GUARD FILE 1990 Pt. II

WISH YOU A HAPPY NEW YEAR

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.89/CEDO/ORI/14.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 1-1-1990

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

Sir,

Sub:- Opening of the new Broad Gauge line between Ernakulam Junction and Alleppey stations in Trivandrum Division of Southern Railway.

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With reference to your Endorsement No.RS.10-T(8)/89 dated 5.12.89, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.1026 dated 3.10.89.

Yours faithfully,

(S.K.Vij)
for Secretary Railway Board.

No.89/CEDO/ORI/14. New Delhi, Dated 1-1-1990

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.1026 dated 3-10-89.

2) The General Manager, Southern Railway, Park Town, Madras with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One ferro copy each of the Index Plan and Section for the above section may please be sent to this office.

(S.K.Vij)
for Secretary Railway Board.

(2)

No.89/CEDO/GNI/3. 1 - 1 - 1990.

The Chief Administrative (Construction)/SC,
South Central Railway,
Works (Construction) Branch,
Secunderabad - 500 371.

Sub:- Opening of new B.G.line from Miryalaguda to Nadikude (i.e.) Phase-II of the construction of a new B.G.line between Bibinagar and Nadikude for public carriage of passengers on the Secunderabad Division of South Central Railway.

Ref:- Your office letter No.W.Con.347/G/55/Pt.II dated 16-3-1989.

Please refer to para 2 of your office letter Quoted above and expedite the reply.

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

(3)

No. 88/CEDO/CRS/IR/16. 1 - 1 - 1990

The General Manager,
Northeast Frontier Railway,
Maligaon,
Guwahati.

Sub:- Inspection Report for the year ending 31st March,88 by Shri.P.C.Gupta, Commissioner of Railway Safety, Northeastern Circle, Gorakhpur.

Please refer to this office letter of even number, dated 24th June,88 (copy enclosed for ready reference) and a subsequent reminder of even number dated 14-3-1989 and expedite the reply.

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

(4)

No. 88/CWDO/CRS/IR/16. New Delhi, Dated 24/6/1988.

The General Manager,
N.F.Railway,
Maligaon,
Guwahati.

Sub:- Inspection Report for the year ending 31st March,88 by Shri.S.C.Gupta, Commissioner of Railway Safety, North Eastern Circle, Gorakhpur.

A copy of the Inspection Report of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur received through Chief Commissioner of Railway Safety, Lucknow under his letter No.RS.14-T(3)/84 dated 17th May,88 is enclosed.

The Ministry of Railways desire that the action taken on various observations/suggestions made by Commissioner of Railway Safety, North Eastern Circle, Gorakhpur in the above cited report may please be furnished to Commissioner of Railway Safety direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

(Arjmardan Singh)
Director Civil Engineering (G),
Railway Board.

Encl:-One Inspection Report.

(3)

No. 89/CTDO/ORI/10. 1-1-1990

The Chief Engineer/C (North),
Northern Railway,
HeadQuarters Office,
Kashmere Gate,
Delhi - 110 006.

Sub:- Opening of Thirpur - Shahbad Markanda station on Delhi-Ambala section of Northern Railway.

Ref:- Your office letter No.101-W/3/Pt.IV (W-I) dated 17 - 10 - 1988.

Please refer to your office letter Quoted above. Since the required reply has not so far been received even after a subsequent reminder of even number dated 13-6-89, it is requested that the despatch of the same may please be expedited.

(D.N.Nachiwal)
for Executive Director Civil Engg:(C),
Railway Board.

(6)

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

No.82/WDO/SD/23.

रेल भवन, नई दिल्ली-110001, तिथि 3 -1-1990
Rail Bhavan, New Delhi-110001, dated 19

The Chief Project Manager,
Railway Electrification,
Kota.

Sub:- Electrification of Tundla-Agra-Bayana section - Reduced implantation thereof.

Ref:- Your office letter No.BT/RK/EL/66 Gr.67 dated 13.4.89 and 20-12-89.

In view of the position explained in your above Quoted letter, the Ministry of Railways accord their Administrative approval for implantation of six OHE Structures in Agra East Bank yard on Tundla-Agra-Bayana section at a minimum horizontal distance varying from 2.26 m to 2.35 m as against 2.36 m required as per B.G.Schedule of Dimensions (1973) as shown in your letter under reference.

As already advised in this office letter of No.82/WDO/SD/12 dated 18-6-1982, a list of locations where OHE Structures are finally located with a setting distance of less than 2.36 m may be submitted as an enclosure to the statement of infringements while obtaining Commissioner of Railway Safety's sanction for commissioning of the section

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

DA:-Nil.

(7)

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

No.89/CNDO/ONI/10.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 3-1-1990.

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

Sir,

Sub:- Opening of the Newly constructed Bhuj-Maliya M.G.line for public carriage of passengers (Kms.53.613 to 159.326) on Ajmer Division of Western Railway.

With reference to your Endorsement No.RS.10-T(6)/89 dated 5th September,89, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No.16-5/262 dated 25-10-89.

It is noted that this authorisation is based on the compliance report submitted by Western Railway vide their letter No.W.415/7/AII dated 31-8-89 on para 1 to IV of CRS's Inspection Report No.16-5/262/229 dated 7-7-1989.

yours faithfully,
(S.K.VIJ)
for Secretary Railway Board.

No.89/CNDO/ONI/10. New Delhi, Dated 3-1-1990.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letters No.16-5/262/229 dated 7-7-89 and No.16-5/262 dated 25-10-89.

2) The General Manager, Western Railway, Bombay with reference to his letter No.W.415/7/AII dated 28-11-1989.

(S.K.VIJ)
for Secretary Railway Board.

(8)

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

No. 88/CEDO/SD/1. New Delhi, Dated 3-1-90.

The Chief Signal & Telecom Engineer (P),
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur - 440 001.

Sub:- Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at station on Amla (excl.)-Wagardah (incl.) section of Central Railway.

****

With reference to your application No. CPM/M/ST/SIG/11 dated 06-11-1989 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by 6 signal structures with respect to Primary and Secondary track at stations on Amla (excl.)-Wagardah (incl) section to item 13(ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

The sanction is applicable only to condonation of infringements to clearances so far as signal structures for running of 3660 mm (12'-0") wide stock are concerned. A separate sanction from the competent authority will however be necessary before introducing 3660 mm (12'-0") wide stock as per extent rules.

(S.B.Gupta)
Executive Director Civil Engineering(C),
Railway Board.

No.88/CEDO/SD/1. New Delhi, Dated 3-1-90

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(2)/84 dated 5-12-89.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.436 dated 20-11-89.

(S.B.Gupta)
for Secretary, Railway Board.

(9)

ANNEXURE- I

S.No.	Location	Name of the structure which infringes.	Chapter & item	Prescribed dimensions.	Existing Actual Dimension		Amount of infringement	
					Primary.	Secondry.	Primary	Secondry.
1	2	3	4	5	6		7	
1.	MORD Up loop line starter 18 A. at 796/10.	Signal post ladder.	Chapter-I item 13(ii) (c)	2.360 M	2.37M	2.33M	Nil	30 mm
2.	MORD Down Main line starter 17B. at Km:797/8	-do-	-do-	2.360 M	2.31M	2.37M	-	50 mm
3.	Dharakhoh Up loop starter signal No.38A at Km:830/2-3	-do-	-do-	2.360 M	2.31M	2.32M	-	50 mm
4.	Dharakhoh DN.Main line starter signal No.29 B at Km: 830/13-14.	-do-	-do-	2.360 M	2.69M	2.29M	-	-
5.	Dharakhoh DN.Ist Loop starter Signal No.30B at Km: 830/13-14.	-do-	-do-	2.360 M	2.29M	2.36M	-	70mm
6.	Maramjhiri. Up Loop line starter No.2A. at Km:842/11-12	-do-	-do-	2.360 M	2.37M	2.31M	-	-

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(10)

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

No. 88/CEDO/SD/1. New Delhi, Dated 3-1-1990

The Chief Signal & Telecom Engineer (P),
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur - 440 001.

Sub:- Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at station on Amla (excl.)-Nagardah (incl.) section of Central Railway.

****

With reference to your application No. CPW/N/ST/SIG/11 dated 06-11-1989 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by 6 signal structures with respect to Primary and Secondary track at stations on Amla (excl.)-Nagardah (incl) section to item 13(ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

The sanction is applicable only to condonation of infringements to clearances so far as signal structures for running of 3660 mm (12'-0") wide stock are concerned. A separate sanction from the competent authority will however be necessary before introducing 3660 mm (12'-0") wide stock as per extent rules.

(S.K.VIJ)
Executive Director Civil Engineering(G),
Railway Board.

No.88/CEDO/SD/1. New Delhi, Dated 3 -1-1990

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-I(2)/84 dated 5-12-89.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.436 dated 20-11-89.

(S.K.VIJ)
for Secretary, Railway Board. 3/1/90

(11)

ANNEXURE- I

S.No.	Location	Name of the structure which infringes.	Chapter & item	Prescribed dimensions.	Existing Actual Dimension Primary.	Existing Actual Dimension Secondry.	Amount of infringement Primary	Amount of infringement Secondry.
1	2	3	4	5	6		7	
1.	MGRD Up loop line starter 18 A. at 796/10.	Signal post ladder.	Chapter-I item 13(ii) (c)	2.360 M	2.37M	2.32M	Nil	30 mm
2.	MGRD Down Main line starter 17B. at Km:797/8	-do-	-do-	2.360 M	2.31M	2.37M	-	50 mm
3.	Dharakhoh Up loop starter signal No.38A at Km:830/2-3	-do-	-do-	2.360 M	2.31M	2.32M	-	50 mm
4.	Dharakhoh DN.Main line starter signal No.29 B at Km: 830/13-14.	-do-	-do-	2.360 M	2.69M	2.29M	-	-
5.	Dharakhoh DN.1st Loop starter Signal No.30B at Km: 830/13-14.	-do-	-do-	2.360 M	2.29M	2.36M	-	70mm
6.	Maramjhiri. Up Loop line starter No.2A. at Km:842/11-12	-do-	-do-	2.360 M	2.37M	2.31M	-	-

******

(12)

No.88/CEDO/CRF/IR/15. 5-1-1990.

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

Sub:- Inspection notes of CRF of
Vikrabad - Parli Vaijnath
Section on SC Division.

Ref:- Your office letters No.W.247/1/16/SC
dated 14.6.88 and 11.4.89.

Please refer to your office letters quoted above. The remarks for the paras 2, 3 & 5 of the above inspection report have not so far been received from your railway. The same may please be expedited.

(D.N.Kachiwal)
for Adviser Civil Engineering,
Railway Board.

(B)

No.89/CEDO/SR/29.

5 -1 - 1990.

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

Sub:- Regular running of Plasser (India)'s Ballast cleaning machine RM-80 on its own power and also in train formation on entire B.G.Sections on Western Railway.

*****

With reference to your application No.W.641/23 dated 14-12-89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Ballast cleaning machine RM-80 as per RDSO's Diagram No.RDO/T-2148 having a maximum axle load of 18.5t on the following B.G.Sections of your Railway at a maximum provisional speed of 40 Kmph when running on its own power and 30 Kmph when running in train formation as a dead vehicle.

S.No.	Section.
1.	Bombay Central - Mathura Junction.
2.	Udhna - Jalgaon
3.	Nagda - Bhopal
4.	Ujjain - Indore
5.	Kota - Ruthyai
6.	Kandla Port - Samakhiali
7.	Samakhiali - Viramgam
8.	Viramgam - Ahmedabad
9.	Ahmedabad - Anand
10.	Anand - Godhra
11.	Anand - Vadodara
12.	Viramgam - Okha
13.	Kandhua - Porbandar

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.33 of 1989 and all other certificates accompanying your application referred to above. In addition, the restrictions imposed on the movement of 'X' Class engines if any shall apply in this case also.

P/-

(14)

The Ministry of Railways also sanction the infringements to item 2(ii), 17, 19(b), 20(b) 21(b) and 22 of Chapter-IV(A) and also the Maximum Moving Dimensions of 1929 as shown in Diagram Nos.1 A and others o others of the B.G.Schedule of Dimensions (1973) involved in the design of above machine as detailed in Para-XI and shown in RDSO diagram No.2148/1 accompanying your application referred to above.

(S.K.Vij)
Executive Director Civil Engineering (G),
Railway Board.

No.89/CEDO/SR/29. New Delhi, Dated 5 -1-1990

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.17-T(1)/82 dated 1-1-1990

2) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.12-5/272/428 dated 22-12-1989.

3) The Director Standards (Track), R.D.S.O., Lucknow - 220 011.

(S.K.Vij)
for Secretary Railway Board.

(15)

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

No.89/CEDO/SR/28 New Delhi dated 8.1.90

The General Manager(Works)
Southern Railway,
Madras-3

Sub: Running of Plasser (India)'s Points and crossing Tamping Machine 08-275 UNIMAT to RDSO's drawing No.EDO-2147 on various B.G. sections on S. Rly.

.....

With reference to your application No. W.438/1/Vol.X dated 7.11.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is here-by communicated for the running of Plasser (India)'s Points and Crossing Tamping Machine 08-275 UNIMAT as per drawing No. EDO/T-2147 having a maximum axle load upto 11.5t on the following 34 B.G. sections of your Railway at a maximum speed noted against each section.

S.No.	Sections	Speed in kmph	
		When running on its own power.	When running in train formation as a dead vehicle.
1.	Madras Central - Arakkonam	60	40
2.	Arakkonam - Jolarpettai	60	40
3.	Arakkonam - Renigunta(Including Melpakkam byepass)	60	40
4.	Basin Bridge - Gudur	60	40
5.	Madras Beach - Royapuram	25	25
6.	Royapuram - Washermanpet	55	35
7.	Washermanpet - Veysarpadi	60	40
8.	Washermanpet - Basin Bridge	60	40
9.	Washermanpet - Korukkupet	55	40
10.	Korukkupet - Veysarpadi	50	40
11.	Pattabirm East Siding - E. Depot	30	30
12.	Pattabiram West Siding - E. Depot	30	30
13.	Tiruchchirappalli Fort - Tiruchchirappalli Jn.	60	40
14.	Shoranur - Cochin Harbour Terminus. (Including short link)	60	40
15.	Ernakulam - Trivandrum Central	60	40
16.	Trivandrum Central - Nagercoil	60	40
17.	Nagercoil - Kanniyakumari	50	30
18.	Nagercoil - Tiruneveli	60	40
19.	Jolarpettai - Shoranur	60	40
20.	Shoranur - Mangalore	60	40
21.	Shoranur - Nilambur Road	40	30
22.	Palghat - Palghat Town	60	40
23.	Coimbatore North - Mettupalayam	60	40
24.	Podanur - Coimbatore North	60	40
25.	Irugur - Coimbatore North	60	40

-/2

(16)

26.	Erode - Tiruchchirappalli Fort.	60	40
27.	Salem - Salem Market	50	30
28.	Karur - Dindigul	60	40
29.	Salem - Metur Dam	50	30
30.	Mangalore - Kankanadi	60	40
31.	Jolarpettai - Bangalore City	60	40
32.	Baiyappanahalli - Dharmavaram (Including Krishnaraja puram byepass)	60	40
33.	Baiyappanahalli - Vimanapura	20	20
34.	Bangarapet - Marikuppam	30	30

The sanction is subject to observance of all permanent and temporary speed restrictions inforce and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. 501 B.G. of dated 18.10.89 and all other certificates accompanying your application referred to above.

The Railway Ministry also sanction the infringements to item 2(ii), 16 and 18(i) of Chapter IV-A of B.G. Schedule of Dimensions (1973) involved in the design of Points and Crossing Tamping Machine 08-275 UNIMAT.

(S.K. VIJ)
Exe. Director Civil Engg.(G)
Railway Board.

No. 89/CEDO/SR/28 New Delhi dated 8.1.90

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(4)/82 dt. 5.12.89.

2. The Commissioner of Railway Safety, Southern Circle Bangalore-560 009 with reference to his letter No. 1238 dated 8.11.89.

3. The Director Standards (Track) R.D.S.O., Lucknow.

(S.K. VIJ)
for Secretary Railway Board.

(17)

No.88/CEDO/CRS/IR/11. 8-1-1990.

The General Manager,(Works)
Southern Railway,
HeadQuarters Office,
Works Branch,
Madras - 600 003.

Sub:- Inspection Report on Southern Railway PGT Division - Year ending 31st March,88.

Ref:- Your office letter Nos.(2)26/II/114 dated 3.5.88 and 31.3.89.

****

Please refer to your office letters quoted above and expedite the reply.

Please acknowledge the receipt.

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

(18)

No.88/CEDO/CRP/IR/3.

9 -1-1990.

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

Sub:- Inspection Report on South Eastern Railway (Bilaspur Division) for the year ending 31st March,1988 - Part-I.

Ref:- Your office letter No.TC/INSP/CRP/SER/Pt.I/88/2148 dated 10.4.89.

*****

Please refer to your office letter quoted above and expedite the reply.

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

(19)

Spare

No.85/WDO/SD/12. 10 -1-1990.

The Chief Engineer (CCG),
Western Railway,
Bombay.

Sub:- Introduction of 25 kV AC Traction
Condition of Infringements to BG
Schedule of Dimensions (1973).

Ref:- Your office letter No.W.591/17(W3)
dated 28/12/1989.

****

As desired, please find enclosed a copy each of the following letters issued from the Board for reference and use in your office.

1. 82/WDO/SD/12. dated 18-6-1982
2. 85/WDO/SD/12 dated 13-8-1987
3. 85/WDO/SD/12 dated 20-3-1987

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

DA:- as above.

(20)

No.88/CKDO/CRS/IR/14. 12-1-90.

The General Manager (Works),
Southern Railway,
HeadQuarters office,
Works Branch,
Madras - 600 003.

Sub:- Inspection Report of CRS/SRC on Southern Railway - Madras Division for the year ending 31.3.88 - Part VI - Villupuram - Madras Egmore Section.

Ref:- Your office letter No.W.26/II/114 dated 7.4.89. ....

Please refer para 1 of your office letter quoted above. Since no reply has so far been received in this office on para 5.1, 11.2 and 12 of CRS's Inspection Report, it is requested that SRM/Madras may be again reminded to send the compliance of these paras direct to CRS under advice to this office.

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

(21)

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

No.85/WRC/SP/12. New Delhi, Dated 15.1.90

1. The General Managers,
All Indian Railways.

2. The Additional General Manager,
Railway Electrification,
Allahabad.

3. The Chief Project Manager,
Railway Electrification,
Madras.

4. The Chief Project Manager,
Railway Electrification,
Nagpur.

5. The Chief Project Manager,
Railway Electrification,
Bhopal.

6. The Chief Project Manager,
Railway Electrification,
Kota.

7. The Chief Project Manager,
Railway Electrification,
Vadodara.

8. The Chief Project Manager,
Railway Electrification,
South Central Railway, Vijayawada.

9. The Chief Project Manager,
Railway Electrification,
Southern Railway, Egmore, Madras.

10. The Chief Project Manager,
Railway Electrification,
Bangalore.

Sub:- Introduction of 25 kV A.C.Traction -
Condonation of infringements to B.G.
Schedule of Dimensions (1973).

The Section appearing at item 12 page 2 of this office letter of even number dated 12-12-89 has inadvertently been shown as "Nagpur (excl.)-Pelsora Makrawan (incl)". This section may please be corrected to read as "Nagpur (excl.) - Bhopal (incl)" instead of "Nagpur (excl)-Pelsora Makrawan (incl)".

The receipt of this letter may please be acknowledged.

S.D.Gupta
(S.D.Gupta)
Executive Director Civil Engineering(S),
Railway Board.

(22)

No.98/CEIO/SI/12. New Delhi, Dated 15/1/90 ~~12-89.~~

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with 25 spare copies.

S.D.Gupta

(S.D.Gupta)
for Secretary Railway Board.

भारत सरकार

रेल मंत्रालय (रेलवे बोर्ड)

सं॰85/डब्ल्यू डी ओ/एस डी/12 नयी दिल्ली, दिनांक 15·1·90

1· महाप्रबन्धक,
सभी भारतीय रेलें

2· अपर महाप्रबंधक,
रेलवे विद्युतीकरण,
इलाहाबाद·

3· मुख्य परियोजना प्रबन्धक,
रेलवे विद्युतीकरण,
मथुरा·

4· मुख्य परियोजना प्रबन्धक,
रेलवे विद्युतीकरण ,
नागपुर·

5· मुख्य परियोजना प्रबन्धक,
रेलवे विद्युतीकरण,
भोपाल·

6· मुख्य परियोजना प्रबन्धक,
रेलवे विद्युतीकरण,
कोटा·

7· मुख्य परियोजना प्रबन्धक,
रेलवे विद्युतीकरण,
बड़ोदरा·

.....2/-

8. मुख्य परियोजना प्रबन्धक,
रेलवे विद्युतीकरण,
दक्षिण मध्य रेलवे,
सिकन्दराबाद.

9. मुख्य परियोजना प्रबन्धक,
रेलवे विद्युतीकरण,
दक्षिण रेलवे, इलावोर,
मद्रास.

10. मुख्य परियोजना प्रबन्धक,
रेलवे विद्युतीकरण,
राँची.

विषय :- 25 किलोवाट ए.सी. कर्ष शुरू करना - बड़ी लाइन के विस्तार में फिर आ रहे उल्लेखों को साफ करना.

इस कार्यालय के दिनांक 12.12.89 के समसंख्यक पत्र के पृष्ठ 2 में क्रम मद संख्या 12 के कॉ में गलती से "नागदा (सैक्शन) पौलसोरा मकरावन (इनक्लु)" दर्शाया गया है इस कॉ को ठीक करके "नागदा (सैक्शन) पौलसोरा मकरावन" के स्थान पर

"नागदा (सक्शन) - भोपाल (इनक्लु)" पढ़ा जाये।

कृपया इस पत्र की पावती दें।

सतीश कुमार मित्तल

(सतीश कुमार मित्तल)
कार्यकारी निदेशक, सिविल इंजी०(जी)
रेलवे बोर्ड

(25)

[illegible] दिनांक 15/V/1990

प्रतिलिपि-सूचनार्थ प्रेषित:-

रेल संरक्षा के मुख्य आयुक्त, अशोक मार्ग, लखनऊ,226001,
को-25-अतिरिक्त प्रतियों सहित ।

Sd/-
(एस॰ डी॰ गुप्ता)
कृते सचिव, रेलवे बोर्ड॰

...

(26)

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

No.89/CEDO/SR/27 New Delhi dated 15.1.1990

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

Sub: Regular running of Plasser (India)'s Points and Crossing Tamping Machine 08-275 UNIMAT' on its own power and also in train formation on entire B.G. system on South Eastern Railway.

.....

With reference to your application No.TC/TM/Genl/Pt.1/4728 dated 2.11.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'S Points and Crossings Tamping Machine08-275 'UNIMAT' as per RDSO's drawing No.EDO/T-2147 having a maximum axle load of 11.5t on the entire B.G. sections of your Railway at a maximum provisional speed of 60kmph when running on its own power and 40kmph when running in train formation as a dead vehicle. The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. TC/89/9/2, RDSO's speed certifcate No. CT/TM/SC/08-275 UNIMAT dated [redacted] 1989 and all other certifcates accompanying your application referred to above.

The Ministry of Railways also sanction the condonation of infringements to item No.2(ii), 16 and 18(i) of Chapter-IV(A) of the B.G. Schedule of Dimensions (1973) as detailed in Form-XI accompanying your application referred to above.

(S.K. VIJ)
Exe. Director Civil Engg.(G)

No.89/CEDO/SR/27 New Delhi dated 15.1.1990

Copy forwarded to:

1. The Chief Commissioner of Rly. Safety, Lucknow with reference to his endorsement No.RS.17-T(5)/84 dated 12.12.89.

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th floor, Calcutta-700001 with reference to his letter No.439/257 dated 5.12.1989.

3. The Director Standards(Track) R.D.S.O., Lucknow.

(S.K. VIJ) 12/1/90
for Secretary Railway Board.

(27)

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

No.89/CEDO/SR/30 New Delhi dated 15.1.90

The General Manager(Works),
Southern Railway,
Madras-3

Sub: Running of Plasser (India)'s Tamping Lining and Lifting Machine 09-32 CSM to RDSO's drg. No. EDO/T-2146 on various B.G. sections.

.....

With reference to your application No. W.438/1/Vol.X dated 7.11.89 sent through the Chief Commissioner of Railway Safety Lucknow the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Tamping, Lining and Lifting Machine 09-32 CSM to RDSO's drawing No.EDO/T-2146 with out the material wagon having a maximum axle load of 13.0t on the following B.G. sections at a maximum provisional speed noted against each section.

S.No.	Sections	Speed in kmph	
		When running on its own power	When running in train formation as a dead vehicle
1.	Madras Central-Arakonam	60	40
2.	Arakonam-Jolarpattai	60	40
3.	Arakonam-Renigunta(including Melpakkam byepass)	60	40
4.	Basin Bridge-Gudur	60	40
5.	Madras Beach-Royapuram	25	25
6.	Royapuram-Washermanpet	55	35
7.	Washermanpet-Veysarpadi	60	40
8.	Washermanpet-Basin Bridge	60	40
9.	Washermanpet-Korukkupet	55	40
10.	Korukkupet-Veysarpadi	50	40
11.	Pattabiram East-Siding-E. Depot	30	30
12.	Pattabiram West Siding-E. Depot	30	30
13.	Tiruchchirappalli Fort-Tiruchchirappalli Jn.	60	40
14.	Shoranur-Cochin Harbour Terminus (including Short Link)	60	40
15.	Ernakulam-Trivandrum Central	60	40
16.	Trivandrum Central-Nagercoil	60	40
17.	Nagercoil-Kanniyakumari	50	30
18.	Nagercoil-Tirunelveli	60	40
19.	Jolarpettai-Shoranur	60	40
20.	Shoranur-Mangalore	60	40
21.	Shoranur-Nilambur	40	30
22.	Palghat-Palghat Town	60	40
23.	Coimbatore North-Mettupalaiyam	60	40
24.	Podanur-Coimbatore North	60	40
25.	Irugur-Coimbatore North	60	40
26.	Erode-Tiruchchirappalli Fort.	60	40
27.	Salem-Salem Market	50	30
28.	Karur-Dindigul	60	40
29.	Salem-Metur Dam	50	30
30.	Mangalore-Kankanadi	60	40

-/2

(28)

31.	Jolarpattai-Bengalore City	60	40
32.	Bajyyappanahalli-Dharmavaram (including Krishnarajapuram bypass)	60	40
33.	Baiyyappanahalli-Vimanapura	20	20
34.	Bagarapet-Marikuppam	50	30

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.502 B.G. dated 18.10.89 and all other certificates accompanying your application referred to above.

The Ministry of Railways also sanction the infringements to item No.2(ii) and 18(i) of Chapter-IV(A) of the B.G. Schedule of Dimensions (1973) involved in the design of above machine as detailed in Form-XI accompanying your application referred to above.

(S.K. VIJ) 11/01/90
Exe. Director Civil Engg.(G)
Railway Board

No.89/CEDO/SR/30 New Delhi dated 15.1.90

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS.17-T(4)/82 dated 5.12.89.
2. The Commissioner of Railway Safety, Southern Circle, Bangalore -560 009 with reference to his letter No.1239 dated 8.11.89.
3. The Director Standards (Track) R.D.S.O., Lucknow.

(S.K. VIJ) 11/01/90
for Secretary Railway Board.

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

(29)

No. 90/CEDO/SR/2. New Delhi, Dated 17-1-1990.

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

Sub:- Provisional speed certificate for the movement of 26 Nos. BG Bogie Hopper Wagon of M/s.NTPC Limited., Ex.Bharatpur to NTPC Siding Korba, 30 Nos.Ex.Bharatpur to NTPC Siding Singrauli and 16 Nos.Ex.Bharatpur to M/s.NTPC Siding Ramagundam.

Ref:- Your letter No.MW/CS/NTPC/STPP/SING - Korba dated 27-11-1989.

*****

It is seen from your above quoted letter that you have issued the provisional speed certificate for single movement of NTPC B.G.Bogie Hopper Wagon to Drawing No.RDW-S-01 Alt.3 without obtaining the prior sanction for condonation of infringements in the design of the wagon from the Board as done earlier by you under your application No.CT/DG/LW/BHW dated 22-2-1982 (copy enclosed) sent through Chief Commissioner of Railway Safety Lucknow for the purpose of issuing the speed certificate concerning the movement of 40 Nos.of Rapid Discharge Bogie Hopper Wagons of NTPC Limited to their Drawing No.KPW-01.

M/s.CIMMCO and NTPC are pressing hard for early issue of single movement sanction by the Railways and they have therefore suggested that the sanction for condonation of infringements may be issued on similar lines as done by the Board vide their letter No. 82/WDO/SR/7 dated 3-4-82. This sanction was issued from the Board based on your application No.CT/DG/LW/BHW dated 22-2-1982 sent through Chief Commissioner of Railway Safety Lucknow. It is therefore desired that the circumstances leading to not applying for condonation of infringements to the Board through Chief Commissioner of Railway Safety Lucknow may please be advised for information and if considered necessary an application may be sent to Secretary (Civil Engineering), Railway Board through Chief Commissioner of Railway Safety Lucknow for condonation of infringements in the design of the Bogie Hopper Wagon to NTPC Drawing No. RDW-S-01 Alt.3 and modify Clause 2.13 of the speed certificate suitably.

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

(30)

No.89

No.90/CEDO/SR/2. New Delhi, Dated 17-1-1990.

Copy forwarded for information to:-

1) The Chief Resident Manager, M/s.CIMMCO Limited., Wagon Division, 3, Scindia House, 2nd Floor, New Delhi with reference to his letter No.Nil dated 21-12-1989 and 30-12-1989.

2) The Deputy General Manager (Coal Coordination), National Thermal Power Corporation Limited, NTPC Square, 62-69, Nehru Place, New Delhi - 110 019 with reference to his letter No.02/CC/Rihand dated 30-12-1989.

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

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

(50)/(1)

No. 90/CEDO/SR/2. New Delhi, Dated 17 -1-1990.

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

Sub:- Provisional speed certificate for the movement of 26 Nos. BG Bogie Hopper Wagon of M/s.NTPC Limited., Ex.Bharatpur to NTPC Siding Korba, 30 Nos.Ex.Bharatpur to NTPC Siding Singrauli and 16 Nos.Ex.Bharatpur to M/s.NTPC Siding Ramagundam.

Ref:- Your letter No.MW/CE/NTPC/STPP/SING - Korba dated 27-11-1989.

*****

It is seen from your above quoted letter that you have issued the provisional speed certificate for single movement of NTPC B.G.Bogie Hopper Wagon to Drawing No.RDW-S-01 Alt.3 without obtaining the prior sanction for condonation of infringements in the design of the wagon from the Board as done earlier by you under your application No.CE/DG/LW/BHW dated 22-2-1982 (copy enclosed) sent through Chief Commissioner of Railway Safety Lucknow for the purpose of issuing the speed certificate concerning the movement of 40 Nos.of Rapid Discharge Bogie Hopper Wagons of NTPC Limited to their Drawing No.KPW-01.

M/s.CIMMCO and NTPC are pressing hard for early issue of single movement sanction by the Railways and they have therefore suggested that the sanction for condonation of infringements may be issued on similar lines as done by the Board vide their letter No. 82/WDO/SR/7 dated 3-4-82. This sanction was issued from the Board based on your application No.CE/DG/LW/BHW dated 22-2-1982 sent through Chief Commissioner of Railway Safety Lucknow. It is therefore desired that the circumstances leading to not applying for condonation of infringements to the Board through Chief Commissioner of Railway Safety Lucknow may please be advised for information and if considered necessary an application may be sent to Secretary (Civil Engineering), Railway Board through Chief Commissioner of Railway Safety Lucknow for condonation of infringements in the design of the Bogie Hopper Wagon to NTPC Drawing No. RDW-S-01 Alt.3 and modify Clause 2.13 of the speed certificate suitably.

(K.R.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

(30)/(2)

No.89

No.90/CEDO/SR/2. New Delhi, Dated 17 -1-1990.

Copy forwarded for information to:-

1) The Chief Resident Manager, M/s.CIMMCO Limited., Wagon Division, 3, Scindia House, 2nd Floor, New Delhi with reference to his letter No.Nil dated 21-12-1989 and 30-12-1989.

2) The Deputy General Manager (Coal Coordination), National Thermal Power Corporation Limited, NTPC Square, 62-69, Nehru Place, New Delhi - 110 019 with reference to his letter No.02/CC/Rihand dated 30-12-1989.

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

(31)

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

No.89/CKDO/SR/29. New Delhi, Dated 17-1-1990.

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

Sub:- Regular running of Plasser (India)'s Ballast Cleaning Machine RM-80 on its own power and also in train formation on entire B.G.System on South Eastern Railway.

*****

With reference to your application No. TC/TM/Genl/Pt.I/4729 dated 2-11-1989 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Ballast Cleaning Machine RM-80 as per RDSO's Diagram No.RDO/T-2148 having a Maximum Axle Load of 18.5t on the entire B.G.sections of your railway at a maximum provisional speed of 40 Kmph when running on its own power and 30 Kmph when running in train formation as a dead vehicle.

The sanction is subject to observance of all permanent and temporary speed restriction in force and/or these that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificates No.TC/89/9/3 and all other certificates accompanying your application referred to above. In addition, the restrictions imposed on the movement of 'X' Class engines if any shall apply in this case also.

The Ministry of Railways also sanction the infringements to item No. 2(ii), 17, 19(b), 20(b), 21(b) and 22 of Chapter IV-(A) and also the Maximum Moving Dimensions of 1929 as shown in Diagram Nos.1A and others of the B.G.Schedule of Dimensions (1973) involved in the design of above machine as detailed in Form-XI and shown in RDSO Diagram No.2148/1 accompanying your application referred to above.

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

P.T.O.

(32)

No.89/CEDO/SR/29. New Delhi, Dated 17-1-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(5)/84 dated 12-12-1989.

2) The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.441/257 dated 5-12-1989.

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

(S.K.VIJ)
for Secretary Railway Board.

(33)

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

No.89/CEDO/SR/25. New Delhi, Dated 17-1-1990.

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

Sub:- Running of BG CHE - Mark III Inspection Car to RDSO's sketch Nos.84035 and 84057 on various BG sections of Southern Railway.

******

With reference to your application No. W.368/M/2/Vol.IV dated 8-11-89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of B.G. (4-Wheeler) CHE - Mark III Inspection Cars to RDSO's sketch Nos.84035 (Alt.3) and 84057 (Alt.2) with M/s.Ventra and M/s.KPC Power pack respectively, manufactured by Jamalpur Workshops, having a maximum axle load of 12.33t under 'Pare' and 15.33t under 'Gross' loaded conditions over the following electrified/being electrified B.G.Sections on your Railway at a maximum speed shown against each.

1.	Madras Central	- Arakkonam	40 Kmph
2.	Arakkonam	- Jolarpettai	40 Kmph
3.	Arakkonam (including Malpakkam bye pass)	- Renigunta	40 Kmph
4.	Basin Bridge	- Gudur	40 Kmph
5.	Madras Beach	- Royapuram	25 Kmph
6.	Royapuram	- Washermanpet	40 Kmph
7.	Washermanpet	- Veysarpadi	40 Kmph
8.	Washermanpet	- Basin Bridge	40 Kmph
9.	Washermanpet	- Korukkupet	40 Kmph
10.	Korukkupet	- Veysarpadi	40 Kmph
11.	Pattabiram East Siding	- M.Depot	30 Kmph
12.	Pattabiram West Siding	- M.Depot	30 Kmph
13.	Jolarpettai	- Erode	40 Kmph
14.	Salem	- Metur Dam	40 Kmph
15.	Jolarpettai	- Bangalore City	40 Kmph
16.	Baiyyappanahalli (including Krishnarajapuram By Pass)	- Yelahanka	40 Kmph

P.T.O.

(34)

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or these that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. 500 B.G. dated 5-10-89, RDSO speed certificate No.MC/TW dated 10.4.89 and all other certificates accompanying your application referred to above.

The sanction of infringements to Clause 26(a), 28(a), 31 and 32(a) of Chapter IV-A of B.G.Schedule of Dimensions (1973) involved in the design of B.G. (4-Wheeler) CME. Mark-III Inspection Car has however, already been conveyed under Board's letter No.84/WDO/SR/7 dated 4-4-1985.

(S.K.VIJ)
Executive Director Civil Engineering(G),
Railway Board.

No.89/CEDO/SR/25. New Delhi, Dated 17-1-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(4)/82 dated 5-12-89.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore - 560 009 with reference to his letter No.1256 dated 13-11-89.

3) The Director Standards (Carriage), R.D.S.O., Lucknow - 260 011.

(S.K.VIJ) 16/1/90
for Secretary Railway Board.

Spare (35)

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

No.89/CEDO/SR/23. New Delhi, Dated 17-1-1990.

The General Manager (W),
Western Railway,
Churchgate,
Bombay.

Sub:- Running of 20.32t axle load BG Bogie POL Tank Wagon type 'BTPN'.

****

With reference to your application No. W.636/15/86 (w.3) dated 12-9-89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of B.G.Bogie Tank Wagon type "BTPN" fitted with two axle modified CASNUB 22W(M) bogies, twin pipe graduated release air brake system fitted with slack adjuster and manually operated mechanical empty load device, standard automatic C.B.C. of Knuckle type (non-transition type) with a maximum axle load of 20.32t to RDSO drawing No.WD-86081-S-51/A in empty and loaded condition on the following 14 B.G. Sections of your Railway at a maximum speed shown against each section.

