GUARD FILE 1990 Pt. I

5 (1)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

****

OFFICE ORDER NO. 67 OF 1989

Recruitment Rules for filling the posts of Group'C' Drawing Office Cadre in the various Grades in Board's Office are circulated for information of all concerned.

(O.P.KHANNA)
Under Secretary (Administration)
Railway Board.

No. E89/RC10/26/RE2 New Delhi, dated 29-12-89.

Copy to:-

1. All Branches of Board's Office.
2. General Branch with five spares for displaying on the Notice Boards.
3. G(Accommodation) with 5 spares.
4. Secretary, RBMSA, Rail Bhavan, New Delhi.
5. EDCE(G), DME(PU), J.S., DS(G), JDME(D), JDE(N), Railway Board.
6. F(E)I, PC-III, PC-IV, WDO, CEDO-I, Stat(D), Fuel M(D), Elec-I, OIS, Planning, S&T, RS(T), RE, Railway Board.

*****

RECRUITMENT RULES FOR THE POSTS IN THE DRAWING OFFICE OF MINISTRY OF RAILWAYS (RAILWAY BOARD)

S. No.	Name of the post	Classification	Scale of pay (Rs)	Whether selection post or non-selection post	Age limit for Direct recruits	Educational & other qualifications required	Whether age & educational qualification prescribed for the direct recruits will apply in the case of promotees	Period of Probation if any	Method of recruitment whether by direct recruitment or by promotion or transfer & percentage of the vacancies to be filled by various methods.	In case of recruitment by promotion Grs. from which promotion to be made	Is a DPC exists what is its composition	Circumstances in which UPSC is to be consulted in making recruitment
1	2	3	4	5	6	7	8	9	10	11	12	13
1.	D/man 'B'	Cl.III Non-Ministerial	1200-2040	Selection	18 to 25 Yrs	Matriculation with certificate/Diploma in Draftsmanship from a recognised ITI/Institutes	Does not arise	2 years	Direct recruitment from employment exchange/ Zonal Rlys/ Prod. Units/ Attached Offices of M/o. Rlys. (Rly. Bd.)	Does not arise	Selection Committee consisting of three Jt. Directors/Directors	NIL
2.	D/man 'A'	-do-	1400-2300	Non-selection	Does not arise	5 yrs experience in the lower grade i.e. 1 above	-do-	-do-	By promotion	from 1 above	-do-	NIL

....P/2.

(3)

1	2	3	4	5	6	7	8	9	10	11	12	13
3.	Sr. D/ Man	Cl.III Non-Minis-terial	1600-2660	Selec-tion	Does not arise	3 Yrs. in the lower grade i.e., 2 above.	Does not arise	By promotion	From 2 above consis-ting of three Jt. Directors/ Directors.	Selection Committee		NIL
4.	Hd. D/ Man	-do-	2000-3200	-do-	-do-	3 Yrs. in the lower grade i.e., 3 above.	-do-	-do-	-do-	-do-		NIL

WISH YOU A HAPPY NEW YEAR

(4)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.89/CSRO/ORI/14. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 1-1-1990

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

Sir,

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

******

With reference to your Endorsement No.RS.10-7(8)/89 dated 5.12.89, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.1026 dated 3.10.89.

Yours faithfully,

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

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

Copy forwarded for information to:-

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

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

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

(5)/10

No.89/GEDO/CRI/10. 3-1-1990.

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

Sir,

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

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

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

yours faithfully,

([illegible])
for Secretary Railway Board.

No.89/GEDO/CRI/10. New Delhi, Dated 3-1-1990.

Copy forwarded for information to:-

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

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

([illegible] 3/1/90
for Secretary Railway Board.

(5)/(2)

No.82/W30/RB/23. 31-1-1990.

The Chief Project Manager,
Railway Electrification,
Kota.

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

Ref:- Your office letter No.EE/RE/ML/66 Gr.67 dated 13.4.89 and 20-12-89.

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

As already advised in this office letter of No.82/W30/RB/12 dated 18-6-1982, a list of locations where OHE Structures are finally located with a setting distance of less than 2.36 m may be submitted as an enclosure to the statement of infringements while obtaining Commissionar of Railway Safety's sanction for commissioning of the section.

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

DA:-Nil.

(6)

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

No.89/CEDO/CRI/10. रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 3-1-1990.

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

Sir,

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

With reference to your Endorsement No.RS.10-8(6)/89 dated 5th September,89, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No.16-5/262 dated 25-10-89.

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

Yours faithfully,
(S.K.Vij)
for Secretary Railway Board.

No.89/CEDO/CRI/10. New Delhi, Dated 3-1-1990.

Copy forwarded for information to:-

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

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

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

(7)

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

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

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

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

****

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

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

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

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

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.NF.18-T(2)/84 dated 5-12-89.
2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.436 dated 20-11-89.

(B.K.VIJ)
for Secretary, Railway Board. 30

ANNEXURE- I

S.No.	Location	Name of the structure which infringes.	Chapter & item	Prescribed dimensions.	Existing Actual Dimension		Amount of infringement	
					Primary.	Segondary.	Primary	Secondary.
1	2	3	4	5	6		7	
1.	MORD							
	Up loop line starter 18 A. at 796/10.	Signal post ladder.	Chapter-I item 13(ii) (c)	2.360 M	2.37M	2.33M	Nil	30 mm
2.	MORD							
	Down Main line starter 17B. at Km:797/8	-do-	-do-	2.360 M	2.31M	2.37M	-	50 mm
3.	Dharakhoh							
	Up loop starter signal No.38A at Km:830/2-3	-do-	-do-	2.360 M	2.31M	2.32M	-	50 mm
4.	Dharakhoh							
	DF.Main line starter signal No.29 B at Km: 830/13-14.	-do-	-do-	2.360 M	2.69M	2.29M	-	-
5.	Dharakhoh							
	DF.Ist Loop starter Signal No.303 at Km: 830/13-14.	-do-	-do-	2.360 M	2.29M	2.36M	-	70mm
6.	Maramjhiri.							
	Up Loop line starter No.2A. at Km:842/11-12	-do-	-do-	2.360 M	2.37M	2.31M	-	-

******

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

(9)

No.82/WDO/EH/23.

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

The Chief Project Manager,
Railway Electrification,
Kota.

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

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

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

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

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

DA:-Nil.

(10)

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

No.89/CEDO/EE/29.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 5-1-1990.

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

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

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

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

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

....2/-

(11)

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

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

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

Copy forwarded for information to:-

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

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

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

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

(12)

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

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

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

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

.....

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

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

-/2

(13)

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

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

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

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

No. 89/CE.IV/SM/28 New Delhi dated 8.1.90

Copy forwarded to:

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

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

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

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

(14)

WIRELESS

9/1/90

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

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

No. 89/CEDO/BM/1 (.) REFER THIS OFFICE LETTER OF EVEN NUMBER DATED 29.5.89 AND REMINDER DATED 26.12.89 (.) 20 COPIES OF SYSTEM MAP AND FIFTEEN COPIES OF TIME TABLE MAPS REQUIRED TO REACH THIS OFFICE BY 31.7.89 NOT RECEIVED SO FAR (.) EXPEDITE DISPATCH SINCE COPIES REQUIRED BY M.R. (.) ENDILE (.)

VIJ
RAILWAYS

No.89/CEDO/BM/1. New Delhi, Dated 9-1-1990

Copy by post in confirmation to:-

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

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

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

(15)

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

No.85/Elec/81/12. New Delhi, Dated 15.1.90

1. The General Managers,
All Indian Railways.

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

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

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

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

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

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

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

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

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

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

****

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

The receipt of this letter may please be acknowledged.

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

(16)

- 2 -

No.86/CEDO/SD/12. New Delhi, Dated 15-1-90 ~~12-85~~.

Copy forwarded for information to:-

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

S.D.Gupta

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

(17)

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

सं॰-85/कंस्ट्रक्शन डी ओ/एस डी/12 नयी दिल्ली, दिनांक 15.1.90

1. महाप्रबन्धक,
सभी भारतीय रेलें

2. अपर महाप्रबंधक,
रेलवे विद्युतीकरण,
इलाहाबाद.

3. मुख्य परियोजना प्रबन्धक,
रेलवे विद्युतीकरण,
मथुरा.

4. मुख्य परियोजना प्रबन्धक,
रेलवे विद्युतीकरण ,
नागपुर.

5. मुख्य परियोजना प्रबन्धक,
रेलवे विद्युतीकरण,
भोपाल.

6. मुख्य परियोजना प्रबन्धक,
रेलवे विद्युतीकरण,
कोटा.

7. मुख्य परियोजना प्रबन्धक,
रेलवे विद्युतीकरण,
बड़ोदरा.

.....2/-

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

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

10. मुख्य परियोजना प्रबन्धक,
रेलवे विद्युतीकरण,
रांची.

विषय :- 25 किलोवाट ए.सी. कर्षण शुरू करना - बड़ी लाइन के विस्तार में किए जा रहे उल्लंघनों को माफ करना.

इस कार्यालय के दिनांक 12.12.89 के समसंख्यक पत्र के पृष्ठ 2 में दिए मद संख्या 12 के लेख में गलती से "नागदा (रैक्सल) पोलसोरा मकरावन (इनकल)" दर्शाया गया है इस लेख को ठीक करके "नागदा (रैक्सल) पोलसोरा मकरावन" के स्थान पर

"नागदा (रक्सल) - भोपाल (इनकल)" पढ़ा जाये।

कृपया इस पत्र की पावती दें।

धन्यवाद सहित

(एस.के. तिवारी)
कार्यकारी निदेशक, सिविल इंजी.(जी)
रेलवे बोर्ड

(19)

नई दिल्ली, दिनांक 15/V 1990

प्रेषक-तदर्थ के लिए:-

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

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

...

(20)

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

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

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

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

.....

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

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

-/2

(21)

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

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

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

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

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

Copy forwarded to:

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

2. The Commissioner of Railway Safety, Southern Circle, Bangalore -560 009 with reference to his letter No.1239 dated 8.11.89.

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

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

(22)

A.N. Shukla
सचिव, रेलवे बोर्ड
Secretary, Railway Board

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

CONFIDENTIAL
D.O.No.90/Secy/RWA/35.

15th January 1990.

Sub: Railway Week Awards, 1990.

Kindly send your recommendations for the grant of Certificate of Merit, Medals etc. to railwaymen working under your administration, who have done meritorious and outstanding work, so as to consider them for the Railway Week Awards in April, 1990. While making the recommendations, the following points may be kept in view for selection of employees for these awards:

(a) New inventions/processes leading to economies in expenditure or import substitution;

(b) Meritorious acts in disregard to personal safety leading to protection of railway property;

(c) Special efforts made to tackle ticketless travel, thefts, etc;

(d) Completion of projects etc., in record time;

(e) Outstanding performance in the field of sports, leading to international recognition, and

(f) Exemplary work done to pull up railway operations, rolling stock performance and safety.

2. Normally, railwaymen belonging to Class III and Class IV categories should be considered. In exceptional cases of the highest order, Assistant and Senior Scale Officers only, who have done exemplary work, may be recommended.

3. Details of service in the prescribed proforma together with a brief citation (half a page maximum) in triplicate, bringing out the specific outstanding work/performance for which the person is being recommended, may be furnished. It should also be ensured that the persons so recommended do not figure in any Vigilance cases.

4. Your recommendations may please be sent to me latest by 19th February, 1990 positively. If no reply is received by the above date, it will be presumed that you have no name to recommend.

5. Please acknowledge receipt.

With best wishes,

Yours sincerely,

(A.N. Shukla)

Encl.:A Proforma.

Issued to General Managers, all Zonal Railways, all Production Units, Metro, NF(Const), DG/RDSO and Principal/Railway Staff College

Copy to all Advisers, EDs(Independent Charge), DPR, DOL for similar action.

Copy to: CRB, FC, ME, ML, MM, MS, MT for information.

