GUARD

FILE

2004

year 2004 2004

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

NO. 2003/CEDO/SR/16 **New Delhi, dated /01/2004.**

THE General Managers,
All Indian Railways.

Subject:- Introduction of new Rolling Stock on Indian Railways.

Ref :- (i) Board's letter No. 92/CEDO/SR/4/0 dated 12/12/1994.

(ii)Policy Circular No. 6 issued as ESO 13 vide Board's letter 92/CEDO/SR/4/0 Pt. Dated 23/12/1999.

Please refer to Board's policy letter cited above. As per the extant instructions, first time sanction for running of a new rolling stock on any sections of IR would be granted by Railway Board based on the application of that Railway duly forwarded by concerned CRS and CCRS/Lucknow. Subsequent sanctions can then be given by the respective CRSs. If a new train consisting of newly designed coaches is to run over the jurisdiction of more than one Railways, one of these Railways can approach the Board through CRS/CCRS and other Railways should seek the approval from their respective CRSs.

However, in a recent case of New Rajdhani consisting if LHB-variant Coaches, it is noted that though, WR was given the sanction by the Board, for their jurisdiction, NR did not approach the CRS/Northern Circle, for the necessary sanction. As can be appreciated, this train from Mumbai Central to New Delhi would run over the jurisdiction

of WCR, NCR, and NR in addition to jurisdiction of WR. Therefore, all these Railways i.e. WCR, NCR and NR should have obtained sanction from the CRSs of their respective circles. CRS/Northern Circle has taken a very serious view in this case.

Board, therefore, desires that Railways should immediately obtain the necessary approval from the respective CRSs if they have not already obtained and confirm the same to the Board. It is also advised that such type of irregularity should not be allowed to occur in future.

(PARMOD KUMAR)

EDCE (G)

Copy for information to:-

(i) CCRS/Ministry of Civil Aviation, Lucknow –226001.

(ii) CRS/Northern Circle, Delhi Safdarjung Railway Station,Chankyapuri, New Delhi – 110021.

(iii) CRS/ N.E Circle ,Hazratganj. Lucknow.

(iv) CRS/Central Circle, Mumbai.

(v) CRS/ Western Circle, Mumbai – 400020.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2003/CEDO/SD/2 New Delhi, Dt. 23-1-2004.

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

Sub: Electrification of Ludhiana- Amritsar section
condonation of horizontal infringements at Bridge No.20 .

With reference to your application No. CORE/Engg./Infringe/UMB(Pt III) dated 14-11-2003, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for adopting reduced horizontal clearance infringing at one location, the distance varying 2210 mm with respect to 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 Ludhiana-Amritsar Section of Northern Railway as shown in form XVII and lay out plans accompanying your application referred to above.

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

a) No stock wider than 3250 mm should be permitted to run in the section. Whenever it is proposed to run wider stock, Railway should approach Railway Board through CRS afresh for condonation of infringements with full justification.

b) Further, to take care of the open flaps, sacrificial masts at 500 Mtr and 100 Mtr distance from the bridge shall be provided on both sides for each track (Up and Down).

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

Copy forwarded for information to:

No.2003/CEDO/SD/2.

New Delhi,dt. 22-1-2004.

1. The C.C.R.S. Ashok Marg, Lucknow w.r.t. his endorsement No.Q.11014/01/2003-TW dt.2-12-2003.

2. The C.R.S., Northern Circle, Chankayapuri, New Delhi w.r.t. his letter No.2003/Q-11/NC/1292-93 dt.18.11.2003.

(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 4-2-04

गौरवपूर्ण वर्ष
No.2003/CED/SD/7

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

Sub:- Electrification of Ambala-Moradabad section - Administrative approval for condonation of infringements due to existing engineering structures in the section.

With reference to your application No.CORE/Engg/Infringe/UMb(Pt.III) dated 2-5-03 and 22-12-03, the administrative approval of Ministry of Railways is hereby communicated for reduced vertical clearances at 5 locations of through girder bridges varying from 5400 mm to 5430 mm, as against the prescribed distance of 5870 mm in terms of item 10 (iii)(b), Chapter-I of B.G. Schedule of Dimensions 1973 (Reprint), in connection with electrification of Ambala-Moradabad section of Northern Railway as shown in Annexure-I and layout Plan enclosed to your application referred to above.

Pkumar

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

Copy forwarded for information to CRS/Northern Circle, Chankayapuri New Delhi, for information please.

GIF

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

No.2003/CEDO/SD/6

नई दिल्ली, दि०. 13.02.04
16

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

Sub: Electrification of Kharagpur-Bhubaneswar section – approval for condonation of infringements due to signal structures at stations Midnapur, Cossye and Gokulpur on Midnapur-Nimpura bypass sub-section of South Eastern Railway.

With reference to your application No. CORE/Engg./Infringe/BBS (Pt.I) dt. 24.03.03, sent through the Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearance of signal structures at 6 locations at Midnapur, Cossye and Gokulpur, having distance varying from 2210 mm to 2340 mm as against the prescribed distance of 2360 mm in terms of item 13(ii)(c) Chapter-I of BG schedule of dimensions 1973 (Reprint) and 6 locations of engineering structures, 4 outside the platform and 2 on the platform. The horizontal distance outside the platform is varying from 2210 mm to 2320 mm against 2360 mm on prescribed in item 13(ii)(c), Chapter-I, and on the platform from 3230 mm to 4000 mm against 4720 mm prescribed in item 8(ii) of Chapter-II of BG schedule of dimensions 1973 (Reprint) on Kharagpur-Bhubaneswar section of South Eastern Railway as shown in Form-XI and drawing accompanying your application referred to above.

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

1) Introduction of wider stock more than 3250 mm like EMUs etc. shall not be permitted on the section.

2) Mention should be made in SWR that no wider rolling stock than 3250 mm shall be permitted on the section.

P Kumar

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

न०.2003/CEDO/SD/6 नई दिल्ली, दि०. 13.02.04

Copy forwarded for information to:

1. The C.C.R.S. Ashok Marg, Lucknow, w.r.t. his endorsement No.Q.11019/01/03-RS dt.08.08.03
2. The C.R.S. S.E. Circle, Kolkata, w.r.t. his letter No.SEC-160/75/425 dt. 03.04.03.

(Parmod Kumar)
For Secretary, Railway Board

G/F

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

No.2003/CEDO/SD/6 New Delhi, dt.. 17 .02.04

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

Sub: Electrification of Circular Railway in Lucknow Area – Condonation of infringements due to existing engineering and signalling structures on Lucknow Circular Railway in Lucknow Division of N.E. Railway.

Ref: Your letter No. CORE/Engg./Infringe/LKO(Pt.I) dt. 11.09.02

With reference to your application referred above sent through Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal/vertical clearances of engineering and signalling structures as listed in the form XI (3 sheets) enclosed with your above referred application subject to the condition that no rolling stock wider than 3250 mm is permitted to run on the section.

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

No.2003/CEDO/SD/6 New Delhi, dt.. 17 .02.04

Copy forwarded for information to:

1) The C.C.R.S. Ashok Marg, Lucknow, w.r.t. his endorsement No.11015/01-2003-RS dt. 30.06.03.
2) The C.R.S. N.E. Circle, Hajratganj Lucknow, w.r.t. his letter No.3493/Pt.-4/205 dt.06/07.05.03.

(Parmod Kumar)
For Secretary, Railway Board

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

No.2004/CEDO/SD/2 New Delhi, dt. 19 .02.04

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

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

Ref: Your letter No. CORE/Engg./Infringe/UMB(Pt.III) dt. 08.01.04.

With reference to your application referred above sent through Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearances of engineering structures as listed in the form XVII enclosed with your above referred application subject to the condition that no rolling stock wider than 3250 mm is permitted to run on the section.

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

No.2004/CEDO/SD/2 New Delhi, dt. 19 .02.04

Copy forwarded for information to:

1. The C.C.R.S. Ashok Marg, Lucknow, w.r.t. his endorsement No.Q.11014/01/2004-TW dt. 27.01.04.
2. The C.R.S. Northern Circle, Chanakyapuri, New Delhi, w.r.t. his letter No.2003/Q-11/NC/1669-70 dt. 09.01.04.

(Parmod Kumar)
For Secretary, Railway Board

G/F

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

150 गौरवपूर्ण वर्ष

No.2003/CEDO/SD/3

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 24-2-04

The General Manager/Constn.
Northeast Frontier Railway,
Maligaon,Guwahati - 781011.

Sub:-Administrative approval (reference to Railway Railway Board) for provision of signal posts at 2135 mm from centre of track in New Jalpaiguri - Samuktala Broad Gauge Conversion Project.

With reference to your application No.N/242/2/0/CON, dated 18-12-03, the administrative approval of Ministry of Railways, is hereby communicated for adoption of reduced horizontal distance infringing at Annexure-IV of signal structure at 8 stations, Gulma, Sivok,Bagrakot,New Mal Jn., Carron, Banharhat,Dalgaon, Rajkharswan and Alipurduar Jn. in connection with Gauge conversion in New Jalpaiguri-Samuktala section of N.F. Railway. It is subject to the stipulation that no. wider stock than 3250 mm would be permitted to run on the section.

(PAHLAD 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/SD/6

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 26-2-04

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

Sub:- Electrification of Saharanpur-Moradabad section-Condonation of infringements dur to signal structures at stations-Baliakheri, Chodiala, Iqbalpur and Roorkee of Northern Railway.

Ref:- Your letter No.CORE/Engg./Infringe./UMB(Pt.III) dated 31-3-03.

With reference to your application referred above sent through Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearances of signal structures as listed in the Form-XI(Annexure-I) enclosed with your above referred application subject to the following conditions:-

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

2) No stock wider than 3250 mm would be permitted to run in this section. Whenever it is proposed to run wider stock, Railway have to approach Railway Board through Commission of Railway Safety afresh for condonation of the infringements with full justification.

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

No.2003/CEDO/SD/6

New Delhi, Dated.26-02-04

Copy forwarded for information to;-

1. The C.C.R.S., Ashok Marg, Lucknow, w.r.t. his endorsement No.Q.11014/02/03-R.S. dated 6-5-03.

2. The C.R.S. Northern Circle, Chankayapuri, New Delhi, w.r.t. his letter No.2000/Q-11/NC/84 dated 18-4-03.

(Parmod Kumar)
for Secretary, Railway Board.

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

150 गौरवशाली वर्ष

No.2002/CEDC/SD/5

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 27 -2-04

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

Sub:- Electrification of Lucknow Circular Railway - raising of ROB No.786 between Lucknow & Dilkhusa.

Ref:- i) This office letter of even NO.dt. 16-7-02 (sanction for condation) and 19-4-02 (Admn.approval) by this office letter No.2002/CEDC/SD/2.& 26-11-02 (Extension)

ii) Your letter No.CORE/Engg./Infringe/LKO dt.8-1-04.

The approval of Ministry of Railways is hereby communicate for further extension of time for one year i.e. upto 17-4-2005 in connection with desired removal of vertical infringement invloved in existing ROB No.786 in Lucknow-Dilkhusha section and other conditions laid down in the sanction of even no. dated 16-7-02 will remain the same.

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

No.2002/CEDC/SD/5 New Delhi, dated 27 -2-04

Copy forwarded for information:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Luknow, w.r.t. his endorsement No.11014/02/2002-RS dt.25-6-02.

2. The C.R.S., Northern Circle, CRIS Complex, Chankayapur, New Delhi, w.r.t. his letter No.200/Q-11/NC/151 dated 03-5-02.

(Parmod Kumar)
for Secretary, Railway Board

GIP

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

NO. 2002/CEDO/SR/10 New Delhi, dated 01/3/2004

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

Subject – Movement of DMRC Coaches from M/s BEML Bangalore to Delhi Shahadara.

Reference – Your letter No. MC/DMRC dated 21/11/2003.

In reference to above, the approval of the Board is hereby communicated for moving the DMRC coaches from M/s BEML Bangalore to Delhi Shahadara at a maximum speed of 40 k.m.p.h. in a consist of 8 coaches. The other terms and conditions would remain the same as given in Board's letter of even number dated 13/14.10.2003.

C Pkumar

(PARMOD KUMAR)
EDCE (G)

D/c

Copy to

(i) Chief Commissioner of Railway Safety, Lucknow for information please.

(ii) Commissioner of Railway Safety, Northern Circle, Chanakyapuri for information please.

G/12

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

सेवा में/To

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 4-3-04

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

Sub:- Electrification of Sitarampur-Mughalsarai section-administrative approval for condonation of infringements due to signal structure at Patna Jn. of East Central Railway.

With reference to your application No.CCRE/Engg/Infringe/ENR(Pt.III) dated 30-10-03, the administrative approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearance of signal structures at 15 locations having distance varying from 2220 mm to 2335 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 Sitarampur-Mughalsarai section of East Central Railway. It is subjected to the stipulation that no wider stock than 3250 mm would be permitted to run on the section.

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

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

150 गौरवशाली वर्ष

No.2003/CEDC/SD/8

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 5-3-04

The Chief Administrative Officer/Constn.,
North Eastern Railway,
Jaipur - 302006.

Sub:- N.R. - Jodhpur Division - Gauge Conversion work between Samdari-Jassi Station - Infringement to Schedule & Dimension at Barmer station.

With reference to your application No.CAO(C)JP/W-162(JU) dated 15-7-03, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways, is hereby communicated for adoption of Reduced horizontal distance of 2280 mm as against the prescribed distance of 2360 mm in terms of item 13 (ii)(b)&(c), Chapter-I of B.G. Schedule of Dimensions 1973(Reprint) in connection with provision of water Hydrant in between main Line & Loop Line at Barmer Station of N.W. Railway, Jaipur as shown in Form-XVII and sketch enclosed to your application referred above. The sanction is with the condition that no 3660mm wide stock like EMU etc would be permitted to run on the section

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

No.2003/CEDC/SD/8 New Delhi, Dated 5-3-04

Copy forwarded for information to:-

1. The C.C.R.S., Ashok Marg, Lucknow. w.r.t. his endorsement No.11020/04/2003-RS, dated 3-9-03.
2. The C.R.S. Northern Circle, Cris Complex, Chankayapuri, New Delhi, w.r.t. his letter No.221/245 dt. 4-8-03.