S.No.	Sections	Maximum speed in empty and loaded condition (in kmph)	
1.	Vasai Road - Bulsar - Surat	65	
2.	Surat - Vadodara - Godhra	65	
3.	Godhra - Ratlam - Nagda	65	
4.	Nagda - Kota - Mathura	65	
5.	Kota - Ruthiyai	65	
6.	Nagda - Ujjain - Bhopal	65*	*with single headed operation.
7.	Anand - Godhra	65	
8.	Vadodara - Anand - Sabarmati - Viramgam	65	
9.	Viramgam - Okha	65	
10.	Udhna - Jalgaon	65	
11.	Chandlodiya - Gandhi Nagar	65	
12.	Kanalus - Porbandar	65	
13.	Kanalus- Sika	65	
14.	Viramgam - Gandhidham	65	

(36)

The sanction is further subject to observance of all permanent and temporary speed restriction in force and/or these that that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificates No.26 of 1980, para 2 of Commissioner of Railway Safety's letter No. 12-5/268/382 dated 20-11-89 and all other certificates accompanying your application referred to above.

The design of the wagon infringes Clause No.13(b) of Chapter-IV-A and the profile for Maximum Moving Dimensions of 1929 as shown in diagram No.1A and other of the B.G.Schedule of Dimensions (1973) which are well with in 'X' Class engines. These infringements have however, already been condoned under Board's letter No.87/WDO/SR/8 dated 16-11-88.

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

No.89/CEDO/SR/23. New Delhi, Dated 17-1-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(1)/82 dated 12-12-89.
2) The Commissioner of Railway Safety, Western Circle, Churchgate Station Building Annexe, 2nd Floor, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.12-5/268/382 dated 16/20.11.89
3) Adviser (Mech.Engineering) Railway Board, New Delhi for necessary action on para 8 of Commissioner of Railway Safety's letter No.12-5/268/382 dated 16/20-11-89 (Copy enclosed) under advice to Civil Engineering Directorate.
4) The Director Standards (Wagon), R.D.S.O., Lucknow - 226 011.

(S.K.VIJ)
for Secretary Railway Board. 17/1/90

Spare (37)

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

No.89/CEDO/SR/32 New Delhi dated 17.1.90

The General Manager(Works),
Southern Railway,
Madras-3

Sub: Running of Plasser (India)'s Tamping, Lining and Levelling Machine 08-32 M 84 (M.G) to RDSO's diagram No. EDO/T-2149 on various M.G. Sections.

.....

With reference to your application No.W.438/2/Vol.X dated 27.10.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Tamping, Lining and Levelling Machine 08-32 M 84 (M.G.) to RDSO's diagram No. EDO/T-2149 having a maximum axle load of 11.5t on the following 30 M.G. sections at a maximum provisional speed mentioned against each section.

S.No.	Sections	Speed in kmph	
		When running on its own power	When running in train formation as a dead vehicle
1.	Madras Beach-Villupuram	40	25
2.	Chengalpattu-Arakkonam	40	25
3.	Villupuram-Ponmalai(Chord)	40	25
4.	Villupuram-Tiruchchirappalli-(Main)	40	25
5.	Villupuram-Pondicherry	40	25
6.	Vridhachalam-Cuddalore OT	40	25
7.	Tiruchchirappalli- Madurai	40	25
8.	Tiruchchirappalli-Manamadurai	40	25
9.	Madurai-Virudhunagar	40	25
10.	Virudhunagar-Tenkasi	30	25
11.	Virudhunagar-Vanchi Maniyachi	40	25
12.	Tirunelveli-Tenkasi	40	25
13.	Dindigul-Pollachi	40	25
14.	Pollachi-Podanur	40.	25
15.	Pollachi-Palghat Town	40	25
16.	Podanur-Coimbatore	40	25
17.	Palghat-Palghat Town	40	25
18.	Salem-Salem Market	40	25
19.	Bangalore City-Tumkur	40	25
20.	Salem-Dharmapuri	40	25
21.	Bangalore City-Mysore	40	25
22.	Yesvantpur-Yelahanka	40	25
23.	Dharmapuri-Hosur	30	25
24	Hosur-Yesvantpur	40	25
25.	Tumkur-Hubli	40	25
26.	Chikjajur-Chitradurg	30	25
27.	Birur-Shimoga Town	40	25
28.	Hassan-Sakleshpur	40	25
29.	Sakleshpur-Subrahmanya Road	25	25
30.	Subrahmanya Road-Mangalore	40	25

-/2

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.447 M.G. dated 17.10.89 and all other certificates accompanying your application referred to above.

It is however noted from the RDSO's diagram No. EDO/T-2149 that the maximum height and width of Tamping Lining and Levelling Machine 08-32 M.84 (MG) are 3320mm and 2600mm respectively which are with in the maximum moving dimensions of 1930 as per M.G. Schedule of Dimensions.

(S.K. Vij)
Exe. Director Civil Engg.(G)
Railway Board

No.89/CEDO/SR/32 New Delhi dated 17.1.90

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS.17-T(4)/82 dt. 5.12.89.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore-560 009 with reference to his letter No.1201 dated 3.11.89

3. The Director Standards (Track) R.D.S.O., Lucknow with reference to his speed certificate No.CT/TM/SC/08-32 M.84(M.G) dated 9.8.89. It may please be ensured that items infringing the Schedule of Dimensions are invariably indicated at a suitable location in each speed certificate. Even if there is no infringement, the fact may be highlighted in the speed certificate.

(S.K. ~~Vij~~) 15.1.90
for Secretary Railway Board.

(39)

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

No.89/CE.IV/SR/29 New Delhi dated 17.1.90

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

Sub: Running of Plasser (India)'s Ballast Cleaning Machine RM-80 to RDSO drawing EDO/T-2148/1 on various B.G. sections.

.....

With reference to your application No. W.438/1/Vol.X dated 7.11.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Ballast Cleaning Machine RM-80 to RDSO drawing No.EDO/T-2148 having a maximum axle load of 18.5t on the following 34 B.G. sections at a provisional maximum speed shown against each section.

S.No.	Sections	Speed in kmph	
		When running on its own power	When running in train formation as a dead vehicle
1.	Madras Central-Arakkonam	40	30
2.	Arakkonam-Jolarpettai	40	30
3.	Arakkonam-Renigunta(Including Melpakkam bypass)	40	30
4.	Basin Bridge-Gudur	40	30
5.	Madras Beach-Royapuram	25	25
6.	Royapuram-Washermanpet	35	30
7.	Washermanpet-Veysarpadi	40	30
8.	Washermanpet-Basin Bridge	40	30
9.	Washermanpet-Korukkupet	35	30
10.	Korukkupet-Veysarpadi	40	30
11.	Pattabiram East Siding-E. Depot	30	30
12.	Pattabiram West Siding-E. Depot	30	30
13.	Tiruchchirappalli Fort-Tiruchchirappalli Jn.	40	30
14.	Shoranur-Cochin Harbour Terminus(Including Short Link)	40	30
15.	Ernakulam-Trivandrum Central	40	30
16.	Trivandrum Central-Nagercoil	40	30
17.	Nagercoil-Kanniyakumari	30	30
18.	Nagercoil-Tirunelveli	40	30
19.	Jolarpettai-Shoranur	40	30
20.	Shoranur-Mangalore	40	30
21.	Shoranur-Nilambur Road	30	30
22.	Palghat-Palghat Town	40	30
23.	Coimbatore-North-Nettupalayam	40	30
24.	Podanur-Coimbatore North	40	30
25.	Irugur-Coimbatore North	40	30
26.	Erode-Tiruchchirappalli Fort	40	30
27.	Salem-Salem Market	40	30
28.	Karur-Dindigul	40	30
29.	Salem-Metur Dam	30	30
30.	Mangalore-Kankanadi	40	30
31.	Jolarpettai-Bangalore City	40	30
32.	Baiyappanahalli-Dharmavaram(Including Krishnaraja-puram byepass)	40	30

-/2

(40)

33.	Baiyyappanahalli-Vimanapura	20	20
34.	Bangarapet-Narikuppam	30	30

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.503 B.G. dated 23.10.89 and all other certificates accompanying your application referred to above. In addition, the restrictions imposed on the movement of 'X' class engines if any shall apply in this case also.

The Ministry of Railways also sanction the infringements to clause 2(ii), 17, 20(b), 21(b) and 22 of Chapter -IV(A) and also the maximum moving dimension of 1929 as shown in diagram No.1A and others of the B.G. Schedule of Dimensions (1973) involved in the design of above WG-8B machine and detailed in Form-XI and RDSO diagram No.2148/1 accompanying your application referred to above.

(S.K. VIJ)
Exe. Director Civil Engg.(G)
Railway Board.

No.89/CIII/SR/29 New Delhi dated 17.1.90

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(4)/82 dated 5.12.89.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore-560 009 with reference to his letter No.1240 dated 8.11.89.

3. The Director Standards(Track) R.D.S.O., Lucknow.

(S.K. VIJ) 15/01/90.
for Secretary Railway Board.

(41)

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

No. 90/CEDO/SR/1. New Delhi, Dated 17-1-1990.

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

Sub:- Condonation of Infringements of BOXN Mk.II Wagon design.

With reference to your application No. CT/DG/LW/BOX dated 20.10.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements involved in design of BOXN Mk-II wagon to RDSO's drawing No.88088-S/26 Alt.3 as under and detailed in Annexure-I accompanying your application referred to above.

S.No.	Chapter/ Clause No. of Schedule of Dimensions.	Description	Dimension as per the Schedule.	Actual Dimension proposed.
1.	Chapter IV-A	BOXN Mk-II wagon as per RDSO's drawing No.WD.88088-S/26 Alt.3.	Maximum Moving Dimensions of 1929 as shown in diagram No. 1A and others.	The proposed wagon has been designed within profile EDO/T-1043 and infringes Maximum Moving Dimensions of 1929 as shown in drawing.

The sanction for condonation is being issued based on the clearance given to take up the design to moving dimensions as per EDO/T-1043 goods stock profile under the minutes of the meeting held in Board's office on dated 21-7-89 and circulated under letter No.88/PL/6(2) dated 26-7-89. A Clause will be inserted by RDSO in the Speed Certificate that at such locations on the route where the infringements to allow for the goods stock profile to EDO/T-1043 have not yet removed by the Railways, suitable restrictions shall be imposed.

(S.K.VIJ) 15.1.90
Executive Director Civil Engineering (G),
Railway Board.

(42)

No.90/CEDO/SR/1. New Delhi, Dated /7 -1-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.18-T(7)/84 dated 5-12-1989.

(S.K.Vij) 15.1.90
for Secretary Railway Board.

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

Spau 43

No.89/CEDO/SR/29. New Delhi, Dated 17-1-1990.

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

Sub:- Introduction of Ballast Cleaning Machine RM-80 in regular track maintenance services over Eastern Railway.

*****

With reference to your application No. W.552/12 dated 21-11-1989 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Ballast Cleaning Machine RM-80 as per RDSO's Drawing No.EDO/T-2148 having a Maximum Axle Load of 18.5t on the following 12 sections of your Railway at a maximum speed shown against each section when running on its own power and in train formation as a dead vehicle.

S.No.	Sections	Max.speed in Kmph. When running on its own power.	When running in train formation as a dead vehicle.
1.	Howrah - Mughalsarai (via.HBC/M.L./G.C.)	40	30
2.	Khana - Sitarampur (via. Up-2 & Down-2)	40	30
3.	Khana - Malda Town (via. SBG Loop & BRW)	40	30
4.	Khana - Malda Town (via. Gumani Link)	40	30
5.	Gomoh - Barkakhana - Garwa Road - Sonnagar	40	30
6.	Garwa Road - Chopan	40	30
7.	Sealdah - Budge Budge	40	30
8.	Sealdah - Diamond Harbour	40	30
9.	Sonarpur - Canning	40	30
10.	Baruipur - Lashmikantapur	40	30
11.	Sealdah - Ranaghat - Krishnanagar City	40	30
12.	Sealdah - Dankuni (via.CCR)	40	30

P.T.O.

(44)

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or these that may be imposed from time to time. It is further subject to observance of all other conditions/ stipulations made in your Joint Safety Certificate No.29/89 and all other certificates accompanying your application referred to above. In addition, the restrictions imposed on the movement of 'X' Class engines if any shall apply in this case also.

The Ministry of Railways also sanction the infringements to item No. 2(ii), 17, 19(b), 20(b), 21(b) and 22 of Chapter IV-A and also the Maximum Moving Dimensions of 1929 as shown in Diagram No.1A and others of the B.G.Schedule of Dimensions (1973) involved in the design of above machine as detailed in Form-XI and shown in the drawing No.2148/1 accompanying your application referred to above.

(S.K.VIJ) 16/1/90
Executive Director Civil Engineering (G),
Railway Board.

No.89/CEDO/SR/29.

New Delhi, Dated 17-1-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow -226 001 with reference to his Endorsement No.RS.17-T(1)/82 dated 28-12-1989.

2) The Commissioner of Railway Safety, Eastern Circle, No.14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.585 dated 6-12-1989.

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

(S.K.VIJ) 16/1/90.
for Secretary, Railway Board.

(45)

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

No.89/CEDO/SR/29. New Delhi, Dated 17-1-1990.

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

Sub:- Running of Ballast Cleaning Machine RM-80 on Northern Railway.

*****

With reference to your application No. 519-W/552 dated 24-11-1989, sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Ballast Cleaning Machine RM-80 as per Diagram No.RDO/T-2148 having a Maximum Axle Load of 18.5t on the 57 B.G.Sections mentioned in your Railway's Joint Safety Certificate No.SLG/BG/40/89 at a maximum speed shown against each section when running on its own power and in train formation as a dead vehicle.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or these that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate and all other certificates accompanying your application referred to above. In addition, the restrictions imposed on the movement of 'X' Class engines if any shall apply in this case also.

The Ministry of Railways also sanction the infringements to item No. 2(ii), 17, 19(b), 20(b), 21(b) and 22 of Chapter IV-A and also the Maximum Moving Dimensions of 1929 as shown in Diagram No.1A and others of the B.G.Schedule of Dimensions (1973) involved in the design of above machine as detailed in Form-XI and shown in Drawing No.2148/1 accompanying your application referred to above.

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

(46)

No.89/CEDO/SR/29. New Delhi, Dated/7-1-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(1)/82 dated 26.12.1989.

2) The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow - 226 001 with reference to his letter No.39/1339/Ballast Cleaning Machine RM-80 dated 7-12-1989.

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

(S.K.Vij) 16.1.90
for Secretary Railway Board.

(47)

No.87/WDO/CRS/IR/2. 18 - 1 - 90

The Chief Plg. and Design Engineer,
South Central Railway,
Headquarters Office,
Works Branch,
Secunderabad.

Sub:- Inspection Notes on South Central Railway (MSA Division) for the year ending 31.3.87

Ref:- Your office letter No.W.247/1/16/MSA dated 25-10-88.

Please refer para 3 of your above Quoted letter and please furnish the necessary remarks for para 8.1 to 13.4 of CRS's inspection report at an early date.

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

(48)

No.83/W30/RO/1/0. 19-1-1990.

The Chief Project Manager,
Railway Electrification,
Bilaspur.

Sub:- i) Commissioner of Railway Safety's sanction to introduction of electric traction on Railways - Delegation of powers.

ii) Energisation of the yard lines which do not have a direct connection to the main lines on which passengers trains run.

Ref:- Your letter No.CPM/BSP/RRB/EL/T/28/Pt.II/4127 dated 26.12.1989.

As desired please find enclosed a copy each of Board's letter No.83/W30/RO/1/0 dated 26-7-1985 and 19-2-1988 for your reference and use in your office.

Please acknowledge the receipts of this letter.

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

(49)

No.89/CEDO/CRI/6. 29-1-1990.

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

Sub:- Opening of Down line between Dhaharathpur and Jamalpur stations in Malda Division of Eastern Railway for the public carriage of passengers.

Please refer to Endorsement No.2 of this office letter of even number dated 24-5-1989 (copy enclosed for ready reference) and subsequent reminder of even number dated 25-9-89 and expedite the reply.

The receipt of this letter may please be acknowledged.

(D.S.Mechiwal)
for Executive Director Civil Engineering(G
Railway Board.

(50)

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

No.89/CEDO/ORI/6. New Delhi, Dated 24-5-1989.

The Chief Commissioner of Railway Safety,
N.E.Railway Office Compound,
Ashok Marg,
Lucknow - 226 001.

Sir,

Sub:- Opening of Down line between Dasharathpur and Jamalpur stations in Malda Division of Eastern Railway for the public carriage of passengers.

*****

With reference to your Endorsement No. RS.10-T(20)/88 dated 26-4-1989, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.927/6/I/O/89 dated 28-2-1989.

yours faithfully,

Sd/-
(Ashok Kumar)
for Secretary Railway Board.

No.89/CEDO/ORI/6. New Delhi, Dated 24-5-89.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.927/6/I/O/89 dated 28.2.89
2) The General Manager, Eastern Railway, Calcutta with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is further requested that the date of opening of the above line may please be intimated as and when the same is commissioned to passenger traffic. One ferro copy of the Index Plan and Section for the above section may please be sent to this office.

Please acknowledge the receipt of this letter.

Sd/-
(Ashok Kumar)
for Secretary Railway Board.

(51)

No.88/CEDO/CRS/IR/6. 23 -1-1990

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

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

Ref:- Your office letter No.TC/INSP/CRS/CKP/ Pt.II/88/2543 dated 10-5-89.

Please refer to [illegible] office letter of even number dated 15-6-89 (copy enclosed for ready reference) and expedite the reply.

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

(52)

Ref 176

No. 88/CRIO/CRS/IR/6. 15-6-89.

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

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

Ref:- Your office letter No.TC/INSP/CRS/CKP/Pt.II/88/2543 dated 10-5-89.

Please refer to your office letter quoted above. Ministry of Railways desire that full compliance report in respect of para 8.2 of Kera, 8.4(a) & 8.4(c) of Govindpur, 8.4(a) & 8.4(c) of Bano and 8.5 (b) of Rungoon stations appearing in CRS's Inspection Report may please be sent to this office at an early date.

(V.P.Chanden)
Executive Director (S & T)/R
Railway Board.

S. NO. 8 (53)

S.E.Rly.

Office of the
General Manager(Engg)
Garden Reach, Cal-43.

No. TC/TMSP/CRS/CKP/Pt.II/88/2543 Dated, 10/5/89

To
The Executive Director, Civil Engineering(G)
Railway Board,
New Delhi.

Sub:-CRS's Inspection report on Chakradharpur Division for the year ending 31st March 1988 Part-II.

Ref:-Your letter No. (illegible)/CE(G)/CRS/IR/6 Dt.20.4.89

A copy of the parawise interleaved reply on the above Inspection Report sent to Commissioner of Railway Safety, South Eastern Circle, Calcutta is enclosed herewith for your information.

Encl: As above.

(V.Balasubrahmanyam)
Chief Planning & Design Engineer
for GENERAL MANAGER(Engg)

(54)

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

No. 90/CEDO/SD/1. New Delhi, Dtd. 25 -1-1990.

The Chief Project Manager,
Railway Electrification,
Kota(324 002).

Sub: Electrification - Bayana-Tundla Section - Flyover Bridge No. 147 between Idgah and Pathauli Section, Western Railway -Condonation of infringement.

Ref: Your application No. TAB/RE/W/13/5 dt. 20/27.11.89.

In view of the circumstances explained in your above quoted application and as recommended by CRS/Western Circle, Bombay vide letter No. 221/396 dtd. 29.11.89/1.12.89, the Ministry of Railways accord their approval for condonation of infringement to Item 10(iii) (b) Chapter I of BG Schedule of Dimensions (1973) involved in lowering of tracks under Flyover Bridge No. 147 having a headroom clearance of 4900 mm against 5870 mm, between Idgah - Pathauli section of W.Rly. as per Form XI of the application.

2. Regarding adopting contact wire height of 4.627 m under the flyover bridge, Railway Board's specific condonation to this is not necessary in view of Correction Slip No. 12 of Schedule of Dimensions which inter-alia lays down a minimum contact wire height of 4.58 m where reduced clearances given in Note (ii) under Item 1 are adopted.

3. Regarding contact wire gradient of 8.26 mm/m, Board communicate their approval to this infringement as the same is unavoidable due to constraints of a level crossing being at a close distance of only 91 m and non-feasibility of further lowering of tracks to get the required contact wire height.

4. Board, however, desire that the provision of reduced clearances may specifically be brought to the notice of Chief Electrical Inspector and in case any special safeguards are stipulated by the later, the same should be observed under advice to this office.

5. It is, however, noted that Form XI enclosed with the application does not cover para 2 and 3 of this sanction. Condonation is being accorded with the proviso that this amendment will be consented to by the CRS/CCRS.

(S.K. Vij) 24/1/90
EXECUTIVE DIRECTOR CIVIL ENGINEERING(G)
RAILWAY BOARD.

No. 90/CEDO/SD/1. New Delhi, Dated 25-1-1990.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his Endorsement No.RS.18-T(8)/84 dt.26.12.89.

Contd..P/2.

2) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his Letter No. 221/396, dated 29.11.89.

3) The General Manager, Railway Electrification, Central Organisation, Allahabad.

4) The Chief Electrical Engineer, Western Railway, Churchgate, Bombay.

(S.K. Vij)
For SECRETARY RAILWAY BOARD. 24/1/90

(56)

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

No.88/CEDO/SD/1. रेल भवन, नई दिल्ली-110001, दिनांक / Rail Bhavan, New Delhi-110001, dated 25-1-1990.

The Chief Signal & Telecom Engineer (P),
Railway Electrification,
2nd Floor, Extension, Ringeway,
Nagpur - 440 001.

Sub:- Approval of infringements in connection with introduction of multiple aspect Colour Light Signalling at stations on Dhodramohar (Incl.)- Itarsi (Excl.) section of Central Railway.

*****

With reference to your application No. CPM/N/ST/SIG/11 dated 17.11.89 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by 14 Signal structures with respect to Primary and Secondary track at stations on Dhodramohar (incl) - Itarsi (excl) section to item 13(ii)(e) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

No.88/CEDO/SD/1. New Delhi, Dated 25-1-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his Endorsement No.RS.18-T(2)/84 dated 20.12.1989.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.458 dated 11-12-1989.

(S.K.VIJ) 24/1/90
for Secretary Railway Board.

ANNEXURE - I

S.No.	Location	Name of the structure which infringes.	Chapter & item	Prescribed Dimensions.	Existing Actual Dimension Primary.	Existing Actual Dimension Secondary.	Infringement Primary	Infringement Secondary.
1.	KHSLA Dn.siding starter S-10 at Km:761/25	Signal post ladder.	Chapter-I item 13(ii) (e)	2.360 M	2.31	2.35	50 mm	10 mm
2.	TAKU Dn.loop starter S-5 at Km:746/41	Signal post ladder	-do-	2.360 M	2.35	2.35	10 mm	10 mm
	Up loop starter S-14 at Km:767/11	Signal post ladder.	-do-	2.360 M	2.33	2.37	30 mm	Nil
3.	SAHELI							
	Dn.loop starter - 4'B' at Km:771/27	Signal post ladder	-do-	2.360 M	2.28	2.31	80 mm	50 m
	Up main starter 5 'A' at Km:771/5	Signal post ladder.	-do -	2.360 M	2.31	2.28	50 mm	80mm
4.	KALA AKHAR							
	Up goods loop starter S-15 at Km:777/27	Signal post ladder.	-do-	2.360 M	2.49	2.33	Nil	30 mm
5.	PCLA PATHAR							
	Dn. IInd loop starter S-15 at Km:785/7	Signal post ladder	-do-	2.360 M	2.32	2.32	40 mm	40 mm
	Dn.main starter S-13.	Signal post ladder	-do-	2.360 M	2.32	2.33	40 mm	30 mm
	Up Ist loop starter S-5 at Km:784/17	Signal post ladder.	-do-	2.360 M	2.31	2.31	50 mm	50 mm
	Up main starter S-4 at Km:784/15	Signal post ladder.	-do-	2.360 M	2.33	2.35	30 mm	10 mm
6.	DEODRAMCHAR							
	Dn.loop starter S-5 at Km:793/2.	Signal post ladder.	-do-	2.360 M	2.35	2.33	10 mm	30 mm
	Dn.Main starter S-4 at Km:793/5	Signal post ladder.	-do-	2.360 M	2.34	2.34	20 mm	20 mm
	Up loop starter at Km:792/18	Signal post ladder	-do-	2.360 M	2.36	2.33	Nil	30 mm
	Up Goods loop starter at Km:792/18	Signal post ladder	-do-	2.360 M	2.32	2.31	40 mm	50 mm

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

No. 89/CEDO/SR/27 New Delhi dated 29.1.90

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

Sub: Running of Points and Crossing Tamping Machine 08-275 UNIMAT on B.G. sections of Western Rly.

.....

With reference to your application No.W.641/23 dated 4-12-89 sent through the chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Points and Crossings Tamping Machine 08-275 'UNIMAT' as per RDSO's drawing No. EDO/T-2147 having a maximum axle load of 11.5t on the following B.G. sections of your Railway at a maximum provisional speed of 60kmph when running on its own power and 40kmph when running in train formation as a dead vehicle.

S.NO.	Sections		
1.	Bombay Central	-	Mathura Jn.
2.	Udhna	-	Jalgaon
3.	Nagda	-	Bhopal
4.	Ujjain	-	Indore
5.	Kota	-	Ruthiyai
6.	Kandla Fort	-	Samakhiali
7.	Samakhiali	-	Viramgam
8.	Viramgam	-	Ahmedabad
9.	Ahmedabad	-	Anand
10.	Anand	-	Godhra
11.	Anand	-	Vadodra
12.	Viramgam	-	Okha
13.	Kanalus	-	Porbandar

The sanction is subject to observance of all permanent speed restrictions as notified in your Railway's current Working Time Table and other temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in RDSO's speed certificate No.CT/TM/SC/08-275 UNIMAT dated 9/11.8.89 and all other certificates accompanying your application referred to above.

The Ministry of Railways also sanction the condonation of infringements to item No.2(ii), 16 and 18(i) of Chapter-IV(A) of the B.G.Schedule of Dimensions (1973) as detailed in Form-XI accompanying your application referred to above.

(S.K. VIJ)
Exe. Director Civil Engg.(G)
Railway Board.

--/2

(59)

No.89/CEDO/SR/27 New Delhi dated 29.1.90

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(1)/82 dated 20.12.1989.

2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building, Annexe, Maharshi Karve Road, Bombay with reference to his letter No.12-5/271/409 dated 8.12.1989.

3. The Director Standards (Track), R.D.S.O., Lucknow.

(S.K. VIJ)
for Secretary Railway Board.

(60)

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

No.88/CEDO/SR/19. New Delhi, Dated 29-1-1990.

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

Sub:- Running of Self propelled Ultrasonic Rail Testing Car (Spurt Car) URT-100-1 to Schematic Diagram No.EDO/T/2132 on various B.G.Sections of Southern Railway.

*****

With reference to your application No.W.439/4/Vol.XIII dated 1-5-89 sent through the Chief Commissioner of Railway Safety Lucknow, the approval of the Ministry of Railways is hereby communicated for deletion of Clause (ii)2 reproduced below indicated in your Safety Certificate No.481 B.G. dated 27-6-1988. It is noted that your suggestion for deletion of the Clause in the Safety Certificate is based on amendment issued by RDSO vide their letter No.CT/T&M/SCC dated 23/27-3-89.

" The Wheels and Running gear of the Spurt Car to be inspected and certified by the Train Examiner at regular intervals, the periodicity depending upon the usage of the car. "

Accordingly, the conditions indicated in Para-I of the sanction issued under Board's letter of even number dated 23-9-88 to your Railway for the running of Spurt Car on various B.G.Sections may be treated as modified to the above extent with effect from 23/27-3-89, the date of issue of amendment by RDSO.

(S.K.Vij)
Executive Director Civil Engineering (G),
Railway Board.

No.88/CEDO/SR/19. New Delhi, Dated 29-1-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his Endorsement No.RS.17-T(4)/82 dated 5-12-1989.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore - 560 009, with reference to his letter No. 1200 dated 3-11-89.

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

(S.K.Vij) 24/1/90
for Secretary Railway Board.

(61)

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

No.89/CEDO/SR/30 New Delhi dated 30.1.90

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

Sub: Running of Tamping, Lining and Lifting Machine 09-32 CSM on Northern Railway.

.....

With reference to your application No. 519 W/553 dated 15.11.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is here by communicated for the running Plasser (India)'s Tamping, Lining and Lifting Machine 09-32 CSM to RDSO's drawing No.300/T-2146 with out the material wagon having a max. axle load of 13.0t on the following 57 B.G. sections at a provisional maximum speed mentioned against each section.

S.No.	Sections	Speed in Kmph	
		When running on its own power.	When running in train formation as a dead vehicle
1	2	3	4
1.	Ghaziabad-Mughalsarai	60	40
2.	Shikohabad-Farukhabad	35	30
3.	Delhi-Subzimandi	35	35
4.	New Delhi-Subzimandi	35	35
5.	New Delhi-Delhi Kishanganj	35	35
6.	Delhi Kishanganj-Bathinda	60	40
7.	Delhi-Delhi Kishanganj	35	35
8.	Delhi-New Delhi	40	40
9.	New Delhi-Tughlakabad	60	40
10.	New Delhi-Sahibabad	60	40
11.	Delhi-Ghaziabad	60	40

../2

62

S.No.	Name of Section	Speed in Kmph. When running on its own power	When running in train formation as a dead vehicle
1	2	3	4
12.	Ghaziabad - Saharanpur	60 Kmph	40 Kmph
13.	Delhi Subzimandi - Ambala Cantt	60 Kmph	40 Kmph
14.	Hazrat Nizamuddin - Dayabasti	60 Kmph	40 Kmph
15.	Okhla-Lajpat Nagar(alignment No.I)	35 Kmph	35 Kmph
16.	Daya Basti-Naya Azadpur(alignment No.IV)	60 Kmph	40 Kmph
17.	Patel Nagar -Shakurbasti(alignment No.III)	60 Kmph	40 Kmph
18.	Saharanpur-Ludhiana	60 Kmph	40 Kmph
19.	Saharanpur - Hindon Cabin	60 Kmph	40 Kmph
20.	Sirhind - Nangaldam	40 Kmph	30 Kmph
21.	Hindon Cabin - Khanalampura	25 Kmph	25 Kmph
22.	Tapri - Khanalampura	25 Kmph	25 Kmph
23.	Ambala - Chandigarh	50 Kmph	40 Kmph
24.	Chandigarh - Kalka	50 Kmph	40 Kmph
25.	Rajpura - Bathinda	60 Kmph	40 Kmph
26.	Mughalsarai-Pratapgarh-Lucknow	60 Kmph	40 Kmph
27.	Varanasi-Faizabad-Lucknow	60 Kmph	40 Kmph
28.	Lucknow-Unnao-Kanpur Central	60 Kmph	40 Kmph
29.	Phaphamau-Unchahar	60 Kmph	40 Kmph
30.	Unchahar - Unnao	30 Kmph	20 Kmph
31.	Jaghai - Phaphamau	60 Kmph	40 Kmph
32.	Allahabad - Phaphamau	60 Kmph	40 Kmph
33.	Phaphamau - Pratapgarh-Faizabad	30 Kmph	20 Kmph
34.	Unchahar - Raebareli	60 Kmph	40 Kmph
35.	Utratia-Sultanpur-Zafrabad	60 Kmph	40 Kmph

..3/ -

S.No.	Name of Section	Speed in Kmph. When running on its own power	Speed in Kmph. When running in train formation as a dead vehicle
1	2	3	4
36.	Lucknow - Saharanpur	60 Kmph	40 Kmph
37.	Laksar - Haridwar	60 Kmph	40 Kmph
38.	Haridwar - Dehradun	50 Kmph	40 Kmph
39.	Moradabad - Ghaziabad	60 Kmph	40 Kmph
40.	Moradabad - Chandausi	60 Kmph	40 Kmph
41.	Bareilly - Chandausi	60 Kmph	40 Kmph
42.	Chandausi - Harduaganj	60 Kmph	40 Kmph
43.	Chanehti - Junction Point	35 Kmph	35 Kmph
44.	Jalandhar Cantt - Hoshiarpur	40 Kmph	30 Kmph
45.	Jalandhar City -Lohian Khas-Firozpur	50 Kmph	40 Kmph
46.	Lohian Khas - Phillaur	30 Kmph	20 Kmph
47.	Ludhiana - Jakhal	60 Kmph	40 Kmph
48.	Bathinda - Firozpur	50 Kmph	30 Kmph
49.	Ludhiana - Jalandhar City	60 Kmph	40 Kmph
50.	Jalandhar City - Pathankot	60 Kmph	40 Kmph
51.	Pathankot - Bharali	50 Kmph	30 Kmph
52.	Bharali - Jammu Tawi	60 Kmph	40 Kmph
53.	Jalandhar City - Amritsar	50 Kmph	30 Kmph
54.	Jakhal - Hissar	30 Kmph	20 Kmph
55.	Bathinda - Sriganganagar	30 Kmph	20 Kmph
56.	Jalandhar Cantt - Suchi Pind	60 Kmph	40 Kmph
57.	Chakki Bank - Bharali	50 Kmph	40 Kmph

..4/-

(54)

The sanction is subject to observance of all permanent and tem. speed restriction in force and/or those that may be imposed from t time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.SL 39/89 and all other certificates accompanying your application refe to above.

The Ministry of Railways also sanction the infringements to ite 2(ii) and 18(i) of Chapter-IV(A) of the B.G. Schedule of Dimensions involved in the design of above machine and detailed in Form-XI acc ing your application referred to above.

(S.K. VIJ)
Exe. Director Civil Engg.(G)
Railway Board

No. 89/CEDO/SR/30 New Delhi dated 3

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Luckno with reference to his endorsement No. RS.17-T(1)/82 dated 26

2. The Commissioner of Railway Safety, Northern Circle, Hazratg Lucknow with reference to his letter No.38/1339/TLM-09-32 C dated 7.12.89.

3. The Director Standards (Track) R.D.S.O., Lucknow.

(S.K. VIJ) 29-1
for Secretary Railway Board.

(65)

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

No.89/CEDO/SR/30 New Delhi dated 30.1.1990

The General Manager(Engg.),
Eastern Railway,
Calcutta-700001.

Sub: Introduction of Tamping, Lining, Lifting machine 09-32 CSM in regular track maintenance services over Eastern Railway.

.....

With reference to your application No.W.552/12 dated 21.11.1989 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Tamping, Lining and Lifting Machine 09-32 CSM to RDSO's drawing No.EDO/T-2146 with out the material wagon having a max. axle load of 13.0t on the following 12 B.G. sections at a provisional maximum speed mentioned against each section.

S.No.	Sections	Speed in kmph	
		When running on its own power	When running in train formation as a dead vehicle.
1.	Howrah-Mughalsarai(Via HBC/ML/GC)	60	40
2.	Khana-Sitarampur(Via UP-2 & DN-2)	60	40
3.	Khana-Malda Town(Via SBG Loop & BHW)	60	40
4.	Khana-Malda Town (Via Gumani Link)	60	40
5.	Gomoh-Barkakhana-Garwa Road-Sonnagar	60	40
6.	Garwa Road-Chopan	60	40
7.	Sealdah-Budge Budge	60	40
8.	Sealdah-Diamond Harbour	60	40
9.	Sonarpur-Canning	60	40
10.	Baruipur-Lakshmikantapur	60	40
11.	Sealdah-Ranaghat-Krishnanagar City	60	40
12.	Sealdah-Dankuni (Via CCR)	60	40

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction if further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. 30/89 and all other certificates accompanying your application referred to above.

The Ministry of Railways also sanction the infringements to item No.2(ii) and 18(i) of Chapter-IV (A) of the B.G. Schedule of Dimensions (1973) involved in the design of above machine and detailed in Form-XI accompanying your application referred to above.

(S.K. VIJ) 29/1
Exe. Director Civil Engg(G)
Railway Board

-/2

(66)

No.89/CEDO/SR/30 New Delhi dated 30.1.90

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS.17-T(1)/82 dated 26.12.89.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th floor, Calcutta-700001. with reference to his letter No.587 dated 6.12.89.

3. The Director Standards (Track) R.D.S.O., Lucknow.

(S.K. ~~VED~~) 29/1
for Secretary Railway Board.

(67)

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

No.89/CEDO/SR/30 New Delhi dated 30.1.1990

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

Sub:Regular Running of Plasser(India)'s Tamping,Lining and Lifting Machine 09-32 CSM on its own power and also in train formation on entire B.G. system on South Eastern Railwey.

.....

With reference to your application No.TC/TM/Genl/Pt.I/4727 dated 2.11.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser(India)'s Tamping, Lining and Lifting Machine 09-32 CSM to RDSO's drawing No.EDO/T-2146 with out the materiel wagon having a maximum axle load of 13.0t, at a provisional maximum speed of 60kmph when running on its own power and at 40kmph when running in train formation as a dead vehicle on the entire B.G. sections of your Railway. The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.TC/89/9/1 and all other certificates accompanying your application referred to above.

The Ministry of Railways also sanction the infringements to item No.2(ii) and 18(i) of Chapter-IV(A) of the B.G. Schedule of Dimensions (1973) involved in the design of above machine and detailed in Form-XI accompanying your application referred to above,

(S.K. VIJ)
Exe. Director Civil Engg.(G)

No.89/CEDO/SR/30 New Delhi dated 30.1.1990

Copy forwarded to :

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS.17-T(1)/82 dated 26.12.89.
2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road; 12th Floor, Calcutta .w.r.t.his letter No.444dt 6.12.89.
3. The Director Standards(Track) R.D.S.O., Lucknow.

(S.K. VIJ) 29/1
for Secretary Railway Board.

(68)

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

No.89/CEDO/SR/25 New Delhi dated 30-1-90

The General Manager(Engg.),
Central Railway,
Victora Terminus,
Bombay.

Sub: Sanction for running of B.G. (4-wheeler) OHE.Mark-III Inspection Cars over Various Electrified B.G. sections on Central Railway.

.....

With reference to your application No.W-456/Y-3/BR dated 1.9.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of B.G. (4-wheeler) OHE Mark-III Inspection Cars to RDSO's Sk.Nos 84035 (Alt.1) and 84057 (Alt.1) with M/S. Ventra and M/S.KPC power pack respectively and manufactured by Jamalpur Workshops, having a maximum axle load of 12.33 tonnes under 'Tare' and 15.33 tonnes under 'gross' loaded conditions over the following electrified/ being electrified B.G. sections with D.C/A.C. traction on your Railway at a maximum speed of 40kmph.