(PTO)

(23)

(TO BE FILLED IN TRIPLICATE)

PROFORMA

1.	Name (in English & Hindi)	:	
2.	Designation	:	
3.	Department	:	
4.	Address	:	
5.	Date of birth	:	
6.	Date of 1st appointment to Railway service	:	
7.	Date of appointment to gazetted rank	:	
8.	Present pay & grade	:	
9.	Whether vigilance clearance obtained	:	
10.	Particulars of awards given earlier	:	
11.	Particulars of posts held from time to time since date of appointment.	:	

CITATION

(Half a page maximum)

(24)

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

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

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

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

.....

With reference to your application No.TC/TM/Genl/Pt.1/4728 dated 2.11.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'S Points and Crossing Tamping Machine 08-275 'UNIMAT' as per RDSO's drawing No.EDO/T-2147 having a maximum axle load of 11.5t on the entire B.G. sections of your Railway at a maximum provisional speed of 60kmph when running on its own power and 40kmph when running in train formation as a dead vehicle. The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. TC/89/9/2, RDSO's speed certifcate No. CT/TM/SC/08-275 UNIMAT dated 9/11.8.1989 and all other certifcates accompanying your application referred to above.

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

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

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

Copy forwarded to:

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

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

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

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

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

(25)

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

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

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

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

*****

It is seen from your above quoted letter that you have issued the provisional speed certificate for single movement of NTPC B.G.Bogie Hopper Wagon to Drawing No.RDM-8-01 Alt.3 without obtaining the prior sanction for condonation of infringements in the design of the wagon from the Board as done earlier by you under your application No.CT/BG/LW/NHW dated 22-2-1982 (copy enclosed) sent through Chief Commissioner of Railway Safety Lucknow for the purpose of issuing the speed certificate concerning the movement of 40 Nos.of Rapid Discharge Bogie Hopper Wagons of NTPC Limited to their Drawing No.KPW-01.

M/s.CIMMCO and NTPC are pressing hard for early issue of single movement sanction by the Railways and they have therefore suggested that the sanction for condonation of infringements may be issued on similar lines as done by the Board vide their letter No. 82/WDO/SR/7 dated 3-4-82. This sanction was issued from the Board based on your application No.CT/BG/LW/NHW dated 22-2-1982 sent through Chief Commissioner of Railway Safety Lucknow. It is therefore desired that the circumstances leading to not applying for condonation of infringements to the Board through Chief Commissioner of Railway Safety Lucknow may please be advised for information and if considered necessary an application may be sent to Secretary (Civil Engineering), Railway Board through Chief Commissioner of Railway Safety Lucknow for condonation of infringements in the design of the Bogie Hopper Wagon to NTPC Drawing No. RDM-8-01 Alt.3 and modify Clause 2.13 of the speed certificate suitably.

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

(26)

No.89

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

Copy forwarded for information to:-

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

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

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

(27)

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

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

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

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

*****

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

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

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

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

P.T.O.

(28)

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

Copy forwarded for information to:-

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

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

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

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

(29)

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

No.89/CEDO/BR/23. New Delhi, Dated /7-1-1990.

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

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

****

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

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

(20)

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

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

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

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

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RB.17-I(1)/82 dated 12-12-89.
2) The Commissioner of Railway Safety, Western Circle, Churchgate Station Building Annexe, 2nd Floor, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.12-5/268/382 dated 16/20.11.89
3) Adviser (Mech.Engineering) Railway Board, New Delhi for necessary action on para 8 of Commissioner of Railway Safety's letter No.12-5/268/382 dated 16/20-11-89 (Copy enclosed) under advice to Civil Engineering Directorate.
4) The Director Standards (Wagon), R.D.S.O., Lucknow - 226 011.

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

(31)/(1)

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

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

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

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

.....

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

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

-/2

(31)/(2)

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

It is however noted from the RDSO's diagram No. EDC/T-2140 that the maximum height and width of Tamping Lining and Levelling Machine 08-32 M.84 (MG) are 3320mm and 3600mm respectively which are with in the maximum moving dimensions of 1930 as per M.G. Schedule of Dimensions.

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

No.89/C.30/SS/32 New Delhi dated 17.1.90

Copy forwarded to:

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

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

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

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

(32)

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

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

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

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

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

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

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

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

(33)

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

Copy forwarded for information to:-

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

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

(34)

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

No.89/CEDC/BR/25. New Delhi, Dated 17-1-1990.

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

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

******

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

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

P.T.O.

(35)

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

The sanction of infringements to Clause 26(a), 28(a), 31 and 32(a) of Chapter IV-A of B.G.Schedule of Dimensions (1973) involved in the design of B.G. (4-Wheeler) CRE. Mark-III Inspection Car has however, already been conveyed under Board's letter No.84/WD0/SR/7 dated 4-4-1985.

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

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

Copy forwarded for information to:-

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

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

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

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

(36)

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

No.89/CE.II/34/29 New Delhi dated 17.1.90

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

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

.....

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

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

-/2

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

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

The Ministry of Railways also sanction the infringements to clause 2(ii), 17, 20(b), 21(b) and 22 of Chapter -IV(A) and also the maximum moving dimension of 1929 as shown in diagram No.1A and others of the B.G. Schedule of Dimensions (1973) involved in the design of above WP-80 machine and detailed in Form-XI and RDSO diagram No.2148/1 accompanying your application referred to above.

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

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

Copy forwarded to:

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

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

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

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

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

(35)

No.89/CEDO/WR/29. New Delhi, Dated /7-1-1990.

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

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

*****

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

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

P.T.O.

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

The Ministry of Railways also sanction the infringements to item No. 2(ii), 17, 19(b), 20(b), 21(b) and 22 of Chapter IV-A and also the Maximum Moving Dimensions of 1929 as shown in Diagram No.14 and others of the B.G.Schedule of Dimensions (1973) involved in the design of above machine as detailed in Form-XI and shown in the drawing No.2148/1 accompanying your application referred to above.

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

No.89/CEDO/SR/29.

New Delhi, Dated 17-1-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow -226 001 with reference to his Endorsement No.RS.17-2(1)/82 dated 28-12-1989.

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

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

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

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

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

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

Subs:- Running of Ballast Cleaning Machine BM-80 on Northern Railway.

*****

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

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

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

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

(41)

No.89/CEDO/SR/29. New Delhi, Date 17-1-90.

Copy forwarded for information to:-

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

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

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

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

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Shri Ravi Shankar on return from CRIS is posted as Jr. Draftsman 'B' in the grade Rs.1200-2040 (RPS) in M(D) Branch vice Shri Karam Singh, posted to CEDO Branch.

(O.P. Khanna)
Under Secretary. (Admn.)
Railway Board

M(D)

CEDO

Shri Karam Singh is relieved of this Branch in the forenoon of to-day the 18th Jan. 90 and directed to report to CEDO Branch.

18.1.90
AIDE (Hqrs.)

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.ERB-I/89/3/22 New Delhi, dt. 11.01.1990

C I R C U L A R

As per existing procedure, for vacancies of more than 45 days and less than 90 days, local officiating arrangements within the branch/Directorate are made. It has, however, been noted that proposals for such officiating arrangements are sent very late and sometimes when the period in question is also over. It is requested that such proposals should be sent to ERB-I well in time and only when there is a clear vacancy of atleast 46 days. Delayed proposals and proposals against vacancy of less than 46 days' duration will not be entertained. This may please be noted by all concerned for information and necessary action.

(R.L.AGARWALA)
Deputy Secretary (E),
Railway Board

To all branches and officers of
the Board's office.

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भारत सरकार
रेल मंत्रालय(रेलवे बोर्ड)

सं0ई आर बो-I/89/3/22 नयी दिल्ली, दिनां0 22/I/1990

परिपत्र

मौजूदा प्रक्रिया के अनुसार, 45 दिन से अधिक तथा 90 दिन से कम की रिक्तियों के लिए शाखा/निदेशालय में स्थानीय तौर पर स्थानापन्न व्यवस्थाएं की जाती हैं । लेकिन यह देखा गया है कि ऐसे स्थानापन्न व्यवस्थाओं के लिए प्रस्ताव बहुत ही विलम्ब से भेजे जाते हैं और कभी-कभी तो विचाराधीन अवधि के समाप्त होने के बाद भेजे जाते हैं । अनुरोध है कि ऐसे प्रस्ताव ई आर बो-I शाखा को समय रहते भेज दिये जाने चाहिए तथा केवल तभी भेजे जायें जब कम से कम 45 दिन की स्पष्ट रिक्ति हो । विलम्ब से भेजे गये प्रस्ताव तथा 46 दिन से कम अवधि की रिक्ति के लिए भेजे गये प्रस्तावों पर विचार नहीं किया जायेगा । इसे कृपया सम्बन्धित द्वारा सूचना एवं आवश्यक कार्रवाई हेतु नोट कर लिया जाये ।

(आर.सी. अग्रवाल)
उप सचिव(स्था),
रेलवे बोर्ड.

बोर्ड कार्यालय के सभी अधिकारी एवं शाखायें ।

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भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

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

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

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

*****

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

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

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

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

Copy forwarded for information to:-

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

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

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

ANNEXURE - I

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

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

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

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

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

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

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

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

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

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

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

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

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

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his Endorsement No.RS.19-T(S)/84 dt.26.12.89.

Contd..P/2.

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

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

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

(S.K. Vij) 24/1/90

For SECRETARY RAILWAY BOARD.

(49)

P.O.No. 37 of 1990 New Delhi, dated 25.1.1990

The following promotions on ad-hoc basis are made with immediate effect.

1. Shri J.L. Verma, Chief Estimator, RS(T) Branch scale Rs.2000-3200 (RPS) is transferred and posted in WDO Branch as Head Draftsman in scale Rs.2000-3200 (RPS) vice Shri B.D. Chauhan, Head Draftsman posted as Chief Publicity Inspector in P.R. Branch vide P.O. No.14 of 1990 dated 3.1.1990.

2. Shri Ramesh Kumar, Tech. Asstt., MTP Branch scale Rs.1600-2660 (RPS) is promoted and posted in RS(T) Branch vice Shri J.L. Verma, Chief Estimator, scale Rs.2000-3200 (RPS).

3. Shri Hira Lal (S/C), Draftsman 'A', R(E)Cell scale Rs.1400-2300 (RPS) is promoted and posted in MTP Branch as Technical Assistant, scale Rs.1600-2660 (RPS) vice Shri Ramesh Kumar.

4. Shri R.K. Dutta, Jr. Draftsman 'B', CEDO Branch scale Rs.1200-2040 (RPS) is promoted and posted in R(E)Cell as Jr. Draftsman 'A' scale Rs.1400-2300 (RPS) vice Shri Hira Lal.

The above mentioned staff should however, note that their posting as above has been ordered purely on ad-hoc and temporary basis in the administrative interest without conferring upon them any title/claim for retention/ promotion to such posts in future.

(O.P. Khanna)
Under Secretary, (Admn.)
Railway Board.

No. E88/PM3/7/RS2

Copy to: RS(T),MTP,WDO,R(E)Cell,CEDO, ERB-IV, ERB-D, CASH-II, VIG.(C), CA-DS(G), INDIVIDUAL CONCERNED, P.FILE NOS.2922, 2923, 5664, 5795.

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

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

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

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

*****

With reference to your application No.W.439/4/Vol.XIII dated 1-5-89 sent through the Chief Commissioner of Railway Safety Lucknow, the approval of the Ministry of Railways is hereby communicated for deletion of Clause (ii)2 reproduced below indicated in your Safety Certificate No.481 B.G. dated 27-6-1988. It is noted that your suggestion for deletion of the Clause in the Safety Certificate is based on amendment issued by RDSO vide their letter No.CT/TAM/800 dated 23/27-3-89.

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

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

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

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

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his Endorsement No.RS.17-T(4)/82 dated 5-12-1989.
2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore - 560 009, with reference to his letter No. 1200 dated 3-11-89.
3) The Director Standards (Track), R.D.S.O., Lucknow - 226 011.

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

(51)

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

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

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

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

.....

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

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

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

The Ministry of Railways also sanction the condonation of infringements to item No.2(ii), 16 and 18(1) of Chapter-IV(A) of the B.G.Schedule of Dimensions (1973) as detailed in Form-XI accompanying your application referred to above.