(Parmod Kumar)
for Secretary, Railway Board

G/F ✓

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

No.2004/CEDO/SD/2 New Delhi, dt.. 11 .03.04

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

Sub: Electrification of Kharagpur-Bhadrak section – condonation of infringements due to signal structures at stations – Hijli, benapur, Contai Road and Amarda Road in Kharagpur-Amarda Road sub-section of South Eastern Railway.

Ref: Your letter No. CORE/Engg./Infringe/BBS(Pt.II) dt. 03.10.03.

With reference to your application referred above sent through Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearances of signal structures as listed in Annexure-I, Form-XI enclosed with your above referred application subject to the following stipulations: -

i) Introduction of wider stock like EMUs etc. shall not be permitted on section and

ii) Mention must be made in the SWR that 12 feet wide stock shall not be permitted on the section.

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

No.2004/CEDO/SD/2 New Delhi, dt.. 11 .03.04

Copy forwarded for information to:

1. The C.C.R.S. Ashok Marg, Lucknow, w.r.t. his endorsement No.Q.11019/04/2003-TW dt. 01.01.04.
2. The C.R.S. S.E.Circle, Kolkata w.r.t. his letter No.1076 dt. 12.11.03.

(Parmod Kumar)
For Secretary, Railway Board

G/P

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

No.2004/CEDO/SD/6 | New Delhi, dt.. /6 .03.04

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

Sub: Electrification of Adra-Bankura section – condonation of infringements due to existing engineering structures in the above section of South Eastern Railway.

Ref: Your letter No. CORE/Engg./Infringe/BBS(Pt.II) dt. 22.05.03.

With reference to your application referred above sent through Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearances of engineering structures as listed in Annexure-I (Form-XI) enclosed with your above referred application subject to the following stipulations: -

a) Introduction of wider stock like EMUs etc. shall not be permitted in this section.
b) Mention should be made in SWR that the 12' wide stock shall not be permitted in this section.
c) The speed restriction imposed by Railway Board in their administrative approval should be continued at these locations.

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

No.2004/CEDO/SD/6 | New Delhi, dt.. /6 .03.04

Copy forwarded for information to:

1) The C.C.R.S. Ashok Marg, Lucknow, w.r.t. his endorsement No.Q.11019/02/2003-R.S. dt. 18.07.03.
2) The C.R.S. S.E. Circle, Kolkata w.r.t. his letter No.590 dt. 05.06.03.

(Parmod Kumar)
For Secretary, Railway Board

G/P Rems/3-Phase/GEC

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD.

No. 2001/CEDO/SR/11

New Delhi, dt. 5.03.2004

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

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

Ref:
1. Your letter no. W 636/15/5/2(L)W3 dated 9.10.2003.
2. This office letter of even number dated 18.10.2002.

In reference to our provisional sanction vide letter at reference (2) above, the sanction for extension of time frame upto 30.6.2004 is hereby communicated by Ministry of Railways for running of the said rolling stock. The extension is being granted on the confirmation given by Western Railway vide their letter under reference (1) that RDSO has already issued the final maximum permissible speed certificate for BG AC/DC EMU stock fitted with ALSTOM electrics & air suspension upto a maximum speed of 100 kmph and application is being submitted to Railway Board through concerned Commissioner of Railway Safety for sanction to run the said rolling stock at the speed of 100 kmph.

Railway should expedite the process of taking final sanction of regular running of this stock.

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

No. 2001/CEDO/SR/11

New Delhi, dt. 5.03.2004

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No. Q.12011/01/2002-RS dated 6.11.2003.
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.12-5/184/320 dated 20.10.2003.
3. The Director General (Motive Power), RDSO, Manak Nagar, Lucknow-226011.

(Parmod Kumar)
for Secretary/ Railway Board.

G/F

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

150 गौरवपूर्ण वर्ष

No.2004/CEDO/SD/3

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 21-3-04

The Chief Engineer/C/East,
Northern Railway,
Kashmeregate,
DELHI.

Sub:-Condonation of infringement of less vertical clearance in steel through girder bridge No.124B (11x74.780M clear span) in connection with rehabilitation of New Balawali Bridge No.1248 PSC box girder(22x36.935 M Clear Span).

With reference to your application No.32-W/1/7/Works/CRS dated 15/29-1-04, sent through Chief Commissioner of Railway Safety,Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced vertical clearance in steel through girder bridge as listed in Form (XI) and Justification in (Annexure 'A') enclosed with your above referred application. The Condition is subject to following condition & stipulations as made by CCRS and CRS in their forwarding letters:

1. A speed restriction of 20 kmph shall be observed on the diversion.
2. As the vertical clearance available is only 4720 mm, it shall be ensured that no Dn train leaves Raisi station unless the passengers, if any, riding on the roof of the coaches are brought down. Also necessary announcement shall be made at this station for a Dn train about the danger of roof riding for the safety of the passengers. Suitable boards may also be displayed at Raisi station cautioning the passangers against roof riding.
3. Movement of the CDCs in the Dn direction shall be scrutinizdd carefully during the period when the diversion will be in use for running of the trains and required safeguards shall be exercised with the sanction of the competent authority.
4. The old bridge should be watched in terms of camber, deflection and other paramenters under static and dynamic load condition and sign of distress to be immediately attended to. All Safety measures should be taken during and before passage of traffic. It should be ensured that old through steel girder bridge is safe in respect of camber & condition of steel.

Lamy

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

No.2004/CEDC/SE.3 New Delhi, dated 25-3-04

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safett, Lucknow, w.r.t. his endorsement No.Q.11014/02/2004-TW dated 05-03 04.

2. The Commissioner of Railway Safety, Nurthern Circle, CRIS Complex Chankayapuri, New Delhi, w.r.t. his letter No.2003/Q-11/NC dated 12-02-04.

(Parmod Kumar)
for Secretary, Railway Bo

GIP

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 25-3-04

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

Sub:- Electtirification of Chengalpattu-Villupuram section-Condonation of infringements due to Engineering structures in the above section of Southern Railway.

With reference to your application No.CORE/Engg/Infringe/MAS(Pt.I) sent through the Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal/vertical clearance of Engineering structures as listed in Form-XI (Annexure-A)(3 Sheets) enclosed with your above referred applicaton subject to the condition/stipulations :-

" The 'C' class CDC has to be passed under 'Power Off' condition at 15 kmph speed restriction onthe above referred section for ROB No.465A(at Km 159/5-6) and ROB No.477A (at Km 163/1-2).

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

No.2003/CEDO/SD/6 New Delhi,dated 25-3-04

Copy forwarded for information to:-

1. The C.C.R.S.,Ashok Marg,Lucknow, w.r.t. his endorsement No.Q-11017/03/2003-RS dated 3-9-03.
2. The Commissioner of Railway Safety,Southern Circle,Bangalore, w.r.t. his letter No.Q-11017/1/2003-SR dated 24-7-03.

(Parmod Kumar)
for Secretary,Railway Board.

G/P ✓

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

50 गौरवपूर्ण वर्ष

No.2004/CEDO/SR/2

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 29-3-04

The General Manager/Engg.,
Northern Railway,
Baroda House,
New Delhi-110001.

Sub;- Operation of BG-4 Wheeler CHE Inspection car manufactured by M/s Punjab Power Generation Machine Ltd.,Chandigarh.

With reference to your application No.519-W/770(Pt.1) dated 12-1-04, sent through Chief Commissioner of Railway Safety, Lucknow. The sanction of Ministry of Railways is hereby communicated for operation of BG-4 Wheeler Inspection Car, manufactured by Punjab Power Generation Machine Ltd.,Chandigarh, to drg.No.A1/CG03.01.01/Alt.1 & A1/CG03.01.02/Alt.1, having maximum (axle load of 16.0t) and maximum speed varying between 35 kmph and 75 kmph as shown in the above Joint Safety Certificate No.SLC/BG/173/2003, subject to the following conditions:-

1. Observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time on various account.
2. Observance of all conditions laid down in RDSO's speed certificate No.MC/TW dt.22.06.2000,Northern Railway's Joint Safety Certificate No.SLC/BG/173/2003 and concomitant Track & Bridge Certificates.
3. The Speed of the subject CHE Car shall be restricted to 60 kmph while passing through Jandiala and Amritsar Yards, the length of track circuits being less than two rail length, as clarified by the CSTE of Northern Railway.

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

Contd/-

✓

No.2004/CEDO/SR/2 New Delhi, dated 29-3-04

Copy forwarded for information:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, w.r.t. his endorsement No.Q.15012/01/2004-TW, dated 9-3-04.

2. The Commissioner of Railway Safety, Northern Circle, Cris Complex, Chankayapuri, New Delhi, w.r.t. his letter No.2003/Q-15(120/NC/CHE/1806-07 dt. 27-01-2004.

(Parmod Kumar)
for Secretary, Railway Board.

GIP

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

150 गौरवपूर्ण वर्ष

No.2003/CEDC/SD/8

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 31-3-04

The Chief Admn. Officer/Constn.,
North Western Railway,
JAIPUR - 302006.

Sub:- Gauge Conversion work between Samdari-Jasai section - Horizontal infringement of main line starter signal post in North Western Railway, Jaipur.

With reference to your application No.CAO(C)JP/W-162(JU) dated 11-9-03. sent through the Chief Commissioner of Railway Safety,Lucknow, the sanction of Ministry of Railways, is hereby communicated for adoption of reduced horizontal distance of signalling structures at 2 nos. stations and rail posts of water hydrant line at Barmer station on Samdari-Jasai section varying from 2190 mm to 2290 mm as against the prescribed distance of 2360 mm in terms of item 13(ii)(b) & (c), Chapter-I of B.G. Schedule of Dimensions 1973(Reprint) in connection with horizontal infringements on UP/DN main line as shown in Form-XVII enclosed with your application referred above. The condonation is subject to the condition that, Railway would remove all the infringements of signal structures which have clearance less than 2.21 m so as to make the clearance at least as to 2.21 m in a time bound manner. The target for removal of the infringements should be advised by the Board.

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

No.2003/CEDC/SB/8

New Delhi,dated 31-3-04.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety,Ashok marg,Lucknow, w.r.t. his endorsement No.Q.11020/03/2003-RS, dated 22-12-03.
2. The Commissioner of Railway Safety, Northern Circle,CRIS Complex, Chankayapur, New Delhi, w.r.t. his letter no.221/300 dated 24--9-03.

(Parmod Kumar)
for Secretary,Railway Board.

G/P

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

150 गौरवपूर्ण वर्ष

No.2003/CEDO/SR/17

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 31-3-04

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

Sub:- Movement of 2900(9'-6") high and 2438(8'-0") wide ISO container on B.G. System-condonation of Infringement.

With reference to your application No.CT/DG/LW/BCX dated 19-08-03, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of the following infringemtns involved in the design of Series-I B.G. ISO Containers 2438 mm (8'-0") wide 2900 mm (9'-6") high, centrally loaded on a modified BOX wagon as shown in R.D.S.O. drg.No.9125-S/1 and Annexure-I accompanying your application referred to above.

Item No of Schedule.	Description	Dimension as per Schedule.	Actual Dimensions.	Infringement.
Profile for max moving dimensions of 1929 as shown in Diagram No. 1-A and others.	i) Max.height above Rail level at sides at a distance of 1219 mm from centre line.	3650 mm	4179 mm	529 mm
	ii) Max.height above Rail level at centre.	4115 mm	4179 mm	64 mm

Condonation is subject to the condition:-

"While issuing BPC or revalideting BPC, Train Examiner (TXRs) will certify that the container are centrally loaded and properly locked".

(Pdumal)
(Pramod Kumar)
Exec.Dir. Civil Engg.(S)
Railway Board.

No.2004/Cedo/SR/2

New Delhi, dated 31-3-04

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No.Q.17013/02/2003-RS dated 25-9-03.

(Pdumal)
(Pramod Kumar)
Executive Director Railway Board

GIR

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2004/CEDO/SD/1 **New Delhi, dated .03.2004**
1-4-04

Addressed to:-

The General Menagers(Engg)
of all Indian Railways & others
(as per list attached 'A').

Sub: Advance correction slips No. 18 to Indian Railways B.G. schedule of Dimensions 1973 (Reprint)

The Ministry of Railways (Railway Board) have decided that the relevant **Para/Item** of B.G. schedule of Dimensions 1973 (Reprint) ,may be amended as shown in the enclosed correction Slip No.18

Receipt of the letter may please be acknowledged.

(Pkumar)
(PARMOD KUMAR)
Exec. Director, Civil Engg. (G)
Railway Board.

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Advance correction slips No. 18 to Indian Railways
B.G. schedule of Dimensions 1973 (Reprint)

CORRECTION SLIP No. 18

Chapter II- Station yards (page 28):

Add following notes below note (c)

(d) No passenger platform, in case of new lines, would be constructed on a curve having radius less than 875 meters.

(e) In case of construction of a new platform on the existing line addition/alteration to existing platforms or in gauge conversion/doubling works, where either the new platform(s) are to be constructed or the old being dismentled & reconstructed, efforts should be made to ease out the existing curves having radii less than 875 meters. However, for these works , having platform located/ to be located on curves with radii less than 875 meters, no condonation of CRS/Board would be necessary.

(Authority Railway Board's file No. 2004/CEDO/SD/1 dated .03.2004)

GIR
RB/CE/4/2004

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

No.70/WDO/ORI/RO/I Vol. II (Pt.) New Delhi, dated 25/03/2004

The General Managers
All Indian Railways
(as per standard list enclosed).

Subject: Officers to accompany Commissioner of Railway Safety (CRS) during his inspections of the Railways For opening a new Section/Line.

