिकरण वर्ष
Women's Empowerment Year 2001

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

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110 001, dated

No.2002/CEDC/SR/15 New Delhi, dt: 06.01.03

The Director General/Track,
R.D.S.O.,
Manaknagar,
LUCKNOW - 226 011.

Sub: Condonation of infringement to maximum moving dimensions for self-propelled MG DEMU manufactured by Railway Coach Factory, Kapurthala.

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With reference to your application No.CT/DDL/DMUS dt.11.7.02 and Director Motive Power letter No.SD.Dev.R.8.4 dt.03.12.02, sent through the Chief Commissioner of Railway Safety, Lucknow the sanction of Ministry of Railway is hereby communicated for condonation of infringement to item 2(i),9,18(ii) and 19(ii) Chapter-IV (a) of M.G. schedule of dimensions 1930 (Printed in metric unit in 1963) involved in the design of self propelled "MG DEMU" as shown in annexure and sketch plan accompanying your application referred to above. There is no need of condonation for item 2(ii) since diameter of new wheel is 725mm which is more than the prescribed minimum diameter for new wheel in RSCD(MG) as 711 mm.

(Parmod Kumar)
G/E Exec. Dir.Civil Engg. (G),
Railway Board.

No.2002/CEDC/SR/15 New Delhi, dt: 06.01.03

Copy forwarded for information to the Chief Commissioner of Railway Safety, Lucknow-226 001, w.r.t. his endorsement No. Q-17011/01/2002-RS dated 29.10.02.

(Parmod Kumar)
for Secretary, Railway Board

SMS 17

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

No.99/CEDO/OR1/17

New Delhi, dt. 25.2.2003
24

The General Manager,
South Central Railway,
Secunderabad.

Ref: SC Railway's letter No.W/465/LD-MRH/97 dated 2.11.2001 forwarded by CCRS/LKO endorsement No.12018/1/97-RS dated 19.2.02.

Sub: Running of trains in the Ghat Section of Castle Rock – Kulem Stations.

Board has considered the request of SCR and the recommendations of the Commission thereon sent vide his endorsement referred above. After due consideration Board's decision on each item referred to in the letter of SCR are given below:

a) **Speed Sensors restricting the speed to 20 kmph at Up home signal** –

Safety device should continue and should be set at 25 kmph as suggested by CCRS.

b) **No through run of Up trains** –

Board has not agreed with the request of SCR and the existing restriction of stopping the trains at all the stations as a safety measure would continue.

c) **No through run for Down trains** –

Request of SCR is agreed to with the following conditions –

i) Banking loco/locos on all Down trains which should have only air brake stock is ensured.

ii) SM on duty should kept the cross-over points at the Castle Rock end in reverse position and slip siding at the Kulem end of the station in normal position till such time the Down train has reached the next station. This should be enforced strictly through inter-locking or through revised station working rules.

d) **Stopping of all Up trains at Kulem home signal** –

A train supposed to run through Kulem station need not stop at Up* starter. Every train will be stopped short of Up home signal. After train has stopped and driver has exchanged private number with SM on duty, the catch siding point would be set for main line and only then home signal can be lowered/ taken off. However, the non stopping trains at Kulem can be allowed to run through at Kulem Station with prescribed speed.

(Parmod Kumar)
Exec. Dir. Civil Engg.(G)
Railway Board

Copy to:

1. CCRS, Ashok Marg, Lucknow, in reference to his endorsement No.12018/1/97-RS dated 19.2.02.
2. CRS, SC Circle, Secunderabad, for information please.

BRANCH

Date

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

150 गौरवपूर्ण वर्ष

No.2003/CEDC/SR/4

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 05-3-03

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

Sub:- Introduction of MGDEMU on MHOW-INDORE MG section of Western Railway.

With reference to your application No.W.636/O(w3) dated 11-02-03, sent through Chief Commissioner of Railway safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for introduction of MGDEMU consisting of two driving power cars(DPC) and four trailing cars(TC), on Mhow-Indore MG section of Western Railway, provisionally at maximum speed of 60Kmph as mentioned in Joint Safety Certificate No.2 of 2003. The MG DEMU has been manufactured by RCF, Kapurthala as per RCF General layout drawing No.MM90001(Alt.b) for DPC and MT 90001(Alt.c) for T.C.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and or these imposed from time to time and all other conditions/stipulations in RDSO's speed certificate No.SD.DEV.R.8.4 dt.10/25.10.02, Joint Safety Certificate and all other certificates accompanying your application referred to above.

(Parmod Kumar)
Exec. Dir. Civil Engg.(G),
Railway Board.
New Delhi, dt: 05.03.03

No.2003/CEDC/SR/4

Copy forwarded for information to :-

1. . The Chief Commissioner of Railway Safety, 16-A-Ashok Marg, Lucknow-226 001, w.r.t. his endorsement No.Q-12014/01/2003-RS dated 26.2.2003.

2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Stn. Bldg. Annexe, M.K.Road, Mumbai-400 020, w.r.t. his letter No.12-5/343/40 dt.14.02.03.

3. The Exec. Dir.(Motive Power), RDSO, Manak Nagar, Lucknow.

G/F

(Parmod Kumar)
for Secretary, Railway Board.

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated

No.2003/CEDO/SD/1

New Delhi, dt: 11.03.03

The Chief Engineer(C)-III,
North-Western Railway,
Opp:Railway Hospital,
Jaipur.

Sub: Administrative approval for dispensing with provision of track centre of 5.3 mtr. in G.C. work of Samdari-Jasai section in Jodhpur Division.

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With reference to your application No.CE/C-III/JP/Misc. dated 05.02.03, the administrative approval of Ministry of Railways is hereby communicated for adoption of 4.725m track centre as proposed in gauge conversion work of Samdari-Jasai section of North-Western Railway as per position explained in your letter referred above. Railway may please note that Board's approval in such cases should be obtained well in time, generally before undertaking the work.

(Parmod Kumar)
Exec. Dir. Civil Engg.(G),
Railway Board.

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

150 गौरवपूर्ण वर्ष

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated

No.2003/CEDO/SR/2

New Delhi, dt: 11.3.03

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

Sub: Running of BLAN/BLBN(Axle load 16.75t) over sections of Northern Railway.

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In reference to your application No.519-W/800 dt.07.11.02, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of broad gauge low platform bogie container flat wagon type BLAN/BLBN to RDSO Drg. No.CONTR-9605-5/1 with maximum axle load of 16.75t in fully loaded condition for transportation of ISO containers to maximum permissible speed of 75 Kmph over the desired B.G. sections as shown in joint safety certificate No. SLC/BG/153/2002.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and or those that may be imposed from time to time. It is further subject to observance of all conditions/stipulations made in RDSO speed certificate No. MC/CONTR/ISO/BG-Flat/Pt.11 dt.29.6.2000 and other certificate accompanying your application referred to above.

9/F

(Parmod Kumar)
Exec. Dir. Civil Engg.(G),
Railway Board.

No.2003/CEDO/SR/2

New Delhi, dt: 11/03/03.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, w.r.t. his endorsement No.Q-13011/03/2002-R.S. dt.19.12.2002.
2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110 021, w.r.t. his letter No. 2002/Q-14/NC/885 dt.21.11.2002.
3. The Director Standards Wagon, RDSO, Manak Nagar, Alambagh, Lucknow.

9/F

(Parmod Kumar)
for Sedretary, Railway Board.

G/P

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

150 गौरवपूर्ण वर्ष

No.2002/CEDO/SR/3

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 13-3-03

The Executive Director/Track,
R.D.S.O.,
Manak Nagar,
LUCKNOW.-226011.

Sub:- Movement of Double Stack Container of 2896(9½') high ISO sontiner on BG low platform bogie container flat wagon type BLCA on a specified route.

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With reference to your application No.CT/CONTR/BG/MG dt.15.1.03 sent through the Chief Commissioner of Railway Safety,Lucknow, the sanction of Ministry of Railways is hereby communicated for conducting trials for running BLCA/BLCB container flat wagon trains loaded with Double stack(loaded) containers each of size 9½'(high) x 8' (wide) and 40' long, placed on the top of other container as shown in the sketch No.CONTR.-K203-S/2 at Annexure-I of your above mentioned application on Mahesana-Palanpur section of station between Sidhapur and Umerdashi of Rajkot Division of Western Railway as a special case.

This is subject to issuing a joint Certificate by CME, COM/CSO and PCE that the said wagons/train loaded with double stack containers of the size mentioned above do not cause any physical infringement to the existing structures enroute during movement at the prescribed speed taking in to account vertical & horizontal movement/sway of these loaded wagons.

(Parmod Kumar)
Exec. Dir. Civil Engg.(G),
Railway Board.

No.2003/CEDO/SR/3 New Delhi,dt:13.3.03

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, w.r.t. his endorsement No.Q-17011/01/2003-R.S. dated 18.2.03.

(Parmod Kumar)
for Secretary,Railway Board.

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

गौरवपूर्ण वर्ष

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated

No.2003/CEDO/CRI/1 New Delhi, dt: 05.3.03

The Chief Admn. Officer(Con.),
South Central Railway,
Secunderabad.

Sub: Opening of newly converted Dharmabad-Nizamabad stations including Janakampet, Bodhan stations nonelectrified BG single line section on Hyderabad Divn. of South Central Railway prior to the opening for public carriage of passengers.

Ref: CRS' letter No.R-12028/02/2002-S.C.C. dt.10.10.2002

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The above section was inspected by CRS/S.C.Circle on 17.9.2002 and the opening of the section was authorised by CRS/ S.C.Circle vide his letter No.R.12038/2/2002-SCC dt.23.09.02. with certain observation. The inspection report has been sent to this office with a vopy to you vide his letter No. referred above.

You are requested to take necessary action to comply with various observations made in his above said letter for opening of t the section/Inspection report referred above.

The action taken on different item recorded in juxtaposition to the above documents may be furnished to CRS/South Central Circle endorsing a copy to this office early for communicating the approval of the opening of the section by the Board.

(Parmod Kumar)
G/F Exec. Dir. Civil Engg. (G),
Railway Board.

Copy forwarded for information to the Commissioner of Railway Safety, S.C.Circle, Opp.Railnilayam, Sarojinidevi Road, Secunderabad-500 071(A.P.), w.r.t. his letter No.R-12028/02/2002-S.C.C. dated 10.10.2002.

(Parmod Kumar)
for Secretary, Railway Board.

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

150 गौरवपूर्ण वर्ष

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated

No.2003/CEDC/ORI/2

New Delhi, dt: 05.3.03

The Project Manager,
Railway Electrification,
Lucknow.

Sub: Electrification of Safedabad(Excl.)-Barabanki(Incl.) section - Sanction for 25 KV Energisation and Introduction of Electric Traction.

Ref: CRS' letter No.R.E./12/1/2002-03/NC/849-864 dated 11.11.2002.

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The above section was inspected by CRS/Northern Circle on 01.10.2002 and the opening of the section was authorised by CRS/ Northern Circle vide his letter No.RE/12/1/2002-3/NC/730-737 dated 01.10.2002 with certain observation.The inspection report has been sent to this office with a copy to you vide his letter No. referred above.

