GUARD FILE 1990 Pt. III

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

No.88/CEDO/BS/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 2-7-90. 19

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

Sub:- Barbatpur-Polapathar Doubling: Proposed 4/30.50 m Through Girder Bridge against existing 4/30.48 m Through Girder Bridge on Machana River @ Ch:10398.60 m Bridge No. 802/1 @ Kms.802/16-803/1.

Please refer to your application No.EW.225.W.26/HR dated 20-2-90 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 14-6-90.

The sanction of Ministry of Railways is hereby communicated for the proposed vertical clearance of 685 mm, as against 1800 mm required as per Sub-Structure Code, for the proposed 4/30.50 m Through Girder Bridge on Machana river as shown in Drawing No.GM(E) BR.89371/D for Barbatpur-Polapathar doubling on Itarsi-Nagpur Section of your railway. It is noted that the free board available at the above bridge site is 1.190 m as against minimum 1.0 m and it is only for the Highest Flood Level recorded in 1961 for which the /required vertical clearance (as per Sub-Structure Code) has been found to be inadequate.

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

P.T.O.

(2)

No. 88/CEDO/BS/1. New Delhi, Dated 2-7-1990.

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 28-2-1990.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay with reference to his letter No.65 dated 23-2-90.

2-7-90

(A.K.MEHROTRA)
for Secretary Railway Board.

(3)

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 2-7-90. 19

No.90/CEDO/ORI/6.

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

Sir,

Sub:- Conversion of Mau-Aunrihar single line section of North Eastern Railway's Varanasi Division from MG to BG.

....

With reference to your Endorsement No. RS.10-T(2)/90 dated 13th June,90 I am directed to confirm the action of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur in authorising the opening of the above section for the public carriage of passengers as per his wire No.132/435/1/B/Opening/ P.T. dated 19-5-90.

yours faithfully,

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

No.90/CEDO/ORI/6. New Delhi, Dated 2-7-90.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No. 132/435/1/B/Opening/P.T. dated 28-5-90.

2) The General Manager, North Eastern Railway, Gorakhpur. Suitable action on Commissioner of Railway Safety, North Eastern Circle, Gorakhpur's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advice to the Railway Board in an interleaved copy. It is desired that the date of opening of the above section 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.

(9)

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 3-7-90. 19

No.90/CEDO/ORI/5.

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

Sir,

Sub:- Opening of the newly converted Broad Gauge line between Guntur and Macherla in South Central Railway prior to the line being opened for public carriage of passengers.

With reference to your Endorsement No. RS.10-T(4)/90 dated 13th June,90 I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the above section for the public carriage of passengers as per his letter No.6/SC/20 dated 30-4-90.

Yours faithfully,

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

No. 90/CEDO/ORI/5. 3-7-90.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371, with reference to his letter No. 6/SC/20/162 dated 22-5-90.

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 line 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 the opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. Two ferro copies each of the Index Plan and Section may also be sent to this office.

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

(5)

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

No.90/CEDO/ORI/3.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 9-7-90. 19

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

Sir,

Sub:- Opening of new line between Bhadrachalam Road and Manuguru stations on Secunderabad Division of South Central Railway.

*****

With reference to your Endorsement No.RS.10-T(3)/90 dated 13th June,90 I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the above section for the public carriage of passengers as per his letter No. 6/SC/20 dated 26-4-90.

yours faithfully,

(S.M.Singla)
for Secretary Railway Board

No.90/CEDO/ORI/3. New Delhi, Dated 9-7-90.

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 dated 18-5-90.

2) The General Manager, South Central Railway, Secunderabad. Suitable action on Commissioner of Railway Safety, Secunderabad'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 desired 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.

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

A. Issue for 9/7/90

(6)

J.S. Mundrey,
Adviser(Civil Engineering).

SNo. 88

DO No.88/CEDO/SR/27 New Delhi, the 9-7-90.

My dear Monga,

Sub: Running of BOXN Wagons on KK Section of S.E. Railway.

.....

For running BOXN Wagons on the KK line with an increased axle load of 22 t so as to achieve an increased throughput, track renewals over a length of 113 kms. having 90 lb rails and strengthening/modifications of 30 masonary bridges is required to be executed. Target of March/92 had been fixed earlier for completing these works. Board will like to be reassured that the target date of March/92 will be adhered to.

For that purpose you are required to send a detailed bar chart indicating the activities involved and the target date of each of the activity. Kindly send your detailed programme by 31-7-90 for the information of the Board.

Yours sincerely,

(J.S. Mundrey)

Shri L.C. Monga,
Chief Engineer,
S.E. Railway,
Calcutta.

DESPATCHED

(7)

No.90/CEDO/ORI/2. -7-90.

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

Sub:- Opening of the second line between Ujjain and Sipra Bridge (Km:51.34 & Km:54.98) stations on Ratlam Division of Western Railway.

A copy each of the Index Plan and Secti of the above section is sent herewith for information and your office record. The said section was opened for passenger traffic on 3-8-1989.

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

No. 90/CEDO/ORI/2. New Delhi, Dated -7-90.

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

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

Encl: 2 Plans bearing No. P&/W/120 and P&/W/120/1.

(8)

No.90/CEDO/OLW/1. 10-7-90.

The General Manager (Works),
Northeast Frontier Railway,
Maligaon, Guwahati-11.

Sub:- i) New lines opened/Doublings 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.

Ref:- Your office letter No.W/260/0/Pt.VI/W-7 dated 6-7-90.

The information furnished under your above quoted letter relates to 'Conversions in progress during 1989-90' whereas the information asked for under this office letter of even number dated 20-6-90 is regarding the position of 'Conversions opened during 1989-90'. Please confirm that the position of conversions opened during 1989-90 is 'NIL'.

(D.N.Machiwal)
for Executive Director Civil Engg;(G),
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

(10)

No.89/CEDO/ORI/9. 6-7-1990.

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

Sub:- New double line between Rohtak and Samaspalpur stations on Delhi-Bhatinda Section on the Northern Railway.

A copy each of the Index Plan and Section of the above section is sent herewith for information and your office record. The said section was opened for passenger traffic on 8-4-1989.

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

Encl:- 2 Plans
bearing No.PB/N/222 &
PB/N/222/1.

No.89/CEDO/ORI/9. New Delhi, Dated 6-7-90.

Copy forwarded for information & necessary action to Statistical Branch, Room No.413, Rail Bhawan, New Delhi alongwith copies of the Index Plan and Section as above.

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

(11)

No.87/WDO/ORI/9. 5-7-1990.

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

Sub: Opening of new Down line between Muri North Outer Cabin and Jhaldia station - 10.955 kms.- in Adra Division of South Eastern Railway for the public carriage of passengers.

.....

A copy each of the Index Plan and Section of the above section is sent herewith for information and your office record. The said section was opened for passenger traffic on 12.2.1987.

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

Encl.: 2 Plans bearing No.PS/SE/229 & PS/SE/229/1.

No.87/WDO/ORI/9. New Delhi, dated 5-7-1990.

Copy forwarded for information and necessary action to Statistical Drawing Branch, Room No.413, Rail Bhavan, New Delhi alongwith copies of the Index Plan and Section as above.

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

(12)

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

No.90/CEDO/SD/18.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 10-7-90 19

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 Wardha Jn. of Central Railway.

With reference to your application No. CPM/N/ST/SIG/11/4041 dated 30.5.90 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 20 Signal Structures with respect to Primary and Secondary track at Wardha Junction on Nagpur-Balharshah Section of Central Railway to item 13(ii)(c) Chapter-I of B.G. 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.
New Delhi, Dated 10-7-90.

No.90/CEDO/SD/18.

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(3)/90 dated 20-6-90.

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.165 dated 4-6-90.

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

ANNEXURE-I

S.No.	Location	Name of the structure which infringes.	Chapter & Item No. of S.O.D.	Prescribed Dimensions in mm.	Existing Actual Dimensions in mm.		Amount of infringement.	
					Primary Track in mm.	Secondary Track. in mm.	Primary Track. in mm.	Secondary Track. in mm.
1.	2.	3.	4.	5.	6.	7	8.	9.
1.	WARDHA Up intermediate starter 63A at Km:757/5/6	Signal post ladder.	ChapterI Item No. 13(ii)(c)	2360	2270	2280	90	80
2.	WARDHA Up intermediate starter-62A at Km:757/4/5.	-do-	-do-	-do-	2240	2240	120	120
3.	WARDHA Up Goods receiving line No.1 STG 66A at Km:757/7	-do-	-do-	-do-	2280	2300	80	60
4.	WARDHA Up Goods receiving line No.2 STG 67 A at Km:757/7/8	-do-	-do-	-do-	2330	2350	30	10
5.	WARDHA Up Branch Goods receiving line STG 70A at Km: 757/8.	-do-	-do-	-do-	2210	2210	150	150
6.	WARDHA Up Goods receiving line No.3 STG 68A at Km:757/8	-do-	-do-	-do-	2280	2270	80	90
7.	WARDHA SHIGF 19 at Km: 757/8.	-do-	-do-	-do-	2340	2340	20	20
8.	WARDHA SHIGH 22 at Km: 757/7	-do-	-do-	-do-	2300	2300	60	60
9.	WARDHA Up Main Platform STG 73A at Km: 757/8/9	-do-	-do-	-do-	2220	2230	140	130
10.	WARDHA Dn.Goods receiving line No.4 STG at Km: 758/4.	-do-	-do-	-do-	2240	2270	120	90

(14)

1.	2	3	4	5	6	7	8	9
11.	WARDHA Dn. Goods receiving line No.3 STG at Km:758/4	Signal post Ladder	Chapter-I item No. 13(ii)(c)	2360	2210	2210	150	150
12.	WARDHA Dn. Goods receiving line No.2 STG at Km:758/4.	-do-	-do-	-do-	2350	2340	10	20
13.	WARDHA Dn. Goods receiving line No.1 STG at Km:758/4.	-do-	-do-	-do-	2330	2320	30	40
14.	WARDHA Dn. Main STG at Km: 758/4/5	-do-	-do-	-do-	2340	2340	20	20
15.	WARDHA Dn. Main intermediate STG at Km:758/6/7.	-do-	-do-	-do-	2210	2210	150	150
16.	WARDHA Up & Dn. Goods receiving line routing & Up Main routing at Km:758/7/8.	-do-	-do-	-do-	2290	2310	70	50
17.	WARDHA Dn. Adv. STG(BPQ side) at Km:758/9/10.	-do-	-do-	-do-	2320	2290	40	70
18.	WARDHA Dn. Platform Line No.3 STG at Km:758/3.	-do-	-do-	-do-	2330	2330	30	30
19.	WARDHA Dn. Goods receiving Line No.6 STG at Km:758/5.	-do-	-do-	-do-	2270	2270	90	90
20.	WARDHA Dn. Goods receiving line No.5 STG at Km:758/5.	-do-	-do-	-do-	2260	2260	100	100

(15)

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

No.88/CEDO/SD/8. New Delhi, Dated 11-7-90.

The General Manager (Works),
All Indian Railways.

Sub:- Condonation of infringements/Administrative approvals to Schedule of Dimensions.

.....

Ministry of Railways vide their letter No.90/CEDO/SD/0 dated 12-4-90 had emphasised that some Organisations on the Railways engaged in new constructions or additions/alterations to existing structures/yards continue to apply for condonation of infringements/administrative approval from the Ministry of Railways only after completion of the works in question, which is highly irregular.

Vide Board's letter of even number dated 6-9-89 regarding gradients in Station yards it has been advised that in case adoption of 1 in 1200 gradient would entail heavy expenditure, an administrative reference should be made to the Board individually in each case before excution of the work for adopting steeper gradients.

A number of cases are still being received for administrative approval to the adoption of gradients steeper than 1 in 1200 just before the work is to be opened to traffic. Railways are once again advised that wherever gradients steeper than 1 in 1200 in yards are required to be adopted, necessary explanatory details alongwith the drawings and the expenditure involved for adopting the steeper gradients vis-a-vis 1 in 1200 gradient should be sent to Ministry of Railways for obtaining prior administrative approval before execution of the work.

letter
Receipt of this/may be acknowledged.

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

P.T.O.

(16)

No.88/CEDO/SD/8. New Delhi, Dated 11-7-90.

Copy forwarded for information & 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, CLW, ICF, RCF/Kapurthala, W&AP/Bangalore and Railway Electrification, Allahabad-211001.

4) The Chief Administrative Officer, Diesel Components Works, Patiala.

5) The Chief Administrative Officer, Central Organisation for Modernisation of workshops, New Delhi.

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

7) The Chief Administrative Officer (Con.), Northern Railway, Kashmere Gate, Delhi.

8) The Chief Administrative Officer(Con.), Southern Railway, Egmore, Madras - 600 008.

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

10) The Principal, Railway Staff College, Vadodara.

11) The Director, Indian Railway Institute of Civil Engineering, Pune.

12) The Director Indian Railways Institute of Signal Engineering & Telecommunications, Secunderabad.

13) The Director, Indian Railways Institute of Mechanical & Electrical Engineering, Jamalpur.

14) The Director, Indian Railways Institute of Electrical Engineering, Nasik.

15) The General Manager (Con.), Northeast Frontier Railway, Maligaon, Guwahati.

16) The General Manager, Metropolitan Transport, Calcutta.

(S.M. Singla)
Exe. Director Civil Engineering(G)
Railway Board.

(17)

No.90/CEDO/SD/19. 11-7-90.

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

Sub:- Secunderabad Division - Hyderabad-Wadi section-Doubling of track between Hyderabad and Telapur - Yard arrangements at Hyderabad - request for condonation to infringing grades in the yard.

.....

Ref:- Your office letter No.W.Con.182/C/148/Vol.VIII dated 23-5-90.

.....

While going through your above quoted application for condonation of grade infringements, it is seen that the new shunting neck between Kms:183/14 to 184/4-5 is proposed to be laid on 1 in 150 gradient as against 1 in 400 required as per item 2 Chapter-II of BG Schedule of Dimensions (1973). The reason advanced for adopting 1 in 150 grade is that provision of flatter grade is not economically feasiable due to the reason that these are two existing ROBs in the vicinity, which will be affected. Moreover, the track is passing throughout the location in deep rock cutting.

The Ministry of Railways desire that the possibility of providing the maximum possible flatter grade than 1 in 150 in the proposed shunting neck be examined de-novo and your reply sent to this office alongwith the cost involved and time frame for the same.

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

No.89/CEDO/SR/28

12-7-90.

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

Sub:- Running of B.G. Track Machines.

1. UNIMAT'08-275' Points and Crossings Tamping Machine.

2. Model '09-32' CSM Track Tamping, Lining and lifting machine over South Central Railway.

Ref:- Your application No.W.501/T/33/Vol.II dated 17-5-90.

In Annexure 'A' to Joint Safety Certificate No. R/217/86 for running of Tamping, Lining and Lifting Machine No.09-32 CSM to Drawing No.RDO/T-2146 enclosed with your above quoted application, the Maximum speed of the machine when running in train formation has not been indicated against the individual sections.

Ministry of Railways therefore desire that revised Annexure 'A' to Joint Safety Certificate No. R/217/86 may please be sent to this office on the same pattern as sent for Machine No.UNIMAT 08-275 showing the maximum speed in train formation against individual sections with copy to all concerned.

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

(19)

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 13-7-90. 19

No.90/CEDO/SR/7.

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

Sub:- Running of 16 axle 245t DAE Special Wagon to RDSO's Drawing No.WD-89032-S-01 on various B.G.Sections.

*****

With reference to your application No.W.439/4/5 dated March 90' sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of 16 axle DAE special wagon to RDSO's Drawing No.WD5-7411-S/10 Alt.2 and Drawing No.WD-89032-S-01 Alt.Nil in empty and loaded condition respectively for transport of 110t steam generator on the following BG Sections of your railway at a maximum provisional speed shown against each section.

S.No.	Sections	Empty condition (Speed on Kmph)	Loaded condition (Speed on Kmph)
1.	Ponmalai - Tiruchchirappalli	30	15
2.	Erode - Tiruchchirappalli	40	25
3.	Jolarpettai - Erode	40	25
4.	Arakkonam - Jolarpettai	40	25
5.	Arakkonam - Renigunta (including Melpakkam bye pass)	40	25
6.	Erode - Shoranur	40	25
7.	Shoranur - Mangalore	40	25

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 the conditions/stipulations laid down in your Joint Safety Certificate No.509 B.G. dated 29-1-90 and all other certificates accompanying your application referred to above. As the consignment in loaded condition infringes the Maximum Moving Dimensions of 1929, a separate sanction from the Competent Authority on your Railway will be essential in terms of para 2.3 of RDSO's Speed Certificate for every ODC movement.

P.T.O.

(28)

The sanction of Ministry of Railways for condonation of infringements to item 20(b) & 21(b) and item 16 of Chapter IV(A) of B.G.Schedule of Dimensions (1973) has already been conveyed under this office letter No. 75/WDO/SR/3 dated 24-2-1978 and 90/CEDO/SR/5 dated 11-5-90/8-6-90 respectively.

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

No.90/CEDO/SR/7. New Delhi, Dated 13 -7-90.

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 16-4-90.

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.29 dated 9th April, 1990.

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

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

(21)

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

No.90/CEDO/SR/8.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 16-7-1990.19

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

Sub: Running of 20.3 tonnes axle load B.G. Bogie Ammonia Tank Wagon type 'BTALM' on Northern Railway.

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With reference to your application No.519-W/536 dated 17.4.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of B.G. bogie Ammonia tank wagon type 'BTALM' to RDSO's Drg. No. WD-88035-S-01 Alt. 2 fitted with welded design underframe, 'Z' section centre sill, 'UIC' type bogies, vacuum brakes and having a axle load of 20.3 t on the following B.G. sections of your Railway in empty and loaded condition at a maximum permissible speed shown against each section.

Contd.....2/-

Sl. No.	Sections	In empty and Loaded condition (In Kmph)
1.	Ghaziabad - Mughalsarai.	65 Kmph
2.	Mathras - Mathras Killah	45 "
3.	Shikohabad-Farukhabad.	65 "
4.	Tundla.-Chalesar.	65 "
5.	Chunar.-Churk-Chopan.	45 "
6.	Aligarh-Harduaganj.	55 "
7.	Barhan.-Etah.	30 "
8.	New Delhi-Subzimandi.	35 "
9.	Delhi-Subzimandi.	35 "
10.	New Delhi-Delhi Kishanganj.	35 "
11.	Delhi Kishanganj-Bathinda.	55 "
12.	Delhi-Delhi Kishanganj.	35 "
13.	Delhi-New Delhi.	40 "
14.	New Delhi-Tughlakabad.	65 "
15.	New Delhi-Sahibabad.	65"
16.	Delhi-Ghaziabad.	55 "
17.	Ghaziabad-Saharanpur.	65 "
18.	Subzimandi.-Ambala Cantt.	65 "
19.	Hazrat Nizamuddin.-Dayabasti.	55 "
20.	Okhla-Lajpat Nagar(Alignment-I)	85 "
21.	Dayabasti-Naya Asadpur(Alignment-II)	65"
22.	Patel Nagar-Shakurbasti(Alignment-III)	55 "
23.	Narwana-Kurukshetra.	55 Kmph.
24.	Jind-Panipat.	55 "
25.	Rohtak-Panipat.	55 "
26.	Rohtak.-Bhiwani.	60 "
27.	Tapri.-Khanaspura.	25 "
28.	Delhi Shahdara-Tapri.	60 "
29.	Saharanpur-Ludhiana.	65 "
30.	Saharanpur-Hindon Cabin.	65 "
31.	Sirhind.-Nangaldam.	60 "
32.	Hindon Cabin.-Khanaspura.	25 "
33.	Ambala Cantt-Chandigarh.	60 "
34.	Chandigarh-Kalka.	60 "
35.	Rajpura-Bathinda.	65 "
36.	Mughalsarai-Partapgarh-Lucknow.	80 "
37.	Varanasi-Faizabad-Lucknow.	65 "
38.	Lucknow-Unnao-Kanpur Central.	65 "
39.	Jaunpur-Zafrabad.	35 "
40.	Phaphamau-Unchahar.	65 "
41.	Unchahar-Unnao.	35 "
42.	Jaunpur-Phaphamau.	65 "
43.	Allahabad-Phaphamau.	45 "
44.	Phaphamau-Partapgarh-Faizabad	35 "
45.	Dalmau-Daryapur.	45 "
46.	Akbarpur-Tanda.	35 "
47.	Unchahar-Raebareli.	45 "
48.	Utraitia-Sultanpur Zafrabad.	55 "
49.	Lucknow-Saharanpur.	65 "
50.	Laksar-Haridwar.	60 "
51.	Haridwar-Dehradun.	60 "
52.	[illegible] Raiwala-Rishikesh.	35 "
53.	Najibabad-Kotdwara	35 "
54.	Muzzampur Narain-Gajraula.	35 "
55.	Hapur-Meerut City.	85 "

Contd-.....3/-

56.	Khurja Jn. -Hapur.	55 "
57.	Raja-Ka-Sahaspur-Sambal Hatim Sarai.	35 "
58.	Moradabad-Ghaziabad.	50 "
59.	Moradabad-Chandausi.	65 "
60.	Bareilly-Chandausi.	50 "
61.	Chandausi-Harduaganj	65 "
62.	Chanehti-Junction Point.	35 "
63.	Roga-Sitapur City.	30 "
64.	Balamau-Sitapur City.	30 "
65.	Unnao-Balamau.	30 "
66.	Sitapur Cantt-Sitapur City.	30 "
67.	Jaijon Doaba-Nawashar Doaba.	30 "
68.	Nawashahr Doaba-Rahon.	30 "
69.	Phagwara-Nawashahr Doaba.	30 "
70.	Jalandhar Cantt.- Hoshiarpur.	50 "
71.	Jalandhar City-Lohian Khas-Firozpur	50"
72.	Jalandhar City -Nakodar.	50"
73.	Firozpur City - Fazilka.	30"
74.	Lohian Khas-Phillaur.	65"
75.	Firozpur-Mullanpur.	65"
76.	Mullanpur-Ludhiana.	65"
77.	Ludhiana-Jakhal.	65"
78.	Bathinda-Firozpur.	65"
79.	Ludhiana-Jalandhar City.	50"
80.	Jalandhar City-Pathankot.	50"
81.	Pathankot-Bharoli.	60"
82.	Bharoli-Jammu Tawi.	50"
83.	Jalandhar City-Amritsar.	50"
84.	Amritsar-Bharoli.	50"
85.	Amritsar-Atari.	30"
86.	Verka-Dera Baba Nanak.	30 "
87.	Batala-Qadian.	30"
88.	Amritsar-Khemkaran.	30"
89.	Jakhal-Hisar.	80"
90.	Bathinda-Sriganga Nagar.	65"
91.	Jalandhar Cantt-Suchi Pind.	50"
92.	Chakki Bank-Baroli.	

Contd....4/-

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 laid down in your Railway's Joint Safety Certificate No.SLC/BG/15/90, RDSO's provisional Speed Certificate No.MW/WT/BTAL dated 17/2/1989 and all other certificates accompanying your application referred to above.

The design of the above B.G. bogie Ammonia tank wagon type 'BTALM' infringes the maximum moving dimensions of 1929 as shown in the diagram No.1 A and others of B.G. Schedule of Dimensions (1973). These infringements have however already been condoned under this office letter No.88/CEDO/SR/26 dated 22.11.88.

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

No.90/CEDO/SR/8. New Delhi, dated 16-7-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his Endorsement No. RS.17-T(1)/90 dated Nil.
2. The Commissioner of Railway Safety, Northern Circle, Huzratganj, Lucknow - 226 001 with reference to his letter No.71/1339/BTALM/Wagon dated 9/5/90.
3. The Director Standards(Wagon), R.D.S.O., Lucknow.

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

(25)

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

No.88/CEDO/SR/20

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 16-7-1990

The General Manager(Works),
N.F. Railway,
Gorakhpur.

(Attention : Shri C.R. Sagar)

Sub: Possibility of running 3500 mm wide special design wagons without any projecting doors outside on B.G. system of Indian Railways.

Ref: Your letter No. W/340/WSW/BG/4A/Loose dated 25-6-90.

Please refer to your letter quoted above. The cost of removal of infringement of starter signal on line No.2 having a setting distance of 2108 mm at Nazirganj on km 19/5-6 between Barauni(incl)- Muzaffarpur(excl) has been advised as Rs 5.00 lakhs.

Ministry of Railways desire that the time frame for the removal of the above infringement may also be advised.

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

Copy to Director General(Track) RDSO Lucknow for their case No. CT/SD/BG/WW.

(28)

No.9[illegible]/CE DO/SE/9. 13-7-9[illegible].

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

Subt:- Running of 12 axle M.G. 120 tonnes RAPP (Modified) Special Wagon to RDSO's Drawing No.WD-89032 - S-02-Alt.Nil on various M.G.Sections.

*****

With reference to your application No.W.439/Pg/24 dated 13/30.3.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 12-axle 120t RAPP (Modified) special M.G.Wagon to RDSO's Drawing No.WD-89032-S-02-Alt.Nil in empty and loaded condition for transporting 110t steam generators on the following BG sections at a maximum provisional speed shown against each section:-

S.No.	Sections	Speed in Kmph Empty condition	Speed in Kmph Loaded condition
1.	Ponnalai - Tiruchchirappalli	15	10
2.	Erode - Tiruchchirappalli	25	15
3.	Jolarpettai - Erode	25	15
4.	Veyyarpadi - Jolarpettai	25	15
5.	Veyyarpadi - Korukkupet	25	15
6.	Korukkupet - Gudur	25	15
7.	Arrakonam - Renigunta (including Kalpakkam byepass)	25	15
8.	Erode - Shoranur	25	15
9.	Shoranur - Mangalore	25	15

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations mentioned in your Joint Safety certificate No.508 M.G. dated 17-1-90 and all other certificates accompanying your application referred to above. As the consignment when loaded on the wagon infringes the Maximum Moving Dimensions of 1929, the sanction of the Competent Authority on your Railway shall however be separately obtained for every ODC movement as detailed in para 2.3.6 of RDSO's Speed Certificate.

Some fair please
13/7/90

P.I.O.

(27)

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 13-7-90. 19

No.90/CEDO/SR/7.

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

Sub:- Running of 16 axle 245t DAE Special Wagon to RDSO's Drawing No.WD-89032-S-01 on various B.G.Sections.

*****

With reference to your application No.W.439/4/5 dated March 90' sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of 16 axle DAE special wagon to RDSO's Drawing No.WD5-7411-S/10 Alt.2 and Drawing No.WD-89032-S-01 Alt.Nil in empty and loaded condition respectively for transport of 110t steam generator on the following BG Sections of your railway at a maximum provisional speed shown against each section.

S.No.	Sections	Empty condition (Speed on Kmph)	Loaded condition (Speed on Kmph)
1.	Ponmalai - Tiruchchirappalli	30	15
2.	Erode - Tiruchchirappalli	40	25
3.	Jolarpettai - Erode	40	25
4.	Arakkonam - Jolarpettai	40	25
5.	Arakkonam - Renigunta (including Melpakkam bye pass)	40	25
6.	Erode - Shoranur	40	25
7.	Shoranur - Mangalore	40	25

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 the conditions/stipulations laid down in your Joint Safety Certificate No.509 B.G. dated 29-1-90 and all other certificates accompanying your application referred to above. As the consignment in loaded condition infringes the Maximum Moving Dimensions of 1929, a separate sanction from the Competent Authority on your Railway will be essential in terms of para 2.3 of RDSO's Speed Certificate for every ODC movement.

P.T.O.

The sanction of Ministry of Railways for condonation of infringements to item 20(b) & 21(b) and item 16 of Chapter IV(A) of B.G.Schedule of Dimensions (1973) has already been conveyed under this office letter No. 78/WDO/SR/3 dated 24-2-1978 and 90/CEDO/SR/5 dated 11-5-90/8-6-90 respectively.

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

No.90/CEDO/SR/7. New Delhi, Dated 13 -7-90.

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 16-4-90.

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.29 dated 9th April, 1990.

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

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

(29)

No.90/CEDO/ORI/1. 17/7/90.

The Chief Project Manager,
Railway Electrification,
Bilaspur.- 495001

Sub:- Introduction of Electric Traction on the tracks falling under Durg-Marauda section of South Eastern Railway.

*****

Please refer para 2 of this office letter of even number, dated 2-3-90 (Copy enclosed for ready reference) and expedite the reply.