Board have decided that when CRS goes for an inspection for opening a new section/line, gauge converted section or a new double line etc., CAO(Con) should normally accompany CRS. However, in case CAO(Con), due to some unavoidable reasons, which should be placed on record, is unable to accompany CRS, he should nominate some other officer(s) not below the level of SAG to accompany the CRS.

Board have further desired that in addition of the above officer(s), DRM, and in his unavoidable absence ADRM, along with his concerned branch officers should also accompany CRS during his inspection.

The above instructions may be followed meticulously by the Railways with immediate effect.

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-110 001, dated
Dated: 03.04.2002

No.2002/CEDO/CRI/7

The General Manager,
Metro Railway,
Kolkata.

Sub: Introduction of 25kV AC Single phase electric traction for passenger services on Tala-Prinsepghat section of Circular Railway in Sealdah Divn. of Eastern Railway.
Ref: CRS.'s Eastern Circle, No.3600/I/E/2001/519/H dt.18.12.01.

****

The above section was inspected by CRS/Eastern Circle on 05.12.2001 and the opening of the section was authorised by CRS/Eastern Circle vide his letter No.3600/I/E/2001/334 dated 07.12.01 with certain observations. The same 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 authorisation letter for opening of the section/inspection report referred above. Para No.8.7 of the inspection report is not satisfactory.

The action taken on different items, recorded in juxtaposition to the above document may be furnished to CRS/Eastern Circle endorsing a copy to this office. The items not needing any action should be marked "No action required."

The date of opening of the section may be intimated as and when the same is actually opened to passenger traffic.

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

Copy forwarded for information to the CRS/Eastern Circle, 14,Strand Road(12th floor),Kolkatta-700 001, w.r.t. his letter No. 3600/I/E/2001/519/H dated 18.12.2001.

(Parmod Kumar)
for Secretary,Railway Board.

G/F

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

150 गौरवपूर्ण वर्ष

No.2004/CEDO/SR/1

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 5-4-04

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

Sub:- Condonation of infringement to Schedule of Dimension by BOXNG wagon design.

With reference to your application No.CT/DG/LW/BOX dated 30-01-04, sent through the Chief Commissioner of Railway safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to items 13, 26, 27 & 28, of Chapter IV-A of B.G. Sechedule of Dimensions 1973 (Reprint) and profile of standard maximum moving dimensions 1929 to EDC/T-1043 profile, involved in the design of BOXNG Wagon design to RDSO Drg.No.WD-02007-S-02 as shown in Annexure-I and drawing accompanying to your application referred above.

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

No.No.2004/CEDO/SR/1 New Delhi, dated 5-4-04

Copy forwarded for information to the Chief Commissioner of Railway Safety, Lucknow. w.r.t. his endorsement No.Q.17013/01/2004-TW dated 9-03-04.

(Parmod Kumar)
for Secretary, Railway Board.

G/P

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

NO. 2003/CEDO/SR/11 **New Delhi, dated 8/4/2004**

The General Manager,
Central Railway,
CST,
Mumbai.

Subject – Running of ARTs with BRNAHS & BCNAHS wagons at 100 kmph.

Reference- GM/ Central Railway's D.O.letter No. T.153.L.5.HLC-8 dated 11/2/2004 addressed to ME.

In reference to above, the approval of the Board for running of ARTs with BRNAHS and BCNAHS wagons (loaded) at 100 kmph even on 52 kg/72 UTS rail is communicated without observing the precautions of keeping the track under observation and providing joggled fish plates on all the AT welds. The permission is granted in view of the fact that movement of ARTs with the above said wagons would be very infrequent. Other conditions as listed in the relevant speed certificates issued by RDSO and referred to by GM/Central Railway in his above mentioned D.O. letter would remain unaltered.

(PARMOD KUMAR)
EDCE(G)

Copy to all other GMs of Zonal Railways for information please.

G/C

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

150 गौरवपूर्ण वर्ष

No.2004/CEDO/SD/4

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 20-4-04

The Chief Engineer/C/North,
Northern Railway,
Kashmere Gate,
DELHI-110006.

Sub:-Jammu-Udhampur Rail Link Project- Gradient and Track Centre Spacing in Yards.

Ref.(i) Your letter No.32-W/1/7/W.Spl/CRS dt.19-3-04.

With reference to your application No.32-W/1/7/W.Spl/CRS dated 19-3-04, the administrative approval of Ministry of Railways is hereby communicated for adoption of yards gradients as 1 in 500 for Sangar, 1 in 560 for Manwal and 1 in 1000 for Bajalta, Ram Nagar and Udhampur yards as against ~~the~~ 1 in 1200 gradient prescribed in the Board's letter No.88/CEDO/SD/8 dt. 28-11-91.

Further, the administrative approval of Ministry of Railways is also communicated for adoption of 5.18 m track centre as proposed in your above referred application for Jammu-Udhampur Rail Link Project of Northern Railway for the Yards at Bajalta, Sangar, Manwal, Ram Nagar Road and Udhampur against 5.3 m recommended.

Pdumar

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

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2003/CEDO/SR/18 New Delhi, dated 22.04.2004

The General Manager/Engg.
Northern Railway,
Baroda House,New Delhi-110001.

Sub: Running of BVZI Type of BG Brake Van (axle load 5.875t) over different sections of Northern Railway.

With reference to your application No. 519-W/862 dated 26.06.03, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of BVZI of BG Brake Van (axle load 5.875t) to RDSO drg. No. WD-00039/S-02, with proposed speed as shown in Joint Safety Certificate No. SLC/BG/195/2003, over different sections of Northern Railway.

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

1. The maximum speed would be 100 kmph on the sections where the track structures consits of 52Kg rails PRC sleepers with M+7 density and total ballast cushion of 250mm out of which 100mm should be clean cushion. For sections laid down 90 rails the maximum speed may be limited to 80 kmph.
2. The sections where clean ballast cushion is less than 75mm, the maximum speed may be restricted to 60 kmph.
3. The sections, which are laid with 75R rails, the maximum permissible speed be restricted to 30 kmph.
4. The brake van shall be maintained as per RDSO pamphlet no. C8101.
5. All the permanent and temporary speed restrictions due to track, bridges, curves, signaling and interlocking etc. in force and/or those that may be impose from time to time shall be observed.
6. All the condition laid down in RDSO's Speed Certificate No. MW/BVZC dated 03.04.2003, Railway's Joint Safety Certificate No. SLC/BG/195/2003 and concomitant track and bridge certificates shall be observed.

Pkumar

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

Contd:-2/-

No. 2003/CEDO/SR/18 New Delhi, dated 22.04.2004

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, w.r.t. endorsement No. Q. 15013/01/2003-TW dated 23.12.2003.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi –110021, w.r.t. his letter No. 00/Q-17013/4/1281-82 dated 14.11.2003.
3. The Executive director/Wagon, RDSO, Manak Nagar, Lucknow.

(Parmod Kumar)
for Secretary, Railway Board.

G/P

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 27-4-04

The Chief Engineer/Constn./WEST/MC,
Southern Railway,
Egmore,
CHENNAI - 600008.

Sub:- Dindigul-Madurai Section-Provision of Additional loopline at Ambaturai station (B.G.) Administrative approval for adopting lesser track centres.

With reference to your application No.W.262/XX/1/CN, dated 30-12-03, the administrative approval of Ministry of Railways is hereby communicated for adoption of 4.90 m track centre only as against the prescribed distance of 5.3 m in terms of advance correction slip No.15 issued vide this office letter No.94/CEDO/SD/43 dt.15-3-99 in connection with provision of additional loop line in between existing B.G. Main line and existing B.G. loop line at Ambaturai station yard as per position explained in your application referred above.

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

G(P

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

150 गौरवपूर्ण वर्ष

No.2000/CEDO/SD/3

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 6 -5-04

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

Sub:-Electrification of Sirhind-Nangal Dam-Una-Himachal Section-Condonation of infringements of Signals at Mianpur and Rup Nagar stations in Sirhind-Rupnagar sub section.

With reference to your application No.CORE/ENGG/1/INFR[redacted]/UMB(Pt.II) dated 29-2-2000,and CORE/Engg/Infringe/UMB(Pt.II dated 22-12-03, sent through the Chief Commissioner of Railway Safety,Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearances of signals structures as listed in Annexure-(Form-XI) enclosed with your application referred to above.

Necessary "BLANKING OFF" arrangement should be provided for signal ladders. Introduction of wider stock such as EMU's not permitted on the section.

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

Railway Board.

No.2000/CEDO/SD/3 New Delhi,dated 6 -5-04.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No.Q-11014/3/2000-RS, dated 28-4-2000.

2. The Commissioner of Railway Safety, Norther Circle, RRIS Complex, Chanakyapuri,New Delhi, w.r.t. his letter No. 99/Q-11/969 dt. 13-3-2000.

(Parmod Kumar)
for secretary,Railway Board.

G/P

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 6-5-04

No.2000/CEDO/SD/3

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

Sub:-Electrication of Ambala-Kalka section condonation of infringement of Signals Structure at Chandi Mandir & Kalka Stations.

With reference to your application No.CORE/Engg/1/INFRING/UMB(Pt.II) dated 24-2-2000 & CORE/Engg Infringe/UMB(Pt.III) dt. 21-12-03, sent through the Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby commmunicated for adoption of reduced horizontal clearances of signals structures as listed in Annexure (Form-XI) enclosed with your application referred to above.

Necessary "BLANKING OFF" arrangement should be provided forsignal ladders. Introduction of wider stock such as EMU's is not permitted on the section.

Pkumar

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

No.2000/CRDO/SD/3 New Delhi,dated 6-5-04

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety,Lucknow, w.r.t. to his endorsement No.Q-11014/2/2000-RS dt.27-4-2000.

2. The Commissioner of Railway Safety, Norther Circle,CRIS Complex Chankyapuri,New Delhi, w.r.t. his letter No.99/Q-11/983 dated 14-3-2000.

Pkumar

(Parmod Kuma)
for Secretary,Railway Boaed

G/C

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

No.2004/CEDO/SR/6

New Delhi, dated 15-6-2004
16

The General Manager/Engg
Northern Railway
Baroda House
New Delhi

Sub: Operation of BG Bogie Low Platform Longer Container Flat wagon type BLLA/BLLB (axle load 18.8 t) on various sections of Northern Railway.

With reference to your letter No.519-W/868 dated 26-5-04 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of the Ministry of Railways is hereby communicated for running of BG Bogie Low Platform Longer Container Flat wagon type BLLA/BLLB (axle load 18.8 t) with proposed speed as shown in Joint Safety Certificate No.SLC/BG/20/2004 over different sections of Northern Railway.

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

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

2. Observance of all conditions laid down in RDSO's speed certificate no. MW/CONTR/ISO/BG-LONGER FLAT dated 11-5-2004, Northern Railway's joint safety certificate no.SLC/BG/20/2004 and concomitant track and bridge certificate.

3. The maximum axle load of the loaded flats shall not exceed 18.8 t.

4. Only dedicated brake van shall be attached with the train comprising these flats which shall be fit for a speed of 100 KMPH and duly cleared for running on these sections. Also these captive brake vans should be given POH at the interval of 18 months coinciding with the ROH of container flat wagons. However, in case captive brake van is not possible to be provided, it would be ensured that brake vans fit for a speed of 100 KMPH are attached to these rakes. In case, brake vans fit for 100 KMPH are not available, the speed of the rakes would have to be suitably reduced.

Contd...2/-

5. The locomotive hauling the rake shall be fitted with speed recorder and the brake van shall have quick coupling arrangement for fitment of pressure gauge. No Brake Power Certificate (BPC) shall be issued to the train unless the pressure gauge is fitted in the brake van.

6. It is further clarified that the wagon has been cleared for the running by the Board with single pipe system.

7. While issuing BPC or revalidating BPC, train examiner (TXRs) will certify that "the containers are centrally loaded and properly locked".

(PRAMOD KUMAR)
Exec. Dir. Civil Engg (G)
Railway Board

No.2004/CEDO/SR/6

New Delhi, dated 15-6-2004
16

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Lucknow w.r.t. his endorsement No.Q.15013/02/2004-TW dated 1-6-04 in connection with twin pipe system. Board (MM)'s letter No.98/M (N)/204/4/vol.I dated 19-5-04 may kindly be connected.
2. The Chief Commissioner of Railway Safety, Northern Circle, CRIS complex, Chankyapuri, New Delhi-110021 w.r.t. his letter No.2003/Q-15/NC/308-309 dated 28-5-04.
3. The Executive Director/Wagon, RDSO, Lucknow

(PRAMOD KUMAR)
For Secretary, Railway Board

G/F

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

50 गौरवपूर्ण वर्ष

No.2004/CEDO/SR/4

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 16-6-04

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

Sub:- Running of Bogie open Wagon type BOXNB (axle load 20.32t) on varioud section of Northern Railway.

With reference to your application No.519-W/852 dated 25-12-03, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Bogie Open Wagon type BOXNB (axle load 20.32t) with proposed speed as shown in Joint Safety Certificate No.SLC/BG/215-2003, over different section of Northern Railway.

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

1. 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.
2. The maximum speed of the wagon in empty as well as loaded condition shall be limited to 30 kmph on all the sections having track structure with 75 R railds.
3. Observance ofll conditions laid down in RDSO's Speed certificate No.MW/BOXN dated 12/12-05-03, Northern Railway's Joint Safety Certificate No.SLC/BG/215/2003 and concomitant Track and Bridge Certificates.
4. It is further clarified that the wagon has been cleared for running by the Board with single pipe system. In case the wagon is not introduced on any of the sections of Northern Railway within one year, the sanction will become invalid on those sections and the railway shall have to approach the Commission for fresh sanctions for such sections.

(Parmod Kumar)
O/C Exec. Dir. Civil Engg.(C)
Railway board.