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

--/2

(52)

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

Copy forwarded to:

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

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

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

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

(52)

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

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

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

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

.....

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

(I) D.C. TRACTION:

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

(II) A.C. TRACTION:

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

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

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

-/2

(54)

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

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

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

Copy forwarded to:

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

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

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

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

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

(55)

No.89/CEDO/33/30 New Delhi dated 30.1.1990

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

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

.....

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

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

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

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

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

-/2

(56)

No.89/CE30/3R/30 New Delhi dated 30.1.90

Copy forwarded to:

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

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

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

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

(57)

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

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

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

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

.....

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

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

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

..3/ -

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

..4/-

(60)

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

The Ministry of Railways also sanction the infringements to item No. 2(11) and 18(1) of Chapter-IV(A) of the B.G. Schedule of Dimensions(1973) involved in the design of above machine and detailed in Form-XI accompanying your application referred to above.

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

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

Copy forwarded to:

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

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

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

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

(64)

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

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

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

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

.....

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

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

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

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

Copy forwarded to :

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS.17-T(1)/82 dated 26.12.89.
2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta .w.r.t.his letter No.4444 6.12.89.
3. The Director Standards(Track) R.D.S.O., Lucknow.

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

(62)

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

90/CEDO/SD/3.

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

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

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

*****

Sanction of Plan

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

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

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

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

Copy forwarded for information to:-

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

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

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

ANNEXURE - I.

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

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

(64)

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

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

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

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

****

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

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

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

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

(S.K. VIJ) 7/2/90
Executive Director Civil Engineering (G),
Railway Board.

P.T.O.

(65)

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

Copy forwarded for information to:-

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

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

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

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

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

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

No.89/CEDO/SR/32 New Delhi dated 5.2.90

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

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

.....

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

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

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

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

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

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

Copy forwarded to:

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

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

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

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

(65)

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

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

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

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

.....

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

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

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

The Ministry of Railways also sanction the infringements to item No 2(11) and 18(i) of Chapter-IV(A) of the B.G. Schedule of Dimensions(1973 involved in the design of above machine and detailed in Form-XI accompanying your application referred to above.

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

-/2

(65)

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

Copy forwarded to:

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

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

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

(S.K. [illegible]
for Secretary Railway Board.

(70)

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

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

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

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

.....

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

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

-----/2

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

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

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

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

Copy forwarded to :

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

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

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

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

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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 15-2- 1990

No.88/CEDO/SD/1.

The Chief Project Manager,
Railway Electrification,
Bilaspur- 495004

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

******

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

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

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

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

Copy forwarded for information to:-

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

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

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

ANNEXURE - I

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

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

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

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

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

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

*****

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

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

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

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

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

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

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

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

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

Copy forwarded for information to:-

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

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

(S.K.VIJ[illegible] 13/2/90.

for Secretary Railway Board.

NORTHEASTERN RAILWAY

PERFORMA

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

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

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

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

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

.....

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

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

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

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

The Ministry of Railways also sanction the condonation of infringements to item No. 2(ii), 16 and 18(1) of Chapter-IV(A) of the B.G. Schedule of Dimensions(1973) as detailed in Form-XI accompanying your application referred to above.

(S.K. VIJ) 21/2/90
Exe. Director Civil Engg.(C)
Railway Board.

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(80)

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

Copy forwarded to:

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

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

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

(S.K. VIJ)
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 23-2-90 19

No.90/CEDO/SD/4.

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

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

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

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

Please acknowledge the receipt of this letter.

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

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

Copy forwarded for information to:-

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

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

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

(82)

ANNEXURE - I

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

(82)

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

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

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

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

.....

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

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

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

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

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

Copy forwarded to:

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

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

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

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

(84)

No. 90/CEDO/BG/5. 28 -2-90.

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

Sub:- Board's sanction for condonation of infringement to provision under item 2(b) of Chapter-II of Schedule of Dimensions for 1676 mm (5'-6") Gauge.

Ref:- Your application No.FA/ENG/111/004971 dated 12-7-89.

While going through your above quoted application sent through CRS/CORE, it is observed that the total length of Engineering Siding to be taken out from Km:290.550 between Chandil-Muri section is 180 metres. You have applied for condonation of infringement to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) only for a length of 120 metres of the Engineering Siding between Km:290.550 to 290.670 on a grade of 1 in 200. Therefore, the circumstances for not applying for condonation of infringement ~~in Para-03~~ on the balance 60 metres of Engineering Siding which is on a grade of 1 in 250 beyond Km:290.670, may please be advised for information of this office.

An early reply is requested.

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

(85)

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

No.90/CEDO/SR/2 New Delhi dated 28.2.90

1. The General Manager(W),
Central Railway,
Bombay.

2. The General Manager(W),
South Central Railway,
Secunderabad.

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

Sub: One time movement of B.G. Bogie Hopper Wagon of NTPC manufactured by M/S CIMMCO Bharatpur.

Ref: 1. Central Railway application No. T.607/M-3/WI/BR/XIII dated 22-12-89.

2. South Central Railway application No.W.368/1/9.Vol.II dated 11.1.1990.

3. Western Railway application No.W.636/15/59(W3) dated 30.1.1990.

.....

With reference to your above quoted application, the sanction for condonation of infringements to item 13(b), 18(1) Chapter-IV(A) and profile of maximum moving dimensions of 1929 as shown in diagram No. 14 and others of the B.G. Schedule of Dimensions (1973) has been issued to the Director Standards(Track) RDSO., Lucknow under this office letter No.90/CEDO/SR/2 dated 6.2.90 and RDSO have accordingly issued an amendment to the provisional speed certificate under their letter No.MW/CS/NTPC/SIPP/SING.KORBA dated 10.2.1990.

The sanction for single movement of B.G. bogie hopper wagon may therefore be issued by HODs of the Railway in terms of para 2.6.1 of policy circular No.6 issued under Board's letter No.73/WDO/SR/9/0 dated 8.6.1980.

(S.K. VIJ) 27/2/90
Exe. Director Civil Engg(C)
Railway Board

-/2

(86)

No.90/CEDO/SE/2 New Delhi dated 28.2.90

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Lucknow with reference to his endorsement No. RS.18-T(2)/84 dated 1.1.90, NO.RS.18-T(5)/84 dated 25.1.90 and No. RS.17-T(1)/82 dated 19.2.90.

2. The Commissioner of Railway Safety, Central Circle Bombay with reference to his letter No. 464 dated 22.12.89.

3. The Commissioner of Railway Safety, South Central Circle, 3rd floor, Rail Nirman Bhavan Secunderabad with reference to his letter No. 6/SC/7/61 dated 15.1.90.

4. The Commissioner of Railway Safety, Western Circle, 2nd. floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400020 with reference to his letter No.12-5/237/49 dated 5.2.90.

(S.K. VIJ) 27/2/90
for Secretary Railway Board.

(87)

In terms of the joint note of EDCE(G) and EE(OIS) dated 28-4-1989, Shri.Chhalu Ram Head Draftsman will be required to report for duty in his Parent Branch CEDO with effect from 1-3-90 (forenoon) after return from 52 days LAP.

EE(OIS) may therefore direct Shri.Chhalu Ram to report for duty in CEDO Branch on 1-3-90 F.N. and simultaneously ask EEB-II Branch to issue orders for the posting in OIS Cell of the next incumbent who is due promotion as Senior Draftsman.

EDCE(G)
28-2-90

EE(OIS)

It is understood that LDCs from Staff Selection Commission are reporting for duty in ERB.II branch. The post of LDC in CSDD branch is lying vacant since 21-12-89 and lot of arrears of typing work assigned with top most priority are piling up day by day.

It is therefore in administrative interest that orders for posting of LDC in CSDD branch are issued immediately.

U.S.(A)

EDCE(G) 16/4

(89)

Ref: Note No.E88/TC12/9/KB2/Pt.
dated 8-2-1990 from US(A).

.....

The above referred note proposes keeping in abeyance 2 posts of Junior Draftsmen Grade-B in the Civil Engg. Dte. One post is lying vacant since 14-10-88 and the other has fallen vacant only from 25-1-90.

The posts of Draftsmen cannot be kept in abeyance for the following reasons:

The work in the Drawing Office has only been increasing with extra field work of bridges, track and other projects etc. There are new issues frequently being raised in connection with running of 3500 mm wide stock and other new stocks. Printing of BG, MG and NG Schedules in Hindi and preparation of related drawings in Hindi is a work in hand.

It is also to be noted that Adv./CE is already having assistance of Stenographer besides a Sr.P.A. and thus there is no need to create any post under Adv./CE (presuming that Stenographer's post is permanent).

In view of above, it is not possible to agree to keep posts of Draftsmen in abeyance in Civil Engg. Dte. The arrangements to recruit and post men against vacant posts be made.

(S.K. Vij)
EDCE(C)
16-2-90

CEDO

US(A)

16-2-90

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No.E86/PO12/9/RS2/Pt.

(90)

The proposal for creation of 13 posts of Stenogfaphers in scale Rs.1400-2600(RPS) for providing stenographic assistance to the Advisers is under consideration.

2. Before approaching the Cabinet the matching savings is to be identified. In view of this, it is proposed to keep the following posts which are lying vacant in abeyance.

S.No.	Post & scale of pay.	No. of posts	Dte.	Annual cost(Rs)	Advisers post.created
1.	Jr.D/Man Gr.'B' Rs.1200-2040(RPS)	02	C.E.	54,000	Adv.(CE)
2.	Publicity Insp. Rs.2000-3200(RPS)	02	P.R.	86,000	Adv.(MS) Adv.(Stores)
3.	InspectorTC(CR) Rs.2000-3200(RPS)	02	Comml.	86,000	Adv.(Comml) Adv.(Trfc.)
4.	Telecom Insp. Rs.2000-3200(RPS)	01	S&T	43,000	Adv(Tele) Adv.(Sig.)
5.	Chief Ticket Insp. Rs.1600-2660(RPS)	01	Comml.	35,450	Adv.(Mech) Adv.(PUWP)
6.	Guide Lecturer Rs.1640-2900(RTM)	01	RTM	30,650	Adv.(Plg.) Adv.(W)
7.	Research Asst. Rs.1640-2900(RTM)	01	RTM	39,000	Adv.(B) Adv.(Elect)
		10		3,74,100	

3. Executive Directors/Advisers concerned may kindly see for approval.

US(A)

JS

DIP/EDGE(G)/EDTC(R)/EDTC(M)/D(RTM)/ED(S&T)

Adv.(Comml.)

Adv.(Mech.)

Adv.(Telecom)

Adv.(C.Engg.)

(91)

No.EBB/PO12/9/RB2/Pt.

The proposal for creation of 13 posts of Stenogfaphers in scale Rs.1400-2600(RPS) for providing stenographic assistance to the Advisers is under consideration.

2. Before approaching the Cabinet the matching savings is to be identified. In view of this, it is proposed to keep the following posts which are lying vacant in abeyance:

S.No.	Post & scale of pay.	No. of posts	Dte.	Annual cost(Rs)	Advisers post.created
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2.	Publicity Insp. Rs.2000-3200(RPS)	02	P.R.	86,000	Adv.(MS) Adv.(Stores)
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4.	Telecom Insp. Rs.2000-3200(RPS)	01	S&T	43,000	Adv(Tele) Adv.(Sig.)
5.	Chief Ticket Insp. Rs.1600-2660(RPS)	01	Comml.	35,450	Adv.(Mech) Adv.(PUWP)
6.	Guide Lecturer Rs.1640-2900(RTM)	01	RTM	30,650	Adv.(Plg.) Adv.(W)
7.	Research Asst. Rs.1640-2900(RTM)	01	RTM	39,000	Adv.(B) Adv.(Elect)
		10		3,74,100	

3. Executive Directors/Advisers concerned may kindly see for approval.

US(A)

JS

DIP/EDCE(G)/EDTC(R)/EDTC(M)/D(RTM)/ED(S&T)

Adv.(Comml.)

Adv.(Mech.)