17/7

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

(30)

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

No. 90/CEDO/SD/20.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 17-7-19 90.

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

Sub:- Guntakal-Raichur section - Doubling of track between Raichur - Matmari and Kosgi-Kupgal - Proposed yard arrangements at Kosgi station - Condonation of the infringing gradient in the yard.

Please refer to your application No.W.Con.182/G/160/Vol.IV dated 23-5-90 sent through the Chief Commissioner of Railway Safety Lucknow. In view of the position explained in your application, the sanction of Ministry of Railways is hereby communicated to the condonation of grade infringement of 1 in 190 between Km:522/10-11 and 523/7-8 at Kosgi yard on Guntakal-Raichur section as against 1 in 400 required as per item 2 Chapter-II of B.G.Schedule of Dimensions (1973). The infringement is shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.CAOR/C/SK/TR/12-90.

It is noted that there is an existing Slip Siding at Km:523/6-7. The sanction is subject to suitable safety arrangements being made by the railway and suitable precautions being incorporated in the Station Working Rule to avoid accidents before bringing the line into commissio

(S.N. Singla)
Executive Director Civil Engineering(G)
Railway Board.

(31)

No. 90/CEDO/SD/20 New Delhi, Dated 17-7-90.

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)/90 dated 9-6-90.

2) The Commissioner of Railway Safety, South Central Circle, Rail Nilayam, Secunderabad - 500371 with reference to his letter No.6/SC/7/333 dated 24-5-90.

(S.M.Singla)
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.	Guntakal - Raichur Section. Kosgi Yard at Km:522/10-11 to Km:523/7-8	Gradient within yard limits.	Chapter-II item No.2	1 in 400	1 in 196	1 in 196 as against 1 in 400.

(32)

S.No. 4 (63)

तार : रेल मानक लखनऊ
Telegram : RAILMANAK LUCKNOW

टेलीफोन] 50567 & 50017
Telephones]

भारत सरकार – रेल मंत्रालय

अनुसंधान अभिकल्प और मानक संगठन

Government of India—Ministry of Railways
RESEARCH DESIGNS & STANDARDS ORGANISATION

9 JUL 90

पत्र संख्या
Our Reference ..... CT/TM/SC/BR

लखनऊ - 226011 - दिनांक
LUCKNOW-226011-Date 18.7.90.

The Secretary (Civil Engineering),
Railway Board, Rail Bhavan,
New Delhi-110 001.

(Attention Shri S.M. Singla EDCE(G)

Sub:- Running of Ballast Regulator Model 66-2 on Indian Rlys.

Ref:- Board's letter No. 90/CEDO/SR/11 dt. 11/12.7.90. — S.No. 3

With reference to para 1 of the above letter Annexure-I with remarks regarding accepting the infringements is enclosed herewith as desired.

2. With reference to para 2 it is to point out that all such track maintenance machines are not being referred to RDSO in all their details for comments before procurements. Generally details are being sent at the time of issue of speed certificates. It is observed that most of these machines due to their special design aspects are infringing some of the items of standard Schedule of Dimensions for Indian Rlys. Such infringements are, of course, being checked for their acceptance before speed certificates are issued. Accordingly a clause is included (if necessary with annexure statement) in the speed certificates issued. As they are not RDSO designs, it is left to the concerned Rlys, which are going to operate these machines, to get the infringements condoned from Rly Board before they are placed on track for operation.

18/7/90

(V.M. Natu)
for Director General/Track

DA: one:

ANNEXURE-I

BALLAST REGULATION, MODEL 66 -2

Details of infringements to Schedule of Dimensions-1973 - Drg.No.EDO/T-2157.

Item of Chapter IV(A)	Description	Dimension as per schedule	Actual Dimension in the machine.	REMARKS
1. 2(ii)	Minimum diam. on wheel tread.	914 mm	832 mm	1. The wheel diam, in most of the track maintenance machines seen to infringe item 2(ii) and Rly Board have sanctioned such infringements in such other cases. The infringement can be condoned in this case also.
2. 19(a)	Max. length of body of roof for 4 wheeled vehicle.	8540 mm	11074 mm	Due to the longer overhangs the offsets at ends can increase. Calculations have been made on 10° curves and it is observed that from centre line of track to end of vehicle the distance is only 1625 mm which is the same as half of standard width of 3250 mm stock running on Indian Rlys. The infringement therefore can be condoned.
3. 20(a)	Max. length of underframe over headstocks for 4-wheeled vehicle.	8540 mm	11074 mm	Remark same as under item (2) above.
4. 21(a)	Max. length over side buffers for 4 wheeled vehicle.	9810 mm	12344 mm	Remark same as under item (2) above.

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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 19-7-90.

No.90/CEDO/SD/18.

The Chief Project Manager,
Railway Electrification,
Office of Chief Signal & Telecom Engineer,
Bhopal - 462010.

Sub:- Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at Dulariya, Banapura and Pagdhal stations on ET-KNW section of Central Railway.

With reference to your application No.CPM/B/ST/SIG/20 dated 31-5-90 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 2 Signal Structures each located at Dulariya, Banapura & Pagdhal stations on Itarsi-Khandwa section in Bhopal Division of Central Railway to item 13(ii) (c) Chapter-I of B.G.Schedule of Dimensions (1973) involved in connection with the above noted work as indicated in Annexure-'A' on the reverse. Annexure-'A' is based on Form-XI accompanying your letter referred to above. It is however noted that from Annexure-'B' and 'C' accompanying your application that there are no infringements concerning Electrical & Civil Engineering Structures.

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.

P.T.O.

No.90/CEDO/SD/18. New Delhi, Dated 18-7-90.

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(3)/90 dated 2-7-1990.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400020 with reference to his letter No.176 dated 25-06-1990.

(S.N.Singla)
for Secretary Railway Board.

ANNEXURE-A

S.No.	Location	Name of the structure which infringes.	Chapter & item No.	Prescribed Dimensions in mm.	Existing actual dimensions in mm.	Amount of infringement in mm
1	2	3	4	5	6	7
1.	Dulariya Station	Signal Ladder	Chapter-I Item No. 13(ii)(c)	2360	2240	120
	1. Up main line stg.					
	2. Dn.main line stg.	-do-	-do-	-do-	2230	130
2.	Banapura station					
	1. Up main line stg.	-do-	-do-	-do-	2220	140
	2. Dn.main line stg.	-do-	-do-	-do-	2230	130
3.	Pagdhal station					
	1. Dn.main line stg.	-do-	-do-	-do-	2220	140
	2. Up main line stg.	-do-	-do-	-do-	2210	150

(36)

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 20-7-90 19

No.90/CEDO/SR/4.

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

Sub:- Running of Broad Gauge 8-Wheeler Overhead Equipment Inspection Car with double engine version on B.G.Section of Western Railway.

*****

With reference to your application No.W.636/15/25(W3) dated 28-5-1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of B.G. 8-Wheeler Overhead Equipment Inspection Car with double engine version manufactured by BHEL, Bangalore to their Sketch No.OHE SK.No.013 (Alt.2) having maximum axle load of 16.183t under gross loaded condition on the following 7 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.

S.No.	B.G.Sections.
1.	Bombay Central - Mathura Junction.
2.	Nagda - Bhopal
3.	Sabarmati - Ahmedabad
4.	Ahmedabad - Anand
5.	Anand - Godhra
6.	Anand - Vadodara
7.	Bayana-Agra Fort - Jamuna Bridge.

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.11 of 1990, RDSO's Speed Certificate No.MC/TW dated 19-1-1990 and all other certificates accompanying your application referred to above. Electrification of Nagda-Bhopal is yet to be completed. 8-Wheeler OHE Inspection Car on this section will be run only after completion of Electrification works subject to the conditions enumerated above.

P.T.O.

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 Over head 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 also. The speed restriction of 8 Kmph existing on Idgah - Agra Fort section due to availability of inadequate clearance under Drummond ROB shall however be no more observed for running of 8-Wheeler OHE Inspection Car as the Drummond ROB has been rebuilt providing adequate clearance.

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

No.90/CEDO/SR/4. New Delhi, Dated 20 -7-90.

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)/90 dated 9-6-1990.

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.12-5/264/186 dated 29-5-1990.

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

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

(38)

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

No.90/CEDO/SR/12.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 20-7-90. 19

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

Sub:- Running of 50,000 Litre Capacity B.G.Bogie Milk Tank Van to RDSO's Drawing No.CONTR 8710-S/1 on various BG Sections of Southern Railway.

In view of the position explained in your application No. W.439/4/Vol.XIV dated 26-4-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 50,000 litre capacity B.G.Bogie Milk Tank Van to RDSO's Drawing No.CONTR 8710-S/1 having an estimated axle load of 7.04t in tare and 20.32t in gross loaded condition on the following B.G.sections at a maximum speed shown against each:-

S.No.	Sections	Maximum speed in Kmph.
1.	Madras Central - Arakkonam	75
2.	Arakkonam - Jolarpettai	75
3.	Arakkonam - Renigunta (including Melpakkam bye pass).	75
4.	Basin Bridge - Gudur	75
5.	Pattabiram East siding - E.Depot	30
6.	Pattabiram West siding - E.Depot	30
7.	Jolarpettai - Erode	75

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all other conditions/stipulations made in your Joint Safety Certificate and all other Certificates accompanying your application referred to above.

P.T.O.

It has however been noted that the design of the Milk Tank Van is within the Maximum Moving Dimensions of 1929 as per B.G.Schedule of Dimensions (1973).

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

No.90/CEDO/SR/12. New Delhi, Dated 20-7-90

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)/90 dated 16-5-90.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar,P.O., Bangalore - 560009 with reference to his letter No.184 dated 7-5-90.

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

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

(40)

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 19-7-90.

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

Sub:- Running of 12 axle (BG) Special Wagon (Modified Kaveri) of M/s.BHEL, Tiruchchirappalli for transporting of 210 MW Boiler Drum weighing 112 t on Northern Railway.

*****

With reference to your application No.519W/527 dated 10/5/90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 12 axle (BG) Special Wagon (Modified Kaveri) of M/s.BHEL Tiruchchirappalli to RDSO's Drawing No.WD-88117-S-01 Alt.1 and WD-88117-S-01 Alt.3 in empty and loaded condition respectively with a maximum axle load of 14.1t and with a minimum wheel dia. of 860 mm(condemning size) on Mughalsarai-Ghaziabad section at a maximum speed of 40 Kmph when empty and 20 Kmph when loaded. It is however noted that sanction for running of this wagon on the other sections shall be issued by Commissioner of Railway Safety direct after the Ministry of Railways accord their sanction for running on Mughalsarai-Ghaziabad section.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/20/90 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 every ODC movement shall also be obtained as detailed in para 2.7 of RDSO's Speed Certificate.

The sanction of Ministry of Railways for the condonation of infringement to item 16 Chapter IV(A) of 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 14-12-1989.

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

(41)

No.90/CEDO/SR/3. New Delhi, Dated 19-7-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No. RS.17-T(1)/90 dated 9-6-90.

2) The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station Annexe, Lucknow -226001 with reference to his letter No.SANC/7/1339/12ASW dated 28-5-90. He may kindly see for issue of the sanction for running of th the Modified Kaveri Wagon on other sections of Northern Railway.

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

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

(42)

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

No. 90/CEDO/SR/6 New Delhi, dated 23-7-1990.

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

Sub: Movement of 20' long x 8'-0" wide x 8'-6" high ISO MG containers.

Ref: Your letter No. W.329/1/Vol.XIX dated 18-7-1990.

It may please be identified if platform-lines constitute the ODC route on i) Tuticorin-Madras-Egmore and ii) Mangalore-Hassan-Arsikere-Bangalore city section or the MG ISO container loaded on 'MBR' will move avoiding the platform-lines on these two sections. Northern and Western railways have confirmed that the ISO MG container loaded on 'MBR' will move avoiding the platform lines on the sections falling in the jurisdiction of their railway.

Issue fair please 23/7/90

In case, these containers will move on platform lines on any of the stations on the above two sections on your railway, it may please be confirmed that these will not infringe the profile of 'A' class ODC limiting gauge on platform lines of such of the stations on non-electrified sections. This position may be clarified in a drawing also.

23/7

(S.N. SINGLA)
EXECUTIVE DIRECTOR CIVIL ENGG.(C)
RAILWAY BOARD.

ISSUED WITH CN 25/7/90

(43)

No.88/CEDO/SR/8. 26-7-90.

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

Sub:-Despatch of WAG6A as dead Locomotives ex:

i) Calcutta Docks - Dum Dum Jn.

ii) Dum Dum Jn. - Saktigarh (via HBC)

iii) Saktigarh - Bardhaman (via.HBC/ML)

iv) Bardhaman - Mughalsarai (via ML/GC)

Ref: Your Case No.W.591/8/1/Vol.II/701.

Please refer to this office letter of even number dated 5-9-88 (Copy enclosed for ready reference) and expedite your reply.

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

(44)

No.86/WDO/SR/14.

25-7-90.

The General Manager (Engg;),
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

Sub:- Trial running of 'BTCS' type tank wagon on the entire BG system of South Eastern Railway.

Ref:- Your Case No.C/Tank Wagon/Pt.4

Please arrange to send a photo copy each of the following documents for reference and use in this office as the same are not available.

1. Your Railway's letter No.C/Tank Wagon/Pt.4 dated 9-1-85 alongwith a photo copy of all the enclosures.

2. Chief Commissioner of Railway Safety's Endorsement No.RS.17-T(1)/82 Vol.IV dated 23/4/1986.

3. Commissioner of RailwaySafety's letter No. 3165 dated 18-3-86.

(D.N.Machiwal)
for Executive Director Civil Engg;(C
Railway Board.

(45)

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 26-7-90. 19

No. 90/CEDO/SD/18.

The Chief Project Manager,
Railway Electrification,
South Eastern Railway,
Divisional Railway Manager's Building,
3rd Floor, Nagpur - 440001.
(Bilaspur at Nagpur.)

Subject:- Condonation of infringements for 30 Signal Structures in connection with Introduction of of Multiple Aspect Colour Light Signalling at 12 Block Stations on Gondia (Excl.)-Nagpur (Excl.) Section of South Eastern Railway.

In view of the position explained in your application No. CPM/BSP/DNRE/S&T/SIG/11/361 dated 21st May,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 30 Signal Structures having a setting distance varying from 2210 mm to 2350 mm with respect to Primary and Secondary Track at 12 stations on Gondia (Excl.)-Nagpur (Excl.) section of South Eastern Railway as against 2360 mm required as per item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Form-XI accompanying your application 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 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. 90/CEDO/SD/18. New Delhi, Dated 26-7-90.

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(4)/90 dated 16-7-1990.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta -700 001 with reference to his letter No.298 dated 9-7-90.

(46)

No.90/CEDO/SD/19. 27-7-90.

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

Sub:- Secunderabad Division - Hyderabad-Wadi section- Doubling of track betweenHyderabed-Tolapur - Yard arrangements at Hyderabad - request for condonation to infringing grades in the yard.

Ref:- your office letter No. W.Con.182/C/148/Vol.VIII dated 23-5-90 & 21st June,90.

Please refer to this office letter of even number dated 11-7-90 (Copy enclosed for ready reference) and expedite the reply.

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

(42)

No.90/CEDO/SD/19. New Delhi, Dated 18-7-19

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

Sub:- Secunderabad Division-Hyderabad-Wadi section -Doubling of track between Hyderabad and Bolarpur - Yard arrangents at Hyderabad - request for condonation to infringing grades in the yard.

Ref:- Your office letter No.W.Con.182/C/148/Vol. VIII dated 23/5/90.

.....

While going through your above quoted application for condonation of grade infringements, it is seen that the new shunting neck between Kms:183/14 to 184/4-5 is proposed to be laid on 1 in 150 gradient as against 1 in 400 required as per item 2 Chapter-II of B.G.Schedule of Dimensions (1973). The reason advanced for adopting 1 in 150 grade is that provision of flatter grade is not economically feasiable due to the reason that there are two existing ROBs in the vicinity, which will be affected. Moreover, the track is passing throughout the location in deep rock cutting.

The Ministry of Railways desire that the possibility of providing the maximum possible flatter grade than 1 in 15 in the proposed shunting neck be examined de-novo and your reply sent to this office alongwith the cost involved and ti frame for the same.

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

(48)

No.89/CEDO/ORI/1. 3-8-1990.

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

Attention: Shri.C.V.Ramanaih, Chief Engineer (Con./Planning.)

Sub:- Secunderabad Division (BG) - Jalapur - 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.

/endorsement No.2 of Please refer to this office letter of even number dated 23/2/89 (Copy enclosed for ready reference) addressed to Chief Commissioner of Railway Safety Lucknow.

The action taken on CRS's recommendations/ suggestions referred to in the report prior to the opening of the above line has not so far been advised to Commissioner of Railway Safety, South Central Circle, Secunderabad under advice to this office inspite of reminders of even number dated 15-9-89, 26-2-90 and 16-5-90. It is therefore requested that the action taken may please be advised to CRS immediately under advice to this office.

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

DA/One.

(49)

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

रेल भवन, नई दिल्ली-110001, तिथि ---- 19
Rail Bhavan, New Delhi-110001, dated 3-8-90.

No. 88/CEDO/BS/1.

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

Sub:- Jaitwar-Manikpur Doubling - Condonation of less vertical clearance/free board for bridges to be extended in the sections

(1) Majhagawan - Itwandundiala
(2) Itwandundiala-Tikaria
(3) Tikaria-Markundi
(4) Markundi-Baramauf

In view of the position explained in your application No. Ev.223.W.27.BR.II dated 22-6-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby Communicated to the proposed vertical clearance/free board on the 15 bridgesdetailed in the Annexure accompanying your application referred to above which are less than those stipulated in Clause 4.8 and 4.9 of Sub-Structure Code. It is noted that the existing bridges have no past history of the flood damages with the existing inadequate vertical clearance/free board, which are proposed to be provided while extending these bridges for the double line.

The sanction is subject to suitable measures being taken by the Railway to protect the earthworks and foundations against likely scour/damage to these bridges due to inadequacy of vertical clearance/free board.

The measures to be taken to ensure safety of Railway operations when the water level exceeds the danger level (which may happen frequently), should be clearly spelt out for the guidance of the field staff.

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

(50)

No. 88/CEDO/BS/1. New Delhi, Dated 3-8-90.

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(3)/90 dated 2-7-90.

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.181 dated 26th June,1990.

(A.K.Mehrotra)
for Secretary Railway Board.

(51)

No. 88/CEDO/22/1. 3-8-90.

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

Sub:- Jaitwar-Manikpur Doubling - Condonation of less vertical clearance/free board for bridges to be extended in the sections

(1) Majhagawan - Itwandundiala
(2) Itwandundiala-Tikuria
(3) Tikuria-Markundi
(4) Markundi-Baraasur

In view of the position explained in your application No. NW.223.W.27.BR.II dated 22-6-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby Communicated to the proposed vertical clearance/free board on the 15 bridgesdetailed in the Annexure Accompanying your application referred to above which are less than those stipulated in Clause 4.8 and 4.9 of Sub-Structure Code. It is noted that the existing bridges have no past history of the flood damages with the existing inadequate vertical clearance/free board, which are proposed to be provided while extending these bridges for the double line.

The sanction is subject to suitable measures being taken by the Railway to protect the earthworks and foundations against likely scour/damage to these bridges due to inadequacy of vertical clearance/free board.

The measures to be taken to ensure safety of Railway operations when the water level exceeds the danger level (which may happen frequently), should be clearly spelt out for the guidance of the field staff.

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

No. 88/CEDO/RS/1. New Delhi, Dated 3-8-90.

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(3)/90 dated 2-7-90.

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.181 dated 26th June,1990.

(A.K.Mehrotra)
for Secretary Railway Board.

(52)

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 3-8-90.

No.90/CEDO/SR/14.

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

Sub:- Transportation of 500 MW TG Stator Ex.Hardwar (BHEL siding Northern Railway) to Kurla (Trombay TPS Siding Central Railway) and Ex:BHEL (BHEL Siding Northern Railway) to Chandrapur (Chandrapur TPS Siding Central Railway) on 24 axle BG threaded Beam special wagon Kailash of M/S.BHEL Hardwar on Mathura Junction-Mahim BG Sections of Western Railway.

In view of the position explained in your application No. W.636/15/60(W) dated 30-1-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the movement of 24 axle B.G. threaded Beam type special wagon 'Kailash' of M/s.BHEL having a maximum axle load of 18.867t on Mathura Junction-Mahim B.G.Section at a maximum speed of 25 Kmph in empty condition as per RDSO's Drawing No.WD.5-7811-S-52 Alt.2 and at a maximum speed of 20 Kmph when loaded with 500 MW TG Stator on the wagon as per RDSO's Drawing No.WD-87003-S-01 Alt.Nil.

The sanction is subject to observance of all permanent speed restrictions as notified in Appendix-VII to current Working Time Table and other temporary speed restrictions in force and/or those that may be imposed from time to time. This wagon is not permitted to run over Up line of Daman Ganga Bridge No.275 at Km: 168/8-13 as four girders out of six are of RBG standard and the movement of this consignment will be via the Down line between Vapi (Km:172.08) and Bhilad (Km:160.81). It is further subject to observance of all other conditions/stipulations laid down in your Joint Safety Certificate No.4 of 1990 and all other certificates accompanying your application referred to above. As the consignment in loaded condition infringes the Maximum Moving Dimensions of 1929, a separate sanction from the Competent Authority on your railway shall be essential in terms of sanction of para 2.5 of RDSO's Speed certificate for every ODC movement.

The infringements to Clause 16, 17, 20(b), 21(b) and 22 of Chapter-IV(A) of B.G.Schedule of Dimensions (1973) have already been condoned under this office letter No.84/WDO/SR/11 dated 26.12.84

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

(54)

No.90/CEDO/SR/14. New Delhi, Dated 3-8-90.

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 6-4-90.

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. 12-5/275/115 dated 26-3-90.

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

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

(55)

No.90/CEDO/22/16. 03-8-1990.

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

Sub: Design of 24-axle special B.C. Wagon for transport of 500 MT - Steam Drums of M/s. Sea Hawk Carrier Private Limited.

****

In view of the position explained in your application No. CE/CR/SHCC dated 21.5.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of the following infringements to B.G. Schedule of Dimensions (1973) involved in the design of 24-axle special empty B.C. Wagon to RDSO's Drawing No.WB-89081-S-01 Alt.1 having an axle load of 16.92 t for transport of 500 MT - Steam Drums of M/s. Sea Hawk Carrier Private Limited ex: Calcutta Port to UPSEB siding, Shaktinagar.

S.No.	Clause No. of Chapter - IV(A)	Description	Dimensions as per Schedule (mm)	Dimensions as per Drawing (mm)
1	2	3	4	5
1.	16	Minimum distance apart of bogie centres for bogie vehicles.	2/3rd of length of vehicle (24066.67)	18100
2.	17	Maximum distance apart of bogie centres for bogie vehicles 3250 mm wide.	14785	18100 between main pivots.
3.	20 (b)	Maximum length of under-frame for head stocks for bogie vehicles 3250 mm wide.	21030	36100
4.	21 (b)	Maximum length over side buffers for bogie vehicles 3250 mm wide.	22300	37370

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

Please fair
please
03/8/90

Contd.....2/-

(56)

-2-

No.90/CRDO/ex/16. New Delhi 03-8-1990.

Copy forwarded for information to :-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-2(2)/90 dated 11/12.6.1990.

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

9/c.

(57)

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

No. 88 / CEDO / SR / 5. New Delhi, Dated 2-8-1988.

The General Manager (Works),
Northeast Frontier Railway,
Maligaon,
Guwahati.

Sub:- Movement of 'BOXN' wagon on Malda Town to New Guwahati B.G.Section of Northeast Frontier Railway.

With reference to your application No.W/341/0/3/Pt.IV/W-7 dated 12/11/87 sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the running of 'BOXN' wagons to RDSO's Drawing No.WD-X-8510-[illegible] having an axle load of 20.32 t at a maximum speed of 60 Kmph on Malda Town to New Guwahati BG Section of your Railway subject to the 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 conditions/stipulations laid down in your Joint Safety Certificate No.183 and all other certificates accompanying your letter referred to above.

The BOX 'N' wagon infringes item No.13(b) of Chapter IV-A and the maximum moving dimensions of 1939 as shown in Diagram No.1A and others of the BG Metric Schedule of Dimensions (1973). It is however noted from Para 2.3.2 of RDSO's Speed Certificate that these infringements have already been condoned under Board's letter No.80/WDO/SR/5 dated 20-4-80 (for 1950 mm body height).

DA:-Nil.

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

No.88/CEDO/SR/5. New Delhi, Dated 2-8-1988.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, N.F.Railway Office Compound, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(1)/82 Vol.V dated 1/2/88.
2) The Commissioner of Railway Safety, Northeastern Circle, Gorakhpur with reference to his letter No.1126/257/11 dated 10-12-87.
3) The Director Standards (Wagon), R.D.S.O., Lucknow.

DA/Nil.

(Arjmandan Singh)
for Secretary, Railway Board.

(58)

No.90/CEDO/OLW/1. New Delhi, Dated /-8-90.

1) The General Manager (Works),
North Eastern Railway,
Gorakhpur.

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

Sub:- i) New lines opened/Doublings opened/
Conversions opened/Dismantle 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.

Please refer to this office letter of even number, dated 20-4-90 (Copy enclosed for ready reference) and expedite the reply.

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

(59)

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

No.90/CEDO/SD/21.

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhawan, New Delhi-110001, dated 31-7-90.

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

Sub:- Infringements to the Schedule of Dimensions in Nangal Dam Yard.

In view of the position explained in your application No. 78-W/5/W-I/Pt.III dated 6-7-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for non-provision of 'Trolly refuges' on Bridge No.1 (26x9.15m) at Km:1.392 on Nangal Dam-Una Himachal section as per item 15(i) Chapter-I of B.G.Schedule and condonation of infringement to 1 in 100 grade involved in taking off National Fertilizer Limited Siding from Nangal Dam-Una Himachal line at Km:1.6 as per item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973). The sanction is subject to observance of special safety instructions framed by the Railway as shown in Annexure 'A' enclosed with their application and all safety precautions being incorporated in the Station Working Rules to avoid accidents.

It is noted that a trap point and a short slip siding is provided in National Fertilizer Limited Siding after the junction point as a precautionary measure.

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

No.90/CEDO/SD/21. New Delhi, Dated 31-7-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(5)/90 dated 20/7/90.
2) The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow - 226001 with reference to his letter No.191/92/6/VIII dated 17-7-1990.

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

(60)

No. 90/CEDO/Density Chart.

30 -7-90.

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

Sub:- Density Chart for the year (1989-90) as on 31-3-90.

Ref:- Your office letter No.W 26/1/7/Vol.III dated 13-7-90.

Please refer to your office letter quoted above. Two copies of the statement showing the Gross Million Tonnes stated to have been enclosed with your above quoted letter have not been received in this office. It appears that the same have either been left out in your office or appear to have been lost in transaction.

It is therefore requested that the same may please be sent to this office immediately.

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

(67)

No.88/CEDO/IPS/1. 30 28-7-90.

The General Manager (Works),
Eastern Railway,
Calcutta - 700 001.

Sub:- Index Plan and Section.

Ref:- Your office letter No.W.755/1/Vol.III dated 27th March, 1989.

Please refer to this office letter of even number dated 25-4-90 (Copy enclosed for ready reference) and expedite your reply.

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

(32)

S. No. 19

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. — IAN 16

-.-.-.-.-.-

Please refer to your office letter quoted above. The Index Plan and Section Book of Malda Division of your 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.755/1/Vol.III dated 20-7-89.

issue 25.4.90

(D.N. MACHHAL)
for Executive Director Civil Engg.(G)
Railway Board.

D.A. : Nil

C/c

A copy of this letter is not available in this office which Index Plan/Section of Asansol and Dhanbad Division have been issued under this letter as it seems from the remarks available in this book issued from the Railway.

Spare

(63)

No.90/CEDO/BR/18. 7-8-1990.

The General Manager,
Central Railway,
Bombay.

Sub: Running of WAG/1 AC Electric Locomotive for haulage of passenger trains over NGP-Wardha-BPQ BG Section of Central Railway.

Ref: Your office letter No.W.681/T-68/BR/IV dated 23.7.90.