No.2004/CEDO/SR/4 New Delhi, dt. 16-6-04

Copy forwarded for information to-

1. The Chief Commissioner of Railway Safety, Lucknow w.r.t. his endorsement No.Q.13011/01/2004TW dt. 12-3-04, in connection with twin pipe system. Board (M.M's) letter No.98/M(N)/204/4/Vol.I dated 19-5-04, may kindly be connected.

2/-

2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chankayapuri, New Delhi-110021, w.r.t. his letter No.2002/Q-14/NC/1811-12 dt. 27-01-2004.

3. The Executive Director/Wagon, R.D.S.O., Lucknow.

(Parmod Kumar)
for Secretary, Railway Board.

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

150 गौरवपूर्ण वर्ष

No.2004/CEDO/SR/5

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 21-6-04

The General Manager/Engg.,
Central Railway,
C.S.T. MUMBAI -400 001.

Sub:- Condonation of Infringement for running Utility Track Machine(UTM) on all B.G. Routes of C.Rly.

With reference to your letter No.W.681/Y/61/SR/11 of 15-12-03, sent through the Chief Commissioner of Railway Safety,Lucknow, the sanction of Ministry of Railways, is hereby communicated for condonation of infringement to item 12 and 19(A) Chapter-IV(A) of B.G. Schedule of Dimensions 1973(Reprint) as shown in Annexure-I enclosedwith RDSO's provisional speed certificate issued vide letter No.TM/HM/11/10/UTV BHEL dated 21-11-03.

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

No.2004/CEDO/SR/5 New Delhi,Dated 21-6-04

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety,Lucknow w.r.t. his endorsement no.11011/01/2004-TW dated 23-4-04.
2. The Commissioner of Railway Safety, Central Circle,Mumbai, w.r.t. his letter No.C.II(193)/2004-91 dated 31-1-04.
3. The Executive Director/TM, R.D.S.O., Lucknow.

(Parmod Kumar)
for Secretary,Railway Board.

RB/CE/...7.../2004

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

NO.70/WDO/ORI/RO/1/Pt. **New Delhi, dated 23/6/2004.**

The General Managers
All Indian Railways & Others
(as per standard list enclosed)

Subject – Officers to accompany Commissioner of Railway Safety (CRS) during his inspections of the Railways for opening a new Section/Line.

Reference – This office letters of even number dated 25-03/1-04-2004

Rule 10, Chapter III of the Railways (Opening For Public Carriage Of Passengers) Rules 2000 prescribes the officers who are to accompany the Commissioner during his inspections of the Railways for opening a new section/line doubling and gauge conversion. However, these rules do not give the details of all the officers who should accompany the Commissioner during his inspection. It has come to the notice of the Board that sometimes the Divisional Officers who are generally required are not accompanying the Commissioner. To avoid such confusion, Board, as partial modifications to the instructions issued under letter referred to above, have decided that –

(i) General Manager should normally accompany the Commissioner through out the inspection,

(ii) If for any unavoidable reason, it is not possible for the General Manager to accompany the Commissioner, then Chief Administrative Officer/Chief Engineer (Co-ord)-Construction along with other concerned officers shall accompany the Commissioner during the inspection. In addition, the Divisional Railway Manager, or in his unavoidable absence, the Additional Divisional Railway Manager, along with the concerned branch officers shall also accompany the Commissioner during the entire period of his inspection.

It is desired that the above instructions should be followed meticulously by the Railways with immediate effect.

Secretary/Railway Board.

D:\My Documents\CE\DOMOfficers to accompany CRS.doc

G/F

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 23-6-04

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

Sub:- Condonation of infringements for dispensing with the Horizontal clearance of Signals of less than 2360 mm in Luni-Samdari Section of North Western Railway.

Ref:- Your letter No. SG.180/CRS/Insp. dated 18-7-03.

With reference to your application referred above, sent through the Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearance of signal structures as listed in Form-XVII (Annexure-I 6 sheets) enclosed with your above referred application subject to following stipulations:-

1. Removal of the structures where infringements exceed 100 mm by providing alternative arrangement within one year of condonation.
2. Providing sufficient warning to passengers of the dagerously close structures at the concerned platforms.

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

No.2003/CEDO/SD/6 new Delhi, dated 23-6-06

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No.11020/0502003-RS dated 3-9-03.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Stn.Bldg. Annexe, Maharashi Karve Road, Mumbai-400020, w.r.t. his letter. No.221/244, dt.04-08-03.

(Parmod Kumar)
for Secretary, Railway Board.

G/F

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

150 गौरवपूर्ण वर्ष

No.2004/CEDC/SR/7

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 5-7-04

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

Sub:- Movement of Rail-cum-Road Vehicle having axle load of 3.6 t, manufactured by D.C.W. Patiala, on the sections of Northern Railway.

With reference to your application No.519-W/782(Pt.I) dated 10-3-04, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways, is hereby communicated for running of 79 H.P. Self propelled B.G. 4 Wheeler Rail-cum-Road Vehicle(RCRV) manufactured by D.C.W. Patiala, with maximum axle load of 3.6t as per DCW Drg. No.3/DCW/13,(SKDP-3669) on 26 sections of Firozpur Division of Northern Railway (S.No.76 to 101 of Joint Safety Certificate No.SLC/EG/204/2003), speeds varrying from 30 kmph to 65 kmph, and all certificates accompanying your application referred to above.

The Sanction is subject to the following conditions/ Stipulations:-

i) Observance of all the permanenet and temporary speed restrictions 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.SD.TW.3 dt.26/27.05.2003, Northern Railway's Joint Safety Certificate No.SLC/EG/205/2003 and concomitant Track and Bridge Certificates.

iii) The movment of the vehicle on rail shall be governed by the procedure laid down in S.R.4.65/12 of Norther Railway issued vide Amendment slip no.99 dt.13-1-03 to the G&SR.

iv) The maintenance of RCRV Shall be done by well trained and competent Railway Staff, presently at Ludhiana.

v) Maximum speed of the RCRV shall limited to 45 Kmph in Station Yards, in terms of Para 2 of the speed Certificate.

2/-

vi) Firozpur Division shall carry out trials to see the effect of RCRV on track/circuits/axle accordance with RDSO's letter No. SD.TW 3 dt.9/13-01-04 (copy enclosed) and submit the results to the CRS/Northern Circle, besides RDSO.

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

No.2004/CEDO/SR/7 New Delhi, dated 5-7-04

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Lucknow, w.r.t. his endorsement No.B013/01/2004-TW dated 15-5-04.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex Chankayapuri, New Delhi-110021, w.r.t. his letter no. 2003/Q-15/NC dated 02-04-2004.
3. The Executive Director/Track Machine, R.D.S.O. Lucknow.

(Parmod Kumar)
for Secretary, Railway Board

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

S.No. 4

150 गौरवपूर्ण वर्ष CCDO

..C.2001/CRI/23

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 16-7-2004

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

Sub:- Opening of New B.G. Second Line between Murad Nagar-Meerut City(Excl.Meerut City) As a part of Doubling of Delhi - Saharanpur Section of Delhi Division in Northern Railway.

With reference to your endorsement No.R-12034/01/2001- dated 23-02-2001. I am directed to convey the Approval of Ministry of Railways to the recommendation of Commissioner of Railway Safety, Northern Circle, New Delhi for opening of the above section for the public carriage of passanger as per his letter No.R-12014/31/NC/727 dated 08.02.2001.

(Parmod Kumar)
C/C for Secretary, Railway Bo.

..C.2001/CaDO/CRI/23 New Delhi, dated 16-7-2004

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chankayapuri, New Delhi-110021, w.r.t. his letter No.R-12014/31/2000/NC/727 dated 8-2-2001.-
2. The Chief Engineer, Construction/Central, Northern Railway, Kashmere Gate, Delhi, w.r.t. his letter No-101-W/49/NSpl/CRS dated 11-2-04.
3. The General Manager/Engg., Northern Railway.

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

Signature
16/7/04



GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

NO. 2004/CEDO/SD/3 **New Delhi, dated 20/7/2004.**

The Chief Engineer/Const/North,
Northern Railway,
Kashmere Gate,
Delhi.

Subject – Schedule of Dimension – Infringement of Schedule-I for providing Safety refuges/trolley refuges in the tunnels/bridges.

With reference to your application No. 101-W/1/17/Opening/W-II dated 21/5/2004, sent through the Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways for adoption of reduced trolley refuge spacing in two tunnels(Item No. 1 & 3 as listed in form XI, enclosed with your above mentioned application) in reference to item 14 Chapter-I of B.G. Schedule of Dimensions 1973(Reprint) and Justification in (Annexure-'A') also enclosed with your above application is hereby communicated. Condonation for item 2 for spacing of trolley refuges in case of a PSC girder ballasted deck bridge is not necessary as the same is now governed by item 15(i) where the spacing prescribed is 100m in view of Correction Slip No. 13 to S.O.D.(BG). The condonation is subject to the following conditions and stipulation as made by CCRS and CRS in their forwarding letters .

(i) Suitable boards should be erected at both the approaches of the tunnels with a warning that the trolley refuges are far apart and the railway men working the trolley/dip lorries in the tunnel, should be watchful and careful about the train,

(ii) Whistle Boards should be erected at the prescribed distances in both the directions, so that the driver will sound the horn to caution the railwaymen of the approaching train.

(PARMOD KUMAR)
EDCE(G)

NO. 2004/CEDO/SD/3 **New Delhi, dated 20/7/2004.**

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Luchnow w.r.t. his endorsement No. Q.11014/04/TW dated 16/6/2004.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakya Puri, New Delhi w.r.t. his letter No. 2003/Q-11/NC/294-95 dated 25/5/2004.

(PARMOD KUMAR)
For Secretary, Railway Board

5 Nos

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

No.2003/CEDO/CRI/3

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 27-7-04

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

Sub:- Opening of B.G. Sarju-Jarwal Road section of LKO Division of N.E. Railway after doubling for goods and passangers traffic.

With reference to your endorsement No.R-12015/01/2003-R dated 31-1-03. I am directed to convey the Approval of Minister of Railways to the recondemation of Railway Safety, N.E. Circle Gorakhpur, for opening of the above section for the public carry of passenger as his letter No.1178/403/I/I/CPG/P.T. dt.29-10-03

(Parmod Kumar)
for Secretary, Railway Board

No.2003, CEDO/CRI/3 New Delhi, dated 27-7-04

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, N.E. Circle, Lucknow w.r.t. his letter No.1178/403/I/I/CPG/P.T. dated 29-10-03.
2. The Chief Engineer/Con. N.E. Railway, Gorakhpur, w.r.t. his letter No.W/Con/520/3, SRU-CTD/Vol I 378 dated 20-1-04.
3. The General Manager/Engg. N.E. Railway, Gorakhpur.

(Parmod Kumar)
for Secretary, Railway Board

Since fwd'y

रेल मंत्रालय
Ministry of Railways
रेल बोर्ड
Rail Board
Enclosure

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

No.2002/CEDO/ORI/23

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 27-7-04

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

Sub:- Opening of the New B.G. line for Public carriage of passengers from Km.45.303 Km.105.322 (new Km.60.019) between Kapadvanj-Modasa section of Vadadara Divn. of W.Rly.

With reference to your endorsement No.R.12020/01/2002-RS dated 11.9.02. I am directed to convey the Approval of Ministry of Railways, to the recommendation of Commissioner of Railway Safety, Western Circle, Mumbai, for opening of the above section for the public carriage of passanger as per his letter No.R.12040/269(H) dated 5-8-02.

(Parmod Kumar)
for Secretary, Railway Board.

No.2002/CEDO/ORI/23 New Delhi, dated 27-7-04.

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Western Circle, Mumbai, w.r.t. his letter No.R.12040/269(H) dt.05-08-02.
2. The Chief Engineer/Const./I, Western Railway, Mumbai, w.r.t. his letter No.WNC.401/1/NKM(CRS) dt.04-02-04.
3. The General Manager, Western Railway, Mumbai.

(Parmod Kumar)
for Secretary, Railway Board.

27/7

रेल मंत्रालय
Ministry of Railways
Issue with Enclosure
हस्ताक्षर
Signature

SNG

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

150 गौरवपूर्ण वर्ष

No.2002/CEDO/CRI/28

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 28-7-04

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

Sub:- Opening of 5th Line between Andheri-Borivali section in Mumbai Divn. of Western Railway.

With reference to your endorsement No.R.12040/01/2002-RS dated 16-10-02. I am directed to convey the Approval of Ministry of Railways to the recommendation of Commissioner of Railway Safety, Western Circle, Mumbai, for opening of the above section for the public carriage of passanger as his letter No.R.12040/293(HI dated 26-8-02 with conditions:-

1) Regarding Para 14.3 Railways's comments on this para are acceptable. However, before changing this section section on 25 KV AC Traction, fresh sanction of EIG Shall be obtained.

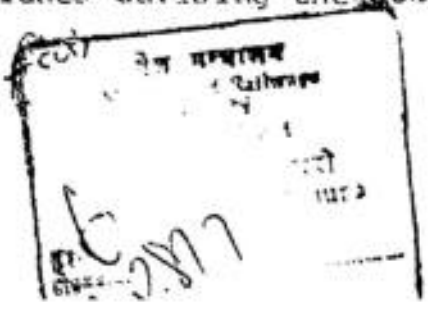
2) No. 3660 mm wide stock (EMU etc.) shall be permitted to run on Line no. 5 at Borivalli due to infringements.

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

No.2002/CEDO/CRI/28 Dated 28-7-04

Copy forwarded for information to:-

1. The Commission of Railway Safety, Western Circle, Mubai, w.r.t. his letter No.R.12040/293(HI dated 26.8-02.
2. The Chief Engineer/Constn./II, Western Railway, Mumbai w.r.t. his letter No.WC-625/28/2(CRS) dt.18-2-04.
3. The General Manager/Engg. Western Railway, Mumbai.
4. The Exec. Dir. Signal, as desired by Board(M.L.) Booms made of Fiber Glass may be considered as an option. Signalling Dte. may take further necessary action in the matter which includes advising the SDSO.