Adv.(Telecom)

Adv.(C.Engg.)

No.89/PL/37/1.

Sub: Annual Plan, 1990-91.

The Planning Commission have fixed the Plan allocation for railways for 1990-91 at Rs.5,000 crores, with the following plan-headwise break-up:

(In crores of Rs.)

Sl. No.	Plan Head	1989-90 Approved.	1990-91 Proposed by Railways.	1990-91 Tentative Outlay.
1.	Rolling Stock	1503	1760	1785*
2.	Workshops & Sheds	330	350	300
3.	Machinery & Plant	95	105	95
4.	Track Renewals	810	1100	920
5.	Bridge Works	90	100	95
6.	Traffic Facilities	580	670	654
7.	Signalling & Safety	120	180	130
8.	Computerisation	52	80	46
9.	Electrification	210	250	230
10.	Other Elec.Works	55	60	50
11.	New Lines	250	350	370
12.	Staff Quarters	36	40	130**
13.	Staff Welfare	29	35	
14.	Users Amenities	25	30	
15.	Other Spec.Works	30	35	
16.	Inventories	35	100	40
17.	M.T.P.	100	150	120
18.	Railway Research	15	15	15
19.	Investment in Public Sector Undertakings (CONCOR).	85	90	20
	Total:	4450	5500	5000

* Includes Rs.100 crores for equity capital to I.R.F.C. for acquisition of Rolling Stock.

** Including Rs.10 crores for I.R.W.S.

(For ready reference, plan allocation for 1989-90 and allocation for 1990-91 are also shown.)

.....2/-

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2. The Principal Adviser(Transport), Planning Commission has advised that as the allocation for rolling stock has been increased from Rs.1760 crores to Rs.1785 crores, the programme for acquisition of wagons should be scaled up from 25,000 to 26,500 wagons.

3. He also advised that provisionally the budgetary support could be taken at Rs.1575 crores, borrowed financing at Rs.1090 crores and the balance of Rs.2335 crores would come from Railways' own resources.

(Y.M. GARG)
E.D.P.(G)
16.2.1990.

CRB/FC/ME/MM/MS/MT/ML/OSD

All Advisers concerned

All Directorates concerned

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It is understood that the following promotions will take effect very soon.

S.No.	Name	Presently Working.	To be transferred to
1.	Sh.Chellu Ram	Sr.D/Man O.I.S.Dte.	To be promoted as Head Draftsman and posted in CEDO Branch vice Sh.Harbans Singh v retired in Nov.198
2.	Sh.R.Narayanan	Officiating as Senior Draftsman vice Sh.A.R.Saini, Sr.D/Man, CEDO Branch promoted as Head Draftsman against the vacant post of Head Draftsman.	To be regularly promoted and transferred to O.I Directorate as Sr.D/Man vice Sh.Chellu Ram there is only post of Sr.D/M existing in CE Branch.

Since the above incumbents are satisfactorily working in their respective sections, it is proposed in the interest of office work th these incumbents may be allowed to continue in their respective sectio where they are presently working and their pay charged vice versa against the existing vacancies where they are being promoted.

This is only for the convenience in office working. The existence of higher grade posts in the respective Directorates will in no way be effected with this arrangement. This arrangement may continue only upto February,90.

S.D.(O.I.S.)
1/3

S.D.C.E.(G) 24/9/89

Secretary.

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

No.90/CEDO/ORI/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 19 2-3-1990.

The Chief Project Manager,
Railway Electrification,
Bilaspur - 495 001

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

With reference to your letter No.CPM/BSP/DNRE/EL/I/28 dated 5-1-1989 sent through the Chief Commissioner of Railway Safety Lucknow, I am directed to communicate Railway Ministry's authorisation to Commissioner of Railway Safety for progressively commissioning of 25 kV AC 50 cycles system for Electric Traction installations of each sub-section on DURG-MARAUDA Section of South Eastern Railway. The authorisation is subject to observance of the conditions laid down in your office letter referred to above, and in other enclosures attached therewith. This is further subject to inspection and sanction by Commissioner of Railway Safety, South Eastern Circle, Calcutta as per rules for individual section as and when completed and all safety certificates etc. being furnished to him as per Rules as mentioned in Railway Electrification Bilaspur's application.

The date of commissioning of the traction installations on DURG-MARAUDA section of South Eastern Railway may please be intimated to this office.

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

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

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No. RS.8-T(1)/84 dated 30/1/1990.

2) The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.541 dated 19-1-1990.

(S.K. Vij)
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 5-3-1990. 19

No.90/CEDO/SR/3.

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

Sub:- Running of 12 axle (BG) Special Wagon (Modified Kaveri) of M/s.BHEL, Tiruchchirappalli for transporting 210 MW Boiler Drum to RDSO's Diagram No.WD.88117-S-02-Alt.I & WD-88117-S-01-Alt.3 on various B.G.sections.

With reference to your application No. W.439/4/Vol.XIV dated 12-1-1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 12 axle (BG) Special Wagon (Modified "Kaveri") of M/s.BHEL, Tiruchchirappalli to RDSO's Diagram No.WD-88117-S-02 Alt.I and WD-88117-S-01 Alt.3 in empty and loaded condition respectively with a maximum axle load upto 14.1t and maximum wheel diameter of 860 mm (condemning size) for transporting of 210 MW Boiler Drum weighing 112t on the following B.G.Sections at a maximum speed shown against each section:-

S.No.	Section	Speed in Kmph	
		Empty condition	Loaded condition.
1.	Ponmalai - Tiruchchirappalli	15	10
2.	Erode - Tiruchchirappalli	40	30
3.	Jolarpettai - Erode	40	30
4.	Veysarpadi - Jolarpettai	40	30
5.	Veysarpadi - Kerukkupet	40	30
6.	Kerukkupet - Gudur	40	30
7.	Arrakkonam - Renigunta (including Melpakkam bye pass).	40	30

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to all observance of all other conditions/stipulations made in your Joint Safety Certificate No.506 BG dated 13-12-89, RDSO's speed certificate No.MW/CS/BHEL/HD-5 dated 18-7-89/31-7-89 and in all other certificates accompanying your application referred to above. As the consignment when loaded on this wagon infringes the Maximum Moving Dimensions of 1929, the sanction of the Competent Authority on your Railway for ODC movement

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should also be obtained as detailed in para 2.7 of RDSO's Speed Certificate.

The sanction of Ministry of Railways for the condonation of infringements to item 16 Chapter IV-(A) of the B.G.Schedule of Dimensions (1973) as shown in Form-XI accompanying your letter referred to above, has however already been conveyed under this office letter No. 89/CEDO/SR/31 dated 14-12-89.

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

No.90/CEDO/SR/3. New Delhi, dated 5-3-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-I(1)/82 dated 19-2-1990.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore - 560 009 with reference to his letter No. 1642 dated 24th January,1990.

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

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

(78)

No.88/CRDO/SD/1. 6-3-90.

The Chief Project Manager,
Railway Electrification,
Pratap Nagar,
Vadodara -4.

Sub:- Schedule of Dimensions - Broad Gauge-
Nagda - Bhopal Section.

Ref:- Your office letter No.NBRE/EL/W-73/0
dated 11-1-1990.

******

While going through S.No.2 of the statement enclosed with your above quoted application, it is observed that Signal No.R-19 (DN.Main Starter signal) at Unhel Station is located in between DN Main (line No.2) and common loop (line No.1). The existing clearance of this signal from centre line of common loop (line No.1) on one side is shown as 2250 mm but the same is not shown from DN.Main (line No.2) on the other side.

The Ministry of Railways therefore desire that the existing clearance for signal No.R-19 from Dn.Main Unhel Station may be advised to this office immediately through CRS/CCRS with correction to the statement and diagram of Unhel Station enclosed with your application to enable this office to issue the necessary sanction for condonation of infringements.

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

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

रेल भवन, नई दिल्ली-110001, दिनांक

Rail Bhavan, New Delhi-110001, dated 7-3-90.19

No.89/CEDO/SD/7.

The Chief Project Manager,
Railway Electrification,
Vijayawada - 520 001.

Sub:- Vijayawada-Dalharshah Railway Electrification
Introduction of Electric Traction on
Bellampalli-Dalharshah Section - Clearances
to fixed structures- Condonation - Reg.

*****

With reference to your office letter No.E.252/VBRE/4039/Infringe/Vol.III dated 5-1-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 257 Nos. of R.C.C.Posts and 46 Nos.of Rail Supports holding carriage watering arrangements in Balharshah yard to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) as shown in the Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.VBRE/SK/I/E/51 accompanying your letter referred to above.

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

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

No.89/CEDO/SD/7. New Delhi, Dated 7-3-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.18-T(5)/84 dated 30-1-1990.

2) The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nirman Bhawan, Secunderabad - 500 371 with reference to his letter No.6/SC/7/63 dated 15-1-90.

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

ANNEXURE-I.

S.No.	Location	Name of the structure which infringes.	Chapter & item No.	Prescribed Dimensions.	Existing Actual Dimensions	Amount of infringement.
1	2	3	4	5	6	7
1.	Balharshah Yard. Carriage Watering arrangements.	a) R.C.C. Supports.	Chapter-I item 13(ii)(c)	2360 mm	i) 2213 from Up Main on HPQ end.	147 mm
					ii) 2283 from Up Main on HPQ end.	77 mm
		b) Rail Supports.	- do -	- do -	i) 2293 from Up Main on KZJ end.	67 mm
					ii) 2242 from Dn.Main on KZJ end.	118 mm.

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भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.90/CEDO/SR/4. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 9-3-90.19

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

Sub:- Movement of Broad Gauge 8-Wheeler overhead equipment Inspection Car on entire B.G. Sections of South Eastern Railway.

With reference to your application No. G/CRS/CAR/Pt.II dated 8-11-89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Broad Gauge 8 Wheeler overhead equipment Inspection Car manufactured by M/s.Bharat Earth Movers Limited, Bangalore to their Sketch No./ OHE SK. No. 013 Alt.I having a maximum axle load of 15.184t under gross loaded condition over the entire B.G. Sections of your Railway at a maximum speed of 105 Kmph.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to the observance of all other conditions/ stipulations made in your Joint Safety Certificate No.17/89, R.D.S.O.'s Speed Certificate No.MC/TW dated 13-4-89 and all other certificates accompanying your application referred to above.

The sanction for condonation of infringements to Maximum Moving Dimensions Profile of 1929 as shown in Diagram 1 A and others of Schedule of Dimensions (1973) involved in the design of B.G. 8-Wheeler overhead equipment Inspection Car has however already been conveyed under Board's letter No. 88/CEDO/SR/12 dated 23-3-88 subject to the condition that the speed restrictions as imposed in the case of Double Decker Coaches vide Board's letter No.72/WDO/SR/31 dated 22-2-1974 shall also be followed in the case of 8-Wheeler OHE Inspection Car.

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

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No.90/CEDO/SR/4. New Delhi, Dated 9-3-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.17-T(3)/82 dated 19-2-1989.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.585 dated 6-2-90.

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

(S.K.VIJ)
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/ORI/2.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 19
13-3-1990.

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

Sir,

Sub:- Opening of the Second line between Ujjain and Sipra Bridge (Km:51.54 & 54.98) stations on Ratlam Division of Western Railway.

With reference to your Endorsement No. RS.10-I(9)/89 dated 22-2-90, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No. 16-5/257/H/569 dated 1-12-89.

yours faithfully,

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

No.90/CEDO/ORI/2. New Delhi, Dated 13-3-90.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.16-5/257/H/569 dated 1.12.89

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

(S.K. VIJ) 12/3/90
for Secretary Railway Board.

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

No.90/CEDO/SR/4

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 14-3-90.

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

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

Ref: Your letter No.519-W/543 dated 13-10-89.

.....

In reference to ~~yxx~~ application for running of 8 wheeler OHE Inspection Car made through your above referred letter, the following has been observed:-

(a) The Track, Bridge and Joint Safety Certificates reflect maximum p-ermissible speed of section for items 1, 6 and 8 (therein) as 100 kmph and the proposed maximum speed sought is 105 kmph.