You are requested to take necessary action to comply with various observations made in his above said letter for opening of the section/Inspection report referred above.

The action taken on different item recorded in juxtaposition to the above documents may be furnished to CRS/South Eastern Circle endorsing a copy to this office early for communicating the approval of the opening of the section by the Board.

Parmod

(Parmod Kumar)
G/P Exec. Dir. Civil Engineering(G),
Railway Board.

Copy forwarded for information to the Commissioner of Railway Safety,Northern Circle,CRIS Complex,Chanakyapuri, New Delhi - 110 021, w.r.t. his letter No.R.E./12/1/2002-03/ NC/849-864 dated 11.11.2002.

Parmod

(Parmod Kumar)
for Secretary,Railway Board.

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

150 गौरवपूर्ण वर्ष

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated

No.2003/CEDO/ORI/3

New Delhi, dt. 05.3.03

The Chief Engineer, (Constn)
North Eastern Railway,
Gorakhpur.

Sub: Opening of Broad Gauge Sarju-Jarwal Road section of Lucknow Division of North Eastern Railway after doubling for Goods and Passenger Traffic

Ref: CRS's letter No.1178/403/I/F/OPG/PT dt.21.10.2002

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The above section was inspected by CRS/N.E.Circle on 29.08.02 and the opening of the section was authorised by CRS/N.E. Circle vide his letter No.SANC/231/403/I/F/OPG/Pt dt.30.08.2002 with certain observation. The inspection report has been sent to this office with a copy to you vide his letter No. referred above.

You are requested to take necessary action to comply with various observations made in his above said letter for opening of the section/Inspection report referred above.

The action taken on different item recorded in juxtaposition to the above documents may be furnished to CRS/North Eastern Circle endorsing a copy to this office early for communicating the approval of the opening of the section by the Board.

(Parmod Kumar)
G/P Exec. Dir. Civil Engg.(G),
Railway Board.

Copy forwarded for information to the Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow-226 001, w.r.t. his letter No.1178/403/I/F/OPG/PT dt.21.10.2002.

(Parmod Kumar)
for Secretary, Railway Board.

SI No 5

M.S. Ekbote
Addl. Member
Civil Engg.

D.O. No. 2002/CEDO/SD/I New Delhi, dated 06/03/03

Dear Shri Rajamani,

Sub: Guntakal Division – Condonation of infringing gradient of 1 in 130 in Tirupati Yard in connection with Gauge Conversion work in the section Tirupathi-Pakala-Katpadi.

Ref: Your endorsement No. 11018/01/2002-R.S. dated 23/8/02.

May I request reference to commission's above letter, wherein the case of condonation of infringing gradient in Tirupati Yard has been forwarded along with the recommendation of CRS/South Central Railway (No. 11018/1/02-SCC dated 30/7/02). CRS has stipulated, interalia, other conditions, to provide a small (120 metre long) catch siding at Pakala end of Tirupati Yard.

Railway has certain reservations about this provision. They have indicated that this area is heavily built up having lot of residential buildings and a level crossing nearby. In case of rolling down of a train this small catch siding may not really serve the purpose for which it is provided for. Moreover, as per the existing policy a catch siding is needed only when the approach gradient is steeper than 1 in 80 and hence a catch siding is strictly not needed.

With the improvements in braking system of rolling stock and installation of automatic emergency braking in the locomotives, etc the use of catch siding should rather get reduced. Hence, provision of a catch siding in the instant case may be re-examined and it is requested to kindly reconsider the issue.

With regards

Yours sincerely,

5/3/03

(M.S. Ekbote)

Shri R. Rajamani,
Chief Commissoner of Railway Safety,

Copy to CRS/SC circle, secunderabad (by fax) 7.3.03

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

भारे
150 गौरवपूर्ण वर्ष

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated

No.2003/CEDO/SD/2

New Delhi, dt: 18.3.03

The Chief Admn. Officer/Const./MS,
Southern Railway,
Egmore, Chennai-600 008.

Sub: Gauge conversion of Madras Beach-Tambaram-Chengalpattu -Chennai Beach-Chennai Egmore section-vertical infringement of the existing platform shelter at Chennai Fort station-Condonation from Railway Board.

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With reference of your application No.W.262/XXII/1/CN/Vol.VI dated 27.9.2002, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for retention of existing vertical clearance of 3834mm and 3691mm at up and Dn line respectively of platform shelter at Chennai Fort station, with respect to diagram No.2, schedule-I, Chapter-II of B.G. schedule of dimensions 1973(reprint), in connection with above subjected gauge conversion work of Southern Railway as shown in form XIII and layout plans accompanying your application referred to above.

(Parmod Kumar)
Exec. Dir. Civil Engg.(G),
Railway Board.

No.2003/CEDO/SD/2

New Delhi, dt: .3.03

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Lucknow, w.r.t. his endorsement No.Q-11017/02/2003-RS dated 05.03.2003.

2. The Commissioner of Railway Safety, 7, Seshadri Road, Gandhinagar, Bangalore-560 009, w.r.t. his letter No. Q.11017/2/2002 SR dated 13.1.2003.

(Parmod Kumar)
for Secretary, Railway Board.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2001/CEDO/SR/1

New Delhi, dated 24-03-03

The Chief Bridge Engineer,
Central Railway,
MUMBAI - C.S.T.

Sub:- Running of 140t BG (Upgraded) breakdown crane with match truck- Cowans Sheldon, U.K. make up to a maximum speed of 100 kmph on all BG Routes of Central Railway.

With reference to your application No.W.681/Y-000/RC/WY/BR/N dated 05-09-02 & 15-01-03, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of 140t BG(Upgraded) break down crane with match truck - Cowans Sheldon U.K. make to RDSO sketch No.4 WDH 140 CR and drawing No. WD-92058-S/2 and LD/SK-622 & 623, having maximum axle load of 20t with maximum speed of 100 kmph hauled in a train (except by WAG 9H locomotive) as a trailing load with jib resting on match truck and with maximum speed of 5 kmph when travelling on its own power with or without loads and wheel load as per sketch LD/SK- 624 & 625 on all B.G. Section including Bridges of Central Railway as given in Joint Safety Certificate No.11/02-BG dated 29-4-02 and revised Bridge Certificate dated 29-11-02 issued by C.B.E., Central Railway.

The sanction is subject to observance of all permanent/ temporary speed restriction in force or those that may be imposed from time to time. It is further subject to observance of all conditions/stipulations made in RDSO speed certificate No.SD.C.140T. COWANS.11 dated 27-02-02 & Joint Safety Certificate No.11/02-BG dated 29-04-02 except condition(2) of Joint Safety Certificate and all other certificates accompanying your application referred to above.

When the Crane is moved in train formation, it shall be ensured that all the protruding parts are with-drawn and suitably locked, so that there is no infringement with permanent structures.

G/F Pkumar

(PARMOD KUMAR)
EXEC. DIR. CIVIL ENGG.(G)
RAILWAY BOARD.

No.2001/CEDO/SR/1

New Delhi,dated 24-03-03

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, w.r.t. his endorsement No.Q-17014/01/99-RS dated 29-10-02.
2. The Commissioner of Railway Safety, Central Circle, Mumbai,w.r.t. his letter No.C-11(119)2002-938 dated 09-09-02.
3. The Director Standards/Motive Power, R.D.S.O., Manaknagar, Lucknow.

G/F Pkumar

(PARMOD KUMAR)
for Secretary,Railway Board.

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

150 गौरवशाली वर्ष

No.2003/CEDO/SD/1

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 27-3-03

The Chief Engineer/C-IV,
North Western Railway,
JAIPUR.

Sub:- Approval for dispensing with the provision of track centres of 5.3 meter and recommended yard 1 in 1200 in Rail Siding for Inland Container Depot of Anaj Mandi Rewari.

- - - -

With reference to your application No.CAO/C/JP/W-162(BKN) dated 28-2-2003, the administrative approval of Ministry of Railways is hereby communicated for adoption of 4.725 m track centres only as against the prescribed distance of 5.3 m in terms of advance correction No. 15 issued vide this office letter No.94/CEDO/SD/43 dated 15.3.99 in connection with provision of two goods loop line for Inland Container Depotat proposed Anaj Mandi Rewari as per position explained in your letter referred above.

Administrative approval for steeper gradient separate application along with form-XVII (Old No.XI), yard drawing & L-Section duly signed by CTPM/COM,CSC should be sent for necessary approval of Board as intimated earlier vide this office letter of even No. dated 13/17-03-03.

(Parmod Kumar)
Exec.Dir.Civil Engg.(G)
Railway Board

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

रेल भवन, नई दिल्ली-110001, तिथि 200
Rail Bhavan, New Delhi-110001, dated

No.2001/CEDO/SR/3

March 27, 2003
28

The General Manager(Engg.)
Eastern Railway,
Kolkata

Sub.: **Extension of validity of Board's sanction for running of bogie open type BOXNHA for operation under loaded condition(axle load 20.32t) along with BG brakevan type BVZC.**

With reference to your application No.W(8)/552/7/Vol.VIII dt. 1.10.2002 sent through CCRS, Lucknow, extension of sanction of the Ministry of Railways as communicated vide letter of even number dt.5.3.2001 is hereby communicated for running of open wagon type BOXNHA having axle load of 22.32t (under loaded condition) along with BG brakevan type BVZC on sections and at speed as shown in the Joint Safety Certificate No.01/2003(of ECR) upto 8/11/03.

The extension of the sanction upto 8/11/03 is subject to observance of the conditions as mentioned in Board's letter of even number dt. 5/3/01.

(Parmod Kumar)
Executive Director Civil Engg(G)

No.2001/CEDO/SR/3
C/-

1. CCRS, Lucknow, w.r.t. is endorsement No.Q.14011/01/2000-RS dt. 5/3/03
2. CRS/Eastern Circle, 14 Strand Road, 12th Floor, Kolkata-70001 w.r.t. letter No.1020/BOXNHA/03/816/H dt. 27/2/03
3. GM(Engg.), ECR, Hajipur
4. Executive Director(MP), RDSO, Lucknow

(Parmod Kumar)
for Secretary, Railway Board

March03

RB/CE No 1/2003

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

.....

No.92/CEDO/SR/4/0. New Delhi, the 03-04-2003.

The Principal Chief Engineers, all Zonal Railways.
The CAOs(C)/CE(Con.), all Zonal Railways except N.F. Railway.
The GM(Con.), N.F. Railway, Maligaon, Guwahati.
The MD/IRCON, Palika Bhavan, Sector XIII, R.K. Puram, New Delhi.
The MD/RITES, New Delhi House, 27 Barakhamba Road, New Delhi.
The MD/Konkan Railway.

Sub: Condonation of infringement to the Schedule of Dimensions and relaxation with regard to codal/manual provisions for new lines/doublings/gauge conversion, additions/alterations etc.

.....