(Parmod Kumar)
o/c for Secretary, Railway Board.

GLP

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

150 गौरवपूर्ण वर्ष

No.2004/CEDO/SR/8

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 28-7-04

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

Sub:- Condonation of infringements due to design of:-

i) LHB-Variant Self generating second Luggage and Brake (SLR) Coach.

ii) LHV-Variant Self generating General Second(GS) Coach.

iii) LHV-Variant AC-3-Tier Self generating coach

With reference to your application No.CT/DHS/3/Coaches dated 10-3-04, sent through the Chief Commissioner of Railway Safety,Lucknow, is hereby communicated for condonation of infringements to clause 13.(b),16,17,19(b),20(b),22 and 32(B) for cases (i) to (iii) and clause 21(b) for (i) and 21(b) and 31 for (iii) of Chapter-IV (A) of B.G. Schedule of Dimensions 1973(Reprint) involved in the design of above noted subject as shown in Annexure II and sketch Plans accompanying your application referred above.

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

No.2004/CEDO/SR/8 New Delhi, dated 28-7-04.

"Copy forwarded for information to the Chief Commissioner of Railway Safety,Lucknow, w.r.t. his endorsement No.Q.17012/01/2004-TW dated 13-5-04.

Pkumar
(Parmod Kumar)
for Secretary, Railway Board

G/f
Share copy

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

150 गौरवपूर्ण वर्ष

No.2004/CEDO/SD/3

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 5 -8-04

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

Sub:- Electrification of Ambala-Moradabad-Section-Condonation of infringements due to existing engineering structure in the section.

Ref:- Your letter No.CORE/Infring/UMB(Pt.III) dated 23-2-04.

With refefence to your application referred above, sent through Chief Commissioner of Railway Safety,Lucknow,the approval of Ministry of Railways is hereby communicated for adoption of vertical clearance of engineering structures as listed in Annexure-I(Form-XI) enclosed with your above referred application subject to following stipulations:-

1. The ODCs required to pass through these locations would be governed by the provisions made in Note (b) below Item 3 of Chapter V-A-Electric Traction 25 KV AC 50 cycles of the Schedule-1 of BG Schedule of Dimensions 1973.
2. The raising of track on these bridges should be avoided as far as possible. In case, it becomes essential to raise the track, a fresh clearance study shall be carried out and action to pass ODC shall be taken keeping the raising in view. In case, the vertical clearance goes below 5400 mm, the railway shll approach Railway Bpard for fresh sanction through the CRS/CCRS, giving full justification, before any raising of track is carried out.

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

No.2004/CEDO/SD/3 New Delhi,dated. 5-8-04.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety,Lucknow, w.r.t. his endorsement No.Q.11014/03/2004-TW,dated 13-5-04.
2. The Commissioner of Railway Safety, Northern Circle,CRIS Complex,Chankayapuri,New Delhi-110021,w.r.t. his letter No. 2003/Q-11/NC dt.5-3-2004.

Pkumar
(Parmod Kumar)
for Secretary,Railway Board.

G/F

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

150 गौरवपूर्ण वर्ष

No.2004/CEDO/SD/3

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 5 -8-04

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

Sub:- Electrification of Ambala-Moradabad-Section-Condonation of infringements due to existing engineering structure in the section.

Ref:- Your letter No.CORE/Infring/UMB(Pt.III) dated 23-2-04.

With refefence to your application referred above, sent through Chief Commissioner of Railway Safety,Lucknow,the approval of Ministry of Railways is hereby communicated for adoption of vertical clearance of engineering structures as listed in Annexure-I(Form-XI) enclosed with your above referred application subject to following stipulations:-

1. The ODCs required to pass through these locations would be governed by the provisions made in Note (b) below Item 3 of Chapter V-A-Electric Traction 25 KV AC 50 cycles of the Schedule-1 of BG Schedule of Dimensions 1973.
2. The raising of track on these bridges should be avoided as far as possible. In case, it becomes essential to raise the track, a fresh clearance study shall be carried out and action to pass ODC shall be taken keeping the raising in view. In case, the vertical clearance goes below 5400 mm, the railway shll approach Railway Board for fresh sanction through the CRS/CCRS, giving full justification, before any raising of track is carried out.

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

No.2004/CEDO/SD/3 New Delhi,dated. 5 -8-04.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety,Lucknow, w.r.t. his endorsement No.Q.11014/03/2004-TW,dated 13-5-04.
2. The Commissioner of Railway Safety, Northern Circle,CRIS Complex,Chankayapuri,New Delhi-110021,w.r.t. his letter No. 2003/Q-11/NC dt.5-3-2004.

Pkumar
(Parmod Kumar)
for Secretary,Railway Board.

By SNVS fax

Kind Attn of Sri S.K.Sharma CE/Const

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

No.2004/CEDO/SD/4

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 12-8-04

The Chief Engineer/Constn./III,
South Central Railway.
SECUNDERABAD.-500071.

Sub:-Guntakal Divn.- Doublic of track between Gudur-Renigunta-Tirupat Section- Request for, Administrative approval for adoption 1 in 246 and 1 in 200 Gradients on Tirupati end of Renigunta Yard.

With reference to your application No.W.Con.573/G/92/Vol.III dated 5-6-04 & 29-7-04, the administrative approval of Ministry of Railways is hereby communicated for adoption of yard gradients 1 in 246 from Ch. ch.84325 m to ch.84400 m and 1 in 200 beyond ch.84400 m on Tirupati end of Renigunta yard of Guntakal Divn. of South Central Railway.

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

Issued by fax on date

12/8/04

CEDO

13/8

GO ENT OF INDIA
MI OF RAILWAYS
WAY BOARD)

No.2004/CEDO/SR/9 New Delhi, dated 13-8-04

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

Sub:- Operati n of BG-4 Wheeler Propelled Tool Van Manufactured by M/s B.E.M.L. Bangalore.

With reference to your application No.519-W/869 dated 11.2.04, sent through the Chief Commissioner of Railway Safety, Lucknow, the Sanction of Ministry of Railways is hereby communicated for running of BG-4 Wheeler Self Propelled Tool Van manufactured by M/s B.E.M.L., Bangalore as per R.D.S.O. Drg.No.GR-001(ALT.D), GR-002 and SKDP-3733, at maximum permissible speed of 70 kmph on 101 sections of Northern Railway as shown in Joint Safety Certificate No.SLC/BG/04/2003.

The sanction ~~may be~~ accorded is subject to the following conditions and all other consitions as mentioned in all other certificates including RDSO speed certificate accompanying your application referred to above:—

1. Observance of all temporary and permanent speed restrictions in force and/or those that may be imposed from time to time on various accounts.
2. Observance of all conditions laid down in RDSO's Speed Certificate No.SD.RAILBUS.11(BG) dated 16/18.09.03, Northern Railway's Joint Safety Certificate No.SIC/BG/04/2003 and concomitant track & bridge certificates.
3. The maximum speed of the vehicle in the station sections of 11 stations listed in the statement annexed to Northern Railway letter No.519-W/869 dt.23.04.04(copy enclosed) Namely ROK,KUN,UTR,CHTI,FZI,CH,DUB,GJUT,JRC,PHR,PGW shall be restricted between 40 kmph and 65 kmph due to length of FVT Track Circuits being less than the wheel base of the above vehicle.
4. In case of failure of the tool van and its towing by another self-propelled vehicle, the cardan shaft shall be disconnected from the axle drive gear box end, as laid down in Para 2.4.2 of the RDSO's Speed Certificate.

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

No.2004/CEDO/SR/9 New Delhi, dated 13-8-04

The copy forwarded for information to:-

1. The C.C.R.S., Lucknow, w.r.t. his endorsement No.Q.15014/01/2004/TW dated 26-7-04.
2. The Commissioner of Railway Safety, Northern Circle,CRISComplex Chankayapuri,New Delhi,110021 w.r.t. his letter No.95/Q/22/179-180 dated 30-4-04.

(Parmod Kumar)
for Secretary,Railway Board

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

NO.2002/CEDO/ORI/24 रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 13-8-04

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

Sub-Opening of Broad Gauge Line of SRE Bye Pass from Hindon Cabin (SRE-MB sec.) to Taprri (SRE-NDLS) sec. of N. Railway Ambala Divn. for Passanger Traffic.

With reference to your endorsement No.R.12014/02/2002-R.S. dated 18-9-2002, I am directed to convey the Aprroval of Ministry of Railways, to the recommendation of Commissioner of Railway Safety, N.E. Circle, Lucknow, for opening of the above section for the public carriage of passanger as per his letter No.847/OPG/N.R./Saharanpur/Hindon Cabin-02-03 dated 23-8-02.

(Parmod Kumar)
for Secretary, Railway Board.

No.2002/CEDO/ORI/24 New Delhi, dated 13-8-04

The Commissioner of Railway, Safety, Northeastern Circle, Lucknow, with reference to his letter No.847/O.P.G./N.R./Saharanpur/Hindon Cabin-02-03 dated 23-8-02.

The General Manager/Engg. Northern Railway, Baroda House, New Delhi, w.r.t. his letter No.519-W/850 dated 5-2-04.

(Parmod Kumar)
for Secretary, Railway Board.

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

No.2004/CEDO/SD/3

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 17-8-04

The General Manager/Engg.
Western Railway,
MUMBAI-400020.

Sub;- Andheri Station-Condonation of infringement and implantation of structures in connection with extension of existing South Foot Over Bridge's staircase on platform No. 8 & 9.

With reference to your application No.WNC/421/2/271 (Condonation) dated 20-2-04, sent through the Chief Commissioner of Railway Safety,Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearance in connection with extension of existing South Foot Over Bridge's staircase of Platform 8 & 9 as listed in Form-XVII enclosed with your above referred application, subject to following conditions/ stipulations.

1. The stretch of platform having infringement shall be marked conspicuously and no parcel/vendor trolley or any other structure will be allowed to be stocked/installed/ built/erected.

2. Suitable boards stating the infringement be displayed for the knowledge of rail users and staff.

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

No.2004/CEDO/SD/4

New Delhi, dated 17-8-04

Copy forwarded for informationto:-

1. The Chief Commissioner of Railway Safety,Ashok Marg,Lucknow, w.r.t. his endorsement No.Q.11020/01/2004-TW dt.13-5-04.

2. The Commissioner of Railway Safety,Western Circle,2nd Floor, Churchgate Stn.Bldg.Annexe, M.K. Road,Mumbai-400020, w.r.t. his letter No.221 24 dt.27-2-04.

(Parmod Kumar)
for Secretary,Railway Board.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2001/CEDO/SR/11 New Delhi, dt. 18.08.2004

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

Sub: Increasing the speed of BG AC/DC EMU stock retrofitted with ALSTOM Electrics and air suspension from 70 Kmph upto maximum speed of 100 kmph on Mumbai Central -Virar BG section of Western Railway.

Ref: Your letter no. W 636/15/5/2(L)W3 dated 24.3.2004.

With reference to your application under reference sent through the Chief Commissioner of Railways Safety, Lucknow, sanction of Ministry of Railways is hereby accorded for increasing the speed of BG AC/DC EMU stock fitted with ALSTOM electrics & air suspension from 70 kmph upto a maximum speed of 100 kmph for running on Mumbai Central –Virar section of Western Railway.

The sanction is subject to the observance of all permanent speed restrictions and all other temporary speed restrictions in force from time to time and further subject to the conditions/stipulations made in Joint Safety Certificate No. 04 of 2004, Speed Certificate of RDSO and other certificates accompanying your application referred above.

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

No. 2001/CEDO/SR/11 New Delhi, dt.18.08.2004

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No. Q.12011/01/2004-TW dated 6.7.2004.
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.12-5/184/105 dated 31.3.2004.
3. The Director General (Motive Power), RDSO, Manak Nagar, Lucknow-226011.

(Parmod Kumar)
For Secretary/ Railway Board.

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

150 गौरवपूर्ण वर्ष

No.2004/CEDO/SR/10

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 30-8-04

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

Sub:- Infringements of Schedule of Dimension by BOYB Wagon Design condonation thereof.

With reference to your application No.CT/DG/LW/BOI dated 21-7-04, sent through the Chief Commissioner of Railway Safety, Lucknow, the Sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 13(b), 25(b) & 26(b) of Chapter-IV-A of Schedule of Dimensions 1973 (Reprint) and design to profile of standard maximum moving dimensions 1929 to EDO/T-1043 profile, invovled in the design of BOYB Wagon Design to R.D.S.O. Drg. No.WD-04018-S-01 as shown in Annexure-I and drawing accompanying your application referred to above.

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

No.2004/CEDO/SR/10 New Delhi, dated 30-8-04

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, w.r.t. his endoresement No.Q-17012/2/2004-R.S. dt.06-08-04.

(Parmod Kumar)
for Secretary, Railway Board.

G/F

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.2004/CEDO/SD/7

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 14-9-04

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

Sub:- Electrification of SRE-NPD-MB, section-Administrative approval for condonation of Infringements due to Engineering Structures in the above sections.

Ref:- Your letter No.CORE/ENGG/Infringe/UMB(Pt-IV) dated 18-8-04.

The administrative approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearance to item 13(ii)(c),Chapter-I and reduce vertical clearances with respect to Schedule-I item 10(iii)(a), 10(iii)(b) and 10(iii)(b) note No.C,Chapter-I of B.G. Schedule of Dimensions 1973(Reprint) in connection with electrification work as shown in Form-XVII and sketches accompanying your applecation referred to above, 'C'Class ODC can pass.

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

Emu/3-Phase/CBC
G/F

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD.

No. 2001/CEDO/SR/11 New Delhi, dated: 14.9.2004

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

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

Ref: 1. Your application No. W 636/15/5/2 Vol. II (W 3) dated 3.6.2004.
2. This office letter of even number dated 11.5.2001 & 26.6.2002 & 8.7.2003.