(b) The covering letter shows the proposed speed as 100 kmph for the sections referred to in (a) above.

(c) The working time-table of the Railway shows a speed of 110 kmph and more for the sections referred in (a) above.

The Car has a potential of 105 kmph and the reasons for seeking sanction upto 100 kmph (notwithstanding the discrepancies pointed out above) is not understood.

You may consider to rectify the discrepancies, seek sanction for running the Car at its maximum speed of 105 kmph and consider the speed potential of the Car being of greater relevance so as to permit higher speeds on sections where present speeds are low but are expected to get upgraded soon.

(S.K. Vij)
Executive Director Civil Engg.(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 19

No.85/WDO/SR/1. 15-3-90.

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

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

Ref:- Your office letter No.CT/DCE/LW/BOBR dated 9-6-1988.

In continuation of this office letter of even number dated 16-12-88 and 4-12-89, the Ministry of Railways have identified one additional route as given below for running of BOBR Wagons as a result of representation from Eastern Railway vide their letter No.W.552/7/7 dated 3-1-1990 only upto June 1990.

Thermal Power Station.	Linked Coal field.	Route identified.
Farakka	Rajmahal	Pirpainti - Mildanga.

Accordingly, the speed certificate issued earlier under your office letter No.MW/CS/Spl.W/BD dated 25-1-89 may also be revised to include the additional route.

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

(106)

No.85/CEDO/SR/1. NewDelhi, Dated 15-3-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(7)/84 dated 15-6-1988.

2) The Director Standards (Wagon), R.D.S.O., Lucknow. It may please be advised if a Corrigendum, to the Speed Certificate of 'BOBR' Wagon circulated under your office letter No. MW/CS/Spl.W/BD dated 25-1-89, has been issued based on this office letter of even number dated 4-12-1989. If so, please arrange to send a copy of the same for reference and use in this office.

3) TI(V) Branch, Railway Board for their case No. 88/TI(V)/7/Yamuna Nagar.

(S.K. [illegible])
for Secretary Railway Board.

(107)

Ref:- Confidential letter No.
90/O&M/55/Award dated 23.2.90.

P R O F O R M A

Sl. No.	Name of Officer/ Staff	Designation and Branch	Directorate	Classification of the post	Date of Birth	Date of initial apptt. in Railway	Date of apptt. in Board's Office	CITATION
1.	Sh.R.NARAYANAN	Sr.Draftsman in CEDO Branch	Civil Engg.	Group'C'	2.4.38	-	6.3.64	*

* Shri.R.Narayanan, Sr.D/Man, CEDO Branch is an exceptionally competent, intelligent and highly conscientious worker. During the year 1989-90 he has dealt with condonation of infringements to structures involved in the expansion programme of Electrification, Signalling and Civil Engineering Projects of Indian Railways. He has also shared the additional responsibilities of the post of a Head Draftsman presently lying vacant in CEDO Branch by way of putting in extra hours of work for which he never claimed any overtime.

In recognition of the meritorious services rendered by Shri.R.Narayanan, it is recommended that he may be sanctioned a suitable award during the ensuing Annual Railway Week.

(S.K.VIJ)
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 20-3-90.19

No. 88/CEDO/ORI/23.

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

Sir,

Sub:- Doubling of Track between Tambaram and Chengalpattu - Opening of the New Second M.G.line between Guduvancheri and Singaperumal Koil Stations (11.07 Kms.) on Madras Division of Southern Railway including Electrification works.

With reference to your Endorsement No.RS.10-T(8)/89 dated 22-2-1990, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section including Electric Traction for the public carriage of passengers as per his letter No.1326 dated 29-11-1989.

yours faithfully,

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

No.88/CEDO/ORI/23. New Delhi, Dated 20-3-90.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7 Sheshadri Road, Gandhi Nagar, Bangalore -560 009 with reference to his letter No.50 dated 5-12-89.

2) The Chief Project Manager, Metropolitan Project (Railways) Periyar E.V.R.High Road, Egmore, Madras - 600 008 with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to this office in an interleaved copy. One ferro copy of the Index Plan and Section for the above section may please be sent to this office.

(S.K.VIJ) 20/3/90
for Secretary Railway Board.

(109)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.90/CEDO/SD/5.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 22-3-1990. 19
23

The Chief Engineer(CON)/GRC,
South Eastern Railway,
Garden Reach,
Calcutta - 43.

Sub: Condonation of infringement to provision under item 2(b) of Chapter-II of Schedule of Dimensions for 1676 mm (5'-6") gauge.

With reference to your application No.PD/DRG/111/004971 dated 20-7-89, sent through the Chief Commissioner of Railway Safety Lucknow and your office letter No.PD/DRG/111/001841 dated 13-3-90, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 2(b) Chapter-II of B.G. Schedule of Dimensions (1973) involved in laying the temporary Engineering Siding on a grade of 1 in 200 at Km.290.550 from Howrah between Chandil - Muri Section as shown in Annexure - I on the reverse. Annexure - I is based on Form-II and CE(C)'s Drawing No.7642/89 accompanying your letter referred to above.

It is however noted that a Slip Siding of adequate length will be provided to protect the existing line from any vehicles tending to roll down the temporary Engineering Siding.

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

No.90/CEDO/SD/5.

New Delhi, Dated 22-3-1990.
23

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his Endorsement No.RS.18-T(5)/84 dated 19-2-1990.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Clacutta - 700 001 with reference to his letter No.593 dated 12-2-1990.

(S.K. Vij) 22/3/90.
for Secretary Railway Board

ANNEXURE-I

S.No.	Location	Name of the Structure which infringes.	Chapter and Item No.	Prescribed Dimensions.	Existing Actual Dimensions.	Amount of infringement.
1.	Chandil-Muri Section					
	Engineering Siding between Chandil and Parkidih.at Km:290.550 from Howrah.	Gradients.	Chapter-II Item 2(b) of B.G. Schedule.	1 in 400 and Flatter than 1 in 400	1 in 200	Provision of same gradient i.e., 1 in 200 in lieu of 1 in 400.

(111)

No.90/CEDO/RS/3. 23/26-3-1990.

The Deputy Manager(Traffic/Shipping),
Bharat Heavy Electricals Ltd.,
Tiruchirappalli-620 014.

Sub: Running 12-axle (BG) Special Wagon (Modified Kaveri) of M/s. BHEL, Tiruchirappalli for transporting 210 MW Boiler drum to RDSO's Diagram No.W.D.88117-S-02-Alt.I and W.D.88117-S-01-Alt.3 on various B.G. Sections.

Ref: Your office Telegram No.3462 and No.2553 dated 10-3-90 and 14-3-90.

****

Necessary sanction for movement of 12-axle B.G. Special (Modified Kaveri) Wagon has so far been issued only to Southern Railway from this office under letter of even number dated 5-3-90. RDSO have, no doubt, issued the speed certificate for these wagons to the GMs(Engg/Mech/Elect/Optg) all Indian Railways under their letter No.MW/CF/BHEL/HD-5 dated 18-7-89.

You have approached this office for issue of ODC sanction to all railways for movement of 210 MW Boiler drums which have been loaded to Bankura on S.E. Railway and Ghaziabad on Northern Railway. In this connection, it is stated that sanction for movement of ODC is issued only by the concerned loading railway from where the consignment is required to be loaded. In this case the adjoining railways falling enroute involved in the movement have to separately examine and obtain sanction for introduction of the wagon. Therefore approach the adjoining Railways for obtaining the necessary sanction for the introduction and the loading Railway for issue of ODC clearance.

Ministry of Railways are therefore not in a position to issue the blanket sanction to all Zonal Railways for ODC movement as requested in your wireless messages referred to above.

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

(112)

Forwd Rly
27/3/90

No.90/CSDO/SR/5. 27-3-90.

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

Sub:- Modified 16 axle B.G.Wagon of 245t capacity owned by Department of Atomic Energy- Condonation of infringement of empty wagons.

Ref:- Your letter No.CT/DG/LW/IFFC dated 31-1-90.

As the case No.78/WDO/SR/3 being 'B' category of record has since been destroyed by the Record Branch of this office in January,90, it is requested that a duly attested copy each of the your previous application No.CT/DG/LW/IFFC dated 7/8-10-77, previous Form-II, Chief Commissioner of Railway Safety's forwarding letter No.RS.18-T(31)/77 dated 2-1-78 correspondance if any between RDSO and Railway Board, Spe d Certificate of this wagon and Board's sanction letter No.78/WDO/SR/3 dated 24-2-78 may please be sent immediately to enable this office to consider your above quoted application for condonation of infringement.

A clear copy of Drawing No.WD5-7411-S/10 Alt.2 may also be sent as the one already enclosed with your above quoted application dated 31-1-1990 is not legible.

27/3

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

(113)

No.88/CERO/E3/1. 30 -3-1990.

The Commissioner of Railway Safety,
Central Circle, 2nd Floor,
Churchgate Bldg. Annexe,
Bombay - 400 020.

Sub: Electrification of Itarsi-Nagpur-Wardha section - Sanction for deviation from Schedule of Dimensions - B.G. 1973 Correction Slip No. 40 11 Reg. infringement to the platform shelters at Nagpur station on Central Railway.

Ref: i) CPM/NG Nagpur's application No.CPM/G/EM/G/17/5/II dated 23/31-1-1990.

ii) Your letter No.47 dated 7-2-1990.

It is seen from the endorsement made in CCRO/Lucknow's forwarding letter No.EP.18-T(2)/84-Vol.II dated 28-2-90 that a letter bearing No.47 dated 7-2-90 has been issued from your office forwarding CPM/NG Nagpur's application to CCRO/Lucknow.

As the said letter as referred at item ii) above has not been received in this office, it is requested that a photo copy of the same may please be sent for reference and use in this office.

(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/BR/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 2-4-90.19

The General Managers,
All Indian Railways.

Sub:- Major and Minor Bridges on Indian Railways as on 31st March, 1990.

****.

The Board desire to be furnished with a statement of Major and Minor Bridges (Proforma on the reverse) as on 31st March, 1990 on your Railway for the Draft Para in the Administrative Report of Indian Railways.

The required information may please be sent to this office latest by 30th June, 1990. If there is any increase (+) or decrease (-) in the number of Bridges as on 31st March, 1990 vis-a-vis as on 31st March, 1989 the same may suitably be explained in the foot notes.

The Receipt of this letter may please be acknowledged.

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

STATEMENT 'A'
TOTAL NUMBER OF BRIDGES
------RAILWAY

Position as on	No. of Major Bridges (inclusive of ROBs & RUBs)				No. of Minor Bridges (inclusive of ROBs & RUBs)				Total (Col.5+ Col.9)
	Railway Bridges	ROBs	RUBs	Total	Railway Bridges	ROBs	RUBs	Total	
1	2	3	4	5	6	7	8	9	10

31 - 3 - 1989

31 - 3 - 1990

Increase/Decrease over previous year figure

Reasons for Increase/Decrease

STATEMENT 'B'
NUMBER OF BRIDGES WITH WATERWAYS
------RAILWAY

Position as on	Span in metres/feet				
	30.5 m (100 ft)& Above	18.3 m (60 ft)& Above to less than 30.5m (100ft	6.1 m (20 ft) & Above to less than 18.3m (60ft	Less than 6.1m (20ft	Total
1	2	3	4	5	6

31 - 3 - 1989

31 - 3 - 1990

Increase/Decrease over previous year figure

Reasons for Increase/Decrease

Note:- A Bridge which has a total waterway of 18.3 m (60 lineal feet) or more or which has clear opening of 12.2 m (40 lineal feet) or more in any one span is classed as Major Bridges otherwise a Minor

(116)/(1)

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

No.88/CEDO/SD/1. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 5-4-90.19

The Chief Project Manager,
Railway Electrification,
Pratap Nagar,
Vadodara - 300 004.

Sub:- Schedule of Dimensions - Broad Gauge -
Nagda - Bhopal Section.