(I) D.C. TRACTION:

(i) Bombay VT - Kalyan - Kasara - Igatpuri.
(ii) Kalyan - Karjat - Lonavala - Pune.
(iii) Kurla - Mankhurd/Trombay/Wadala Road/Mahim Chord.
(iv) Diva - Vasai Road.

(II) A.C. TRACTION:

(i) Igatpuri - Manmad - Bhusawal.
(ii) Busawal - Badnera - Wardha.
(iii) Bhusawal - Khandwa - Itarsi.
(iv) Tuglakabad - Mathura - Agra Cantt.- Jhansi - Bina - Bhopal - Itarsi - Amla - Nagpur - Wardha - Balharshah.

The sanction is subject to observance of all permanent and temporary speed restictions in force and/or those that may be imposed from time to time. The sanction is furthur subject to observance of all other conditions/Stipulations made in your Joint Safety Certificate No.C-32/89 B.G., RDSO speed certificate No. MC/TW dated 10.4.89 and all other certificates accompanying your application referred to above.

The sanction of infringements to clause 26(a), 28(a), 31 and 32(a) of Chapter IV (A) of B.G. schedule of dimension (1973) involved in the design of B.G. (4-wheeler) OHE. Mark-III Inspection car has however, already been conveyed under Board's letter Board's letter No.84/WDO/SR/7 dated 4-4-1985.

-/2

The Ministry of Railways also confirm the action of Commissioner of Railway Safety, Central Circle, Bombay in according his provisional sanction for the running of OHE-Mark-III Inspection Cars on the sections already electrified under his letter No.391 dated 21.9.89 in view of the urgency expressed by the Railway Administration.

(S.K. VIJ)
Exe. Director Civil Engg.(G)
Railway Board.

No.89/CEDO/SR/25 New Delhi dated 30.1.90

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS.17-T(3)/82 dt. 21.9.1989.

2. The Commissioner of Railway Safety, Central Circle, 2nd. floor, Churchgate station building Annexe, Maharshi Karve Road, Bombay with reference to his letter No. 391 dated 21.9.1989.

3. The Director Standards (Motive Power) R.D.S.O., Lucknow.

(S.K. VIJ) 29
for Secretary Railway Board.

(70)

No. 89/CEDO/TM/12. 30-1-90.

The Chief Project Manager,
Railway Electrification,
Bhopal.

Subs:- KHANDWA - Administrative sanction of Railway Board to adopt lower values of overhead clearances at KW ROB.
Ref:- Your application No.CEW/RFL/KNGB/4/30/11 dated 17-3-89.

Please refer to this office letter of even number dated 28-4-89 (Copy enclosed for ready reference) and expedite the reply.

The Receipt of this letter may please be acknowledged.

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

(71)

No. 88/CEDO/CRI/10. 30-1-90.

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

Sub:- Opening of Khirpur - Shahbad Markanda stations on Delhi - Ambala section of Northern Railway.

Ref:- Your office letter No.101-W/3/W-I (Duplicate) dated 26-6-89.

*****

It is observed from the compliance report furnished by your Railway against para H(ii) & Q of CRS's inspection report under your above quoted letter that it is incomplete. Ministry of Railways therefore desire that complete compliance report may be furnished to Commissioner of Railway Safety direct against these paras under advice to this office after obtaining the necessary information from the concerned organisations.

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

(72)

WISH YOU A HAPPY NEW YEAR.

No.88/CEDO/SD/1.

1 - 2 - 1990.

The Chief Project Manager,
Railway Electrification,
Div.Railway Manager (C.Rly)'s
office Building,
2nd Floor, Extension, Kingsway,
Nagpur -440 001.

Sub:- Electrification of Itarsi-Nagpur-Wardha section - Administrative sanction for deviation from Schedule of Dimensions B.G. - 1973 Correction Slip No.A.C.11 regarding infringement to the platform shelters at Nagpur Station on Central Railw

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Please refer to this office letter of even numbe dated 11-12-89 (Copy enclosed for ready reference) and expedite the reply.

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

(73)

No.88/CEDO/SD/1. Dated 11-12-1989.

The Chief Project Manager,
Railway Electrification,
Nagpur - 440 001.

Sub:- Electrification of Itarsi-Nagpur-Wardha section - Administrative sanction for deviation from Schedule of Dimensions BG-1973 Correction Slip No.A.C.11 regarding infringement to the platform shelters at Nagpur Station on Central Railway.

Ref:- Your application No.CPM/N/EN/W/17/5/III/9982 dated 27-11-1989.

Since your earlier application No.CPM/N/EN/W/17/5/II dated 5-5-1989 for condonation of infringements on platform No. 2 and 3 at Nagpur Station was received through CRS/CCRS and you have now sent a revised application including two more platforms i.e., Platform No.4 and 5 under your quoted application for the purpose of condonation of infringements, it is necessary that the above quoted revised application is also being sent through CRS/CCRS cancelling your previous application dated 5-5-89.

The words "accord their Administrative approval" appearing in the last para of your application may be replaced by "accord their sanction". Similarly the F.P.S.conversion of 4.610 metres vertical height shown as 16 ft.1½" in Annexure 'B' and in the application may also be checked and corrected to read as 15ft.1½ inch. The authority for condonation of similar infringements on Delhi-Jhansi section may also be quoted in the application.

An early action is requested.

Sd/-

(S.D.Gupta)
Executive Director Civil Engineering (G),
Railway Board.

(74)

Issue by 1/2/90

WISH YOU A HAPPY NEW YEAR.

No.88/CEDO/SD/1.

1 - 2 - 1990.

The Chief Project Manager,
Railway Electrification,
Div.Railway Manager (C.Rly)'s
office Building,
2nd Floor, Extension, Kingsway,
Nagpur -440 001.

Sub:- Electrification of Itarsi-Nagpur-Wardha section - Administrative sanction for deviation from Schedule of Dimensions B.G. - 1973 Correction Slip No.A.C.11 regarding infringement to the platform shelters at Nagpur Station on Central Railway

Please refer to this office letter of even number dated 11-12-89 (Copy enclosed for ready reference) and expedite the reply.

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

(4)

(25)

No.88/CEDO/SD/1. Dated 11-12-1989.

The Chief Project Manager,
Railway Electrification,
Nagpur - 440 001.

Sub:- Electrification of Itarsi-Nagpur-Wardha section - Administrative sanction for deviation from Schedule of Dimensions BG-1973 Correction Slip No.A.C.11 regarding infringement to the platform shelters at Nagpur Station on Central Railway.

Ref:- Your application No.CPM/N/EN/W/17/5/III/9982 dated 27-11-1989.

Since your earlier application No.CPM/N/EN/W/17/5/II dated 5-5-1989 for condonation of infringements on platform No. 2 and 3 at Nagpur Station was received through CRS/CCRS and you have now sent a revised application including two more platforms i.e., Platform No.4 and 5 under your quoted application for the purpose of condonation of infringements, it is necessary that the above quoted revised application is also being sent through CRS/CCRS cancelling your previous application dated 5-5-89.

The words "accord their Administrative approval" appearing in the last para of your application may be replaced by "accord their sanction". Similarly the F.P.S.conversion of 4.610 metres vertical height shown as 16 ft.1½" in Annexure 'B' and in the application may also be checked and corrected to read as 15ft.1½ inch. The authority for condonation of similar infringements on Delhi-Jhansi section may also be quoted in the application.

An early action is requested.

Sd/-

(S.D.Gupta)
Executive Director Civil Engineering (G),
Railway Board.

(76)

No.89/CEDO/SB/10. 1 - 2 - 90.

The General Manager,
Railway Electrification,
Central Organisation,
Allahabad - 211 001.

Subs:- Electrification of Bayana - Tundla Section - Administrative sanction for deviation from Schedule of Dimensions RB - 1973 regarding height of ROB on Tundla-Agra-Bayana section of Western & Central Railway.

*****

Please refer to this office letter of even number dated 21-6-89 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 12-9-89 and expedite the reply.

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

(77)

No.89/CLEO/SE/10. New Delhi, Dated 21-6-1989.

The General Manager,
Railway Electrification,
Central Organization,
Allahabad.

Sub:- Electrification of Bayana-Tundla Section - Administrative sanction for deviation from Schedule of Dimensions (BG) - 1973 regarding height of ROB on Tundla-Agra-Bayana section of Western & Central Railway.

****

Please arrange to send the drawing showing the Index Section regarding regrading of approaches and also the longitudinal profile of track under the bridge and approaches of Hariparbat ROB.

Sd/-
(ASHOK KUMAR)
Executive Director Civil Engineering (G),
Railway Board.

(78)

90/CEDO/SD/3. / -2-90.

The General Manager,
South Central Railway,
Headquarters Office,
Works Branch,
Secunderabad - 500 371.

Sub:- Gudur - Vijayawada Section -
Bapatla Station - Proposed extension of
Passenger platform No.1 to accomodate
20 bogies.

*****

Sanction of

With reference to your application No.W.469/Genl/INF/Vol.II dated 6-12-1989, sent through the Chief Commissioner of Railway Safety Lucknow, Ministry of Railways is hereby communicated for the infringement to item 7(ii) Chapter-II of B.G.Schedule of Dimensions (1973) to existing stanchion of FOB involved in the extension of existing platform No.1 to hold 20 bogies at Bapatla Station towards Gudur end as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and the yard accompanying your application referred to above.

It is however noted that extension of platform towards Vijayawada end is not feasiable due to the existence of Cross-Over and a 'B' Class level crossing nearby vicinity.

(S.K.Vij)
Executive Director Civil Engineering (G),
Railway Board.

No.90/CEDO/SD/3. New Delhi, Dated / -2-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow -226 00 with reference to his Endorsement No.RS.18-T(1)/84 dated 8-1-1990.

2) The Commissioner of Railway Safety, South Central Circle, IIIrd Floor, Rail Nirman Bhawan, Secunderabad - 500 371, with reference to his letter No.6/SC/7 dated 29-12-1989.

(S.K.VIJ)
for Secretary Railway Board.

ANNEXURE - I.

S.No.	Location	Name of the Structure which infringes.	Chapter and item	Prescribed Dimension	Actual Dimension	Amount of infringement.
1	2	3	4	5	6	7
1.	Repalle Station of Gudur - Vijayawada Section at Km: 354/29-31.	Stanchion of existing F.O.B. on extension of platform No.1.	Chapter-II item No. 7(ii)	5.33 m	4.38 m	0.95 m

(80)

No. 88/CEDO/CRS/IR/10- 1 -2-90.

The Chief Engineer,
South Central Railway,
Head Quarters Office,
Works Branch,
Secunderabad - 500 371.

Sub:- Inspection Report on South Central Railway - Guntakal Division for the year ending 31.3.88 of the section Guntakal-Cuddapah and Gudur-Renigunta - Part III.

Ref:- Your office letter No.W.247/1/16/GTL dated 16.2.90.

It is seen from your above quoted letter that you have not given any comments against para 3 under item 7.1.3 of CRS's Inspection Report which is reproduced below:-

Item No.	CRS's Observation	Railway's Comments.
Para 3 under item 7.1.3.	There is hardly any ballast cushion.	-

The Ministry of Railways therefore desire that your Railway's comments against the above reproduced item may please be sent to this office early.

(V.K.Raizada)
Executive Director Civil Engineering /P,
Railway Board.

(81)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

90/CEDO/SD/3.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 1-2-90. 19

The General Manager,
South Central Railway,
Headquarters Office,
Works Branch,
Secunderabad - 500 371.

Subj:- Gudur - Vijayawada Section -
Bapatla Station - Proposed extension of
Passenger platform No.1 to accomodate
20 bogies.

*****

Sanction of Plan

With reference to your application No.W.469/Genl/INF/Vol.II dated 6-12-1989, sent through the Chief Commissioner of Railway Safety Lucknow, Ministry of Railways is hereby communicated for the infringement to item 7(ii) Chapter-II of B.G.Schedule of Dimensions (1973) to existing stanchion of FOB involved in the extension of existing platform No.1 to hold 20 bogies at Bapatla Station towards Gudur end as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and the yard accompanying your application referred to above.

It is however noted that extension of platform towards Vijayawada end is not feasible due to the existence of Cross-Over and a 'B' Class level crossing in nearby vicinity.

(S.K.Vij)
Executive Director Civil Engineering (G),
Railway Board.

No.90/CEDO/SD/3. New Delhi, Dated 1-2-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow -226 001, with reference to his Endorsement No.RS.18-T(1)/84 dated 8-1-1990.

2) The Commissioner of Railway Safety, South Central Circle, IIIrd Floor, Rail Nirman Bhawan, Secunderabad - 500 371, with reference to his letter No.6/SC/7 dated 29-12-1989.

(S.K.VIJ) 31/1/90.
for Secretary Railway Board.

ANNEXURE - I.

S.No.	Location	Name of the Structure which infringes.	Chapter and item	Prescribed Dimension	Actual Dimension	Amount of infringement.
1	2	3	4	5	6	7
1.	Bapatla Station of Gudur - Vijayawada Section at Km: 354/29-31.	Stanchion of existing F.O.B. on extension of platform No.1.	Chapter-II item No. 7(ii)	5.33 m	4.38 m	0.95 m

(83)

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 3-2-90.19

No.88/CEDO/SD/1.

The Chief Signal & Telecom Engineer (P),
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur - 440 001.

Sub:- Approval of Infringements in connection with Introduction of Multiple Aspect Colour Light Signalling at stations on Akola (Excl.)-Badnera (Incl.) section of Central Railway.

With reference to your application No.CPM/N/ST/SIG/11 dated 26-12-1989 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by 18 Signal Structures with respect to Primary and Secondary track at stations on Akola (Excl.) - Badnera (incl) section to item 13(ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

No.88/CEDO/SD/1. New Delhi, Dated 3-2-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(2)/84 dated 30-1-90

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.13 dated 15-1-1990.

(S.K.VIJ) 1/2/90
for Secretary Railway Board.

ANNEXURE - I

S.No.	Location	Name of the structure which infringes.	Chapter & Item No.	Prescribed Dimensions in mm.	Existing Actual Dimensions in mm.		Amount of infringement.	
					Primary.	Secondary.	Primary	Secondary.
1	2	3	4	5	6		7	
1.	BORGAON Up Main Starter at Km:601/10-11	Signal Ladder	Chapter-I Item 13(ii)(e)	2360	2270	2250	90	110
2.	MURTAJAPUR Up Main Starter at Km:620/11-12	Signal Ladder	- do -	- do -	2270	2230	90	130
3.	MURTAJAPUR Up Loop Starter at Km:620/12-13	Signal Ladder	- do -	- do -	2210	2210	150	150
4.	MURTAJAPUR Dn.2nd Loop Starter at Km:621/3-4	Signal Ladder	- do -	- do -	2250	2230	110	130
5.	MURTAJAPUR Dn.Main Starter at Km:621/5-6.	Signal Ladder.	- do -	- do -	2320	2300	40	60
6.	MANA Dn.Main Starter at Km:632/13-14	Signal Ladder	- do -	- do -	2370	2330	-	30
7.	MANA Dn.Main Starter at Km:633/8-9	Signal Ladder	- do -	- do -	2250	2210	110	150
8.	KURUM Up Main Starter at Km:646/4-5	Signal Ladder	- do -	- do -	2290	2290	70	70
9.	BAINKRA Up Rec.-Cum-Dep. Line No.3 Stg. (S-40) at Km: 661/5-6.	Signal Ladder	- do -	- do -	2320	2320	40	40
10.	BAINKRA Up Rec.-Cum-Dep. Line No.2 Stg. (S-39) at Km:661/6-7	Signal Ladder	- do -	- do -	2270	2270	90	90

Sl.No.	Location	Name of the structure which infringes.	Chapter and Item No.	Prescribed Dimensions in mm.	Existing Actual Dimensions in mm.		Amount of infringement.	
					Primary	Secondary.	Primary	Secondary.
1	2	3	4	5	6		7	
11.	BAINERA Up Rec-Cum-dep Line No.1 Stg.(S-38) at Km:661/7-8	Signal Ladder.	Chapter-I Item 13(ii)(c)	2360	2300	2300	60	60
12.	BAINERA Dn.Rec-Cum-dep. No.3 Line Stg. (S-8)at Km: 661/15-16.	Signal Ladder	-do-	-do-	2210	2210	150	150
13.	BAINERA Dn.Rec-Cum-dep. No.1 Line Stg. (S-10)at Km: 662/1-2	Signal Ladder	-do-	-do-	2300	2300	60	60
14.	BAINERA Up Main Stg. (55-B) at Km:661/14-15	Signal Ladder	-do-	-do-	2350	2350	10	10
15.	BAINERA Up Main to Dn.Main Shunt (Sh-14 B) at Km: 662/5-6.	Signal Ladder	-do-	-do-	2270	2270	90	90
16.	BAINERA Up Platform Loop Starter (68 B) at Km: 662/8-9	Signal Ladder	-do-	-do-	2210	2210	150	150
17.	BAINERA Up Main Int. Stg. (69 B) Km:662/8-9	Signal Ladder	-do-	-do-	2220	2220	140	140
18.	BAINERA Dn.Platform Loop Stg.(3 C) Km:663/1-2	Signal Ladder.	-do-	-do-	2230	2230	130	130

(86)

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

No. 90/CEDO/SD/2. New Delhi, Dated 5-2-1990.

The Chief Project Manager,
Railway Electrification,
Kota - 324 002.

Sub:- Electrification of Bayana - Tundla Section - Drummond Road Overbridge between Idgah and Agra Fort section of Western Railway - Condonation of Infringement.

Ref:- Your Application No.TAB/RE/W/13/2 dated 21/27-11-1989.

****

In view of the circumstances explained in your above quoted application and as recommended by Commissioner of Railway Safety, Western Circle, Bombay vide letter No.221/395 dated 29-11-1989, the Ministry of Railways accord their approval for condonation of infringement to item 10(iii)(b) Chapter-I of Schedule of Dimensions involved in reconstruction of Drummond Road Overbridge having clearance of 5,100 mm against 5,870 mm between Agra Fort - Idgah section of Western Railway, as per Form-XI of the application.

2. Regarding adopting contact wire height of 4.65 m under the bridge, Railway Board's specific condonation to this is not necessary in view of Correction Slip No.12 of Schedule of Dimensions which inter-alia lays down a minimum contact wire height of 4.58 m where reduced clearances given in note (ii) under item 1 are adopted.

3. It is however noted that Form-XI enclosed with the application does not cover para-2 of this sanction. Condonation is being accorded with the previse that this amendment will be consented to by the Commissioner of Railway Safety/Chief Commissioner of Railway Safety. It is also noted that Wider and Taller Stock will not run on Bayana - Tundla Section as cleared by Traffic Transportation Directorate.

4. Ministry of Railways have noted with concern that the condonation of infringement has been applied for after taking the rebuilding of Drummond ROB in hand which is irregular. This office would therefore like to know the circumstances for not obtaining the condonation of infringement in advance of the execution of the work.

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

P.T.O.

No.90/CEDO/SD/2. New Delhi, Dated 5 -2-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(8)/84 dated 26-12-1989.

2) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.221/395 dated 29-11-1989.

3) The General Manager, Railway Electrification, Central Organization, Allahabad.

4) The Chief Electrical Engineer, Western Railway Churchgate, Bombay.

(S.K. Vij)
for Secretary Railway Board.

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

No. 90/CEDO/SD/2. New Delhi, Dated 5-2-1990.

The Chief Project Manager,
Railway Electrification,
Kota - 324 002.

Sub:- Electrification of Bayana - Tundla Section - Drummond Road Overbridge between Idgah and Agra Fort section of Western Railway - Condonation of Infringement.

Ref:- Your Application No.TAB/RE/W/13/2 dated 21/27-11-1989.

****

In view of the circumstances explained in your above quoted application and as recommended by Commissioner of Railway Safety, Western Circle, Bombay vide letter No.221/395 dated 29-11-1989, the Ministry of Railways accord their approval for condonation of infringement to item 10(iii)(b) Chapter-I of Schedule of Dimensions involved in reconstruction of Drummond Road Overbridge having clearance of 5,100 mm against 5,870 mm between Agra Fort - Idgah section of Western Railway, as per Form-XI of the application.

2. Regarding adopting contact wire height of 4.65 m under the bridge, Railway Board's specific condonation to this is not necessary in view of Correction Slip No.12 of Schedule of Dimensions which inter-alia lays down a minimum contact wire height of 4.58 m where reduced clearances given in note (ii) under item 1 are adopted

3. It is however noted that Form-XI enclosed with the application does not cover para-2 of this sanction. Condonation is being accorded with the provise that this amendment will be consented to by the Commissioner of Railway Safety/Chief Commissioner of Railway Safety. It is also noted that Wider and Taller Stock will not run on Bayana - Tundla Section as cleared by Traffic Transportation Directorate.

4. Ministry of Railways have noted with concern that the condonation of infringement has been applied for after taking the rebuilding of Drummond ROB in hand which is irregular. This office would therefore like to know the circumstances for not obtaining the condonation of infringement in advance of the execution of the work.

(S.K. VIJ) 1/2/90
Executive Director Civil Engineering (G),
Railway Board.

P.T.O.

No.90/CEDO/SD/2. New Delhi, Dated 5-2-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(8)/84 dated 26-12-1989.

2) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.221/395 dated 29-11-1989.

3) The General Manager, Railway Electrification, Central Organization, Allahabad.

4) The Chief Electrical Engineer, Western Railway, Churchgate, Bombay.

(S.K.VIJ) 12/90
for Secretary Railway Board.

(90)

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

No.89/CEDO/SR/28 New Delhi dated 5.2.90

The General Manager(Engg.),
Eastern Railway,
Calcutta-700001.

Sub: Introduction of points and crossing tamping machine 08-275 UNIMAT in regular services over Eastern Railway.

.....

With reference to your application No.W-552/12 dated 21.11.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Points and Crossing Tamping Machine 08-275 UNIMAT as per drawing No.EDO/T-2147 having a maximum axle load upto 11.5t on the following 12 B.G. sections at a maximum speed noted against each section.

S.No.	Sections	Speed in kmph	
		When running on its power.	When running in train formation as a dead vehicle.
1.	Howrah-Mughalsarai(Via HBC/ML/GC)	60	40
2.	Khana-Sitarampur(Via UP-2 & Down-2)	60	40
3.	Khana-Malda Town (Via SBG Loop &HHW)	60	40
4.	Khana-Malda Town (Via Gumani Link)	60	40
5.	Gomoh-Barkakhana-Garwa Road-Sonnagar	60	40
6.	Garwa Road-Chopan	60	40
7.	Sealdah-Budge Budge	60	40
8.	Sealdah-Diamond Harbour	60	40
9.	Sonarpur-Canning	60	40
10.	Baruipur-Lakshmikantpur	60	40
11.	Sealdah-Ranaghat-Krishnanagar City	60	40
12.	Sealdah Dankuni(Via CCR)	60	40

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/ or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulationsmade in your Joint Safety Certificate No. 28/89and all other certificates accompanying your application referred to above.

The Railway Ministry also sanction the infringements to item 2(ii) 16 and 18(i) of Chapter IV-A of B.G. Schedule of Dimensions (1973) involved in the design of Points and Crossing Tamping Machine08-275 UNIMAT.

(S.K. VIJ) 2/2/90
Exe. Director Civil Engg.(G)
-12

(91)

No.89/CEDO/SR/23 New Delhi dated 5.1.90

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(1)/82 dated 26.12.89.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Rd., 12th Floor, Calcutta-700001 with reference to his letter No. 586 dated 6.12.1989..

3. The Director Standards (Track) R.D.S.O., Lucknow.

(S.K. VIJ)
for Secretary Railway Board.

(92)

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

No.89/CEDO/SR/32 New Delhi dated 5.1.90

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

Sub: Running of Tamping, Lining and Levelling Machine 08-32M84 (MG) on metre Gauge sections of Western Rly.

.....

With reference to your application No.W.641/23 dated 4.12.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Tamping, Lining and Levelling Machine 08.32 M 84 (M.G.) to R.D.S.O.'s diagram No. RDO/T-2149 having a maximum axle load of 11.5t on the following 31 M.G. sections at a maximum provisional speed of 40kmph when running on its own power and 25kmph when running in train formation as a dead vehicle.

S.No.	Sections
1.	2.
1.	Rewari - Jaipur - Ajmer - Ahmedabad
2.	Bandikui - Bharatpur - Achnera - Idgah
3.	Phulera - Ringus - Rewari (Chord line)
4.	Jaipur - Sikar - Loharu
5.	Dabla - Singhana
6.	Swaimadhopur - Jaipur
7.	Palanpur - Gandhidham - Kandla Port
8.	Gandhidham - Bhuj
9.	Marwar Jn. - Mavli
10.	Chitaur - Udaipur - Himmatnagar
11.	Ajmer - Ratlam
12.	Ratlam - Khandwa
13.	Fatehbad - Chandrawati Ganj - Ujjain
14.	Ahmedabad - Himmatnagar - Khed Brahma
15.	Mehsana - Viramgam
16.	Kalol - Kotasan - Chanasma
17.	Mehsana - Tarangahill
18.	Wankaner - Navlakhi
19.	Dahinsara Jn. - Maliya Miyana
20.	Surendranagar - Dhrangadhra
21.	Sabarmati - Botad
22.	Surendranagar - Botad - Bhavnagar
23.	Dhola - Mangaliya
24.	Rajkot - Veraval
25.	Mehsana - Patan
26.	Kalol - Vijapur - Ambliyasan
27.	Dhasa Jn. - Mahuva Jn.
28.	Junagadh - Visavadar
29.	Mavli Jn. - Bari Sadri
30.	Sikar - Churu
31.	Sanganer Jn. - Toda Rai Singh

-/2

(93)

The sanction is subject to observance of all permanent speed restrictions as notified in your Railway's current working time table and other tamporary speed restrictions in force and/or those that may be imposed from time to time. the sanction is further subject to observance of all other conditions/stipulations made in the RDSO's speed certificate No.CT/TM/SC/08-32M84(MG) dated 9/11.8.89 and all other certificates accompanying your application referred to above.

It is however noted from the RDSO's diagram No. EDO/T-2149 that the maximum height and width of Tamping Lining and levelling Machine 08-32 M.84 (MG) are 3320mm and 2600mm respectively which are within the Max. moving dimensions of 1930 as per Schedule of Dimensions.

(S.K. VIJ)
Exe. Director Civil Engg.(G)
Railway Board

No.89/CEDO/SR/32 New Delhi dated 5.1.90

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS. 17-T(1)/82 dated 20.12.89

2. The Commissioner of Railway Safety, Western Circle, 2nd. floor, Churchgate Station Building annexe, Maharshi Karve Road, Bombay.

3. The Director Standards (Track), R.D.S.O., Lucknow.

(S.K. VIJ)
for Secretary Railway Board.

(94)

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

No. 89/CEDO/SB/23. New Delhi, Dated -2-1990.

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

Sub:- Sanction to temporary infringement to M.G.Schedule of Dimensions due to fixing of 52 kg.rails by the side of 60R rails during laying of BG track in connection with conversion of Bhatni-Aunrihar section into BG.

*****

With reference to your application No. W/Con/520/3/2/W-I dated 26-10-1989 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 14 Chapter IV(B) and item 7 Chapter-I of M.G.Schedule of Dimensions (1963) as shown in proforma-I on the reverse in connection with conversion of Bhatni-Aunrihar section from MG to BG . Proforma-I is based on Annexure 'A' & 'B' and North Eastern Railway's Drawing No.NK/2/0989, 8908 and 8909 accompanying your letter referred to above.

The sanction is valid for a maximum period of two months for Bhatni-Mau and four months for Mau-Aunrihar section from the date the BG rails are laid on the newly inserted BG sleepers. It is further subject to observance of the following conditions:-

1) The cattle fenders of M.G.locomotives running on the track are lifted to give a clearance of 102 mm above BG rail.

2) Due care & watch will be kept that there is no obstruction on the BG rails.

3) Due care & watch will be kept that the stay plate and the bolt of radial wheel and various other connected members are properly secured so that the bolt does not come below its normal position.

4) It will be measured at site and ensured that the minimum gap between the bottom of the stay plate nut and the BG rail table does not become less than 47 mm.

5) The thickness of radial wheel tyres should not be less than 50 mm so that the minimum gap between the bottom of the stay plate nut and BG rail table does not go below 47 mm.

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

(95)

No.89/CEDO/SD/23. New Delhi, Dated -2-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow -226 001 with reference to his Endorsement No.MS.18-T(6)/84 dated 5-12-1989.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur - 273 001 with reference to his letter No. 433/3493/Pt.IV dated 1st November,89.

(S.K.VIJ)
for Secretary Railway Board.

(96)

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

No.90/CEDO/SR/2 New Delhi dated 6.2.89

The Director Standards(Track)
R.D.S.O.,
Lucknaw-226011

Sub: Movement of B.G. Bogie Hopper Wagons M/s NTPC Ltd.,
-Condonation of infringement in the design of the Wagon.

.....

With reference to your application No.CT/DG/LW/HW dated 29.1.90 sent through the Chief Commissioner of Railway Safety Lucknow, sanction of Ministry of Railways is hereby communicated for condonation of the following infringements involved in the design of B.G. Bogie Hopper Wagon to M/s CIMMCO's drawing No. RDW-S-01 (Alt.4) for the internal use of National Thermal Power Corporation Ltd. on merry-go-round system as detailed in Annexure accompanying your application referred to above.

S.No.	Clause Nos of Chapter IV(A).	Description of Clause	Dimensions as per S.O.D.	Actual dimensions
1.	13(b)	Max.height above rail level for centres of buffers for unloaded vehicles with ACB couplers	1080mm	1105mm
2.	18(i)	Minimum rigid wheel base for bogie truck of any vehicle.	1830mm	1800mm
3.	Max. Moving dimensions profile of 1929 as shown in diagram No.14 and others of B.G. Schedule.	-	3050mm width at bottom from 305mm height to 1145mm height above R.L.	Max. width at the level of pick up shoe in closed condition is 3130 mm at a height of 970mm.
			side height Max. 3505mm above RL.	Max. side height is 3735mm above RL.

-/2

It is however noted that the profile of B.G. Bogie Hopper wagon with pick up shoes in closed condition is within maximum moving dimensions of 'X' class engines and the movement of these wagons in empty condition on Indian Railways will be for one time only i.e. Ex. factory siding Bharatpur to NTPC siding Korba, Singrauli and Ramagundam. A suitable clause shall be inserted by RDSO in speed certificate that the pick up shoes fitted on the wagon are kept in closed locked condition during the movement of the wagon.

(S.K. VIJ)
Exe. Director Civil Engg.(G)
Railway Board.

No.90/CEDO/SR/2 New Delhi dated 6.2.90

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.18-T(7)/84 dated 29.1.90.

(S.K. VIJ)
for Secretary Railway Board.

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

No.89/CEDO/SR/30 New Delhi dated 6.2.90

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

Sub: Running of Tamping, Lining and Lifting Machine 09-32 CSM on Broad Gauge sections of Western Rly.

.....

With reference to your application No. W641/23 dated 4.12.1989 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Tamping, Lining and Lifting Machine 09-32 CSM to RDSO's drawing No. EDO/T-2146 with out the material wagon having a max. axle load of 13.0t on the following B.G. sections at a provisional maximum speed of 60kmph when running on its own power and at 40kmph when running in train formation as a dead vehicle.

S.No.	Sections
1	2
1.	Bombay Central - Mathura Jn.
2.	Udhna - Jalgoan
3.	Nagda - Bhopal
4.	Ujjain - Indore
5.	Kota - Ruthiyai
6. a)	Kandla Port - Samakhiali
7. b)	Samakhiali - Viramgam
8.	Viramgam - Ahmedabad
9.	Ahmedabad - Anand
10.	Anand - Godhra
11.	Anand - Vadodara
12.	Viramgam - Okha
13.	Kanalus - Porbandar

The sanction is subject to observance of all permanent speed restrictions printed in the current Working Time Table of your Railway and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further sbject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. 36 of 1989 and all other certificates accompanying your application referred to above.

The Ministry of Railways also sanction the infringements to item No. 2(ii) and 18(i) of Chapter-IV(A) of the B.G. Schedule of Dimensions(1973) involved in the design of above machine and detailed in Form-XI accompanying your application referred to above.

(S.K. VIJ)
Exe. Director Civil Engg.(G)
Railway Board.

-/2

No.89/CEDO/SR/30 New Delhi dated 6.2.1990

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS. 17-T(1)/82 dt. 20.12.89.

2. The Commissioner of Railway Safety, Western Circle, 2nd. floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay with reference to his letter No.12-5/270/405 dated 6.12.1989.

3. The Director Standards (Track) R.D.S.O., Lucknow.

(S.K. VIJ)
for Secretary Railway Board.

(108)

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

No.89/CEDO/SR/29 New Delhi dated 6.2.1990

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

Sub: Running of B.G. Ballast Cleaning Machine RM-80 over South Central Railway.

.....

With reference to your application No.501/1/33 dated 26.12.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Ballast Cleaning Machine RM-80 as per RDSO's drawing No.EDO/T-2148 having a Maximum axle load of 18.5t on the following 30 B.G. sections of your Railway at a provisional maximum speed of 40kmph when running on its own power and at 30kmph when running in train formation as a dead vehicle.

S.NO.	Sections	
1.	2.	
1.	Wadi	Hyderabad
2.	Hyderabad	Hussainsagar
3.	Hussainsagar	Secunderabad
4.	Secunderabad	Kazipet
5.	Kazipet	Balharshah
6.	Kazipet	Vijayawada
7.	Vikarabad	Parli Vaijnath
8.	Dornakal	Bhadrachellam Road
9.	Karepalli	Singareni Collieries
10.	Vijayawada	Gudur
11.	Krishna Canal	Guntur
12.	Kottapalem	Vijayawada
13.	Tenali	Repalli
14.	Tenali	Guntur
15.	Nidadavolu	Bhimavaram
16.	Bhimavaram	Narsapur
17.	Samalkot	Kakinada port
18.	Gudivada	Bhimavaram
19.	Guntur	Krishna Canal
20.	Vijayawada	Gudivada
21.	Gudivada	Machilipatanam
22.	Gudur	Renigunta
23.	Renigunta	Guntakal
24.	Guntakal	Raichur - Wadi
25.	Guntakal	Hospet
26.	Pune-Miraj	Kolhapur
27.	Gooty	Dharmavaram
28.	Nadikude	Bibinagar
29.	Renigunta	Tirupati
30.	Bhadrachalam Road	Manuguru

-----/2

(101)

The sanction is subject to observance of all permanent speed restrictions printed in the current Working Time Table of your Railway and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. E/216/B.G. and all other certificates accompanying your application referred to above. In addition, the restrictions imposed on the movement of 'X' class engines if any shall apply in this case also.

The Ministry of Railways also sanction the infringements to item No.2(ii), 17, 19(b), 21(b) and 22 of Chapter-IV(A) and also the maximum moving dimensions of 1929 as shown in diagram No.14 and others of the B.G. Schedule of Dimensions (1973) involved in the design of above machine as detailed in Form-XI and shown in Diagram No.2148/1 accompanyin your application referred to above.

(S.K. VIJ)
Exe. Director Civil Engg.(G)
Railway Board.

No. 89/CEDO/SR/29 New Delhi dated 6.2.1990

Copy forwarded to :

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS.17-T(1)/82 dt. 8.1.90.

2. The Commissioner of Railway Safety, South Central Circle, 3rd floor, Rail Nirman Bhawan, Secunderabad-500371 with reference to his letter No.6/SC/22/4 dated 29.12.1989.

3. The Director Standards (Track) R.D.S.O., Lucknow.

(S.K. VIJ)
for Secretary Railway Board.

(102)

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

No.89/CEDC/SD/21. New Delhi, Dated 7-2-1990.

The Chief Engineer (Construction),
Southern Railway,
Egmore,
Madras - 600 008.

Sub:- Macheri Road Halt - (Salem - Metur Dam B.G. Branch Line) Proposed conversion into Crossing station with directional simultaneous reception facilities in connection with siding proposals for Tamilnadu Electricity Board - Condonation - regarding.

*****

With reference to your letter No. W.450/1/46/CN/Vol.X dated 11-8-1989 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements to item 2(a)(i) and 2(c) Chapter-II of B.G.Schedule of Dimensions (1973) involved in the conversion of Macheri Road yard into Crossing station and provision of 1 in 12 Points and Crossings on Road No.1 at both ends to serve as passenger loop as shown in Annexure-I on the reverse. Annexure-I is based on Southern Railway's Drawing No.CN/61/86/9 and Form-XI accompanying your letter referred to above.

The Ministry of Railways also confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in according his provisional sanction to the yard arrangement upto 31-12-1989 under his letter No.744 dated 14/22-8-1989 in view of the urgency expressed by the Railway.

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

(103)

No.89/CEDO/SD/21. New Delhi, Dated 7-2-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(1)/84 dated 5-9-89 and 1-1-90.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore - 560 009 with reference to his letter No.744 dated 14/22.8.89 and 1411 dated 15-12-89.

(S.K.VIJ)
for Secretary Railway Board.

ANNEXURE - I

S.No.	Location	Name of the structure which infringes.	Chapter & item	Prescribed Dimensions	Actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Palghat Dn. Salem - Metur Dam Section. Proposed conversion into crossing station at Macheri Road Yard.	Gradient in the Macheri Road Yard.	Chapter-II item No. 2(a)(i)	45 M	Proposed conversion into crossing station.	30 M against 45 M
	i) From TP 24/8-9 (Km.from Magnesite Jn.) at Metur Dam end (Top point).					
	ii) From TP 23/7-8 (Km.from Magnesite Jn.) at Salem end (Top point)	-do-	-do-	45 M		35 M against 45 M
	iii) From TP 23/7-8 (Km. from Magnesite Jn.) at Salem end . (Crossing of slip Siding).	-do-	Chapter - II item No.2(c)	30 M		10M against 30 M.

(105)

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

No.89/CEDO/SD/21. New Delhi, Dated 7-2-1990.