*****

Your application No.W.681/T-68/BR/IV dated 24.1.90 alongwith enclosures stated to have been sent under CCRS/Lucknow's letter No.R.S.17-T(3)/82 dated 8.2.90 has not been received in this office and appears to have been lost in transmotion.

It is therefore requested that a duly attested photo copy of your above application and its enclosures may be sent to this office alongwith CRS and CCRS's forwarding letters.

(B.N. MACHIVAL)
for Executive Director Civil Engineering(G),
Railway Board.

(64)

SNo 9

No.99/CEMO/SR/28. 07-8-1990.

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

Sub: Running of B.G. Track Machines.

1. UNI-MAT'08-275' Points and Crossings Tamping Machine.

2. Model '09-32' CSM Track Tamping, Lining and Lifting Machine over South Central Railway.

Ref: Your Application No.W.501/I/33/Vol.II dated 17.5.90. SNo 7/2

.....

The speed on the undernoted sections is shown at variance in the Joint Safety Certificates of Model 09-32-CSM Track tamping, lining & lifting Machine, and UNI-MAT 08-275 Points & crossings tamping machine when running on its own power :-

S.No.	Section	Machine No. 09-32-CSM	Machine No. UNI-MAT 08-275
1.	Vikarabad-Parli Vaijnath	60 kmph	50 kmph
2.	Renigunta - Tirupati	60 kmph	90 kmph
3.	Bhadrachallam Road - Nanuguru	55 kmph	60 kmph

Since the speed on the remaining 28 sections of these two machines when running on its own power is shown as similar in the Joint Safety Certificates, Ministry of Railways would like to know the reasons for variation in speed on the above three sections.

An early reply is requested.

Issue fair please
7/8/90

8/8

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

9/c.

(65)

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 10/13-8-90.

No.90/CEDO/SR/11.

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

Sub:- Running of Ballast Regulator - Model 66-2 of M/s. 'KERSHAW' on B.G.Sections of Western Railway.

*****

In view of the position explained in your application No. W.641/23 (W-I) dated 22-5-90 sent through the Chief Commissioner of Railway Safety Lucknow, and your letter dated 16-7-90 the sanction of Ministry of Railways is hereby communicated for the running of Ballast Regulator Model 66-2 of M/S. 'KERSHAW' U.S.A. having a maximum Axle load of 12.9t to RDSO's Drawing No. EDO/T-2157 at a maximum provisional speed of 60 Kmph when running on its own power and 40 Kmph when running in train formation as a dead vehicle on following B.G.Sections of your railway.

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

The sanction is subject to the observance of all permanent speed restrictions notified in the current Working Time Table and temporary speed restrictions in-force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.17 of 1990, R.D.S.O.'s Speed Certificate No. CT/TM/SC/BR dated 31-1-90 and all other certificates accompanying your application referred to above.

The Railway Ministry also sanction the infringements to item No.2(ii), 19(a), 20(a) and 21(a) of Chapter IV(A) of B.G. Schedule of Dimensions (1973) involved in the design of above machine as shown in the Form-XI accompanying your letter referred to above.

(A.K. [illegible])
Executive Director Civil Engineering (B.S)
Railway Board.

(56)

90/CEDO/SR/11. New Delhi, Dated 10/13-8-90.

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(2)/90 dated 9-6-90.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay -400020 with reference to his letter No.12-5/277/191 dated 30/31-5-90.

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

(A.K. MEHROTRA)
for Secretary Railway Board.

(67)

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 10-8-1990.

No.90/CEDO/SR/4.

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

Sub: Running of B.G. 8-Wheeler overhead equipment Inspection Car on Northern Railway.

****

With reference to your application No.519.W/543 dated 13.10.89 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 5.7.90, the sanction of Ministry of Railways is hereby communicated for the running of B.G. 8-Wheeler overhead equipment Inspection Car with single engine version manufactured by BEML, Bangalore to their Sketch No.CHE SK No.013 Alt.I having a maximum axle load of 15.184 t under gross loaded condition on the following B.G. Sections of your Railway upto a maximum speed shown against each Section :-

S.No.	Sections	Max. permissible speed in kmph.
1.	Ghaziabad - Mughalsarai	100
2.	Aligarh - Harduaganj	80
3.	New Delhi - Delhi Kishanganj	35
4.	Delhi - Delhi Kishanganj	35
5.	Delhi - New Delhi	40
6.	New Delhi - Tughlakabad	100
7.	New Delhi - Sahibabad (GAL)	96
8.	Delhi - Ghaziabad	100
9.	Hazarat Nizamuddin - Dayabasti	80
10.	Okhla - Lajpatnagar	35
11.	Patel Nagar - Shakurbasti	80

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 CRS's letter, Joint Safety Certificate No.SLG/SG/30/89, RDSO's speed certificate No.MG/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 No.1 A 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 CHE Inspection Car.

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

No.90/CEDO/SR/4. New Delhi 10-8-1990.

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 26.2.90.

2. The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow - 226 001 with reference to his letter No.50/1339/B.G. 8-Wheeler CHE Inspection Car dated 22.2.90.

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

(A.K. MEHROTRA)
for Secretary, Railway Board.

(69)

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

No.90/CEDO/SR/11.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 10/13-8-90.

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

Sub:- Running of Ballast Regulator Model 66-2 of M/S.'KERSHAW's on Northern Railway.

In view of the position explained in your application No. 519-W/566 dated 03-05-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Ballast Regulator Model 66-2 of M/s.'KERSHAW'(U.S.A.) having a maximum axle load of 12.9t to RDSO's Drawing No.EDO/T-2157 on the 57 B.G.Sections of your railway at a maximum provisional speed against each section as shown in the Joint Safety Certificate.

The sanction is subject to observance of all permanent speed restrictions notified in the current Working Time Table and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/18/1990, RDSO's speed certificate No. CT/TM/SC/BR dated 31-1-90 and all other certificates accompanying your application referred to above.

The Railway Ministry also sanction the infringements to item No.2(ii), 19(a), 20(a) and 21(a) of Chapter-IV(A) of B.G.Schedule of Dimensions (1973)involved in the design of above machine as shown in Form-XI accompanying your letter referred to above.

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

P.T.O.

(70)

No.90/CEDO/SR/11. New Delhi, Dated 10/13-8-90.

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(2)/90 dated 9-6-90.

2) The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow 226001 with reference to his letter No.SANC/S/1339/BR dated 28-5-90.

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

(A.K. MEHROTRA)
for Secretary Railway Board.

(71)

No.90/CEDO/SR/7. 22-8-1990.

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

For kind attention of Shri: K.K. Reddy, Dy. Chief Engineer, Selection Grade.

Sub: Running of 16 axle B.G. Special Wagon for Transport of 110 t Steam Generator for DAE/Bombay.

Ref: Your application No.W.469/DAE/89 dated 14.6.1990.

****

While going through the Joint Safety Certificate No. W/151/BG enclosed with your above quoted application, it appears that the route 'Gopalapatnam - Vijayawada' has been included in this certificate later as this route does not figure in the 'Track and Bridge' certificate of Vijayawada Division enclosed with the application.

It may, therefore be clarified if inclusion of this route in the Joint Safety Certificate has the approval of CME, COPS and CE, and if track and bridges on this route are safe to run 16-axle DAE wagon loaded with 110 t steam generators.

Sd/

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

(72)

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

No.85/WDO/SR/1. Dated 23-8-90.

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

Sub:- Design of Bottom Discharge Hopper Wagon type 'BOBR' - Sanction of infringements.

Ref:- Your office letter No.CT/DG/LW/BOBR dated 9-6-88

In continuation of this office letter of even number dated 16-12-88, 4-12-89 and 15-3-90, 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 29/3/90.

Thermal Power Station	Linked Coal field	Route Identified.
Farakka	Banjmeheri	Banjmehri siding/ Salanpur to Tildanga via:- (i) Sitarampur - Andal - Sainthia. (ii) Sitarampur-Khana-Sainthia.

The sanction earlier issued vide this office letter of even number dated 15.3.90 for Pirpanti-Tildanga section upto June,90 may be extended as a regular measure. Accordingly, the speed certificate issued earlier under your office letter No.MW/CS/Spl.W/BD dated 25-1-89 may also be revised.

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

(73)

No.85/WDO/SR/1. New Delhi, Dated 23-8-90.

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(7)/84 dated 15-6-88.

2) The Director General (Wagon), R.D.S.O., Lucknow-226011.

(Engg.),

3) The General Manager, Eastern Railway, Fairelie Place, Calcutta with reference to his letter No.W.552/7/7 dated 29-3-90.

4) TT(V) Branch, Room No.257-B, Railway Board for their case No. 88/TT(V)/7/Yamuna Nagar.

(A.K.Mehrotra)
for Secretary Railway Board.

(74)

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 23-8-1990.

No.90/CEDO/SR/10.

The General Manager,
N.E. Railway,
Gorakhpur.

Sub: Running of B.G. Bogie liquified Petroleum Gas Tank Wagon type 'BTPGL'.

****

Please refer to your application No.W/340/RS/BG/BTPGL/W-4A dated 22.5.90 sent through the Chief Commissioner of Railway Safety Lucknow. The sanction of Ministry of Railways is hereby communicated to the running of B.G. Bogie liquified Petroleum gas tank wagon type 'BTPGL' to RDSO's drawing No.WD-85029-S-02 (Alt.2) fitted with two axle 'UIC' type fabricated bogies and having a maximum axle load of 20.32 t on Katihar - Barabanki B.G.section of your railway at a maximum speed of 65 kmph both in empty and loaded condition. 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.
2. Observance of all conditions/stipulations made in your Joint Safety Certificate No.472 and all other certificates accompanying your application.
3. The Railway ensuring that no stock which is over due schedule maintenance prescribed by Railway Board in their letter No. 83/M(N)951/85 dated 2.6.86 is permitted to run over the system.
4. The Railway issuing a set of safety precautions for guidance of people dealing with these wagons.

The infringements to clause 13 (b) of Chapter - IV-A involved in the above wagon and the profile of Maximum Moving Dimensions of 1929 as shown in diagram 1A and others of B.G. Schedule of Dimensions (1973) have however already been condoned under Board's letter No.87/WDO/SR/2 dated 24.2.87.

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

Contd.....2/-

(75)

No.90/CEDO/SR/10. New Delhi 23-8-1990.

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)/90 dated 2.7.1990.

2. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.178/3502/90 dated 28.6.1990.

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

(A.K. MEHROTRA)
for Secretary, Railway Board.

Spoz 76

No.90/CEDO/TR/22. 24.8.1990.

The Commissioner of Railway Safety,
Southern Circle,
7, Sheshadri Road,
Bangalore - 560 009.

Sub: Running of 25 KV AC EMU stock on Elavur - Sullurupeta sections.

Ref: Your letter No.441 dated 26.6.90.

Please arrange to send a photo copy of Southern Railway's letter No.W.368/M/2/Vol.IV dated 25.6.90 for reference and use in this office.

(D.N. MACHIVAL)
for Executive Director Civil Engineering (B&S),
Railway Board.

(77)

No. 90/CEDO/SD/17. 24-8-90.

The Chief Engineer (Construction),
South Eastern Railway,
Bilaspur.

Sub:- Gradient in Station yards - Construction of a base station at Burmal on Jharsuguda - Titlagarh section in connection with provision of a Private Siding for Ordnance Factory at Burmal-Bolangir.

Ref:- Your office letter No. DRG/SID/25/Pt.2/24 dated 24-5-90 and letter No. DRG/SID/25/Pt.2/52 dated 9-8-90.

In view of the urgency for commissioning of traffic as explained in the above quoted letter and the additional expenditure involved in providing a gradient of 1 in 1200 in the yard, the Administrative approval of Ministry of Railways is hereby communicated for the construction of base station at Burmal between Saintala and Sikir on Jharsuguda — Titlagarh Section of South Eastern Railway on a grade of 1 in 400 as per Schedule-I Chapter-II of B.G. Schedule of Dimensions (1973) as against the provision of 1 in 1200 gradient decided by Ministry of Railways in term of letter No.88/CEDO/SD/8 dated 6-9-1989.

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

(78)

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 24 -8-1990.

No.89/CEDO/ER/11.

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

Sub: Introduction of Bogie Open Rapid Bottom Discharge Coal Hopper Wagon type 'BOBR' owned maintained by Indian Railways in regular services over :-

(i) Obra - Karaila - Singrauli/Krishnashilla and back.

(ii) Mughalsarai - Sonnagar - Garwa Road - Patratu - Barkakana and back on Eastern Railway.

****

In view of the position explained in your application No. W.552/T/4/Vol.2 dated 21.6.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of B.G. bogie open rapid bottom discharge coal hopper wagon ~~XXXXXXX~~ type 'BOBR' to RDSO's Drg.No. WD-86013-S-01 Alt.3 fitted with CASNUB 22 W(M) bogies and having an axle load of 20.32 t, on the following B.G. sections at a maximum speed shown against each or sectional speed whichever is less both in empty and loaded condition.

S.No.	Sections	Proposed speed in Kmph
1.	Obra - Karaila Road - Singrauli and back	50
2.	Karaila Road - Krishnashilla and back	30
3.	Mughalsarai - Sonnagar - Garwa Road - Patratu - Barkakana and back	65

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 Joint Safety Certificate No.19/90, RDSO's Speed Certificate No.MW/CS/SPL.W/BD dated 9.1.90 and all other certificates accompanying your application referred to above.

Contd.....2/-

(79)

The infringements involved in the design of the above 'BOBR' wagon have already been condoned under Board's letter No. 85/WDO/BR/1 dated 16.12.1988.

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

No.89/CEDO/BR/11. New Delhi, dated 24-8-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RE.17-T(1)/90 dated 23.7.90.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 351 dated 23.7.90.

3. The Director Standards(Wagon), RDSO, Lucknow.

(A.K. MEHROTRA)
for Secretary, Railway Board.

(80)

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

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 24-8-1990.

NO.89/CEDO/BR/11.

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

Sub: Running of Bogie Open Rapid Bottom Discharge Coal Hopper Wagon type 'BOBR'.

****

In view of the position explained in your application No. 519 M/534 dated 15.6.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of B.G. bogie open rapid bottom discharge coal hopper wagon type 'BOBR' to RDSO's Drg.No.WD-86013-S-01 Alt.3 fitted with CASNUB 22 W(M) bogies, having an axle load of 20.32 t on the following B.G. sections at a maximum speed shown against each both in empty and loaded condition.

S.No.	Sections	Proposed Speed in Kmph.
1	2	3
1.	Mughalsarai - Ghaziabad	65
2.	Chunar - Chopan	45
3.	Mughalsarai - Lucknow	65
4.	Janghai - Phaphamau	65
5.	Phaphamau - Unchahar	65
6.	Utratia - Zafarabad	65
7.	Varanasi - Zafarabad	65
8.	Allahabad - Phaphamau	65
9.	Unchahar - Unnao	30
10.	Lucknow - Unnao Kanpur	65
11.	Ghaziabad - Saharanpur	65
12.	Delhi - Shahdra- Tapri	65
13.	Unnao - Balamau	30
14.	Delhi - Ghaziabad	65
15.	Lucknow - Saharanpur	65
16.	Khurja - Hapur	65
17.	Hapur - Meerut City	65
18.	Moradabad - Ghaziabad	65
19.	Bareilly - Chandausi	65
20.	Moradabad - Chandausi	65
21.	Saharanpur - Jagadhri	65

Contd 2/-

(81)

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 Joint Safety Certificate No.SLC/BG/22/90, RDSO's Speed Certificate No.MW/CS/SPL:W/BD dated 9.1.90 and all other certificates accompanying your application referred to above.

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

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

No.89/CWDO/SR/11. New Delhi, dated 24-8-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RB.17-2(1)/90 dated 16.7.90.

2. The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow - 226 001 with reference to his letter No.143/1339/BOBR/Wagon dated 3.7.90.

3. The Director Standards(Wagon), R.D.SO, Lucknow.

(A.K. MEHROTRA)
for Secretary, Railway Board.

Contd 2/-

(82)

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 24-8-1990.

No.87/WDO/BR/13.

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

Sub: Running of B.G. Bogie Ammonia Tank Wagon type 'BTALN' over South Central Railway.

****

With reference to your application No.W.368/1/10/Vol.II dated 11.2.88 sent through the Chief Commissioner of Railway Safety Lucknow and your letter No.GM/W/SC dated 12.7.90, the sanction of Ministry of Railways is hereby communicated for the running of B.G. bogie Ammonia Tank Wagon type 'BTALN' in empty and loaded condition to RDSO's Drg.No.WD.84058-S-02 having an axle load of 20.32 t on the following B.G. sections at a maximum permissible speed shown against each section. The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations laid down in your Joint Safety Certificate No.W-124-B.G. CRS's letter No.6/SC/22 dated 24.2.88 and all other certificates accompanying your application referred to above.

S.No.	Sections	Max. Permissible speed in Kmph
1.	Balharshah - Kazipet - Vijayawada	60
2.	Vijayawada- Gudur - Renigunta	60
3.	Vijayawada - Kottapalem	60
4.	Kazipet - Secunderabad - Hyderabad	60
5.	Hyderabad - Wadi	60
6.	Wadi - Guntakal - Renigunta	60
7.	Pune - Miraj - Kolhapur	50
8.	Gooty - Dharmavaram	60
9.	Guntur - Krishna Canal	60
10.	Vijayawada - Gudivada - Bhimavaram	60
11.	Nidadavolu - Narsapur	60
12.	Gudivada - Machilipatnam	60
13.	Samalkot - Kakinada Port	60
14.	Guntur - Tenali	60
15.	Vikarabad - Parliyaijanath	50
16.	Dornakal - Bhadrachalam Road	50
17.	Karepalli - Singareni Collieries	50
18.	Hospet - Guntakal	50
19.	Renigunta - Tirupati	50
20.	Tarangallu - Ranjitpura	35
21.	Tenali - Repalle	30
22.	Bibinagar - Nalgonda	60

(83)

The sanction of infringement to item 13(b) of Chapter-IV(A) and profile of maximum moving dimensions 1929 has already been conveyed under this office letter No.87/WDO/SR/1 dated 18.2.87.

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

No.87/WDO/SR/13. New Delhi, dated 24-8-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(1)/82-Vol.VI dated 15.3.88.

2. The Commissioner of Railway Safety, South Central Circle, Rail Nirman Bhavan (3rd Floor), Secunderabad - 500 371 with reference to his letter No.6/SC/22 dated 24.2.88.

3. The Director Standards(Wagon), R.D.S.O., Lucknow. The oscillation trials of 'BTALN' wagon in loaded condition should be completed to assess the extent to which the lateral stability of track is affected and the results advised to CRS South Central Circle direct quoting his reference at endorsement No.2 above, under advice to this office.

(A.K. MEHROTRA)
for Secretary, Railway Board.

Contd.....2/-

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 24-8-1990.

No.90/CEDO/SR/19.

The General Manager(Engg.),
Eastern Railway,
Calcutta - 700 001.

Sub: One time Movement of 29 Nos. 'MGR' type B.G. bogie open coal hopper wagon of M/s Damodar Valley Corpn.(DVC) from the Siding of M/s Burn Standard Company Ltd. Burnpur to Bokaro 'B' Thermal Power Station of M/s DVC.

****

Please refer to your application No.W591/8/1/663 Pt.II dated 7.6.90 sent through the Chief Commissioner of Railway Safety Lucknow. In view of the position explained in your application, the sanction of Ministry of Railways is hereby communicated to the condonation of the following infringements to B.G. Schedule of Dimensions(1973) involved in the design of 7.075 t axle load 'MGR' type B.G. bogie open hopper wagon of M/s Damodar Valley Corpn.(DVC) to RDSO's Drg. No. WD-87045-S-01 Alt.1, as shown in Form - XI accompanying your application referred to above.

S.No.	Clause of Chapter-IV(A)	Description	Dimensions as per Schedule (mm)	Dimensions as per Drawing (mm)
1	2	3	4	5
1.	13 (b)	Maximum hight above rail level for centres of buffers for unloaded vehicles with ACB couplers.	1080	1105
2.		Profile for Maximum Moving Dimensions of 1929 as shown in Diagram No.1A & others	a) 3505 mm (max.side Ht.)	3735
			b) 3050 mm (Max. width overall projections from a Ht. of 305 mm to 1145 mm from R.L.	3106 at 550mm from R.L. to 3175 mm at 1145 mm from R.L.

Contd.....2/-

The sanction for one time movement of 29 'HGR' type B.G. bogie coal hopper wagons ex. siding of M/s Burn Standard Company Ltd. Burnpur to Bokaro 'B' Thermal Power station of M/s DVC, shall however be issued by the HODs of the railway in terms of para 2.6.1 of policy circular No.6 issued under this office letter No.73/WDO/SR/9/0 dated 8.7.80.

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

No.90/CEDO/SR/19. New Delhi, dated 24-8-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No. RS.17-t(1)/90 dated 16.7.1990.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.296 dated 3/9.7.1990.

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

(A.K. MEHROTRA)
for Secretary, Railway Board.

(86)

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 24-8-1990.

No.90/CEDO/SD/22.

The General Manager(Elect),
Western Railway,
Head Quarters Office,
Churchgate,
Bombay.

Sub: Electrification of Private Sidings of M/s Mangalam Cement Ltd. at Morak - Condonation of infringements.

****

Please refer to your application No.EL 92/36 dated 29.6.90 sent through the Chief Commissioner of Railway Safety, Lucknow. In view of the position explained in the application, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 13 (ii) (c) Chapter-I of BG Schedule of Dimensions (1973) in connection with implantation of two OHE masts MCL 8 and MCL 23 at a setting distance of less than 2360 mm for electrification of private sidings of M/s. Mangalam Cement Ltd. at Morak in Kota Division of your railway as shown in Annexure - I on the reverse. Annexure - I is based on Form - XI and Drawing No. DRM/TRD/KTI/SK/3 accompanying your letter referred to above.

The sanction is subject to suitable instructions being issued to the staff working in the sidings to ensure that none of the doors of the wagons are kept open while the wagons are moving out or into the sidings to prevent the open doors of the wagons hitting the OHE masts. These instructions should also be included in the SWRs of the stations serving the siding.

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

No.90/CEDO/SD/22. New Delhi, dated 24-8-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his letter No.RS.18-T(6)/90 dated 27.7.90.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.221/248 dated 19.7.90.

(A.K.Mehrotra)
for Secretary, Railway Board.

ANNEXURE - I

Sl. No.	Name of Structure which infringes.	Location of Structure showing km/ chainage.	Chapter & Item of BG Schedule of Dimensions.	Prescribed Dimensions as per BG Schedule.	Existing actual Dimensions.	Amount of infringement on either side of the structure.
1	2	3	4	5	6	7
1.	MCL/8	857/687.75	Chapter - I - General Item 13 (ii)c	2360 mm	i) 2300 mm from siding No.3	i) 60 mm from siding No.3
2.	MCL/23	856/904.14	-do-	2360 mm	i) 2340 mm from siding No.1 ii) 2300 mm from siding No.2	i) 20 mm from siding No.1 ii) 60 mm from siding No.2

No. 90/CEDO/SD/17. 24-8-90.

The Chief Engineer (Construction),
South Eastern Railway,
Bilaspur.

Sub:- Gradient in Station yards - Construction of a base station at Burmal on Jharsuguda - Titlagarh section in connection with provision of a Private Siding for Ordnance Factory at Burmal-Bolangir.

Ref:- Your office letter No. DRG/SID/25/Pt.2/24 dated 24-5-90 and letter No. DRG/SID/25/Pt.2/52 dated 9-8-90.

In view of the urgency for commissioning of traffic as explained in the above quoted letter and the additional expenditure involved in providing a gradient of 1 in 1200 in the yard, the administrative approval of Ministry of Railways is hereby communicated for the construction of base station at Burmal between Saintala and Sikir on Jharsuguda — Titlagarh Section of South Eastern Railway on a grade of 1 in 400 as per Schedule-I Chapter-II of B.G. Schedule of Dimensions (1973) as against the provision of 1 in 1200 gradient decided by Ministry of Railways in term of letter No.88/CEDO/SD/8 dated 6-9-1989.

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

(89)

Pl. see Fair Rly. Lgt. 27/8

No.90/CEDO/RE/17. 27-8-1990.

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

Sub: Revised provisional speed certificate for ED5 locomotive.

Ref: Your letter No.SD.ED5.11 dated 5.10.89.

The para regarding various items of 762 mm (2'-6") R.G. Schedule of Dimensions (1963) infringing the ED5 loco has not been incorporated in the above quoted speed certificate. It is therefore desired that a correction slip may be issued to incorporate the same in the speed certificate. Even if there are no infringements to the Schedule of Dimensions, the correction slip is required to be issued to reflect this position in the speed certificate.

(A.K. KHROTRA)
Executive Director Civil Engineering (RS),
Railway Board.

No.90/CEDO/RE/17. New Delhi, dated 27-8-1990.

The General Manager (Works) Western Railway Bombay with reference to his application No.W.636/7(WS) dated 2.5.90. It is seen that necessary Form-XI for condonation of infringements has not been sent alongwith your application. The same may be sent immediately through CEE and CERS based on the correction slip to be issued by RDSO to the speed certificate of ED5 loco.

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

7/2

Spare

(20)

IMMEDIATE

No.90/CEDO/SR/6. 27.8.1990.

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

Sub: Movement of 20' long X 8'-0" wide X 8'-6" high ISO MC containers.

Ref: Your letter No.W.329/1/Vol.XIX dated 18.7.90.

****

Please refer to this office letter of even number dated 23.7.1990 copy enclosed for your ready reference and expedite your reply.

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

(91)

Pl. issue fair
Objection
24/9/90

No.90/CEDO/SE/25. 29.8.1990.

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

Sub: One-time movement of Track Relaying Train(TRT) (P811-S) of Northern Railway via Vasai Road - Mathura Jn. section of Western Railway.

Ref: i) Your application No.W.641/23/1 (WI-TT) dated 30.7.90.

ii)CRE's letter No.12-5/TT1/267 dated 30.7.90.

****

Please refer to para-2 of CRE Western Circle Bombay's letter quoted at reference ii) above. CRE has desired that Western Railway should move an application to Secretary(Civil Engg.) Railway Board through CRE and CCRE for obtaining the condonation of infringements involved in the Track Relaying Train (TRT) (P811-S). It may therefore be advised for information of this office if such an application has already been moved.

A photo copy of your application No.W.641/23/1 (WI-TT) dated 30.7.90 addressed to CRE Western Circle quoted at reference i) above and RDSO's letter No.CT/TR/SC/TRT dated 29.6.90 may please be sent immediately for reference and use in this office.

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

9/c

(92)

Ref. Issue Feat
21/8/90

No.90/CEDO/SE/3. 29.8.1990.

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

Sub: Running of 12 axle (BO) Special Wagon (Modified Enveri) of M/s.BHEL, Tiruchirappalli for transporting of 210 MW Boiler Drum weighing 112 t on Northern Railway.

Ref: Your application No.519 W/527 dated 10.5.90.

.....

The Drawing No. WD-88117-S-01 Alt.1 appearing in line No.5 para-I of this office letter of even number dated 19.7.90 on the above noted subject is a typographical error which may be corrected to read as "WD-88117-S-02 Alt.1.

The receipt of this letter may please be acknowledged.

(R.N. NACHIVAL)
for Executive Director Civil Engineering(S),
Railway Board.

No.90/CEDO/SE/3. New Delhi, dated 29.8.1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No. RS.17-2(1)/90 dated 9.6.90.

2. The Commissioner of Railway Safety, Northern Circle, Chirbagh Railway Station Annexe, Lucknow - 226 001 with reference to his letter No.SARC/T/339/12 Acc dated 28.5.90.

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

(R.N. NACHIVAL)
for Executive Director Civil Engineering(S),
Railway Board.

7c.

(93)

No.90/CEDO/BR/11. 29.8.1990.

The General Manager(Works),
Central Railway,
Bombay.

Sub: Sanction for the running of M/s Kershav's Ballast Regulator Model 66-2 to diagram No. RDO/T-2157 on various BG sections over Central Railway.

Ref: Your letter No.W.681.T.61/BR dated 21.8.90.

xxxxxxxx

Your application No.W.681.S.61/BR dated 5.3.90 alongwith its enclosures has not so far been received in this office through CRS/CCRS and appears to have been lost somewhere in transaction.

It is therefore requested that a photocopy each of your application dated 5.3.90 and its enclosures may please be sent to this office with CRS and CCRS forwarding letters to enable this office to take further necessary action in the matter. All the documents may please be sent duly attested at an early date.