With reference to your letter No.WBRE/EL/W-73/0 dated 11-1-90 sent through the Chief Commissioner of Railway Safety Lucknow, and your letter dated 13-3-90 the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 13(ii)(c) Chapter-I of B.G. Schedule of Dimensions (1973) for four Signal Structures in Unhel, Aslaoda and Naikheri yards on Nagda-Bhopal section having clearances varying from 2.230 metres to 2.350 metres from centre line of track as shown in Form-XI accompanying your application referred to above.

The sanction is not applicable for running of 3660 mm (12'-0") wide EMU Stock.

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

No. 88/CEDO/SD/1. New Delhi, Dated 5-4-90.

Copy forwaded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(8)/84 dated 19-2-90.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference y to his letter No.221/31 dated 22-1-90.

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

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भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.88/CEDO/SD/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 5-4-1990.

The Chief Project Manager,
Railway Electrification,
Pratap Nagar,
Vadodara - 300 004.

Sub:- Schedule of Dimensions - Broad Gauge - Nagda - Ujjain (Excluding) Section.

With reference to your office letter No.NBRE/EL/W-73/0 dated 11-12-1989 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) for Eleven Signal Structures in Ujjain Yard on Nagda-Ujjain (excluding) section having clearances varying from 2.210 metres to 2.330 metres from centre line of track as shown in Form-XI accompanying your application referred to above.

The sanction is not applicable for running of 3660 mm (12'-0") wide EMU Stock.

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

No.88/CEDO/SD/1. New Delhi, Dated 5-4-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(8)/84 dated 30th January,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.221/6 dated 3rd January,90.

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

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

No.90/CEDO/SD/C. New Delhi, Dated 12-4-1990.

The General Managers(Works),
All Indian Railways.

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

-.-.-.-.-.-.-

It has come to the notice of Ministry of Railways that some Organisations on the Railways engaged in the New Constructions or additions/alterations to existing structures are applying for condonation of infringements/Administrative approvals from the Ministry of Railways only after completion of the works under question, which is highly irregular.

Ministry of Railways therefore desire that all condonation of infringements/Administrative approvals should be applied for well in advance of the execution of the work, so that appropriate measures can be taken by the organisation to avoid the infringement, if the condonation is not agreed.

(J.A. TUMIRAY)
Adviser Civil Engineering,
Railway Board.

P.T.O.

No.90/CEDO/SP/0. New Delhi, Dated 12-4-1990.

Copy forwarded for information and necessary action to :-

1) The Director General, R.D.S.O., Lucknow - 226 001.

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

3) The General Managers DLW/Varanasi, CLW/Chittaranjan, ICF/Madras, RCW/Kapurthala, W&AP/Bangalore.

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

5) The Chief Administrative Officer, Diesel Components works, Patiala.

6) The Chief Administrative Officer, Central Organisation for Modernisation of Workshops, New Delhi.

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

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

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

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

11) The Principal, Railway Staff College, Vadodara.

12) The Director, Indian Railways Institute of Civil Engineering, Pune.

13) The Director, Indian Railways Institute of Signal Engineering and Telecommunications, Secunderabad.

14) The Director, Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur.

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

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

17) The General Manager, Metropolitan Transport, Calcutta.

(J.P. MUKHERJEE)
Adviser Civil Engineering,
Railway Board.

(119)

Please issue

No.90/CEDO/EW/6. 11-4-1990.

The Chief Engineer (Con.)-II,
South Eastern Railway,
Office of the Chief Adm. Officer (Con.),
Visakhapatnam - 530 004.

Sub: New crossing station at Kainbhata on Raipur - Vizianagaram line - Engineering Plan No.Dy.CE(C)I/6/86.

Ref: Your office letter No.CAO/C/VSKP/D/L-C/RV/Pt.II/1737 dated 26/27-2-1990.

-.-.-.-.-.-.-

In view of the urgency for commissioning of traffic as explained in the above quoted letter and the heavy expenditure involved in raising the entire main line by about 0.8 m the Administrative approval of Ministry of Railways is hereby communicated to retention of 1 in 500 grade as per Schedule-I Chapter-II of B.G. Schedule of Dimensions (1973) at new crossing station at Kainbhata 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/EW/8 dated 6-9-1989.

Please acknowledge the receipt.

10.4

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

11/4

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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/CEE/ER/9. Rail Bhavan, New Delhi-110001, dated 11-4-1990. 19

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

Sub: Condonation of infringement for WAG-2 locomotive with pentagraph in locked down condition.

-.-.-.-.-.-

With reference to your application No.W.681/Y-69/BP/IV dated 22nd February, 1989 seeking for condonation of infringements of WAG-2 locomotive with pentagraph in locked down condition on non-electrified sections sent through the Chief Commissioner of Railway Safety Lucknow, it is to clarify that RDSO have amended para 2.4.1 of their speed certificate No.SD.WAG-2.11 dated 6-11-88 for WAG-2 type of A.C. Electric locomotive in terms of amendment issued under their letter No.W[illegible]11 dated 27/28-12-1989.

In view of the above, your application dated 22-2-89 may be treated as withdrawn.

(P.N. SIKOLA)
Executive Director Civil Engineering(G),
Railway Board.

No.89/CEE/ER/9. New Delhi, dated 11-4-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS 17-T(3)/82 dated 8-3-89.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay with reference to his letter No.101 dated 27-2-1989.

(P.N. SIKOLA)
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/5. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 10-2-1990. 19

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

Sub: Introduction of WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB locomotives on Howrah - Mughalsarai Section via HBC and Grand Chord in regular services.

****

With reference to your application No.W-552/5/Vol.4 dated 6th June, 1989 sent through the Chief Commissioner of Railway Safety Lucknow and your letter No.EI/90/9/2/RDO dated 6-11-89, the sanction of Ministry of Railways is hereby communicated for running of WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB class A.C. Electric locomotives fitted with dual brake system, Hitachi traction motors, ballast weight in underframe and without thrust pads having a nominal axle load of 21 tonnes on the Howrah - Mughalsarai Section via HBC and Grand Chord B.G. A.C. electrified/being electrified sections at a maximum provisional speed of 65 Kmph for haulage of passenger/freight services in single or double headed operation.

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

1. Observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time and observance of additional speed restrictions as may be imposed by CRS due to the condition of CHE or any other reason.

2. Observance of all other conditions/stipulations made in Joint Safety Certificate No. 15/89, RDSO's speed certificate No. SD.WAG/5.11 dated 31-10-88 and 30/31-3-89 and all other certificates accompanying your application referred to above.

3. Movement of WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB class of locomotives on the sections under electrification is permitted only after completion of electrification work.

It is noted that the moving profile of WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB class of locomotive is the same as that of WAM4 locomotives as per para 2.4.1 of RDSO's Speed Certificate.

The sanction for condonation of infringements of WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB class of locomotives with pantograph in locked down condition on non-electrified sections shall, however, be considered for issue only after receipt of clarification from RDSO as sought for under this office letter No.89/CEDO/SR/5 dated 14-2-1990.

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

Contd....2

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No.89/CEDO/SR/5. New Delhi, Dated 10-4-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.17-2(3)/82 dated 22-6-1989.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, Calcutta - 700 001 with reference to his letter No.238/1020/WAG/5 Series/89 dated 7-6-1989.

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

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

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Issue By 5.4.90

No. 90/CEDO/SD/8. 5-4-90

The Chief Engineer (Con.)-I,
South Eastern Railway,
Office of the Chief Administrative
Officer (Construction),
Visakhapatnam - 530 004.

Sub:- New Crossing Station at Marenga on Koraput - Kirandul line, Waltair Division.

Ref:- Your application No. CAO/C/VSKP/DO14/L-C/KK/Pt.II/2641 dated 21/22-3-1990.

In view of the urgency for commissioning of traffic as explained in your above quoted application and the heavy expenditure involved in regrading the entire yard, Administrative approval of Ministry of Railways is hereby communicated to retention of existing gradient of 1 in 600, as per Schedule-I, Chapter-II of B.G. Schedule of Dimensions (1973), at New Crossing Station at Marenga on Koraput-Kirandul line (Km:304.69) between Jagadalpur and Tokapal of your Railway as against the provisions of 1 in 1200 gradient decided by the Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-1989.

Please acknowledge the receipt.

(S.M. SINGLA) 5/4
Executive Director Civil Engineering (C),
Railway Board.

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P.C.NO. 91 of 1990 New Delhi, Dated 26.3.90

The following transfers/postings have been made in the cadre of LDCs, UDCs and Assistants :-

S.No.	Name & Designation	Br. where working	Br. where Posted	Remarks
1.	Sh. Salim Mohd. Ahmed, Asstt.	New Apptt.	E(GP)	Against an existing vacancy.
2.	Sh. O.P. Arora, Asstt.	N(L)	Sec.(ADE)	-do-
3.	Sh. S.K. Negi, Asstt.	Return from Deputation	CE-II	-do-
4.	Sh. S. Gouri Sankar Rao, LDC	New Apptt.	RS(B)	-do-
5.	Sh. Chander Mohan, LDC	New Apptt.	CR	-do-
6.	Smt. Mahuli Paul, LDC	Vig.I	Legal Cell	-do-
7.	Smt. Renuka Nair, LDC	Legal Cell	CR cell	-do-
	(This is in partial modification of P.C. No. 75 of 1990 dt. 10.3.90)			
8.	Sh. A.N. Subramanian, LDC	ERS-II	Health Br.	-do-
9.	Sh. Parvez Ahmed, LDC	New Apptt.	E(Trg.)	Vice Smt. Nisha Sharma, who proceeded on leave. On return from leave she may be directed to report ERS-II for further posting.
10.	Sh. George P.K., LDC	New Apptt.	CE(DC)	Against an existing vacancy.
11.	Sh. Ram Krishna Srivastava, LDC	-do-	TC-III	-do-
12.	Sh. Jose T.V., LDC	-do-	Coaching-I	-do-
13.	Sh. Sivaraman, P.K., LDC	-do-	TG-III	-do-
14.	Sh. Mohan Lal Khatter, LDC	-do-	T.C. Cell	-do-
15.	Sh. Sushil Kumar, LDC	-do-	Coaching-II	Against the post of Asstt. being operated as LDC.
16.	Sh. V. Kalaivanan, LDC	Return from Deputation	E(C)I	Temporarily till further orders.

(C.P. KHATRA)
Under Secretary(Admn.), Railway Board.

No. E90/TR/1/3/RC2

Copy to:- Cash-II, ERS-IV, E(GP), Sec.(ADE), CE-II, RS(B), CR, Legal Cell, Health Br., E(Trg), CE(DC), TC-III, Coaching-I and Coaching-II, TG-III, RCT-Cell, TC- Cell, E(C)I & Personal Files.

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

No.88/CEDO/SB/27. New Delhi, dated 17-4-1990.

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

Sub: Status position of Rolling Stock - Wagons - Rehabilitation of Bridges required on K.K. line.

Ref: i) Director Standard (B&S), RDSO's D.O.No.CBS/DPA dated 16-1-1990.

ii) Your C.E.E.'s D.O.No.G/Wagon/BOBR dated 30-11-1989.

-.-.-.-.-.-.-

The Ministry of Railways desire that necessary action may be taken by your Railway in the light of the observations/suggestions made by RDSO in their D.O.letter referred at item i) above, for rehabilitation of bridges on K.K. line.

Your kind attention is also invited to this office D.O. of even number dated 19-4-1989 (copy enclosed) to Shri V.K. Vaish the then CEE SE Railway to clarify as to why it is not possible to run 3500 mm wide wagons with 22.5 t axle load when 22.9 t axle load 'BOY' wagons are already running on K.K. line. The reply received vide Shri Rajendra Pal's D.O.No.G/WAGON/BOBR dated 1-5-1989 denying such a possibility on account of introduction of WAG-6 locos which impose loading as per MBG - 1987 is not very clear. With the use of the same type of locos which are presently used for running of 'BOY' wagons it should be possible to run at least 22 t 'BOXN' wagons with 9.25 t/m TLD running of/is now being proposed by Adviser(Plg.) on K.K. line, as these wagons would yield an increased through put of over 7%.

An early reply is requested.