In continuation to Board's Provisional sanction issued vide letter under reference (2) above, the sanction of this Ministry is hereby communicated for running of the said rolling stock upto 31.12.2005. In the meantime, Railway is advised to replace the coil suspension system with air suspension system by December 2005 in the AC/DC EMU stock retrofitted with Alstom electrics.

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)
Exec. Director Civil Engg. (G)
Railway Board.

No. 2001/CEDO/SR/11 New Delhi, dated: 14.9.2004

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No. Q.12011/01/2002-RS dated 11.8.2004.
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.12-5/184/194 dated 14.6.2004.
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

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2003/CEDO/IPS/1. New Delhi, dated 23.09.2004

The General Managers (Engg)
All Indian Railways
(Except SR, SER & WR).

Sub: Index Plans and Sections.

Ref: This office letter of even no. dated 17.09.2003.

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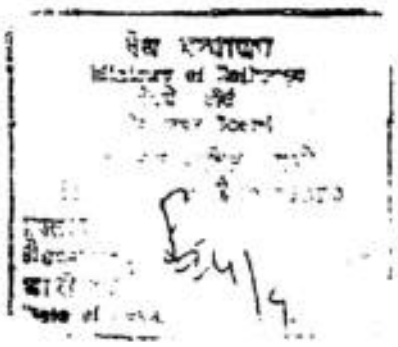
Please refer to this office letter of even no. as quoted above. a copy of Index Plans and Sections of each divisions of your Railway system corrected upto 31.03.2003 was asked to be send to Board's office upto 15.11.2003, but the same has not been received till date.

Kindly arrange to send a copy of Index Plans and Sections of each division on your as desired vide this office letter of even no, dated 17.09.2003 (copy enclosed) immediately without any further delay because it is frequently required by MR's Cell and Board Members for their use and reference.

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

o/c

Encl: as above.



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

No. 2003/CE-I/Ins/1 रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 17-[illegible]-03

The General Manager/Engg.
All Indian Railways.

Sub:- Index Plans and Sections.

Please arrange to send a copy of Index Plans & Sections of each Division of your Railway System Corrected upto 31-3-2003.

As the Index Plans & Sections are very often required for reference and use by the Ministers and Board Members, it is requested that division wise books should be neat, clean easily readable. These books may be bound in a card board cover and all system of gauges existing in a particular divison should be included in the specific book of the Division. A map of the Division may also be inserted at the beginning of each book alongwith a Station Index in Alphabatical order as per format enclosed herewith for your information and guidance please.

The upto-date copies of the Index Plans & Sections of each division on your Railway may be sent to this office latest by 15-11-2003.

The receipt of this letter may be acknowledged.

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

17/9

Please see this letter. A. Le 22.09.04

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2003/CEDO/SYD/1. New Delhi, dated 23.09.2004

The General Managers(Engg)
All Indian Railways
(Except South Eastern Railway).

Sub: Station Yard Diagrams.

Ref: This office letter of even no. dated 17.09.2003.

.....

Please refer to this office letter of even no. as quoted above, a copy each of Division-wise Diagram Book of Station Yards on your Railway corrected upto 31.03.2003 was requested by this office to be sent upto 15.11.2003, but the same has not been received till date.

Kindly arrange to send a copy of Station Yards Diagrams of your Railway as desired vide this office letter of even no, dated 17.09.2003 (copy enclosed) immediately without any further delay because it is frequently required by MR's Cell and Board Members for their use and reference.

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

Encl: as above.

O/C

रेल मन्त्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
Enclosure
हस्ताक्षर
Signature
जारी की तिथि
Date of issue

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Please 17/9/03

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

No. 2003/CE-II/SYD/1

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated 17-9-03

The General Manager/Engg.
All Indian Railways.

Sub : Station Yard Diagrams.

.....

Please arrange to send a copy each of Division-wise Diagram Book of Station Yards on your Railway corrected upto 31.03.2003. These diagrams should be well bound in a card board cover in proper book form and should contain the station Yard Diagrams of the complete system as a whole in a particular Division. An index of Stations in alphabetical order showing the relevant page number where the diagram can be located may also be inserted at the beginning of each book.

A specimen of the Station Yard Diagram is enclosed herewith for your information. It may be ensured that all the relevant information shown on the specimen copy is invariably indicated on the each station yard diagram and since these diagrams are very often required for reference and use by the Ministers and Board Members, the presentation of these diagrams should be neat, clean and easily readable. These diagrams books may be supplied to this office by 15.11.2003.

The receipt of this letter may be acknowledged.

F19

(Indrajit Khosla)
Exe. Dir. -II/E, Engg.
Railway Board.

S.No.4

Government of India
Ministry of Railway
Railway Board

No.2004/CEDO/SR/12 **New Delhi, dated 27.9.04**

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

Sub: Infringements of Schedule of Dimensions by Worksite Tamper Model VPR-02M manufactured by M/s Metex – JSC, MOSCOW design condonation thereof.

With reference to your letter No.CT/TMM-GENL dated 1.7.04 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 2(ii), 3, 5 and 21(b) Chapter-IV(A) of B.G. Schedule of Dimensions 1973(Reprint) as shown in Annexure-I (enclosed) with your above mentioned letter. This also refers to RDSO's provisional speed certificate issued vide letter No.TM/HM/11/13/Worksite Tamper dated 25.7.04, and drawing enclosed with your letter +referred to above.

(Parmod Kumar)
o/c **Executive Director, Civil Engg. (G)**
Railway Board

No.2004/CEDO/SR/12 **New Delhi, dated 27.9.04**

Copy forwarded for information to the Chief Commissioner of Railway Safety, Lucknow w.r.t his endorsement No.Q.17014/01/2004-TW dated 11.8.04.

(Parmod Kumar)
o/c **for Secretary/Railway Board.**

S.No. 11

Please issue fair letter. Ahmad 24-09-04

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2003/CEDO/SM/1. New Delhi,dated 24.09.2004

The General Managers (Engg)
All Indian Railways

Sub: System Maps.

Ref: This office letter of even no. dated 23.05.2003 and 92/CEDO/SM/1 dated 11.02.1992.

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Please refer under guidelines no.8 to this office letter no. 92/CEDO/SM/1 dated 11.02.1992 (copy enclosed), that the System Maps updated and corrected as on 31st March and should reach to Board's office by 31st July of every year.

However, System Maps of CR, NFR and NWR & SCR, have only been received and these maps from other Railways are still awaited. Therefore, it is again requested that 25 copies each of the coloured System Maps Full Size (duly neatly folded in a cover), A-4 size and 10 copies of the Time Table Maps (Five plain and five showing the Divisional Jurisdiction) updated and corrected as on 31.03.2004, may please be send to Board's office by 15th October, 2004 positively without any further delay because it is frequently required by MR's Cell and Board Members for their use and reference.

It may please be ensured while despatching the System Maps that these have been prepared strictly in accordance with instructions contained in this office letter dated 11.02.1992. Instructions should be strictly followed so as to reach Board's office by 31st July positively every year referred to above.

Encl: as above.

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

O/C

Dr My Documents\Vaibhav\RC CEDO\SYD & IP\doc

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

92/CSDO/SM/1. रेल भवन, नई दिल्ली-110001, दिनांक 11-01-1992
Rail Bhavan, New Delhi-110001, dated

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

Sub: System Maps.

Ref: i) This office letter No.82/WDO/SM/1 dated 12.4.82.

ii)This office letter No.83/WDO/SM/1 dated 13.5.83.

iii) This office letter No.83/WDO/SM/1 dated 14.6.83.

iv) This office letter No.85/WDO/SM/1 dated 7.5.85.

.....

In supersession of all earlier instructions in connection with preparation of System Maps of your railway system (BG,MG and NG) circulated under this office letters quoted above, the Board have decided that the System Maps on all Zonal railways should be prepared to the same standard, as per guide lines given below:-

1. The size of the map should be 75 cms x 60 cms.
2. The system maps should be prepared to the scale 1 cm= 15.00 Kms.
3. Legend to be used on the system maps should be as per specimen enclosed.
4. State boundaries should be shown on the map as indicated in the specimen legend and shaded in different colours prominently. The map should also show the divisional jurisdiction by way of colouring the railway lines in different colours.
5. The statistical information pertaining to 'Route Kilometres' and 'Running Track Kilometres' should be tabulated as per format enclosed on the right hand side of the map in a table of about 15 cms x 60 cms.
6. It may be ensured that the information in respect of 'Route Kilometres' and 'Running Track Kilometres' to be shown on the system map tallies with the Kilometrage Statement No.5 being furnished by your railway to the Secretary (Statistics), Railway Board for printing in Indian Railways Annual Books of Statistical Statements and Proforma 'D' in Final Works Programme Vol.III - Track Renewal.

Contd...2 -

7. Works-in-progress pertaining to New lines, Doublings and Conversions should also be shown on the system map as per the legend.

8. System Maps should be updated every year as on 31st March and 20 copies submitted by 31st July every year for use in the Board's Office. Fifteen copies of the Public Time Table maps of your railway (Ten plain and five showing divisional jurisdiction and State boundaries in different colours) correct as on 31st March may also be sent alongwith the system maps.

9. The railways should submit only the printed maps.

10. System Maps submitted to Board should be signed by one S.A. Grade Officer of the Works Branch only and need not bear any other signatures.

The receipt of this letter may please be acknowledged.

DA: As above.

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

Spare copy

Government of India
Ministry of Railway
Railway Board

No.2004/CEDO/SR/12 **New Delhi, dated 27.9.04**

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

Sub: Infringements of Schedule of Dimensions by Worksite Tamper Model VPR-02M manufactured by M/s Metex – JSC, MOSCOW design condonation thereof.

With reference to your letter No.CT/TMM-GENL dated 1.7.04 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 2(ii), 3, 5 and 21(b) Chapter-IV(A) of B.G. Schedule of Dimensions 1973(Reprint) as shown in Annexure-I (enclosed) with your above mentioned letter. This also refers to RDSO's provisional speed certificate issued vide letter No.TM/HM/11/13/Worksite Tamper dated 25.7.04, and drawing enclosed with your letter +referred to above.

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

No.2004/CEDO/SR/12 **New Delhi, dated 27.9.04**

Copy forwarded for information to the Chief Commissioner of Railway Safety, Lucknow w.r.t his endorsement No.Q.17014/01/2004-TW dated 11.8.04.

(Parmod Kumar)
for Secretary/Railway Board.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2004/CEDO/SD/8 New Delhi, dated 28.09.2004

The Chief Administrative Officer/Const.,
Eastern Railway,
14, Strand Road (4th Floor),
Kolkata – 700 001.

Sub: Condonation of grade infringement in Palsit yard.

.....

With reference to your application No. CE/Con/W/1450/Pt.I/CRS/108 dated 08.09.2004, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways, is hereby communicated for adoption of gradient of 1 in 200 at Palsit 'C' Class station of Eastern Railway as shown in Form XVII and Plan enclosed to your application referred to above.

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

" Precautions required against rolling back in case of OHE going off should be spelt out in the SWR clearly. No load to be left without live power in the yard. In case it is required to do so in rare case, necessary precautions needed against roll back be spelt out."

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

No. 2004/CEDO/SD/8. New Delhi, Dated 28-09-2004

Copy forwarded for information: -

(i) The Chief Commissioner of Railway Safety, Lucknow-226001, w.r.t. his endorsement No. Q.11012/01/2004-RS dated 20.09.2004.

(ii) The Commissioner of Railway Safety, Eastern Circle, 14 Strand Road, 12th Floor, Kolkata – 700 001, w.r.t. his letter no. 540/1/26/VIII/Infringement/04 dated 16.09.2004.

(Parmod Kumar)
G/F for Secretary Railway Board.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2004/CEDO/SR/14. New Delhi, dated 29.09.2004

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

Sub: Infringement of S.O.D. by BOXNLW wagon design condonation thereof.

With reference to your letter No. CT/DG/LW/BOX dated 31.08.2004, sent through Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to items 13(b), 26, 27 and 28 of chapter IV-A of Schedule of Dimensions 1973 (Reprint) for BOXNLW wagon designed to R.D.S.O. Drg. No. WD-88088-S/26 Alt. 3 and WD-88088-S-02 Alt 5 as shown in Annexure-I accompanying your application referred to above.

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

No. 2004/CEDO/SR/14 New Delhi. Dated 29-09-2004

Copy forwarded for information to the Chief Commissioner of Railway Safety, Lucknow-226001, w.r.t. his endorsement No. Q.17012/05/2004-RS dated 10.09.2004.

(Parmod Kumar)
G/F for Secretary Railway Board.

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2004/CEDO/SD/3. New Delhi, dated : 29.09.2004

The General Manager (Engg.),
Western Railway,
Churchgate, Mumbai – 400 020.

Sub: Viramgam station – Condonation of infringement and implantation of structure in connection with VG – MSH gauge conversion of existing MG line into BG under BOT basis – existing FOB column and staircase on passenger platform shelter column and fixed structure on passenger platform no. 2 &3.

...

With reference to your application No. 121/15-VG (Condonation) BOT dated 23/27-07-2004, sent through the Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearance in connection with gauge conversion work of MG to BG, on passenger platform and platform shelter column and fixed structure on passenger platform 2 & 3 as listed in Form – XVII enclosed with your above referred application, subject to following sanctions/stipulations :-

A) Infringement in horizontal distance on passenger platform (PF) due to column of Platform Shelter and Non Veg RR wall-

i) Length of platform over which such infringement exist would be marked conspicuously and suitable boards stating the infringements should be fixed at appropriate location for the knowledge of rail users and staff.

ii) No parcel vendor trolley or any other structure will be allowed to be stocked / installed / built or erect in the stretch of PF having infringement.

iii) The door arrangement or RR is not given. It should be ensured that exit / entry door be relocated at the ends of the RR to reduce the crowding of the stretch of PF having infringement.

iv) The condonation of infringement of Non Veg RR wall is given for a period of 2 years during which the infringement should be removed by shifting / relocating of RR.

v) The area under infringement will be well illuminated in the night.