Issue fair please
29/8/90

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

O/C

(94)

Fair

No.90/CRDO/82/3. 29.8.1990.

The General Manager,
South Central Railway,
Secunderabad.

Sub: Running of 12 axle (20) special wagon (Modified Khatri) for M/s BHEL Tiruchirappalli for transport of 210 MW boiler drum over South Central Railway.

Ref: Your application No.M/469/BHEL/112 dated 30.4.90.

.....

The words "WD-88117-8-01 Alt.1" appearing at the end in line No.6 and the word "and" appearing at the begining in line line No.7 of para - I of this office letter of even number dated 29.6.90 on the above noted subject are the typographical errors which may be treated as deleted.

The receipt of this letter may please be acknowledged.

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

No.90/CRDO/82/3. New Delhi, dated 29.8.1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to RB his Endorsement No. RB.17-2(1)/90 dated 16.5.90.

2. The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nirman Bhavan, Secunderabad with reference to his letter No.6/90/22/2/295 dated 2.5.90.

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

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

O/c

(93)

No.90/CEDO/SR/15. 31-8-1990.

The Chief Administrative Officer (Con.),
South Eastern Railway,
Visakhapatnam - 530 004.

Sub: Provision of a new crossing at Arand at K.M. 61.60 on Raipur - Vizianagaram line.

.....

In view of the urgency for commissioning of traffic as explained in the above Quoted letter and additional expenditure involved in providing a gradient of 1 in 1200 in the yard, the Administrative Approval of Ministry of Railways is hereby communicated to retention of 1 in 400 grade as per Schedule - I Chapter - II of B.G. Schedule of Dimensions(1973) involved in the provision of new crossing station at Arand 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/SR/8 dated 6.9.89.

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

(96)

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 31-8-1990.

No.90/CEDo/SR/21.

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

Sub: Running of Mobile Flash Butt Welding Machine K-355APT on entire B.G. System of South Eastern Railway.

******

Ref No.TC/Mobile FLWP/2018 dated 5.6.90

In view of the position explained in your application sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Mobile Flash Butt Welding Machine K-355 APT manufactured by Plasser India Ltd. having a maximum axle load of 11.5 t to RDSO's schematic diagram No.EDO/T-2129 at a provisional maximum speed of 60 Kmph when running on its own power and at maximum speed of 50 Kmph 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 the conditions/stipulations made in your Joint Safety Certificate No.9/90, RDSO's speed certificate No.CT/TMM/SCC dated 24.8.87 and all other certificates accompanying your application referred to above. It will be necessary that on the first run on each of the section, the PWI and TXR of the concerned section accompany to satisfy and certify its movement at specified speeds.

The Railway Ministry also sanction the infringements to item No.2(ii), 16 and 18(i) of Chapter IV-A of the B.G. Metric Schedule of Dimensions (1973) involved in the running of above Mobile Flash Butt Welding Machine as detailed in Form-XI accompanying your application referred to above.

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

(97)

No.90/CRBO/SR/21. New Delhi, dated 31 -8-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No. RS-17-T(2)/90 dated 16.7.90.

2. The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.296 dated 9.7.90.

3. The Director Standards(Civil), RDSO, Lucknow.

for Secretary, Railway Board.

Journal
E/T 31/8

No.90/CRED/SB/15. 31-8-1990.

The Chief Administrative Officer (Con.),
South Eastern Railway,
Visakhapatnam - 530 004.

Sub: Provision of a new crossing at Arand at K.M. 61.60 on Raipur - Vizianagaram line.

xxxxxx

In view of the urgency for commissioning of traffic as explained in the above quoted letter and additional expenditure involved in providing a gradient of 1 in 1200 in the yard, the Administrative Approval of Ministry of Railways is hereby communicated to retention of 1 in 400 grade as per Schedule - I Chapter - II of B.G. Schedule of Dimensions(1975) involved in the provision of new crossing station at Arand 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/CRE/SB/8 dated 6.9.89.

31/8

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

(99)

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

No. 90/CEDO/SR/4.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 04-9-90. 19

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

Sub:- Running of B.G. 8-Wheeler Overhead Equipment Inspection Car double engine version on electrified sections.

With reference to your application No. G/CRS/CAR/Pt.2 dated 15-5-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of B.G. 8-Wheeler Overhead Equipment 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 12.845 t under tare and 16.183 t undergross loaded condition on the entire B.G.electrified sections at a maximum speed of 105 Kmph on its own power or at a maximum sectional speed whichever is less in that section.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.5/90, RDSO's Speed Certificate No.MC/TW dated 19-01-90 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 1-A 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 CHE Inspection Car.

(S.M.Singla)
Executive Director Civil Engineering (G), Railway Bd.

P.T.O.

(100)

No. 90/CEDO/SR/4. New Delhi, Dated 04-9-90.

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)/90 dated 24-7-90.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 331/257/63 dated 23-7-90.

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

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

R.N./3-9-90.

(10)/0

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 04-9-1990. 19

No.90/CEDO/SR/15.

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

Sub: Running of 10 t B.G. Diesel Pneumatic Crane (10.668 long jib) manufacutred by Jamalpur Workshop to RDSO's Drg.No. 5 WD 10 CR and Sk.No. LD/SK 618, 619 & 620.

****

With reference to your application No.W/368/1/6 B.G. dated 15.6.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 10 t B.G. Diesel Pneumatic Crane (10.668 long jib) manufactured by Jamalpur Workshops having a maximum axle load of 17.572 t when being hauled as a trailing load with jib resting on match truck and with 22.365 t wheel load when working on its own power and hoisting loads with jib in different positions on the 28 B.G. sections at a maximum permissible speed shown against each section in Annexure 'A' on the reverse.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. C-16-BG, RDSO's Speed Certificate No.SL/CR/SPD/10 T/BG dated 15.3.89 and other certificates accompanying your application referred to above.

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

No.90/CEDO/SR/15. New Delhi, dated 04-9-1990.

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)/90 dated 2.7.90.
2. The Commissioner of Railway Safety, South Central Circle, Secunderabad with reference to his letter No.6/SC/22/4/400 dated 22.6.90.
3. The Director Standards(Motive Power), RDSO, Lucknow. - 226011

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

(107)/2

ANNEXURE 'A'

Sl.No.	Sections	Hauled in a train formation	On its own Power
1.	Duvvada - Vijayawada	60	5
2.	Vijayawada - Gudur	60	5
3.	Gudur - Renigunta	60	5
4.	Vijayawada - Kazipet	60	5
5.	Kazipet - Balharshah	60	5
6.	Kazipet - Secunderabad	60	5
7.	Secunderabad - Hussain Sagar - Hyderabad	60	5
8.	Hyderabad - Wadi	60	5
9.	Wadi - Raichur - Guntakal	60	5
10.	Guntakal - Renigunta	60	5
11.	Renigunta - Tirupati	50	5
12.	Vikarabad - Parlivaijanath	55	5
13.	Dornakal - Bhadrachellam Road	60	5
14.	Kazipalli - Singareni Collieries	60	5
15.	Bibinagar - Nadikudi	55	5
16.	Pune - Miraj - Kolhapur	60	5
17.	Nidadavolu - Narsapur	60	5
18.	Gudivada - Bhimavaram	60	5
19.	Vijayawada - Machilipatnam Port	60	5
20.	Samalkot - Kakinada	60	5
21.	Tenali - Guntur	60	5
22.	Guntur - Krishna Canal	60	5
23.	Gooty - Dharmavaram	55	5
24.	Guntakal - Hospet	55	5
25.	Yerraguntla - Ranjitpura	35	5
26.	Bhadrachellam - Mahaguru	50	5
27.	Manik Garh - Chandur	50	5
28.	Guntur - Repalle	30	5

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(102)/(1)

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 05-9-1990.

No.90/CEDO/SR/20.

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

Sub: Condonation of infringements to the M.G. Metric Schedule of Diemensions for design of bogie open Military Wagon type 'MBOM'.

****

In view of the position explained in your application No.CT/DG/LW/SPECIAL-MG dated 8.6.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of the following infringements involved in design of 'MBOM' wagon in empty condition to RDSO's Drg. No.WD-88056-S-02(Alt.2) as detailed in Annexure-I accompanying your application referred to above:-

S.No.	Item of Schedule	Description and dimensions as per Schedule (mm)	Proposed dimensions
1.	Profile for maximum moving dimensions of 1930 as shown in diagram No.1 and others.	i) From 305 mm to 785 mm, above R.L. the width is 2490 mm maximum ii) From 785 mm to 3200 mm above R.L. the width is 2590 mm maximum.	i) The maximum width at lower level being 2910 starting at 621 mm above R.L. and increasing to 3050 mm maximum gradually (with side flaps folded upward). ii) The maximum widths at higher level being 2908 mm over end flap, 3035 mm over side flaps and 3050 mm over underframe up to maximum height from R.L. as 1085 mm.

The sanction is subject to the condition that the wagon will move as an ODC both in empty and loaded condition at restricted speed avoiding platform lines, and the side flaps will be folded upward during movement of empty wagons. A suitable clause to this effect shall be inserted by RDSO while issuing the speed certificate of this wagon.

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

Contd....2/-

(102)(2)

No.90/CKDO/SR/20. New Delhi, dated 05-9-1990.

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)/90 dated 20.6.90.

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

(103)/0

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 04-9-1990. 19

No.90/CEDO/SR/15.

65

The General Manager(Engg.),
Northern Railway,
Baroda House,
New Delhi - 1.

Sub: Running of 10 t B.G. Diesel Pneumatic Crane (10.668 m long jib) manufactured by Jamalpur Workshop to RDSO's Drg.No. 5 WD 10 CR and Sk. No.LD/SK 618, 619 & 620.

******

With reference to your application No.519-W/540 dated 4.4.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of 10 t B.G. Diesel Pneumatic Crane (10.668 long jib) manufactured by Jamalpur Workshops having a maximum axle load of 17.572 t when being hauled as a trailing load with jib resting match truck and with 22.365 t wheel load when working on its own power and hoisting loads with jibs in different positions on the 92 B.G. sections of your railway at a maximum permissible speed shown against each section under Column 8A & 8B in the Joint Safety Certificate.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/12/90, RDSO's Speed Certificate No.SL/CR/SPD/10T/BG dated 15.3.89 and other certificates accompanying your application referred to above.

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

No.90/CEDO/SR/15. New Delhi, dated 04-9-1990.

65

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 7.5.90.
2. The Commissioner of Railway Safety, Northern Circle, Hazaratganj, Lucknow with reference to his letter No.67/1339/Diesel Crane Car/Pt.1(BG) dated 7.5.90.
3. The Director Standards(Motive Power), RDSO, Lucknow.

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

(103)/(2)

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.90/CEDO/SR/12. 6-9-1990.

The General Manager(Works),
Central Railway,
Bombay.

Sub: Running of 50,000 litres capacity B.G. bogie Milk Tank Wagon in empty and loaded condition over various BG sections on Central Railway upto a maximum speed of 75 Kmph.

****

In view of the position explained in your application No. W 681/Y-87/BR dated 30.7.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 50,000 litres capacity BG bogie milk tank wagon to RDSO's Drg.No.CONTR-8710-S/1 (Alt.Nil) having an estimated axle load of 7.04 t in tare and 20.32 t in gross loaded condition at a maximum speed of 75 Kmph or at a sectional speed whichever is less in that section, over the following B.G. sections :-

S.No.	Sections
1.	Dhule - Chalisgaon - Manmad - Daund - Pune.
2.	Pune - Lonavala - Karjat - Kalyan - Byculla (Bombay).
3.	Manmad - Igatpuri - Kalyan and
4.	Chalisgaon - Jalgaon - Bhusawal - Badnera - Wardha - Nagpur.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all other conditions/stipulations made in your Joint Safety Certificate and all other certificates accompanying your application referred to above.

It has ~~XXXXX~~ however been noted from para 6.2 of RDSO's Speed Certificate that the design of the milk tank wagon is within B.G. Schedule of Dimensions (1973).

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

Contd....2/-

(103)/3

No.90/CEDO/SR/12. New Delhi, dated 6-9-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RB.17-T(1)/90 dated 10.8.90.

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.214 dated 1.8.90.

3. Director General (Carriage), RDSO, Lucknow

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

(103)/(4)

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

No.90/CEDO/SR/12. रेल भवन, नई दिल्ली-110001, दिनांक / Rail Bhavan, New Delhi-110001, dated 6-9-1990. 19

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

Sub: Running of 50,000 litres capacity B.G. Bogie Milk Tank Van on Northern Railway.

******

In view of the position explained in your application No.519-W/571 dated 26.7.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 50,000 litres capacity B.G. bogie milk tank van to RDSO's Drg.No.CONTR-6710-S/1 having an estimated axle load of 7.04 in tare and 20.32 t in gross loaded condition on Mughalsarai - Ghaziabad section at a maximum speed of 75 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. It is further subject to the observance of all other conditions/stipulations made in your Joint Safety Certificate and all other certificates accompanying your application referred to above.

It has however been noted from para 6.2 of RDSO's speed certificate that the design of the milk tank van is with-in B.G. Schedule of Dimensions (1973).

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

No.90/CEDO/SR/12. New Delhi, dated 6-9-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(1)/90 dated 3.8.90.
2. The Commissioner of Railway Safety, Northern Circle, Hazratganj, lucknow with reference to his letter No.200/1339/vvn/ milkvan/Pt.1 dated 31.7.90.
3. The Director General (Carriage), RDSO, Lucknow.

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

(104)/0

.88/CEDO/CRS/IR/10. 6 - 9 - 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-Cuddappah and Gudur-Renigunta -Part-III.

Ref:- Your office letter No.W.247/1/16/GTL dated 16-2-90.

Please refer to this office letter of even number dated 1/3/90 (Copy enclosed for ready reference) and expedite the reply.

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

(104)/C

No.88/CEDO/CRS/IR/8. New Delhi, Dated 6-9-90.

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

Sub:- Inspection Report of CRS/SBC for the year ending 31-3-1988 - Part IV- MAS-GDR section of Madras Division.

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

Please refer to this office letter of even number dated 9-2-90 (Copy enclosed for ready reference) and expedite the reply.

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

DA/One.

(104) 13

No.90/CEDO/BR/1. New Delhi, Dated 6-9-90.

The General Managers,
Northern , South Central &
Western Railways.

Sub:- Major & Minor Bridges on Indian Railways as on 31st March,90.

Ref:- i) N.Rly's letter No.135-W/51/Minor Bridges/89-90 dated 29-6-90.

ii) S.C.Rly's letter No.W.71/1/4/Vol.II dated 15-5-90.

iii) W.Rly's letter No.W.65/12 Vol.IV dated 9-4-90.

Please refer to this office letter of even number dated 2/4/90 and a subsequent reminder of even number dated 30/7/90 and expedite the reply.

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

(102/4)

No.66/WDO/BR/19. 6-9-1990.

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

Sub: Schedule of Dimensions 1676 mm gauge Maximum Moving Dimensions - adoption of new B.G. profile to RDSO Sketch No. RDO/T-1043.

Ref: Your letter No.CT/MS/BR/BG/3 dated 26/28.9.89.

****

The profile of Maximum Moving Dimensions of 1929 is a standard one and does not require any replacement by RDO/T-1043. Profile of RDO/T-1043 is our intermediate requirement. Although this profile has been cleared for adoption but infringements are still existing on the railways which require removal. Actually our final target is to achieve the future moving dimensions 12'-0" wide X 15'-6" high for which efforts will still continue. Hence the question of replacing the Maximum Moving Dimensions 1929 does not arise. RDO/T-1043 profile may be considered as more liberalised profile considered necessary for new designs of locomotives/wagons and carriages for improved visibility, increased space and increased headroom enabling installation of higher horse power engines, more useful wagons and more comfortable coaches. The profile may be treated the same way as 'X' Class locomotive profile has been treated in the BG Schedule of Dimensions.

5/9

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

(105)

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 04-9-1990.

No.89/CEDO/SE/15.

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

Sub: Running of B.G. Bogie rail wagon type 'BRN' to RDSO's drawing No.WD-84013-S-1(Alt.5) on various B.G. Sections.

xxxxxx

With reference to your application No.W.439/4/21 dated 22.5.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of B.G. Bogie Rail wagon type 'BRN' to RDSO's Drg. No.WD-84013-S-1(Alt.5) fitted with Elastomeric pads, modified CASNUB-22W(M) bogies, non transition centre buffer couplers, twin pipe graduated release air brake and having a maximum axle load of 20.32 t on the following B.G. sections in empty and loaded condition at a maximum permissible speed shown against each :-

Sl.No.	Sections	Maximum permissible speed in empty and loaded condition. (Kmph)
1.	Madras Central-Arakkonam	75
2.	Arakkonam-Jolarpettai	75
3.	Arakkonam-Renigunta (including Melpakkam Bypass)	75
4.	Basin Bridge-Gudur	75
5.	Madras Beach-Royapuram	25
6.	Royapuram-Washermanpet	65
7.	Washermanpet-Vaysarpadi	65
8.	Washermanpet-Basin Bridge	65
9.	Washermanpet-Korukkupet	55
10.	Korukkupet-Vaysarpadi	55
11.	Pattabiram East Siding-M. Depot	30
12.	Pattabiram West Siding-M.Depot	30
13.	Sheranur-Cochin Harbour Terminus (including short Link)	75
14.	Ernakulam-Trivandrum Central	70
15.	Trivandrum Central-Nagercoil	60
16.	Nagercoil-Kanniyakumari	50
17.	Nagercoil-Tirunelveli	40
18.	Jolarpettai-Sheranur	75
19.	Sheranur-Mangalore	75
20.	Sheranur-Nilambur Road	40
21.	Palghat-Palghat Town	55
22.	Coimbatore North-Mettupalaiyam	75
23.	Podanur-Coimbatore North	75
24.	Irugur-Coimbatore North	75
25.	Salem-Salem Market	30

Contd.....2/-

(106)

26.	Karur-Dindigul	60
27.	Salem-Metur Dam	30
28.	Mangalore-Kankanadi	50
29.	Erode-Tiruchchirappalli Fort	75
30.	Tiruchchirappalli Fort-Tiruchchirappalli Junction	75
31.	Jolarpettai-Bangalore City	75
32.	Baiyyappanahalli-Yelahanka (including Krishnarajapuram Byepass)	60
33.	Yelahanka-Dharmavaram	75
34.	Baiyyappanahalli-Vimanapura	20
35.	Bangarapet-Marikuppam	35

The sanction is subject to observance of all permanent speed restrictions as notified in the current working time table of your Railway 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.515 B.G. of 26.4.90 and all other certificates accompanying your application referred to above. The Railway shall also ensure that all carriage and wagon staff in the Divisions where Board Gauge system exist are made fully conversant with maintenance of air brake equipment and CASNUB 22-W(M) bogies with provision of adequate spares in depots.

It is noted from para-I of RDSO's Provisional Speed Certificate No.MW/BRN dated 17.8.87 that 'BRN' wagon has the same overall moving dimensions and other leading particulars as in the case of 'BRN' wagon already running in line.

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

No.89/CEDO/BR/15. New Delhi, dated 04-9-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(1)/90 dated 9.6.90.

2. The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhinagar P.O., Bangalore - 500 009 with reference to his letter No.274 dated 28.5.90.

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

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

(107)/0

No. 90/CEDO/CLW/1. 5-9-90.

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

Sub:- (i) New lines opened/Doublings opened/ Conversions opened/Dismantle 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.

Please refer to this office letter of even number dated 20-4-90 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 1-8-90 and expedite the reply.

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

DA/One.

(107)/2

No.90/CEDO/OLW/1. 5-9-90.

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

Sub:- New lines/Doublings opened, New lines/Doublings under construction and Lines dismantled for the year ending 31/3/90.

Ref:- Your office letter No.WWC.415/5/Vol.III dated 8-6-90.

Please refer to this office letter of even number dated 14-6-90 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(107)/3

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 6-9-1990.

No.89/CEDO/SR/12.

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

Sub: Running of WAG-5 HA BG AC Electric Locomotives on various BG Sections.

****

In view of the position explained in your application No.W 368/M/2/Vol.IV dated 28.5.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of WAG-5 HA BG AC 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 21 t on the following BG AC electrified sections at a maximum speed showing against each for haulage of passenger/ freight services either in single or double headed operation.

S.No.	Sections	Max.Speed(Kmph)
1.	Madras Central - Arakkonam	75
2.	Arakkonam - Jolarpettai	75
3.	Arakkonam - Renigunta (including Melpakkam Bypass)	75
4.	Basin Bridge - Gudur	75
5.	Madras Beach - Royapuram	25
6.	Royapuram - Washermanpet	75
7.	Washermanpet - Veysarapadi	75
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

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 CRE due to condition of OHE or any other reason.

Contd.....2/-

(107)/(4)

2. Observance of all other conditions/stipulations made in Joint Safety Certificate No.514 B.G. dated 9.4.90, RIBO's Speed Certificate No. SD.WAG.11 dated 23.3.90 and all other certificates accompanying your application referred to above.

It is noted that the moving profile of WAG-5 HA locomotive is the same as that of WAM 4 loco as per para 2.4.1 of RIFO's Speed Certificate.

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

No.89/CEDO/SR/12. New Delhi, dated 6-9-1990.

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)/90 dated 20.6.90.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore, with reference to his letter No.315 dated 4.6.90.

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

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

(108)/0

No.88/CEDO/CRS/IR/15. 7-9-90.

The Chief Engineer/Genl.,
South Central Railway,
Works Branch,
Secunderabad - 500371.

Sub:- Inspection of CRS/SCC/SC Vikrabad-Parli-Vaijnath section of SC division.

Ref:- Your office letter No.W.247/1/16/SC dated 9-2-90.

Please refer to your office letter quoted above and expedite the reply on para 3 and 5 of CRS's Inspection Report.

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

(108)/(2)

No.66/WDO/SR/19. 7-9-90

The General Manager (Works),
Central Railway,
Bombay V.T.

Sub:- Schedule of Dimensions 1676 mm Gauge Maximum Moving Dimensions - Adoption of New Broad Gauge Profile to RDSO Sketch No. EDO/T-1043.

Ref:- Your office letter No.W.444. M2/BR/VI dated 12-3-87.

Please refer to this office letter of even number dated 3-5-90 (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 Engineering (G),
Railway Board.

(108/S)

No. 89/CEDO/SD/18. 10-9-90.

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

Sub:- Draft Memorandum for taking up design of larger M.G.Coaches of 21340 mm (70'-0") long.

Ref:- Your letter No.CT/LC/MG dated 4-9-90.

The contention made in the concluding para of your above quoted letter is hereby confirmed.

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

(108)/14

No.88/CEDO/CRS/IR/11. 10-9-1990.

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

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

Ref: Your office letter No.26/II/114 dated 3.5.88 and 31.3.89.

****

Please refer to your office letters quoted above. The action taken on the various observations made by CRS Southern Circle Bangalore during his inspection of Palghat Division for the year ending 31.3.88 was required to be advised to CRS direct under advice to this office in terms of this office letter of even number dated 21.4.88. The receipt of this office letter dated 21.4.88 was also acknowledged under your office letter No. 26/II/114 dated 3.5.88. But it is regretted to infrom you that no action has so far been taken by your railway inspite of reminders dated 23.3.89, 8.1.90 and 14.3.90.

Ministry of Railways therefore desire that the action taken may please be advised to CRS Southern Circle immediately under advice to this office.

The receipt of this letter may please be acknowledged.

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

(108/S)

No.88/CEDO/CRS/IR/1. 10-9-90.

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.

The action taken on various observations made by CRS Southern Circle Bangalore during his inspection of Bangalore, Mysore & Madras Division for the year ending 31.3.88 was required to be advised to CRS direct under advice to this office in terms of this office letter of even number dated 29-2-1988. But it is regretted to inform you that no action has so far been taken by your railway inspite of reminders dated20-6-88, 29-3-89, 17-10-89 and 12-3-90.

Ministry of Railways therefore desire that the action taken may please be advised to CRS Southern Circle immediately under advice to this office.

The receipt of this letter may please be acknowledged.

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

(108) 16

No.88/CEDO/CRS/IR/14. 10-9-90.

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

Sub:- Inspection Report of CRS/SHC 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 and 29-1-90.

Please refer to your office letters 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 DEN/Madras may be again reminded to send the compliance of these paras direct to CRS under advice to this office.

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

(108)/7

No. 88/CEDO/SR/27.

Ref: EDME(RSK)'s note No.87/M(E)/204/6
dated 16.7.90.

As the moving profile of the new design of container wagon is within 'X' class engines, Civil Engineering Directorate have no comments to offer.

It is however proposed that the views of CORE/ Lucknow may also be obtained on the introduction of 5-car unit formation on Indian Railway B.G. system.

EDCE(G)

EDME(RSK)

M(N)
7/9/90

108/8

No.90/CEDO/BR/7. 11-9-1990.

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

Sub: Running of 16-axle B.C. Special Wagon for transport of 110 t Steam Generator for DAE/Bombay.

Ref: Your letter No.W 469/DAE/89 dated 4.9.90.

****

Item IV) and V) as given under para 2 of your above Quoted letter are reproduced below :-

	As per Certificate	Full name of Station
IV)	KUR - RJY	Kovvur - Godavari - Gopalapatnam
V)	GVN - Kottapalem	Kottapalem

The above description should have actually been as under :-

	As per Certificate	Full name of Section
IV)	KUR - RJY	Kovvur - Rajahmundry
V)	GVN - KAPM	Godavari - Kottapalem

From the above, it may be seen that out of Vijayawada - Gopalapatnam section, the certificate for the portion Kottapalem - Gopalapatnam is not available in the Track and Bridge Certificate of Vijayawada Division. The position regarding appearance of the Vijayawada - Gopalapatnam section in the Track and Bridge Certificate as explained by you is therefore not correct. The correct position may please be advised by return post to enable this office to take further necessary action in the matter.

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

(108)/9

No.66/WDO/SR/19.

11-9-90.

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

Sub:- Schedule of Dimensions 1676 mm Broad Gauge - Adoption of New Broad Gauge profile to RDSO Sketch No.EDO/T.1043.

Ref:- Your office letter No. G/DOU/DECK/INV dated 9-7-90.

The contention made in the concluding para of your above quoted letter is hereby confirmed

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

No. 89/WDO/SD/12. 11-9-90.

The General Manager (Engg;),
Railway Electrification,
Allahabad - 211001.

Sub:- Khandwa - Sanction of Railway Board to adopt lower values of overhead clearance at Khandwa HOB.

Ref:- Your office letter No.NE/Engg./W/1/27 dated 4/5-9-1990.

Interms of concluding para this office letter of even number dated 7-3-90, you were requested to consider sending a revised application alongwith revised Form-XI for condonation of infringements through CRS/CCRS. But it is seen that you have made an application dated 4-9-90 quoted above which is addressed to the undersigned. This application is required to be routed immediately through Commissioner of Railway Safety, Central Circle, Bombay and Chief Commissioner of Railway Safety Lucknow. This office are not in a position to take any action on this application unless the same is received duly forwarded through CRS/CCRS.

It is therefore necessary that three copies of your application dated 4/5-9-90 alongwith three copies of Form-XI and three copies of Drawing No.NE/Civil/HPL/30-89 are sent to CRS direct for onward transmission to CCRS and this office.

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

109/C

No. 66/WDO/SR/19. 11-9-90.

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

Sub:- Schedule of Dimensions 1676 mm Broad Gauge - Adoption of New Broad Gauge profile to RDSO Sketch No.EDO/T-1043.

Ref:- Your office letter No.G/DCU/DECK/INV dated 9-7-90.

The contention made in the concluding para of your above Quoted letter is hereby confirmed.

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

DA:-Nil.

(109)/2

S.N. SINGLA
Executive Director Civil Engineering(G)

D.O. No.87/WDO/CRS/IR/1. New Delhi, dated 11-9-1990.

Dear Shri JAGGI,

Sub: Inspection Report of Alipurduar Division for the year ending 31st March, '87.

Ref: Your office letter No.W/168/CRS/GHY-NJP/87/W-7 dated 2.9.'88.

****

The action taken on the various observations made by CRS North Eastern Circle Gorakhpur during his inspection of Alipurduar Division for the year ending 31.3.87 was required to be advised to CRS direct under advice to this office in terms of this office letter of even number dated 30th June,'87. No action appears to have been taken inspite of reminders dated 9.10.87, 21.3.88, 26.8.88. 10.3.89, 28.11.89 and 16.3.90.