The Chief Engineer (Construction),
Southern Railway,
Egmore,
Madras - 600 008.

Sub:- Macheri Road Halt - (Salem - Metur Dam B.G. Branch Line) Proposed conversion into Crossing station with directional simultaneous reception facilities in connection with siding proposals for Tamilnadu Electricity Board - Condonation regarding.

*****

With reference to your letter No. W.450/1/46/CN/Vol.X dated 11-8-1989 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements to item 2(a)(i) and 2(c) Chapter-II of B.G. Schedule of Dimensions (1973) involved in the conversion of Macheri Road yard into Crossing station and provision of 1 in 12 Points and Crossings on Road No.1 at both ends to serve as passenger loop as shown in Annexure-I on the reverse. Annexure-I is based on Southern Railway's Drawing No.CN/61/86/9 and Form-XI accompanying your letter referred to above.

The Ministry of Railways also confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in according his provisional sanction to the yard arrangement upto 31-12-1989 under his letter No.744 dated 14/22-8-1989 in view of the urgency expressed by the Railway.

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

(106)

No.89/CEDO/SD/21. New Delhi, Dated 7 -2-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(1)/84 dated 5-9-89 and 1-1-90.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore - 560 009 with reference to his letter No.744 dated 14/22.8.89 and 1411 dated 15-12-89.

(S.K. VIJ)
for Secretary Railway Board.

(107)

ANNEXURE - I

S.No.	Location	Name of the structure which infringes.	Chapter & item	Prescribed Dimensions	Actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Palghat Dn. Salem - Metur Dam Section. Proposed conversion into crossing station at Macheri Road Yard.	Gradient in the Macheri Road Yard.	Chapter-II item No. 2(a)(i)	45 M	Proposed conversion into crossing station.	30 M against 45 M
	i) From TP 24/8-9 (Km.from Magnesite Jn.) at Metur Dam end (Top point).					
	ii) From TP 23/7-8 (Km.from Magnesite Jn.) at Salem end (Top point)	-do-	-do-	45 M		35 M against 45 M
	iii) From TP 23/7-8 (Km. from Magnesite Jn.) at Salem end . (Crossing of slip Siding).	-do-	Chapter - II item No.2(c)	30 M		10M against 30 M.

(108)

S No 7

No. 88/CEDO/CRS/IR/8. 9-2-1990.

The General Manager,
Southern Railway,
Works Branch,
Park Town,
Madras - 600 003.

Sub:- Inspection Report of CRS/SBC for the year ending 31.3.1988 - Part-IV - MAS-GTR section of Madras Division.

Ref:- Your office letter No.W.26/II/114 dated 26-8-1988.

Please refer to the action taken against para 5.1 of CRS's Inspection Report sent to this office under your letter Quoted above, the relevant extracts which are reproduced below

" 5.1 - Gatgman has been supplied with a whistle for use in emergency. Traffic study/Census is being conducted for upgrading the level crossings. "

It may please be advised if traffic study/Census for upgrading the level crossings No.37 at Km:49/4-6 between Gummidipundi and Elavur station has been completed. If so, the results thereof may please be advised for information of this office.

Agl

(A.K.Mehrotra)
Executive Director Civil Engineering (B&S),
Railway Board.

(109)

No. 88/CEDO/CRS/IR/8. 9-2-1990.

The General Manager,
Southern Railway,
Works Branch,
Park Town,
Madras - 600 003.

Sub:- Inspection Report of CRS/SBC for the year ending 31.3.1988 - Part-IV - MAS-GTR section of Madras Division.

Ref:- Your office letter No.W.26/II/114 dated 26-8-1988.

Please refer to the action taken against para 5.1 of CRS's Inspection Report sent to this office under your letter Quoted above, the relevant extracts which are reproduced below

" 5.1 - Gatemen has been supplied with a whistle for use in emergency. Traffic study/Census is being conducted for upgrading the level crossings. "

It may please be advised if traffic study/Census for upgrading the level crossing No.37 at Km:49/4-6 between Gummidipundi and Elavur stations has been completed. If so, the results thereof may please be advised for information of this office.

(A.K.Mehrotra)
Executive Director Civil Engineering (B&S),
Railway Board.

(110)

No.87/CKDO/CRS/IR/2. 9-2-90.

The Chief Plg. & Design Engineer,
South Central Railway,
Headquarters office,
Works Branch,
Secunderabad - 560 371.

Sub:- CRS Inspection Notes of South Central Railway (BZA Division) for the year ending 31-3-1987.

*****

Ref:- Your office letter No.W.247/1/16/BZA dated 1-2-1990.

*****

Please refer to your office letter quoted above. Copy of your railway's remarks against para 8.1 to 8.6, 10.1 to 10.6 and 13.3 & 13.4 of CRS's Inspection Report of South Central Railway for the year ending 31-3-1987 stated to have been enclosed with your above quoted letter has not been received in this office and appears to have been lost somewhere in transmission.

It is therefore requested that a copy of the same may please be sent to this office at an early date.

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

(111)

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

No. 89/CEDO/SD/23. New Delhi, Dated 13-2-1990.

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

Sub:- Sanction to temporary infringement to M.G.Schedule of Dimensions due to fixing of 52 kg.rails by the side of 60R rails during laying of BG track in connection with conversion of Bhatni-Aunrihar section into BG.

*****

With reference to your application No. W/Con/520/3/2/W-I dated 26-10-1989 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 14 Chapter IV(B) and item 7 Chapter-I of M.G.Schedule of Dimensions (1963) as shown in proforma-I on the reverse in connection with conversion of Bhatni-Aunrihar section from MG to BG . Proforma-I is based on Annexure 'A' & 'B' and North Eastern Railway's Drawing No.SK/2/0989, 8908 and 8909 accompanying your letter referred to above.

The sanction is valid for a maximum period of two months for Bhatni-Mau and four months for Mau-Aunrihar section from the date the BG rails are laid on the newly inserted BG sleepers. It is further subject to observance of the following conditions:-

1) The cattle fenders of M.G.locomotives running on the track are lifted to give a clearance of 102 mm above BG rail.

2) Due care & watch will be kept that there is no obstruction on the BG rails.

3) Due care & watch will be kept that the stay plate and the bolt of radial wheel and various other connected members are properly secured so that the bolt does not come below its normal position.

4) It will be measured at site and ensured that the minimum gap between the bottom of the stay plate nut and the BG rail table does not become less than 47 mm.

5) The thickness of radial wheel tyres should not be less than 50 mm so that the minimum gap between the bottom of the stay plate nut and BG rail table does not go below 47 mm.

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

(112)

No.89/CEDO/SD/23. New Delhi, Dated 13-2-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow -226 001, with reference to his Endorsement No.RS.18-T(6)/84 dated 5-12-1989.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur - 273 001 with reference to his letter No. 433/3493/Pt.IV dated 1st November,89.

(S.K.VIJ) 9/2/90
for Secretary Railway Board.

(113)

NORTHEASTERN RAILWAY

PERFORMA

S.No.	Location	Name of the structure which infringes.	Item & Chapter.	Prescribed Dimensions.	Actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Bhatni-Aunrihar section Varanasi Division at Km:0.0 to 70.02.	i)52 kg.rail with ACB plate on wooden sleepers alongside of MG rails of 60R on steel trough sleepers.	Item 14 Chapter-IV(B)	102 mm	47 mm	55 mm
		ii) 52 kg.rail on CST-9 sleepers alongside of MG rails of 60R on steel trough sleepers.	Item 7 Chapter-I.	1370 mm	838 mm	532 mm

(114)

No.85/CEDO/SD/12. 14-2-1990.

The General Manager,
Railway Electrification,
Allahabad - 211 001.

Sub:- Introduction of 25 kV A.C.Traction - Condonation of infringements to B.G. Schedule of Dimensions (1973).

Ref:- Your office letter No.RE/W/0/24 dated 7-2-1990.

Please find enclosed a copy of this office letter of even number dated 12.12.89 as desired.

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

(115)

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 15-2- 1990

No.88/CEDO/SD/1.

The Chief Project Manager,
Railway Electrification,
Bilaspur- 495004

Sub:- Approval of infringements inconnection with introduction of Multiple Aspect colour Light Singnalling at 3 stations on Ex; Dongargarh - Gondia Section of South Eastern Railway.

******

With reference to your letter No. CPM/BSP/DNRE/S&T/SIG/11/3 dated 30.5.89 sent through the Chief Commissioner of Railway Safety Lucknow, and letter No. Dy.CSTE/DNRE/S&T/SIG/11/3 dated 7.2.1990, the Ministry of Railways sanction the infringements caused by 15 Signal Structures on Ex-Dongargarh-Gondia Section with varying setting distances to item 13(ii)(c) Chapter-I of B.G. Metric Schedule of Dimensions (1973) involved in the above mentioned work as indicated in Annexure-I. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

(S.K. VIJ)
Executive Director Civil Engineering (G),
Railway Board.

No.88/CEDO/SD/1 New Delhi, Dated 15-2-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. RS.18-1(5)/84 dated 22nd June, 1989.

2. The Commissioner of Railway Safety, South Eastern Circle, No. 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 126/160/29 dated 5-6-1989.

(S.K. VIJ)
for Secretary, Railway Board 15/2/90.

ANNEXURE - I

S.No.	Location at KM/CHAIN.	Name of the structure which infringes.	Chapter & item.	Prescribed Dimensions in mm.	Existing Actual Dimensions in mm.		Amount of infringement in mm.	
					Primary	Secondary	Primary	Secondary
1.	GONDIA EAST CABIN Up Home Signal at Km:999.8	Ladder of GLS Post.	Chapter-I Item 13(ii) (e)	2360	2260	2260	100	100
2.	GONDIA EAST CABIN Dn.Main Starter Signal at Km:1000.4	- do -	- do -	2360	2360	2330	-	30
3.	GONDIA EAST CABIN. Dn.Starter Signal for line 6 at Km: 1000.5	- do -	-do -	2360	2270	2270	90	90
4.	GONDIA EAST CABIN Dn.Starter Signal for line 7 at Km:1000.7	- do -	- do -	2360	2320	2320	40	40
5.	GONDIA EAST CABIN Dn.Starter Signal for line 8 at Km:1000.7	- do -	- do -	2360	2280	2280	80	80
6.	GONDIA EAST CABIN Shut Signal at Km:1000.0	- do -	- do -	2360	2300	2300	60	60
7.	GONDIA WEST CABIN Up Main Starter Signal at Km:1000.13.	- do -	- do-	2360	2240	2240	120	120
8.	GONDIA WEST CABIN Up Starter Signal for line 1 at Km:1000.13	- do -	- do -	2360	2330	2330	30	30
9.	GONDIA WEST CABIN Up Starter Signal for line 4 at Km:1000.13.	- do -	- do -	2360	2275	2275	85	85
10.	GONDIA WEST CABIN UP Starter Signal for line at Km:1000.13.	- do -	- do-	2360	2300	2300	60	60

(117)

1	2	3	4	5	6	7	8	9
11.	GONDIA WEST CABIN Up Starter Signal for line 8 at Km: 1000.1	Ladder of CLS Post.	- do -	2360	2310	2310	50	50
12.	GONDIA WEST CABIN Up Starter Signal for line 9 at Km: 1000.1	- do -	- do -	2360	2310	2310	50	50
13.	AMGAON Up Main Starter Signal at Km:978.9	- do -	- do -	2360	2290	2290	70	70
14.	BORTALAO UP HOME SIGNAL at Km:994	- do -	- do -	2360	2270	2270	90	90
15.	BORTALAO Dn.C/LOOP Starter Signal at Km:994.3	- do -	- do -	2360	2300	2300	60	60

(118)

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

No.89/CEDO/SR/27 New Delhi dated 23.2.90

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

Sub: Running of Points and Crossing Tamping Machine 08-275 'UNIMAT' on Northern Railway.

.....

With reference to your application No.519-W/551 dated 4.12.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Points and Crossings Tamping Machine 08-275 'UNIMAT' as per RDSO's drawing No.EDO/L-2147 having a maximum axle load of 11.5t on the following 57 B.G. sections of your Railway at a maximum provisional speed shown against each section.

S.No.	Section	Maximum speed	
		When runnung on its own power.	When running in train formation as a dead vehicle.
(1)	(2)	(3)	(4)
1.	Ghaziabad - Mughalsarai	60 kmph	40 km/h
2.	Shikohabad - Farukhabad	35 "	30 "
3.	Delhi - Subzimandi	35 "	35 "
4.	New Delhi (Via Chord) - Subzimandi	35 "	35 "
5.	New Delhi (Via Chord) - Delhi Kishanganj	35 "	35 "
6.	Delhi Kishanganj - Bathinda	60 "	50 "
7.	Delhi - Kishanganj	35 "	35 "
8.	Delhi - New Delhi	40 "	50 "
9.	New Delhi - Tughlakabad	60 "	40 "
10.	New Delhi - Sahibabad	60 "	40 "
11.	Delhi - Ghaziabad	60 "	40 "
12.	Ghaziabad - Saharanpur	60 "	40 "
13.	Delhi Subzimandi - Ambala Cantt.	60 "	40 "
14.	Hazrat Nizamuddin - Dayabasti	60 "	40 "
15.	Okhla - Lajpat Nagar(Alignment-I)	35 "	35 "
16.	Dayabasti - Naya Azadpur (Alignment-IV)	60 "	40 "
17.	Patel Nagar - Shakurbasti (Alignment-III)	60 "	40 "
18.	Saharanpur - Ludhiana	60 "	40 "
19.	Saharanpur - Hindon Cabin	60 "	40 "
20.	Sirhind - Nangal Dam	40 "	30 "
21.	Hindon Cabin - Khanalampura	25 "	25 "
22.	Tapri - Khanalampura	25 "	25 "
23.	Ambala - Chandigarh	50 "	40 "
24.	Chandigarh - Kalka	50 "	40 "
25.	Rajpur - Bathinda	60 "	55 "
26.	Mughal Sarai - Pratapgrah Lucknow	60 "	40 "

-/2

(119)

(1)	(2)	(3)	(4)
27.	Varanasi - Faizabad - Lucknow	60 Km/h	40 Km/h
28.	Lucknow - Unnao - Kanpur Central	60 "	40 "
29.	Phaphamau - Unchahar	60 "	40 "
30.	Unchahar - Unnao	30 "	20 "
31.	Janghai - Phaphamau	60 "	40 "
32.	Allahabad - Phaphamau	60 "	40 "
33.	Phaphamau - Pratapgarh - Faizabad	30 "	20 "
34.	Unchahar - Raebareli	60 "	40 "
35.	Utraitia - Sultanpur - Zafarabad	60 "	40 "
36.	Lucknow - Saharabpur	60 "	40 "
37.	Laksar - Haridwar	60 "	40 "
38.	Haridwar - Dehradun	50 "	40 "
39.	Moradabad - Ghaziabad	60 "	40 "
40.	Moradabad - Chandausi	60 "	40 "
41.	Bareilly - Chandausi	60 "	40 "
42.	Chandausi - Harduaganj	60 "	40 "
43.	Chanehti - Junction point	35 "	35 "
44.	Jalandhar Cantt - Hoshiarpur	40 "	30 "
45.	Jalandhar City - Lohian Khas - Ferozpur	50 "	40 "
46.	Lohian Khas - Phillaur	30 "	20 "
47.	Ludhiana - Jakhal	60 "	40 "
48.	Bathinda - Ferozpur	50 "	30 "
49.	Ludhiana - Jalandhar City	60 "	40 "
50.	Jalandhar City - Pathankot	60 "	40 "
51.	Pathankot - Bharoli	50 "	30 "
52.	Bharoli - Jammu Tawi	60 "	40 "
53.	Jalandhar City - Amritsar	50 "	30 "
54.	Jakhal - Hissar	30 "	20 "
55.	Bathinda - Shriganga Nagar	30 "	20 "
56.	Jalandhar Cantt. - Suchipind	60 "	40 "
57.	Chikkibank - Bharoli	50 "	40 "

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/ stipulations made in your Joint Safety Certificate No.SLC/BG/43/89, RDSO's speed certificate No.CT/TM/SC/08-275 UNIMAT dated 9/11.8.89 and all other certificates accompanying your application referred to above.

The Ministry of Railways also sanction the condonation of infringements to item No. 2(ii), 16 and 18(i) of Chapter-IV(A) of the B.G. Schedule of Dimensions(1973) as detailed in Form-XI accompanying your application referred to above.

(S.K. VIJ) 21/3/90
Exe. Director Civil Engg.(G)
Railway Board.

-/3

(120)

No.89/CEDO/SR/27 New Delhi dated 23.2.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.18-T(1)/87 dated 30.1.90.

2. The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow with reference to his letter No. 45/1339/Tamping Machine 08-275 dated 10.1.1990.

2. The Director Standars (Track), R.D.S.O., Lucknow.

(S.K. VIJ)
for Secretary Railway Board.

(121)

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 23-2-90 19

No.90/CEDO/SD/4.

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

Sub:- Condonation of infringement of M.G.Platform line No.4 at Muzaffarpur.

With reference to your application No.W/340/infringement/Loose/4A dated 18-10-1989 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated as a special case to the condonation of infringement to item 5 Chapter-II of M.G.Schedule of Dimensions (1963) involved in connection with the proposed raising of M.G.Platform No.4 at Muzaffarpur Station from prescribed maximum height of 406 mm to 620 mm above Rail Level to match with the height of B.G.Platform No.3 on the other side as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and CE's Plan No.SK/21/89 (Alt-I) and SK/21/1/89(Alt-I) accompanying your letter referred to above.

The sanction is subject to suitable steps being taken by the Railway to avoid foot board travelling on M.G.Coaches in Muzaffarpur Yard.

Please acknowledge the receipt of this letter.

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

No.90/CEDO/SD/4. New Delhi, Dated:- 23-2-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.19-T(1)/86 dated 31-1-1990.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.519/3493/Pt.IV dated 7-12-1989.

(S.K.VIJ)
for Secretary Railway Board.

ANNEXURE - I

S.No.	Location	Name of the structure which infringes.	Chapter & item.	Prescribed Dimensions.	Existing Actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Sonpur Division Muzaffarpur Jn. Station.	MG Passenger Platform line No.4	Chapter-II Item 5	406 mm (Maximum) above rail level.	620 mm	214 mm.

(123)

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

No. 87/WDO/ORI/10.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated - 2 -1990.

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

Sub:- Opening of the Second line between Naikheri and Ambeda on Ratlam Division B.G.Section of Western Railway.

I am directed to forward herewith one copy each of the Index Plan and Section for the above section for your information and your office record. The said section was opened to passenger traffic on 20-1-1987.

Railway Board D.O.No.PS/W/121 and PS/W/121/1.

(S.K.VIJ)
for Secretary Railway Board.

No. 87/WDO/ORI/10. -2-1990.

Copy forwarded for information and necessary action to Statistical Drawing Branch, Room No.413, Rail Bhawan, New Delhi alongwith a copy of the Index Plan and Section.

(S.K.VIJ)
Executive Director Civil Engineering(G),
Railway Board

(129)

No.89/CEDO/CRI/1. 26-2-90.

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

Sub:- Secunderabad Division (BG)-Talapur-Gullaguda Doubling (29.03 Kms.) - Diversion of Main line between Kms:140/5-6 and 143/4-5 (2.80 Kms.)

Ref:- Your office letter No.W.Con.347/C/59 dated 13th March,1989.

Please refer to your office letter quoted above and this office letter of even number dated 15-9-89 and expedite the reply.

The Receipt of this letter may please be acknowledged.

(D.M.Machiwal)
for Executive Director Civil Engg(G)
Railway Board.

(125)

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

No. 89/CEDO/SR/25 New Delhi dated 26.2.89

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

Sub: Provisional Running of O.H.E. Inspection Car Mark-II over entire B.G. sections of S.E. Railway.

.....

With reference to your application No. G/RS/ELECT/Pt.3 dated 9.1.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of B.G. (4-wheeler) OHE Mark-III Inspection Car to RDSO's Sk. Nos. 84035 and 84057 with M/S Ventra and M/S KPC power pack respectively and manufactured by Jamalpur Workshops, having a maximum axle load of 12.33t under tare and 15.33t under gross loaded conditions over the entire B.G. sections of your Railway at a maximum provisional speed of 40kmph.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions, stipulations made in your Joint Safety Certificate No. 1/90, RDSO speed Certificate No. MC/TW dated 10.4.89 and all other certificates accompanying your application referred to above.

The sanction of infringements to clause 26(a), 28(a), 31 and 32(a) of Chapter-IV(A) of B.G. Schedule of Dimensions(1973) involved in the design of B.G. (4-wheeler) OHE Mark-III Inspection Car has however already been conveyed under Board's letter No. 84/WDO/SR/7 dated 4.4.1985.

(S.K. VIJ)
Exe. Director Civil Engg.(G)
(Railway Board.

No. 89/CEDO/SR/25 New Delhi dated 26.2.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(3)/82 dated 30.1.90.

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700001 with reference to his letter No. 544 dated 19.1.90.

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

(S.K. VIJ) 23/2
for Secretary Railway Board.

(126)

No.88/CEDO/ORI/10. 26-2-90.

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

Sub:- Opening of Thirpur - Shahbad Markanda Stations on Delhi-Ambala Section of Northern Railway.

I am directed to forward herewith one copy of the Index Plan and Section of the above mentioned section for information and your office record. The said section was opened to passenger traffic on [illegible] 1988.

Railway Board D.O.No.PS/E/220 and PS/E/220/1.

Sd/-
(S.K.VIJ)
for Secretary Railway Board.

No.88/CEDO/ORI/10. New Delhi, Dated 26-2-1990.

Copy forwarded for information & necessary action to Statistical Drawing Branch, Room No.413, Rail Bhawan, New Delhi alongwith a copy of the Index Plan and Section.

Sd/-
(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

(127)

No.86/CPRO/ORI/13. 28-2-90.

The General Manager,
South Eastern Railway,
Calcutta.

Sub:- Opening of a Second line between Bokaro Steel City 'A' Cabin and Bokaro Steel City 'I' Cabin - length 5.818 Kms. between Bokaro Steel City and Radhagram stations in Adra Division of South Eastern Railway for the public carriage of Passengers.

Please refer to [illegible] of this office letter of even number, dated 27-9-89 (Copy enclosed for ready reference) and expedite the reply.

The Receipt of this letter may please be acknowledged.

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

(128)

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

No.90/CEDO/SR/2 New Delhi dated 28.2.90

1. The General Manager(W),
Central Railway,
Bombay.

2. The General Manager(W),
South Central Railway,
Secunderabad.

3. The General Manager(W),
Western Railway,
Bombay.

Sub: One time movement of B.G. Bogie Hopper Wagon of NTPC manufactured by M/S CIMMCO Bharatpur.

Ref: 1. Central Railway application No. T.607/M-3/WI/BR/XIII dated 22-12-89.

2. South Central Railway application No.W.368/1/9.Vol.II dated 11.1.1990.

3. Western Railway application No.W.636/15/59(W3) dated 30.1.1990.

.....

With reference to your above quoted application, the sanction for condonation of infringements to item 13(b), 18(i) Chapter-IV(A) and profile of maximum moving dimensions of 1929 as shown in diagram No. 14 and others of the B.G. Schedule of Dimensions (1973) has been issued to the Director Standards(Track) RDSO., Lucknow under this office letter No.90/CEDO/SR/2 dated 6.2.90 and RDSO have accordingly issued an amendment to the provisional speed certificate under their letter No.MW/CS/NTPC/STPP/SING_KORBA dated 10.2.1990.

The sanction for single movement of B.G. bogie hopper wagon, may therefore be issued by HODs of the Railway in terms of para 2.6.1 of policy circular No.6 issued under Board's letter No.73/WDO/SR/9/0 dated 8.6.1980.

(S.K. VIJ) 27/2/90
Exe. Director Civil Engg(G)
Railway Board

-/2

(129)

No.90/CRDO/SR/2 New Delhi dated 28.2.90

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Lucknow with reference to his endorsement No. RS.18-T(2)/84 dated 1.1.90, NO.RS.18-T(5)/84 dated 25.1.90 and No. RS.17-T(1)/82 dated 19.2.90.

2. The Commissioner of Railway Safety, Central Circle Bombay with reference to his letter No. 464 dated 22.12.89.

3. The Commissioner of Railway Safety, South Central Circle, 3rd floor, Rail Nirman Bhavan Secunderabad with reference to his letter No. 6/SC/7/61 dated 15.1.90.

4. The Commissioner of Railway Safety, Western Circle, 2nd. floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400020 with reference to his letter No.12-5/237/49 dated 5.2.90.

(S.K. VIJ) 27/2/90
for Secretary Railway Board.

(130)

Sr No 7

No. 88/CEDO/CRS/IR/10-

1-2-90.
3

The Chief Engineer,
South Central Railway,
Head Quarters Office,
Works Branch,
Secunderabad - 500 371.

Sub:- Inspection Report on South Central Railway - Guntakal Division for the year ending 31.3.88 of the section Guntakal-Cuddappah and Gudur-Renigunta - Part III.

Ref:- Your office letter No.W.247/1/16/GTL dated 16.2.90.

It is seen from your above quoted letter that you have not given any comments against para 3 under item 7.1.3 of CRS's Inspection Report which is reproduced below:-

Item No.	CRS's Observation	Railway's Comments.
Para 3 under item 7.1.3.	There is hardly any ballast cushion.	-

The Ministry of Railways therefore desire that your Railway's comments against the above reproduced item may please be sent to this office early.

(V.K.Raisada)
Executive Director Civil Engineering /P,
Railway Board.

(131)

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

No.89/CEDO/SR/23 New Delhi dated 2.3.90

The General Manager(Works)
Southern Railway,
Madras-3

Sub: Running of B.G. Bogie POL Tank wagon type 'BTPN' on various BG Sections of Southern Railway.

.....

With reference to your application No.W.439/4/Vol.XIV dated 19/22.12.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of B.G. Bogie Tank Wagon type 'BTPN' fitted with two axle modified CASNUB 22W(M) bogies, twin pipe graduated release air brake system fitted with slack adjuster and manually operated mechanical empty load device, standard automatic C.B.C. of Knuckle type (non-transition type) with a maximum axle load of 20.32t to RDSO drawing No. WD-86081-S-51/A in empty and loaded condition on the following 33 B.G. sections of your Railway at a maximum speed shown against each section.

S.No.	Sections	Max. speed in empty and loaded condition. (in kmph)
1.	Madras Central - Arakkonam	65
2.	Arakkonam - Jolarpettai	65
3.	Arakkonam - Renigunta(including Melpakkam Bye pass)	65
4.	Basin Bridge - Gudur	65
5.	Madras Beach - Royapuram	25
6.	Royapuram - Washermanpet	55
7.	Washermanpet - Veysarpadi	65
8.	Washermanpet - Basin Bridge	65
9.	Washermanpet - Korukkupet	55
10.	Veysarpadi - Korukkupet	55
11.	Pattabiram East Siding - E. Depot	30
12.	Pattabiram West Siding - E. Depot	30
13.	Shoranur - Cochin Harbour Terminus(including short Link)	65
14.	Ernakulam - Trivandrum Central	65
15.	Trivandrum Central - Nagercoil	60
16.	Nagercoil - Kanniyakumari	50
17.	Nagercoil - Tirunelveli	65
18.	Jolarpettai - Shoranur	65
19.	Shoranur - Mangalore	65
20.	Shoranur - Nilambur Road	40
21.	Palghat Town - Palghat	55
22.	Podanur - Coimbatore North	60
23.	Coimbatore North - Mettupalaiyam	60
24.	Irugur - Coimbatore North	60
25.	Salem Market - Salem	30
26.	Karur - Dindigul	60
27.	Salem - Metur Dam	30

-/2

(132)

1.	2	3
28.	Kankanadi - Mangalore	50
29.	Erode - Tiruchchirappalli Fort	65
30.	Tiruchchirappalli Fort - Tiruchchirappalli Junction	65
31.	Jolarpettai - Bangalore City	65
32.	Baiyyappanahalli - Dharmavaram(including Krishnarajapuram Bye pass)	65
33.	Bangarapet - Marikuppam	50

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint safety Certificate No.505 BG of dated 29.11.89, RDSO's speed Certificate No.MW/CS/BTPN dated 4.1.89 and all other certificates accompanying your application feffered to above.

The design of the above wagon infringes clause No.13(b) of Chapter-IV(A) and the profile for maximum moving Dimensions of 1929 as shown in diagram No. 1A and others of the B.G. Schedule of Dimensions(1973) which are well with in 'X' class engines. These infringements have however, already been condoned under Board's letter No. 87/WDO/SR/8 dated 16.11.89.

(S.K. VIJ)
Exe. Director Civil Engg.(G)
Railway Board.

No. 89/CEDO/SR/23 New Delhi dated 2 .3.90

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Lucknow with reference to his endorsement No.RS.17-T(1)/82 dated 19.2. 90

2. The Commissioner of Railway Safety, Southern Circle, Bangalore-560 009, with reference to his letter No.1643 dated 25.1.1990.

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

(S.K. VIJ) 2/3/90
for Secretary Rly. Board.

(133)

No.90/CEDO/ORI/1.

2 -3-1990.

The Chief Project Manager,
Railway Electrification,
Bilaspur - 495 001

Sub:- Introduction of Electric Traction on the tracks falling under DURG - MARAUDA section of South Eastern Railway.

With reference to your letter No.CPM/BSP/DNRE/EL/T/28 dated 5-1-1989 sent through the Chief Commissioner of Railway Safety Lucknow, I am directed to communicate Railway Ministry's authorisation to Commissioner of Railway Safety for progressively commissioning of 25 kV AC 50 cycles system for Electric Traction installations of each sub-section on DURG-MARAUDA Section of South Eastern Railway. The authorisation is subject to observance of the conditions laid down in your office letter referred to abo and in other enclosures attached therewith. This is further subje to inspection and sanction by Commissioner of Railway Safety, South Eastern Circle, Calcutta as per rules for individual sectio as and when completed and all safety certificates etc. being furnished to him as per Rules as mentioned in Railway Electrifica tion Bilaspur's application.

The date of commissioning of the traction installations on DURG-MARAUDA section of South Eastern Railway may please be intimated to this office.

Sd/-
(S.K.VIJ)
Executive Director Civil Engineering(G)
Railway Board.

No.90/CEDO/ORI/1. New Delhi, Dated 2 -3-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No. RS.8-T(1)/84 dated 30/1/1990.

2) The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.541 dated 19-1-1990.

Sd/-
(S.K.Vij)
for Secretary Railway Board.

(134)

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

No.90/CEDO/ORI/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 2-3-1990.

The Chief Project Manager,
Railway Electrification,
Bilaspur - 495 001

Sub:- Introduction of Electric Traction on the tracks falling under DURG - MARAUDA section of South Eastern Railway.

With reference to your letter No.CPM/BSP/DNRE/EL/T/28 dated 5-1-1989 sent through the Chief Commissioner of Railway Safety Lucknow, I am directed to communicate Railway Ministry's authorisation to Commissioner of Railway Safety for progressively commissioning of 25 kV AC 50 cycles system for Electric Traction installations of each sub-section on DURG-MARAUDA Section of South Eastern Railway. The authorisation is subject to observance of the conditions laid down in your office letter referred to above, and in other enclosures attached therewith. This is further subject to inspection and sanction by Commissioner of Railway Safety, South Eastern Circle, Calcutta as per rules for individual section as and when completed and all safety certificates etc. being furnished to him as per Rules as mentioned in Railway Electrification Bilaspur's application.

The date of commissioning of the traction installations on DURG-MARAUDA section of South Eastern Railway may please be intimated to this office.

(S.K.VIJ)
Executive Director Civil Engineering(G),
Railway Board.

No.90/CEDO/ORI/1. New Delhi, Dated 2-3-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No. RS.8-T(1)/84 dated 30/1/1990.

2) The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.541 dated 19-1-1990.

(S.K.Vij) 1/3/90
for Secretary Railway Board.

(135)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

रेल भवन, नई दिल्ली-110001, दिनांक 19

Rail Bhavan, New Delhi-110001, dated 5-3-1990.

No.90/CEDO/SR/3.

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

Sub:- Running of 12 axle (BG) Special Wagon (Modified Kaveri) of M/s.BHEL, Tiruchchirappalli for transporting 210 MW Boiler Drum to RDSO's Diagram No.WD.88117-S-02-Alt.I & WD-88117-S-01-Alt.3 on various B.G.sections.

With reference to your application No. W.439/4/Vol.XIV dated 12-1-1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 12 axle (BG) Special Wagon (Modified "Kaveri") of M/s.BHEL, Tiruchchirappalli to RDSO's Diagram No.WD-88117-S-02 Alt.I and WD-88117-S-01 Alt.3 in empty and loaded condition respectively with a maximum axle load upto 14.1t and maximum wheel diameter of 860 mm (condemning size) for transporting of 210 MW Boiler Drum weighing 112t on the following B.G.Sections at a maximum speed shown against each section:-

S.No.	Section	Speed in Kmph	
		Empty condition	Loaded condition.
1.	Ponmalai - Tiruchchirappalli	15	10
2.	Erode - Tiruchchirappalli	40	30
3.	Jolarpettai - Erode	40	30
4.	Veysarpadi - Jolarpettai	40	30
5.	Veysarpadi - Korukkupet	40	30
6.	Korukkupet - Gudur	40	30
7.	Arrakkonam - Renigunta (including Melpakkam bye pass).	40	30

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to all observance of all other conditions/stipulations made in your Joint Safety Certificate No.506 BG dated 13-12-89, RDSO's speed certificate No.MW/CS/BHEL/HD-5 dated 18-7-89/31-7-89 and in all other certificates accompanying your application referred to above. As the consignment when loaded on this wagon infringes the Maximum Moving Dimensions of 1929, the sanction of the Competent Authority on your Railway for ODC movement

(136)

should also be obtained as detailed in para 2.7 of RDSO's Speed Certificate.

The sanction of Ministry of Railways for the condonation of infringements to item 16 Chapter IV-(A) of the B.G.Schedule of Dimensions (1973) as shown in Form-XI accompanying your letter referred to above, has however already been conveyed under this office letter No. 89/CEDO/SR/31 dated 14-12-89.

(S.K.VIJ)
Executive Director Civil Engineering(G
Railway Board.

No.90/CEDO/SR/3. New Delhi, dated 5-3-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(1)/82 dated 19-2-1990.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore - 560 009 with reference to his letter No. 1642 dated 24th January,1990.

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

(S.K.VIJ) 3/90
for Secretary Railway Board.

(137)

No.89/CEDO/SD/12. 7-3-90.

The Chief Engineer,
Railway Electrification,
Head Quarters Office,
Allahabad -211011.

Sub:- Khandwa - Sanction of Railway Board to adopt lower values of overhead clearance at KNW ROB.

Ref:- Your office letter No.RE/Engg./W/1/27Pt.I dated 13-2-1990.

It is seen from para 2 of your above quoted letter that some turnouts/crossovers are located within 15 metres from the centre of the KNW ROB. As such Note(c) at page 17 of B.G.Schedule as per Correction Slip No.6 as reproduced below will apply for the prescribed maximum/minimum dimensions shown under column 5 & 6 of Form-XI enclosed with your application.

Extract of Note(c) at page 17 of Schedule.

" If any turnout or crossover is located under a heavy structure or within 15 m (49 ft.) from its centre, the minimum height of such a structure shall be 6250 mm (20'-6") for 25 kV A.C.Traction only. "

In view of the above, you may consider sending revised application alongwith revised Form-XI through Commissioner of Railway Safety/Chief Commissioner of Railway Safety at an early date.

(S.K.VIJ)
Executive Director Civil Engineering(G),
Railway Board.

(138)

No.89/CEDO/SD/7. 7-3-90.

The Chief Project Manager,
Railway Electrification,
Vijayawada - 520 001.

Sub:- Vijayawada-Balharshah Railway Electrification Introduction of Electric Traction on Ballampalli-Balharshah Section - Clearances to fixed structures- Condonation - Reg.

*****

With reference to your office letter No.E.252/VBRR/4039/Infringe/Vol.III dated 5-1-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 257 Nos. of R.C.C.Posts and 46 Nos.of Rail Supports holding carriage watering arrangements in Balharshah yard to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) as shown in the Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.VBRE/SK/I/E/51 accompanying your letter referred to above.

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

(S.K.VIJ)
Executive Director Civil Engineering(G),
Railway Board.

No.89/CEDO/SD/7. New Delhi, Dated 7-3-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.18-1(5)/84 dated 30-1-1990.

2) The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nirman Bhavan, Secunderabad - 500 371 with reference to his letter No.6/SC/7/63 dated 15-1-90.

(S.K.VIJ)
for Secretary Railway Board.

ANNEXURE-I.

S.No.	Location	Name of the structure which infringes.	Chapter & item No.	Prescribed Dimensions.	Existing Actual Dimensions.	Amount of infringement
1	2	3	4	5	6	7
1.	Balharshah Yard. Carriage Watering arrangements.	a) R.C.C. Supports.	Chapter-I item 13(ii)(c)	2360 mm	i) 2213 from Up Main on BPQ end.	147 mm
					ii) 2283 from Up Main on BPQ end.	77 mm
		b) Rail Supports.	- do -	- do -	i) 2293 from Up Main on KZJ end.	67 mm
					ii) 2242 from Dn.Main on KZJ end.	118 mm.

(140)

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 7-3-90.19

No.89/CEDO/SD/7.

The Chief Project Manager,
Railway Electrification,
Vijayawada - 520 001.

Sub:- Vijayawada-Balharshah Railway Electrification Introduction of Electric Traction on Bellampalli-Balharshah Section - Clearances to fixed structures- Condonation - Reg.

*****

With reference to your office letter No.E.252/VBRE/4039/Infringe/Vol.III dated 5-1-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 257 Nos. of R.C.C.Posts and 46 Nos.of Rail Supports holding carriage watering arrangements in Balharshah yard to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) as shown in the Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.VBRE/SK/I/E/51 accompanying your letter referred to above.

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

(S.K.VIJ)
Executive Director Civil Engineering(G),
Railway Board.

No.89/CEDO/SD/7. New Delhi, Dated 7-3-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.18-T(5)/84 dated 30-1-1990.