...continued

B) **Infringement on platform no – 4 due to column of FOB and landing-**

i) Length of platform over which such infringement would be present would be marked conspicuously and suitable boards stating the infringement be stated for the knowledge of rail users and staff.

ii) No parcel vendor trolley or any other structure will be allowed to be stocked / installed / built in the stretch of PF having infringement.

iii) The area under infringement will be well illuminated in the night.

C) **Infringement in vertical clearance of FOB-**

i) The condonation is given for a period of two years from the date of issue of this letter. Railway should take action to remove such infringement, first by making the efforts to raise the FOB. However, in any case infringements must be removed within two years as stated above.

ii) During such time when infringement is in existence, Railway may ensure that there is no roof top passenger on trains when passing through FOB.

iii) The portion of the FOB where infringement is present should be marked by yellow retro reflective strips with black strips at regular intervals.

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

No. 2004/CEDO/SD/3. New Delhi, dated 29.09.2004

Copy forwarded for information to: -

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no.- Q.11020/02/2004-RS dated 08.09.2004.

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. 221/239 dated 03.09.2004.

(Parmod Kumar)
for Secretary, Railway Board.

G/F

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2004/CEDO/SD/8

New Delhi, dated 4.10.2004

The Chief General Engineer,
South Central Railway,
Headquarters Office,
Works Branch,
Secunderabad – 500 071.

Sub: Guntakal Division – Doubling of track between Gudur – Renigunta – Tirupati section yard arrangements at Renigunta Station – Condonation of infringing gradients on Tirupati end.

.....

With reference to your application No. W.573/G/Infringing gradients/RU dated 17.08.2004, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for adoption of gradient of 1 in 200 to 1 in 260 at Tirupati end of Renigunta yard of South Central Railway as shown in Form-XI and Plan enclosed to your application referred to above.

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

"The CASM/ South Cabin shall ensure that there is no train present in the RU-TPTY block section and there is sufficient time interval for taking the train from the CRS siding in consultation with the SCOR and obtain his permission. The ASM/South Cabin shall take off the relevant Shunt Signals and admit the train into the yard."

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

No. 2004/CEDO/SD/8

New Delhi, dated .10.2004

Copy forwarded for information to: -

(i) The Chief Commissioner of Railway Safty, DRM, NER Compound, Ashok Marg, Lucknow – 226001, w.r.t. his endorsement No. Q. 11018/01/2004-RS dated 15.09.2004.

(ii) The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad – 500 071 w.r.t. his letter no. Q. 11018/2/04.SCC dated 27.08.2004.

(Parmod Kumar)
for Secretary Railway Board.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2004/CEDO/SR/15 New Delhi, dated 6.10.2004

The Chief Bridge Engineer,
North Western Railway,
Jaipur.

Sub: Sanction to run Work Site Tamper Model VPR.02 M, Manufactured by OEM, M/S Metex JSC, Moscow.

.....

With reference to your application No. HQ/W/551/0/36 dated 31.08.2004, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Work Site Tamper Model VPR.02 M, manufactured by OEM, M/S Metex JSC, Moscow, with an axle load of 12.5 t as per Drg. No. 23.00.00.000 BO (Sheet 1 & 2) provisionally to run at maximum speed of 35 kmph as shown in your Joint Safety Certificate.

The sanction is subject to strict observance of all permanent/temporary speed restrictions inforce and those that may be imposed from time to time and further subject to observance of conditions/stipulations made in RDSO's Speed Certificate No. TM/HM/11/13/Work Site Tamper dated 05.07.2004 and other certificates accompanying your application referred to above.

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

No. 2004/CEDO/SR/15 New Delhi, dated 6.10.2004

Copy forwarded for information to: -

(i) The Chief Commissioner of Railway Safety, DRM, NER Compound, Ashok Marg, Lucknow –226001, w.r.t. his endorsement No. Q. 17014/01/2004-RS dated 29.09.2004.

(ii) 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. 12.5/351/244 dated 15.09.2004.

(iii) Executive Director/ Track Machine, RDSO, Manak Nagar, Lucknow – 226 011.

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

G/F

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2004/CEDO/SD/2

New Delhi, Dated : 7 .10.2004

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

Sub: Electrification of Renugunia- Nandalpur Section- Administrative approval for condonation of infringements due to signal structures in the above section.

Ref : No.CORE/Engy/Infringe/ MAS (pt.II) Dt. 13/16.08.04.

With reference to your application referred above sent through, Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduce horizontal clearances of signal structures as listed in Form 17 enclosed with your above referred application subject to the following stipulations:-

i) 'Blanking off arrangements shall be provided at locations (3 nos at Nandulur station) where clearance is less than 2.36m (between 2210 mm & 2280 mm) alongwith marking of clearance on the signal posts.

ii) Wide stock of 3660 mm is not allowed to run on the section.

iii) The signal structures having infringements will be marked conspicuously to indicate the infringement for the information of driver and the railway men. For this the implantation distance should be painted on the signal posts.

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

No. 2004/CEDO/SD/2

New Delhi, Dated : 7 .10.2004

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, w.r.t. his endorsement No. Q.11018/02/2004-RS dated 29.9.04
2. The Commissioner of Railway Safety, S.C. Circle, Sarojini Devi Road, Secunderabad-500071.w.r.t. his letter No. Q.11018/03/04-SCC. Dated 27.8.04.

(Parmod Kumar)
For Secretary, Railway Board

G/F

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2004/CEDO/SR/13. New Delhi, dated 8.10.2004

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

Sub: Condonation of infringements for mounting low profile Antenna on coach end wall

.....

With reference to your letter No. CT/DHS/3/Coaches dated 23.07.2004, sent through Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to items 31of chapter IV-A of B.G Schedule of Dimensions 1973 (Reprint) for mounting two low profile antenna ; one on each coach end wall of executive chair coach of Shatabadi Express to RDSO drawing no. CSC-1679, SD-K 4008, 66064(alt.4) & to as shown in annexure –I , enclosed with your letter referred to above.

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

No. 2004/CEDO/SR/13 New Delhi, Dated8-10-2004

Copy forwarded for information to the Chief Commissioner of Railway Safety, Lucknow-226001, w.r.t. his endorsement No. Q.17012/03/2004-RS dated 25.08.2004.

(Parmod Kumar)
for Secretary Railway Board.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

NO. 2001/CEDO/SD/9 **New Delhi, dated 25/10/2004.**

The Chief Administrative Officer(Const)
South West Railway,
Bangalore.

Subject – Arsikere-Hassan Mangalore Guage Conversion project Provision of catch siding in Sakleshpur-Subramanya Road Ghat Section – reg.

Reference- 1. Your letter No.W.GC/347/BNC/ASK-HAS-MAQ/Vol.III dated 3.10.1998.
2. This office letter of even number dated 8.1.2003.
3.AM/CE's D.O. letter of even number dated 20.3.2003.
4. PCE/SR's letter NO. W.438/1/1/Vol.VI dated 6.5.2003.
5. This office letter of even number dated 18.9.2003.
6. COM/SR's letter NO. T.143/Y/HAS-MAQ/GC dated 18.9.2003.
7. GM/SWR's letter No. T/143/Y/HAS-MAQ/Con/Vol-IV dated 20.9.2003.
8. GM/SWR's letter No. W/SWR/438/HAS-MAQ dated 19.2.2004.
9. RDSO letter No. SD.MISC.CS dated 8.4.2004 addressed to GM/SWR & copy to Board.
10. This office letter of even number dated 22.9.2004.

The above case has been examined in the Board's office as a special case and Board have decided that the goods trains in the above section may run with the following conditions-

(i) No vacuum brake stock would be allowed to run on this section.
(ii) No AEB device is required in the locos.
(iii) Initially WDG3A locos would be used to work the goods trains in this section and therefore, priority should be given for strengthening the 15 number of bridges which are identified by RDSO for strengthening for these types of locos in their report No. MP. Misc No. 156(Revision –00) April 2004. However, ultimately WDG4 (2 Nos in one consist) are also planned to run on this section. Therefore, ultimately all the bridges which require strengthing on this consideration should also be strengthened on a programme basis. 69 Nos of bridges have been identified by RDSO in para 6.1.2 of their Report mentioned above.
(iv) Banking loco(s) would be attached only in rear of the train while going up the ghat. No live loco is to be attached in the rear of the train while descending the Ghat section.
(v) Maximum speed of the train would initially be 30 KMPH in both the directions. However, the speed can be further raised to 40 KMPH in stages after conducting the trails in consultation with the RDSO.
(vi) No brake halt is to be provided.

(vii) Only one catch siding is to be provided at Donigal station which should be of Broad Guage standard.

(viii) Minimum brake power should be 90%.

(ix) It should be possible to run 58 BOXN rake without splitting, in both the directions, by following the laid down procedures with 3 WDG3A locos in one consist attached in front of the train and 3 WDG3A locos attached in rear of the train as banking locos for ascending trains and with 3 WDG3A locos attached in one consist in front for descending trains.

(x) Loop length should be provided accordingly keeping para (ix) in view.

Detailed train working instructions may be prepared by the Railways in this section keeping the above stipulation of the Board and also the other conditions as mentioned in RDSO's Report No : MP.Misc.No.156(Revision –00) April 2004 and any other conditions/stipulations as may be laid down by concerned CRS or considered necessary by the Railway for smooth and safe running of the trains in this section. However, it should be ensured that no such condition is in contradiction to the above conditions as approved by the Board (MM, MT &ME)

(PARMOD KUMAR)
EDCE (G)
RAILWAY BOARD

o/c .

Copy to – (i) General Manager, South Western Railway, Bangalore.

(ii) CCRS, Ashok Nagar, Lucknow in reference to his endorsement No. K 11024/1/95-RS dated 23.11.1998

(iii)Commissioner of Railway Safety, South West Circle, Seshadiri Road, Bangalore in reference to his endorsement No. R.12027/1/97-R dated 6.10.1998.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2004/CEDO/SR/16. New Delhi, dated 25.10.2004

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

Sub: Infringement of S.O.D. by Shoulder Ballast Clearing Machine model FRM-85F manufactured by M/s Plasser (India) design condonation thereof.

.....

With reference to your letter No. CT/TMM/GENL dated 12.08.2004, sent through Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to items 2(ii),17,19(b),20(b), 21(b) and 22 of chapter IV-A of Schedule of Dimensions 1973 (Reprint) as shown in Annexure-I (enclosed) and drawing enclosed with your letter referred to above.

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

No. 2004/CEDO/SR/16 New Delhi, Dated 25-10-2004

Copy forwarded for information to the Chief Commissioner of Railway Safety, Lucknow-226001, w.r.t. his endorsement No. Q.17012/04/2004-RS dt.28.09.04.

(Parmod Kumar)
for Secretary Railway Board.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2004/CEDO/SD/3. New Delhi, dated : 28.10.2004

The Chief Administrative Officer/Constn.
Works Construction Branch,
Southern Railway,
Egmore, Chennai – 600 008.

Sub: Gauge Conversion of Chennai Beach-Tambram-Chengalpattu-Chennai Egmore-Tambram Suburban lines-Infringement of existing platform shelters, Foot Over Bridges, Road over bridges- Condonation of infringements by Railway Board – reg.

...

With reference to your application No.W.262/XXII/1/CN dated 16.10.2004, sent through the Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal/vertical clearances in connection with existing platform shelters, Foot over bridges & Road over bridges as listed in Annexure-A and drawings enclosed with your above referred application, subject to following conditions/ stipulations:-

"While removal of infringements in the case of Road Over Bridges and Foot Over Bridges may not be feasible, the railway should explore the feasibility of removal of infringements caused due to existing platform shelters, which are mainly due to cantilever arms. This exercise should be completed within a period of two years."

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

No. 2004/CEDO/SD/3. New Delhi, dated 28.10.2004

Copy forwarded for information to: -

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no.- Q.11017/1/2004-RS dated 20.10.2004.

2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore – 560 009, w.r.t. his letter no. 11017/1/2003 SR dated 19.10.2004.

(Parmod Kumar)
for Secretary, Railway Board.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2004/CEDO/SR/11. New Delhi, dated 29.10.2004

The Chief Bridge Engineer,
South Eastern Railway,
11, Garden Reach Road,
Kolkata – 700 043.

Sub : Running of Utility Track Vehicle (UTV) to PTL's Drg. Nos. UTV-1-00-01/00 and UTV-1-00-01/01 with maximum axle load of 20.0t.

With reference to your application No. TC/TM/UTV dated 11.05.2004, sent through the Chief commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Utility Track Vehicle (UTV) provisionally to run at maximum speed of 50 Kmph as shown in Joint Safety Certificate No. 09/04.

The sanction is subject to strict observance of all permanent/temporary speed restrictions in force and those that may be imposed from time to time and for the subject to observance of conditions/stipulations made in RDSO's speed certificate No. TM/HM/11/11/UTV/Phooltas dated 04.03.2004 and certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements item 12, 19(a) and 21(a) of Chapter-IV(A) and profile of maximum moving dimensions of 1929 as shown in Form-XVII and others of B.G. Schedule of Dimension 1973 (Re-print).

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

No. 2004/CEDO/SR/11. New Delhi, dated 29.10.2004

Copy forwarded for information to:-

(i) The Chief Commissioner of Railway Safety, DRM, NER Compound, Ashok Marg, Lucknow – 226 001 w.r.t. his endorsement No. Q.15013/03/2004-TW dated 15.07.04.
(ii) The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, (12th Floor), Kolkata – 700 001. w.r.t. his letter No. 574 dated 14.06.04.
(iii) The Executive Director Track Machine, R.D.S.O., Manak Nagar, Lucknow – 226 011.

(Parmod Kumar)
for Secretary Railway Board.

G/F

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2004/CEDO/SD/4 New Delhi, dated 08.11.2004

The Chief Engineer/C-IV,
South Central Railway,
Secunderabad.