Time and again, the issues are coming to the notice of the Board that timely condonations to various infringements or relaxation to the provisions of Codes and Manuals are not being obtained by the Railways in time wherever required in case of new lines/doublings/gauge conversion, additions/alterations etc. In a case of condoning the clearance under a RUB, the Commissioner of Railway Safety has taken a serious view of post facto approval. This has also resulted in considerable embarrassment to the Board when the situation becomes a case of fate accompli.

2. It is essential that the laid down rules and procedures are followed rigidly. Board have issued several instructions in the past to obtain the necessary condonation/relaxation in time before undertaking the work. In this regard, Board's letter No.95/CEDO/SD/13 dated 16-8-1995 may please be connected. Though the letter was with particular reference to condonation of infringing gradient in yards, yet the position is no different for other cases as well.

3. It is therefore once again reiterated that the instructions on the subject matter may be followed strictly. Railways should take necessary action to get necessary condonation/relaxation well in time to avoid any embarrassing situation. Any request for post facto approval would be viewed very seriously and Railways should approach Board only after fixing responsibility.

This is issued with the approval of Board (ME).

(Parmod Kumar)
Executive Director Civil Engineering(G)
Railway Board.

Copy to the Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow, with reference to their letter No.Q.11012/1/2003-RS dated 03-3-2003.

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

सत्यमेव जयते

No.2003/CEDO/SD/4

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated -4-4-03

The Chief Engineer/C-IV,
Noth-Western Railway,
JAIPUR.

Sub:- Approval for dispensing with the provision of track centers of 5.3 meter and recommended yard gradient 1 in 1200 in Rail Siding for Inland Container Depot at Anaj Mandi Rewari of North Western Railway, Jaipur.

With reference to your application No.CAO/C/JP/W-162 (BKN) dated 28-2-03 & 26-3-03, the administrative approval of Ministry of Railways is hereby communicated for adoption of steeper gradient of 1 in 450 (from Ch.1.370 to Ch.1.620) and 1 in 750 (from Ch.2.270 to Ch.2.710) as against the prescribed gradient of 1 in 1200 in terms of this office letter No.92/CEDO/SR/4/0 dated 24-8-94, in connection with above subjected works as shown in [illegible] layout plan accompanying your application referred to above.

9/F

(Parmod Kumar)
Exec. Dir. Civil Engg.(G)
Railway Board.

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

150 गौरवपूर्ण वर्ष

No.2002/CEDO/SR/5

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 17-4-03

The Director General/Track,
R.D.S.O.,
MANAK NAGAR,
LUCKNOW- 226011.

Sub:- Design of Bogie Flat Wagon type BRTA and BRTB for transport of Road Trucks - Condonation of Infringement.

- - - -

With reference to your application No.CT/CONTN/BG/MG dated 9-1-02, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation to the profile of maximum moving dimensions 1929 to diagram 1-A and others to clause 2(ii), II, 13(b), 22, 25(b) & 26, Chapter-IV-A of B.G. Schedule of dimensions 1973 (Reprint), involved in the design of Bogie Flat Wagon type BRTA and BRTB to Drg. Nos. WD-01040-S/2 and WD-01033-S/2 for transportation of Road Trucks as shown in Annexure-I and drawing accompanying your application referred to above. Loaded Wagons may become the case of ODC, which should be dealt by the Railway as per the existing rules.

G/F

(Parmod Kumar)
Exec. Dir. Civil Engg(G)
Railway Board.

No.2002/CEDO/SR/5

New Delhi, dated 17-4-03

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No.Q-17013/01/2002-RS dated 20-3-2002.

G/F

(Parmod Kumar)
for Secretary, Railway Board

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

150 गौरवपूर्ण वर्ष

No.2003/CEDO/SD/2

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 24-4-03

The Chief Engineer/P&D,
Noth Western Railway,
Opposite Railway Hospital,
JAIPUR

Sub:- Gauge Conversion work between Luni-Samdari stations Infringement to Schedule of Dimensions at Samdari station, Jodhpur Division of North Western Railway.

With reference to your application No.HQ/W/551/2/1 dated 01-12-2002, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicate for retension of existing structure of platform with minimum horizontal distance of 4440 mm as against the prescribed distance of 4720 mm in terms of item 8(i),(ii) & (iii),Chapter-II of B.G. Schedule of Dimensions 1973(Reprint) and minimum vertical distance of 3040 mm as against the prescribed distance of 3768 mm (calculated at horizontal distance of 4580 mm on porata basis) with respect to Diagram No.2 of Schedule-I, Chapter-II of B.G. Schedule of Dimensions 1973(Reprint) in connection with above subjected gauge conversion wotk of North Western Railway as shown in form-XVII and drawing accompanying your application referred to above.

Parmod Kumar
(Parmod Kumar)
G/C Exec. Dir.Civil Engg.(G)
Railway Board.

No.2003/CEDO/SD/2 New Delhi dated 24-4-03

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety,Ashok Marg,Lucknow, w.r.t. his endorsement No.Q.-11014/04/2002-RS dated 18-12-02.
2. The Commissioner of Railway Safety, Northern Circle, w.r.t. his letter No.2000/Q-11/NC/978 dated 17-12-2002.

Parmod Kumar
(Parmod Kumar)
for Secretary,Railway Board.

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

No.2003/CEDO/SD/5

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 05-5-2003
06.

The General Manager/Engg.,
Central Railway,
MUMBAI - C.S.T.

Sub:- Hirenanduru Station - Proposed Railway Siding facilities for Unloading POL - Regd.

With reference to your application No.W.100/P/D/1307/4 dated 20-03-03, sent through the Chief Commissioner of Railway Safety,Lucknow, the sanction of Ministry of Railways is hereby communicated for adoption of steeper gradient of 1 in 270 from km 575.949 to km 576.199 on Dn main line and from 575.879 to km 576.294 on Up main line respectively and further steeper gradient of 1 in 100.47 between km 576.199 to km 577.949 on Dn main line and 1 in 124.25 from from km 576.294 to km 577.349 on Up main line as against the prescribed gradient of 1 in 400 in station yard with respect to item 2 of Chapter-II of B.G. Schedule of dimensions with provision of slip siding on Up main line as shown in sketch plan and Form XI accompanying your application referred to above.

G/F

(Parmod Kumar)
Exec.Dir. Civil Engg.(G)
Railway Board.

No.2003/CEDO/SD/5 New Delhi,dated 05-5-03
06

Copy forwarded for information:-

1. The Chief Commissioner of Railway Safety, Ashok Marg,Lucknow-226001, w.r.t. his endorsement No.11011/1/2003-RS dated 26-03-2003. A slip siding on Up Main Line of 180 m length has been proposed by Railway as a safety measure. Further, since administrative approval does not require forwarding by the Commission, now the final condonation is being issued. There is no need of issuing the administrative approval at this stage.
2. The Commissioner of Railway Safety,Central Circle, 2nd Floor, Churchgate Station Building Annexe, M.K. Road,Mumbai-400020,w.r.t. his letter No.C-13(166)/2003-78 dated 21-03-2003.

G/F

(Parmod Kumar)
for Secretary Railway Board.

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

No.2001/CEDO/SR/3

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 13-5-03

The Chief Bridge Engineer,
17,Netaji Subhas Road,
Fairlie Place,
KOLKATA - 700 001.

CORRIGENDUM

Sub:- Extension of validity of Board's Sanction for Running of Bogie Open Tupe BOMNHA for operation in Underloaded condition (axle load 20.32 t) a;pmgwoth B.G. Brakevan type BVZC.

The sanction issued vide this office letter of even No,datec 17/28.03.2003, has an typographical error in para 1 (Line No.4) the axle load mentioned as "22.32t (Undeloaded condition)" which may be read as "20.32 t (Underloaded condition i.e. loaded less than its carrying capacity)".

(Parmod Kumar)
Exec. Dir. Civil Engg.(C
Railway Board.

No.2001/CEDO/SR/3 New Delhi,dated 15-5-03

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Lucknow, w.r.t. his endorsement No.Q.14011/01/200-RS dated 5-3-03.
2. The Commissioner of Railway Safety,Eastern Circle.14 Strand Road 12th Floor,Kolkata-700001 w.r.t. letter No.1020/BOMNHA/03/816/H dt.27-2-03.
3. The Executive Director(MP), RDSO, Lucknow.

(Parmod Kumar)
for Secretary,Railway Board

spare

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

No.2002/CEDO/SD/1

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 13-5-03

The Chief Administrative Officer/Constn.,
South Central Railway,
SECUNDERABAD - 500071.

Sub:- Guntakal Division - Condonation of infringing Gradient of 1 in 130 in Tirupati Yard in connection with Gauge Conversion work in the section Tirupati-Pakala-Katpadi.

- - - - -

With reference to your application No.W.Con.573/G/GC/6c/Vol.II dated 25.2.02, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for adoption of infringing gradient of 1 in 130 from ch.103685 m to ch 104350 m towards Pakala end and 1 in 260 from ch. 104597 m to ch. 105309.58 m towards Renigunta end as against the prescribed gradient of 1 in 400 (minimum) in terms of item 2 (b) and item 2, Chapter-II of B.G. Schedule of Dimensions 1973 (Reprint) in connection with gauge conversion from MG to BG in between Tirupati-Pakala-Katpadi section of S.C. Railway as shown in form-XI amd plan for proposed Yard arrangements at Tirupati Yard endorsed to your application referred to above.

The sanction is subject to the following stipulation in supersession to the stipulation laid down in administrative approval issued vide this office letter No.2002/CEDO/SD/4 dt.11.12.02.

i) A speed restriction of 30 kmph at Pakala end from the point of start of 1 in 100 down gradient upto the top point of the yard.
ii) Permitting running of only air braked stock of Tirupati-Pakala-Katpadi Section.
iii) No shunting be permitted in block section of Tirupati-Chandragiri (towards Pakala side) from Tirupati Yard.

(Parmod Kumar)
Exec. Dir. Civil Engg.(G)
Railway Board.

No.2002/CED)/SD/1 New Delhi,dt. 13-5-03

Copy forwarded for information to:-

1.The Chief Commissioner of Railway Safety,Ashok Marg,Lucknow-226001 w.r.t. his endorsement No.Q.11018/01/2002-RS dt.23-8-02.

2.The Commissioner of Railway Safety, S.C. Circle, Secunderabad-500071, w.r.t. his letter No.Q.11018/1/02-SCC dt.30.7.02.

(Parmod Kumar)
for Secretary,Railway Board.

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

150 गौरवपूर्ण वर्ष

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 20-5-03

No.2003/CEDO/SR/6

The Chief Bridge Engineer,
Central Railway,
Mumbai.

Sub: Running of B.G Bogie Well Wagon type BWTB on all B.G. sections of Central Railway upto a maximum speed of 65 kmph.

With reference to your application No. W.681/Y-115/BR/1 dated 15.4.03, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of B.G. Bogie well wagon type BWTB having axle load of 22.9 t to RDSO's Drawing No.WD-00009-S-51 for transportation of defence equipments of Ministry of Defence, provisionally with maximum speed of 65 kmph or maximum sectional speed of goods train whichever is less in both empty and loaded conditions, for a period of one year from the date of issue Of this letter.