2) The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nirman Bhawan, Secunderabad - 500 371 with reference to his letter No.6/SC/7/63 dated 15-1-90.

(S.K.VIJ)
for Secretary Railway Board.

ANNEXURE-I.

S.No.	Location	Name of the structure which infringes.	Chapter & item No.	Prescribed Dimensions.	Existing Actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Balharshah Yard. Carriage Watering arrangements.	a) R.C.C. Supports.	Chapter-I item 13(ii)(c)	2360 mm	i) 2213 from Up Main on BPQ end.	147 mm
					ii) 2283 from Up Main on BPQ end.	77 mm
		b) Rail Supports.	- do -	- do -	i) 2293 from Up Main on KZJ end.	67 mm
					ii) 2242 from Dn.Main on KZJ end.	118 mm.

(142)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.90/CEDO/SR/4.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 9-3-90. 19

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

Sub:- Movement of Broad Gauge 8-Wheeler overhead equipment Inspection Car on entire B.G.Sections of South Eastern Railway.

With reference to your application No. G/CRS/CAR/Pt.II dated 8-11-89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Broad Gauge 8 Wheeler overhead equipment Inspection Car manufactured by M/s.Bharat Earth Movers Limited, Bangalore to their Sketch No./ OHE SK.No. 013 Alt.I having a maximum axle load of 15.184t under gross loaded condition over the entire B.G.Sections of your Railway at a maximum speed of 105 Kmph.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to the observance of all other conditions/ stipulations made in your Joint Safety Certificate No.17/89, R.D.S.O.'s Speed Certificate No.MC/TW dated 13-4-89 and all other certificates accompanying your application referred to above.

The sanction for condonation of infringements to Maximum Moving Dimensions Profile of 1929 as shown in Diagram 1 A and others of Schedule of Dimensions (1973) involved in the design of B.G. 8-Wheeler overhead equipment Inspection Car has however already been conveyed under Board's letter No. 88/CEDO/SR/12 dated 23-3-88 subject to the condition that the speed restrictions as imposed in the case of Double Decker Coaches vide Board's letter No.72/WDO/SR/31 dated 22-2-1974 shall also be followed in the case of 8-Wheeler OHE Inspection Car.

(S.K.VIJ)
Executive Director Civil Engineering(G),
Railway Board.

o/c

(143)

No.90/CEDO/SR/4. New Delhi, Dated 9-3-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.17-T(3)/82 dated 19-2-1989.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.585 dated 6-2-90.

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

(S.K.VIJ)
o/c for Secretary Railway Board.

(144)

No.88/CEDO/CRS/IR/6. 12-3-90.

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

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

Ref:- Your office letter No.TC/INSP/CRS/CKP/Pt.II/88/2543 dated 10-5-89.

Please refer to this office letter of even number dated 15-6-89 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 24-1-90 and expedite the reply.

12/3/90

(D.N.Machiwal)
for Excutive Director Civil Engg(G
Railway Board.

(145)

No.88/CEDO/CRS/IR/6. New Delhi, Dated 15-6-89.

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

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

Ref:- Your office letter No.TC/INSP/CRS/CKP/Pt.II 88/2543 dated 10-5-89.

****

Please refer to your office letter quoted above.Ministry of Railways desire that full compliance report in respect of para 8.2 of Kara, 8.4(a) &8.4(e) of Govindpur, 8.4(a) & 8.4(e) of Bano and 8.5(b) of Nuagaon stations appearing in CRS's Inspection Report may please be sent to this office at an early date.

(V.P.Chandan)
Executive Director (S & T)/R,
Railway Board.

(146)

No.88/CEDO/CRS/IR/1. 12-3-90.

The General Manager (Works),
Southern Railway,
Headquarters Office,
Works Branch,
Madras - 600 003.

Sub:- Inspection Report on Southern Railway - (Bangalore and Mysore Divisions) (Madras Division) for the year ending 31st March, 1988 in Part-I & II.

Please refer to this office letter of even number dated 29-2-88(Copy enclosed for ready reference) and a subsequent reminder of even number dated 20 th June, 88, 29th March, 89 & 17-10-89 and expedite the reply.

The Receipt of this letter may please be acknowledged.

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

(147)

No.88/CEDO/CRS/IR/1. 29-2-1988.

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

Sub:- Inspection Report on Southern Railway (Bangalore and Mysore Divisions) (Madras Division) for the year ending 31st March, 1988 in Part-I and II.

A copy of the above noted Inspection Report of Part-I and Part-II of CRS, Southern Circle, Bangalore each on the above noted subject received in this office through Chief Commissioner of Railway Safety Lucknow, under his letter No.RS.14-T(3)/82 dated 9-2-1988, is sent herewith.

Ministry of Railways desire that the action taken on various recommendations/suggestions made by CRS/ Southern Circle, Bangalore on the above cited reports may please be furnished to CRS direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

DA:-One (Attached).

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board.

(148)

No. 89/CEDO/ORI/8. 12-3-90.

The General Manager,
Central Railway,
Bombay.

Sub:- Opening of the New B.G.line between Guna and Misna stations (KM:31.10) on Bhopal Division of Central Railway.

Please refer Endorsement No.2 of this office letter of even number dated 7-6-89 (Copy enclosed for ready reference) and expedite the reply.

The Receipt of this letter may please be acknowledged.

(D.N.Machiwal)
for Executive Dir.Civil Engg:(G),
Railway Board.

(149)

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

No. 90/CEDO/ORI/2.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 19
13-3-1990.

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

Sir,

Sub:- Opening of the Second line between Ujjain and Sipra Bridge (Km:51.54 & 54.98) stations on Ratlam Division of Western Railway.

With reference to your Endorsement No. RS.10-T(9)/89 dated 22-2-90, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No. 16-5/257/H/569 dated 1-12-89.

yours faithfully,

(S.K. VIJ)
for Secretary Railway Board.

No.90/CEDO/ORI/2. New Delhi, Dated 13-3-90.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.16-5/257/H/569 dated 1.12.89

2) The General Manager, Western Railway, Bombay with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One ferro copy of the Index Plan and Section for the above section may please be sent to this office.

(S.K. VIJ) 12/3/90
for Secretary Railway Board.

(150)

No.88/CEDO/CRS/IR/3. 13-3-90.

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

Sub:- Inspection Report on South Eastern Railway (Bilaspur Division) for the year ending 31st March, 1988 - Part-I.

Ref:- Your office letter No.TC/INSP/CRS/BSP/Pt.I/88/2148 dated 10-4-89.

****

Please refer to your office letter quoted above and this office letter of even number dated 9-1-1990 (Copy enclosed) and expedite the reply.

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

(151)

No.89/CEDO/ORI/6. - 3 - 1990.

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

Sub:- Opening of nre Up line between Sultanganj and Ganganiya Stations and the new Down line between Kharhare and Dasharathpur Stations in Malda Division of Eastern Railway for the public carriage of passengers.

****

Please refer to Endorsement No.2 of this office letter of even number dated 25-9-89 and expedite the reply.

The receipt of this letter may please be acknowledged.

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

(152)/1

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 19

No.85/WDO/SR/1. 15-3-90.

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

Sub:- Design of Bottom Discharge Hopper Wagon type 'BOBR' - Sanction of infringements.

Ref:- Your office letter No.CT/DCE/LW/BOBR dated 9-6-1988.

In continuation of this office letter of even number dated 16-12-88 and 4-12-89, the Ministry of Railways have identified one additional route as given below for running of BOBR Wagons as a result of representation from Eastern Railway vide their letter No.W.552/7/7 dated 3-1-1990 only upto June 1990.

Thermal Power Station.	Linked Coal field.	Route identified.
Farakka	Rajmahal	Pirpainti - Tildanga.

Accordingly, the speed certificate issued earlier under your office letter No.MW/CS/Spl.W/BD dated 25-1-89 may also be revised to include the additional route.

(S.K.Vij)
Executive Director Civil Engineering (G),
Railway Board.

(152)/(2)

No.85/CEDO/SR/1. NewDelhi, Dated 15-3-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(7)/84 dated 15-6-1988.

2) The Director Standards (Wagon), R.D.S.O., Lucknow. It may please be advised if a Corrigendum, to the Speed Certificate of 'BOBR' Wagon circulated under your office letter No. MW/CS/Spl.W/BD dated 25-1-89, has been issued based on this office letter of even number dated 4-12-1989. If so, please arrange to send a copy of the same for reference and use in this office.

3) TT(V) Branch, Railway Board for their case No. 88/TT(V)/7/Yamuna Nagar.

(S.K. [illegible]) 14/3
for Secretary Railway Board.

(153)

No.87/WBO/CRE/IR/1. 16-3-1990.

The General Manager (W),
Northeast Frontier Railway,
Maligaon,
Guwahati - 718 011.

Sub:- Inspection Report of Alipurduar Division for the year ending 31st March, 87.

Ref:- Your office letter No.W/168/CRE/GHY-AJP/87/4-7 dated 2-9-88.

****

Please refer to your office letter quoted above and a subsequent reminder of this office letter of even number dated 10-3-89 and 28-11-89 and expedite the reply.

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

(154)

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 20-3-90.19

No. 88/CEDO/ORI/23.

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

Sir,

Sub:- Doubling of Track between Tambaram and Chengalpattu - Opening of the New Second M.G.line between Guduvancheri and Singaperumal Koil Stations (11.07 Kms.) on Madras Division of Southern Railway including Electrification works.

With reference to your Endorsement No.RS.10-T(8)/89 dated 22-2-1990, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section including Electric Traction for the public carriage of passengers as per his letter No.1326 dated 29-11-1989.

yours faithfully,

(S.K.VIJ)
for Secretary Railway Board.

No.88/CEDO/ORI/23. New Delhi, Dated 20-3-90.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7 Sheshadri Road, Gandhi Nagar, Bangalore -560 009 with reference to his letter No.50 dated 5-12-89.

2) The Chief Project Manager, Metropolitan Project (Railways) Periyar E.V.R.High Road, Egmore, Madras - 600 008 with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to this office in an interleaved copy. One ferro copy of the Index Plan and Section for the above section may please be sent to this office.

(S.K.VIJ) 19/3/90
for Secretary Railway Board.

(155)

No.88/CEDO/CRS/IR/12. 20-3-1990.

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

Sub: Inspection Report on South Eastern Railway (Waltair and Adra Division) for the year ending 31st March, '88 Part - III & IV.

Ref: Your office letter No.TC/INSP/CRS/WAR/Pt.III/88/2061 dated 3-4-'89.

Please refer to your office letter quoted above and this office letters of even number dated 30-8-'89 and 28-11-'89 and expedite the reply.

The receipt of this letter may please be acknowledged.

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

(156)

No.89/CRDO/ORI/13. 20-3-90.

The Chief Project Manager(Elec.),
Railway Electrification,
Vijayawada.

Sub:- Commissioning of 25 kV Single Phase A.C. (50 cycles) Electric Traction on the track over the 3rd Krishna Bridge and approaches for the public traffic on Madras - Vijayawada route of Vijayawada Division of South Central Railway.

Ref:- Your office letter No.E.252/KGTRK/5002 dated 31/10/1989.

Please refer to Endorsement No.3 of this office letter No.89/CRDO/ORI/13 dated 13.10.89 and expedite the reply.

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

(157)

No.89/CEDO/ORI/9. 20-3-1990.

The General Manager(Const.),
Northern Railway,
Kashmere gate,
Delhi - 110 006.

Sub: New double line between Rohtak and Samaspalpur stations on Delhi-Bhatinda section on Northern Railway.

****

Please refer to Endorsement No.3 of this office letter of even number dated 21-7-89 (Copy enclosed) and a subsequent reminder of even number dated 20-12-'89 and expedite the reply.

Please acknowledge the receipt of this letter.

Sd/-

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

(158)

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

No.89/CEDO/ORI/9. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 20-12-89.

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

Sub: New double line between Rohtak and Samargopalpur stations on Delhi - Bhatinda section on Northern Railway.

****

Please refer to Endorsement No.3 of this office letter of even number dated 21-7-89 (copy enclosed) and expedite the reply.

Please acknowledge the receipt of this letter.

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

(159)

No.83/CE(G)/CE1/7. 20 - 3 - 1990.

The General Manager,
Western Railway,
Bombay.

Sub:- Commissioning of 25 kv Single phase A.C. Electric traction for the public carriage of passengers on Ratlam - Kota section of Western Railway.

****

Please refer to Endorsement No. 2 of this office letter of even number dated 21-3-1989 (copy enclosed for ready reference) and a subsequent reminder of even number dated 29-12-1989 and expedite the reply.

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

(160)

No.88/CEDO/CRF/IR/16. 20-3-1990.

The General Manager,
Northeast Frontier Railway,
Maligaon,
Guwahati.

Sub:- Inspection Report for the year ending 31st March,88 by Shri. S.C. Gupta, Commissioner of Railway Safety, Northeastern Circle, Gorakpur.

****

Please refer to this office letter of even number, dated 24th June, 88 (copy enclosed for ready reference) and a subsequent reminder of even number dated 14-3-1989 and expedite the reply.

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

(161)

No.88/CEDO/CRS/IR/16. 24-6-1988

The General Manager,
N.F. Railway,
Maligaon,
Guwahati.

Sub:- Inspection Report for the year ending 31st March, 88 by Shri, S.S. Gupta, Commissioner of Railway Safety, North Eastern Circle, Gorakhpur.

****

A copy of the Inspection Report of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur received through Chief Commissioner of Railway Safety, Lucknow under letter No.14-T(3)/84 dated 17th May, 88 is enclosed.

The Ministry of Railways desire that the action taken on various observation/suggestions made by Commissioner of Railway Safety, North Eastern Circle, Gorakhpur in the above cited report may please be furnished to Commissioner of Railway Safety direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

Sd/-
(Arjundas Singh)
Director Civil Engineering(G),
Railway Board.

DA:- One Inspection Report.

(162)

No.87/WDO/ORI/9. 20-3-90.

The Chief Engineer (Con) III,
South Eastern Railway,
Garden Reach,
Calcutta - 43.

Sub: Opening of New Down Line between Muri North outer cabin and Jhalida station 10.955 Kms. in Adra Division of South Eastern Railway for the public carriage of passengers.

Ref: Your office letter No.PD/ENG/107/3882 dated 30-5-88.

****

Please refer to this office letter of even number dated 6-12-89 (copy enclosed for ready reference) and expedite the reply.

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

(163)

No.88/CEDO/ORI/20. 20 -3-1990.

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

Sub: Opening of new double line (Down Line) between Hussainsagar Junction and Khairatabad stations for passenger traffic.

Ref: Your office /Letter No.W.Con.347/C/60 dated 26-10-1989.

****

As the action taken on the various points raised by the Commissioner of Railway Safety, South Central Circle, Secunderabad in his Inspection report of the above section has not so far been advised to CRS under advice to this office, it is requested that the same may please be advised at an early date.

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

(164)

No.88/CEDO/ORI/20. 20 - 3 - 1990.

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

Sub: Opening of the new double line between Hueminenggar Junction and Lingampalli for passenger traffic - date of opening.

Your office Ref: Letter No.W.Con.347/C/57 dated 13-11-1989.

****

As the action taken on the various points raised by the Commissioner of Railway Safety, South Central Circle Secunderabad in his Inspection report of the above section has not been advised to CRS under advice to this office, it is requested that the same may please be advised at an early date.

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

(165)

No.88/CEDO/ORI/15. 20-3-90.

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

Sub: Doubling of track between Gooty and Nandalur section in the Renigunta-Wadi Route in South Central Railway.

Ref: Your office Letter No.W.465/BG/Vol.III dated 18-8-1989.

****

Please refer to your office letter quoted above and expedite the reply.

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

(166)

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

No.88/CEDO/BS/1. New Delhi, dated 21-3-1990.

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

Sub: Sarabatpur - polapathar Doubling - Prep.4/30.50 m Through Girder Bridge against existing 4/30.48 m through Girder Bridge on Machama River, at @ Ch.10398.60 m Br.No.802/1 @ Kms.802/16-803/1.

Ref: Your application No.EW.225.W.26/BR dated 20-2-1990.

-.-.-.-.-.-.-

While going through your above quoted application, it is seen that existing 4x30.48 m through girder bridge No.802/1 at Km:802/16-803/1 appears in the list of vulnerable bridges due to inadequate waterway. The Railway should have taken steps to remove this inadequacy while constructing the new bridge for the doubling. Reasons for constructing the new bridge also with inadequate waterway, and adding one more vulnerable bridge in the system may be elucidated.

Sd/-
(A.K. Mehrotra)
Executive Director Civil Engineering(B&S),
Railway Board.

(167)

No.89/CEDO/Misc. -3-1990.

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

Sub: Supply of Wagon diagram books

The I.R.S. Wagon diagram books for B.G. as well as MG & NG termed as technical pamphlet R1 and R2 are very frequently required for reference and use in the Civil Engineering Directorate of Board's office . It is therefore requested that a card board cover bound copy each of the same may please be sent to this office immediately.

(S.K. VIJ)
Executive Director Civil Engineering(G),
Railway Board.

(168)

No.90/CEDO/SD/5. 22/23 -3-1990.

The Chief Engineer(CON)/GRC,
South Eastern Railway,
Garden Reach,
Calcutta - 43.

Sub: Condonation of infringement to provision under item 2(b) of Chapter-II of Schedule of Dimensions for 1676 mm (5'-6") gauge.

With reference to your application No.PD/BRG/111/004971 dated 20-7-89, sent through the Chief Commissioner of Railway Safety Lucknow and your office letter No.PD/BRG/111/001841 dated 13-3-90, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 2(b) Chapter-II of B.G. Schedule of Dimensions (1973) involved in laying the temporary Engineering Siding on a grade of 1 in 200 at Km.290.550 from Howrah between Chandil - Muri Section as shown in Annexure - I on the reverse. Annexure - I is based on Form-XI and CE(C)'s Drawing No.7642/89 accompanying your letter referred to above.

It is however noted that a Slip Siding of adequate length will be provided to protect the existing line from any vehicles tending to roll down the temporary Engineering Siding.

(S.K. VIJ)
Executive Director Civil Engineering(G),
Railway Board.

No.90/CEDO/SD/5. New Delhi, Dated 22/23-3-1990.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his Endorsement No.RS.18-T(5)/84 dated 19-2-1990.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Clacutta - 700 001 with reference to his letter No.593 dated 12-2-1990.

(S.K. VIJ)
for Secretary Railway Board.

ANNEXURE-I

S.No.	Location	Name of the Structure which infringes.	Chapter and Item No.	Prescribed Dimensions.	Existing Actual Dimensions.	Amount of infringement.
1.	Chandil-Muri Section					
	Engineering Siding between Chandil and Parkidih.at Km:290.550 from Howrah.	Gradients.	Chapter-II Item 2(b) of B.G. Schedule.	1 in 400 and Flatter than 1 in 400	1 in 200	Provision of same gradient i.e., 1 in 200 in lieu of 1 in 400.

(170)

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

No.90/CEDO/SD/5.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 22/23-3-1990. 19

The Chief Engineer(CON)/GRC,
South Eastern Railway,
Garden Reach,
Calcutta - 43.

Sub: Condonation of infringement to provision under item 2(b) of Chapter-II of Schedule of Dimensions for 1676 mm (5'-6") gauge.

With reference to your application No.PD/IRG/111/004971 dated 20-7-89, sent through the Chief Commissioner of Railway Safety Lucknow and your office letter No.PD/IRG/111/001841 dated 13-3-90, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 2(b) Chapter-II of B.G. Schedule of Dimensions (1973) involved in laying the temporary Engineering Siding on a grade of 1 in 200 at Km.290.550 from Howrah between Chandil - Muri Section as shown in Annexure - I on the reverse. Annexure - I is based on Form-XI and CE(C)'s Drawing No.7642/89 accompanying your letter referred to above.

It is however noted that a Slip Siding of adequate length will be provided to protect the existing line from any vehicles tending to roll down the temporary Engineering Siding.

(S.K. Vij)
Executive Director Civil Engineering(G),
Railway Board.

No.90/CEDO/SD/5. New Delhi, Dated 22/23-3-1990.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his Endorsement No.RS.18-T(5)/84 dated 19-2-1990.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Clacutta - 700 001 with reference to his letter No.593 dated 12-2-1990.

(S.K. Vij) 22/3/90
for Secretary Railway Board.

ANNEXURE-I

S.No.	Location	Name of the Structure which infringes.	Chapter and Item No.	Prescribed Dimensions.	Existing Actual Dimensions.	Amount of infringement.
1.	**Chandil-Muri Section**					
	Engineering Siding between Chandil and Parkidih.at Km:290.550 from Howrah.	Gradients.	Chapter-II Item 2(b) of B.G. Schedule.	1 in 400 and Flatter than 1 in 400	1 in 200	Provision of same gradient i.e., 1 in 200 in lieu of 1 in 400.

(172)

No.84/WEO/ORI/2. 26 - 3-1990

The General Manager(W),
Northeast Frontier Railway,
Railway Headquarter,
Maligaon,
Gauhati-11.

Sub: Inspection Report of CRS/GKP prior to opening of New B.G. line from NBQ to GHY/NGC of N.F. Railway.

Ref: Your office letter No.W/168/CRS/BG/83-84/W-7 dated 27-9-1989.

****

Please refer to your office letter quoted above and expedite the reply.

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

(178)

No.84/WDO/ORI/2. 26 - 3-1990

The General Manager(W),
Northeast Frontier Railway,
Railway Headquarter,
Maligaon,
Gauhati-11.

Sub: Inspection Report of CRS/GKP prior to opening of New B.G. line from NBQ to GHY/NGC of N.F. Railway.

Ref: Your office letter No.W/168/CRS/BG/83-84/W-7 dated 27-9-1989.

****

Please refer to your office letter quoted above and expedite the reply.

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

(174)

No.90/CEDO/SR/5. 27-3-90.

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

Sub:- Modified 16 axle B.G. Wagon of 245t capacity owned by Department of Atomic Energy- Condonation of infringement of empty wagons.

Ref:- Your letter No.CT/DG/LW/IFFC dated 31-1-90.

As the case No.78/WDO/SR/3 being 'B' category of record has since been destoyed by the Record Branch of this office in January,90, it is requested that a duly attested copy each of the your previous application No.CT/DG/LW/IFFC dated 7/8-10-77, previous Form-XI, Chief Commissioner of Railway Safety's forwarding letter No.RS.18-T(31)/77 dated 2-1-78 corrospondance, if any, between RDSO and Railway Board, Speed Certificate of this wagon and Board's sanction letter No.78/WDO/SR/3 dated 24-2-78 may please be sent immediately to enable this office to consider your above quoted application for condonation of infringement.

A clear copy of Drawing No.WD5-7411-S/10 Alt. may also be sent as the one already enclosed with your above quoted application dated 31-1-1990 is not legible.

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

(175)

No.88/CEDO/EM/1. 30 -3-1990.

The Commissioner of Railway Safety,
Central Circle, 2nd Floor,
Churchgate Bldg. Annexe,
Bombay - 400 020.

Sub: Electrification of Itarsi-Nagpur-Wardha Section - Sanction for deviation from Schedule of Dimensions - B.G. 1973 Correction Slip No. AC 11 Reg. infringement to the platform shelters at Nagpur station on Central Railway.

Ref: i) CPM/RE Nagpur's application No.CPM/N/EM/W/17/5/II dated 23/31-1-1990.

ii)Your letter No.47 dated 7-2-1990.

It is seen from the endorsement made in CCRE/Lucknow's forwarding letter No.RE.18-T(2)/84-Vol.II dated 28-2-90 that a letter bearing No.47 dated 7-2-90 has issued from your office forwarding CPM/RE Nagpur's application to CCRE/Lucknow.

As the said letter as referred at item ii) above has not been received in this office, it is requested that a photo copy of the same may please be sent for reference and use in this office.

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

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

176

No.90/CEDO/BR/1. New Delhi, Dated 2 - 4 - 1990.

The General Managers,
All Indian Railways.

Subject: Major and Minor Bridges on Indian Railways as on 31st March, 1990.

****

The Board desire to be furnished with a statement of Major and Minor Bridges (Proforma on the reverse) as on 31st March, 1990 on your Railway for the Draft Para in the Administrative Report of Indian Railways. The information pertaining to Major and Minor Bridges should be inclusive of ROBs and RUBs.

The required information may please be sent to this office latest by 30th June, 1990. If there is any increase (+) or decrease (-) in the number of Bridges as on 31st March, 1990 vis-a-vis as on 31st March, 1989 the same may suitably be explained in the foot notes.

The Receipt of this letter may please be acknowledged.

(A.K. Mehrotra)
Executive Director Civil Engineering (B&S),
Railway Board.

177

STATEMENT 'A'

TOTAL NUMBER OF BRIDGES

RAILWAY

Position as on	No. Of Major Bridges (inclusive of ROBs & RUBs)				No. of Minor Bridges (inclusive of ROBs & RUBs)				Total
1	Railway Bridges	ROBs	RUBs	Total	Railway Bridges	ROBs	RUBs	Total	
31 - 3 - 1989									
31 - 3 - 1990									
Increase/Decrease over previous year figure									
Reasons for Increase/Decrease									

STATEMENT 'B'

NUMBER OF BRIDGES WITH WATERWAYS

RAILWAY

Position as on	~~100 ft. & Above~~ 30.5 m (100 ft) & Above	~~60 ft.~~ 18.3 m (60 ft) & Above but less than ~~100 ft.~~ 30.5 m (100 ft)	~~20 ft.~~ 6.1 m (20 ft) & Above but less than ~~60 ft.~~ 18.3 m (60 ft)	Less than ~~20 ft.~~ 6.1 m (20 ft)	Total
1	2	3	4	5	6
31 - 3 - 1989					
31 - 3 - 1990					
Increase/Decrease over previous year figure					
Reasons for Increase/Decrease					

Note:- 1) A Bridge which has a total waterway of 18 m (60 lineal feet) or more or which has clear opening of 12 m 12.2 m (40 lineal feet) or more in any one span is classed as Major Bridge otherwise a Minor.

2) Statement 'A' represents the total number of Bridges with waterways as also ROBs and RUBs.

3) Statement 'B' represents Bridges with waterways only.

(178)

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

No.90/CEDO/BR/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 2-4-90.19

The General Managers,
All Indian Railways.

Sub:- Major and Minor Bridges on Indian Railways as on 31st March, 1990.

*****

The Board desire to be furnished with a statement of Major and Minor Bridges (Proforma on the reverse) as on 31st March, 1990 on your Railway for the Draft Para in the Administrative Report of Indian Railways.

The required information may please be sent to this office latest by 30th June, 1990. If there is any increase (+) or decrease (-) in the number of Bridges as on 31st March, 1990 vis-a-vis as on 31st March, 1989 the same may suitably be explained in the foot notes.

The Receipt of this letter may please be acknowledged.

(A.K. Mehrotra)
Executive Director Civil Engineering (B&S),
Railway Board.

STATEMENT 'A'
TOTAL NUMBER OF BRIDGES
-------RAILWAY

Position as on	No. of Major Bridges (inclusive of ROBs & RUBs)				No. of Minor Bridges (inclusive of ROBs & RUBs)				Total Col.5 Col.9
	Railway Bridges	ROBs	RUBs	Total	Railway Bridges	ROBs	RUBs	Total	
1	2	3	4	5	6	7	8	9	10

31 - 3 - 1989

31 - 3 - 1990

Increase/Decrease over previous year figure

Reasons for Increase/Decrease

STATEMENT 'B'
NUMBER OF BRIDGES WITH WATERWAYS
-------RAILWAY

Position as on	Span in metres/feet				
	30.5 m (100 ft)& Above	18.3 m (60 ft)& Above to less than 30.5m (100ft	6.1 m (20 ft) & Above to less than 18.3m (60ft)	Less than 6.1m (20ft)	Total
1	2	3	4	5	6

31 - 3 - 1989

31 - 3 - 1990

Increase/Decrease over previous year figure

Reasons for Increase/Decrease

Note:- A Bridge which has a total waterway of 18.3 m (60 lineal feet) or more or which has clear opening of 12.2 m (40 lineal feet) or more in any one span is classed as Major Bridges otherwise a Minor

(180)

No.89/CEDO/ORI/11. 4-4-1990.

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

Sub: Commissioning of 25 kv Single Phase AC (50 cycles) Electric Traction between Km:135.075 (South of Balharshah and Km:885/430 (North Balharshah) on the Grand Trunk route of Central Railway.

****

Please refer Endorsement No.4 to this office letter of even number dated 13-10-89 (copy enclosed) and subsequent reminder of even letter number dated 20-12-1989 and expedite the reply.

Please acknowledge the receipt of this letter.

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

(181)

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 5-4-90. 19

No.88/CEDO/SD/1.

The Chief Project Manager,
Railway Electrification,
Pratap Nagar,
Vadodara - 300 004.

Sub:- Schedule of Dimensions - Broad Gauge -
Nagda - Bhopal Section.

With reference to your letter No.NBRE/EL/W-73/0 dated 11-1-90 sent through the Chief Commissioner of Railway Safety Lucknow, and your letter dated 13-3-90 the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) for four Signal Structures in Unhel, Aslaoda and Naikheri yards on Nagda-Bhopal section having clearances varying from 2.230 metres to 2.350 metres from centre line of track as shown in Form-XI accompanying your application referred to above.

The sanction is not applicable for running of 3660 mm (12'-0") wide EMU Stock.

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

No. 88/CEDO/SD/1. New Delhi, Dated 5-4-90.

Copy forwaded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(8)/84 dated 19-2-90.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference y to his letter No.221/31 dated 22-1-90.

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

(182)

I done by
5.4.90

No. 90/CEDO/SD/8. 5-4-90

The Chief Engineer (Con.)-I,
South Eastern Railway,
Office of the Chief Administrative
Officer (Construction),
Visakhapatnam - 530 004.

Sub:- New Crossing Station at Marenga on Koraput - Kirandul line, Waltair Division.

Ref:- Your application No.CAO/C/VSKP/DO14/L.C/KK/Pt.II/2641 dated 21/22-3-1990.

In view of the urgency for commissioning of traffic as explained in your above quoted application and the heavy expenditure involved in regrading the entire yard, Administrative approval of Ministry of Railways is hereby communicated to retention of existing gradient of 1 in 600, as per Schedule-I, Chapter-II of B.G.Schedule of Dimensions (1973), at New Crossing Station at Marenga on Koraput-Kirandul line (Km:304.69) between Jagadalpur and Tokapal of your Railway as against the provisions of 1 in 1200 gradient decided by the Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-1989.

Please acknowledge the receipt.

5/4

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

Arvind Chandra
Director Transport Plg.

(183)

D.O.No.89/CEDO/SD/7. New Delhi, dated 6.4.90

Dear Shri Roy,

Sub:- Durg-Nagpur Railway Electrification - Introduction of Electric Traction - Condonation regarding horizontal clearance to be adopted for fixed structures from centre line of track.

Ref:- Our telephonic conversation on date.

You may like to comment ~~sx~~ on the letter keeping in view ~~and if~~ any possibility of moving rolling stock in the section which may require some speed restriction in case condonation regarding clearance is granted. If possible the ODC movement during the last one year over the section and future movement may also be indicated.

Yours sincerely,

A. Ch

(Arvind Chandra)

(184)

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

No.89/CEDO/SR/5. रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 10-2-1990.19

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

Sub: Introduction of WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB locomotives on Howrah - Mughalsari Section via HBC and Grand Chord in regular services.

****

With reference to your application No.W-552/5/Vol.4 dated 6th June, 1989 sent through the Chief Commissioner of Railway Safety Lucknow and your letter No.EI/90/9/2/RDO dated 6-11-89, the sanction of Ministry of Railways is hereby communicated for running of WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB class A.C. Electric locomotives fitted with dual brake system, Hitachi traction motors, ballast weight in underframe and without thrust pads having a nominal axle load of 21 tonnes on the Howrah - Mughalsarai Section via HBC and Grand Chord B.G. A.C. electrified/being electrified sections at a maximum provisional speed of 65 Kmph for haulage of passenger/freight services in single or double headed operation.

The sanction in subject to the observance of 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 and observance of additional speed restrictions as may be imposed by CEE due to the condition of OHE or any other reason.

2. Observance of all other conditions/stipulations made in Joint Safety Certificates No. 15/89, RDSO's speed certificate No. SD.WAG/5.11 dated 31-10-88 and 30/31-3-89 and all other certificates accompanying your application referred to above.

3. Movement of WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB class of locomotives on the sections under electrification is permitted only after completion of electrification work.

It is noted that the moving profile of WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB class of locomotive is the same as that of WAM4 locomotives as per para 2.4.1 of RDSO's Speed Certificate.

The sanction for condonation of infringements of WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB class of locomotives with pantograph in locked down condition on non-electrified sections shall, however, be considered for issue only after receipt of clarification from RDSO as sought for under this office letter No.89/CEDO/SR/5 dated 14-2-1990.

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

Contd....2

(185)

No.89/CEDO/SR/5. New Delhi, Dated 10-4-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.17-T(3)/82 dated 22-6-1989.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, Calcutta - 700 001 with reference to his letter No.238/1020/WAG/5 Series/89 dated 7-6-1989.

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

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

(186)

No.89/CEDO/ORI/6. 11-4-90

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

For kind attention of Shri R. Mahalingam
Dy CE (Bridges)

Sub:- Opening of Down line between Dasharathpur and Jamalpur stations in Malda Division of Eastern Railway for the public carriage of passengers.

Please refer to this office letter of even number dated 24-5-1989 and subsequent reminders of even number dated 25-9-1989 and 23-1-1990 and expedite the reply.

The receipt of this letter may please be acknowledged.

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

(187)

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

No.89/CEDC/SR/9. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 11-4-1990. 19

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

Sub: Condonation of infringement for WAG-2 locomotive with pantograph in locked down condition.

-.-.-.-.-.-

With reference to your application No.W.681/Y-68/BP/IV dated 22nd February, 1989 seeking for condonation of infringements of WAG-2 locomotive with pantograph in locked down condition on non-electrified sections sent through the Chief Commissioner of Railway Safety Lucknow, it is to clarify that RDSO have amended para 2.4.1 of their speed certificate No.SD.WAG-2.11 dated 4-11-88 for WAG-2 type of A.C. Electric locomotive in terms of amendment issued under their letter No.WAG-2.11 dated 27/28-12-1989.

In view of the above, your application dated 22-2-89 may treated as withdrawn.

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

No.89/CEDC/SR/9. New Delhi, dated 11-4-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS 17-T(3)/82 dated 8-3-89.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay with reference to his letter No.101 dated 27-2-1989.

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

(88)

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

No.88/CEDO/SD/1. New Delhi, dated // -4-1990.

The Chief Signal & Telecom Engineer(P),
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur - 400 001.

Sub: Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at Amla Station on Nagpur - Itarsi Section of Central Railway.

-.-.-.-.-

With reference to your application No.CPM/N/ST/SIG/11/2422 dated 26/29-3-1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 10 Signal Structures with respect to Primary and Secondary track at Amla Station on Nagpur - Itarsi Section of Central Railway to item 13(ii)(c) Chapter-I of B.G. Schedule of Dimensions (1973) involved in connection with the abovementioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

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

No.88/CEDO/SD/1. New Delhi, dated // -4-1990.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/84 dated 12-4-1990.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.111 dated 12th April, 1990.

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

ANNEXURE - 1.

S. No.	Location	Name of the structures which infringes	Chapter & Item No. of S.C.D.	Prescribed Dimensions in mm.	Existing Actual Dimensions in mm.		Amount of infringeme	
					Primary Track	Secondary. Track.	Primary Track	Se da Tr
1	2	3	4	5	6	7	8	9
	AMLA 'A'							
1.	Up Main Str. at Km. 874/3-4	Ladder	Chapter-I, Item 13 (11)(c)	2360	2230	2230	130	13
2.	Up Loop Line No.1 Str. at Km: 874/3-4	-do-	-do-	-do-	2230	2230	130	13
3.	Up North Str. No.5 at Km: 874/6-7	-do-	-do-	-do-	2230	2230	130	13
	AMLA 'B'							
4.	Stg.No.17B at Km: 874/14-15	-do-	-do-	-do-	2250	2250	110	11
	AMLA 'D'							
5.	Stg.No.19D at Km: 875/6-7	-do-	-do-	-do-	2270	2270	90	9
6.	Stg.No.20D at Km: 875/6-7	-do-	-do-	-do-	2320	2320	40	4
7.	Stg.No.21D at Km: 875/5-6	-do-	-do-	-do-	2230	2230	130	13
8.	Stg.No.22D at Km: 875/5-6	-do-	-do-	-do-	2230	-	130	-
9.	Stg.No.26D at Km: 875/3-4	-do-	-do-	-do-	2230	2230	130	13
10.	Stg.No.27D at Km: 875/3-4	-do-	-do-	-do-	2230	2230	130	13

(190)

Please issue
10/4/90

No.90/CWDO/RD/6. // -4-1990.

The Chief Engineer (Con.)-II,
South Eastern Railway,
Office of the Chief Admn. Officer (Con.),
Visakhapatnam - 530 004.

Sub: New crossing station at Rainbhata on Raipur - Vizianagaram line - Engineering Plan No.Dy.CE(C)Y/6/86.

Ref: Your office letter No.CAO/C/VSKP/D/L-C/RV/Pt.II/1737 dated 26/27-2-1990.

-.-.-.-.-.-.-

In view of the urgency for commissioning of traffic as explained in the above quoted letter and the heavy expenditure involved in raising the entire main line by about 0.8 m the Administrative approval of Ministry of Railways is hereby communicated to retention of 1 in 500 grade as per Schedule-I Chapter-II of B.G. Schedule of Dimensions (1973) at new crossing station at Rainbhata on Raipur - Vizianagaram line of your railway as against the provision of 1 in 1200 gradient, decided by the Ministry of Railways in terms of their letter No.88/CWDO/RD/8 dated 6-9-1989.

Please acknowledge the receipt.

10.4

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

11/4

(191)

No.90/CEDO/SP/6. 11-4-1990.