I would therefore request you to personally look into the matter and ensure that a reply is invariably sent to this office.

Regards
With best wishes,

Yours sincerely,

Sd/-

(S.N. SINGLA)

Shri : H.K.L. JAGGI,
Chief Engineer,
N.F. Railway,
Maligaon,
Guwahati.

(110/1)

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 11-9-1990. 19

No.90/CEDO/SR/11.

The General Manager(Works),
Eastern Railway,
Calcutta - 700 001.

Sub: Introduction of Ballast Regulator Model 66-2 in regular services over Eastern Railway.

****

In view of the position explained in your application No. W 552/12/Vol.I dated 11.4.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Ballast Regulator model 66-2 of M/s 'KERSHAW' USA having a maximum axle load of 12.9 t to RDSO's Drg.No.EDO/T-2157 at maximum provisional speed of 60 Kmph when running on its own power and 40 Kmph when running in train formation as a dead vehicle on the following BG sections of your railway.

S.No.	Sections
1.	Howrah - Mughalsarai (via HBC/ML/GC)
2.	Khana - Sitarampur (via UP-2 & BK-2)
3.	Khana - Malda Town (via SBG Loop & BHW)
4.	Khana - Malda Town (via Gumani Link)
5.	Gonoh - Barkakana - Garwa Road - Sonnagar
6.	Garwa Road - Chopan
7.	Sealdah - Budge Budge
8.	Sealdah - Diamond Harbour
9.	Sonarpur - Canning
10.	Baruipur - Lakshmikantapur
11.	Sealdah - Ranaghat - Krishanagar City
12.	Sealdah - Dankuni (via CCR)

The sanction is subject to the observance of all permanent speed restrictions notified in the current working time table and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.07 of 1990, RDSO's Speed Certificate No. CT/TM/SC/BR dated 31.1.90 and all other certificates accompanying your application referred to above.

The Ministry of Railways also sanction the infringements to item No.2(ii), 19(a), 20(a) and 21(a) of Chapter-IV(A) of BG Schedule of Dimensions (1973) involved in the design of above machine as shown in the Form-XI accompanying your letter referred to above.

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

Contd.....2/-

(110/2)

No.90/CEDC/SR/11. New Delhi, dated 11-9-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No. RS.17-T(2)/90 dated 16.7.90.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.295 dated 9.7.90.

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

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

(111)

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 11-9-1990.19

No.90/CEDO/SR/11.

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

Sub: Running of KERSHAW's Ballast Regulator Model 66-2 on various BG Sections of Southern Railway.

****

In view of the position explained in your application No.W.438/1/Vol.X dated 25.6.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Ballast Regulator model 66-2 of M/s 'KERSHAW' USA having a maximum axle load of 12.9 t to RDSO's Drg.No.KDO/T-2157 on the 34 BG sections of your railway at a maximum provisional speed shown against each section in the Joint Safety Certificate.

The sanction is subject to observance of all permanent speed restrictions notified in the current working time table and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.516 BG dated 5.6.90, RDSO's Speed Certificate No. CT/TM/SC/BR dated 31-1-90 and all other certificates accompanying your application referred to above.

The Ministry of Railways also sanction the infringements to item No.2(ii), 19(a), 20(a) and 21(a) of Chapter-IV(A) of BG Schedule of Dimensions (1973) involved in the design of above machine as shown in Form-XI accompanying your letter referred to above.

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

No.90/CEDO/SR/11. New Delhi, dated -9-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(2)/90 dated 16.7.90.
2. The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhinagar .P.O., Bangalore with reference to his letter No.444 dated 26.6.90.
3. The Director Standards(Track), RDSO, Lucknow - 226 011.

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

(112)/(1)

No.88/CEDO/CRS/IR/12. //-9-90.

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

Sub:- Inspection Report on [redacted] South Eastern Railway (Waltair and Adra Division) for the year ending 31st March,88 Part III & IV.

Ref:- Your office letter No. TC/INSP/[redacted] CRS/WAR/Pt.III/88/2061 dated 3-4-89.

The action taken on the various observations made by CRS South Eastern Circle, Calcutta during his inspection of Waltair and Adra Division for the year ending 31st March,88 was required to be advised to CRS direct under advice to this office in terms of this office letter of even number dated 28-4-1988. It is regretted to inform you that no action has so far been taken by your railway inspite of reminders dated 13-3-89, 30-8-89, 28-11-89 and 20-3-90.

Ministry of Railways therefore desire that the action taken may please be advised to CRS, South Eastern Circle, Calcutta immediately under advice to this office.

The receipt of this letter may please be acknowledged.

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

Space

(112)/(2)

No.88/CEDO/CHR/IR/6. 11-9-1990.

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.TG/INSP/CHR/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 subsequent reminders of even number dated 24.1.90 and 12.3.90 and expedite the reply.

The receipt of this letter may please be acknowledged.

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

(113)

No.88/CKDO/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 Karra, 8.4(a) & 8.4(c) of Govindpur, 8.4(a) & 8.4(c) of Bano and 8.5(b) of Muagaon stations appearing in CRS's Inspection Report may please be sent to this office at an early date.

Sd/-
(V.P. CHANDAN)
Executive Director (S&T)/R,
Railway Board.

(114)

No. 88/CEDO/CRS/IR/3. 12-9-90.

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

Sub:- Inspection Report of 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.

The action taken on the various observations made by CRS South Eastern Circle, Calcutta during his inspection of Bilaspur Division for the year ending 31st March, 88 was required to be advised to CRS direct under advice to this office in terms of this office letter of even number dated 2.3.88. It is regretted to inform you that no action has so far been taken by your Railway inspite of reminders dated 26-8-88, 23-3-89, 9-1-90 & 13-3-90.

Ministry of Railways therefore desire that the action taken may please be advised to CRS, South Eastern Circle, Calcutta immediately under advice to this office.

The receipt of this office letter may please be acknowledged.

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

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 12-9-1990. 19

No.90/CEDO/SR/3.

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

Sub: Running of 12-axle B.G. Special Wagon (modified Kaveri) of M/s BHEL loaded with 210 MW Boiler Drum weighing 112 t on certain B.G. routes of South Eastern Railway.

*****

In view of the position explained in your application No.G/12-axle B.G. SPL Wagon/Pt.IV dated 15.5.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 12 axle (BG) special wagon (Modified Kaveri) of M/s BHEL, Tiruchirapalli th RDSO's 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 20 Kmph in loaded condition on the B.G. sections as shown in Annexure - I and Annexure - II enclosed.

The sanction is subject to observance of all permanent and temporary speed restriction in force and/or those that may be imposed form time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.6/90 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 RDSO's Speed Certificate for every CDC movement.

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.

Contd...2/-

No.90/CEDO/SR/3. New Delhi, dated 12-9-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No. RS.17-T(1)/90 dated 20.7.90.

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.189/SEC dated 17.7.90.

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

[S.M. SINGLA]
for Secretary, Railway Board.

ANNEXURE - I

Sl. No.	DESTINATION ON S.E.RLY.	S.E.RLY ROUTE
1.	Kolaghat Thermal Power Project Siding - MACHEDA	DUVADA-GPT-VZM-KUR-CTC-NMP-KGP-MCA
2.	NTPC Thermal Power Project Siding - KORBA	DUVADA-GPT-VZM-TIG-JSG-CPH-KRBA
3.	Bokaro Steel City - Tenughat Thermal power Station.	DUVADA-GPT-VZM-TIG-JSG-HNDM-HTE-MURI-KSX-BKSC
4.	Alifnagar Siding KP Docks for CESC	DUVADA-GPT-VZM-KUR-CTC-NMP-KGP-TPKR
5.	Thermal Plant Siding - Talcher for Talcher Thermal Power Station	DUVADA-GPT-VZM-KUR-BRAG-RJGR-TLHR
6.	BSPC Siding - BHILAI	DUVADA-GPT-VZM-TIG-R-BIA
7.	VSPS Siding -VIZAG Steel Plant Siding	DUVADA-GPT-VSKP
8.	HEMS Siding - HATIA Heavy Engg. Corpn.	DUVADA-GPT-VZM-TIG-JSG-HNDM-HTE
9.	Mirsinghpur - Thermal Power Station.	DUVADA-GPT-VZM-TIG-R-BSP-APR-BRS

ANNEXURE - II

Sl. No.	Destination on E.RLY.	S.E. RLY Route
1.	Singrauli Super Thermal Power Station Siding - SHAKTINAGAR	DUVADA-GPT-VZM-JSC-HNDM-HTE-MUKI-BKA
2.	NTPC Farakka Super TPS - Siding - TILDANGA	DUVADA-GPT-VZM-KUR-NMP/KGP-MDN-ADA-DMA & KALIPAHARI
3.	DVC Thermal Plant Siding - WARIA for MEJIA Thermal Plant	DUVADA-GPT-VZM-KUR-NMP/KGP-MDN-ADA-DMA & KALIPAHARI
4.	HACG Siding for Hinalco - RENUKUT	DUVADA-GPT-VZM-JSC-HNDM-HTE-MUKI-BKA
5.	Chandrapura Thermal Plant Siding - Chandrapura	DUVADA-GPT-VZM-TIG-JSC-HNDM-HTE-MUKI-KSL-BKSC-RBJ
6.	OBRA Thermal Plant Siding - BILLI JUNCTION	DUVADA-GPT-VZM-TIG-R-DUG-NGP (Excluding Motibagh Yard)
7.	Thermal Plant Siding - SIMARIA	DUVADA-GPT-VZM-JSC-HNDM-HTE-MUKI-BKA
8.	NTPC Thermal Plant Siding KAHALGAON (CLG)	DUVADA-GPT-VZM-KUR-NMP/KGP-MDN-ADA-DMA & KALIPAHARI

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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 12-9-1990. 19

No.90/CEDO/SR/3.

The General Manager,
South Central Railway,
Secunderabad.

Sub: Running of 12-axle B.G. Special Wagon (Modified Kaveri) between Gopalapatnam - Vijayawada.

Ref: Your application No.W.469/BHEL/112 t dated 27.6.90.

****

The sanction for running of 12-axle B.G. special wagon on seven routes of South Central Railway at a maximum provisional speed of 40 Kmph in empty and 30 Kmph in loaded condition has already been issued under this office letter of even number dated 29.6.90. Therefore the sanction for running of the wagon on one more additional route i.e. Vijayawada - Gopalapatnam as requested by South Central Railway can be issued by CRS direct in terms of para 2(a) Chapter-V of the Rules for Opening of a Railway which provides that in persuance of the orders issued in Railway Board's Notification No.350 dated 26.11.1913, the Commissioners of Railway Safety can sanction the use of locomotive engines or other locomotive power and rolling stock on new lines of the railway within their respective circle; the implication being that when a particular loco or rolling stock is already in operation on one of the section of the railway, its use on other sections of the same railway can be permitted by the CRS without approaching the Board.

In view of the above, you may approach CRS South Central direct for issue of the sanction on Vijayawada - Gopalapatnam section.

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

No.90/CEDO/SR/3. New Delhi, dated 12-9-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his ~~XXXXX~~ Endorsement No. RS.17-f(1)/90 dated 16.7.90.
2. The Commissioner of Railway Safety, South Central Circle, Secunderabad with reference to his letter No. 6/SC/22/2/404 dated 28.6.90.

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

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 12-9-1990. 19

No.90/CEDO/SR/3.

The General Manager(Engg.),
Eastern Railway,
Calcutta - 700 001.

Sub: Running of 12-axle BG special wagon (Modified Kaveri) of M/s BHEL loaded with 210 MW Boiler Drum weighing 112 t. on certain BG routes of Eastern Railway.

****

In view of the position explained in your application No. W.552/7Vol.4 dated 3.4.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 12-axle (BG) special wagon (Modified Kaveri) of M/s BHEL, Tiruchirapalli to RDSO's 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 20 Kmph in loaded condition on the following B.G. sections :-

S.No.	Sections
1.	East Dock Jn. to Mahadiya (via KGK Chord-DDJ-HBC-BWN-ASN-DHN-GMO-BMKA-GHD-BXLL-Karaila Road-SGRL-Mahadiya) and back.
2.	Karaila Road-Shaktinagar (via-Krishnasile) and back.
3.	East Dock Jn. to Mughalsarai (via-KGK Chord-DDJ-CC Rly.-HB Chord-STN-JAJ-KEU-PNBE) and back.
4.	East Dock Jn. to Malda Town (via-KGK Chord-DDJ-HB Chord-ASN-JAJ-KEU-BGP-BHW-CMX) and back.
5.	Mughalsarai-Malda Town(via-DNR-PNBE-RDUM-KEU-BHW-CMX) and back.
6.	Rampurdumra to Garhara (via-Simaria) and back.
7.	Malda Town to Liluah (via-CMX-NFK-AZ-KWAE-BDC) and back.
8.	Mughalsarai to Garwa Road (via-Sonnagar) and back.
9.	East Dock Jn. to Tikiapara (via-KGK Chord-CC Rly.-SYRL) and back.

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.6/90, Annexure 'A' to the Joint Safety Certificate and all other certificates accompanying your application referred

Contd.....2/-

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to above. As the consignment when loaded on the 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 RDSO's Speed Certificate for every ODC movement.

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 Engg. (G),
Railway Board.

No.90/CEDO/SR/3. New Delhi, dated 12 -9-1990.

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)/90 dated 10.8.90.

2. The Commissioner of Railway Safety, Eastern Circile, 14,Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.187/3637/90 dated 16.7.90.

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

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

Spare (122)

No.88/CEDO/CRS/IR/16. 13.9.1990.

The General Manager(Safety),
Northeast Frontier Railway,
Maligaon,
Guwahati - 11.

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

Ref: Your office letter No.T/308/52/S (NBQ - APDN - SGUJ) dated 27.3.90.

****

Please refer to your office letter quoted above. The "will follow" compliance report against item 2.1, 2.2, 2.3, 3.1, 4.1, 4.2, 5.1, 5.1(b), 6.1, 11.2 & 11.3 of CRS North Eastern Circle's Inspection Report on the above noted subject has not so far been advised to this office. It is therefore requested that the despatch of the same may please be expedited.

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

(123)

No.90/CEDO/SR/22. 13.9.90.

The Commissioner of Railway Safety,
Southern Circle,
7, Sheshadri Road,
Gandhi Nagar .P.O.,
Bangalore - 560 009.

Sub: Running of 25 KV B.G. AC EMU stock on Elavur - Sullurpeta Section.

Ref: Your letter No. 710 dated 29.8.90.

****

Photocopy of Southern Railway's letter No.W.368/M/2/ Vol.IV dated 25.6.90 alongwith its enclosures stated to have been sent with your above quoted letter has not been received in this office. It appears that the same has been lost somewhere in transaction.

It is therefore requested that an another photocopy of Southern Railway's letter alongwith its enclosures may kindly be sent preferably in an envelope to reach Executive Director Civil Engineering(G) in Room No. 127.

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

(S)
(124)

No.89/CE(C)/CRI/14. 14-9-90.

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

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

Ref:- Your office letter No.W.347/XXI/1/CN dated 23-1-1990.

The action taken on the recommendations and suggestions made by CRS, Southern Circle in his Inspection Report on the opening of the above line, as desired in endorsement No.2 of this office letter of even number dated 1-1-90, has not so far been advised to CRS direct under advice to this office.

It is therefore requested that the same may please be advised early.

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

Spare

(125)

No.90/CEDD/SR/11. 14.9.1990.

The General Manager(Works),
Central Railway,
Bombay - V.T.

Sub: Sanction KK for the running of M/s KERSHAW's Ballast Regulator Model 66.2 to diagram No.EDD/T-2157 on various B.G. sections over Central Railway.

Ref: Your letter No.681-T.61/SR dated 4.9.90.

******

Since a duly attested photocopy of CCRS's forwarding letter has not been received with your above quoted letter, this office are not in a position to take any action on your application.

It is therefore requested that a photocopy of CCRS's forwarding letter may please be sent immediately to enable this office to take further necessary action in the matter.

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

(126)

No. 89/CEDO/CRI/6. 18-9-90.

The General Manager (Engg.),
14, Strand Road,
Eastern Railway,
Calcutta.

Sub:- Opening of new Up line between Sultanganj and Ganganiya Stations and the new Down line between Bharhara and Dasharathpur stations in Malda Division of Eastern Railway for the public carriage of passengers.

Ref:- Your office letter No.W.552/8/7 dated 30th March,90.

The action taken on the recommendations and suggestions made by Commissioner of Railway Safety, Eastern Circle, Calcutta in his inspection report on the opening of the above line, as desired in endorsement No.2 of this office letter of even number dated 25-9-89, has not so far been advised to CRS direct under advice to this office. It is therefore requested that the same may please be advised early.

The receipt of this letter may please be acknowledged.

Sd/-

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

(127)

No.90/CEDO/SE/23. 21-9-90.

The Chief Engineer (Construction),
South Eastern Railway,
Bilaspur.

Sub:- i) Provision of loops at Tunia and Bhalulata on CKP - JSG Main line section.

ii) Provision of Crossing Stations at Balsiring and Mahabuang on BNDH-HTH Section.

Ref:- Your office letter No.BNO/HT/142/68 dated 03-9-90.

To enable this office to consider your application seeking Administrative approval for retention of 1 in 400 gradient in Tunia, Bhalulata, Balsiring and Mahabuang stations in connection with the above mentioned works, the Ministry of Railways desire to know the circumstances for not making a provision for 1 in 1200 gradient in the estimates of works.

The gradient in adjacent yards existing on either side of Tunia, Bhalulata, Balsiring and Mahabuang stations may also be advised for information of this office. The date when the work on these stations was started may also be intimated alongwith the present position of the various works.

Sd/-
(S.N.Singla)
Executive Director Civil Engineering (G), Railway Board.

(128)

No.SE/CEDO/SR/8

21-9-90.

The Chief Administrative Officer (Constn.),
South Central Railway,
Headquarters Office,
(Works Construction Branch),
Secunderabad - 500 371.

Sub:- Gradient in Station yards.

Ref:- Your office letter No.W/Con/306/P.Vol.IV dated 11-9-90.

A photocopy of this office reply of even number dated 5-9-90 sent to Chief Administrative Officer (Constn.), Central Railway, Bombay with endorsement to Chief Engineer (Constn.), Western Railway, Bombay on the issue involved is sent herewith for your information and guidance.

Sd/-

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

(129)

No.90/CEE0/23/23. 21-9-90.

The Chief Engineer (Construction),
South Eastern Railway,
Bilaspur.

Sub:- i) Provision of loops at Tumia and Khaliakata on CKP - JSG Main line section.

ii) Provision of Crossing Stations at Kalaikunda and Kharagpur on KGP-NCF Section.

Ref:- Your office letter No.SER/ET/142/68 dated 03-9-90.

To enable this office to consider your application seeking Administrative approval for retention of 1 in 400 gradient in Tumia, Khaliakata, Kalaikunda and Kharagpur stations in connection with the above mentioned works, the Ministry of Railways desire to know the circumstances for not making a provision for 1 in 1200 gradient in the estimates of works.

The gradient in adjacent yards existing on either side of Tumia, Khaliakata, Kalaikunda and Kharagpur stations may also be advised for information of this office. The date when the work on these stations was started may also be intimated alongwith the present position of the various works.

Sd/-
(S.N.Singla)
Executive Director Civil Engineering (G), Railway Board.

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

(130)

रेल भवन, नई दिल्ली-110001, दिनांक
No.90/C.DO/SR/24. Rail Bhavan, New Delhi-110001, dated 21-9-1990.

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

Sub: Revised provisional Speed Certificate for YDM2 Locomotives.

Ref: Your letter No.SD.YDM2.11 dated 18.9.85 and 21.10.87.

*****

The para regarding various items of M.G. Schedule of Dimensions (1963) infringing the YDM2 loco has not been incorporated in the above quoted Speed Certificate. It is therefore desired that a correction slip may be issued to incorporate the same in the Speed Certificate. Even if there are no infringements to the Schedule of Dimensions, the correction slip is required to be issued to reflect this position in the Speed Certificate.

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

No.90/CEDO/SR/24. New Delhi, dated 21-9-1990.

The General Manager(Works) Western Railway Bombay with reference to his application No.W.636/9/2/9 Vol.IV(W3) dated 4/5.4.90. It is seen that necessary Form-XI for condonation of infringements has not been sent alongwith your application. The same may be sent immediately through CRS and CCRS based on the correction slip to be issued by RDSO to the Speed Certificate of YDM2 loco.

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

(131)

No.88/CEDO/SP/1.

24-9-90.

The Chief Project Manager,
Railway Electrification,
Vijayawada - 520 001.

Sub:- Infringements pertaining to Electrical Structures on Krishna Canal - Guntur - Tenali section.

Ref:- Your office letter No.E.252/ECTRE/4039/Infringements dated 30-9-90.

Your above quoted application has not so far been received in this office duly forwarded through CRS and CCRS.

It is therefore requested that the matter may be pursued with Commissioner of Railway Safety and Chief Commissioner of Railway Safety's office to forward the same at an early date

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

No. 88/CEDO/SP/1. New Delhi, Dated 24-9-90

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001.
2) The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nilayam Bhawan, Secunderabad - 500 371.

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

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

रेल भवन, नई दिल्ली-110001, दिनांक
No.89/CEDO/SR/23. Rail Bhavan, New Delhi-110001, dated 25-9-1990.

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

Sub: Running of 20.32 t axle load B.G. Bogie POL tank wagon type 'BTPN'.

****

With reference to your application No.519.W/529 dated Feb. '90 sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of B.G. Bogie POL tank wagon type 'BTPN' fitted with two axle modified CASNUB 22W(M) bogies, twin pipe graduated release air brake system, slack adjuster, manually operated machanical empty load device and 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 Alt.1 in empty and loaded condition on the 92 B.G. sections of your Railway at the proposed maximum speed as shown against each section in the joint safety certificate.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is also subject to the condition that the calibration charts are made out and issued for the proposed 'BTPN' wagon to enable the commercial staff to ascertain, by use of dipsticks, whether the quantity of certain types of heavy petroleum products loaded is within the carrying capacity of the wagon specified. The sanction is subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/6/90, RDSO's Speed Certificate No.MW/CS/BTPN dated 4.1.89 and all other certificates accompanying your application referred 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 the diagram No. 1A and others of the B.G. Schedule of Dimensions(1973)

Contd.....2/-

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

89/CEDO/SR/23. New Delhi, dated 25-9-1990.

Copy forwarded for information to : -

1. The Chief Commissioner of Railway Safety, Lucknow with reference to his Endorsement No.RS.17-T(1)/90 dated 23.4.1990.
2. The Commissioner of Railway Safety, Northern Circle, Lucknow - 226 001 with reference to his letter No.50/1339/BTPN/Wagon dated 16.4.1990.
3. The Director Standards(Wagon), R.D.S.O., Lucknow, Standardised calibration charts for various POL products in respect of 'BTPN' wagon may be arranged to be issued to all the zonal railways.

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

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

No.99/CEDO/SE/7. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 28-9-1990. 19

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.

******

With reference to your office letter No.CPM/BSP/DNRE/EL/T/14/3816 dated 20.11.1989, sent through the Chief Commissioner of Railway Safety Lucknow and your letter No.CPM/BSP/DNRE/EL/T/14/4850 dated 12.9.90 and letter No.CPM/BSP/DNRE/EL/T/14 dated 25.9.90, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 13(ii)(a) Chapter-I of BG Schedule of Dimensions (1973) in respect of 14 Water Columns, 6 POB Supports, 1 POB Pier and 4 OHE Structures located on Gondia-Nagpur section of your Railway as shown in Form-XI accompanying your letter referred to above. It is however noted that all the 14 Water Columns will be progressively dismantled after introduction of Electric Traction.

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.99/CEDO/SE/7. New Delhi, dated 28-9-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his Endorsement No.RS.S-T(2)/88 dated 30.1.90.

2. The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.539 dated 19.1.90.

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

(135)

No.90/CEDO/BR/1. 28 - 9 -90.

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

Attention: Shri.Rajendra Pal, C.B.E.

Sub:- Major & Minor Bridges on Indian Railways as on 31st March,1990.

Ref:- Your office letter No.DB/B-I/BR-GENL dated 13/6/90.

The position of Major & Minor Bridges excluding RCBs & RUBs vis-a-vis the position of Bridges with waterways as on 31-3-90 from Statement 'A' and 'B' enclosed with your above quoted letter is reproduced below:-

Major & Minor Bridges excluding RCBs & RUBs	Bridges with Waterways.
18,669	18,596

It may be seen from the above two sets of figures that there is a difference of 73 in the two figures. This difference is equally applicable to the position as on 31-3-89. The break up of the figure of 73 may be advised indicating the type and number of bridges which are included under the heading Major and Minor bridges separately in order that reason for variation may be known to this office. This may be treated as most immediate and a reply sent by return post.

(D.N.MACHIWAL)
for Executive Director Civil Engineering (B&S),
Railway Board.

(136)

No.90/CEDO/BR/1. 28-9-1990.

The General Manager (Works),
North east Frontier Railway,
Maligaon, Guwahati.

Attention : Shri R.F. Tyagi DyCE/BR/HQ

Sub: Major and Minor bridges on Indian Railways.

Ref: Your letter No.W/29/0/5/Pt.XVII/-W-I dated 28.6.1990.

****

While going through your above quoted letter, it is seen that in Statement 'A' furnished with your above quoted letter the information pertaining to Railway Bridges, ROBs and RUBs under the heading 'Major' and 'Minor' bridges has not been furnished separately.

Ministry of Railways therefore desire that revised statement 'A' may be furnished immediately showing the position for Railway Bridges, ROBs and RUBs separately under the heading Major and Minor bridges as per proforma enclosed with this office letter of even number dated 2.4.90, a copy of which is enclosed herewith for your ready reference. In case, there is a difference in the position of total number of bridges with waterways shown in Statement 'B' already furnished to this office under your letter dated 28.6.90 vis-a-vis total number of bridges excluding ROBs and RUBs as per revised Statement 'A' now to be furnished by you, the same may be suitably expalined.

DA: As above.

(B.N. MACHIWAL)
for Executive Director Civil Engineering (B&B),
Railway Board.

Spare (137)

No.90/CEDO/BR/1. -10-1990.

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

Sub: Major and Minor Bridges on Indian Railways as on 31st March, 1990.

Ref: Your letter No.W.71/19 dated 14.6.90.

****

1. While going through the statement enclosed with your above Quoted letter it is seen that the information pertaining to Major and Minor bridges as on 31.3.89 is as under :-

	Rly. Bridges	ROBs	RUBs	Total
Major	1098	122	41	1261
Minor	16604	175	164	16943

Whereas the position as on 31.3.89 furnished last year under your letter No.W.71/19 dated 27.6.89 is as under :-

	Total number of Major and Minor bridges including ROBs and RUBs.
Major	1225
Minor	16861

It may be seen from the above figures that the total number of Major and Minor bridges including ROBs and RUBs as on 31.3.89 advised under your letter dated 27.6.89 and 14.6.90 differ from one another. The reason for this variation has however not been explained in your letter dated 14.6.90. Such a change in the last year figures already furnished should be avoided as there is no provision to revise previous year figures in Board's Administrative Report.

2. Apart from the above, the figures of Major and Minor bridges excluding ROBs and RUBs as on 31.3.89 and 31.3.90 ~~XXXXXX~~ vis-a-vis Bridges with waterways are reproduced below from your letter dated 14.6.90.

	Major and Minor bridges excluding ROBs & RUBs	Bridges with waterways	Difference
31.3.89	17702	17590	112
31.3.90	17770	17668	102

It is observed that the figure of Major and Minor bridges excluding ROBs and RUBs is 112 and 102 more as on 31.3.89 and 31.3.90 respectively compared to the position of bridges with

Contd.....2/-

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waterways. To enable this office to know the reason for this difference, the break up giving type and number of 112 and 102 bridges as on 31.3.89 and 31.3.90 which are included under the Major and Minor bridges separately under column 2 as well as 6 of statement 'A' may be clearly spelt out.

This may be treated as immediate.

(D.N. MACHIVAL)
for Executive Director Civil Engineering (B&S),
Railway Board.

(139)

Spare

No.90/CEDO/BG/3. -10-1990.

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

Sub: Movement of 12 axle BG Special Wagon (Modified Kaveri) of M/s BHEL, Tiruchirappalli for transporting of 210 MW Boiler Drum weighing 112 t on B.G. sections of Western Railway.