The sanction is subject to observance of all permanent and temporary speed restriction in force or those that may be imposed from time to time. It is further subject to all conditions/stipulation made in RDSO speed certificate No. MW/CS/BWTB dated 27.1.03 and all other certificates accompanying your application referred to above.

Parmod Kumar
Exec. Dir Civil Engg (G)
Railway Board

No. 2003/CEDO/SR/6 G/F New Delhi date 20-5.2003

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q.13011/01/03-RS dated 28.4.03.
2. Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate, Stn. Bldg. Annexe, M.K. Road, Mumbai - 400020, w.r.t. his letter no. C-11(191)2003-120 dt. 16/17.4.03.
3. Director Wagon, RDSO Manak Nagar, Lucknow.

(Parmod Kumar)
for Secretary, Railway Board

SNo 8

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2003/CEDO/SD/2

New Delhi dtd. 22.5.2003

General Manager
Eastern Railway
Kolkata

Sub: Condonation of infringement on the 3rd line between Chandanpur – Gurap (Belnuri- Cheragram section) on ER

Ref: CCRS / LKO's letter no. Q.11012/112003 – RS dated 28.4.2003

The position with reference to above case was clarified vide Board's letter No. 2003/W-II/ER/PL/CG/CRSC dtd 13.01.2003. However, in view of CCRS's above mentioned letter , Board's approval to ER proposal to provide subway bridge No.82 & 89 on the new third line with same height as of existing bridges on existing lines and with structurally adequate height gauge on both sides of new and old lines on either approaches is hereby conveyed.

(S.Kaul)
Exe.Director/Civil Engg/B&S
Railway Board.

Copy to :

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow for kind information in reference to his letter No. Q.11012/112003 - RS dated 28.4.2003.
2. The Commissioner of Railway Safety, Eastern Circle, 14,Strand Road(12th Floor) Kolkata for kind information.

निर्गम (वेदण) शाखा
ISSUE (D) BRANCH
ISSUED
Signature
दिनांक
Date

(S.Kaul)
Exe.Director/Civil Engg/B&S
Railway Board.

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

150 गौरवपूर्ण वर्ष

No.2003/CEDO/SR/7

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated // -6-03

The General Manager/Works,
N.F.Railway,
MALIGAON, GUWAHATI.

Sub:- Running of N.G. Coaches fitted with air brake system.

In reference to your application No.W/341/O/3/NG/W-7 dated 12-3-03, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is here by communicated for running of N.G. Coaches fitted with air brake system on Silliguri Jn.-Sukna-Darjeeling N.G.Section of N.F. Railway with maximum speed of 25 kmph on Siliguri Jn-Sukna and 16 kmph on Sukna-Darjeeling section as shown in Joint Safety Certificate No.285 and amended by N.F. Railway vide their letter No.W/341/O/3/NG/W-7 dated 22-5-03.

The sanction is subject to observance of following condition/ stipulation:-

1. All permanent speed restrictions in force or those that may be imposed from time to time, including all conditions laid down in RDSO's speed certificate No.MC/CB/NG dated 21-1-03 also amended vide RDSO's letters No.MV/CB/NG dt.20-5-03 & 27.5.03 and other certificates accompanying your application referred to above.
2. The Loco crews being properly trained for working with air braked trains.
3. Suitable number of experienced Loco Inspectors being deployed to closely monitor the performance of the drivers for at least one month.
4. Adequate facilities being developed for proper maintenance of the air brake coaches.
5. The speed in Siliguri Jn-Sukna being raied from 20 kmph to 25 kmph after gaining adequate experience on the running of air braked train and on the personal satisfaction of CTE & CMPE/RL of the safe running of air braked train.

9/6

(Parmod Kumar)
Exec. Dir. Civil Engg.(G)
Railway Board.

No.2003/CEDO/SR/7 New Delhi,dated //-6-03

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety,Lucknow, w.r.t. his endorsement No.13013/01/2003-RS, dt. 6-5-03.
2. The Commissioner of Railway Safety, N.F. Circle,14 Strand Road, 12th Floor, Kolkata-700 001, w.r.t. his letter No.257/NDM-6/49

dated 22-4-03.

3.The Executive Director/Coaching, RDSO,Manak Nagar,Lucknow.

9/F

(Parmod Kumar)
for Secretary, Railway Board

G/F ✓

RB/CE No.4/2003

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

150 गौरवपूर्ण वर्ष

No.80/WDO/SD/10

रेल भवन, नई दिल्ली-110001, दिनांक 23/6/03
Rail Bhavan, New Delhi-110 001, dated 4

The General Managers,
All Indian Railway, including Metro Railway, Kolkata.

The General Manager/Constn., N.F. Railway, Guwahati.

The Principal Chief Engineers,
All Indian Railway.

The Chief Engineer/Coordination,
East Central Railway, Hajipur, East Coast Railway, Bhubaneshwar,
North Central Railway, Allahabad, North Western Railway, Jaipur,
South Western Railway, Hubli, West Central Railway, Jabalpur,
South East Centra Railway, Bilaspur, N.F. Railway, Guwahati,
CLW, Chittaranjan, DLW, Varanasi, ICF, Chennai, RCF, Kapurthala,
CORE, Allahabad, DCW, Patiala.

The Chief Administrative Officer/Constn.,
Central Railway, Mumbai, Eastern Kolkata, East Central Railway,
Hajipur, Northern Railway, Kashmere Gate, Delhi, N.E. Railway,
Gorakhpur, S.R. Egmore, Chennai, S.C. Secunderabad, S.E.Railway,
Kolkata, East Coast Railway, Bhubaneshwar, South Western Railway,
Bangalore, North Western Railway, Jaipur, Western Railway, Mumbai,
Metro Railway, Mumbai, Metro Railway, Chennai.

The Director General, RDSO, Manaknagar, Lucknow.

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

The Commissioner of Railway Safety, All Circle.

The Director, IRICEN, Pune.

The Director, IRIEEN, Nasik.

The Director, IRISET, Secunderabad.

The Director, IRIMEE, Jamalpur.

The Principal, Railway Staff College, Vadodara.

The Chief Project Officer, Delhi Metro Railway NBCC Place, New Delhi.

The Chief Vigilance Officers, All Indian Railways.

Sub:- Advance Correction Slip No.17 to Indian Railways B.G. Schedule of Dimensions. 1973(Reprint).

Ministry of Railways (Railway Board) have decided that the relevant para of B.G. Schedule of Dimensions 1973(Reprint) may be corrected as per enclosed Advance Correction Slip No.No. 17.

Receipt of this letter may please be acknowledge.

(Parmod Kumar)
Exec. Dir. Civil Engg.(G)
Railway Board.

B.G. METRIC SCHEDULE OF DIMENSIONS – 1973

Addendum and Corrigendum Slip No.17 **Dated :** -5-2003.

Chapter-I General of Schedule-I - add a new item (c) and (d) in Clause 11(iii) after the item 11(iii) (b).

(c)	Below the rail level upto the formation level of the track on straight and curves upto radius of 875 m.	-	2575 mm
(d)	Below the rail level upto the formation level of the track on curves with radius less than 875 m.	-	2725 mm

Following foot note should be added below the note (b) under Item 11(iii)

(c) The required clearances as mentioned under item (c) above will be applicable in case of new lines/doubling/electrification.

(d) The various fixtures which are attached to the track like traction bonds etc. and are required to be fitted with the rail can be provided and the clearance as mentioned in Item 11(iii) (c) and (d) above will not be applicable to these fixtures.

Chapter-II – Station Yard of Schedule-I - add a new item (v) and (vi) under Item 11 after existing Item 11(iv).

(v)	Below the rail level upto the formation level of the track on straight and curves upto radius of 875 m.	-	2575 mm
(vi)	Below the rail level upto the formation level of the track on curves with radius less than 875 m.	-	2725 mm

A new foot note (c) should be added after the note (b) of Item 11.

(c) The clearance mentioned above in Item (v) and (vi) will be applicable only in new yards/electrification works. The various fixtures which are attached to the track like lock bar, point machine, traction bonds, point and signal rodding etc. and are required to be fitted with the rail can be provided and the clearance as mentioned in Item 11(v) and 11(vi)) above will not be applicable to these items.

G/F

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

No.2000/CEDO/SD/2

New Delhi,
Dated: 1.7.03
2

The General Manager,
South Western Railway,
Hubli,
Karnataka.

Sub: Hubli Division – Condonation of Yard Gradient at Hospet and sanction of running of goods train on Bye-pass Line and Branch Line from Hospet Junction to Yeshwantnagar.

Ref: GM/SCR's application No.573/HPT/Bye-Pass Line dated 17-10-2002 addressed to Secretary/Civil Engg./Railway Board.

.....

The above-referred application duly made through CRS/SC Circle and CCRS/Lucknow has been considered in the Board and the sanction of Ministry of Railways (Railway Board) is communicated:

(1) For the infringing gradients for Bye-pass Line and in Hospet Junction Yard as per the following details mentioned in the above referred application :-

Location	Gradient	Chainages
Hospet Bye-pass Line	1 in 105	--
Hospet Junction Yard	(i) 1 in 158	143450 m to 143993 m.
	(ii) 1 in 125	143993 m to 144103.52 m and 143635.9 m to 144103.52 m.

The gradients in Hospet Junction Yard were earlier condoned by Railway Board vide their letter No.95/CEDO/SD/25 dated 11-10-1995 temporarily for a period of 2 years.

(2) For running the goods trains on Hospet Bye-pass Line and the Branch Line from Hospet Junction to Yeshwantnagar with the following conditions :-

(i) All the conditions and stipulations as given in CRS's Endorsement letter No.Q.11018/2/98-SCC dtd. 31-10-2002 except Condition (i) and (j) of Para 1.

(ii) Maximum permissible speed of loaded trains in Swamihalli-Hospet direction restricted to 30 kmph and that of empty trains in Hospet Swamihalli direction is restricted to 40 kmph.

(iii) No crossing of 2 full length trains shall be arranged at Ramgad Station. However, crossing of a full length train and a short length train or light engine(s) may be arranged at Ramgad Station.

(iv) No line clear shall be granted if a loaded/empty train is on run in any of the block section of Hospet-Yeshwantnagar till the train, if any, coming from the opposite direction reaches nominated crossing station.

(v) If a crossing is proposed, the empty train should be received on the loop line and line clear shall not be granted to the other (loaded) train unless it is ensured that the empty train has arrived completely on the loop line, stopped and thereafter track switches/points are set against the line on which the empty train is brought to a halt.

(vi) Precautions, as laid down in G&SR, for shunting of stations having gradients steeper than 1 in 400 shall be observed.

(vii) There should be a fool-proof system that ensures that the Guard is in constant control of the brake pressure on the Brake Van. The train, even if empty, should have the air gauge working and fitted. CME/COM of South Western Railway can design such a system before permitting trains.