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

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Ashok Kumar,
Executive Director
Civil Engineering(G).

D.O. No.88/CEDG/BR/27. New Delhi, dated 19-4-1989.

My dear Vaish,

Sub: Introduction of wider and heavier wagons on dedicated routes for closed circuit operations.

-.-.-.-.-.-.-.-

Kindly refer to your letter No.G/ENGG/BOBR dated 29-12-88 with regard to running of 3500 mm wide wagons with 22.5 tonne axle load having trailing load density of 8.25 t/m. Therein it has been indicated that on E.K. line the cost of bridge strengthening and rail renewals would entail an expenditure of Rs. 23 crores and will take about 5-6 years for completion of this strengthening work. I understand that on E.K. line 'BOI' wagons having an axle load of 22.9 tonne are already running and therefore it is not clear as to why it would be necessary to undertake strengthening of bridges and rail renewals for introduction of 3500 mm wide wagons with 22.5 tonne axle load. This point may be clarified.

With best wishes,

Yours sincerely,

Sd/-

(Ashok Kumar)

Shri V.K. Vaish,
Chief Bridge Engineer,
South Eastern Railway,
Calcutta.

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Spare

S.M. Singla,
Executive Director Civil Engineering(S).

D.O.No.CE/CB10/CE/20. New Delhi, dated 18-4-1990.

My Dear Shri Chadda,

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

Ref: Your D.O.No.W.552/23 dated 12-7-1989.

-.-.-.-.-.-.-

Since the Board are pressing hard for an early decision in the matter, I would request to expedite the despatch of all the required information at an early date with copy to Director Standards(Track) RDSO Lucknow.

With regards,

Yours sincerely,

Sd/-

(S.M. SINGLA)

Shri V.D. Chadda,
Chief Engineer,
Eastern Railway,
Calcutta.

(128)

Spare

P.N. Singla,
Executive Director Civil Engineering(G),

R.D.No.88/CTEE/88/20. New Delhi, dated 18-4-1990.

My dear Bhargava, Nagar and Pal,

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

-.-.-.-.-.-

Kindly refer to this office letter of even number dated 10-1-1989 wherein it was desired that in the context of examining the feasibility of introduction of 3500 mm wide B.G. special design wagons, the following information may please be furnished :-

(i) The sections where track centres are less than 4570 mm (15'-0") on the B.G. routes.

(ii) The location of structures where setting distance from centre line of track are less than 2135 mm (7'-0") on the B.G. routes.

It was also mentioned therein that the above information may be sent as per proforma-I to VII enclosed therewith. The required information has not so far been received inspite of

Contd...2/-

wireless reminder dated 4-7-89 and a D.O. reminder dated 31-8-89. I shall be thankful if you could kindly expedite the submission of the above proforma alongwith the map with copy to Director Standards(Track) RDSO Lucknow without any further delay.

Kindly best wishes,

Yours sincerely,

(S.M. SINGLA)

1. Shri P.C. Bhargava,
   Chief Bridge Engineer,
   Central Railway,
   Bombay.

2. Shri C.R. Nayar,
   Chief Bridge Engineer,
   North Eastern Railway,
   Gorakhpur.

3. Shri Rajendra Pal,
   Chief Bridge Engineer,
   South Eastern Railway,
   Garden Reach,
   Calcutta.

For ground N24 (130)

No.90/CEDO/ENJ/7. 19-4-1990.

The Chief Engineer(Con.)-II,
South Eastern Railway,
Office of the Chief Administrative
Officer(Construction),
Visakhapatnam - 530 004.

Sub: Remodelling of Duvvada station yard stage-II and final for converting the existing Engineering siding to Vadlapudi as running line for goods traffic and converting existing Up loop by inserting 1 in 8½ cross-over, between Main lines on Duvvad.- Visakhapatnam section, CE/VAC/IRO. No.ST/032/88 with Alt.3.

Ref: Your application No.DCE/C/VZM/VAT/IRO/CRS/526 dated 5/6-3-1990.

-.-.-.-.-.-.-.-

Please refer to your above quoted application. As the grade of 1 in 260 is steeper than 1 in 400 which is the prescribed grade in yards as per item 2 Chapter-II of B.G. Schedule, your application addressed to Secretary (Civil Engg.) Railway Board for condonation of grade infringement may be sent through CRS/CCRS.

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

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No.88/CEDO/YTY/1. 19-4-1990.

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

Sub: Station yard Diagrams.

Ref: Your letter No.W.861/2226/III
dated 1-11-88.

Please refer to this office letter of even number dated 3-10-88 and expedite submission of the Division wise station yard diagrams of your railway without any further delay.

The Station yard Diagrams books of Nagpur and Bhopal Division may please be sent on priority.

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

(132)

No.88/CEDO/ETY/1. 19-4-1990.

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

Sub: Station yard Diagrams.

Ref: Your letter No.E/Yard Diagrams &
Index Plan Section dated 11-10-88.

-.-.-.-.-.-.-

Please refer to this office letter of even number dated 3-10-88 and expedite submission of the Division wise station yard diagrams of your railway without any further delay.

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

(133)

No.70/VIG/CRI/RO/1. 20-4-1990.

OFFICE MEMORANDUM

The draft rules against clauses (a), (b), (c) & (d) under Section 29 Chapter-V of Indian Railway Act 1989 have been finalised. These rules have generally been approved by the Chief Commissioner of Railway Safety Lucknow but his written approval is still awaited. The Gazettee notification of these rules as per discussion with the Chief Commissioner of Railway Safety Lucknow has to be a joint publication of Ministry of Railways and Ministry of Civil Aviation. Ministry of Civil Aviation are therefore requested to kindly convey their consent to the joint publication.

19/4

(S.M. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.
Tele. No. 388374.

The Secretary to the Govt. of India
(Shri. A.V. Ganesan)
Ministry of Civil Aviation,
Sardar Patel Bhawan,
New Delhi - 1.

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

D.O.No.86/CEDG/STY/1. New Delhi, dated -6-1990.

Dear Shri Goil,

Sub: Station Yard DiAgrams.

-.-.-.-.-.-

Kindly refer to this office letter of even number dated 3-10-88, copy enclosed for your ready reference. Since the Division wise station yard diagram books of North Eastern Railway are still awaited, I shall be grateful if you would kindly personally look into the matter and get the same despatched to this office early. Station yard diagram book of Izzatnagar Division may please be sent on priority.

With regards,

Yours sincerely,

sd/-

(S.M. SINGLA)

Shri. R.N. Goil,
Chief Engineer,
North Eastern Railway,
Gorakhpur.

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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 30-4-1990. 19

No.90/CEDO/CLW/1.

The General Managers,
All Indian Railways.

Sub: i) New lines opened/Doublings opened/Conversions opened/ Dismantled lines restored during the year 1989-90.

ii) Lines dismantled during 1989-90.

iii) New lines/Doublings/Conversions in progress as on 31st March, 1990.

-.-.-.-.-.-.-

Reference is invited to this office letter No.89/CEDO/CLW/1 dated 7-6-89 in response to which this office was furnished with statement and plan showing the works as mentioned in the subject noted above during the year 1988-89 under your reference mentioned below.

The Ministry of Railways desire that one copy of the statement and the plan as mentioned at item i), ii) and iii) in the subject noted above may please be furnished for the year 1989-90 also at the earliest.

The receipt of this letter may please be acknowledged.

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

1. Central Railway's letter No.EW/481/0/51 dated 25-7-1989.
2. Eastern Railway's letter No.CE/CON/W/16/Pt.III/104 dated 23-6-1989.
3. Northern Railway's letter No.90/W/W-Spt/Genl/Pt.V dated 8-12-1989.
4. North Eastern Railway's letter No.W/CON/286/5/Pt.I/W2/2871 dated 20/23-6-1989.
5. Northeast Frontier Railway's letter No.W/260/0/Pt.IV/W-7 dated 25-7-1989.
6. Southern Railway's letter No.W.347/1/CN dated 17-7-1989.
7. South Central Railway's letter No.W.CON.387/61/Vol.II dated 10-11-1989.
8. South Eastern Railway's letter No.AP/Kilometrage/1988-89 dated 14-12-1989.
9. Western Railway's letter No.WRC.415/5 Vol.III dated 3-7-1989.

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No. SE/CRNO/SE/3. 7-4-1989.

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

Sub:- Condonation of infringements of WAG2 locomotive with pantograph in locked down conditions.

Para 2.4.1 of [illegible] certificate No. SD.WAG2.11 dated 4-11-88 issued by Director Standards (Motive Power) RDSO, Lucknow is reproduced below.

" The pantograph of the WAG2 locomotive in locked down condition infringes the maximum moving dimensions of 1929 of the BG Metric Schedule of Dimensions (1973) in non-electrified sections. Board's condonation for the infringement for any movement of the locomotive with pantograph in locked down condition over non-electrified sections may be obtained as usual. "

It is desired that the various clauses infringing the maximum moving dimensions of 1929 in respect of WAG2 locomotive with pantograph in locked down condition may please be particularly specified alongwith the amount of infringements and your reasons for condonation of infringements. A drawing showing these infringements may also be sent and it may be advised if the movement of the locomotive in locked condition on non-electrified sections would require any imposition of speed restrictions as the locked down pantograph will be infringing the maximum moving dimensions of 1929 and the rolling stock will itself be constituting an SGD.

D/c

(Ashok Kumar)
Executive Director Civil Engineering (G),
Railway Board.

THE MOVING DIMENSION" - SCENARIO in 2000.

In order to effect improvement in throughput, it is necessary to liberalise the moving dimeions of the rolling stock. A beginning has already been made in this direction by permitting movement of Bottom Discharge Hopper Wagons (BOBR) having a width of 3500 mm as against the width of 3200 mm entered for BG Moving Dimensions of 1929. These wagons will be utilised for transporting bulk commodities like coal. The adoption of Bottom Discharge Wagons will reduce detentions at unloading terminals. Also the feasibility of permitting 3500 mm BG Wagons with sliding doors is being examined in order to increase the throughout for general service wagons. This will required the minimum track centres to be 4570 mm (15'-0"0 and structure distance of 2135 mm (7'-0") as against 4265 mm (14'-0") and 1980 mm (6'-6") respectively. In case of infringement, the Railways will be asked to plan their removal during coming years.

Recently instructions have been issued to Railways to cater to movement of rolling stock built to profile RDO/T-1043 which has dimensions of 3250 mm (10'-8") wide x 4265 mm (14'-0") high by including the works of removal of infringements in the Works Programme 1990-91. These increased dimensions would lead to having wider and taller rolling stock and thus provide greater passenger comfort and increased passenger carrying capacity and in respect of freight stock would lead to optimising design of tank wagons as also for movement of special purpose wagons.

The container traffic is increasing at a galloping rate in view of its inherent advantages to the customer and carriers, particularly Railways, and international requirements for purpose of import/export.

Contd.....2/-

2438 mm (8'-0") x 2438 mm (8'-0") and 2438 mm (8'-0") x 2591 mm (8'-6") I.S.O. Containers are already in use and larger containers of size 2592 mm (8'-6") x 2743 mm (9'-0") and 2591 mm (8'-6") x 2895 mm (9'-6") at par with I.S.O. Containers are proposed to be used in the near future. The possibility of running 2591 mm (8'-6") x 2743 mm (9'-0") containers has been examined and it has been found that on most of the ~~track~~ routes it will be possible to permit their movement.

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No.88/CEDO/IPS/1. 25-4-1990.

The General Manager(Civil Engg.),
S.E. Railway,
Calcutta.

Sub: Index Plan and Section

Ref: Your office letter No.DK/Yard Diagram and Index Plan and Section dated 21-11-88.

-.-.-.-.-.-.-.-

Please refer to your office letter quoted above. It appears the Index plan and section booksof all the Divisions of your railway have been received in this office. But the forwarding letter is not traceable.

It is therefore requested that a photo-copy of the forwarding letter may please be sent for reference and use in this office.

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

D.A. : Nil.

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No.88/CE(D)/IPS/1. 25-4-1990.

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

Sub: Index Plan&Section.