The Chief Engineer (Con.)-II,
South Eastern Railway,
Office of the Chief Admn. Officer (Con.),
Visakhapatnam - 530 004.

Sub: New crossing station at Rainbhata on Raipur - Vizianagaram line - Engineering Plan No.Dy.CE(C)Y/6/86.

Ref: Your office letter No.CAO/C/VSKP/D/L-C/RV/Pt.II/1737 dated 26/27-2-1990.

-.-.-.-.-.-.-

In view of the urgency for commissioning of traffic as explained in the above quoted letter and the heavy expenditure involved in raising the entire main line by about 0.8 m the Administrative approval of Ministry of Railways is hereby communicated to retention of 1 in 500 grade as per Schedule-I Chapter-II of B.G. Schedule of Dimensions (1973) at new crossing station at Rainbhata on Raipur - Vizianagaram line of your railway as against the provision of 1 in 1200 gradient, decided by the Ministry of Railways in terms of their letter No.88/CEDO/SP/8 dated 6-9-1989.

Please acknowledge the receipt.

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

(192)

No.88/CEDO/SD/1. -2-90.

The Chief Signal & Telecom Engineer (P),
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur - 440 001.

Sub:- Approval of Infringements in connection with Introduction of Multiple Aspect Colour Light Signalling at stations on Akola (Excl.)-Badnera (Incl.) section of Central Railway.

With reference to your application No.CPN/M/92/SIG/11 dated 26-12-1989 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by 18 Signal Structures with respect to Primary and Secondary track at stations on Akola (Excl.) - Badnera (incl) section to item 13(ii)(a) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

No.88/CEDO/SD/1. New Delhi, Dated -2-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 with reference to his Endorsement No.RS.18-2(2)/84 dated 30-1-90

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.13 dated 15-1-1990.

(S.K.VIJ)
for Secretary Railway Board.

(193)/0

ANNEXURE - I

S.No.	Location	Name of the structure which infringes.	Chapter & Item No.	Prescribed Dimensions in mm.	Existing Actual Dimensions in mm.		Amount of infringement.	
					Primary.	Secondary.	Primary	Secondary
1	2	3	4	5	6		7	
1.	BORGACH Up Main Starter at Km:601/10-11	Signal Ladder	Chapter-I Item 13(ii)(e)	2360	2270	2250	90	110
2.	MURTAJAPUR Up Main Starter at Km:620/11-12	Signal Ladder	- do -	- do -	2270	2230	90	130
3.	MURTAJAPUR Up Loop Starter at Km:620/12-13	Signal Ladder	- do -	- do -	2210	2210	150	150
4.	MURTAJAPUR Dn.2nd Loop Starter at Km:621/3-4	Signal Ladder	- do -	- do -	2250	2230	110	130
5.	MURTAJAPUR Dn.Main Starter at Km:621/5-6.	Signal Ladder.	- do -	- do -	2320	2300	40	60
6.	MANA Dn.Main Starter at Km:632/13-14	Signal Ladder	- do -	- do -	2370	2330	-	30
7.	MANA Dn.Main Starter at Km:633/8-9	Signal Ladder	- do -	- do -	2250	2210	110	150
8.	KURUM Up Main Starter at Km:646/4-5	Signal Ladder	- do -	- do -	2290	2290	70	70
9.	BAIKUA Up Rec.-Cum-Dep. Line No.3 Stg. (S-40) at Km: 661/5-6.	Signal Ladder	- do -	- do -	2320	2320	40	40
10.	BAIKUA Up Rec.-Cum-Dep. Line No.2 Stg. (S-39) at Km:661/6-7	Signal Ladder	- do -	- do -	2270	2270	90	90

193/2

S.No.	Location	Name of the structure which infringes.	Chapter and Item No.	Prescribed Dimensions in mm.	Existing Actual Dimensions in mm.		Amount of infringement.	
					Primary	Secondary.	Primary	Secondary
1	2	3	4	5	6		7	
11.	BAINERA Up Rec-Cum-dep Line No.1 Stg.(S-38) at Km:661/7-8	Signal Ladder.	Chapter-I Item 13(ii)(C)	2360	2300	2300	60	60
12.	BAINERA Dn.Rec-Cum-dep. No.3 Line Stg. (S-8)at Km: 661/15-16.	Signal Ladder	-do-	-do-	2210	2210	150	150
13.	BAINERA Dn.Rec-Cum-dep. No.1 Line Stg. (S-10)at Km: 662/1-2	Signal Ladder	-do-	-do-	2300	2300	60	60
14.	BAINERA Up Main Stg. (55-B) at Km:661/14-15	Signal Ladder	-do-	-do-	2350	2350	10	10
15.	BAINERA Up Main to Dn.Main Shunt (Sh-14 B) at Km: 662/5-6.	Signal Ladder	-do-	-do-	2270	2270	90	90
16.	BAINERA Up Platform Loop Starter (68 B) at Km: 662/8-9	Signal Ladder	-do-	-do-	2210	2210	150	150
17.	BAINERA Up Main Int. Stg. (69 B)	Signal Ladder	-do-	-do-	2220	2220	140	140
18.	BAINERA Dn.Platform Loop Stg.(3 C)	Signal Ladder.	-do-	-do-	2230	2230	130	130

(196)/1

No.88/CEDO/SD/1. -1-1990.

The Chief Signal & Telecom Engineer (P),
Railway Electrification,
2nd Floor, Extension, Ringeway,
Nagpur - 440 001.

Sub:- Approval of infringements in connection with introduction of multiple aspect Colour Light Signalling at stations on Dhodramshar (Incl.)- Itarsi (Excl.) section of Central Railway.

*****

with reference to your application No. CPW/N/ST/SIG/11 dated 17.11.89 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by 14 Signal structures with respect to Primary and Secondary track at stations on Dhodramshar (incl) - Itarsi (excl) section to item 13(ii)(e) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-II accompanying your letter referred to above.

The sanction is applicable only to condonation of infringements to clearances so far as signal structures for running of 3660 mm (12'-0") wide track are concerned. A separate sanction from the competent authority will however be necessary before introducing 3660 mm (12'-0") wide track as per extant rules.

(S.K.VIJ)
Executive Director Civil Engineering (G),
Railway Board.

No.88/CEDO/SD/1. New Delhi, Dated -1-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.16-T(2)/84 dated 20.12.1989.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.458 dated 11-12-1989.

(S.K.VIJ)
for Secretary Railway Board.

ANNEXURE - I

S.No.	Location	Name of the structure which infringes.	Chapter & item	Prescribed Dimensions.	Existing Actual Dimension		Infringement	
					Primary.	Secondary.	Primary	Secondary
1.	KEWLA Dn.siding starter S-10 at Km:761/25	Signal post ladder.	Chapter-I item 13(ii) (e)	2.360 M	2.31	2.35	50 mm	10 mm
2.	TAKU Dn.loop starter S-5 at Km:746/41	Signal post ladder	-do-	2.360 M	2.35	2.35	10 mm	10 mm
	Up loop starter S-14 at Km:767/11	Signal post ladder.	-do-	2.360 M	2.33	2.37	30 mm	Nil
3.	SAHELI							
	Dn.loop starter - 4'B' at Km:771/27	Signal post ladder	-do-	2.360 M	2.28	2.31	80 mm	50 mm
	Up main starter 5 'A' at Km:771/5	Signal post ladder.	-do -	2.360 M	2.31	2.28	50 mm	80mm
4.	KALA AKHAR							
	Up Goods loop starter S-15 at Km:777/27	Signal post ladder.	-do-	2.360 M	2.49	2.33	Nil	30 mm
5.	POLA PATHAR							
	Dn. IInd loop starter S-15 at Km:765/7	Signal post ladder	-do-	2.360 M	2.32	2.32	40 mm	40 mm
	Dn.main starter S-13.	Signal post ladder	-do-	2.360 M	2.32	2.33	40 mm	30 mm
	Up Ist loop starter S-5 at Km:784/17	Signal post ladder.	-do-	2.360 M	2.31	2.31	50 mm	50 mm
	Up main starter S-4 at Km:784/15	Signal post ladder.	-do-	2.360 M	2.33	2.35	30 mm	10 mm
6.	DHODRAMOHAR							
	Dn.loop starter S-5 at Km:793/2.	Signal post ladder.	-do-	2.360 M	2.35	2.33	10 mm	30 mm
	Dn.Main starter S-4 at Km:793/5	Signal post ladder.	-do-	2.360 M	2.34	2.34	20 mm	20 mm
	Up loop starter at Km:792/18	Signal post ladder	-do-	2.360 M	2.36	2.33	Nil	30 mm
	Up Goods loop starter S-18 at Km:792/18	Signal post ladder	-do-	2.360 M	2.32	2.31	40 mm	50 mm

(195)

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

No.90/CEDO/SD/O. New Delhi, Dated 12 -4-1990.

The General Managers(Works),
All Indian Railways.

Sub: Condonation of infringements/Administrative approvals to Schedule of Dimensions.

-.-.-.-.-.-.-

It has come to the notice of Ministry of Railways that some Organisations on the Railways engaged in the New Constructions or additions/alterations to existing structures are applying for condonation of infringements/Administrative approvals from the Ministry of Railways only after completion of the works under question, which is highly irregular.

Ministry of Railways therefore desire that all condonation of infringements/Administrative approvals should be applied for well in advance of the execution of the work, so that appropriate measures can be taken by the organisation to avoid the infringement, if the condonation is not agreed.

(J.A. MUNDREY)
Adviser Civil Engineering,
Railway Board.

P.T.O.

(196)

No.90/CEDO/SD/0. New Delhi, Dated 12-4-1990.

Copy forwarded for information and necessary action to :-

1) The Director General, R.D.S.O., Lucknow - 226 001.

2) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with 25 spare copies.

3) The General Managers DLW/Varanasi, CLW/Chittaranjan, ICF/Madras, RCW/Kapurthala, W&AP/Bangalore.

4) The General Manager Railway Electrification, Allahabad - 211 001.

5) The Chief Administrative Officer, Diesel Components works, Patiala.

6) The Chief Administrative Officer, Central Organisation for Modernisation of Workshops, New Delhi.

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

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

9) The Chief Administrative Officer (Con.), Southern Railway, Egmore, Madras - 600 008.

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

11) The Principal, Railway Staff College, Vadodara.

12) The Director, Indian Railways Institute of Civil Engineering, Pune.

13) The Director, Indian Railways Institute of Signal Engineering and Telecommunications, Secunderabad.

14) The Director, Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur.

15) The Director, Indian Railways Institute of Electrical Engineering, Nasik.

16) The General Manager (Con.), Northeast Frontier Railway, Maligaon, Guwahati.

17) The General Manager, Metropolitan Transport, Calcutta.

(J.S. MUNDREY)
Adviser Civil Engineering,
Railway Board.

(197)

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

No.90/CEDO/SD/10. New Delhi, Dated 17-4-1990.

The Chief Project Manager,
Railway Electrification,
Nagpur.

Sub:- OHE upright leg of 'R' portal at location No.938/2 on Orange siding platform at Pandhurna station - Condonation to horizontal distance from centre line of track to face of portal upright in Itarsi-Nagpur section.

Ref:- Your application No.CPM/N/EL/T-11/1348 dated 22-2-90.

The sketch enclosed with your above quoted application does not show the position of Station Building and the existing drain on the main station side. The type of other portals in the yard is also not shown on the sketch. In the absence of indication of these locations on the sketch, it is not possible to fully appreciate the impact of the situation.

The Ministry of Railways therefore desire that a complete sketch including the above locations may please be sent immediately to enable this office to consider the condonation of infringement applied for by you.

17/4

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

(198)

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

No.88/CEDO/BR/27. New Delhi, dated 17 -4-1990.

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

Sub: Status position of Rolling Stock - Wagons - Rehabilitation of Bridges required on K.K. line.

Ref: i) Director Standard (B&S), RDSO's D.O.No.CBS/DPA dated 16-1-1990.

ii) Your C.B.E.'s D.O.No.G/Wagon/BOBR dated 30-11-1989.

-.-.-.-.-.-.-

The Ministry of Railways desire that necessary action may be taken by your Railway in the light of the observations/suggestions made by RDSO in their D.O.letter referred at item i) above, for rehabilitation of bridges on K.K. line.

Your kind attention is also invited to this office D.O. of even number dated 19-4-1989 (copy enclosed) to Shri V.K. Vaish the then CBE SE Railway to clarify as to why it is not possible to run 3500 mm wide wagons with 22.5 t axle load when 22.9 t axle load 'BOY' wagons are already running on K.K. line. The reply received vide Shri Rajendra Pal's D.O.No.G/WAGON/BOBR dated 1-5-1989 denying such a possibility on account of introduction of WAG-6 locos which impose loading as per MSG - 1987 is not very clear. With the use of the same type of locos which are presently used for running of 'BOY' wagons it should be possible to run at least 22 t 'BOXN' wagons with 8.25 t/m TLD running of is now being which proposed by Adviser(Plg.) on K.K. line, as these wagons would yield an increased through put of over 7%.

An early reply is requested.

(A.K. MEHROTRA)
Executive Director Civil Engineering(B&S),
Railway Board.

(199)

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

No. 90/CEDO/SD/11. New Delhi, Dated 17-4-90.

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

Sub:- Condonation of the infringement to the item of BG Metric Schedule of Dimensions (1973) in connection with the widening of existing DN High level passenger platform (No.1) to improve the traffic facilities at Badalpur station on Bombay Division of Central Railway - Infringement of existing column and staircase of the FOB to C.L. of track.

Ref:- Your office letter No.W.681/Y-101/BR dated 21-3-90.

Please refer 2nd line of para 2 of your above quoted letter. The clearance of the column of FOB on platform No.1 from centre line of DN loop has been shown as 4.47 M whereas this clearance is shown as 4.44M on Drawing No.DRM(W) BB/R-18448 (Pucca-2610) enclosed with your application.

It may therefore be confirmed under advice to all concerned that the clearance of 4.47 M is a typographical error.

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

200

Spare

S.M. Singla,
Executive Director Civil Engineering(G).

D.O.No.88/CEDO/SS/20. New Delhi, dated 18-4-1990.

My Dear Shri Chadda,

Sub: Possibility of running 3500 mm wide special design wagons without any projecting doors outside on B.G. system of Indian Railways.

Ref: Your D.O.No.W.552/23 dated 12-7-1989.

-.-.-.-.-.-.-

Since the Board are pressing hard for an early decision in the matter, I would request to expedite the despatch of all the required information at an early date with copy to Director Standards(Track) RDSO Lucknow.

with regards,

Yours sincerely,

Sd/-

(S.M. SINGLA)

Shri V.D. Chadda,
Chief Engineer,
Eastern Railway,
Calcutta.

(201)

No.90/CEDO/SR/7. 19-4-1990.

The Chief Engineer(Con.)-II,
South Eastern Railway,
Office of the Chief Administrative
Officer(Construction),
Visakhapatnam - 530 004.

Sub: Remodelling of Duvvada station yard stage-II and final for converting the existing Engineering siding to Vadlapudi as running line for goods traffic and converting existing Up loop by inserting 1 in 8½ cross-over, between Main lines on Duvvada- Visakhapatnam section, CE/SAC/CRO. No.87/052/88 with Alt.3.

Ref: Your application No.DCE/C/VSP/WAT/REG/CON/526 dated 5/6-3-1990.

-.-.-.-.-.-.-.-

Please refer to your above quoted application. As the grade of 1 in 260 is steeper than 1 in 400 which is the prescribed grade in yards as per item 2 Chapter-II of B.G. Schedule, your application addressed to Secretary (Civil Engg.) Railway Board for condonation of grade infringement may be sent through CRS/CCRS.

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

(202)

No.88/CEDO/SYD/1. 18 -4-1990.

The General Manager (Works),
South Eastern Railway,
Garden Reach,
Calcutta.

Sub: Station yard Diagrams.

Ref: Your letter No.E/Yard Diagrams &
Index Plan Section dated 11-10-88.

-.-.-.-.-.-.-

Please refer to this office letter of even number dated 3-10-88 and expedite submission of the Division wise station yard diagrams (books) of your railway without any further delay.

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

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

No.88/CEDO/SD/1. New Delhi, Dated 20-4-90.

The Chief Signal & Telecom Engineer (P),
Railway Electrifiwation,
2nd Floor, Extension, Kingsway,
Nagpur - 400 001.

Sub:- Approval of infringements in connection with Introduction of Multiple Aspect Colour Light Signalling at stations on ex. Wardha - ex. Badnera section of Central Railway.

With reference to your application No.CPM/N/ST/SIG/11/2250 dated 20/21-3-1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 9 Signal Structures with respect to Primary and Secondary track at five stations on ex.Wardha - ex.Badnera section to item 13(ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

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

No.88/CEDO/SD/1. New Delhi, Dated 20-4-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/84 dated 6-4-90.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.93 dated 28-3-90.

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

ANNEXURE - I.

S.No.	Location	Name of the structure which infringes.	Chapter & Item No.	Prescribed Dimensions in mm.	Existing Actual Dimensions in mm.		Amount of infringement.	
					Primary. track	Secondary. track	Primary. track	Secondary. track
1	2	3	4	5	6		7	
1.	DAHIGAON IN/M/L Str. at Km: 744/8/9	Signal post ladder.	Chapter-I Item 13(ii)(e)	2360	2320	2220	40	140
2.	DAHIGAON UP/M/L Str. at Km: 743/13/14	-do-	-do-	-do-	2340	2320	20	40
3.	PULGAON UP/M/L Str. at Km: 728/2/3	-do-	-do-	-do-	2270	2270	90	90
4.	PULGAON IN Str. for IN & UP Gds. Loop at Km: 728/11/12	-do-	-do-	-do-	2330	2330	30	30
5.	BHANGAON IN/M/L Str. at Km: 708/13	-do-	-do-	-do-	2310	2240	50	120
6.	BHANGAON UP/M/L Str. at Km: 708/1	-do-	-do-	-do-	2260	2260	100	100
7.	CHANDUR UP/M/L Str. at Km: 691/5	-do-	-do-	-do	2250	2220	110	140
8.	MALKHED IN/M/L Str. at Km: 678/14	-do-	-do-	-do-	2250	2280	110	80
9.	MALKHED UP/M/L Str. at Km: 678/2	-do-	-do-	-do-	2300	2300	60	60

205

No.70/WBO/CRI/RO/1. 20-4-1990.

OFFICE MEMORANDUM

The draft rules against clauses (a), (b), (c) & (d) under Section 29 Chapter-V of Indian Railway Act 1989 have been finalised. These rules have generally been approved by the Chief Commissioner of Railway Safety Lucknow but his written approval is still awaited. The Gazettee notification of these rules as per discussion with the Chief Commissioner of Railway Safety Lucknow has to be a joint publication of Ministry of Railways and Ministry of Civil Aviation. Ministry of Civil Aviation are therefore requested to kindly convey their consent to the joint publication.

Sd/-

(S.M. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.
Tele. No. 388874.

The Secretary to the Govt. of India
(Shri. A.V. Ganesan)
Ministry of Civil Aviation,
Sardar Patel Bhawan,
New Delhi - 1.

(206)

No.88/CRDO/STD/1. 19-4-1990.

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

Sub: Station yard Diagrams.

Ref: Your letter No.W.861/2226/III dated 1-11-88.

-.-.-.-.-.-

Please refer to this office letter of even number dated 3-10-88 and expedite submission of the Division wise station yard diagrams of your railway without any further delay.

The Station yard Diagram books of Nagpur and Bhopal Division may please be sent on priority.

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

(207)

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

D.O.No.88/CEDG/SYD/1. New Delhi, dated 28 -4-1990.

Dear Shri Budhiraja,

Sub: Station yard Diagrams.

-.-.-.-.-

Kindly refer to this office letter of even number dated 3-10-88 copy enclosed for your ready reference. Since the Division wise station yard diagram books of Northern Railway are still awaited, I shall be grateful if you would kindly personally look into the matter and get the same despatched to this office early.

With regards,

Yours sincerely,

(S.M. SINGLA)

Shri. M.P. Budhiraja,
Chief Engineer,
Northern Railway,
New Delhi.

(208)

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

No.88/CE(2)/ST(2)/1. New Delhi, dated 3-10-1988.

The General Managers,
All Indian Railways.

Sub: Station yard Diagrams.

-.-.-.-.-

Please arrange to send a copy each of Division-wise Diagram books of Station Yards on your railway corrected upto 31-03-1988. 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 Minister and Board Members, the presentation of these diagrams should be neat, clean and easily readable. These diagram books may be supplied to this office by 31-12-1988 positively.

The receipt of this letter may please be acknowledged.

Sd/-

(Arjandeen Singh)
Director Civil Engineering(G),
Railway Board.

209

No.90/GEDO/CLW/1. 10-4-1990.

The General Managers,
All Indian Railways.

Sub: i) New lines opened/Doublings opened/Conversions opened/ Dismantled lines restored during the year 1989-90.

ii) Lines dismantled during 1989-90.

iii) New lines/Doublings/Conversions in progress as on 31st March, 1990.

-.-.-.-.-.-.-

Reference is invited to this office letter No.89/GEDO/CLW/1 dated 7-6-89 in response to which this office was furnished with statement and plan showing the works as mentioned in the subject noted above during the year 1988-89 under your reference mentioned below.

The Ministry of Railways desire that one copy of the statement and the plan as mentioned at item i), ii) and iii) in the subject noted above may please be furnished for the year 1989-90 also at the earliest.

The receipt of this letter may please be acknowledged.

19/4

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

1. Central Railway's letter No.EW/481/0/51 dated 25-7-1989.
2. Eastern Railway's letter No.CE/GCN/W/16/Pt.III/104 dated 23-6-1989.
3. Northern Railway's letter No.90/W/W-Spt/Genl/Pt.V dated 8-12-1989.
4. North Eastern Railway's letter No.W/GCN/286/5/Pt.I/W2/2871 dated 20/23-6-1989.
5. Northeast Frontier Railway's letter No.W/260/0/Pt.IV/3-7 dated 25-7-1989.
6. Southern Railway's letter No.W.347/1/CN dated 17-7-1989.
7. South Central Railway's letter No.W.GCN.387/61/Vol.II dated 10-11-1989.
8. South Eastern Railway's letter No.AP/Kilometrage/1988-89 dated 14-12-1989.
9. Western Railway's letter No.WNC.415/5 Vol.III dated 3-7-1989.

(210)

P.M. SINGLA,
Executive Director Civil Engineering(C).

D.O.No.88/CEDC/NFR/1. New Delhi, dated 20 -4-1990.

Dear Shri Goil,

Sub: Station Yard Diagrams.

-.-.-.-.-.-

Kindly refer to this office letter of even number dated 3-10-88, copy enclosed for your ready reference. Since the Division wise station yard diagram books of North Eastern Railway are still awaited, I shall be grateful if you would kindly personally look into the matter and get the same despatched to this office early. Station yard diagram book of Tenpur Division may please be sent on priority.

With regards,

Yours sincerely,

sd/-

(P.M. SINGLA)

Shri. R.N. Goil,
Chief Engineer,
North Eastern Railway,
Gorakhpur.

(211)

No. 90/CEDO/SD/9. 23-4-90.

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

Sub:- Manubolu - Condonation of infringing gradient in station yard.

Ref:- Your application No.W.573/B/118 dated 21-2-1990.

The proposal for provision of a grade of 1 in 200 in Manubolu yard has been scrutinised in this office. Ministry of Railways desire that the proposal submitted by you may be examined de-novo and possibility of providing a grade flatter than 1 in 200 be explored. The results of your examination showing a concrete proposal for provision of a maximum possible flatter grade in Manubolu yard alongwith amount of work involved, rough estimate of the cost and a sketch of the proposal may be sent for information of this office.

An early reply is requested.

20/4

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

(212)

No.88/CEDO/BS/1. 23-4-90.

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

Sub:- Barabatpur - Polapathar Doubling - Prop. 4/30.50 m Through Girder Bridge against existing 4/30.48 m Through Girder Bridge on Machuna River, at @ Ch.10398.60 m Bridge No.802/1 @ Kms.802/16-803/1.

Ref:- Your application No.EW.225.W.26/HR dated 20-2-1990.

Please refer to this office letter of even number dated 21-3-90 (Copy enclosed for ready reference) and expedite the reply.

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

213

No.88/CEDO/IPS/1. 25-4-1990.

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

Sub: Index Plan & Section.

Ref: Your office letter No.W.242/2/1/
Vol.III dated 4-4-1989.

-.-.-.-.-.-.

Please refer to your office letter quoted above. The Index plan and section book of Madras, Palghat and Trivandrum Divisions of your Railway have not so far been received in this office.

It is therefore requested that a copy each of the same may please be sent to this office immediately.

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

D.A. : Nil.

(214)

No.88/CEDO/IPS/1. 25-4-1990.

The General Manager(Civil Engg.),
S.E. Railway,
Calcutta.

Sub: Index Plan and Section

Ref: Your office letter No. DX/Yard Diagram and Index Plan and Section dated 21-11-88.

-.-.-.-.-.-.-

Please refer to your office letter quoted above. It appears the Index plan and section booksof all the Divisions of your railway have been received in this office. But the forwarding letter is not traceable.

It is therefore requested that a photo-copy of the forwarding letter may please be sent for reference and use in this office.

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

D.A. : Nil.

(215)

No.88/CEDO/IPS/1. 25-4-1990.

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

Sub: Index Plan&Section.

Ref: Your office letter No.W.755/1/
Vol.III dated 27th March 1989.

-.-.-.-.-.-

Please refer to your office letter quoted above. The Index Plan and Section Book of Malda Division of you railway has not so far been received in this office.

It is therefore requested that a copy of the same may please be sent to this office immediately. alongwith a photo copy of your office letter No.755/4/Vol.III dated 20-7-89.

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

D.A. : Nil

(218)

No.88/GWDO/IPS/1. 26 -4-1990.

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

Sub: Index Plan and section

Ref: Your office letter No.W/81/4/IPS/4-7
dated 17-10-1988.

-.-.-.-.-.-

Please refer to your office letter quoted above and expedite submission of the Division-wise Index Plan and section books of your railway with out any further delay.

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

D.A. : Nil.

(217)

No.88/CEDO/IPS/1. 26-4-1990.

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

Sub: Index Plan and Sections.

Ref: Your office letter No.W.242/1/2
dated 12/19-10-1988.

-.-.-.-.-.-.-.-

Please refer to your office letter quoted above and expedite submission of the Division-wise Index Plan and Section Books of your railway without any further delay.

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

(218)

No.89/CEDO/EP/7. 26-4-1990.

The Chief Project Manager,
Railway Electrification,
Bilaspur.

Sub: Durg-Nagpur Railway Electrification - Introduction of Electric Traction - Condonation regarding horizontal clearances to be adopted for fixed structures from centre line of tracks.

Ref: Your application No.CPM/BSP/DNRE/EL/T/14/3816 dated 20-11-1989.

****

It may please be advised if any speed restrictions are already existing for running of conventional rolling stock at the locations of Water columns at S.No.2, 5, 11, 17 & 18 of Form - XI (Engineering Structures) where clearances from centre line of track are less than 2135 mm (7'-0").

Ministry of Railways intend to condone the infringement subject to imposition of suitable speed restrictions by the Railway at such locations of Water columns where clearances available are less than 2135 mm (7'-0") and further subject to condition that the infringement of 290 mm of FOB support at S.No.21 of Form - XI (Engineering Structures) is removed by the railway. However, in order to enable this office to take a decision in this matter it may please be advised if any passenger trains or ODC consignments are passing by the location of FOB support at S.No.21. If so, what is the existing speed restriction at this location for passage of passenger trains and various classes of ODCs. Your views, as to why the infringement of this particular FOB support should not be removed, may be sent to this office immediately alongwith the relevant layout plans of Tirora, Tumsar, Thansa, Kanhan, Kamptee and Itwari station yards showing the location and existing clearances available of all Engineering Structures given in Form - XI.

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

(219)

No.88/CEDO/ORI/15. New Delhi, Dated 30-4-90.

The Chief Engineer (Con.),
Southern Railway,
Millers Road,
Bangalore - 560 009.

Sub:- Doubling of track between Gooty and Nandalur section in the Renigunta-Wadi route in South Central Railway.

Please refer to the General Manager, South Central Railway, Secunderabad's letter No.W.465/BG/Vol.III dated 18-8-1989 and 12-4-1990 (Copies enclosed) and this office letter No.88/CEDO/ORI/15 dated 17-7-1989 in which it was requested that action taken in CRS, South Central Circle's recommendations/suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly in an interleaved copy advice to this office. A ferro copy of the Index Plan and Section and the opening date of the above section was also requested to be sent.

Since no reply has yet been received from your end, it is requested that an early reply may please be sent for information of this office.

The receipt of this letter may please be acknowledged.

Sd/-

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

(228)

SOUTH CENTRAL RAILWAY

Headquarters office,
Works Branch,
Secunderabad.

No.W.465/BG/Vol.III

Dated 12-4-1990.

The Secretary/Works,
Railway Board,
New Delhi

Sub:- Doubling of track between Gooty and Nandalur. section in the Renigunta-Wadi route in S.C.Rly.

Ref:- 1. Railway Board's L.No.88/CEDO/ORI/15 dt.17.7.8
2. No.88/CEDO/ORI/15 dated 21.3.90.

The above work pertaining to Southern Railway. CE/Construction/Bangalore. Hence necessary reply may please be obtained from CE/CN Office, Bangalore. The above was highlighted in this o ffice letter No.even dated 18-8-89 (Copy enclosed).

sd/-
(K.U.Reddy)
Dy.Chief Engineer/Bridges.
for General Manager.

Encl: 1 letter.

221

SNO 2

Inward Rpc 2/5/90

No. 90/CEDO/SD/14. 2-5-90.

ISSUED DESPATCHER

The Chief Engineer (Con-I),
South Eastern Railway,
Office of the Chief Administrative
Officer(Construction),
Visakhapatnam - 530 004.

Sub:- New Crossing station at Chhataripub on Koraput-Kirandul line, Waltair Division.

Ref:- Your application No.CAO/C/VSKP/D/OPTG/L-C/KK/Pt.II/3441 dated 19-4-1990.

Please refer to your above quoted applicatio

As the grade of 1 in 260 is steeper than 1 in 400 which is the prescribed grade in yards as per item 2 Chapter-II of B.G.Schedule, your application addressed to Secretary (Civil Engineering), Railway Board for condonation of grade infringement may be sent through CRS/CCRS.

2/5

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

No.90/CEDO/SD/12. 25.90.

The General Manager (Electrical),
Railway Electrification,
Egmore,
Madras - 600 008.

Sub:- i) Railway Electrification - Gr.70 Jolarpettai- Magnasite Jn.Section - Statement of infringements for running 3660 mm stock between Jolarpettai - Tirupattur Section.

ii) Railway Electrification- Gr.70 Jolarpettai-Magnesite Jn.Section- Statement of infringements for running 3660 mm stock between Tirupattur & Morappur Section.

Ref:- i) Your office letter No.ETR/252/RE/4618 dated 2-1-90.

ii) Your office letter No.ETR/252/RE/4618 dated 28-3-90.

Board vide their letter No.85/WDO/SD/12 dated 20-3-1987 (Copy enclosed for ready reference) have approved only 13 Sections for the purpose of granting Administrative approval to Railway Electrification units for condonation of infringements to structures. The section Jolarpettai-Salem is not covered under the list already approved for granting Administrative approval.

Ministry of Railways therefore desire that your above quoted two applications may be combined into one fresh application. The fresh application may be sent to

Secretary (Civil Engineering), Railway Board, New Delhi through Commissioner of Railway Safety/Chief Commissioner of Railway Safety for condonation of infringements.

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

48/1

224

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

New Delhi, Dated 20-3-1987.

No.85/WDO/SD/12.

1. The General Managers,
All Indian Railways.

2. The Addl.General Manager,
Railway Electrification,
Allahabad.

3. The Chief Project Manager,
Railway Electrification,
Mathura.

4. The Chief Project Manager,
Railway Electrification,
Nagpur.

5. The Chief Project Manager,
Railway Electrification,
Bhopal

6. The Chief Project Manager,
Railway Electrification,
Kota

7. The Chief Project Manager,
Railway Electrification,
Vadodara.

8. The Chief Project Manager,
Railway Electrification,
South Central Railway, Vijayawada

9. The Chief Electrical Engineer,
Railway Electrification,
Southern Railway, Madras.

10. The Chief Project Manager,
Railway Electrification, Ranchi.

Sub:- Introduction of 25 kV AC Traction-Condonation of infringements to B.G.Metric Schedule of Dimensions (1973).

The Board in the context of introduction of wider and taller (12'-0" wide x 15'-6" high) stock on the B.G.system of Indian Railways have decided as under :-

"The Board accepted the recommendation that the Schedule of Dimensions, B.G. based on existing clearances for 12' wide and 15'-6" high stock shall be made obligatory for new works. This shall imply that the recommended dimensions in Schedule-I of the Schedule of Dimensions, B.G. relating to clearances shall also become mandatory."

Based on the above decision of the Board, a corr
slip to the B.G. Metric Schedule of Dimensions (1973) is
consideration. Pending issue of the correction slip all R.
Railways should arrange to provide the prescribed clearanc
structures as per B.G.Metric Schedule of Dimensions(1973) i
new works/additions/alterations. The Administrative approval
the Board sought for by RE units in advance of the execution o
the work in terms of Board's letter No.82/WDO/SD/12 dt.18-6-82
will however continue to be applicable for the following R.E.
works already under execution in addition to the existing proce-
dure of applying for condonation of infringements from the Board
through CRS/CCRS.

1. Mathura - Jhansi.
2. Mathura - Gangapur City.
3. Jhansi - Bina - Itarsi.
4. Itarsi - Nagpur.
5. Nagpur - Wardha - Balharshah.
6. Balharshah - Vijayawada.
7. Gangapur City - Kota - Nagda - Ratlam.
8. Bhusaval - Wardha.
9. Durg - Nagpur.
10. Champa - Gerva Road.
11. Royapuram - Madras Beach

Receipt of this letter may please be acknowledged.

(A.K.MEHROTRA)
Joint Director Civil Engg.(B&S),
Railway Board.

New Delhi, dt.2c.3-87.

No.85/WDO/SD/12

The Chief Commissioner of Railway Safety, N.E.Railway
Office Compound, Ashok Marg, Lucknow for information with
25 spare copies.

(A.K.MEHROTRA)
for Secretary, Railway Board.

• 12. Nagda(excl.) - Bhopal(incl.).
• 13. Tundla - Agra - Bayana.
• Vide letter No.85/WDO/SD/12 dated 12-12-1989.
• Vide letter No.85/WDO/SD/12 dated 13-8-1987.

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

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 3-5-1990.

No.89/CEDO/SR/12.

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

Sub: Sanction for running of "WAG/5-HP" Class A.C. Electric Locomotives upto a Maximum speed of 65 Kmph. for haulage of passenger/freight trains in single or double headed operations over various B.G. Sections on Central Railway.

-.-.-.-.-.-

With reference to your application No.W.681/Y-68/BR/IV dated 27-4-1989 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 16-2-90, the sanction of Ministry of Railways is hereby communicated for running of "WAG/5-HP" Class A.C. Electric Locomotives manufactured by BHEL/Jhansi with dual brake system and fabricated bogies manufactured by Ganz MavAg Hungary, fitted with Hitachi HS. 15250 A traction Motor, ballast weight in underframe, roller bearings and without thrust pads having a nominal axle load of 21t on the following B.G.A.C. electrified/being electrified sections at a maximum speed of 65 Kmph for haulage of passenger/freight services either in single or double headed operation,

S.No.	Sections.				
1.	Tughlakabad	-	Jhansi		
2.	Jhansi	-	Bina		
3.	Bina	-	Bhopal		
4.	Bhopal	-	Itarsi		
5.	Itarsi	-	Amla	-	Nagpur
6.	Nagpur	-	Wardha	-	Bhusawal
7.	Wardha	-	Balharshah		
8.	Bhusawal	-	Igatpuri		

The sanction is subject to the observance of 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 and observance of additional speed restrictions as may be imposed by CEE due to the condition of OHE or any other reason.

Contd.....2/-

227

2. Observance of all other conditions/stipulations made in Joint Safety Certificate No.E.14/89 B.G., RDSO's speed certificate No.SD.WAG.5.11 dated 31-10-88 and 30/31-3-89 and all other certificates accompanying your application referred to above.

3. Movement of WAG/5-HB locomotive on the sections under electrification is permitted only after completion of electrification work.

Ministry of Railways also confirm the action of Commissioner of Railway Safety in according his provisional sanction under letter No.206 dated 2-5-89 for running of these locos in view of the urgency expressed by the railway. It is however noted that the moving profile of WAG/5-HB locomotive as the same as that of WAM 4 locos as per para 2.4.1 of RDSO's Speed Certificate.

The sanction for running of WAG/5-HB locomotive with pantograph in locked down condition on non-electrified sections shall however be considered for issue only after receipt of clarification from RDSO as sought for under this office No.89/CEDO/SR/5 dated 14-2-1990.

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

No.89/CEDO/SR/12. New Delhi, dated 3-5-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.17-T(3)/82 dated 11-5-1989.

2. The commissioner of Railway Safety, Central Circle, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No. 205 dated 2-5-1989.

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

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

(228)

S.M. Singla
Executive Director Civil Engineering(G).

D.O.No.66/WDO/SR/19. New Delhi, dated 3-5-1990.

Dear Shri CHADHA,

Sub: Schedule of Dimensions 1676 mm Gauge Maximum Moving Dimensions - Adoption of New Broad Gauge Profile to RDSO Sketch No.RDO/T-1043.

Ref: Your office letter No.590/B/Vol.III dated 2-12-1987.

****

Please refer to this office D.O. of even number dated 19-5-1989. The works of renewal of infringements for general clearance of moving dimensions to profile RDO/T-1043 were required to be included in the Works Programme for 1990-91.

's the position with respect to the works proposed in Works Programme 1990-91 and finally approved for execution is not known, I shall be thankful if you could kindly furnish the position of these works as per proforma enclosed for information of this office.

With best wishes,

Yours sincerely,

Sd/-

(S.M. SINGLA)

Shri. V.D. Chadha,
Chief Engineer,
Eastern Railway,
Calcutta.