Sub: Condonation of gradient in station yard and clearance of infringements for fixed structures at Sultanabad station of South Central Railway on Peddapalli – Karimnagar section of Secunderabad DIVISION. **Request for Administrative approval for adoption of steeper than 1 in 1200 gradient in yard limits-Reg.**

With reference to your application No. W.Con.338/C/78. Vol.V dated 15.10.2004, the administrative approval of Ministry of Railways is hereby communicated for adoption of yard gradient 1 in 400 in Sultanabad station yard as shown in the approved plan enclosed with your application referred above on Peddapalli – Karimnagar section of South Central Railway.

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

C:\My Documents\VASISTH\SC\CEDO\CEDO condonation Gradient Sultanabad station yard.doc

G/F

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2004/CEDO/SD/2. New Delhi, dated 17.11.2004

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

Sub: Electrification of Kharagpur(excl,) – Bhubaneswar(incl.) section – condonation of infringements due to signal structures at stations – Bhadrak, Baitarani Road, Jajpur Keonjhar Road, Byree, Kapilas Road, Gopalpur Balikuda, Barang, Mancheswar and Bhubaneswar in the above section of S.E. Railway.

Ref: Your letter No. CORE/Engg/Infringe/BBS (Pt.-II) dt. 06.11.03.

With reference to your application referred above sent through Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearances of signal structures as listed in Annexure-I, Form-XI enclosed with your above referred application subject to the following stipulations:-

i) Introduction of wider stock like EMUs etc. shall not be permitted on the sections.

ii) Mention should be made in SWR that 12' wide stock shall not be permitted on the sections.

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

No.2004/CEDO/SD/2. New Delhi, dated 17.11.2004

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, w.r.t. his endorsement No. Q.11019/02/2003-TW dt. 12.12.03.
2. The Commissioner of Railway Safety, South Eastern Circle, Kolkata w.r.t. his letter No. 1103 dt. 17.11.2003.

(Parmod Kumar)
For Secretary, Railway Board

G/F

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2004/CEDO/SD/2. New Delhi, dated 18.11.2004

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

Sub: Condonation of infringements due to signal structure at stations – Hindol Road, Joranda Road, Raxatgarh, Radhakishorepur and Marthapur in connection with Electrification of Bhubaneswar – Talcher section of East Coast Railway.

Ref: Your letter No. CORE/Engg/Infringe/BBS (Pt.-I) dt. 06.11.02.

With reference to your application referred above sent through Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearances of signal structures as listed in Annexure-I, Form-XI enclosed with your above referred application subject to the following stipulations:-

i) Introduction of wider stock like EMUs etc. shall not be permitted on the sections.
ii) Mention should be made in SWR that 12'(3660mm) wide stock shall not be permitted on the sections.
iii) "Blanking Off' arrangements shall be provided for signal structures where clearance is less than 2360 mm.

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

No.2004/CEDO/SD/2. New Delhi, dated 18.11.2004

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, w.r.t. his endorsement No. Q.11019/03/2003-RS dt. 12.11.03.
2. The Commissioner of Railway Safety, South Eastern Circle, Kolkata w.r.t. his letter No. 893 dt. 10.09.2003.

(Parmod Kumar)
For Secretary, Railway Board

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

G/F

No.2004/CEDO/SD/2. New Delhi, dated 18.11.2004

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

Sub: Electrification of Kharagpur – Bhubaneswar section – condonation of infringements due to signal structures at stations – Basta, Balasore, Khantapara, Bahangaabazar, Soro, Markona and Renital in Basta sub-section of Kharagpur Division of S.E. Railway.

Ref: Your letter No. CORE/Engg/Infringe/BBS (Pt.-II) dt. 31.10.03.

With reference to your application referred above sent through Chief Commissioner of Railway Safety, Lucknow, the approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearances of signal structures as listed in Annexure-I, (Form-XI) enclosed with your above referred application subject to the following stipulations:-

i) Introduction of wider stock like EMUs etc. shall not be permitted on the sections.

ii) Mention should be made in SWR that 12'(3660mm) wide stock shall not be permitted on the sections.

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

No.2004/CEDO/SD/2. New Delhi, dated 18.11.2004

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, w.r.t. his endorsement No. Q.11019/03/2003-TW dt. 12.12.03.
2. The Commissioner of Railway Safety, South Eastern Circle, Kolkata w.r.t. his letter No. 1102 dt. 17.11.2003.

(Parmod Kumar)
For Secretary, Railway Board

4/P

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2003/CEDO/SD/3. New Delhi, dated : 19.11.2004

The CSTE/CON-II/MLG,
N.F. Railway,
Maligaon,
Guwahati – 781 011.

Sub: Adminstrative approval (reference to Railway Board) for Provision of signal posts at 2135 mm from centre of track in Samuktala Road-New Bongaigaon Gauge Conversion Project.

Ref: Your letter No. N/242/2/0/CON dt. 16.08.04.

With reference to your application referred above, the administrative approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearance of signal structures on 12 stations as mentioned in your above referred application. It is subjected to the stipulation that no wider stock more than 3250 mm would be permitted to run on the above section and necessary "Blanking Off" arrangement for the infringing signalling structures would be made. Railway should also note that administrative approval should be obtained in time and there should be no occasion when post-facto approval is sought for. Application for such cases should come from CE/Cons.

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

G/F

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2004/CEDO/SD/7. New Delhi, dated : 19 .11.2004

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

Sub: Electrification of Ernakulam – Kottayam – Kayankulam Section. Administrative approval due to existing engineering structure in the above section.

Ref: Your letter No. CORE/Engg/Infringe/MAS(Pt-II) dt. 07.05.04, 17.09.04 and 29.10.04.

With reference to your application referred above, the administrative approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal/vertical clearances with the stipulations that all the infringements as listed in Form-XVII enclosed with your above referred application should be removed during proposed doubling except in 2 tunnels where the existing infringements may continue. The approval is further subjected to the following condition:-

1. Adequate care shall be taken for running the ODCs particularly 'C' class ODC of 4.8 m height and wherever required OHE would either be taken off or slewed as may be required.

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

\ Schedule of Dimension Strike

G/R

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2004/CEDO/SR/18. New Delhi, dated 22.11.2004

The General Manager/Engg.
Southern Railway,
Chennai.

Sub: Running of Coaching Container Flat (CCF) manufactured by RCF, Kapurthala upto a maximum speed of 105 Kmph on all the BG sections of Southern Railway.

...

With reference to your application No. W.439/4/CCF dated 28.04.03, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways, is hereby communicated for running coaching container Flat manufactured by RCF, Kapurthala as per Drawing No. CONTR-9901-S/2 Alt.3 having maximum axle load of 16.25 t with maximum permissible speed of 75/105 Kmph as shown in Joint Safety Certificate No. 801 BG.

Sanction accorded is subject to the following condition as mentioned in all other certificates including RDSO speed certificate accompanying your application referred above.

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

ii) Observance all conditions laid in RDSO's speed certificate No. MC/CONTR/CCF dated 14/19-09-2001.

The clearance is subject to the following parameters of the rooling stock :-

Maximum axle load	: 16.25t
Maximum braking force	: 4.35t
CG height above rail level	: Not exceeding 1830mm

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

No.2004/CEDO/SR/18. New Delhi, dated .11.2004

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, w.r.t. his endorsement No. Q.15013/02/2003-RS dt. 12.11.03.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Banglaore-580009 w.r.t. his letter No. Q.15013/4/2003 SR dt. 12.09.2003.

(Parmod Kumar)
For Secretary, Railway Board

G/P

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

NO. 70/WDO/OR1/RO/1/PT. New Delhi, dated 3 /12/2004.

The General Managers,
All Indian Railways & Others
(As per list 'A' attached)

Subject – The Railway(Opening for public carriage of passengers) Rules 2000.

Board have decided that the documents required to be submitted to CRS prior to his inspection as laid down in sub rule-1 of Rule 4 – **Supply of certain documents to Commissioner** under Chapter-II, should normally be submitted one month before the date by which the Railway is to be ready for opening.

The above instructions may be followed meticulously. The necessary amendment in the said rules would follow.

(Parmod Kumar)
(PARMOD KUMAR)
EDCE (G)

GLP

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2004/CEDO/SD/6. New Delhi, dated : 07.12.2004

The Chief Engineer,
C.O.R.E.,
Nawab Ysusuf Road, Civil Lines,
Allahabad – 211001.

Sub: Electrification of Ernakulam – Kayamkulam Jn.- Kottayam Section. Administrative approval for condonation of infringements due to signal structure in the above section of Southern Railway.

Ref: Your letter No. CORE/Engg/Infringe/MAS(Pt-II) dt. 04.11.04.

With reference to your application referred above, the administrative approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearance varying from 2210 mm to 2346 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 Ernakulam – Kayamkulam Jn.- Kottayam Section of Southern Railway as shown in Form-XVII and layout plans accompanying your application referred above.

The approval is further subjected to the following condition:-

1. No wider stock such as EMU (3660 mm width) would be permitted to run on this section.
2. "Blanking Off" arrangements would be provided at locations, where clearances are less than 2360 mm.

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

एस पी एस जैन
सदस्य इंजीनियरिंग
S.P.S.Jain
Member Engineering

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)
नई दिल्ली-110001
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)
NEW DELHI-110001

D.O.NO. 2001/CEDO/SD/9

New Delhi, dated 21.12.2004.
22

My dear Perti,

Subject:- Arsikere-Hassan Mangalore Guage Conversion project Provision of catch siding in Sakleshpur-Subramanya Road Ghat Section.

Reference:-(i) D.O. letter No. T-143/Y/HAS-MAQ/Vol.V dated 7.12.2004. from the then GM/SWR
(ii) Board's letter of even number dated 25.10.2004 addressed to CAO/SWR.

Reference to above, it is clarified that inclusion of passenger train has not been omitted inadvertently in Board's letter referred to in the above referred D.O. The new line/guage converted line is opened for passenger traffic only by the concerned CRS on submission of the necessary documents as required under Railways (Opening for Public Carriage of Passengers) Amendment Rules 2001. However, the proviso in regard to catch sidings, brake halts etc. as approved by the Board vide their letter referred to above, being common for passenger as well as for goods trains, would be equally applicable for passengers trains as well.

Railway should, therefore, approach the concerned CRS for opening the section for carriage of passengers as prescribed in the rules.

I hope this clarifies the position.

With best whishes,

Yours sincerely,

(S.P.S. JAIN)
21-12-04

Shri T.N.Perti,
General Manager,
South Western Railway,
Hubli.

Please... Fair letters. Ans 28/12/04

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.98/CEDO/SR/9 Dated: 29-12-2004

The General Manager,
Western Railway,
Mumbai

SUB: Running of Brake Van(type BVZC) on BG Section of Western Railway at maximum speed of 100 kmph

With reference to your application No.W.636/0 (W3) dt.12/10/04 submitted through CCRS/LKO, sanction of Ministry of Railways is hereby communicated for running BVZC brakevans to RDSO's Drawing No.WD-81035-S/2 Alt.2 on sections indicated below at maximum speed shown therein:

S.No.	Section	Maximum Permissible Spee
1.	VR-ST (Up & Dn)	90
2.	ST-BRC (Up & Dn)	100
3.	BRC-GDA (Up & Dn)	100
4.	GDA-RTM (Up & Dn)	75
5.	RTM-NAD (Up & Dn)	100

2. The sanction is subject to observance of all permanent speed restrictions as notified in Appendix VII to the working current time table and other temporary speed restrictions in force or which may be enforced from time to time and further subject to observance of all conditions stipulated in Joint Safety Certificate No 22 of 2004.

3. This sanction is valid upto 31/12/05.

रेल मन्त्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
संशोधनों सहित जारी
Issued with Amendments
हस्ताक्षर
Signature 29/12
जारी की तिथि
Date of Issue

EDCE(G)
O/C
Cont...

VKM DEC04

Copy forwarded for information and necessary action to :

1. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow –226011 in reference to his letter No. Q.15013/01/98-RS, Dt.6/12/04.
2. CRS, Western Circle Mumbai in reference to his letter No. Q.14012/98(20)/255 dt.29/10/04.
3. EDS(MP)& ED(Track) , RDSO, Lucknow
4. Adv(Safety), EDME(Fr.) & EDTT(M), Railway Board.
5. MD/CONCOR, Mathura Road, New Delhi
6. General Managers (Mech.) & General Managers(Engg.) all Indian Railways.

ECR: [illegible]

[illegible] to RDSO's [illegible]

[illegible] maximum speed shown the [illegible]

S.No.	Section
1	VR-SI [illegible]
[illegible]	SC [illegible]
3	HRC [illegible]
4	GDA-I [illegible]
5	RTM - M [illegible]

2. The sanction is subject to [illegible]

Appendix VII to the working current [illegible]

which may be enforced [illegible]

stipulated in Joint Safety Certificate [illegible]

3. This sanction is valid upto 31/1

VKM/DEC04

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2004/CEDO/SD/6. New Delhi, dated 31.12.2004

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

Sub: Electrification of Roorkee(excl) – Najibabad (excl) section – Administrative approval for condonation of infringement due to signal structures in the section on Moradabad Division of Northern Railway.

Ref: Your letter No. CORE/Engg/Infringe/UMB(Pt.-IV) dt. 27.04.04 and 7.12.04.

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With reference to your application referred above, the administrative approval of Ministry of Railways is hereby communicated for adoption of reduced horizontal clearance varying from 2210 mm to 2290 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 Roorkee (excl) – Najibabad (excl) section of Moradabad Division of Northern Railway as shown in Annexure-I and layout plan except for Signal No. 13 at MZM station and other two signals at LRJ station. The infringement at MZM should be removed and compliance reported to Board. For LRJ, CORE should submit a detail plan showing the work involved in removing the infringements due to these 2 signals and the detailed cost for better appreciation of Board.

The approval is further subject to the following conditions:-

(i) No wider stock than 3250 mm shall be permitted to run on the section.

(ii) "Blanking Off" arrangements for the signal ladders would be made.

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