(3) The sanction is valid for a period of one year. The Railway may monitor performance during the above period and send a half-yearly report to the Commission. Based on the experience gained through one year period, confirmation of further running of goods train in the above section would be considered by the Board on the application of the Railway duly forwarded by CRS/CCRS.

(Kumar

(Parmod Kumar)
Executive Director Civil Engineering(G)
Railway Board.

Copy to:

1. **Chief Commissioner of Railway Safety/Lucknow in reference to his endorsement No. Q.11018/2/99-RS dtd. 2-12-02.**

2. **Commissioner of Railway Safety/South Central Railway, Secunderabad with reference to his letter No. Q.1108/1/98.SCC dt 31-10-2002.**

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

सत्यमेव जयते

No.2003/CEDO/SR/8

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 2-7-03

The General Manager/Works,
Southern Railway,
CHENNAI

Sub:- Running of Bogie covered wagon type BCCNR on various sections of Southern Railway.

In reference to your application No.W.439/4/76 dated 03-02-2003, sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of B.G.Bogie Covered Wagon type BCCNR to RDSO Drg. No. WD-00031-S-50, having axle load of 10.5 t at maximum speed shown against each B.G. Section to Annexure-A of the Joint Safety Certificate No.770 B.G. dated 02-12-02.

The sanction is subject to observance of the condition/ stipulations.

1. All permanent and temporary speed restrictions in force or those that may be imposed from time to time.
2. Observance of all conditions/stipulation made in RDSO's speed certificate on MW/CS/BCCNR dt.12-10-2001 and other certificates accompanying your application referred to above.
3. Strict observance to the clearance is subject to the following parameters:-

i) Maximum axle load (empty)	–	7.075 t.
ii) Maximum axle load (loaded)	–	10.5 t.
iii) Maximum braking force (loaded/empty)	–	3.707 t per wagon.
iv) C.G. height from Rail Level (empty)	–	1253 mm
v) C.G. height from Rail Level (loaded)	–	1432 mm

(PARMOD KUMAR)
G/F Exec. Dir. Civil Engg.(G)
Railway Board.

No.2003/CEDO/SR/8
New Delhi, dated 2-7-03

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Lucknow, w.r.t. his endorsement No.Q.15013/01/2002-RS dt.6-5-03.
2. The Commissioner of Railway Safety, Southern Circle, Bangalore, w.r.t. his letter No.Q.15013/2/2003/SR dt. 5-3-03.
3. The Executive Director/Wagon, RDSO, Manaknagar, Lucknow.

(PARMOD KUMAR)
for Secretary, Railway Board.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD.

No. 2001/CEDO/SR/11

New Delhi, dt. 8.7.2003

The General Manager,
Western Railway,
Churchgate,
Mumbai.-400020.

Sub: Introduction of BG ICF AC/DC EMU retrofitted with ALSTOM Electrics upto a maximum speed of 70 Kmph on Churchgate-Virar BG section of Western Railway.

Ref: 1. Your application No.W 636/15/5/2 Vol. II dated 2.6.2003.
2. This office letter of even number dated 11.5.2001 & 26.6.2002.

In reference to our provisional sanction vide letter at reference (2) above, the sanction for extension of time frame upto 10.5.2004 is hereby communicated by Ministry of Railways for running of the said rolling stock. In the meantime, Railway is advised to replace the coil suspension system to air suspension system in the AC/DC EMU stock retrofitted with Alstom electrics, by March, 2004.

During the above extended period, RDSO should submit the Final Maximum Permissible speed certificate of the above rolling stock for consideration regarding regular sanction of Railway Board.

(Parmod Kumar)
G/C Exec. Director Civil Engg. (G)
Railway Board.

No. 2001/CEDO/SR/11

New Delhi, dt. 8.7.2003

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No. Q.12012/1/2002-RS dated 23.6.03.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate, Station Bldg. Annexe, M.K. Road Mumbai-400020 w.r.t. his letter No.12-5/184/199 dated 11.6.03.
3. The Director General (Motive Power), RDSO, Manak Nagar, Lucknow-226011 for necessary action for issuing Final maximum permissible speed for the said rolling stock.

(Parmod Kumar)
for Secretary/ Railway Board.

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

150 गौरवपूर्ण वर्ष

No.2003/CEDO/SD/6

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 22-7-03

The Chief Engineer,
C.O.R.E,
1, Nawab Yusuf Road Civil Lines,
ALLAHABAD - 211001.

Sub:- Electrification of Patna(Excl.)-Gaya(Excl.) Section-condonation of infringement due to signal structures at stations Parsa Bazar, Pothahin, Nadwan, Taranga, Nadual, Jahanabad, Tehta, Makhdumar, Bela and Chakand on Danapur Division of East Central Railway.

With reference to your application No.CORE/Engg./Infring/DNR(Pt.I) dated 23-04-03, sent through the Chief Commissioner of Railway Safety, the sanction of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearance of Signal Structures infringing at 15 locations in Parsa Bazar, Pothahin, Nadawan, Taregana, Nadaul, Jahanabad, Tehta, Makhdumpur, Bela and Chakand station yards, the distance varying from 2210 mm to 2340mm as against the prescribed distance of 2360 mm in terms of item 13 (ii) (c), Chapter-I of B.G. Schedule of Dimensions 1973(Reprint) including reduced track centers at 3 locations of Taranga, Jahanabad and Chakand stations. The track centers are varying from 4120 mm tp 4690 mm as against the prescribed distance of 4725 mm in terms of Item-I, Chapter-I of BG Schedule of Dimensions, ,1973(Reprint) in connection with above subjected work as shown in Form XVII and sketch plans accompanying your application referred to above.

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

1. No stock wider than 3600 mm is permitted to run in the section. Whenever it it proposed to run wider stock, the Railway should approach the Railway Board through Commissioner of Railway a fresh, for condonation of infringments with full justification.
2. Necessary "Blanking off" arrangement shall be provided for thse signal ladders as the clearance is less than 2360 mm.
3. Panels provided at the stations should be equiped with Block Proving Axle Counter.
4. Track centres should be made 4265 mm by R.E. within one month and the compliance reported to Board. R.E. should also give explanation as to why the clearance of less than 4265 mm was not made right before undertaking electrification work and should fix the responsibility.

Contd--/2

5. East Central Should be asked to provide track centres at 5300 mm during doubling.

(Parmod Kumar)
G/F Exec. Dir. Civil Engg.(G)
Railway Board.

No.2003/CEDO/SD/6 New Delhi, dated 22-7-03

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, w.r.t. his endorsement No. 11012/2/2003-RS dated 15-5-03.
2. The Commissioner of Railway Safety, Eastern Circle, 14 Strand Road, 12th Floor, Kolkata-700001, w.r.t. his letter No.17/VIII/ Infringement/03/101/H dated 9-5-03.
3. The General Manager East Central Railway, Hajipur, for information and necessary action.
4. The Executive Director/Safety, Railway Board for information.

(Parmod Kumar)
for Secretary,Railway Board.

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

150 गौरवपूर्ण वर्ष

No.2003/CEDO/SR/10

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 6 -8-2003

The Director General/Track,
R.D.S.O.,
MANAKNAGAR,
LUCKNOW - 226011.

Sub:- Movement of 2896 mm(9'6") high containers loaded on low platform bogie long container flat wagon type BLLA/BLLB system Condonation of Infringement.

With reference to your application No.CT/CONTR/BG/MG dated 02-06-2003, sent through the Chief Commissioner of Railway Safety, Lucknow, Ministry of Railways is hereby communicated for condonation of infringements to the diagram 1(A) (modified) and clause 2(ii),11,13(b) and 14(b), Chapter IV(A) of B.G. Schedule of Dimension 1973 involved in connection with movement of 2896 mm (9'-6") high, 2438 mm (8') wide and 22'/45' long containers loaded on low platform bogie longer container flat type BLLA/BLLB on B.G. system where the 'X' class Locomotives with a vertical clearance of 17.5 mm are permitted to run.

As required the route over which the movement of this loaded container is to be restricted may please be referred to the Railways. Further, PHOD's of the concerned Railways while preparing the Joint Safety certificate will notify the sections where these wagons will be permitted to run.

Pkumar
(Parmod Kumar)
G/F Exec. Dir. Civil Engg.(G)
Railway Board

No.2003/CEDO/SR/10

New Delhi, dated 6 -8-2003.

Copy forwarded for information to the Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow, 226001, w.r.t. his endorsement No.Q.17013/01/2003-RS dated 19-6-03.

Pkumar
(Parmod Kumar)
for secretary, Railway Board.

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

पत्र संख्यांक सर्व
No.2003/[illegible]/SD/3

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 27-6-03

The C.S.T.E./C,
North Western Railway,
JAIPUR.

Sub:- Administrative approval for dispensing with the horizontal Clearance of signals of less than 2,360 mtrs. at Anaj Mandi-Rewari between Bawal-Rewari section of Bikaner Division.

With reference to your application No.SG/215/1-C(CRS) dated 29-4-03, the administrative approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal distane infringing at 4 locations of signal structures at Anaj Mani-Rewari station yard, having distance varying from 2210 mm to 2250 mm as against the prescribed distance of 2360 mm om terms of item 13(ii)(c), Chapter-I of B.G. Schedule of Dimensions 1973 (Reprint) in connection with provision of two additional goods locp line at Anaj Mandi-Rewari station as shown in form XVII and signal & interlocking plan accompanying your application referred to above. The administrative approval is given with the following conditions & observations:-

i) "Blanking off" arrangement should be provided for signal structures, which are located at less than 2360 mm and introduction of wider stock 3660 mm like EMU's etc should not be permitted on this section.

ii) Target should not mean to carryout a unsafe practice and not to observe the laid down standard of construction and procedures of work.

iii) Railway should approach the Board for condonation in advance before undertaking the work.

(Parmod Kumar)
C/f Exec. Dir. Civil Engg.(G)
Railway Board.

G/F

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

150 गौरवशाली वर्ष

No. 2003/CEDO/BR/1

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated : 23-09-03.

The General Manager/Engg.
Northern Railway,
Baroda House,
NEW DELHI.

Sub : Running of BG Bogie liquified petroleum tank wagon type "BTPGLN" having max. axle load 19.8t.

With reference to your application No. 519/W/837 dated 8.10;02 sent through Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railway is hereby communicated for running of BG Bogie lequified petroleum tank wagon type "BTPGLN" having maximum axle load of 19.8t. with proposed/as shown in joint safety certificate No. SLC/BG/134/2002.

1 Agreed

The sanction is subject to the following condition:-

1. All permanent and temporary speed restriction inforce or those that may be imposed from time-to time. It is further subject to observance of all conditions/stipulations made in RDSO's speed certificate No.MW/BTPGLN dated 5-11-01 and all other certificate accompanying your application referred to above.

2. The sanction is valid only for the 06 Divisions of now truncated Northern Railway excluding — Jodhpur and Bikaner Divisions. North Western Railway should separately apply for these two Divisions to the concerned CRS.