Ref: Your office letter No.636/15/71(W3) dated 21.5.90.

****

The sanction for running of 12-axle B.G. special wagon (Modified Kaveri) has already been issued under this office letter of even number dated 11.5.90, a copy of which is enclosed herewith for your information.

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

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

No.90/CMDO/SR/2. रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 4-10-1990. 19

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

Sub: Request for temporary sanction for movement of CIMMCO Wagons owned by NTPC between Manchiryal and Ramagundam stations to tide over the emergency created by the strike in Godavarikhani Coal Fields Singareni Co. Ltd. served by Ramagundam Railway Station on Kazipet-Balharshah Section.

****

Please refer to your application No.W/368/1/9/Vol.II dated 12.9.90 sent to this office by the Commissioner of Railway Safety South Central Circle Secunderabad. In view of the position explained in your application, the post facto sanction of Ministry of Railways is hereby communicated for the running of NTPC owned B.G. bogie hopper wagons having a maximum axle load of 22.86 t as per M/s CIMMCO's Drg.No.RDW-8-01 Alt.4 on Manchiryal-Ramagundam section (UP & DN lines) at a maximum speed of 45 Kmph for a limited period of six months w.e.f. 12.9.90 as a very special case.

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/158/B.G. and its Annexure 'A', Track Certificate and Bridge certificate accompanying your application referred to above. It is noted that RDSO have not so far issued the Speed Certificate of this wagon and the process of issue of Speed Certificate by RDSO is likely to take sometime. Therefore all conditions/stipulations which will be made in RDSO's Speed Certificate shall also be followed as soon as the same is issued. The Railway should obtain the Speed Certificate from RDSO as early as possible say within a maximum period of two months. The Ministry of Railways also confirm the action of Commissioner of Railway Safety South Central Circle Secunderabad in according his provisional sanction for a period of one month for the running of the above wagons at a maximum speed of 45 Kmph vide his letter No.6/SC/22/2/558 dated 12.9.90.

The infringement to Clause 13(b) & 18(1) of Chapter VI-A and profile of maximum moving dimensions as shown in Diagram

Contd 2/-

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No.1A and others of B.G. Schedule of Dimensions (1973) have already been condoned under Board's letter No.90/CEDO/SR/2 dated 6.2.90.

The issue of sanction without RDSO's Speed Certificate has the approval of the Board.

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

No.90/CEDO/SR/2. New Delhi, dated 4-10-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow. This has reference to his telephonic approval on 12.9.90 to CRE South Central Circle Secunderabad to forward the papers direct to the Railway Board without being routed through you in view of the urgency for issue of a regular sanction.
2. The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371 with reference to his letter No. 6/SC/22/R/558 dated 12.9.90.
3. The Director Standards(Wagon), R.D.S.O., Lucknow - 226 011. The Speed Certificate for B.G. hopper wagon to M/s CIMMCO's Drg.No.RDS-8-01 Alt.4 should be issued as early as possible say within a maximum period of two months.

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

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No.88/CE(C)/SD/8.

4/10/90
4-10-90.

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

Sub:- Gradient in station yards.

Ref:- Your office letter No.16-W/Genl/Loose dated 19/21-9-90.

A photocopy of this reply of even number dated 5-9-90 sent to Chief Administrative Officer (Construction), Central Railway, Bombay with endorsement to Chief Engineer (Construction), Western Railway, Bombay on the issue involved is sent herewith for your information and guidance.

Sd/-

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

(143)

Spare

No.88/CEDO/CRS/IR/15. 5-10-1990.

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

AHeention : Shri A.A. Siddiqui
Dy Chief Engineer/Const.

Sub: Inspection notes of CRS/SCO/SC
Vikarabad Parli-Vaijnath Section
of SC Division.

Ref: Your office letter No.W.247/1/16/
SC dated 25.9.90.

****

Necessary remarks against complete para 3 of CRS's Inspection Report have not yet been sent by your railway. The remarks against para 3.1 and para 3.4 are still awaited. Similarly, remarks against para 5 are also outstanding since long from CRE/SC.

Ministry of Railways therefore desire that the despatch of your railway's remarks against para 3.1, 3.4 & 5 may please be expedited.

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

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

No.88/CEDO/STN/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/-

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

A.K. MEHROTRA
Executive Director Civil Engineering(B&S).

(145)

D.O. No.90/CEDO/BR/1. New Delhi, dated 9-10-1990.

My dear GUPTA/~~GOPALAKRISHNAN~~/VAISH, Dinamani

Sub: Major and Minor Bridges on Indian Railways as on 31st March, 1990.

Ref: i) Northern Railway's letter No.135-W/ Minor Bridges/89-90 dated 29.6.90. — Encl

ii) South Central Railway, Secunderabad's letter No.W.71/1/4/Vol.II dated 15/5/90. — Encl 6

iii) Western Railway's letter No.W.65/12 vol.IV dated 9.4.90. — Encl 2

****

Kindly call for this office letter of even number dated 2.4.90 in terms of which your railway was asked to submit the information pertaining to Major and Minor bridges as on 31.3.90 in the prescribed Statement 'A' and Statement 'B'. This information was required to reach this office by 30.6.90, the latest. But I regret to infrom you that the required information has not so far been received in this office inspite of reminders of even number dated 30.7.90 and 6.9.90. As the printing of Board's Administrative Report is held up for want of information from your railway, I shall be thankful if the required information is sent to me without any further delay at your end.

Encl 16 + 18

While furnishing the information, it may please be examined if there is any difference in the number of Major and Minor Bridges excluding ROBs and RUBs compared to the total number of Bridges with waterways, if so, the difference may please be suitably explained in the forwarding letter, indicating the number MJ and MN type of bridges which are included in the position of Major and Minor bridges excluding ROBs and RUBs.

with best wishes,

Yours sincerely,

(A.K. MEHROTRA)

P.T.O.

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1. Shri B.D. GUPTA,
Chief Bridge Engineer,
Northern Railway,
New Delhi.

2. Shri GOPALAKRISHNAN, M. DHAMANI
Chief Bridge Engineer,
South Central Railway,
Secunderabad - 500 371.

3. Shri V.K. VAISH,
Chief Bridge Engineer,
Western Railway,
Bombay.

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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 10-10-1990.

No.90/CEDO/SR/26.

The General Manager(Engg.),
Eastern Railway,
Fairlie Place,
Calcutta.

Sub: Movement of 'MGR' Wagons (Drg.No.WD-81085-S-01 Alt.1) of M/s NTPC from TEXMACO Works Siding/ Agarpara tp NTPC Siding, Ramagundam upto Eastern Railway limit.

******

With reference to your application No.W.591/8/1/Pt.II/663 dated 20.6.90 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 13(b), 18(i) of Chapter IVA and profile of Maximum Moving Dimensions of 1929 as shown in Diagram No.1A and others of B.G. Schedule of Dimensions (1973) involved in M/s NTPC's 'MGR' Rapid discharge coal hopper wagon in empty condition manufactured to RDSO Drg.No.WD-81085-S-01 Alt.1 as shown in Form-XI accompanying your letter referred to above.

The sanction for single movement of these wagons ex TEXMACO Siding/Agarpara to NTPC Siding Ramagundam may be issued by the HODs of policy circular No.6 circulated under Board's letter No.73/WDO/SR/9/0 dated 8.7.80.

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

No.90/CEDO/SR/26. New Delhi, dated 10-10-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(1)/90 dated 16.7.90.
2. The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.297 dated 3/7.7.90.
3. The Director Standards (Wagon), RDSO, Lucknow.

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

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

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रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 10-10-1990.

No.90/CEDO/SD/18.

The Chief Project Manager,
Railway Electrification,
Bhopal.

Sub: Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling for the section BT(excl.) - BSL (excl.) of Central Railway.

****

With reference to your letter No.CPM/B/ST/Sig/20 dated 31.7.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of the following infringements to B.G. Schedule of Dimensions (1973) in connection with the above mentioned work.

S.No.	Description	Item No. and Chapter of B.G. Schedule
1.	S&T STRUCTURES - ANNEXURE 'A'	Item 13(ii)(c) Chapter - I
	20 Signal Structures (There are no infringements to 10 Signal Structures indicated in Annexure 'A').	
2.	OHE STRUCTURES - ANNEXURE 'B'	
	Nil.	
3.	CIVIL ENGINEERING STRUCTURES - ANNEXURE 'B'	
	Three Water Columns	Item 13(ii)(c) Chapter - I

It is noted that the water columns will be progressively dismantled after introduction of Electric Traction and the Blanking arrangements will be provided for signal ladder which are located at a distance less than 2360 mm.

The infringements under Khandwa ROB are separately being dealt with on case No.89/CEDO/SD/12 as per application received from General Manager, Railway Electrification, Allahabad under his letter No.RE/Engg./W/1/27 dated 4/5.9.90.

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

No.90/CEDO/SD/18. New Delhi, dated 10-10-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.18-T(3)/90 dated 6.9.90.
2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.234 dated 20th August, 1990.

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

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

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 10-10-1990. 19

No.89/CEDO/SR/15.

The General Manager(Works),
Eastern Railway,
Calcutta - 700 001.

Sub: Introduction of BG Bogie Rail Wagon type 'BRN' both in empty and loaded condition in regular services on different sections of Eastern Railway.

****

In view of the explained in your application No. W.552/7/Vol.4 dated 29.5.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is here by communicated for the running of BG bogie rail wagon type 'BRN' to RDSO's Drg. No.WD-84013-S-1(Alt.5) fitted with elastomeric pads modified CASNUB-22W(M) bogies, non-transition centre buffer couplers, twin pipe graduated release air brake and having a maximum axle load of 20.3 t on the following BG sections in empty and loaded condition at a maximum permissible speed shown against each :-

S.No.	Sections	Max. permissible speed in empty/loaded condition (Kmph)
1.	Dankuni-Barddhaman-Khana (Via - HBC).	65
2.	Bandel-Saktigarh-Khana (Via - ML)	65
3.	Khana-Sitarampur (Via-M/L) & (2ND UP/2nd DN).	65
4.	Sitarampur-Pradhankanta (Via-GC)	65
5.	Sitarampur-Jhajha (Via - M/L)	65
6.	Sitarampur-Barakar (2ND DN)	25
7.	Pradhankhanta-Gujhandi	75
8.	Gujhandi-Gurpa	55
9.	Gurpa- Manpur	75
10.	Manpur-Rafiganj(UP)	75
11.	Rafiganj-Pusauli(UP)	65
12.	Pusauli-Mughalsarai (UP)	75
13.	Manpur-Rafiganj (DN)	65
14.	Rafiganj-Sonnagar (DN)	75
15.	Sonnagar-Mughalsarai (DN)	65

The sanction is subject to observance of all permanent speed restrictions as notified in the current working time table of your Railway and other temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to

Contd....2/-

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observance of all other conditions/stipulations made in your Joint Safety Certificate No.12/90, RDSO's Speed Certificate dated 15.2.90 and all other certificates accompanying your application referred to above.

It is noted from para I of RDSO's Provisional Speed Certificate No.MW/BRN dated 17.8.87 that 'BRN' wagon has the same overall moving dimensions and other leading particulars as in the case of 'BRH' wagon already running on line.

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

No.89/CRDO/SR/15. New Delhi, dated 10-10-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(1)/90 dated 16.8.90.
2. The Commissioner of Railway Safety, Eastern Circle, Calcutta - 700 001 with reference to his letter No.438/1020/BRN/90 dated 8.8.90.
3. The Director Standards (Wagon), R.D.S.O., Lucknow - 226 011.

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

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 10-10-1990.

No.89/C.20/SR/15.

The General Manager(Works),
Northern Railway,
New Delhi.

Sub: Running of BG Bogie Wagon type 'BRN' on Northern Railway.

*****

In view of the position explained in your application No.519-W/495 dated 28.5.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of BG bogie rail wagon type 'BRN' to RDSO's Drg.No.WD-84013-S-1 (Alt.5) fitted with elastomeric pads, modified CASNUB - 22W(N) bogies, non-transition centre buffer couplers, twin pipe graduated release air brake and having a maximum axle load of 20.3 t on Mughalsarai - Ghaziabad section at a maximum speed of 75 Kmph in loaded and 80 Kmph in empty condition.

The sanction is subject to observance of all speed restrictions as notified in the current working time table of your railway and other temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/21/90, RDSO's Speed Certificate dated 15.2.90 and all other certificates accompanying your application referred to above. The sanction for running of 'BRN' wagon on the remaining sections mentioned in Railway's application shall however be issued by CRS Northern Circle Lucknow.

It is noted from para I of RDSO's Provisional Speed Certificate No.MW/BRN dated 17.8.87. That 'BRN' wagon has the same overall moving dimensions and other leading particulars as in the case of 'BRH' wagon already running on line.

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

Contd....2/-

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No.89/CEDC/SR/15. New Delhi, dated 10-10-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(1)/90 dated 16.8.90.

2. The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No.224/1339/BRN dated 10.8.90.

3. The Director Standards (Wagon), RDSO, Lucknow.

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

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Spare

No.90/CEDO/CLW/1. 12.10.1990.

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

Sub: New lines/Doublings opened, New lines/ Doublings under construction and Lines dismantled for the year ending 31.3.90.

Ref: Your office letter No.WC.415/5/Vol.III dated 8.6.90.

*****

Please refer to this office letter of even number dated 14.6.90 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 5.9.90 and expedite the reply.

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

DA : As above.

Spare

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No.90/CEDO/OLW/1.

12.10.1990.

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

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.

******

Please refer to this office letter of even number dated 20.4.90 (Copy enclosed for ready reference) and subsequent reminders of even number dated 1.8.90 and 5.9.90 and expedite the reply.

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

DA : As above.

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 12-10-1990.

No.90/CEDO/SR/12.

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

Sub: Running of 50,000 litres capacity B.G. Begie Milk tank van on Northern Railway.

Ref: Your letter No.519-W/571 dated 4.10.90.

*****

The sanction for running of B.G. Begie milk tank van on the remaining 92 B.G. sections of your railway shall be issued by the Commissioner of Railway Safety Northern Circle Lucknow in terms of his letter No.200/1339/vvn/milk van/Pt.1 dated 31.7.90 a copy of which is enclosed herewith for your information and guidance.

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

No.90/CEDO/SR/12. New Delhi, dated 12-10-1990.

The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow with reference to his letter No.200/1339/vvn/milkvan/Pt.1 dated 31.7.90. The Northern Railway as per their application No.519-W/571 dated 26.7.90 had applied for running of B.G. Begie milk tank van on 93 B.G. sections. Sanction for running on Mughalsarai - Ghaziabad section has already been issued under this office letter No.90/CEDO/SR/12 dated 6.9.90. Necessary sanction for running on the remaining 92 B.G. sectionas may be issued to Northern Railway from your end.

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

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

No.89/CEDO/SR/28.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 12-10-90. 19

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

Sub:- Running of B.G.Track Machines.

1) UNI-MAT '08-275' Points and Crossings Tamping Machine.

2) Model - 09 - 32 - CSM - Track tamping, lining & lifting machine over South Central Railway

---

With reference to your application No.W/501/1/33/Vol.II dated 17-5-1990 sent through the Chief Commissioner of Railway Safety Lucknow and your letter No.W/501/1/33 dated 10.9.90. the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s following Track Machines at a maximum provisional speed as shown against each section in Annexure-A enclosed.

S.No.	Name of Machine	RDSO's Drawing No.	Maximum axle load.
1.	Points & Crossings Tamping Machine '08-275' UNI-MAT.	EDO/T-2147	11.5t
2.	Tamping, Lining and Lifting Machine 09-32-CSM.	EDO/T-2146	13t

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.E/217/BG and No.E/218/BG and all other certificates accompanying your application referred to above.

The Railway Ministry also sanction the infringements to item 2(ii) and 18(i) of Chapter IV(A) for Machine 09-32-CSM to Drawing No.EDO/T-2146 and item 2(ii), 16 and 18(i) of Chapter IV(A) for UNI-MAT '08-275' Machine to Drawing No.EDO/T-2147 of B.G.Schedule of Dimensions (1973) involved in the design of these machines as shown in Form-XI accompanying your application referred to above.

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

P.T.O.

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No.05/CEDO/SR/28. New Delhi, dated 12.-10-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashpk Marg, Lucknow with reference to His Endorsement No.RS.17-T(2)/90 dated 9.6.90.
2. The Commissioner of Railway Safety, South Central Circle, III Floor, Rail Nirman Bhawan, Secunderabad - 500 371 with reference to his letter No.6/SC/22/4/331 dated 23.5.90.
3. The Director Standards(Track), RDSO, Lucknow - 226 011.

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

ANNEXURE 'A'

S.No.	Sections	Machine No.09-32CSM		Machine No.UNI-MAT '08-275'	
		Own Power	In train formation	Own Power	In train formation
1.	Wadi - Hyderabad	60 Kmph	40 Kmph	60 Kmph	40 Kmph
2.	Hyderabad - Hussainsagar	"	"	"	"
3.	Hussainsagar - Secunderabad	"	"	"	"
4.	Secunderabad - Kazipet	"	"	"	"
5.	Kazipet - Balharshah	"	"	"	"
6.	Kazipet - Vijayawada	"	"	"	"
7.	Vikarabad -Parli Vaijnath	50 Kmph	"	50 Kmph	"
8.	Dornakal - Bhadrachellam Road	60 Kmph	"	60 Kmph	"
9.	Karepalli - Singareni Collieries	"	"	"	"
10.	Vijayawada - Gudur	"	"	"	"
11.	Krishna Canal - Guntur	"	"	"	"
12.	Kottapalem - Vijayawada	"	"	"	"
13.	Tenali - Repalle	30 Kmph	30 Kmph	30 Kmph	30 Kmph
14.	Tenali - Guntur	60 Kmph	40 Kmph	60 Kmph	40 Kmph
15.	Nidadavelu - Bhimavaram	"	"	"	"
16.	Bhimavaram - Narasapur	"	"	"	"
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	55 Kmph	"	55 Kmph	"
26.	Pune - Miraj - Kolhapur	60 Kmph	"	60 Kmph	"
27.	Geety - Dharmavaram	"	"	"	"
28.	Nadikude - Bibinagar	"	"	"	"
29.	Renigunta - Tirupati	50 Kmph	"	50 Kmph	"
30.	Bhadrachellam Road - Mamuguru	"	"	"	"
31.	Tarangallu - Ranjitpura	35 Kmph	30 Kmph	35 Kmph	30 Kmph

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

No.85/WDO/ORI/17.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 12-10-90 19

The Chief Administrative Officer (Constn.),
South Central Railway,
Head Quarters Office,
Works Construction Branch,
Secunderabad - 500 371.

Sub:- Increase in the limiting Wind-speed to above 50 Km/h for allowing trains on the Krishna and Parvati Katti Nallah bridges on Gadag-Salapur Sections Almatti Division.

Ref:- Your application No.W.Con.347/H/18/Vol.III dated 22/7/88 and letter No.W.Con.71/H/10/Vol.III dated 18-9-90.

Your above Quoted application for increase in limiting wind velocity from 50 Kmph to 68 Kmph has been received in this office duly forwarded through CRS/CCRS. CRS has recommended that Railway Board may raise the present limit to 60 Kmph for passenger trains only, (i.e., retaining the present limit of 50 Kmph for goods train operation) subject to observance of the first four conditions as mentioned by Commissioner of Railway Safety in his letter No.501/CRS/SC dated 1-8-88 (Copy enclosed for ready reference).

The Ministry of Railways therefore desire that South Central Railway should apply afresh in supersession of their previous application dated 22-7-88 through CRS/CCRS after taking necessary action on the suggestions made by CRS and after having the results of wind tunnel study as brought out in your letter No.W.Con.71/H/10/Vol.III dated 18-9-90.

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

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No. 89/CRNO/CRI/1. 12-10-90.

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

Sub:- Secunderabad Division (SC) Tolapur-Gulbarga Doubling (29.03 Kms.) Diversion of main line between Shankarpalli & Nagarpalli stations from Km: 140/5-6 and 143/4-5.

A copy each of the Index Plan and Section of the above diversion is sent herewith for information and your office record. The said diversion was opened for passenger traffic on 30-1-1989.

Encl: 2 Plans.
bearing No.P2/SC/69 &
P2/SC/69/1.

(S.N.Singla)
for Secretary Railway Board.

No.89/CRNO/CRI/1. New Delhi, Dated 12-10-90.

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 of the above section.

(S.N.Singla)
Executive Director Civil Engineering (G),
Railway Board

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

No.90/CEDO/SD/24.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 17-10-90. 19

The Chief Engineer (Construction),
Southern Railway,
HeadQuarters Office,
Works Construction Branch,
Egmore,
Madras - 600 008.

Sub:- Jolarpettai - Erode section - Proposed bye-pass line near Jolarpettai connecting Jolarpettai - Erode and Jolarpettai - Bangalore City Main Lines - Railway Board's condonation requested for the infringing grade of 1 in 150, 1 in 200 as a Permanent Measure.

With reference to your office letter No.W.182/III/56/CN dated 13-8-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of grade infringements of 1 in 150 & 1 in 200 as per item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) involved in the construction of bye-pass line to connect Jolarpettai-Erode and Jolarpettai-Bangalore main lines of Southern Railway as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No. CN 106-90 accompanying your letter referred to above except that 1 in 400 grade shown in Form-XI under prescribed dimensions has been corrected to read as 1 in 260. The sanction is subject to suitable safety arrangements being made by the railway to avoid accidents.

It is however noted that regrading of the main lines in order to provide flatter gradients on bye-pass line is not possible on account of heavy expenditure involved in exoution of the work under traffic conditions.

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

No.90/CEDO/SD/24. New Delhi, Dated 17-10-90.

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(7)/90 dated 24-9-90.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore - 560009 with reference to his letter No.686 dated 20-8-90.

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

ANNEXURE-I

Sl. No.	Localities: District or section	Localities: Kilometreage/ mileage	Names of Structure which infringe	Prescribed maximum and minimum dimensions: Chapter and Item	Prescribed maximum and minimum dimensions: Maximum and Minimum	Existing actual Dimensions	Amount of infringements
	Madras Division:		Proposed Bye-pass line connecting Jolarpettai - Erode and Jolarpettai - Bangalore City Main lines.				
		Ch.140 to 390	Gradient	Chapter II Item 2(b)	1 in 260	1 in 200	1 in 200 against 1 in 400
		Ch.580 to 700	-do-	-do-	-do-	-do-	-do-
		Ch.831.40 to 1525	-do-	-do-	-do-	1 in 150	1 in 150 against 1 in 400

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

D.O.No.88/CEDO/IPS/1. New Delhi, dated 19-10-1990.

My dear BAIKE,

Sub: Index Plan and Section

Ref: Your D.O.No.W.229.TM.6/III dated 13.6.90.

*****

Kindly refer to my D.O. letter of even number dated 15.6.90. The Division wise Index Plan and Section books have not so far been received in this office. I shall, therefore be thankful if you would kindly personally look in to the matter and get the same despatched at an early date.

With best wishes,

Yours sincerely,

(S.M. SINGLA)

Shri P.T. BAIKE,
Deputy Chief Engineer(T.M.),
Central Railway,
Bombay.

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

D.O.No.88/CEDO/IPS/1. New Delhi, dated 19-10-1990.

Dear Shri GOIL/KRISHNARAO,

Sub: Index Plan and Section

Ref: i) North Eastern Railway's letter No. W/81/4/IPS/L.7 dated 17.10.88.

ii) South Central Railway's letter No.W.242/1/2 dated 12/19.10.88.

*****

In terms of this office letter of even number dated 4.10.88 your Railway was requested to send Division wise books of Index Plan and Section corrected up to 31.3.88. But I regret to inform you that the said books have not so far been received in this office inspite of reminder of even number dated 26.4.90.

May I therefore request you to please apprise me of the progress made so far in the preperation of these books and the likely date by which these books shall be supplied to this office.

With regards,

Yours sincerely,

(S.M. SINGLA)

1. Shri R.N. GOIL,
Chief Engineer,
North Eastern Railway,
Gorakhpur.

2. Shri S.H.R. KRISHNARAO,
Chief Engineer,
South Central Railway,
Secunderabad - 500 371.

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S.N. SINGLA
Executive Director Civil Engineering(G).

D.O.No.88/CEDO/SKD/1. New Delhi, dated 19-10-1990.

Dear Shri BUDHIRAJA/GOIL,

Sub: Station Yard Diagrams.

In terms of this office letter of even number dated 3.10.88 your Railway was requested to send Division wise Station Yard Diagram books corrected up to 31.3.88. But I regret to inform you that these books have not so far been received in this office inspite of my D.O. reminder of even number dated 20.4.90.

May I therefore request you to please apprise me of the progress made so far in the preparation of these books and the likely date by which these books shall be supplied to this office.

With regards,

Yours sincerely,

(S.N. SINGLA)

1. Shri M.P. BUDHIRAJA,
Chief Engineer,
Northern Railway,
New Delhi.

2. Shri R.N. GOIL,
Chief Engineer,
North Eastern Railway,
Gorakhpur.

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

D.O.No.88/CEDO/SYD/1. New Delhi, dated 19-10-1990.

Dear Shri KOPPIKAR/MONGA,

Sub: Station Yard Diagrams.

Ref: i) Central Railway's letter No. W.861/P226/XII dated 1.10/11.88

ii) South Eastern Railway's letter No.EE/Yard Diagram & Index Plan and Section dated 11.10.88.

******

In terms of this office letter of even number dated 3.10.88 your Railway was requested to send Division wise books of Station Yard Diagram corrected up to 31.3.88. But I regret to inform you that the same have not so far been received in this office inspite of reminder of even number dated 19.4.90.

May I therefore request you to please apprise me of the progress made so far in the preperation of these books and the likely date by which these books shall be supplied to this office.

With regards,

Yours sincerely,

(S.M. SINGLA)

1. Shri G.S. KOPPIKAR,
Chief Engineer,
Central Railway,
Bombay.

2. Shri L.C. MONGA,
Chief Engineer,
South Eastern Railway,
Garden Reach,
Calcutta.

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

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No.90/CEDO/SR/18. रेल भवन, नई दिल्ली-110001, दिनांक / Rail Bhawan, New Delhi-110001, dated 22-10-1990.

The General Manager(Works),
Central Railway,
Bombay V.T.

Sub: Running of WAG/1 A.C. Electric locomotive for haulage of passenger trains over Nagpur-Wardha-Balharshah B.G. section of Central Railway.

****

In view of the position expalined in your application No. W.681.Y.68/BR/IV dated 24.1.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of WAG/1 A.C. Electric locomotive, having a maximum load of 21.8 t, at a maximum speed of 80 Kmph on Nagpur - Wardha - Balharshah B.G. section.

For haulage of passenger trains.

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 and observance of additional speed restrictions as may be imposed by CRE due to condition of CRE or any other reason. It is further subject to observance of the conditions/stipulations made in the Joint Safety Certificate No.E.1/90 BG, RDSO's Speed Certificate No.SD.POL.11 dated 25/26.9.68 and all other certificates accompanying your application referred to above.

Ministry of Railways also confirm the action of the Commissioner of Railway Safety Central Circle Bombay in according his provisional sanction for the running of WAG1 AC Electric locos between Nagpur and Balharshah BG section under letter No.C-11(63)24 dated 2.2.90 keeping in view of the urgency expressed by the railway. It is however noted from the sketch enclosed with the application that the profile of WAG1 AC Electric locomotive is within 'X' class loco moving dimensions.

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

No.90/CEDO/SR/18. New Delhi, dated 22-10-1990.

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 8.2.90.
2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.C-11(63)/81-32 dated 31.1.90.
3. The Director Standards(Civil), RDSO, Lucknow - 226 011.

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

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

No.90/CEDO/SD/19. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 22-10-1990.

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

Sub: Secunderabad Division - Request for condonation of infringement grades in the yards at Khairatabad and Hyderabad in connection with Doubling of track between Hyderabad and Telapur.

****

Reference your application No.W/Con/182/C/148/Vol.VIII dated 22.5.1990 and 23.5.1990 sent through the Chief Commissioner of Railway Safety Lucknow / and letter dated 20-9-90. In view of the position explained in your applications, the sanction of Ministry of Railways is hereby communicated for condonation of the following grades as against 1 in 400 required in terms of item-2 Chapter-II of B.G. Schedule of Dimensions (1973) :-

1. Condonation of 1 in 150 grade in connection with insertion of 1 in 12 Cross-over for connecting existing Down and proposed Up Main line between Km:182/12-13 and 182/15 at Hyderabad end of Khairatabad Station.