(229)

B.S. 90

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

D.O.No. 88/CEDO/IPS/1. New Delhi, dated 3-5-1990.

Dear Shri Koppikar,

Sub: Index Plan and Section

****

Kindly refer to this office letter of even number dated 4-10-88 (copy enclosed for your ready reference). The Division wise Index Plan and Section Books of central Railway have not so far been received in this office. I shall, therefore, be grateful if you would kindly personally look in to the matter and get the same despatched to this office at an early date.

With regards,

Yours sincerely,

(S.M. SINGLA)

Shri. G.S. Koppikar,
Chief Engineer,
Central Railway,
Bombay. V.T.

(230)

3.5.90

S.M. SINGLA
Executive Director Civil Engineering(C).

D.O.No.88/CRDO/IPS/1. New Delhi, dated 3-5-1990.

Dear Shri Budhiraja,

Sub: Index Plan and Section.

.....

Kindly refer to this office letter of even number dated 4-10-88 (copy enclosed for your ready reference). The Division wise Index Plan and Section Books of Northern Railway have not so far been received in this office. I shall, therefore, be grateful if you would kindly personally look in to the matter and get the same despatched to this office at an early date.

With regards,

Yours sincerely,

(S.M. SINGLA)

Shri. M.P. Budhiraja
Chief Engineer,
Northern Railway,
New Delhi.

231

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

No.90/CRDO/SR/4.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 7-5-1990.

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

Sub: Sanction for running of 8 wheeler Inspection Car with double engine version on various electrified/being electrified B.G. Sections of Central Railway.

-.-.-.-.-.-

With reference to your application No.W.456/Y-3/BR dated 12-3-1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 8-wheeler overhead Inspection Car with double engine version manufactured by M/s BEML, Bangalore to their Sketch No.CHE SK.No.013(Alt.2) having a maximum axle load of 16.183 t under gross loaded condition on the following 8 B.G. electrified/being electrified sections with AC/DC traction at a maximum speed of 105 Kmph. on its own power or at a maximum sectional speed whichever is less in that section.

B.G. Sections.

I. D.C. Traction

1. Bombay.V.T.-Kalyan-Kasara-Igatpuri.
2. Kalyan-Karjat-Lonavala-Pune.
3. Kurla-Mankhurd-Trombay-Wadala Road-Mahim Chord.
4. Vasai Road-Diva.

II. A.C. Traction.

5. Igatpuri-Manmad-Bhusawal.
6. Bhusawal-Badnera-Wardha.
7. Bhusawal-Khandwa-Itarsi.
8. Tuglakabad-Mathura-Agra Cantt.-Jhansi-Bina-Bhopal-Itarsi-Amla-Nagpur-Wardha-Balharshah.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate

Contd.....2/-

No.C-2/90B.G., R.D.S.O.'s Speed Certificate No.MC/TW dated 19-01-1990 and all other certificates accompanying your application referred to above.

The sanction for condonation of infringements to the Maximum Moving Dimensions Profile of 1929 as shown in Diagram 1A and others of B.G. Schedule of Dimensions (1973) involved in the design of B.G. 8-wheeler overhead equipment Inspection Car has however already been conveyed under Board's letter No.88/CEDO/SR/12 dated 23-3-1988 subject to the condition that the speed restrictions as imposed in the case of Double Decker Coaches vide Board's letter No.72/WDO/SR/31 dated 22-2-1974 shall also be followed in the case of 8-wheeler OHE Inspection Car.

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

90/CEDO/SR/4. New Delhi, dated 7 -5-1990.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his endorsement No. RS17-T(3)/82 dated 16-3-1990.

2) Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.84 dated 13-03-1990.

3) The Director Standard (Motive Power), R.D.S.O., Lucknow - 226 011.

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

No.90/CEDO/SD/11. //-5-1990.

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

Sub: Condonation of the infringement to the item of B.G. Metric Schedule of Dimensions (1973) in connection with the widening of existing DN. High Level passenger platform (No.1) to improve the traffic facilities at Badlapur station on Bombay Division of Central Railway - Infringement of existing column and staircase of F.O.B. to C.L. of Tr ack.

With reference to your letter No.W.681/Y-101/BR dated 21.3.90 and 20.4.1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 7(ii) Chapter-II of B.G. Metric Schedule of Dimensions (1973) involved in the retention of existing column of FOB at Badlapur local platform No.1 from C/L of Down loop inorder to widen the Down high level platform No.1 towards Down loop, as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drg. No.DRM(W)/BB/R-18448(Pucca-2610). accompanying your letter referred to above.

It has however noted that the platform No.1 is presently used by local trains only on one face. With the widening of platform No.1 towards Down loop, it will be possible to use the existing Down loop line for terminating the Badlapur locals and starting as Up local from that line and the platform can be used as Island Platform.

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

No.90/CEDO/SD/11. New Delhi, dated //-5-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his Endorsement No. RS.18-T(2)/84 dated 6.4.1990.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020, with reference to his letter No. 91 dated 28.3.1990.

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

ANNEXURE - I

S.No	Location & Kilometres.	Name of the structure which infringes.	Chapter & item No.	Prescribed Dimensions	Existing Actual Dimensions	Amount of infringement
1	2	3	4	5	6	7
1.	Bombay Division between Kalyan-Karjat Section at KM:67/5 (SE) and 67/6 (SE)	Column of FOB at Bombay end of new up Bombay Badlapur local platform at Badlapur Station.	Chapter-II item No. 7(ii)	Minimum horizontal distance of any building on a passenger platform from centre line of track from 305 mm above platform level to 3430 mm above Rail level 5330 mm.	4440 mm	890 mm

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

No.88/CEDO/SD/1. New Delhi, dated 11-5-1990.

The Chief Signal & Telecom Engineer(P),
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur - 400 001.

Sub: Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at Amla Station on Nagpur - Itarsi Section of Central Railway.

-.-.-.-.-

With reference to your application No.CPM/N/ST/SIG/11/2422 dated 26/29-3-1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 10 Signal Structures with respect to Primary and Secondary track at Amla Station on Nagpur - Itarsi Section of Central Railway to item 13(ii)(c) Chapter-I of B.G. Schedule of Dimensions (1973) involved in connection with the abovementioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

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

No.88/CEDO/SD/1. New Delhi, dated 11-5-1990.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/84 dated 12-4-1990.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.111 dated 12th April, 1990.

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

ANNEXURE - 1.

S. No.	Location	Name of the structures which infringes	Chapter & Item No. of S.O.B	Prescribed Dimensions in mm.	Existing Actual Dimensions in mm.		Amount of infringement	
					Primary Track	Secondary. Track.	Primary Track	Secondary Track
1	2	3	4	5	6	7	8	9
	AVLA 'A'							
1.	Up Main Str. at Km. 874/3-4	Ladder	Chapter-I,2360 Item 13 (ii)(e)		2230	2230	130	130
2.	Up Loop Line No.1 Str. at Km: 874/3-4	-do-	-do-	-do-	2230	2230	130	130
3.	Up North Str. No.5 at Km: 874/6-7	-do-	-do-	-do-	2230	2230	130	130
	AVLA 'B'							
4.	Stg.No.17B at Km: 874/14-15	-do-	-do-	-do-	2250	2250	110	110
	AVLA 'D'							
5.	Stg.No.19D at Km: 875/6-7	-do-	-do-	-do-	2270	2270	90	90
6.	Stg.No.20D at Km: 875/6-7	-do-	-do-	-do-	2320	2320	40	40
7.	Stg.No.21D at Km: 875/5-6	-do-	-do-	-do-	2230	2230	130	130
8.	Stg.No.22D at Km: 875/5-6	-do-	-do-	-do-	2230	-	130	-
9.	Stg.No.26D at Km: 875/3-4	-do-	-do-	-do-	2230	2230	130	130
10.	Stg.No.27D at Km: 875/3-4	-do-	-do-	-do-	2230	2230	130	130

(237)

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

No. 90/CEDO/SD/11

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 11-5-90 19

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

Sub:- Condonation of the infringement to the item of B.G.Metric Schedule of Dimensions (1973) in connection with the widening of existing DN.High Level passenger platform (No.1) to improve the traffic facilities at Badlapur Station on Bombay Division of Central Railway - Infringement of existing Column and Staircase of F.O.B. to C.L. of Track.

With reference to your letter No.W.681/Y-101/BR dated 21-3-1990 and 20-4-1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 7(ii) Chapter-II of B.G.Metric Schedule of Dimensions (1973) involved in the retention of existing Column of FOB towards Bombay end on Down High Level platform No.1 of Badlapur Station in order to widen this platform towards Down loop, as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No. DRM(W)/BR/R-18448 (Pucca-2610) accompanying your letter referred to above.

It has however noted that the platform No.1 is presently used by local trains only on one face. With the widening of platform No.1 towards Down loop, it will be possible to use the existing Down loop line for terminating the Badlapur locals and starting as Up local from that line and the platform can be used as Island platform.

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

P.T.O.

No. 90/CEDO/SD/11. New Delhi, Dated 11-5-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/84 dated 6-4-1990.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.91 dated 28-3-1990.

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

ANNEXURE - I

S.No.	Location & Kilometres	Name of the Structures which infringes.	Chapter & Item No.	Prescribed Dimensions	Existing Actual Dimensions	Amount of infringement.
1	2	3	4	5	6	7
1.	Bombay Division between Kalyan-Karjat Section. Kms 67/5 (SE) and 67/6 (SE)	Column of FOB at Bombay end of new up Bombay Badlapur local platform at Badlapur Station	Chapter No. II Item No. 7 (ii)	Minimum horizontal distance of any building on a passenger platform from Central line of track from 305 mm above platform level to 3430 mm above Rail level- 5330 mm.	4440 mm.	890 mm.

(240)

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 11-5-1990.

No.90/CE/DO/Density Chart. 19

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

Sub: Density Chart.

.....

The Charts showing the Traffic Density on various routes in 'GMT' are very frequently required for reference and use in the Board's Office.

The Board, therefore, desire that the 'GMT' figures during 1989-'90 may be indicated on various sections on a system map of your railway and five copies of the same furnished to this office at an early date. It is observed that some of the Railways are indicating on Charts figures in GTKM and not in 'GMT'. In order to have the information in Board's office on uniform basis, it may please be ensured that the density of the section on chart is indicated in Gross Million Tonnes only and not in Gross Tonne Kilometres. A statement showing the Density as per the proforma on the reverse may also please be furnished in duplicate.

The receipt of this letter may please be acknowledged.

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

PREVIOUS REFERENCES :

1. Central Railway's letter No.G.102/WM-2/87-88 dated 25.10.1989.
2. Eastern Railway's letter No.W.382/1/Vol.IV dated 16.11.1989.
3. Northern Railway's letter No.571-E/0/XV/88-89 dated 27.12.1989.
4. North Eastern Railway's letter No.E/275/47/1/Pt.V/4A dated 26.2.1990.
5. North Frontier Railway's letter No.E/555/0/3/E-6A dated 26.9.1989.
6. Southern Railway's letter No.W.26/I/3/88-89 dated 11.1.1990.
7. South Central Railway's letter No.W.26/1/7(Vol.II) dated 10.7.1989.
8. South Eastern Railway's letter No.TC/Traffic/Density/Pt-1/4303 dated 20.9.1989.
9. Western Railway's letter No.W.503/5/4(W1) dated 17.7.1989.

_____ RAILWAY.

DENSITY IN GROSS MILLION TONNES PER ANNUM DURING 1989-90.

S.No.	SECTION	ROUTE KILOMETRAGE OF THE SECTION.	WHETHER THE SECTION IS SINGLE/DOUBLE/ TREBLE.	WHETHER ELECTRIFIED/ NON ELECTRIFIED.	DENSITY IN GROSS MILLION TONNES PER ANNUM 89 - 90	
					UP	DN.
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
13.						
14.						
15.						

Note:- Three separate statements are required to be furnished in this proforma for BG, MG and NG. Each statement should indicate the break up of the various routes as under:-

BG	MG	NG
Group 'A' Routes	0 Routes	NG Routes.
Group 'B' Routes	R_1 Routes	
Group 'C' Routes	R_2 Routes	
Group 'D' Routes	R_3 Routes	
Group 'E' Routes	S Routes.	

(241)

(242)

No.91/WRM/bn/3.

11-3-1990.

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

Sub: Running of 12 nos B.S. Special Wagon (Modified Enveri) of M/s. WRM, Tiruchirappalli for transporting of 210 MT Boiler Drum weighing 172 t on B.G. Section of Western Railway.

xxxxxxxxxxx

With reference to your application No.W.63X/15/71(V3) dated 26-2-1990 sent through the Chief Commissioner of Railway Safety Ludhiana, the sanction of Ministry of Railways is hereby communicated for the running of 12 nos B.S. Special Wagon (Modified Enveri) of M/s. WRM, Tiruchirappalli to RDSO's Diagram No.WB-98177-S-02 Alt.1 and WB-98177-S-01 Alt.3 in empty and loaded condition respectively with a maximum axle load of 14.1 t and with a minimum wheel dia of 840 mm at a maximum speed of 80 Kmph. in empty condition and 70 Kmph. in loaded condition on the following B.G. Sections of your railway.

Sl. No.	Sections		
1.	Bombay Central	-	Vadodara Jn.
2.	Udhna	-	Jalgaon.
3.	Nagda	-	Ratlam.
4.	Vijaipur	-	Indore.
5.	Kota	-	Sawai Madhopur.
6.	Kanpur Fort	-	Bandikui.
7.	Bandikui	-	Viramgam.
8.	Viramgam	-	Ahmedabad.
9.	Ahmedabad	-	Anand.
10.	Anand	-	Godhra.
11.	Anand	-	Vadodara.
12.	Viramgam	-	Udhna.
13.	Bandikui	-	Jaipur.
	Jaipur	-	Alwar.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.9 of 1990 and to all other certificates accompanying your application referred to above. As the consignment when loaded on this wagon infringes the minimum Moving Dimensions of 1929, the sanction of the Competent Authority on your Railway for this movement should also be obtained as detailed in para 2.7 of RDSO's Speed Certificate.

Contd....2/-

The sanction of Ministry of Railways for the condonation of infringements to items 16 Chapter-IV(A) of the B.G. Schedule of of Dimensions (1973) as shown in Form-II accompanying your application referred to above, has however already been condoned vide this office letter No.83/CEDO/BR/31 dated 14-12-1989.

(S.N. SINHLA)
Executive Director Civil Engineering (G),
Railway Board.

No.90/CEDO/BR/3. New Delhi, dated 11-5-1990.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashik Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.17-2(1)/82 dated 6-4-1990.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.12-5/273/116 dated 26-3-1990.

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

(S.N. SINHLA)
for Secretary, Railway Board.

(244)

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

No.88/CEDO/SD/1. New Delhi, dated 11-5-1990.

The Chief Signal & Telecom Engineer(P),
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur - 400 001.

Sub: Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at Amla Station on Nagpur - Itarsi Section of Central Railway.

-.-.-.-.-

With reference to your application No. CPM/N/ST/SIG/11/2422 dated 26/29-3-1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 10 Signal Structures with respect to Primary and Secondary track at Amla Station on Nagpur - Itarsi Section of Central Railway to item 13(ii)(c) Chapter-I of B.G. Schedule of Dimensions (1973) involved in connection with the abovementioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

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

No.88/CEDO/SD/1. New Delhi, dated 11-5-1990.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/84 dated 12-4-1990.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.111 dated 12th April, 1990.

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

ANNEXURE - 1.

S. No.	Location	Name of the structures which infringes	Chapter & Item No. of S.O.3	Prescribed Dimensions in mm.	Existing Actual Dimensions in mm.		Amount of infringement	
					Primary Track	Secondary. Track.	Primary Track	Secondary Track
1	2	3	4	5	6	7	8	9
	AVLA 'A'							
1.	Up Main Str. at Km.874/3-4	Ladder	Chapter-I,2360 Item 13 (ii)(c)		2230	2230	130	130
2.	Up Loop Line No.1 Str. at Km: 874/3-4	-do-	-do-	-do-	2230	2230	130	130
3.	Up North Str. No.5 at Km: 874/6-7	-do-	-do-	-do-	2230	2230	130	130
	AVLA 'B'							
4.	Stg.No.17B at Km: 874/14-15	-do-	-do-	-do-	2250	2250	110	110
	AVLA 'D'							
5.	Stg.No.19D at Km: 875/6-7	-do-	-do-	-do-	2270	2270	90	90
6.	Stg.No.20D at Km: 875/6-7	-do-	-do-	-do-	2320	2320	40	40
7.	Stg.No.21D at Km: 875/5-6	-do-	-do-	-do-	2230	2230	130	130
8.	Stg.No.22D at Km: 875/5-6	-do-	-do-	-do-	2230	-	130	-
9.	Stg.No.26D at Km: 875/3-4	-do-	-do-	-do-	2230	2230	130	130
10.	Stg.No.27D at Km: 875/3-4	-do-	-do-	-do-	2230	2230	130	130

246

No. 90/CEDO/SD/11 // -5-90

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

Sub:- Condonation of the infringement to the item of B.G.Metric Schedule of Dimensions (1973) in connection with the widening of existing DN.High Level passenger platform (No.1) to improve the traffic facilities at Badlapur Station on Bombay Division of Central Railway - Infringement of existing Column and Staircase of F.O.B. to C.L. of Track.

With reference to your letter No.W.681/Y-101/BR dated 21-3-1990 and 20-4-1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 7(ii) Chapter-II of B.G.Metric Schedule of Dimensions (1973) involved in the retention of existing Column of FOB towards Bombay end on Down High Level platform No.1 of Badlapur Station in order to widen this platform towards Down loop, as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No. DRM(W)/BR/R-18448 (Pucca-2610) accompanying your letter referred to above.

It has however noted that the platform No.1 is presently used by local trains only on one face. With the widening of platform No.1 towards Down loop, it will be possible to use the existing Down loop line for terminating the Badlapur locals and starting as Up local from that line and the platform can be used as Island platform.

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

P.T.O.

(247)

No. 90/CEDO/SD/11. New Delhi, Dated 11 -5-1990

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/84 dated 6-4-1990.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.91 dated 28-3-1990.

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

ANNEXURE - I

S.No	Location & Kilometres.	Name of the structure which infringes.	Chapter & item No.	Prescribed Dimensions	Existing Actual Dimensions	Amount of infringement
1	2	3	4	5	6	7
1.	Bombay Division between Kalyan-Karjat Section at KM:67/5 (SE) and 67/6 (SE)	Column of FOB at Bombay end of new up Bombay Badlapur local platform at Badlapur Station.	Chapter-II item No. 7(ii)	Minimum horizontal distance of any building on a passenger platform from centre line of track from 305 mm above platform level to 3430 mm above Rail level 5330 mm.	4440 mm	890 mm

249

WIRELESS
15.5.1990.

1. The General Manager(Works), Central Railway, Bombay.
2. The General Manager(Works), Eastern Railway, Fairlie Place, Calcutta.
3. The General Manager(Works), Northern Railway, New Delhi.
4. The General Manager(Works), N.E. Railway, Gorakhpur.
5. The General Manager(Works), S.E. Railway, Garden Reach, Calcutta.

NO.88/CEDO/SR/20 (.) REFER THIS OFFICE LETTER OF EVEN NUMBER DATED 18.1.89 IN CONNECTION WITH FURNISHING THE INFORMATION REGARDING THE AVAILABILITY OF 4570 MM (15'-0") TRACK CENTRES AND 2135 MM (7'-0") STRUCTURE CLEARANCE ON B.G. SYSTEM OF YOUR RAILWAY IN SEVEN DIFFERENT PROFORMAE TO ADJUDGE THE POSSIBILITY OF RUNNING 3500 MM WIDE SPECIAL DESIGN WAGONS WITHOUT ANY PROJECTING DOORS OUTSIDE (.) INFORMATION PERTAINING TO PROFORMA I TO III WHICH WAS REQUIRED TO REACH THIS OFFICE IMMEDIATELY NOT RECEIVED SO FAR INSPITE OF REPEATED REMINDERS (.) PROFORMA I TO III MAY BE SENT BY RETURN POST CLEARLY INDICATING WHETHER 3500 MM WIDE SPECIAL DESIGN WAGONS CAN BE RUN ON YOUR RAILWAY WITH SUITABLE SPEED RESTRICTIONS ON INFRINGING LOCATIONS (.) IF NOT ADVISE THE COST OF REMOVAL OF INFRINGEMENTS AND THE TIME FRAME (.) PROFORMA IV TO VII MAY FOLLOW LATER (.) MATTER MOST URGENT (.) EXPEDITE (.) ENSILE (.)

SINGLA
RAILWAYS

No.88/CEDO/SR/20. New Delhi, dated 15-5-1990.

Copy by post in confirmation.

(S.M. SINGLA) 15.5.90
Executive Director Civil Engineering(G),
Railway Board.

Sheet (250)

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

No. 88/CBDO/SR/20. New Delhi, Dated 16-5-90.

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

Attention: Shri.A.K.Somanathan, Chief Bridge Engineer.

Sub:- Possibility of running 3500 mm wide special design wagons without any projecting doors outside on BG system of Indian Railways.

Ref:- Your letter No.W.439/4/Vol.XIII dated 13-2-89.

It is seen from remarks column of proforma-I enclosed with your above quoted letter, that 3500 mm wide special design wagon without any projecting doors outside cannot be run on the following B.G.Sections on account of lesser track standards:

1. Walajah Road - Ranippettai (7 Kms.)
2. Salem - Salem Market (4 Kms.)
3. Shoranur - Nilambur Road (66 Kms.)

In this connection, your kind attention is invited to RDSO's letter No.CT/MS/SD/BG dated 9/10-3-89 wherein RDSO have pointed out that as per column No.4 of performa-I there is no length with track centres less than 4570 mm on your Railway. But from the remarks column it is observed that on the above mentioned routes 3500 mm wide wagons cannot be run due to lesser track standards. The remarks are rather confusing. Please clarify whether the wagons under consideration cannot be permitted on the routes mentioned above due to track centres being less than 4570 mm or due to some other reasons. Ministry of Railways desire that the nature of infringement may be clearly brought out. The anticipated cost of removal of this infringement may also be advised alongwith the time frame to remove this infringement. A copy of your reply may also be sent to Director General(Track), RDSO, Lucknow. The balance performas IV, V, VI & VII may also be arranged to be sent at an early date.

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

(251)

No. 88/CEDO/SR/20. New Delhi, Dated 16 -5-90.

Copy forwarded for information & necessary action to:-

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

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

252

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

No.88/CEDO/SD/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 16-5-90. 19

The Chief Project Manager,
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur - 440 001.

Sub:- Electrification of Itarsi-Nagpur-Wardha Section - Administrative sanction for deviation from Schedule of Dimensions - BG - 1973 - Correction Slip No.AC 11 regarding infringement to the platform shelters of Nagpur Station on Central Railway.

Please refer to your application No. CPM/N/EN/W/17/5/II dated 23/31-1-90 sent through the Chief Commissioner of Railway Safety Lucknow. The sanction of Ministry of Railways is hereby communicated to the condonation of infringement concerning proposed height of 4.12 metres of platform shelter on platform No.2 and 4.40 metres on platform No.3, 4 and 5 at Nagpur Station as against 4.61 metres prescribed height for 1.600 metres horizontal distance of such shelters from centre line of track as per Note(2) Chapter-II of B.G.Metric Schedule of Dimensions (1973). The infringements are shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.NWB 1/1 accompanying your application referred to above.

The sanction is not applicable for running of 3660 mm (12'-0") wide E.M.U. Stock.

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

(253)

No.88/CEDO/SD/1. New Delhi, Dated 16-5-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/84 - Vol.II dated 28/2/90.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bulding Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.47 dated 7/2/90.

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

ANNEXURE - I

S.No.	Location & Kilometres	Name of the Structure which infringes.	Chapter & Item No.	Prescribed Dimensions.	Existing Actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	NAGPUR Km: 836	Passenger platform shed, Platform No.2 Line No. 4.	Chapter-II Note (2)	4.610 (15 ft. 1½ inch)	4.120 (13 ft. 6.19 inch)	0.490 (1 ft. 7.28 inch)
2.	NAGPUR Km: 836	Passenger Platform Shed, Platform No.3 Line No.5.	-do-	-do-	4.400 (14 ft. 5.22 inch)	0.210 (8.27 inch)
3.	NAGPUR Km: 836	Passenger Platform Shed, Platform No.4 Line No.6.	-do-	-do-	-do-	-do-
4.	NAGPUR Km: 836	Passenger Platform Shed, Platform No.5 Line No.7.	-do-	-do-	-do-	-do-

(255)

No.89/CEDO/SD/1&2 16-5-90.

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

Sub:- Draft Memorandum for taking up design of longer M.G.Coaches of 21430 mm (70'-0") long.

Ref:- Your office D.O.No.CT/LQ&MG dated 26-9-89.

****

Please refer to your office D.O. quoted above and advise the further action taken in the matter.

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

(256)

No.89/CEDO/ORI/1. 16 -5-90.

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

Attention: Sh.C.V.Ramanaih, Chief Engineer (Con/Planning).

Sub:- Secunderabad Division (BG) - Bolapur - Gullaguda Doubling (29.03 Kms.) - Diversion of Main line between Km:140/5-6 and 143/4-5 (2.80 Kms.)

Ref:- Your office letter No. W.Con.347/C/59 dated 13th March, 1989.

Please refer to this office letter of even number dated 23/2/89 addressed to Chief Commissioner of Railway Safety Lucknow and copy endorsed to you.

The action taken on CRS's recommendations/ suggestions referred to in the report prior to opening of the above line has not so far been advised to Commissioner of Railway Safety, South Central Circle, Secunderabad and under advice to this office inspite of reminders of even number dated 15-9-89 and 26-2-90. It is therefore requested that the action taken may please be advised to this office early.

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

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

(257)

रेल भवन, नई दिल्ली-110001, दिनांक

No.89/CEDO/BR/32. Rail Bhavan, New Delhi-110001, dated 22-5-1990.19

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Running of M.G. Duomatic Tie Tamping, Lining and levelling Machine Model 08-32 M 84(MG) with maximum axle load of 11.5 t. over North Eastern Railway.

****

With reference to your application No.W/340/Duomatic/TT/MG/W-4A dated 9.2.1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is here by communicated for the running of Plasser (India)'s Tamping, Lining and Levelling Machine 08-32-M 84(MG) to RDSO's drawing No.EDO/T-2149 having a maximum axle load of 11.5 t. on the following M.G. sections at a maximum provisional speed of 40 kmph when running on its own power and 25 kmph when running in train formation as a dead vehicle :-

S.No.	Section
1.	Achhnera - Bhojipura
2.	Mailani - Ganda - Gorakhpur - Gorakhpur Cantt.

The sanction is subject to observance of all permanent speed restrictions as notified in your Railway's current working time table and other temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. 491 and all other certificates accompanying your application referred to above.

It is however noted from the RDSO's drawing No.EDO/T-2149 that the maximum height and width of Tamping, Lining and Levelling Machine 08-32-M 84(MG) are 3320 mm and 2600 mm respectively which are with in the maximum moving dimensions of 1930 as per M.G. Schedule of Dimensions.

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

Contd.....2/-

(258)

No.89/CEDO/ER/32. New Delhi, dated 22-5-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No. RS.17-T(4)/82 dated 1.3.1990.

2. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.766/3502/78 dated 28.2.1990.

3. The Director Standards(Track), R.D.S.O., Lucknow.

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

Spare 259

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

No. 89/CEDO/SD/10. New Delhi, Dated 22-5-1990.

The General Manager,
Railway Electrification,
Central Organisation,
Allahabad.

Sub:- Electrification of Bayana-Tundla section - Administrative sanction for deviation from Schedule of Dimensions BG - 1973 regarding height of ROB on Tundla-Agra-Bayana section of Western & Central Railway.

With reference to your office letter No.RE/Engg./W-I/27 dated 20/4/89 sent through the Chief Commissioner of Railway Safety Lucknow, and letter dated 10.5.90 the sanction of Ministry of Railways is hereby communicated to the infringement to item 10(iii)(b) Chapter-I of B.G.Metric Schedule of Dimensions (1973) as a special case involved in raising of Hariparbat Road ROB at Km:1347/8-9, the vertical clearance from 5030 mm to 5360 mm, between Raja-ki-Mandi and Agra City stations on Agra-Tundla-Bayana section as shown in Annexure-'A' on the reverse which falls short of requisite clearance of 5870 mm. Annexure-'A' is based on Form-XI and Drawing No.667/TRD-ALD/78 accompanying your letter referred to above.

It is noted that it is not possible to lower the track to achieve the prescribed clearance as the track is already on a Ruling Gradient of 1 in 150 and the existing road approaches are already on 1 in 40 gradient and it is not possible to further regrade it to steeper than 1 in 35 as it will increase the cost of approaches alongwith cost of construction of retaining wall to retain the earth slopes due to thickly populated area. The raising will also require strengthening of abutments which is not feasiable due to horizontal clearances.

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

No. 89/CEDO/SD/10. New Delhi, Dated 22-5-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.18-I(2)/84 dated dated 11-5-89.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate station Building Annexe, Maharshi Karve Road,

Bombay - 400 020 with reference to his letter No. 196 dated 21/25-4-89.

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

ANNEXURE 'A'

S.No.	Location	Name of the Structure which infringes.	Chapter and item No.	Prescribed Dimensions.	Actual Existing Dimensions.	Amount of infringement
1	2	3	4	5	6	7
1.	Bayana-Tundla Raja-ki-Mandi & Agra City stations.	Hariparbat Road-over-Bridge.	Chapter-I Item No. 10(iii)(b)	5870 mm	5360 mm	510 mm

(261)

No.88/CEDO/WT2/1. 22-5-1990.

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

Sub: Station Yard Diagrams.

Ref: Your letter No.V.242/2/Vol.III dated 16.5.1989.

****

Please refer to your office letter Quoted above. The Station Yard Diagram Books of MADRAS, PALGHAT and TRIVANDRUM Divisions are still awaited from your railway inspite of reminder of even number dated 18.4.1990.

It is therefore requested that a copy each of the above Divisions may please be sent to this office immediately. TRIVANDRUM Division may be sent on priority by return post.

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

(262)

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

No.88/CEDO/SD/8. New Delhi, Dated 18 - 5 - 90

The General Managers,
Central, Northeast Frontier,
Southern, South Central &
South Eastern Railway.

Sub:- Gradien in Station Yards.

Please refer to this office letter of even number dated 6-9-89 (Copy enclosed for ready reference) and acknowledge receipt.

Sd/-

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

(263)

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

No.88/CEDO/SD/1. New Delhi, Dated 18-5-1990.

The Chief Project Manager,
Railway Electrification,
South Central Railway,
Vijayawada.

Sub:- Infringements pertaining to Electrical Structures on Krishna Canal - Guntur - Tenali Sections.

Ref:- Your office letter No.E.252/KGTRE/4039/ infringe dated 27-3-1989.

Please refer to this office letter of even number dated 12-6-89 (Copy enclosed for ready reference). A reply from your end through CRS/CCRS is still awaited inspite of this office reminders of even number dated 12-10-89 and 1-2-90.

Since confirmation of the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the Commissioning of 25 kV 50 Cycles AC Single phase Electric traction on Krishna Canal(excl.)-Guntur (excl.)-Tenali(excl.) B.G.Single line section vide his letter No.10/SC/3 dated 30-5-89 is pending in this office for want of reply to this office letter dated 12-6-89 quoted above, it is requested that the required reply may please be sent to this office without any further delay.

(D.N.Machival)
for Executive Director Civil Engg(G);
Railway Board.

(264)

No.88/CEDO/SD/1. New Delhim, Dated 12/6/89.

The Chief Project Manager,
Railway Electrification,
Vijayawada.

Sub:- Infringements pertaining to Electrical Structures on Krishna Canal- Guntur-Tenali Sections.

Ref:- Your office letter No.E.252/KGTRE/4039/ infringe dated 27-3-89.

While going through C1 and C2 enclosed with your above quoted application, it is seen that infringements pertaining to 3660 mm stock at one of the sides of Electrical Mast on Main line straight track can be removed by way of relocating the mast in respect of S.No.8,9 and 15. The degree of curvature and its allowance for structure at S.No.1,2,4,17 and 19 have not been indicated. The infringement against S.No.13(ii) works out to 70 mm instead of 10 mm shown in Annexure C/2. It is therefore desired that you may please re-examine the Annexure C1 and C2 de-nove to see the possibility or removing the infringements to the extent possible and advise the degree of curvature and the related curve allowance.

A fresh Annexure and the Drawing may please be sent to this office through CRS/CCRS for consideration in this office.

Sd/-
(Ashok Kumar)
Executive Director Civil Engineering(G),
Railway Board.

(265)

Spare

No.88/CEDO/RN/21. 18-5-1990.

The General Manager,
Eastern Railway,
Calcutta.

Sub: Infringement of Gradient in Station Yard of Barwadih Station on C.I.G. Section under Dhanbad Division of Eastern Railway.

Ref: Your advance application No.CE/Con/W/193/Pt.III dated 31-7-1989.

xxxxxxxxxxx

Your above quoted application has not so far been received duly forwarded through CRS/DCRS. It is therefore imperative that the matter is persued at your end with CRS and DCRS office to send the above application to the Secretary (Civil Engineering), Railway Board at an early date.

In case, the application with CRS/DCRS's forwarding letters has already been sent to Secretary (Civil Engineering), Railway Board and has not been delivered in this office on account of loss in transmission, a photo copy of the application alongwith all the necessary enclosures may please be sent to this office at an early date.

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

No.88/CEDO/RN/21. - New Delhi, dated 18-5-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001. This has reference to his earlier letter No.RS.18-7(4)/84 dated 7.9.89 on the subject.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001. This has reference to his earlier letter No. 409 dated 26.8.88 on the subject.

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

(266)

No.89/CEDO/SD/12. 17-5-90.

The Chief Engineer,
Railway Electrification,
Head Quarters Office,
Allahabad - 211011.

Sub:- Khandwa - Sanction of Railway Board to adopt lower values of overhead clearance to KNW ROB.

Please refer to this office letter of even number dated 7-3-90 (Copy enclosed for ready reference) and expedite the reply.

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

(267)

No.89/CEDO/SD/12. New Delhi, Dated 7-3-90.

The Chief Engineer,
Railway Electrification,
Head Quarters Office,
Allahabad - 211011.

Sub:- Khandwa - Sanction of Railway Board to adopt lower values of overhead clearance to KNW ROB.

Ref:- Your office letter No.RE/Engg./W/1/27Pt. dated 13.2.90.

It is seen from para 2 of your above quoted letter that some turnouts/crossovers are located within 15 metres from the centre of the KNW ROB. As such Note(c) at page 17 of B.G.Schedule as per Correction Slip No.6 as reproduced below will apply for the prescribed/ minimum dimensions shown under column 5 & 6 of Form-XI enclosed with your application.

Extract of Note(c) at page 17 of Schedule.

" If any turnout or cross over is located under a heavy structure or within 15 m (49 ft.) from its centre, the minimum height of such a structure shall be 6250 mm (20'-6") for 25 KV A.C.Traction only."

In view of the above, you may consider sending a revised application alongwith revised Form-XI through Commissioner of Railway Safety/Chief Commissioner of Railway Safety at an early date.

Sd/-

(S.K.VIJ)
Executive Director Civil Engineering(G)
Railway Board.

(268)

Span

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

J.S. MUNDREY
ADVISER, CIVIL ENGINEERING

D.O. No. 88/CEDO/SR/20.

May 24, 1990,
New Delhi.

My dear KOPPIKAR, CHADHA, BUDHIRAJA, GOIL, ~~RAMAKRISHNAN~~ Monga,

Sub: Possibility of running 3500 mm wide special design wagons without any projecting doors outside on B.G. system of Indian Railways.

Ministry of Railways has under their consideration a proposal for the movement of major commodities in 3500 mm wide B.G. special design wagons, to improve the throughput of traffic. These wagons will not have any doors projecting outside. It was tentatively decided that 4570 mm (15'-0") track centres and 2135 (7'-0") structure distance should be sufficient for the running of 3500 mm wide stock.

2. For finalising the proposal, your railway vide this office letter No. 88/CEDO/SR/20 (copy enclosed) was requested to furnish certain information in the proformas enclosed with that letter. This information was to reach this office by 15.02.89. While, four of the Zonal Railways have sent their information, it is regretted that your railway has still not been able to submit this simple information, in spite of repeated reminders. Board are quite unhappy on this lack of response and would like to know the causes for such long delay. You should also indicate by 30.05.90 the likely date by which this information will be made available to the Board, in the prescribed proforma.

Letter dt 28.1.89

Yours sincerely,

(J.S. Mundrey)

1. Shri G.S. KOPPIKAR,
Chief Engineer,
Central Railway,
Bombay.

2. Shri V.D. CHADHA,
Chief Engineer,
Eastern Railway,
Fairlie Place,
Calcutta.

3. Shri M.P. BUDHIRAJA,
Chief Engineer,
Northern Railway,
New Delhi.

4. Shri R.N. GOIL,
Chief Engineer,
North Eastern Railway,
Gorakhpur.

5. Shri ~~K. RAMAKRISHNAN~~ L.C. Monga,
Chief Engineer,
South Eastern Railway,
Garden Reach,
Calcutta.

(289)

No.88/CEDO/BR/16. 24-5-1990.

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

Sub: Movement of 2438 mm (8'-0") wide and 2900 mm (9'-6") high ISO Containers on Indian Railways - Condonation of Infringement.

Ref: Letter No.NW/CONTR/ISO/BG/Plat dated 23.4.1990.

****

Your original application No.CT/CONTR/BG/MG dated 1.12.89 does not appear to have been received in this office. As such please arrange to send a duly attested photo copy of CCRS's forwarding letter No.RS.18-T(7)/84 dated 5.2.90 immediately to enable this office to deal with the photo copy of your application received under your above quoted letter.

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

270

No. 90/CIVC/SB/13. 25-5-1990.

The Manager of Publications,
Civil Lines,
Delhi - 110 006.

Sub: Requirement of B.G. Schedule of Dimensions.