3. All the sections which are laid with 75 lbs rails the speed of train shall be restricted to 30 kmph.(both in empty and loaded conditions) or the existing sectional speed which ever is the lower . In all other sections the maximum permissible speed shall be as proposed in Joint Safety Certificate.

4. As this is a new wagon and is being inducted into the Railway system for the first time on regular basis, careful watch shall be kept on its performance, wear, tear and breakage of various components etc. and prompt action shall be taken for rectification of the deficiencies or withdrawal of the wagon from service, as required.

5. Fitment of speedometer with recorder in the locomotive hauling the rake shall be ensured.

6. The brake van shll be provided with quick coupling arrangement for fitting the pressure gauge.

(PARMOD KUMAR)
EXEC. DIR. CIVIL.ENGG.(G)
RAILWAY BOARD

No.2003/CEDO/SR/1 New Delhi, Dated 23-9-03

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No.Q.13011/04/2002-RS dated 13-12-2002.
2. The Commissioner of Railway Safety, Northern Circle, CRIS, Complex, Chankayapuri, New Delhi-110021, w.r.t. his letter No.2001/Q-14/NC/867-868 dated 12.11.2002.
3. The Executive Director/Wagon, RDSO, Manak Nagar, Lucknow-226001, for taking necessary action on the remarks of CRS/Northern Circle. These remarks be put up to Criteria Committee. The item brought out by CRS may be taken care of in the future reports of RDSO. The remarks of CRS are reproduced below in verbation.

"I have gone through the test report No. MT-266 and it is seen that the wagon generally satisfied criteria laid down in 3rd report of the standing criteria Committee. However, this criteria does not cover all the parameters measured during the trial, nor does the report provide any guideline to assess whether the values obtained during the trial are satisfactory. As an example, in Table-4 containing the parameters pertaining to Riding Behavior in loaded condition, in the column of Vertical Riding spring deflection; Off loading is 60 to 70% of static load and in one case it is 94.0%. What is the range of this value is not specified any where in the report."

(PARMOD KUMAR)
for SECRETARY, RAILWAY BOARD

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

150 गौरवपूर्ण वर्ष

No.2003/CE(G)/SD/3

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 24-9-03

The Chief Engineer,
C.C.R.E.,
Nawab Yusuf Road Civil Lines,
ALLAHABAD - 211001.

Sub:- Electrification of Ludhiana-Amritsar section - Administrative approval for condonation of infringements due to signal structures at Jallandhar City and Amritsar station yards on the above section of Northern Railway.

With reference to your application No.CORE/Engg/Infringe/UMB(Pt.III) dated 1-8-03, the administrative approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearance of Signal Structures at 9 Locations, 5 at Jallandhar City and 4 at Amritsar station yard, having distance varying from 2240 mm to 2340 mm as against the prescribed distance of 2360 mm in terms of 13 (ii)(c) Chapter-I of B.G. Schedule of Dimensions 1973 (Reprint) in connection with Electrification of above subjected work as shown in Annexure-I and layout plans accompanying your application referred to above.

" Blanking off" arrangements should be provided for signal structures which are located at less than 2360 mm and introduction of wider stock (3660 mm) Like EMU's etc. should not be permitted on the section.

Pkumar
(Parmod Kumar)
G/F Exec. Dir. Civil Engg.(G)
Railway Board.

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

150 गौरवपूर्ण वर्ष

No. 2003/CEDO/SD/1

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated : 24-09-03.

The Chief Admn. Officer/Constn.,
North Western Railway,
Opp. Railway Hospital,
JAIPUR.

Sub : Administrative approval for dispensing with provision of track centre of 5.3m in G work of Jasai-Munabao Section of Jodhpur Division.

.....

With reference to your application No. JP/CAO/C/G/401/JMR-JSA(Planning Cell) dated 1.05.03(handed over in person by CE/C/III/JP on 5.09.03), the administrative approval of Ministry of Railways is hereby communicated for adoption of 4.725m track centre for gauge conversion work of Jasai-Munabao sections of North Western Railway as per position explained in your letter referred above.

Pkumar

(PARMOD KUMAR)
G/F Exec. Dir. Civil Engg. (G)
Railway Board.

G/P

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

150 गौरवमयी वर्ष

No.2003/CEDO/SD/7

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 30-9-2003
1-10-03

The Chief Engineer,
C.C.R.E.,
Nawab Yusuf Road, Civil Lines,
ALLAHABAD - 211001.

Sub:- Electrification of Ludhiana - Jalandha Cantt.- Amritsar section - Administrative approval for condonation of infringements due to existing engineering structures in the above section of Northern Railway.

With reference to your application No.CORE/Engg/Infringe/UMB(Pt.III) dated 20-6-03 and 23.9.03, the administrative approval of Ministry of Railways is hereby communicated for lesser vertical clearance at following Bridges.

	BR,NO.	Chapter of Item of SOD.	Prescribed Clearance	Existing Clearance
1.	20(T.G.B.) at Km.420/12-15	10(iii)(b) Chapter-I	5870	5820
2.	26.E(ROB) at Km.429/11-12	-do-	-do-	5490
3.	156-A(ROB) at Km.510/8-9	-do-	-do-	5435
4.	FOB-1 at Km.510/636.32 (ASR.STN)(JUC.END)	10(iii)(a)	6250	5850
5.	FOB.2 at Km.511/020.20 (ASR.STN)(JUC.END)	-do-	-do-	5560
6.	FOB.3 at Km.511/102.83 (ASR.-MID.STN)	-do-	-do-	5710
7.	FOB.4 at Km.511/185.81 (ASR.STN)(ATTARI END)	-do-	-do-	5740
8.	157-A(ROB) at Km.511/12-13 (ASR.YARD)(ATTARI END)	10(iii)(b) Chapter-I	5870	5320 to 5720

Contd---/2

It is
in connection with electrification of Ludhiana - Jalandhar Cantt - Amritsar B.G. section of Northern Railway, as shown in Form-XVII and drawing including report on clearance study for 25 KVA Electric Traction.

(Parmod Kumar)
Exec. Dir. Civil Engg.(G)
Railway Board.

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

150 गौरवपूर्ण वर्ष

No.2003/CEDO/SR/14

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 7-10-03

The Director General/Track,
R.D.S.O.,
Manaknagar,
LUCKNOW-226011.

Sub:- Condonation for infringement to maximum moving dimension of BG 4-Wheeler self propelled OHE Inspection Car DETC/US manufactured by M/s Bharat Heavy Electricals, Ltd., Jhansi.

With reference to your application No.CT/DDC/OHE/CAR, dated 16-7-03, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways, is hereby communicated for condonation of infringement to clause 31 & 32 Xhapter-IV(A) of B.G. Schedule of Dimensions 1973(Reprint) with respect to profile of moving dimensions 1929. These infringement are involved in the design of 4 wheeler self propelled B.G. OHE Inspection Car as per M/s BHEL Drg.No. 172010034 and as shown in Annexure-I & drawing accompanying your application referred above.

The sanction is subject to instruction laid down in this office letter No.72/WDO/SR/31 dated 22.7.74 shall be strictly observed.

(Parmod Kumar)
G/P Exec. Dir. Civil Engg.(G)
Railway Board.

No.2003/CEDO/SR/14 New Delhi, dated 7-10-03

Copy forwarded for information to the Chief Commissioner of Railway Safety, Lucknow, w.r.t. his endorsement No.Q.17014/ 01/ 03-RS, dated 11-8-03.

(Parmod Kumar)
for Secretary, Railway Board.

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

150 गौरवपूर्ण वर्ष

No.2002/CEDO/SR/10

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 13/14 -10-2003

The Director General/Track,
R.D.S.O.,
MANAK NAGAR,
LUCKNOW-226011.

Sub:- Condonation of infringements to maximum moving dimensions for DMRC coaches for movement of IR.

With reference to your application No.CT/MRTS/NDLS dated 4-8-2003, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to claue 2(ii),10,14(b), 17,18(ii), 19(b),20(b),22,26(b),27(b), 31 & 32(b), Chapter-IV(A) of BG Schedule of Dimensions 1973 (Reprint) involved in the design of DMRC Coaches as per RDSO's drawing No.SK-K-2038 & SK-K-2039 as shown in Form-11 accompanying your application above.

The sanction is for one time movement of 180 Rail Cars being assembled/manufactured at M/s BEML, Bangalore from Bangalore to Delhi Shahadara subject to observance of the following condition/stipulations:-

1. The suspension design calculations shall be supplied within a week by DMRC along with the track parameters used by them in obtaining the simulated ride and safety indices, which will then be used for simulating the indices as applicable for IR for future movement.
2. The coaches should move with air springs inflated if possible and if not then with air springs deflated. In either case the speed allowed should be kept at around 30 Kmph, since the air springs may get deflated on run.
3. A senior supervisor of C&W must check the wheel dia and mimimum clearance above top of rail before permitting movement and accompany throughout.
4. The train with these coaches must not be allowed to pass or be stabled on goods platform lines. This is an important stipulation.

(Parmod Kumar)
Exec. Dir. Civil Engg.(S)
Railway Board.

No.2002/CEDO/SR/10 New Delhi, dated 13/14 -10-2003

Copy forwarded for information to the Chief Commissioner of Railway Safety, Lucknow-226001, w.r.t. his endorsement No. G.17012/1/03-RS dated 13-8-03.

(Parmod Kumar)
for Secretary, Railway Board

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

150 गौरवपूर्ण वर्ष

No.2003/CEDO/SD/2

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 28-10-03

The General Manager/Engg.,
Western Railway,
1st Floor, Churchgate Station Building,
Churchgate,
MUMBAI-400020.

Sub:- Condonation of infringement and Implantation of structures in connection with. i) South F.C.B. colomn between Platform 2 & 3 at Mahim Station. ii)Staircase wall of North end Subway between Platform 1 & 2 at Churchgate Station end. iii)Running of 12 Car EMU Rakes on slow corridor on PF No.2-

Ref:- i) Your application No.W.447/12-C/II/MM(Condonation) dated 17-7-03.

ii) Your application No.W.447/12-C/II/CCG (Condonation) dated 1-8-03 &

iii) Your application No.W/447/12-C/II/MEL(Condonation) dated 1-8-03.

The sanction of Ministry of Railway is hereby communicated for adoption of lesser horizontal infringing at following locations of Mumbai Suburban Section.

1. F.O.B. Column at Mahim Station having distance 4240 mm as against the prescribed distance of 4570 mm to 3810 mm in term of item 8(i),(ii) &(iii), Chapter-II of B.G. Schedule of Dimensions 1973(Reprint).

2. Subway Stair Case wall at Churchgate station having distance 3880 mm at Platform No.1 and 4230 mm at Platform No. 2 as against the prescribed distance of 5330 mm to 3810 mm in terms of item 7(i),(ii) & (iii) Chapter-II of B.G. Schedule of dimensions 1973 (Reprint).