2. Condonation of existing grade of 1 in 100 in connection with laying of 1 in 12 (S) and 1 in 16 (S) Cross-over at Wadi end connecting the existing Down and proposed Up Main line between Km:184/1 to Km:184/4-5 at Hyderabad yard.

3. Condonation of 1 in 150 grade involved in laying proposed shunting neck on Up Main line side between Km:183/14 to Km:184/4-5 at Hyderabad yard.

4. Condonation of 1 in 150 grade for existing shunting neck which is to be converted as Up Main line between Km:183/13-14 to Km:184/1-2 at Hyderabad yard.

5. Condonation of 1 in 100 grade for extension of existing shunting neck on Down Main line side between 184/1-2 to 184/4-5 at Hyderabad yard.

Contd 2/-

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The above condonations are based on Form -XI 1 & 2 and Drawing No. CAOR/C/TR/63-90 and CAO/C/TR/88-90 accompanying your application referred to above. It is noted that the shunting of rolling stock will be performed with loco at khairatabad end and loose shunting will be avoided at Hyderabad terminal station. The sanction is subject to suitable safety arrangement being made by the Railway and suitable safety precautions being incorporated in the station working Rules to avoid accidents at the infringing gradients.

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

No.90/CEDO/SD/19. New Delhi, dated22-10-1990.

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)/90 dated 9.6.90.

2. The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371 with reference to his letter No.6/SC/7/336 dated 24.5.90.

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

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

(169)

No. 88/CEDO/SD/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 22-10-90 19

The Chief Project Manager,
Railway Electrification,
Vijayawada.

Sub:- Infringements pertaining to Electrical Structures on Krishna Canal - Guntur - Tenali Section - Clearance to fixed structures - Condonation - Reg.

With reference to your application No.E.252/KGTRE/4039/ infringe dated 30-5-90 sent in supersession of the previous application dated 27-3-89 through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) caused by 26 Electrical structures having horizontal clearance between 2230 to 2450 mm at Reddipalam yard on Krishna Canal - Guntur - Tenali section as shown in Form-XI and Drawing No.KGTRE/RE/I/RK/3 Alt.I accompanying your letter referred to above.

The sanction is applicable only to condonation of infringements to clearances so far as Electrical 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.M.SINGLA)
Executive Director Civil Engineering (C),
Railway Board.

No. 88/CEDO/SD/1. New Delhi, Dated 22-10-90.

Copy forwarded for information to:-

1) The Chief Commesioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No.RS.18-T(1)/90 dated 24-9-90.
2) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371 with reference to his letter No.6/SC/7/563 dated 17-09-90.

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

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No. 89/CWDO/SR/11. 22-10-90.

The Chief Administrative Officer (Constn.),
Southern Railway,
Works Construction Branch,
Egmore,
Madras - 600 008.

Sub:- Jolarpettai - Erode Section -
Proposed BG bye-Pass line near
Karuppur in connection with
Thermal Power Plant siding for
Tamilnadu Electricity Board at
Metur Dam - Condemnation - request of.

Ref:- Your application No.W.450/1/46/CN/Vol.IX
dated 26-5-89.

Please indicate the Sketch No. enclosed with your above quoted application and also arrange to send a ferro copy of the same by return post.

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

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No.90/CEDO/BR/1. 23/10/90

The General Manager(B&D),
Northern Railway,
Baroda House,
New Delhi.

Attention: Shri.Paramatma Sharan, Dy.Chief Engineer.

Sub:- Major & Minor Bridges on Indian Railways.
Ref:- Your office letter No.13-W/Minor Bridges/89-90 dated 29-6-1990.

Kindly call for this office letter of even number in terms of which your railway was asked to submit the information pertaining to Major & Minor Bridges as on 31-3-90 in prescribed statement 'A' and Statement 'B'. The information was required to reach this office by 30-6-90 the latest. But, it is regretted to inform you that the required information has not so far been received in this office inspite of reminders of even number dated 30-7-90, 6-9-90 and D.O. to Chief Bridge Engineer dated 9-10-90. As the printing of Board's Administrative Report is held up for want of information only from Northern Railway, it is requested that the required information may please be sent without any further delay.

While furnishing the information, it may please be ensured that the difference in the number of Major and Minor Bridges excluding ROBs and RUBs compared to the total number of Bridges with Waterways, if any, is suitably explained in the forwarding letter.

(D.M.Machiwal)
for Executive Director Civil Engineering (B&S),
Railway Board.

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 23-10-90. 19

No. 90/CEDO/SD/25.

The Chief Administrative Officer (Constn.),
South Central Railway,
Headquarters Office,
Works Construction Branch,
Secunderabad - 500 371.

Sub:- Secunderabad division - Wadi - Secunderabad section - doubling of track between Malkhaid Road and Wadi - Proposed doubling of the bye-pass line at Wadi Station - Stage I.

With reference to your application No.W.Con.182/C/169/Vol.II dated 10-9-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of grade infringement of 1 in 159, 1 in 150 and 1 in 300 to item 2 Chapter-II of B.G.Schedule of Dimensions (1973) on the Second bye-pass line connecting Wadi-Secunderabad and Wadi-Guntakal to avoid entry into Wadi yard as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.CAO/C/TR/361/90 accompanying your application referred to above. The sanction is subject to the condition that no shunting shall be permitted over the bye-pass line and when loads are worked over the bye-pass line down the grade, the locomotive shall be leading. It is further subject to other suitable/arrangements being made by the railway to prevent accidents.

Safety

It is however noted that the above infringing grades cannot be avoided as the second bye-pass line takes off from the existing lines which are already on a grade, the lowering of which is not possible under traffic conditions and there is a ROB at Raichur where the track cannot be raised due to clearance problem.

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

P.T.O.

No. 90/CEDO/SD/25. New Delhi, Dated 25-10-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No.RS.18-T(3)/90 dated 24-9-90.

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.268 dated 14-9-90.

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

ANNEXURE- I

S.No.	Location	The Structure which infringes	Chapter & item No.	Prescribed Dimensions	Existing Actual dimensions.	Amount of infringement
1.	Doubling of the existing bye-pass line at Wadi from Chainage 38 M. to Ch.1164 M.	Gradient within the yard limits.	Chapter-II & item-2.	1 in 400	1 in 159 from Ch. 85 m. to 269.25 m, 1 in 260 from Ch. 269.25 m. to 910.69 m, 1 in 150 from Ch. 910.69 m to 1098.87 m, 1 in 300 from Ch. 1098.87 m. to 1805.57 m.	Difference between 1 in 400 and 1 in 159, 1 in 260 1 in 150 1 in 300

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

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 25-10-90. 19

No. 90/CEDO/SR/11.

The General Manager (Works),
Central Railway,
Headquarters Office,
Bombay V.T. - 400 020.

Sub:- Sanction for the running of M/s.Kershaw's Ballast Regulator Model 66-2 to Diagram No.RDO/T-2157 on various B.G.Sections over Central Railway.

In view of the position explained in your application No.W.681.Y.61/HR dated 5-3-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Ballast Regulator Model 66-2 of M/s.'KERSHAW' USA having a maximum axle load of 12.97 t to RDSO's Drawing No.RDO/T-2157 at a Maximum Provisional Speed of 60 Kmph when running on its own power and 40 Kmph when running in train formation as a dead vehicle on the following B.G.Sections of your Railway.

S.No.	Sections.
1.	Bombay V.T. - Kalyan - Pune - Wadi.
2.	Kalyan - Igatpuri - Bhusawal - Itarsi - Jabalpur - Naini.
3.	Balharshah - Wardha - Nagpur - Itarsi -Jhansi - Tuglakabad.
4.	Bhusawal - Wardha.
5.	Bina - Katni.
6.	Jhansi - Juhi.
7.	Jhansi - Manikpur.
8.	Bhimsen - Khaira.
9.	Daund - Manmad.
10.	Bina-Guna-Ruthiyai-Maksi.
11.	Katni - New Katni Junction - Singrauli.
12.	Diva - Vasai Road.
13.	Diva-Panvel-Apta-Pen-Roha Road.
13-A.	Panvel - Jassai Road - Uran.
14.	Badnera - Amravati.
15.	Jalamb - Khamgaon.

P.T.O.

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The sanction is subject to the observance of all permanent speed restrictions notified in the Current Working Time-Table and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.3/90 BG and all other certificates accompanying your application referred to above.

The Ministry of Railways also sanction the infringements to item 2(ii), 19(a), 20(a) and 21(a) of Chapter IV-(A) of B.G.Schedule of Dimensions (1973) involved in the design of above machine as shown in Form-XI accompanying your application referred to above.

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

No. 90/CEDO/SR/11. New Delhi, Dated 25-10-90.

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(2)/90 dated 24-9-90.

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.C-11(114)/[illegible] dated 8-3-1990.

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

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

(176)

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

No. 90/CEDO/SD/23.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 29-10-90 19

The Chief Engineer (Construction),
South Eastern Railway,
Bilaspur.

Sub:- i) Provision of Loops at Tunia and Bhalulata on CKP - JSG Main Line Section.

ii) Provision of Crossing Stations at Balsiring and Mahabuang on BNDM - HTE Section.

Ref:- Your office letter No.DRG/SY/142/68 dated 03-9-90 and 19-10-90.

In view of the financial constraints and the difficulties involved in regrading as explained in your above quoted letter, Administrative approval of Ministry of Railways is hereby communicated for retention of existing gradient of 1 in 400 as per Schedule-I Chapter-II of B.G.Schedule of Dimensions (1973) in connection with the works in Tunia, Bhalulata, Balsiring and Mahabuang station yards mentioned in item i) & ii) above in the subject heading, as against the provision 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.

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

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No. 90/CEDO/SD/23. 29-10-90

The Chief Engineer (Construction),
South Eastern Railway,
Bilaspur.

Sub:- i) Provision of Loops at Tunia and Bhalulata on CKP - JSG Main Line Section.

ii) Provision of Crossing Stations at Belsiring and Mahabuang on BNDM - HTE Section.

Ref:- Your office letter No.ENG/ST/142/68 dated 03-9-90 and 19-10-90.

In view of the financial constraints and the difficulties involved in regrading as explained in your above Quoted letter, Administrative approval of Ministry of Railways is hereby communicated for retention of existing gradient of 1 in 400 as per Schedule-I Chapter-II of B.G.Schedule of Dimensions (1973) in connection with the works in Tunia, Bhalulata, Belsiring and Mahabuang station yards mentioned in item i) & ii) above in the subject heading, as against the provision 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.

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

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

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रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 29-10-1990.

No.90/CEDO/SR/7.

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

Sub:- Running of 16-axle B.G.Special Wagon for Transport of 110t Steam Generator for DAE/Bombay over South Central Railway.

In view of the position explained in your application No. W.469/DAE/89 dated 14-6-90 sent through the Chief Commissioner of Railway Safety Lucknow and your letter No.W.469/DAE/89 dated 10-10-90, the Ministry of Railways sanction the running of 16-axle DAE Special Wagon at a Maximum Provisional Speed of 40 Kmph in empty condition to RDSO's Drawing No. WD.5-7411-S-01 Alt.2 and at a Maximum Provisional Speed of 25 Kmph in loaded condition to RDSO's Drawing No.WD-89032-S-01 Alt.Nil for transport of 110t Steam Generator on the following B.G.Sections of your railway:-

S.No.	Sections.
1.	Renigunta - Gudur - Vijayawada
2.	Vijayawada - Kazipet - Balharshah
3.	Kazipet - Secunderabad - Wadi.
4.	Renigunta - Guntakal - Wadi.
5.	Pune - Miraj - Kolhapur.
6.	Kottapalem - Vijayawada.

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 other conditions/stipulations laid down in your Joint Safety Certificate No.W/151/BG and other certificates accompanying your application referred to above. As the consignment in loaded condition infringes the Maximum Moving Dimensions of 1929, a separate sanction from the Competent Authority on your railway will be essential in terms of RDSO's Speed Certificate for every ODC movement.

The sanction of Ministry of Railways for condonation of infringements to item 20(b), 21(b) and item 16 of Chapter IV(A) of B.G.Schedule of Dimensions (1973) has already been conveyed under this office letter No.78/WDO/SR/3 dated 24-2-1978 and No.90/CEDO/SR/5 dated 11-5-90/8-6-90 respectively.

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

P.T.O.

No.90/CEDO/SR/7. New Delhi, Dated 29-10-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No. RS.17-T(1)/90 dated 2-7-1990.

2) The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371, with reference to his letter No. 6/SC/22/2/402 dated 22-6-1990.

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

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

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

(180)

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 30-10-90.19

No.90/CEDO/SR/27.

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

Sub:- Running of 140t Gottawald B.G.Diesel Hydraulic Crane (made in Germany) over South Central Railway.

In view of the position explained in your application No. W/368/HC/88 dated 19-7-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 140t B.G.Diesel Hydraulic Break down Crane to RDSO's Sketch No.1WDH/40 CR (Alt.5) manufactured by M/s.Gottawald GmbH, West Germany fitted with two six wheeled bogies with a single stage helical and disc spring suspension arrangement having a maximum axle load of 20.0t on the following B.G.Sections of your railway at a maximum speed shown against each section.

S.No.	Sections	Max.Speed when hauled in a train as a trailing load with jib resting on Match Truck.	Max.Speed when travelling on on its own power with or without load as indicated in sketch 1WDH 40 CR(Alt.5) and wheel loads as per sketches LD/SK 612-613
1.	Duvvada-Vijayawada	75	5
2.	Vijayawada-Gudur	75	5
3.	Gudur-Renigunta	75	5
4.	Vijayawada-Kazipet	75	5
5.	Kazipet-Balharshah	75	5
6.	Kazipet-Secunderabad	75	5
7.	Secunderabad-Hussain Sagar-Hyderabad.	75	5
8.	Hyderabad-Wadi	75	5
9.	Wadi-Raichur-Guntakal	75	5
10.	Guntakal-Renigunta	75	5
11.	Renigunta-Tirupati	50	5
12.	Vikrabad-Parli Vaijnath	55	5
13.	Dornakal-Bhadrachellam Road.	75	5
14.	Karepalli-Singareni Collieries.	75	5
15.	Bibinagar-Nadikudi	55	5
16.	Pune-Miraj-Kolhapur	75	5
17.	Nidadavolu-Narsapur	75	5
18.	Gudivada-Bhimavaram	75	5
19.	Vijayawada-Machlipatnam Port	75	5
20.	Samalkot-Kakinada	75	5
21.	Tenali-Guntur	75	5
22.	Guntur-Krishna Canal	75	5
23.	Gooty-Dharmavaram	55	5
24.	Guntakal-Hospet	55	5
25.	Toranagalu-Ranjitpura	35	5
26.	Bhadrachellam-Monuguru	55	5
27.	Manikgarh-Chandur	50	5
28.	Guntur-Repalle	30	5

P.T.O.

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The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or there 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.C/17/BG with its Annexure 'A' & 'B' and all other certificates accompanying your application referred to above.

The sanction of infringements to item No.18(i) of Chapter-IV(A) of BG Schedule of Dimensions (1973) had already been condoned under Board's letter No.86/WDO/SR/17 dated 26-9-86.

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

No.90/CEDO/SR/27. New Delhi, Dated 30-10-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.17-T(4)/90 dated 16-8-90.

2) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371, with reference to his letter No.6/SC/19/494 dated 30/7/90.

3) The Director Standards (Motive Power), R.D.S.O., Manak Nagar, Lucknow-226011.

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

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No.88/CEDO/CRS/IR/8 New Delhi, dt.31.10.90.

The General Manager(Engg.),
Southern Railway,
MADRAS.

Sub: Inspection Report of CRS/SBC for the year ending 31.3.1988- part IV-MAS-GDR Section of Madras Division.— LC No:37 (km.49/4-6) on MAS-GDR Section.

Ref: Railway's letter No.W.26/II/114 dated 26.9.90.

..

The Railway's proposal to post third gate-keeper in view of increase in the density of traffic at the above mentioned L.C., as revealed in the traffic census study conducted by the Railway, has been noted. It is, however, desired that posting of the third gate-keeper may be expedited undertaken quickly in the interest of safety.

Sd/-
(A.K. Mehrotra)
Exe.Director,Civil Engg.(B&S)
Railway Board.

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

(183)

No.89/CEDO/ORI/12.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 5-11-90. 19

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

Sir,

Sub:- Commissioning of 25 kV 50 cycles Single Phase AC Electric Traction on Krishna Canal (Exclusive) - Guntur (inclusive) - Tenali (Exclusive) Broad Gauge single line section of Vijayawada Division of South Central Railway for the public carriage of passengers.

*****

With reference to your Endorsement No. RS.8-T(1)/89 dated 11-9-89, I am directed to confirm 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 the above section for the public carriage of passengers as per his letter No.10/SC/3 dated 30-5-89.

yours faithfully,

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

No.89/CEDO/ORI/12. New Delhi, Dated 5-11-90.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371 with reference to his letter No.10/SC/3 dated 30-5-89.

2) The General Manager, South Central Railway, Secunderabad. Necessary action on CRS's recommendations and suggestions referred to in the report may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. It is desired that the date of commissioning of the above section may please be intimated as and when the same is commissioned to passenger traffic.

The receipt of this letter may please be acknowledged.

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

(184)

No.90/CEDO/SR/23. 9 -11-1990.

The General Manager,
Western Railway,
Bombay.

Sub: One time movement of Track Relaying Train (TRT) (P 811-S) of Central Railway via Nahim - Udhna - Jalgaon section of Western Railway.

****

With reference to your application No.W.64/23/1(W1-TT) dated 8.10.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 2(ii), 18(i), 22 of Chapter IV(A) and profile of maximum moving dimensions of 1929 as shown in Diagram No.1A and others of B.G. Schedule of Dimensions(1973) subject to the condition that necessary care is taken to ensure that points are not inadvertently operated below the wheels of the train during passage over turnouts.

The sanction for single movement of the train shall however be issued by CRS Western Circle direct in terms of para 2.6.3 of policy circular No.6 issued under this office letter No.73/WDO/SR/9/0 dated 8.7.80.

9/11

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

O/C

No.90/CEDO/SR/23. New Delhi, dated 9 -11-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(2)/90 dated 7.11.90.

2. The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.12-5/279/328 dated 15.10.90. The sanction for one time movement is required to be issued by CRS Western Circle direct in terms of para 2 above.

Issue fair please
9/11/90

9/11

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

9/11/90 (K.N. Kutty)

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

(185)

No.90/CEDO/SR/23. रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 6/7-11-1990.

The General Manager,
Northern Railway,
New Delhi.

Sub: Running of Track Relaying Train (P 811-S)supplied by M/s. Tamper Corporation, USA on Northern Railway.

******

With reference to your application No.519-W/581 dated 4.10.90 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 5.11.90, the sanction of Ministry of Railways is hereby communicated for the running of Track relaying train (P 811-S) to General arrangement Drg.No.B 9093 V having a maximum axle load of 20 t on the following BG sections of your railway. The sanction for running of this train on the remaining sections shall be issued by CRS Northern Circle direct after issue of the sanction from the Board in terms of his letter No.16/RS/78/317/1339/78/RS dated 22/24.10.90.

S.No.	Section	Max. speed when running in train formation as dead load Kmph	Max. speed when running on its own power Kmph
1.	New Delhi - Subzimandi	35	5
2.	Subzimandi - Ludhiana	50	5

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 laid down in your Joint Safety Certificate, RDSO's Speed Certificate, your railway's letter dated 5.11.90 clarifying the objections raised by CCRS, GM Safety's letter No.403-T/44.B/Rules dated 12.10.90 and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 2(ii), 18(i), 22 of Chapter IV(A) and profile of maximum moving dimensions of 1929 as shown in Diagram No.1A and others of BG Schedule of Dimensions (1973) subject to the condition that necessary care is taken to ensure that points are not inadvertently operated below the wheels of the train during passage over turnouts.

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

Contd.....2/-

(186)

No.90/CEDO/SR/23. New Delhi, dated 6/7-11-1990.

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(2)/90-Pt. dated 2.11.90.

2. The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No.16/RS/78/317/1339/78/RS dated 22/24.10.90. The sanction for running of Track relaying ~~XXXXX~~ train on the remaining B.G. sections of Northern Railway as listed in the Joint Safety Certificate may be issued direct from your end as per concluding para of your letter referred above.

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

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

(187)

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 9-11-1990.

No.90/CEDO/SR/23.

The General Manager,
Western Railway,
Bombay.

Sub: One time movement of Track Relaying Train (TRT) (P 811-8) of Central Railway via Mahim - Udhna - Jalgaon section of Western Railway.

****

With reference to your application No.W.64/23/1(W1-TT) dated 8.10.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 2(ii), 18(i), 22 of Chapter IV(A) and profile of maximum moving dimensions of 1929 as shown in Diagram No.1A and others of B.G. Schedule of Dimensions(1973) subject to the condition that necessary care is taken to ensure that points are not inadvertently operated below the wheels of the train during passage over turnouts.

The sanction for single movement of the train shall however be issued by CRs Western Circle direct in terms of para 2.6.3 of policy circular No.6 issued under this office letter No.73/WDO/SR/9/0 dated 8.7.80.

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

No.90/CEDO/SR/23. New Delhi, dated 9-11-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(2)/90 dated 7.11.90.

2. The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.12-5/279/328 dated 15.10.90. The sanction for one time movement is required to be issued by CRS Western Circle direct in terms of para 2 above.

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

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

(188)

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 13-11-1990

No.90/CEDO/SR/29.

The General Manager(Works),
Northeast Frontier Railway,
Maligaon, Guwahati.

Sub: Movement of 'BCXN' wagons on Katihar - Kumedpur section of N.F. Railway.

Ref: Your application No.W/341/0/3/Pt-VI/W-7 dated 11.7.90.

****

It appears from the Railway's application that 'BCXN' wagons are being introduced on BG system of your railway for the first time but it is seen that these wagons are already running on Malda Town - New Guwahati section under the sanction issued from this office vide letter No.88/CEDO/SR/5 dated 2.8.88.

Attention is drawn to para 2(a) of Chapter V of the Rules for opening of a Railway which provides that in pursuance of the orders issued in Railway Board's notification No.350 dated 26.11.1913, the Commissioners of Railway Safety can sanction the use of locomotive engines or other motive power and rolling stock on new lines of the railway within their respective circles; the implication being that when a particular loco or rolling stock is already in operation on one section of the railway its use on other sections of the same railway can be permitted by the CRS without approaching the Board.

You may therefore approach CRS N.F. Circle direct for an early issue of the sanction based on the documents already furnished.

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

No.90/CEDO/SR/29. New Delhi, dated 13-11-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-4(1)/90 dated 24.9.90.

2. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur - 273 012 with reference to his letter No. 331/257/11/90 dated 11.9.90.

3. The Director Standards(Wagon), RDSO, Lucknow.

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

(189)

A.K.MEHROTRA
Exe. Dir. Civil Engg;(B&S)

D.O.No.90/CEDO/ORI/3. New Delhi, Dated -11-1990.

Dear Shri.Lamba,

Sub:- Opening of New line between Bhadrachallam Road and Manuguru stations on Secunderabad Division for passenger traffic.

*****

Please refer to this office letter of even number dated 6-7-90 addressed to General Manager (Works) of your railway. CRS, South Central Circle, Secunderabad in his Inspection Report of the above mentioned section had brought against para X and XI on Level Crossings and Bridges that South Central Railway had not taken any action to remove the deficiencies in the quality of construction of bridges and inadequacies in Level Crossings although the above line was opened for Goods traffic on 29-9-83. Accordingly, General Manager, South Central Railway was addressed to advise this office by 16-7-90 as to why no action taken by South Central Railway to remove the deficiencies before offering this line for CRS's inspection for issue of authorisation of the same for opening to passenger traffic. But to my regret no reply has so far been received from your railway inspite of reminder dated 21-8-90.

I shall, therefore, be thankful if you could kindly look into the matter and get the reply expedited.

With regards,

yours sincerely,

(A.K.Mehrotra)

Shri.J.N.Lamba,
Chief Engineer,
South Central Railway,
Secunderabad - 500 371.

(190)

No.88/CEDO/ORI/20. 15-11-90.

The General Manager (Constn.),
South Central Railway,
Works Construction Branch,
Secunderabad - 500371.

Sub:- Opening of the new double line between Hussainsagar Junctionand Lingampalli for passenger traffic.- Date of opening.

Ref:- Your office letter No. W.Con.347/C/57 dated 13-11-89.

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 advise to this office inspite of a reminder dated 20-3-90, 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.

(191)

No. 88/CEDO/ORI/20. 15-11-90.

The General Manager (Constn.),
South Central Railway,
Works Construction Branch,
Secunderabad - 500371.

Sub:- Opening of new double 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 advise to this office inspite of a reminder dated 20.3.90, 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.

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

(192)

No. 88/CEDO/SD/8. New Delhi, Dated 15 -11-90.

The General Managers,
All Indian Railways.

Subject:- Gradient in Station Yards.

There have been querries from the railways as to whether the instructions circulated for provision of 1 in 1200 gradient in Station Yards under this office letter of even number dated 6-9-89 shall also be equally applicable to the B.G. sidings.

The issue has been examined in this office and this is to clarify that the provision of 1 in 1200 gradient is a desirable norm, but may not be insisted upon for sidings when heavy expenditure is involved in its adoption. In such cases, the provisions already existing in the B.G. Schedule of Dimensions (1973) shall be followed with suitable safety measures as considered necessary and essential.

(J.S.MUNDREY)
Adviser Civil Engineering,
Railway Board.

No.88/CEDO/SD/8. New Delhi, Dated 15 -11-90.

Copy forwarded for information & necessary action to:-

1) The Director General, R.D.S.O., Manak Nagar, Lucknow-226011.
2) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with 25 spare copies.

P.T.O.

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3) The General Managers/ DLW, CLW, ICF, RCF/Kapurthala, WAP/Bangalore and Railway Electrification, Allahabad-211001.

4) The Chief Administrative Officer, Diesel Components Works, Patiala.

5) The Chief Administrative Officer, Central Organisation for Modernisation of Workshops, New Delhi.

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

7) The Chief Administrative Officer (Con.), Northern Railway, Kashmere Gate, Delhi.

8) The Chief Administrative Officer (Con), Southern Railway, Egmore, Madras-600 008.

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

10) The Principal, Railway Staff College, Vadodara.

11) The Director, Indian Railway Institute of Civil Engineering, Pune.

12) The Director, Indian Railways Institute of Signal Engineering & Telecommunications, Secunderabad.

13) The Director, Indian Railways Institute of Mechanical & Electrical Engineering, Jamalpur.

14) The Director, Indian Railways Institute of Electrical Engineering, Nasik.

15) The General Manager (Con.), Northeast Frontier Railway, Maligaon, Guwahati.

16) The General Manager, Metropolitan Transport, Calcutta.

(J.S.MUNDREY)
Adviser Civil Engineering,
Railway Board.

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

D.O. No.90/CEDO/NR/1. New Delhi, dated 16 -11-1990.

Dear Shri BUDHIRAJA,

Sub: System Maps.

....

Kindly refer to this office letter of even number dated 8.5.90 on the above noted subject. Twenty copies of System Maps and fifteen copies of Public Time Table Maps correct as on 31.3.90 have not so far been received in this office. Last year these maps were supplied under your office letter No.104-W/13 Pt.VI dated 28.12.89.

I shall, therefore be thankful if you could kinely personally look into the matter and get the same despatched at an early date.

With regards,

Yours sincerely,

Sd/-

(S.M. SINGLA)

Shri M.P. BUDHIRAJA,
Chief Engineer,
Northern Railway,
Baroda House,
New Delhi.

(195)

No.90/CEDO/ORI/3.

16-11-90.

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

Sub:- Opening of New line between Bhadrachallam Road and Manuguru stations on Secunderabad Division for passenger traffic.

Please refer to this office letter of even number dated 6-7-90 (Copy enclosed). Since no reply has so far been received from your end inspite of reminder dated 21-8-90, it is requested that necessary reply may please be sent to this office without any further delay

The receipt of this letter may please be acknowledged.

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

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

No.90/CEDO/SR/24.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 21-11-1990.

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

Sub: Operation of YDM2 Class Diesel Hydraulic Locomotive on MG sections of Western Railway.