****

Ministry of Railways are considering the printing of B.G. Schedule of Dimensions. It is therefore requested that you may kindly advise the number of copies which you recommend for being kept in the saleable stock.

This may please be treated as urgent.

Sd/-

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

271

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

No.90/CEDO/SD/3. New Delhi, dated 25-5-1990.

1. The General Managers,
All Indian Railways.

2. The General Manager(Construction),
N.F. Railway, Maligaon,
Guwahati.

3. The Director General,
RDSO, Lucknow - 226 011.

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

5. The General Manager,
Railway Electrification,
Allahabad - 211 011.

Sub: Requirement of B.G. Schedule of Dimensions.

****

Ministry of Railways are considering the printing of B.G. Schedule of Dimensions, it is therefore requested that the number of copies that would be required for official use on your Railway including the requirements of CAO(Construction) if any, may please be intimated to this office at an early date.

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

272

S.M. Singla,
Executive Director
Civil Engineering(G)II

DO No.86/CEDG/BA/27 New Delhi, the 4.6.90

My dear Agarwal,

Sub: Running of BOXN (22 t) wagons on K.K. line.

At the Board's level there is considerable demand for the running of 22 t axle load BOXN wagons on K.K. line. Chief Bridge Engineer/South Eastern Railway has mentioned that due to the track loading density being much higher than the present 7.67 t per metre, if BOXN wagons with 22 t axle load are allowed to run, it will result in excessive stresses on the bridges. Adviser(Planning) desires to discuss this issue with you on 7th or 8th June/90 as convenient to you. It is requested that you may kindly attend Board's office on any of these 2 days for the said discussions advising me in advance.

With regards,

Issue Fair
Agenda
4/6/90

Yours sincerely,

(S.M. Singla)

Dr. S.R. Agarwal,
Director Standards(B&S),
R.D.S.O.,
Lucknow.

C/c

(273)

No.89/CEDO/SR/23. 5-6-1990.

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

Sub: Design of bogie 'PCL' tank wagon type 'BTPN' to RDSO Diagram No.WD-86081-S-51 Alt.2.

****

'BTPN' The remarks given on the drawing of above quoted wagon are reproduced below :-

Approval from Controller of Explosives :-

"In accordance with para 317 of IRCA Red Tariff No.18, approval from Department of Explosives is required and the same is being processed."

It may please be advised if the necessary approval of the design of 'BTPN' wagon from Department of Explosives has since been obtained. If so, please send a photocopy of the same for reference and use in this office. In case, the approval has yet not been taken, the circumstances as to how the Speed Certificate of this wagon bearing No.MW/CS/BTPN dated 4.1.1989 has been issued without obtaining the approval of the design of this wagon from the Department of Explosives, may please be advised for information of this office.

This may please be treated as urgent.

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

(274)

No.90/CEDO/SM/1. 6-6-1990.

The General Managers,
All Indian Railways (except NFRMF).

Sub: System Maps.

Please refer to this office letter of even number dated 8.5.1990 on the above quoted subject. In the forth line of this letter, there appears a reference of Board's letter No.85/CEDO/SM/1 dated 29.3.1990 which is a typographical error. This reference may, therefore, be corrected to read as Board's letter No.85/WDO/SM/1 dated 7.5.1985 instead of Board's letter No.89/CEDO/SM/1 dated 29.3.1990.

The receipt of this letter may please be acknowledged.

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

No.90/CEDO/SM/1. New Delhi, dated -6-1990.

Copy forwarded for information to :-

1. The General Manager, N.E. Railway, Gorakhpur with reference to his letter No.E/523/System Map/E.7 dated 18.5.1990.

2. The General Manager, N.F. Railway, Maligaon, Guwahati with reference to his letter No.W/81/1/Pt.-IX/W.7 dated 25.5.1990.

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

(275)

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

No.90/CEDO/SD/13.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 13-6-1990.

1. The General Managers,
   All Indian Railways.

2. The General Manager(Construction),
   N.F. Railway, Maligaon,
   Guwahati.

3. The Director General,
   R.D.S.O., Lucknow - 226 011.

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

5. The General Manager,
   Railway Electrification,
   Allahabad - 211 011.

Sub: Requirement of B.G. Schedule of Dimensions.

****

Please refer to this office letter No.90/CEDO/SD/3 dated 25.5.1990 copy enclosed for your ready reference. Letter No. 90/CEDO/SD/3 appearing at the top in the letter enclosed is a typographical error which may please be corrected to read as 90/CEDO/SD/13 instead of 90/CEDO/SD/3.

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

SM 7 (276)

Issue Fair Plans
Regarding
Hatkar.

No.90/CEDO/GLR/1. 14 -6-1990.

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

Sub: New lines/buildings opened, New lines/buildings under Construction and lines dismantled for the year ending 31.3.1990.

Ref: Your office letter No.[illegible]-415/5 Vol.III dated 8.5.90.

oooooooooooo

Please refer to your office letter quoted above. The information regarding 'Lines dismantled' and 'Lines restored'- during 1989-'90 has not been furnished in the statement enclosed with your letter. Similarly, the position regarding 'Gauge Conversion' during 1989-'90 has also not been intimated.

It is therefore requested that the information regarding 'Lines dismantled' and 'Lines restored' may please be furnished and it may be confirmed that information regarding 'Gauge Conversion' is Nil.

([illegible])
for Executive Director Civil Engineering(G),
Railway Board.

277

S.N. SINGLA
Executive Director Civil Engineering(G).

D.O. No.SS/CEDO/IPS/1. New Delhi, dated 15-6-1990.

My dear BABU,

Sub: Index Plan and Section.

Ref: Your D.O. No. W.229.TH.6/III dated 13.6.90.

oooooooooooooo

Twelve Books of Index Plan and Section as under, have been brought on date by Shri R. Krishnamurthy Junior Engineer of your office :-

Name of Division	No. of Books sent
Bhusaval	1. Bhusaval (A) 2. Bhusaval (B)
Bombay	1. One Book
Jhansi	1. Jhansi (Central) 2. Jhansi (East) 3. Jhansi (North) 4. Jhansi (South)
Sholapur	1. Sholapur (Complete Book incl. Bhuna-Hamnad Section) 2. Sholapur (Bhuna-Hamnad Only)
Bhopal	1. One Book
Jabalpur	1. One Book
Nagpur	1. One Book

Bifurcation of the details of one particular Division into two or more volumes as in the case of Bhusaval, Jhansi and Sholapur Divisions is not desirable. Moreover, these books have not been bound in a hard cover. Since these books are to be produced before Board Members and the Minister, these are required to be in a presentable form as already advised in this office letter of even number dated 4.10.88 (Copy enclosed). For the convenience of handling one volume for each division should be made. Each volume should clearly indicate the date upto which it has been corrected. Map of the Division should also be inserted at the beginning of the Book.

Contd....2/-

These Books are therefore being returned through the bearer of your office. These should be sent back at an early date duly complying with the instructions.

With best wishes,

Yours sincerely,

DA: As above

(S.N. SINGLA).

Shri: P.T. RANE,
Deputy Chief Engineer(TR),
Central Railway,
Bombay.

279

No.89/CEDO/SD/7 15-6-90.

The Chief Project Manager,
Railway Electrification,
Bilaspur.

Sub:- Durg-Nagpur Railway Electrification - Introduction of Electric Traction- Condonation regarding horizontal clearances to be adopted for fixed structures from centre line of tracks.

Please refer to this office letter of even number dated 26-4-1990 (Copy enclosed for ready reference) and expedite the reply.

(D.N.Machiwal)
for Executive Dir.Civil Engg;(G),
Railway Board.

(280)

No.89/CEDO/SD/7 Dated 26/4/90.

The Chief Project Manager,
Railway Electrification,
Bilaspur.

Sub:- Durg-Nagpur Railway Electrification -
Introduction of Electric Traction -
Condonation regarding horizontal clearances
to be adopted for fixed structures from
centre line of tracks.

Ref:- Your application No.CPM/BSP/DNRE/EL/T/14/3816
dated 20-11-1989.

It may please be advised if any speed restrictions are already existing for running of conventional rolling stock at the locations of water columns at S.No. 2, 5, 11, 17 & 18 of Form-XI (Engineering Structures) where clearances from centre line of track are less than 2135 mm(7'-0")

Ministry of Railways intend to condone the infringements subject to imposition of suitable speed restriction by the Railway at such locations of water columns where clearances available are less than 2135 mm (7'-0") and further subject to condition that the infringement of 290 mm of FOB support at S.No.21 of Form-XI(Engineering Structures) is removed by the Railway. However, in order to enable this office to take a decision in this matter it may please be advised if any passenger trains or ODC Consignments are passing by the location of FOB support at S.No.21. If so, what is the existing speed restriction at this location for passage of passenger trains and various classes of ODCs. Your views, as to why the infringement of this particular FOB support should not be removed, may be sent to this office immediately alongwith the relevant lay out plans of Tirora, Tumsar, Thansa, Kanhan, Kamptee and Itwari station yards showing the location and existing clearances available of all Engineering Structures given in Form-XI.

Sd/-25/4
(S.N.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(281)

No.89/CEDO/ORI/8. 13-6-90.

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

Sub:- Opening of the New B.G.line between Guna and Misna stations (Km:31.10) on Bhopal Division of Central Railway.

Please refer Endorsement No.2 of this office letter of even number dated 7-6-89 (Copy enclosed for ready reference) and subsequent reminders of even number dated 3/6-11-89 & 12-3-90 and expedite the reply.

The Receipt of this letter may please be acknowledged.

(D.N.Machiwal)
for Executive Dir.Civil Engg;(G),
Railway Board.

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

No.89/CEDO/ORI/8. New Delhi, Dated 7-6-89.

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

Sir,

Sub:- Opening of the New B.G.line between Guna-Misna stations (KM:31.10) on Bhopal Division of Central Railway.

With reference to your Endorsement No.RS.10-T(23)/88 dated 12-5-89, I am directed to confirm the action of Commissioner of Railway Safety, Central Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No. C-12/69/89-HE 193 dated 13-1-89.

yours faithfully,

Sd/-
(Ashok Kumar)
for Secretary Railway Board.

No.89/CEDO/ORI/8. New Delhi, Dated 7-6-89.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.C-12/69/89-HE 193 dated 13-4-89.

2) The General Manager, Central Railway, Bombay with the request that suitable action on Commissioner of Railway Safety, Central Circle, Bombay's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. Two copies of the Index Plan and Section may also be sent to this office.

Sd/-

(Ashok Kumar)
for Secretary Railway Board.

(283)

No.88/CEDO/SD/8. New Delhi, Dated 13-6-90.

The General Managers,
Northeast Frontier &
South Eastern Railways.

Sub:- Gradient in Station Yards.

Please refer to this office letter of even number dated 6-9-89 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 18-5-90 and ackn acknowledge the receipt.

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

Spare (284)

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

No.89/CEDO/SR/5. New Delhi, dated 18-6-1990.

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

Sub: Condonation of infringements of WAG 5 type of locomotives with pantograph in locked down condition.

****

With reference to your application No.CT/DEL/WAM4B dated 18.4.90 sent through Chief Commissioner of Railway Safety Lunknow, the Ministry of Railways sanction the following infringements involved in the design of WAG 5 locomotives with pantograph in locked down condition for movement on non-electrified sections.

Types 2

S.No.	Clause No. of Chapter-IV(c)	Description of Clause	Dimensions as per SOD (in mm)	Dimensions for the proposed loco.
1.	-	Maximum moving dimensions of 1929 as shown in Diagram No.1A and others.	-	The loco. with pantograph in locked down condition infringes the maximum moving dimensions of 1929 (as shown in RDSO's Drg. No.SK.EL - 4089 Alt.I at the top). However it is within 'X' Class moving dimensions.

In view of the above, necessary amendment to the relevant paragraphs appearing, in connection with condonation of infringements of pantograph in locked down condition on non-electrified sections, in the Speed Certificates of various classes of WAG 5 series locos may therefore be issued under advice to this office.

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

No.89/CEDO/SR/5. New Delhi, dated 18-6-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.19-T(2)/86 dated 24.4.90.

2. The General Manager(Engg.), Eastern Railway, Calcutta with reference to their application No.W.552/5/Vol.4 dated 6.6.89 and last para of this office sanction of even number dated 10.4.90. Necessary amendment in para 2.4.1 of the Speed Certificate dated 31.10.88 may be awaited from RDSO.

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

S.NO. 6

285

All Communications should be addressed to the Commissioner of Railways Safety, South Eastern Circle, Calcutta, by title, and NOT by name.

तार : "अतिरेल रक्षायुक्त", कलकत्ता
Telegram : "COMSAFESER", CALCUTTA
Telephone : P & T-28-4858 (OFFICE)
Rly :-E. (NKG) 403 & 404
SE. (NKG) 21

सं./No.....

भारत सरकार
GOVERNMENT OF INDIA
नागर विमानन मंत्रालय
MINISTRY OF CIVIL AVIATION
(रेल संरक्षा आयोग)
(COMMISSION OF RAILWAY SAFETY)
रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमंडल
14, स्ट्रैण्ड रोड, 12 तल, कलकत्ता-700 001
COMMISSIONER OF RAILWAY SAFETY
SOUTH EASTERN CIRCLE
14, STRAND ROAD, 12TH FLOOR, CALCUTTA-700 001

C.E. Do
C.C. No.
Sl. No.
CLASSIFICATION

No. /111/13/VIII/1

दिनांक/ *Dated the* 18th June'90.

To:

The Chief Engineer(CON)-II,
South Eastern Railway,
VISAKHAPATNAM.

Sub: Remodelling of Duvvada Station Yard Stage-II and final for converting the existing Engineering siding to Vadalpudi as running line for goods traffic and converting existing up loop as common loop by inserting 1 in 8½ cross-over between main lines on Duvvada-Visakhapatnam section.

Ref: Your letter No.CAO/C/VSKP/D/I/Duvvada/3831 dated 4.5.90 and CAO/C/VSKP/D/I/Duvvada/220 dt.4.6.90.

.....

Sanction has been accorded. There is no need, in my opinion to go to the Board.

(K.J.N.KUTTY)
Commissioner of Railway Safety,
South Eastern Circle, Calcutta.

No. 209/111/13/VIII/1

Dated 14th June'90.

Copy to the Executive Director Civil Engineering(G), Railway Board in reference to Board's letter No.90/CEDO/SD/7 dated 19.4.90 and discussion on 31.5.90.

12/6.

(K.J.N.KUTTY)
Commissioner of Railway Safety,
South Eastern Circle, Calcutta.

286

No.89/CEDO/ED/5. 18-6-1990.

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

- Sub: Condonation of infringements of the pantograph (in locked down condition) of WAG/5A, 5-B, 5-C, WAG/5H, HR, HA and WAM/4 class of A.C. Electric locomotives over non-electrified B.G. sections over Central Railway.

oooooooooooo

With reference to your office letter No.W.681/T-68/ED/IV dated 25.4.89 sent through Chief Commissioner of Railway Safety Lucknow, this is to advise you that sanction for condonation of infringements of WAG 5 types of locos with pantograph in locked down condition on non-electrified sections has been issued to RDSO under this office letter of even number dated 18-6-90 (Copy enclosed).

You may therefore omit amendment to the relevant paragraphs appearing, in connection with condonation of infringements of pantograph in locked down condition on non-electrified sections, in the Speed Certificates of various classes of WAG 5 series locos from RDSO. The matter regarding condonation of infringements of WAM 4 locos with pantograph in locked down condition is yet to be taken up with R.D.S.O.

(S.N. SINHLA)
Executive Director Civil Engineering(G),
Railway Board.

No.89/CEDO/ED/5. New Delhi, dated 18-6-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(5)/82 dated 11.5.1989.

2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.203 dated 2.5.1989.

(S.N. SINHLA)
for Secretary, Railway Board.

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

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 18-6-1990. 19

No.89/CNDO/BR/5.

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

Sub: Condonation of infringements of the pantograph (in locked down condition) of WAG/5A, 5-B, 5-C, WAG/5H, HR, HA and WAM/4 class of A.C. Electric locomotives over non-electrified B.G. sections over Central Railway.

****

With reference to your office letter No.W.681/Y-68/BR/IV dated 25.4.89 sent through Chief Commissioner of Railway Safety Lucknow, this is to advise you that sanction for condonation of infringements of WAG 5 types of locos with pantograph in locked down condition on non-electrified sections has been issued to RDSO under this office letter of even number dated 18-6-90 (Copy enclosed).

You may therefore await amendment to the relevant paragraphs appearing, in connection with condonation of infringements of pantograph in locked down condition on non-electrified sections, in the Speed Certificates of various classes of WAG 5 series locos from RDSO. The matter regarding condonation of infringements of WAM 4 loco with pantograph in locked down condition is yet to be taken up with R.D.S.O.

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

No.89/CNDO/BR/5. New Delhi, dated 18-6-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(3)/82 dated 11.5.1989.

2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.203 dated 2.5.1989.

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

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

रेल भवन, नई दिल्ली-110001, दिनांक
No.89/CEDO/SR/5. Rail Bhavan, New Delhi-110001, dated 20-6-1990. 19

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Introduction of WAG-5H/WAG-5HR/WAG-5HA A.C. Electric locomotive on electrified B.G. Sections of Western Railway.

****

With reference to your application No.W.636/9/1/19 Vol.II(W3) dated 13.3.90 and 7.5.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of WAG-5H, WAG-5HR and WAG-5HA class A.C. Electric locomotives fitted with dual brake system, Hitachi traction motors, ballast weight in under frame and without thrust pad having a nominal axle load of 21 tonnes on Virar - Sabarmati section including Sabarmati B.G. yard and the Ahmedabad - Asarwa B.G. yard, Anand - Godhra, Vadodara - Mathura Jn., Nagda - Bhopal and Bayana - Agra Fort - Jamuna Bridge B.G. A.C. electrified sections at a maximum provisional speed of 65 kmph for haulage of passenger/freight services in single or double headed operation on your Railway.

The sanction is subject to observance of 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 and observance of additional speed restrictions as may be imposed by CRS due to the condition of OHE or any other reason.

2. Observance of all other conditions/stipulations made in Joint Safety Certificate No.10 of 1990, RDSO's Speed Certificate No.SD.WAG5.11 dated 31.1088 and all other certificates accompanying your application referred to above.

In view of the urgency expressed by the Railway, the action of Commissioner of Railway Safety Western Circle Bombay in according his provisional sanction for running of these locos at 65 kmph on the above sections (excepting Bayana - Agra Fort — Jamuna Bridge Section) of Western Railway vide his letter No. 12-5/274/125 dated 30.3.90 is also confirmed.

It is noted that the moving profile of WAG-5H, WAG-5HR and WAG-5HA class of locomotive is the same as that of WAM4 locomotives as per para 2.4.1 of RDSO's Speed Certificate.

Contd.....2/-

The sanction for condonation of infringements of WAG-5H, WAG-5HR and WAG-5HA class of locomotives with pantograph is locked down conditionoon non-electrified sections has been issued to the Director General (Track) RDSO under this office letter of even number dated 18.6.90. As such an amendment to para 2.4.1 of RDSO's Speed Certificate No.SD.WAG5.11 dated 31.10.88 may be awaited

19.6.90

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

No.89/CEDO/SR/5. New Delhi, dated 20-6-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(3)/82 dated 2.4.90 and 23.5.90.

2. The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.12-5/274/103 dated 16/20.3.90 and letter No.12-5/274/163 dated 14.5.90.

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

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

Page 290

No.90/CE(O)/OL4/1. 20-6-1990.

The General Manager (Works),
Northeast Frontier Railway,
Maligaon, Guwahati - 11.

Sub: i) New lines opened/Doubling opened/ Dismantled lines retored during the year 1989-90.

ii) Lines dismantled during 1989-90

iii) New Lines/Doublings/Conversions in progress as on 31st March, 1990.

Ref: Your office letter No.W/260/0/Pt.VI/4.7 dated 13.6.1990.

****

The information regarding "Conversions opened during the year 1989-'90 has not been shown in your above quoted letter. It is therefore requested that the same may pkkase be furnished to this office at an early date.

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

(291)

No.84/WDO/CRI/2. 20-6-90.

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

Sub:- Opening of New Broad Gauge line from New Bongaigaon to Gauhati/New Gauhati on Northeast Frontier Railway.

.....

I am directed to forward herewith one copy of the Index Plan and Section of the above section for information and your office record. The said section was opened to passenger traffic on 24-4-1984

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

Encl:- 8 Plans
bearing No.PE/NF/54 -
54/a to c
PE/NF/54/1 -
54/1/a to c

No.84/WDO/CRI/2. New Delhi, Dated 20-6-1990.

Copy forwarded for information and necessary action to Statistical Drawing Branch, Room No.413, Rail Bhawan, New Delhi alongwith copies of the Index Plan and Section as above.

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

Spare. (292)

No.66/WDO/SR/19. 21-6-1990.

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

Attention : Dy. Chief Engineer(Bridges)
Selection Grade.

Sub: Schedule of Dimensions 1676 mm Broad Gauge - Adoption of new Broad Gauge profile to RDSO - Sketch No.RDO/T-1043.

Ref: Your office letter No.W.469/1/15/ Vol.II dated 12/6/90.

****

As desired please find enclosed a copy of this office letter of even number dated 9.6.1989 for information and necessary action at your end. The date 9.6.90 indicated in your above quoted letter is a typographical error.

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

(293)

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

No.90/CEDO/SD/9.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 22-6-90. 19

The General Manager (Works),
South Central Railway,
Head Quarters Office,
Works Branch,
Secunderabad - 500371.

Sub:- Manubolu - Condonation to infringing gradient in station yard.

.....

With reference to your application No.W.573/B/118 dated 21-2-1990 sent through the Chief Commissioner of Railway Safety Lucknow and in view of the position explained in your letter dated 15-6-1990, the sanction of Ministry of Railways is hereby communicated to the grade infringement of 1 in 200 as against 1 in 400 required as per item 2 Chapter-II of B.G. Schedule of Dimensions (1973) involved in regrading the existing Up Main line from 1 in 250 grade to 1 in 200 grade to match the existing grade of 1 in 200 on the DN.line to facilitate conversion of Up loop as common loop by way of providing a facing cross-over at Gudur end of Manubolu 'B' class station yard on Gudur-Vijayawada section of your railway. The infringements are shown in Annexure-I on the reverse, which are based on Form-XI and Sketch No. GM(W) SC/MBL/SK/302 accompanying your application referred to above.

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

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

(294)

No.90/CEDO/SD/9. New Delhi, Dated 22- 6 - 90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(1)/84 dated 2-4-1990.

2) The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nirman Bhawan, Secunderabad - 500 371 with reference to his letter No.6/SC/7/161 dated 2.3.90.

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

Annexure-I

S.No.	Location	Name of the structure which infringes.	Chapter and item	Prescribed Dimensions	Existing Actual Dimensions.	Amount of infring-ment.
1	2	3	4	5	6	7
	Vijayawada Division Gudur-Vijayawada section Manubolu station(Km:145.39)					
1.	Up line	144.37 to 144.68	Gradient in station yard.	Chapter-II item 2	1 in 400 (0.25%)	1 in 200 (0.50%)	0.25%
2.	Down line	144.37 to 144.74	-do-	-do-	1 in 400 (0.25%)	1 in 200 (0.50%)	0.25%

No.90/CEDO/SD/16. New Delhi, 22-6-1990.

The General Manager(Constructions),
Office of the Chief Engineer(Con.),
South Eastern Railway,
Bilaspur.

Sub: Gradient in Station Yard-Proposed Crossing Station at Urga.

Ref: Your application No.DRG/SY/89/URGA/100 dated 8.6.1990.

Please refer to your above quoted application. As the grade of 1 in 264 is steeper than 1 in 400 which is the prescribed grade in yards as per item-2 Chapter-II of B.G. Schedule, you may approach CRS, South Eastern Circle, Calcutta direct alongwith Form-XI and the relevent drawings to obtain the sanction for condonation of grade infringement in the proposed crossing station at Urga.

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

(296)

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 25-6-90. 19

No.90/CEDO/SD/10.

The Chief Project Manager,
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur - 440 001.

Sub:- OHE upright leg of 'R' Portal at location No.938/2 on Orange siding platform at Pandhurna station - Condonation to horizontal distance from centre line of track to face of portal upright in Itarsi-Nagpur section.

Please refer to your office application No. CPM/N/EL/T-11/1348 dated 21/22-2-90 sent through the Chief Commissioner of Railway Safety Lucknow and letter No.CPM/N/EL/T-11/3374 dated 16-5-90, the sanction of Ministry of Railways is hereby communicated for condonation of infringement involved in adoption of lesser horizontal distance of 3000 mm from centre line of track as against 4110 mm required as per item 84(iii) Chapter-II of B.G.Schedule of Dimensions (1973) for the upright leg of 'R' type portal at location No.938/2 on Orange goods platform at Pandhurna station on Itarsi-Nagpur section. The infringements condoned are shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and drawing No. 938/2-CH.71.78 accompanying your application referred to above.

It is however noted that Orange loading platform is used in Orange season only. It is not used by public. The speeds of the shunting vehicles will be less than 10 KM and loading will not exceed 10 wagons during Orange season.

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

No. 90/CEDO/SD/10. New Delhi, Dated 25-6-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/84 dated 6-4-90.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.89 dated 28/3/90.

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

ANNEXURE-I

S.No.	Location	Name of the structure which infringes.	Chapter and item	Prescribed Dimensions	Existing Actual Dimensions	Amount of infringement.
1	2	3	4	5	6	7
1.	Pandhurna Station of Nagpur Division of Central Railway. KM:938 structure to 938/2.	Up right leg of 'R' type portal at location No. 938/2 on Orange Goods loading platform at Pandhurna.	Chapter-II item 8(iii)	4110 mm	3000 mm	1110mm

(298)

No.90/CEDO/SB/16. New Delhi, 22-6-1990.

The General Manager(Constructions),
Office of the Chief Engineer(Con.),
South Eastern Railway,
Bilaspur.

Sub: Gradient in Station Yard-Proposed Crossing Station at Urga.

Ref: Your application No.ER3/BY/89/URGA/100 dated 8.6.1990.

Please refer to your above quoted application. As the grade of 1 in 264 is steeper than 1 in 400 which is the prescribed grade in yards as per item-2 Chapter-II of B.G. Schedule, you may approach CRS, South Eastern Circle, Calcutta direct alongwith Form-XI and the relevent drawings to obtain the sanction for condonation of grade infringement in the proposed crossing station at Urga.

Sd/-

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

No.89/CEDO/ORI/9. 25-6-90.

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

Subt- New Double line between Rohtak and Sewargopalpur stations on Delhi-Bhatinda section on the Northern Railway.

Ref:- Your office letter No.101-W/1/16/W-II/Plant/Pt. dated 7-6-90.

Please refer Endorsement No.2 of the concluding para of this office letter of even number dated 21-7-89 wherein it has been asked to send two ferro copies of the Index Plan and section of the above mentioned section to this office. Since these have not been enclosed with your above quoted letter. It is therefore requested that the same may please be sent to this office at an early date.

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

Spare (300)

No.89/CEDO/DRI/9. 26-6-1990.

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

Sub: New Double Line between Rohtak and Jhajjargopalpur stations on Delhi - Bhatinda section on the Northern Railway.

Ref: Your office letter No.101-E/1/16/E-II/Plans/Pt. dated 7.6.90.

Please refer to Endorsement No.2 of this office letter of even number dated 21.7.89 wherein it was desired that two ferro copies of Index Plan and Section of the above mentioned section may also be sent to this office. Since the required plans have not been enclosed with your above quoted letter, it is requested that the same may please be sent to this office at an early date.

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

(307)

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

D.O. No.72/VNJ/CRI/20/1. New Delhi, dated 26-6-1990.

Dear Shri VIJAL,

Sub: Indian Railway Act 1989 - Framing of Rules.
Ref: Your D.O.No.1-E(1)/75-Vol.II dated 7.9.89.

.....

The subject was discussed with M.R. in your presence on 6.6.90. It was decided that as per clause 200 (2) (a) of Railways Act 1989, the Rules for opening of Railways as already existing will continue to be in force even though the Indian Railway Act 1890 has been repealed.

However, the revised rules will be brought into force as soon as they are finalised. Since the rules are being revised by you, may I request you to finalise them before end of July 1990, so that their translation, approval etc. can be processed expeditiously thereafter. Kindly confirm.

With kind regards,

Yours sincerely,

(S.M. SINGLA)

Shri. M.P. VIJAL,
Chief Commissioner of Railway Safety,
Ashok Marg,
LUCKNOW - 226 001.

302

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

No.90/CEDO/ORI/4.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 27-6-90.19

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

Sir,

Sub:- Report of Inspection prior to opening to passenger traffic of permanent diversion between Km:112/3 and 113/13 of the existing non-energised BG single line track between Gullaguda and Vikarabad in Wadi-Secunderabad Section of Secunderabad Division of South Central Railway.

With reference to your Endorsement No. RS.10-T(1)/90 dated 13-6-90, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the diversion between Km:112/3 and Km:113/13 of the above section for the public carriage of passengers as per his letter No. 6/SC/20/285 dated 2-5-90.

yours faithfully,

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

No.90/CEDO/ORI/4. New Delhi, Dated 27-6-90.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371 with reference to his letter No.6/SC-20/285 dated 2-5-90.

2) The General Manager, South Central Railway, Secunderabad. Suitable action on Commissioner of Railway Safety, South Central Circle, Secunderabad's recommendations and suggestions referred to in the report prior to the opening of the above diversion may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is desired that the date of opening of diversion may please be intimated as and when the same is commissioned to passenger traffic. Two ferro copies of the Index Plan and Section may also be sent to this office.

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

303

No. 88/CRDO/SD/21. 28-6-90.

The General Manager (Con.),
Eastern Railway,
17, Nateji Subhas Road,
Calcutta - 700 001.

Sub:- Infringement of Gradient in Station Yard of Barwadih Station on C.I.C.Section under Dhanbad Division of Eastern Railway.

Ref:- Your office letter No.CE/Con/W/193/Pt.III/71 dated 19-6-90.

It may please be advised for information of this office if a copy of your above quoted letter has also been endorsed to Commissioner of Railway Safety, Eastern Circle, Calcutta and Chief Commissioner of Railway Safety Lucknow. If not, a copy may now be endorsed to CRS/CCRS also.

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

(304)

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

No.90/CEDO/SR/3. रेल भवन, नई दिल्ली-110001, दिनांक / Rail Bhavan, New Delhi-110001, dated 29-6-1990.

The General Manager,
South Central Railway,
Secunderabad.

Sub: Running of 12 axle (BG) Special Wagon (Modified Kaveri) for M/s. BHEL Tiruchirappalli for transport of 210 MW Boiler Drum over South Central Railway.

****

With reference to your application No.W/469/BHEL/112 t dated 30.4.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 12 axle B.G. Special Wagon (Modified Kaveri) of M/s. BHEL, Tiruchirappalli to R.D.S.O.'s Drawing WD-88117-S-01 Alt.1 and WD-88117-S-02 Alt.1 and WD-88117-S-01 Alt.3 in empty and loaded condition respectively with a maximum axle load of 14.1 t and with a minimum wheel dia of 860 mm (Condemning size) at a maximum provisional speed of 40 kmph in empty condition and 30 kmph in loaded condition on the following B.G. sections of your Railway.

S.No.	Sections
1.	Balharshah - Kazipet - Vijayawada.
2.	Vijayawada - Gudur - Renigunta.
3.	Kazipet - Secunderabad - Wadi.
4.	Wadi - Guntakal - Renigunta.
5.	Dornakal - Bhadrachalam Road - Manguru.
6.	Gooty - Dharmavaram.
7.	Vikarabad - Parli - Vaijanath.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. W/150/BG and in all other certificates accompanying your application referred to above. As the consignment when loaded on this Wagon infringes the maximum Moving Dimensions of 1929, it is also subject to separate sanction of the Competent Authority on your Railway being obtained as detailed in para 2.7 of R.D.S.O.'s Speed Certificate for every ODC movement.

Contd....2/-

305

The sanction of Ministry of Railways for condonation of infringements to item-16 Chapter-IV (A) of the B.G. Schedule of Dimensions (1973) as shown in Form XI accompanying your application referred to above, has however already been conveyed vide this office letter No.89/CEDO/SR/31 dated 14.12.89.

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

No.90/CEDO/SR/3. New Delhi, dated 29-6-1990.

Copy forwarded for infromation to :-

1. The Chief Commissioner of Railway Safety, Lucknow, with reference to his Endorsement No.RS.17-T(1)/90 dated 16.5.90.
2. The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nirman Bhavan, Secunderabad - 500 371 with reference to his letter No.6/SC/22/2/293 dated 2.5.90.
3. The Director General (Wagon), R.D.S.O., Lucknow - 226 011.

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

(306)

S.M. SINGLA
Exe. Dir. Civil Engg:(C)

D.O.No.89/CSEE/SD/11. New Delhi, Dated 29-6-90.

Dear Shri. Vithal,

Sub:- Jolarpettai-Erode Section - Proposed B.G. Bye-pass line near Karuppur in connection with Thermal Power Plant Siding for Tamilnadu Electricity Board at Metur Dam - Condonation.

Ref:- Your office letter No.88.18-X(1)/84-Vol.II dated 22.6.1990.

As desired, I am enclosing herewith two photocopies of S.A.E(C), Southern Railway, Egmore's letter No.W.450/1/46/CE/Vol.IX dated 26-5-89 alongwith revised Form-XI for reference and use in your office.

With ~~best wishes~~ regards,

yours sincerely,

(S.M.Singla)

Shri D.P.Vithal,
Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226 001.

(307)

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

No.90/CEDO/SR/3. रेल भवन, नई दिल्ली-110001, दिनांक 29-6-1990
Rail Bhavan, New Delhi-110001, dated 29-6-1990

The General Manager,
Central Railway,
Bombay V.T.

Sub: Sanction for running of M/s. BHEL Tiruchirappalli's 12 axle B.G. Special wagon "Modified Kaveri" in empty and loaded condition over various B.G. sections on Central Railway for transportation of 210 MW Boiler Drum weighing 112 t.

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With reference to your application No. T/607/M-3/WI/BR/XIII dated 19.2.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of 12 axle B.G. special wagon (Modified Kaveri) of M/s. BHEL, Tiruchirappalli to R.D.S.O. Drg. No. WD-88117-S-02 Alt. 1 and WD-88117-S-01 Alt. 3 in empty and loaded condition respectively with a maximum axle load of 14.1 t and with a minimum wheel dia of 860 mm (condemning size) at a maximum provisional speed of 40 kmph in empty condition and 30 kmph in loaded condition on the following B.G. sections of your Railway.

1. Bombay - Kalyan - Karjat.
2. Kalyan - Kasara.
3. Kurla - Trombay
4. Kurla - Wadala Road - Mahim Chord.
5. Kurla - Mankhurd.
6. Diva - Vasai Road.
7. Diva - Panvel - Apta - Pen - Nagothane - Roha Road/Thal Vaiset.
8. Panvel - Uran.
9. Lonavala - Pune - Daund - Kurduwadi - Solapur - Wadi.
10. Igatpuri - Bhusaval - Itarsi - Bhopal - Bina - Jhansi - Agra Cantt - Mathura - Tuglakabad.
11. Manmad - Daund.
12. Bhusaval - Badnera - Wardha.
13. Itarsi - Jabalpur - Katni/New Katni Junction - Satna - Manikpur - Naini.
14. Itarsi - Amla - Nagpur - Wardha - Balharshah.
15. Katni - Singrauli.
16. Bina - Katni.
17. Bina - Guna & Ruthiyai - Maksi.
18. Jhansi - Manikpur.
19. Jhansi - Juhi.
20. Bhimsen - Khairar.

Contd 2/-

(308)

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. W.38/39 B.G. and in all other certificates accompanying your application referred to above. As the consignment when loaded on this wagon infringes the maximum Moving Dimensions of 1929, it is subject to separate sanction of the Competent Authority on your Railway being obtained as detailed in para 2.7 of RDSO's Speed Certificate for every ODC movement. The Ministry of Railways also confirm the action of Commissioner of Railway Central Circle Bombay in according his provisional sanction for the running of Modified Kaveri wagon under his letter No. C 11(31)/76-63 dated 23.2.1990 in view of the urgency expressed by the Railway.

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

28/6

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

No.90/CEDO/SR/3. New Delhi, dated 29-6-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-I(1)/82 Vol.V dated 23.2.1990.
2. The Commissioner of Railway Safety, Central Circle, 2 nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.C-11(31)/76-63 dated 23.2.1990.
3. The Director General (Wagon), R.D.S.O., Lucknow - 226 011.

28/6

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

309

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

No.88/CEDO/SR/16. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 29-6-1990. 19

The Director Standards (Track),
R.D.S.O.,
Lucknow.

Sub: Movement of 2438 mm/2600 mm wide and 2900 mm high ISO Containers on Indian Railways - Condonation of infringements.

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With reference to your application No.CT/CONTR/BG/MG dated 1.12.89 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 31.5.90, Ministry of Railways have decided that the condition indicated in para 2 of this office sanction of even number dated 16.6.88 may be replaced by the following condition :-

"These containers will run as an ODC under extant stipulation but since the ISO Container after being locked with the container flat constitutes an integral part of the rolling stock thus, completely eliminating the chances of its getting laterally shifted during the run, the speed restrictions for 'A' Class ODC laid down in para 4 (1) of Railway Board's letter No.82/WRO/ODC/1 dated 14.9.82 shall not be applicable to the movement of ISO containers loaded centrally on container flats and can be run at speed upto which trains carrying 4 - wheelers are permitted to run on the section.

The sanction for condonation of infringements is granted subject to the instructions that the trains carrying ISO Containers loaded centrally on container flats, are allowed to move only on non-platform lines while passing through station yards on non-electrified sections."

The other contents of the sanction however remain unchanged.

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

No.88/CEDO/SR/16. New Delhi, dated 29-6-1990.

Copy forwarded for information and necessary action to the Chief Commissioner of Railway Safety Ashok Marg Lucknow - 226 001 with reference to his letter No. RS.18-T(7)/84 dated 5/6.2.1990.

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