3. i) F.O.B. column at PF No.2 of Marine Station having distance of 4720 mm to 3810 mm in terms of item 8(i), (ii) & (iii), Chapter-II of B.G. Schedule of Dimension 1973(Reprint).

ii) F.O.B. Landing at PF No.2 of Marine station having distance 4180 mm as against the prescribed distance of 5330 mm to 3810 mm in terms of item 7(i), (ii) & (iii) Chapter-II of B.G. Schedule of dimensions.

The Sanction is subject to observance of the following Conditions:-

Contd/2-

1. At Mahim Station-South F.O.B. Column should be relocate for eleminating the infringment with in 6 months from the date of issue of this letter & till the entire train clears the infringing column, up local train should observe a speed of 20 kmph only.

2. At Churchgate Station-Fencing to be provided on west side of Line No. 1 at North end where there is no passanger platform available and speed restriction of 20 kmph should be ensured when train enters into and exits from lines No. 1 & 2 till the entire 12 cars train clears the subway at North end of Platform No. 1 & 2.

3. At Marine Lines Station- Speed restriction of 20 kmph should be ensured when train enters into and leaves from Platform No.2 till the entire 12 cars train clears the North end F.O.B. and its landing on Platform No. 2 & 3.

(Parmod Kumar)
Exec. Dir. Civil Engg.(G)
Railway Board.

No.2003/CEDC/SD/2 New Delhi, dated 28-10-03.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, w.r.t. his endorsement Nos.Q.11020/02/03-RS dt. 8.8.03, Q.11020/01/03-RS dt.8.8.03 & Q.11020/03/03-RS dt.12/13.8.03.

2. The Commissioner of Railway Safety, Western Circle ,2nd Floor. Churchgate Stn.Bldg.Annexe, M.K. Road,Mumbai-400020, w.r.t. his letters Nos. 221/250 dt.6-8-03, 221/249 dt.6-8-03 and 221/255 dt. 11-8-03.

(Parmod Kumar)
for Secretary,Railway Board
New Delhi.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2003/CE)/O/SD/6

New Delhi,dt.13.11.03
14

The Chief Engineer,
C.O.R.E.,
Nawab Yusuf Road, Civil Lines,
Allahabad-211001.

Sub: Electrification of Ludhiana-Amritsar section –condonation of infringement due to signal structure at Jallandhar city and Amritsar Station Yards on above section of Northern Railway.

With reference to your application No. CORE/Engg./Infringe/UMB(Pt III) dated 3.9.03, sent through the Chief Commissioner of Railway Safety, Lucknow, sanction of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearance of signal structures of 9 locations,(5 at Jallandhar city and 4 at Amritsar station yard), having distance varying from 2240 mm to 2340 mm as against the prescribed distance of 2360 mm in terms of item 13(ii) (c) chapter-I of B.G. schedule of dimensions 1973(Reprint) in connection with electrification of above noted subject work as shown in Annexure-I and Layout Plans accompanying your application referred to above. Condonation for 6(ii) where clearance between shunt signal No.49 below Dn main line starter signal 64 and dead end siding is more than 2135mm, is not required.

The sanction in subject to observance of the following conditions/stipulations.

1) Necessary "Blanking off" arrangement should be provided for these signals.
2) No stock wider than 3250m would be permitted to run in this section, When it is proposed to run vide stock, Railway will have to approach Railway Board through Commissioner of Railway Safety for condonation of the infringements with full justification.

Pkumar

(Parmod Kumar)
G/F Exe.Dir.Civil Engg(G)
Railway Board.

No.2003/CEDO/SD/6

Copy forwarded for information to:

1. The C.C.R.S. Ashok Marg, Lucknow w.r.t. his endorsement No.Q.11014/05/03-R.S.dt.3.10.03
2. The C.R.S., Northern Circle, Chankayapuri, New Delhi w.r.t. his letter No.2003-Q-11/NC/944-945 dt.15.9.03.

(Parmod Kumar)
For Secretary, Railway Board

9/F

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2003/CEDO/SD/6

New Delhi,dt.14/17.11.03

The Chief Engineer,
C.O.R.E.,
Nawab Yusuf Road, Civil Lines,
Allahabad-211001.

Sub: Electrification of Ludhiana-Amritsar section –Condonation of infringements due to signal structures at stations-Ladhowal, Phillaur, Gorayan, Phagwara, Chiheru and Jalandhar Cantt. on Ludhiana-Jalandhar cantt. sub-section of Northern Railway.

With reference to your application No. CORE/Engg./Infringe/UMB(Pt III) dated 28.3.03, sent through the Chief Commissioner of Railway Safety, Lucknow, sanction of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearance of signal structures of 15 locations, having distance varying from 2210 mm to 2350 mm as against the prescribed distance of 2360 mm in terms of item 13(ii) (c) chapter-I of B.G. schedule of dimensions 1973(Reprint) in connection with electrification of above subject work as shown in form XI (Annexure-I) and Layout Plans accompanying your application referred to above.

The sanction is subject to observance of the following conditions/stipulations.

1) Necessary "Blanking off" arrangement should be provided for these signals.

2) No stock wider than 3250m would be permitted to run in this section, When it is proposed to run wide stock, Railway will have to approach Railway Board through Commissioner of Railway Safety for condonation of the infringements with full justification.

9/F

(Parmod Kumar)
Exe.Dir.Civil Engg(G)
Railway Board.

No.2003//CEDO/SD/6 New Delhi, Dt. 14/17.11.03

Copy forwarded for information to:

1. The C.C.R.S. Ashok Marg, Lucknow w.r.t. his endorsement No.Q.11014/12003-R.S. dt.4.4.03
2. The C.R.S. Northern Circle, Chankayapuri, New Delhi w.r.t. his letter No.2000/Q-11/NC/1459 dt.31.3.03

9/F

(Parmod Kumar)
For Secretary, Railway Board

9/F

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2003/CEDO/SD/6

New Delhi, dt. 14/17.11.03

The Chief Engineer,
C.O.R.E.,
Nawab Yusuf Road, Civil Lines,
Allahabad-211001.

Sub: Electrification of Ludhiana-Amritsar section –Condonation of infringements due to signal structures at stations-Ladhowal, Phillaur, Gorayan, Phagwara, Chiheru and Jalandhar Cantt. on Ludhiana-Jalandhar cantt. sub-section of Northern Railway.

With reference to your application No. CORE/Engg./Infringe/UMB(Pt III) dated 28.3.03, sent through the Chief Commissioner of Railway Safety, Lucknow, sanction of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearance of signal structures of 15 locations, having distance varying from 2210 mm to 2350 mm as against the prescribed distance of 2360 mm in terms of item 13(ii) (c) chapter-I of B.G. schedule of dimensions 1973(Reprint) in connection with electrification of above subject work as shown in form XI (Annexure-I) and Layout Plans accompanying your application referred to above.

The sanction is subject to observance of the following conditions/stipulations.

1) Necessary "Blanking off" arrangement should be provided for these signals.

2) No stock wider than 3250m would be permitted to run in this section, When it is proposed to run wide stock, Railway will have to approach Railway Board through Commissioner of Railway Safety for condonation of the infringements with full justification.

9/F

(Parmod Kumar)
Exe.Dir.Civil Engg(G)
Railway Board.

No.2003//CEDO/SD/6 New Delhi, Dt.14/17.11.03

Copy forwarded for information to:

1. The C.C.R.S. Ashok Marg, Lucknow w.r.t. his endorsement No.Q.11014/12003-R.S. dt.4.4.03
2. The C.R.S. Northern Circle, Chankayapuri, New Delhi w.r.t. his letter No.2000/Q-11/NC/1459 dt.31.3.03

9/F

(Parmod Kumar)
For Secretary, Railway Board

9/F

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2003/CEDO/SD/2 New Delhi, Dt. 14/17.11.03

The Chief Engineer,
C.O.R.E.,
Nawab Yusuf Road, Civil Lines,
Allahabad-211001.

Sub: Electrification of Ludhiana-Jallandhar Cantt Amritsar section – condonation of infringements due to existing engineering structure in the above section of Northern Railway.

With reference to your application No. CORE/Engg./Infringe/UMB(Pt III) dated 3.9.03, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for adoption of reduced vertical clearance at 8 locations i.e. under the FOBs and ROBs with respect to item 10(iii) (a) and 10 (iii) (b), chapter-I of B.G. schedule of dimensions 1973(Reprint) in connection with above electrification work as shown in from XVII and sketches accompanying your application referred to above.

Further, the condonation is granted subject to the condition that the ODCs to be permitted to pass through these locations would be governed by the provisions made in note(b) below Item 3 of chapter V-A- Electric Traction 25kv AC 50 cycles of schedule I of BG of dimensions 1973.

Pkumar
(Parmod Kumar)
G/F Exe.Dir.Civil Engg(G)
Railway Board.

No.2003/CEDO/SD/6 New Delhi,dt. .11.03

Copy forwarded for information to:

1. The C.C.R.S. Ashok Marg, Lucknow w.r.t. his endorsement No.Q.11014/04/2003--R.S.dt.3.10.03
2. The C.R.S., Northern Circle, Chankayapuri, New Delhi w.r.t. his letter No.2000-Q-11/NC/904-905 dt.5.9.03.

Pkumar
(Parmod Kumar)
For Secretary, Railway Board

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 18-11-03

No.2003/CEDC/SR/11

The General Manager/Engg.,
Northern Railway,
Baroda House,
New Delhi-211001.

Sub:- Running of Bogie covered Wagon type "BCNA-HS"(Axle Load 20.32t) on the senction of Northern Railway.

Ref:-i) Your letter No.519-W/820 dated 9-4-03.
ii) Board's letter No of even No.dated 17-9-03.
iii) Your letter No.519-W/820 dated 15-10-03.

- - -- -

With reference to your application No.519-W/820/dt.9-4-03,sent through Chief Commissioner of Railway Safety,Lucknow and subsequent clarification furnished vide your letter at (iii), the sanction of Ministry of Railways is hereby communicated for runnning of Bogie Covered wagon type "BCNA-HS" having axle load 20.32t on various B.G. sections of Northern Railway with speed as specified for each section as shown in enclosed Joint Safety Certificate No.SLC/BG/187/2003 (from Sl.No.9 to 108).

The sanction is subject to the following conditions:-

i) Observance of all permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.

ii) Observance of all conditions laid down in RDSO's Speed Certificate No.M&W/BCNA dt.25-7-01, Northern Railway's Joint Safety Certificate No.SLC/BG/187/2003 and concomitant Track and Bridge Certificates.

iii) On perusal pf tje RDSO's Oscillation Trial Report No.MT-300 of June-2001 for these wagons, it is revealed that the vertical and lateral accelerations recorded were very high in many stretches, during the confirmatory run and even otherwise. Though for clearing the freight stock, Ride Index is the criteria, but it is derived from the acceleration values only. It is therefore desirable that RDSO should continue work on improving the design of suspension system to achieve better riding characteristics.

iv) No.BPC shall be issued to the train if the brake van attached does not have quick coupling arrangement for fixing the pressure gauge.

v) Fitment of speed recorder in the locomotives hauling the train shall be ensured.

vi) Suitable facilities shall be created for intensive examination and maintenance of this new freight stock and sufficient spares shall be arranged. Performance of various components of the wagons shall be kept under special watch and proper records shall be maintained.