******

Please refer to your application No.W.636/9/2/9 Vol.IV(W-3) dated 5.4.90 sent through the Chief Commissioner of Railway Safety Lucknow. The sanction of Ministry of Railways is hereby communicated for the running of YDM2 class of Diesel Hydraulic Locomotives manufactured by CLW as per RDSO Drg.No.SK.MP-95 having a maximum axle load of 12 t and two axle bogies incorporating two stage suspension consisting of helical springs with hydraulic damping across the secondary stage, on various MG sections of Western Railway in single unit operation at a maximum speed indicated against each section in revised Annexure 'A' sent to CRS at a later stage under your letter No.W.636/9/2/9 Vol.IV(W-3) dated 25.6.90.

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.12 of 1990, RDSO Speed Certificate and all other certificates accompanying your application referred to above.

It is however noted from RDSO letter No.SD.YDM2.11 dated 30.10.90 that there is no infringement involved in the design of YDM2 locos to M.G. Schedule of Dimensions (1963).

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

No.90/CEDO/SR/24. New Delhi, dated 21-11-1990.

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(2)/90 dated 16.7.90.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Bldg. Annexure, Maharshi Karve Road, Bombay - 400 020 with reference to his Endorsement No.12-5/276/230 dated 6.7.90.
3. The Director Standards (Motive Power), RDSO, Lucknow - 226 011.

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

(197)

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

No.90/CEDO/BR/9.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 22-11-1990.

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

Sub: Running of modified "12 Axle-120t RAPP BG Special Wagon" over BG Sections of South Central Railway.

****

In view of the position explained in your application No. W.469/BG/RC dated 28.8.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of modified "12 Axle-120t RAPP.BG. Special Wagon" to RDSO's Drg.No.WD-89032-S-02 Alt.Nil at a maximum speed of 25 Kmph in empty and at 15 Kmph in loaded condition for transporting 110t steam generators on the following BG sections.

S.No.	Section
1.	Kottapalem - Vijayawada.
2.	Renigunta - Gudur.
3.	Gudur - Vijayawada.
4.	Vijayawada - Kazipet.
5.	Kazipet - Balharshah.
6.	Renigunta - Guntakal - Hospet.
7.	Guntakal - Wadi - Secunderabad.
8.	Kazipet - Secunderabad.
9.	Gooty - Dharmavaram.
10.	Pune - Miraj - Kolhapur.

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. W/154/BG and all other certificates accompanying your application referred to above. As the consignment when loaded on the wagon infringes the Maximum Moving Dimensions of 1929, the sanction of the Competent Authority on your Railway shall however be separately obtained for every ODC movement as detailed in para 2.3.6 of RDSO's Speed Certificate.

The Ministry of Railways also sanction the infringement to clause 16 of Chapter IV(A) of the BG Schedule of Dimensions (1973) involved in the movement of the wagon/as detailed in Form-XI accompanying your letter referred to above. The infringements to clause 28(b), 31 and 32(b) are caused after loading the consignment on the wagon constituting an ODC and shall therefore be taken care of by the railway at the time of issue of ODC sanction.

/ in empty condition

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

Contd.....2/-

(198)

No.90/CEDO/SR/9. New Delhi, dated 22-11-9990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RT.17-2(1)/90 dated 23.10.90.

2. The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371 with reference to his letter No. 6/SC/22/2/575 dated 19.9.90.

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

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

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

No.90/CEDO/SR/11.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 22-11-1990. 19

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

Sub: Running of Ballast Regulator Machine - Model No.66-2 (BG) on South Central Railway.

****

In view of the position explained in your application No.W.501/1/33 dated 18.9.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of ballast regulator model 66-2 of M/s 'KERSHAW' USA having a maximum axle load of 12.97 t to RDSO's Drg.No.EDO/T-2157 on the 29 BG sections of your railway indicated in Annexure 'A' to the Joint Safety Certificate at a maximum permissible speed as shown against each section when running on its own power and when running in train formation as a dead vehicle.

The sanction is subject to the observance of all permanent speed restrictions notified in the current working time table and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/ stipulations made in your Joint Safety Certificate E/223/BG and all other certificates accompanying your application referred to above.

The Ministry of Railways also sanction the infringements to item 2(ii), 19(a), 20(a) & 21(a) of Chapter IV(A) of BG Schedule of Dimensions (1973) involved in the design of above machine as shown in Form-XI accompanying your application referred to above.

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

No.90/CEDO/SR/11. New Delhi, dated 22-11-1990.

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(2)/90 dated Nil.

2. The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371 with reference to his letter No. 6/SC/22/4/577 dated 19.9.90.

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

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

200

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

No.90/CEDO/SR/11.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 22-11-1990.

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

Sub: Running of Ballast Regulator Model 66-2 M/s KERSHAW, on its own power and also in train formation on entire BG sections of South Eastern Railway.

******

In view of the position explained in your application No. TC/TM/GENL/Pt.1 dated 16.5.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of ballast regulator model 66-2 of M/s 'KERSHAW' USA having a maximum axle load of 12.97 t to RDSO's Drg.No. EDO/T-2157 at a maximum speed of 60 Kmph when running on its own power and at a maximum speed of 40 Kmph when running in train formation as a dead vehicle on entire BG sections of your railway.

The sanction is subject to the observance of all permanent speed restrictions notified in the current working time table and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/ stipulations made in your Joint Safety Certificate No.7/90 and all other certificates accompanying your application referred to above.

The Ministry of Railways also sanction the infringements to item 2(ii), 19(a), 20(a) & 21(a) of Chapter IV(A) of BG Schedule of Dimensions (1973) involved in the design of above machines as shown in Form-XI accompanying your application referred to above.

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

No.90/CEDO/SR/11. New Delhi, dated 22-11-1990.

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(2)/90 dated Nil.
2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.449/257/71 dated 21.9.90.
3. The Director Standards(Track), RDSO, Lucknow - 226 011.

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

201

No.90/CE(G)/SR/28. 4-12-1990.

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

Sub:- Design of 21500 mm long M.G. coach with 2745 mm width - condonation of infringements.

Ref: Your letter No.CT/LC/MG dated 20.9.90.

******

Please arrange to send a ferro copy of 12810 mm long standard MG lock bar drawing alongwith a photo copy of RDFO letter under which this drawing has been circulated to the railways.

While sending the drawing, light may also be thrown on the circumstances leading to the issue of standard 12810 mm long MG lock bar drawing as against the existing provision of 12200 mm long MG lock bar shown in clause 21 of MG Schedule of Dimensions(1963).

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

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

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रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 5-12-1990

No.90/CEDO/SR/17.

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Introduction of ZDM5 class of Diesel Hydraulic locomotives on Narrow Gauge sections of Western Railway.

*****

Please refer to your application No.W.636/7(W3) dated 2.5.1990 sent through the Chief Commissioner of Railway Safety Lucknow. In view of the position explained in your application, the sanction of Ministry of Railways is hereby communicated for the running of B'-B' type of ZDM5 class of Diesel Hydraulic locomotive to RDSO's Drg.No.SK.MP.103, having a maximum axle load of 5.5 t, Kirloskar Cummins Diesel Engine type KTA-1150L rated 450 HP pack and Voith/San hydraulically reversible type L-2r2ZU2 transmission, manufactured by CLW on the following Narrow Gauge sections of your railway at a maximum speed shown against each section :-

S.No.	Sections	Max. Speed (Kmph)
1.	Kosamba - Umarpada	20
2.	Ankleshwar - Rajpipla	20
3.	Jhagadiya - Netrang	15
4.	Bharuch - Jambusar	35
5.	Jambusar - Kavi	35
6.	Vishwamitri - Sambusar	35
7.	Samani - Dhabej	35
8.	Miyagam - Maleer	35
9.	Chorandla Jn. - Motikoral	35
10.	Miyagam - Chandod	35
11.	Vishwamitri - Chhota Udaipur	40
12.	Chhuchapura - Tankhala	30
13.	Dabhoi Jn. - Timba Rd. Jn.	25
14.	Champaner Rd. - Shivrajpur - Pani Mines	30
15.	Godhra Jn. - Lunavada	35
16.	Bilimora Jn. - Waghai	35

The sanction is subject to observance of all permanent speed restrictions as notified in Appendix-VII of current working time table and other temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all

Contd.....2/-

other conditions/stipulations made in your Joint Safety Certificate No.14 of 1990, RDSO's Speed Certificate and all other certificates accompanying your application referred to above. The Speed Certificate enclosed with your application is dated 5.10.89 but RDSO have now issued the Speed Certificate dated 19/25.6.90 amended vide their letter dated 30.10.90 which may be followed.

Ministry of Railways also confirm the action of Commissioner of Railway Safety Western Circle Bombay in according his provisional sanction for running of ZDM5 locos vide his letter No.12-5/267/202 dated 13.6.1990 in view of the urgency expressed by the railway.

It is however noted ~~XXXX~~ from RDSO letter No.SD.ZDM5.11 dated 30.10.90 that there is no infringement in the design of ZDM5 locomotive with reference to 762 mm(2'-6") N.G. Schedule of Dimensions(1963).

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

No.90/CEDO/SR/17. New Delhi, dated 5-12-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endosement No.RS.17-T(2)/90 dated 20.6.90.

2. The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.12-5/267/197 dated 12.6.90.

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

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

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

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No.90/CEDO/SR/17.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 5-12-1990.

The General Manager(Works),
Central Railway,
Bombay - 400 020.

Sub: Running of 'ZDM 5' class of Diesel Hydraulic N.G. Locomotive (762 mm gauge) over N.G. sections on Central Railway.

******

Please refer to your application No.W.368/I/ER/III dated 4.9.90 sent through the Chief Commissioner of Railway Safety Lucknow. In view of the position explained in your application, the sanction of Ministry of Railways is hereby communicated for the running of ZDM 5 class Diesel Hydraulic N.G. Locomotive to RDSO's Drg.No.SK.MP.103 (Alt.Nil), having a maximum axle load of 5.5 t, Kirloskar Cummins Diesel Engine type KTA-1150 L rated 450 HP power pack and Voith hydraulically reversible transmission type L4r2U2-450, on the following Narrow Gauge sections of your railway at a maximum speed shown against each section :-

S.No.	Sections	Max. Speed (in Kmph)
1.	Pachora - Bhagdara	40
1A.	Bhagdara - Jammer	30
2.	Murtijapur - Yavatmal	30
3.	Murtijapur - Achalpur	30
4.	Daund - Baramati	40
5.	Kurduwadi - Barsi Town	45
5A.	Barsi Town - Latur	40
6.	Kurduwadi - Miraj	40
7.	Pulgaon - Arvi (Excl. Pargothan - Pachegaon).	30
7A.	Pargothan - Pachegaon	15
8.	Dholpur - Mohari - Sirmuttra	30
9.	Mohari - Tantpur	30

The sanction is subject to observance of all permanent speed restrictions as notified in Appendix-VII of current working time table and other temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.E.17/90 NG, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

It is however noted from RDSO's letter No.SD.ZDM5.11 dated 30.10.90 that there is no infringement in the design of ZDM5 locomotive with reference to 762 mm (2'-6") N.G. Schedule of Dimensions (1963).

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

Contd.....2/-

(205)

No.90/CEDO/SR/17. New Delhi, dated 5-12-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(2)/90 dated 24.9.90.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay with reference to his letter No.260 dated 12.9.90.

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

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

206

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

N.K. PARTHASARTHY
Adviser(Planning).

D.O. No.66/CEDO/SR/27. New Delhi, dated 6-12-1990.

My dear PAL,

Sub: Running of 'BOXN' wagons with 22 t axle load on K.K. section of South Eastern Railway.

Ref: Your D.O. No.G/WAGON/BOBR dated 17.9.90.

****

While going through the progress of works on K.K. line as advised vide your D.O. quoted above, it appears that the section Kottavalasa to Vishakhapatnam Port has not been considered. As the 'BOXN' wagons with 22 t axle load will be required to run from Kirandul to Kottavalasa to Vishakhapatnam Port, I wonder if the section Kottavalasa to Vishakhapatnam Port is fit for running of 'BOXN' wagons with 22 t axle load. Same will be the case of the track to Vishakhapatnam Steel Plant. This may please be clarified.

If on examination it is found that it is not possible to run 'BOXN' wagons with 22 t axle load on Kottavalasa to Vishakhapatnam Port section and to Vishakhapatnam Steel Plant, necessary arrangements should be made to strengthen these sections also so as to complete the works by March 92.

With best wishes,

Yours sincerely,

(N.K. PARTHASARTHY)

Shri RAJENDRA PAL,
Chief Bridge Engineer,
South Eastern Railway,
Garden Reach,
Calcutta.

(207)

Spare.

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

D.O.No.90/CEDO/SS/6. New Delhi, dated 10-12-1990.

Dear Shri RAMAMURTHY,

Sub: Movement of 20' long X 8'-0" wide X 8'-6" high ISO MG Containers.

Ref: Your office letter No.W.329/1/VolXIX dated 18.7.90.

******

Kindly call for this office letter of even number dated 23.7.90 addressed to General Manager(Works) Southern Railway under which it was requested to identify if platform lines on (i) Tuticorin - Madras Egmore and (ii) Mangalore - Hassan - Arsikere - Bangalore City constitute the ODC route. The Railway was also requested to advise and show on a drawing if the MG ISO Container loaded on MBR can be moved on (i) Tuticorin - Madras Egmore and (ii) Mangalore - Hassan - Arsikere - Bangalore City sections avoiding the platform lines without infringing the profile of 'A' class ODC limiting gauge on non-electrified portion.

Since the reply has not so far been received from your railway inspite of reminders dated 27.8.90, 5.10.90 and 29.10.90, I shall be thankful if you could personally look into the matter and get the reply expedited.

With regards,

Yours sincerely,

Sd/-

(S.M. SINGLA)

Shri M.V. RAMAMURTHY,
Chief Engineer,
Southern Railway,
Madras.

(208)

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

D.O.No.88/CEDG/SB/27. New Delhi, dated 12-12-1990.

My dear PAL,

Sub: Running of 22 t axle load 'BOXN' wagons on K.K. section of South Eastern Railway.

Ref: Your D.O. No.G/WAGON/BOXN dated 17.9.90.

****

From the bar chart enclosed with your above quoted D.O., I find that the work of strengthening on bridge No. 491, 857, 987 and 1064 on K.K. line is targetted to be completed by December '90. I shall therefore be thankful if you could kindly advise me the latest progress of work done on these four bridges focussing on the possibility of completion of the works on these bridges by December '90.

This progress report of track renewal and strengthening of bridges on K.K. line for the Quarter ending December '90 may also be sent to me through special messenger by 3.1.91 the latest, so that it may be possible to discuss the same with Adviser(Planning) in the next meeting to be held on 4.1.91 in Board's office.

With best wishes,

Yours sincerely,

Sd/-

(S.M. SINGLA)

Shri RAJENDRA PAL,
Chief Bridge Engineer,
South Eastern Railway,
Garden Reach,
Calcutta.

(209)

No. 90/CEDO/ORI/4. 12-12-90

The General Manager (Works),
South Central Railway,
Works Construction Branch,
Secunderabad - 500371.

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.

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endorsement 2

Please refer to this office letter of even number dated 27-6-90 (Copy enclosed for ready reference) and expedite the reply.

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

(210)

No. 88/CEDO/ORI/15. 17-12-90.

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

Sub:- Doubling of track between Wadi and Thangundi - Opening of permanent diversion of main line from Km:611/11-12 to Km:617/7-8 between Wadi and Malwar stations on the Guntakal Division of the South Central Railway.

A copy each of the Index Plan and Section of the above diversion is sent herewith for information and your office record. The said diversion was opened to passenger traffic on 29-6-1988.

Encl: 2 Plans bearing No.PS/PC/64 & PS/PC/64/1.

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

No.88/CEDO/ORI/15. New Delhi, Dated 17-12-90.

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 of the above section.

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

(211)

No. 66/WDO/BR/19. 17-12-90.

The General Manager (Works),
Central Railway,
Bombay V.T.

Sub:- Schedule of Dimensions 1676 mm Gauge Maximum Moving Dimensions - Adoption of New Broad Gauge Profile to RDSO Sketch No. EDO/T-1043.

Ref:- Your office letter No.W.444.M2/BR/VI dated 12/3/87.

Please refer to this office letter of even number dated 3-5-90, Copy enclosed for ready reference.

Since the reply is still awaited from your railway inspite of reminder dated 7-9-90, it is requested that the necessary reply may please be sent without any further delay at your end.

The Receipt of this letter may please be acknowledged.

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

(212)

No.66/WDO/SR/19. 17-12-90.

The General Manager (Works),
South Central Railway,
Secunderabad 500371.

Sub:- Schedule of Dimensions 1676 mm Broad Gauge - Adoption of new Broad Gauge profile to RDSO's Sketch No.RDO/T-1043.

Ref:- Your office letter No.W.469/1/15 Vol.II dated 30/8/90.

It is noted from your above quoted letter that a reply to this office letter dated 9-6-89 and 3-5-90 is pending in your office for want of clarification from Electrical Branch of your railway. Necessary reply may please be sent to this office immediately in case the clarification has been received from Electrical Branch at your end.

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

213

No.89/CE(O)/OR(I)/6. 19- 12-90.

The Chief Engineer (S&C),
14, Strand Road,
Western Railway,
Calcutta.

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 18-9-90 (Copy enclosed for ready reference) and expedite the reply.

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

214

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

No.90/CEDC/SR/31.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 19-12-1990.

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

Sub: Running of 24 axle B.G. Saddle type special wagon on Northern Railway.

****

Please refer to your application No.519-W/572 dated 30.11.90 sent through the Chief Commissioner of Railway Safety Lucknow. In view of the position explained in your application, the sanction of Ministry of Railways is hereby communicated for the running of 24 axle B.G. saddle type special wagon of M/s Sea Hawk Cargo Carriers Pvt. Ltd. to RDSO's Drg.No.WD-89081-S-01 Alt.I and WD-89081-S-02 Alt.2 in empty and loaded condition respectively having a maximum axle load of 16.92 t for the transport of 500 MW steam drums at a maximum speed of 40 Kmph in empty and 20 Kmph in loaded condition on Mughalsarai - Chunar - Chopan section of your railway.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observence of all other conditions/stipulations made in your Joint Safety Certificate No. SIC/BC/33/90 and all other certificates accompanying your application referred to above. As the consignment when loaded on the 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 RDSO's Speed Certificate for every ODC movement.

The sanction of Ministry of Railways for condonation of infringements to item 16,17,20(b)&21(b) of Chapter-IV A to 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.90/CEDC/SR/16 dated 3.8.90.

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

Contd....2/-

No.90/CMDO/SR/31. New Delhi, dated 19-12-1990.

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)/90-Vol.II dated 12.12.1990.

2. The Commissioner of Railway Safety, Northern Circle, Lucknow 226 001 with reference to his letter No. 412/79/RS dated 6/12.12.1990.

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

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

(216)

No.89/CEDO/CRI/6. -12-90.

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

Sub:- Opening of new Up line between Sultanganj and Ganganiya Stations and the new Down line between Bharhara and Dasharathpur stations in Malda Division of Eastern Railway for the public carriage of passengers.

A copy of the Index Plan and Section of the above line is sent herewith for information and your office record. The said diversion was opened for passenger traffic on as under:

Sultanganj- Ganganiya 26-6-1989.
Bharhara-Dasarathpur 2-7-8989.

Encs: 2 Plans
bearing No.
PS/E/153; PS/E/153/1.

(P.N.SINGLA)
for Secretary Railway Board.

No. 89/CEDO/CRI/6. New Delhi, Dated -12-90.

Copy forwarded for information & necessary action to:-

Statistical Drawing Branch, Room No.413, Rail Bhawan, New Delhi alongwith a copy of the Index Plan & Section of the above section.

(P.N.Singla)
Executive Director Civil Engineering(C),
Railway Board.

(217)

No. 90/CEDO/SD/23.

24-12-90.

The Chief Engineer (Constn.),
South Eastern Railway,
Garden Reach,
Calcutta - 43.

Sub:- Provision of X'ing station at Sadashivpur at KM 454.835 between Hindol Road & Dhenkanal stations on Nergundi-Talcher Branch line in Khurda Road Division of S.E.Railway - request for condonation of Railway Board in terms of Board's letter No.88/CEDO/SD/8 dated 6-9-1989.

To enable this office to consider the issue of Administrative approval for provision of 1 in 400 grade in Sadashivpur yard at KM 454.835 in connection with provision of a Crossing Station, your attention is invited to para 3 of this office letter No.88/CEDO/SD/8 dated 11-7-90 (Copy enclosed for ready reference) and furnish the necessary details/map.

Ministry of Railways also desire that Pink Book item No., Date of sanction of estimates and the present position of work may also be advised to this office. Such details are already being furnished by your railway in the application for obtaining Administrative approvals from the Board. Chief Engineer (Construction)/Bilaspur's application No DNG/SY/142/68 dated 3-9-90 for provision of loops on CKP-JSG section is relevant in this connection.

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

(218)

No. 90/CEDO/BB/23.

24-12-90.

The Chief Engineer (Constn.),
South Eastern Railway,
Garden Reach,
Calcutta - 43.

Sub:- Provision of X'ing station at Sadashivpur at KM 454.835 between Hindol Road & Dhenkanal stations on Nergundi-Talcher Branch line in Khurda Road Division of S.E.Railway - request for condonation of Railway Board in terms of Board's letter No.88/CEDO/BB/8 dated 6-9-1989.

To enable this office to consider the issue of Administrative approval for provision of 1 in 400 grade in Sadashivpur yard at KM 454.835 in connection with provision of a Crossing Station, your attention is invited to para 3 of this office letter No.88/CEDO/BB/8 dated 11-7-90 (Copy enclosed for ready reference) and furnish the necessary details/amp.

Ministry of Railways also desire that Pink Book item No., date of sanction of estimates and the present position of work may also be advised to this office. Such details are already being furnished by your railway in the application for obtaining Administrative approvals from the Board. Chief Engineer (Construction)/Bilaspur's application No. BNC/BY/142/68 dated 5-9-90 for provision of loops on CKP-JSG section is relevant in this connection.

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

(219)

No.88/CEDO/RW/1. 24-12-1990.

The Commissioner of Railway Safety,
South Central Circle,
Secunderabad.

Sub: Infringements pertaining to Electricial Structures on Krishnacanal - Guntur - Tenali Section - Clearance to fixed structures condonation.

Ref: Your letter No.6/RC/7/629 dated 29.10.90.

******

It may be seen from Annexure C/1-1 enclosed with CPM/RE Vijayawada's application No.E-252/KOTRE/4039/Infringements dated 30.5.90 that it is a statement showing 26 infringing electrical structures on Krishnacanal - Guntur - Tenali Section of South Central Railway. The heading of this statement reads as "Infringements of Maximum and Minimum for running 3200 mm (10'-6") and 3660 mm (12'-0") stock-Electrical Form-XI". You will appreciate that 3200 mm wide stock was already running on this section prior to Electrification. Electrical structures on the section at the time of Electrificationwere implanted keeping in view of the possibility of running 3660 mm (12'-0") wide stock in the near future. Moreover, it is evident from the statement that there are no infringements to 3200 mm (10'-6") wide stock. The only infringements are with respect to 3660 mm (12'-0") wide stock. Therefore, the only purpose for obtaining the condonation from the Board could be for running of 3660 mm (12'-0") wide stock. Reference of 3200 mm (10'-6") wide stock by the railway is superfluous. Hence the condonation has been issued to 26 electrical structures so far as running of 3660 mm (12'-0") wide stock is concerned. As this is only condonation of structures and not a sanction for running of 3660 mm (12'-0") wide stock, it will be necessary for the railway to obtain a seperate sanction from the Competent Authority for running of 3660 mm (12'-0") wide stock as per extant rules.

In view of the above, the sanction issued from the Board under this office letter of even number dated 22.10.90 is considered to be in order.

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

No.88/CEDO/RW/1. New Delhi, dated 24-12-1990.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RW.18-2(1)/90 dated 14.12.1990.

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

Issue Ltr 24/12

(220)

No.88/CRBO/Sg/1. 24 -12-1990.

The Commissioner of Railway Safety,
South Central Circle,
Secunderabad.

Sub: Infringements pertaining to Electricial Structures on Krishnacanal - Guntur - Tenali Section - Clearance to fixed structures condonation.

Ref: Your letter No.6/SC/T/629 dated 29.10.90.

******

It may be seen from Annexure C/1-1 enclosed with CPW/RE Vijayawada's application No.B-252/KUTRE/4039/Infringements dated 30.5.90 that it is a statement showing 26 infringing electrical structures on Krishnacanal - Guntur - Tenali Section of South Central Railway. The heading of this statement reads as "Infringements of Maximum and Minimum for running 3200 mm (10'-6") and 3660 mm (12'-0") stock-Electrical Para-XI". You will appreciate that 3200 mm wide stock was already running on this section prior to Electrification. Electrical structures on the section at the time of Electrification were inspected keeping in view of the possibility of running 3660 mm (12'-0") wide stock in the near future. Moreover, it is evident from the statement that there are no infringements to 3200 mm (10'-6") wide stock. The only infringements are with respect to 3660 mm (12'-0") wide stock. Therefore, the only purpose for obtaining the condonation from the Board could be for running of 3660 mm (12'-0") wide stock. Reference of 3200 mm (10'-6") wide stock by the railway is superfluous. Hence the condonation has been issued to 26 electrical structures so far as running of 3660 mm (12'-0") wide stock is concerned. As this is only condonation of structures and not a sanction for running of 3660 mm (12'-0") wide stock, it will be necessary for the railway to obtain a separate sanction from the Competent Authority for running of 3660 mm (12'-0") wide stock as per extent rules.

In view of the above, the sanction issued from the Board under this office letter of even number dated 22.10.90 is considered to be in order.

21/12

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

No.88/CRBO/Sg/1. New Delhi, dated 24 -12-1990.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RP.18-2(1)/90 dated 14.12.1990.

21/12

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

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

(221)

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 28-12-1990.

No.90/CEDO/SR/30.

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

Sub: Running of Rail Grinding Machine of M/s LORAM on its own power and also in train formation on entire B.G. system of South Eastern Railway.

****

In view of the position explained in your application No. TC/TM/GENL/PT.1 dated 16.5.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Rail Grinding Machine to RDSO's schematic Diagram to Drg.No.EDO/T-2150 having a maximum axle load of 19.50 t at a maximum speed of 60 Kmph when running ~~XX~~ on its own power and 40 Kmph 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. It is further subject to observance of all other conditions/stipulations made in your Joint Safety certificate No.7/90, RDSO's Speed Certificate No.CT/TM/SC/RGM dated 31.1.90 and all certificates accompanying your application referred to above.

The ~~RAILWAY~~ Ministry of Railways also sanction the infringements to item 2(ii), 15, 19(a), 20(c) and 21(a) of Chapter IV A of the BG Schedule of Dimensions (1973) involved in the running of above rail grinding machine as detailed in Form-XI accompanying your application referred above.

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

No.90/CEDO/SR/30. New Delhi, dated 28-12-1990.

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(2)/90 dated Nil.
2. The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.449/257/71 dated 21.9.90.
3. The Director Standards(Track), RDSO, Lucknow - 226 011.

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

222

No. 88/CKDO/ORI/15. 31-12-90.

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

Sub:- Opening of new double line (Down line) for passenger traffic between Wadi 'P' Cabin and Kalwar stations on Wadi-Raichur sections of Guntakal Division of South Central Railway.

A copy each of the Index Plan and Section of the above line is sent herewith for information and your office record. The said line was opened for passenger traffic on 29-5-89.

Sd/-
(S.M.SINGLA)
for Secr[illegible] Railway Board.

Encl: 2 Plans
bearing No.Pt/BG/71;
Pt/BG/71/1.

No.88/CKDO/ORI/15. New Delhi, Dated 31-12-90.

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 of the above section.

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

(223)

No.89/CEDO/ORI/8. 31 -12-90.

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

Sub:- Opening of the New B.G.line between Guna and Miana stations (Km:31.10) on Bhopal Division of Central Railway.

A copy of the Index Plan and Section of the above line is sent herewith for information and your office record. The said line was opened for passeng traffic on 14/4/1989.

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

Encl:- 2 Plans each bearing No.PP/C/165; PP/C/65/1.

No.89/CEDO/ORI/8. New Delhi, Dated 31 -12-90.

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 of the above section.

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