2/-

vii) In the sections, where the wear of rails is more than 5% and / or track conditions so warrant, the Principal Chief Engineer shall renew the proposed speeds and reduce them appropriately.

(Parmod Kumar)
Exec. Dir. Civil Engg.(G)
Railway Board.

No.2003/CEDO/SR/11. New Delhi, dated. 18 11-03

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Lucknow, w.r.t. his endorsement No.13011/02/2003-RS dated 30-6-03.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex Chankayapuri, New Delhi-110021, w.r.t. his letter No.2002/G-14/NC/151 dated 28-4-2003.
3. The Executive Director/Wagon, R.D.S.O., Manaknagar Lucknow, 226011, for taking necessary action on these mass manufacture wagons with twin pipe air brake system to facilitate quick release of brakes, to avoid brake binding and consequent damage to track.

(Parmod Kumar)
for Secretary, Railway Board.

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

150 गौरवपूर्ण वर्ष

No.2003/CEDO/SR/15

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 9-12-03

The Director General/Track,
R.D.S.O.,
Manaknagar,
LUCKNOW-226001.

Sub:-Condonation of infringements for WDP6H BG Locomotive with hotel load capacility.

With reference to your application No.CT/DDL/DECDS dated 21-8-03, sent through the Chief Commissioner of Railway Safety,Lucknow, the sanction of Ministry of Railways is here by communicated for condonation of infringements to clause 11(ii), 12,12(i), 12(ii) and 12(iii) of Chapter IV(C) as profile of maximum moving Dimensions 1929 and others of B.G. Schedule of Dimensions 1973(Reprint) as shown in Sketch No.SK.DL-4520 and Annexure (Form-XI) accompanying your application referred to above.

(Parmod Kumar)
G/E Exec. Dir. Civil Engg.(G)
Railway Board.

No.2003/CEDO/SR/15

New Delhi,dated 9-12-03.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Lucknow-226001, w.r.t. his endorsement No.Q.17011/02/2003-RS dated 25-9-03.

(Parmod Kumar)
for Secretary,Railway Board.

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

150 गौरवपूर्ण वर्ष

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 9-12-03

No.98/CEDC/SR/9

The General Manager/Engg.,
Western Railway,
MUMBAI.

Sub:-Extending the validity of Broad Gauge Brake Van type 'BVZC' on proposed BG section of Western Rly.

With reference to your application No.W 636/0 (W3) dated 22-10-03, forwarded by CCRS, Lucknow, vide his endorsement No. G.15013/01/98-RS dated 2-12-03, further extension to the sanctio of the Ministry of Railways is hereby communicated for running c BVZC Brake Van having axle load of 20.32t at speed as mentioned against each section in Annexure 'A' to Joint Safety Certificate No.16 of 2003.

The extension to the sanction upto 3-12-2004 is subject to observance of all the conditions as mentioned Board's letter of even number dt.04-12-2002.

(Parmod Kumar)
Exec. Dir. Civil Engg.(G)
Railway Board.

No.98/CEDC/SR/9 New Delhi, dated 9 -12-03

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Lucknow, w.r.t. his endorsement No.G.15013/01/98-RS dt. 02-12-03.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floo Churchgate Stn. Bldg.Annexe, M.K. Road, Mumbai-400020, w.r.t. his letter No.12-5/315/366 dt.18.11.03.
3. The Director Standard/Wagon, RDSO, Lucknow.

(Parmod Kumar)
for, Secretary, Railway Boa

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

150 गौरवपूर्ण वर्ष

No.2001/CE 00/SR/3

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 9-12-03

The Chief Engineer,
East Central Railway,
HAJIPUR.

Sub:- Extension of validity of Board's sanction for running of Bogie Open Wagon type 'BOXNHA' of operation in under loaded condition (axle load of 20.32t) along with brakevan type BVZC in East Central Rly.

With reference to your application No.ECR/ENG/W-8/552/CRS/BOXNHA dt. 23-10-03, sent through CCRS, Lucknow, extension to the sanction of the Ministry of Railways as communicated vide letter of even number dt. 5.3.01 is hereby communicated for running of open wagon type BOXNHA having axle load of 20.32t (under loaded condition) along with BVZC brake van without stipulation of twin pipe system on sections and at speeds as shown in the Joint Safety Certificate No.04/2003 (of ECR) upto 7-11-04.

The extension of the sanction upto 7-11-04, is subject to observance of the conditions as mentioned in Board's letter of even number dt. 5-3-01.

(Parmod Kumar)
G/F Exec. Dir. Civil Engg. (G
Railway Board.

No.2001/CEDO/SR/3

New Delhi, dated 9-12-03

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Lucknow, w.r.t. his endorsement No.G.14011/01/2000-RS dt.05-11-03.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700001, w.r.t. his letter No.1020/BOXNHA/03/107/H, dt.29-10-03.
3. The Director Standard/Wagon, RDSO, Lucknow.

(Parmod Kumar)
for Secretary, Railway Board.

GIC

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

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No.99/CEDO/OR1/17 New Delhi, dt. 09-12-2003.

The General Manager,
South Western Railway,
Hubli.

Sub: Rules for running of trains on Castle Rock-Qulem Ghat Section of the then S.C. Railway (now of South Western Railway, Hubli).

Ref: (i) Board's letter of even number dt. 25/26-2-2003.

(ii) CCRS/LKO's letter No.R-12018/01/97-RS dt. 6-5-2003.

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Board vide their letter at (i) above, on the request of South Central Railway and recommendations of the Commission thereon, had approved certain rules for running the trains in the above ghat section. Subsequent to this, Commission vide his letter at (ii) above has further recommended some modifications to the rules for running of trains in this section in response to the request of the Railway which would increase the line capacity..

Board have considered these recommendations and have approved the conditions for running of the trains in the Castle Rock-Qulem Ghat Section as given below :-

(i) Descending Up mail/express/passenger train can start from Castle Rock following descending Up goods trains already in Castle Rock-Qulem Ghat Section. But no descending up goods train should start from Castle Rock following a descending up mail/express/passenger trains already on run between Castle Rock-Qulem Section till the passenger train reaches Qulem.

(ii) No ascending down mail/express/passenger train should start from Qulem unless descending up goods trains already on run between Castle Rock-Qulem Ghat Section, have arrived at the block stations ahead & parked on Up line (Road No.1) with Qulem end set for snag dead end and the route is set for receiving the ascending down mail/express/passenger train at that station.

(iii) The descending up goods trains will start for Qulem from that station only when the ascending down mail/express/passenger train has arrived/run through, not only that particular station but also reaches the next station. During the intervening time (i.e. when the ascending train has arrived and is on run in block section ahead till it reaches next block station), the S.M. should keep the cross over points at the Castle Rock end in reverse position and set Road No.2 to slip siding.

However, ascending down goods/passenger train may start from Qulem or run on the ghat section while any descending up passenger train is on run or starting from Castle Rock towards Qulem.

(iv) It should be ensured that the AEBs of the locomotive/locomotives in the front of the train are in working condition for descending trains.

(v) An exclusive Ghat Safety Controller is posted for Braganza Ghat Section who will be solely responsible to ensure proper safeguards through exchange of private numbers or any other dependable method.

(vi) The above system of train working is approved on trial basis for a period of one year from the date of issue of this letter. Railway will approach the Board through CRS/CCRS for further extension of this system of train working which would be subject to review of the safety performance.

(Parmod Kumar)
Executive Director Civil Engineering(G)
Railway Board.

Copy to :

(1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, in reference to his letter No. R-12018/01/97-RS dt. 6-5-2003.

(2) The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road,, Gandhinagar, Bangalore-560009.

(8)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2003/CEDO/SR/16 New Delhi dated 10.12.03
22

The General Managers (Engg)
Western Railway,
Mumbai

SUB: INTRODUCTION OF RAJDHANI EXPRESS AND OTHER SIMILAR TRAINS COMPRISING OF 19 NUMBERS OF LHB AC EOG COACHES UPTO MAXIMUM SPEED OF 130 KMPH ON MUMBAI CENTRAL- NAGDA BG SECTION OF WESTERN RAILWAY

With reference to your application No.636/14/7/6(W3) dated 14.11.03, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of the Ministry of Railways is hereby communicated for introduction of LHB AC EOG variant/LHB ACCN EOG variant coaches on Mumbai Central- Nagda BG Section of Western Railway as shown in Joint Safety Certificate No.15 of 2003, subject to observance of the following conditions:

1. Observance of all permanent speed restrictions as notified in Appendix VII to current working timetable.
2. Observance of all temporary speed restrictions in force or which are to be enforced from time to time
3. Observance of all conditions/stipulated in RDSO's speed certificate No. MC/LHB/coach dated 05.08.03 and observance of Joint Safety Certificate No.15 of 2003
4. The future generator van shall be manufactured with modified layouts so as to have isolated guard's cabin
5. In case of wheel slip protection device of any coach becoming defective enroute and braking system of coach being isolated, then maximum speed of the train shall be restricted to 100 kmph
6. Compliance to other observations and conditions as detailed in CRS's forwarding letter No.12-5/322/353 dated 17.11.03 except that in connection of sanction of EIG for LHB coaches.

(Parmod Kumar)
Executive Director Civil Engg(G)
Railway Board

No.2003/CEDO/SR/16 New Delhi dated 10.12.03
22

Copy forwarded for information to:

1. The C.C.R.S., Ashok Marg, Lucknow w.r.t. his endorsement No. Q-16011/1/2001 RS dated 19.11.03
2. The C.R.S.Western Circle, Mumbai–400020, w.r.t. his letter No.12-5/322/353 dated 17.11.03 & 18.11.03
3. ED/Carr, RDSO, Lucknow.

Issue fax

(Parmod Kumar)
For Secretary, Railway Board

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

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No.2002/CEDO/SR/14. New Delhi, the 16/17 -12-2003.

The DG(Track),
R.D.S.O.,
Lucknow.

Sub: Infringement to Schedule of Dimensions for MOD-XXX Wheel Profile on BOXNHS Wagon – Condonation thereof.

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With reference to your Application No.CT/DG/SWD dated 24-7-2002, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to the profile of standard maximum moving dimensions 1929 and others to Clause 3 and 5 only of Chapter-IV(A) of B.G. Schedule of Dimensions 1973 (Reprint) involved for MOD-XXX Wheel profile on BOXNHS Wagon Sketch No.WD-II-020627 as shown in Annexure-I accompanying your application referred to above. For item 3 "Incline of tread", Board (MM) has observed that "the taper of 1 in 40 shown in Drawing WDII-020627 (MOD-XXX) is not in consonance with 1 in 20 cant on track. This profile needs correction."

Therefore, RDSO may take necessary action in the matter accordingly.

p/c

(Parmod Kumar)
Executive Director Civil Engineering(G)
Railway Board.

Copy to CCRS, Lucknow, in reference to his endorsement No. 17014/02/2002-RS dated 3.9.03.

Railways
Signature
Date of issue