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

-.-.-.-.-.-

Please refer to your office letter quoted above. The Index Plan and Section Book of Malda Division of you railway has not so far been received in this office.

It is therefore requested that a copy of the same may please be sent to this office immediately. alongwith a photo copy of your office letter No.755/1/Vol.III dated 20-7-89

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

D.A. : Nil

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No.88/CEDO/IPS/1. 25-4-1990.

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

Sub: Index Plan/Section.

Ref: Your office letter No.W.242/2/1/
Vol.III dated 4-4-1989.

.-.-.-.-.-.

Please refer to your office letter quoted above. The Index plan and section book of Madras, Palghat and Trivendrum Divisions of your Railway have not so far been received in this office.

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

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

D.A. : Nil.

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

No.89/CEDO/SR/12. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 3-6-1990. 19

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

Sub: Sanction for running of "WAG/5-HP" Class A.C. Electric Locomotives upto a Maximum speed of 65 Kmph. for haulage of passenger/Freight trains in single or double headed operations over various B.G. Sections on Central Railway.

-.-.-.-.-.-

With reference to your application No.W.681/Y-68/SR/IV dated 27-4-1989 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 16-2-90, the sanction of Ministry of Railways is hereby communicated for running of "WAG/5-HP" Class A.C. Electric Locomotives manufactured by BHEL/Jhansi with dual brake system and fabricated bogies manufactured by Ganz Mavag Hungary, fitted with Hitachi HS. 15250 A traction Motor, ballast weight in underframe, roller bearings and without thrust pad having a nominal axle load of 21t on the following B.G.A.C. electrified/being electrified sections at a maximum speed of 65 Kmph for haulage of passenger/freight services either in single or double headed operation.

S.No.	Sections.			
1.	Tughlakabad	-	Jhansi	
2.	Jhansi	-	Bina	
3.	Bina	-	Bhopal	
4.	Bhopal	-	Itarsi	
5.	Itarsi	-	Amla	- Nagpur
6.	Nagpur	-	Wardha	- Bhusawal
7.	Wardha	-	Balharshah	
8.	Bhusawal	-	Igatpuri	

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

1. Observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time and observance of additional speed restrictions as may be imposed by CEE due to the condition of CHE or any other reason.

Contd.....2/-

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2. Observance of all other conditions/stipulations made in Joint Safety Certificate No.E.14/89 B.G., RDSO's speed certificate No.TD.WAG.5.11 dated 31-10-88 and 30/31-3-89 and all other certificates accompanying your application referred to above.

3. Movement of WAG/5-HB locomotive on the sections under electrification is permitted only after completion of electrification work.

Ministry of Railways also confirm the action of Commissioner of Railway Safety in according his provisional sanction under letter No.206 dated 2-5-89 for running of these locos in view of the urgency expressed by the railway. It is however noted that the moving profile of WAG/5-HB locomotive is the same as that of WAM 4 locos as per para 2.4.1 of RDSO's Speed Certificate.

The sanction for running of WAG/5-HB locomotive with pantograph in locked down condition on non-electrified sections shall however be considered for issue only after receipt of clarification from RDSO as sought for under this office No.89/CTDC/SR/5 dated 14-2-1990.

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

No.89/CEDO/SR/12. New Delhi, dated 3-5-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.17-T(3)/82 dated 11-5-1989.

2. The Commissioner of Railway Safety, Central Circle, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No. 205 dated 2-5-1989.

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

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

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

D.O.No.66/WRO/ER/19. New Delhi, dated -5-1990.

Dear Shri CHADHA,

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

Ref: Your office letter No.990/8/Vol.III dated 8-12-1987.

****

Please refer to this office D.O. of even number dated 19-5-1989. The works of removal of infringements for general clearance of moving dimensions to profile RDO/T-1043 were required to be included in the Works Programme for 1990-91.

As the position with respect to the works proposed in Works Programme 1990-91 and finally approved for execution is not known, I shall be thankful if you could kindly furnish the position of these works as per proforma enclosed for information of this office.

With best wishes,

Yours sincerely,

(S.M. SINGLA)

Shri. V.D. Chadha,
Chief Engineer,
Eastern Railway,
Calcutta.

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

No.66/WBX/EE/19. New Delhi, dated 3-5-1990.

The General Manager(Engg.),
Central/Northern/N.F.Railways.

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

Ref: As given below.

****

In terms of this office letter of even number dated 17-5-1989 it was desired that your railway may plan for removal of infringements for general clearance of moving dimensions to profile RDO/B-1043 by way of including the works in Works Programme for 1990-91.

As the position with respect to the works proposed in Works Programme 1990-91 and finally approved for execution is not known, Ministry of Railways desire that the position of these works may be sent in the proforma enclosed for information of this office.

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

D.A. : As above.

Details of References

1. The Chief Engineer, Central Railway's letter No.W.444.M2/EE/VI dated 12-3-1987.
2. The General Manager(Engg.), Northern Railway's letter No.841-E/3/Pt.I dated 7-7-1987.
3. The General Manager(Works), N.F. Railway's letter No.W/341/1/EE & EE/W-7 dated 19-2-1987.

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

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No.66/CE(S)/WRY/89/19. New Delhi, dated 3 -5-1990.

The General Manager(Engg.),
North Eastern, Northern, North Central,
South Eastern and Western Railways.

Sub: Schedule of Dimensions 1676 mm Broad Gauge - Adoption of New Broad Gauge Profile to RDSO sketch No.RDO/T-1043.

Ref: As given below.

****

In terms of this office letter of even number dated 9-6-1989, it was desired that your railway may plan renewal of infringements for general clearance of moving dimensions to profile RDO/T-1043 by way of including the works in Works Programme 1990-'91.

As the position with respect to the works proposed in Works Programme 1990-'91 and finally approved for execution is not known, Ministry of Railways desire that the position of those works may be sent in the proforma enclosed for information of this office.

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

Encl. : As above.

Details of References

1. N.F.Railway's letter No.W/340/Rn/90/Adoption of Profile/T-43 dated 16/19-4-87.
2. Southern Railway's letter No.W.469/1 dated 29-6-1987.
3. S.C. Railway's letter No.W.469/1/15/Vol.II dated 8-4-87 and 11-5-1987.
4. S.E. Railway's letter No.G/RDO/RDSO/137 dated 18-5-1987.
5. Western Railway's letter No.W.591/21 dated 29-4-1987 and W.591/21 dated 1-3-1989.

POSITION OF REMOVAL OF INFRINGEMENTS FOR GENERAL CLEARANCE OF MOVING DIMENSIONS TO PROFILE EDO/T-1043

S. NO.	WORKS PROPOSED		WORKS SANCTIONED			
			BY RAILWAY BOARD		UNDER GM's POWER	
	DESCRIPTION OF WORKS PROPOSED FOR INCLUSION IN 1990-91 WORK PROGRAMME FOR GENERAL CLEARANCE OF THE MOVING DIMENSIONS TO PROFILE EDO/T-1043	ESTEMATED COST OF REMOVAL OF INFRINGEMENTS IN RS.	DESCRIPTION OF WORKS ALONGWITH ITEM NO. OF PINK BOOK SANCTIONED BY THE BOARD FOR INCLUSION IN FINEL WORKS PROGRAMME 1990-91 FOR GENERAL CLEARANCE OF THE MOVING DIMENSIONS TO PROFILE EDO/T-1043	ESTEMATED COST OF REMOVAL OF INFRINGEMENTS IN RS	DESCRIPTION OF WORKS OF REMOVAL OF INFRINGEMENTS SANCTIONED FOR EXECUTION UNDER GM's POWER FOR GENERAL CLEARANCE OF THE MOVING DIMENSIONS TO PROFILE EDO/T-1043	ESTEMATED COST OF REMOVAL OF INFRINGEMENTS IN RS.

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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 7-5-1990.

No.90/CRDO/SR/4.

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

Sub: Sanction for running of 8 wheeler Inspection Car with double engine version on various electrified/being electrified B.G. Sections of Central Railway.

-.-.-.-.-.-

With reference to your application No.W.456/I-3/SR dated 12-3-1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 8-wheeler overhead Inspection Car with double engine version manufactured by M/s BEML, Bangalore to their Sketch No.CHE SK.No.013(Alt.2) having a maximum axle load of 16.183 t under gross loaded condition on the following 8 B.G. electrified/being electrified sections with AC/DC traction at a maximum speed of 105 Kmph. on its own power or at a maximum sectional speed whichever is less in that section.

B.G. Sections.

I. D.C. Traction

1. Bombay.V.T.-Kalyan-Kasara-Igatpuri.
2. Kalyan-Karjat-Lonavala-Pune.
3. Kurla-Mankhurd-Trombay-Wadala Road-Mahim Chord.
4. Vasai Road-Diva.

II. A.C. Traction.

5. Igatpuri-Manmad-Bhusawal.
6. Bhusawal-Badnera-Wardha.
7. Bhusawal-Khandwa-Itarsi.
8. Tuglakabad-Mathura-Agra Cantt.-Jhansi-Bina-Bhopal-Itarsi-Amla-Nagpur-Wardha-Balharshah.

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

Contd.....2/-

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No.C-2/90B.G., R.D.S.O.'s Speed Certificate No.MC/TW dated 19-01-1990 and all other certificates accompanying your application referred to above.

The sanction for condonation of infringements to the Maximum Moving Dimensions Profile of 1929 as shown in Diagram 1A and others of B.G. Schedule of Dimensions (1973) involved in the design of B.G. 8-wheeler overhead equipment Inspection Car has however already been conveyed under Board's letter No.88/CEDO/BR/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/BR/31 dated 22-2-1974 shall also be followed in the case of 8-wheeler OHE Inspection Car.

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

90/CEDO/BR/4. New Delhi, dated 7 -5-1990.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his endorsement No. RSW7-I(3)/82 dated 16-3-1990.

2) Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.84 dated 13-03-1990.

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

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

SPARE (150)

No.90/CEDO/TB/4. 9/10 -5-1990.

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

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

Ref: Your office letter No.519-W/543 dated 3.5.1990.

****

The sanction for running of B.G. 8 Wheeler OHE Inspection Car on Northern Railway will be considered for issue only on receipt of your revised application with all the necessary certificates through CRS/CCRS which is still awaited.

The Speeds indicated against item 7 in Joint Safety Certificate and Track Certificate enclosed with your application dated 13.10.1989 are also at variance needing reconciliation.

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

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

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

D.O. No.86/CE(G)/88/BG.

New Delhi, dated 10-5-1990.

My dear MAHADEVA/KUMAR/SOMANATHAN/VAIDU,

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

.....

Ministry of Railways are considering the possibility of movement of major commodities by rail in 3500 mm wide B.G. special design wagons. These wagons will not have any projecting doors outside. It has tentatively been decided that 4570 mm (15'-0") track centres and 2135 mm (7'-0") structures-distance will be sufficient for running 3500 mm wide wagons. The following three B.G. routes have been identified by Planning Directorate of Board's office as a first step for introduction of such wagons.

1. Khandla - Delhi.
2. Tuticorin - Madras.
3. Bangalore - Madras.

I shall therefore be grateful if you would kindly furnish the information as per proforma enclosed alongwith your comments if 3500 mm wide special wagons can be run on the section falling in the jurisdiction of your railway without removal of infringements. If so, the speed restrictions proposed at infringing locations may be indicated. In case it is not possible to run the wagon without removal of infringements, the approximate cost thereof with time

Contd.....2/-

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forms for removal of infringement may be advised as per the enclosed proforma latest by 25.5.1990.

With best wishes,

Yours sincerely,

(S.N. SINHLA)

1. Shri : P.C. BHARGAVA,
Chief Bridge Engineer,
Central Railway,
Bombay.

2. Shri : K.R. KUMAR,
Chief Track Engineer,
Northern Railway,
New Delhi.

3. Shri : A.K. SUNDARAM,
Chief Bridge Engineer,
Southern Railway,
Madras.

4. Shri : V.K. VAIDU,
Chief Bridge Engineer,
Western Railway,
Bombay.

STATEMENT SHOWING THE POSITION OF INFRINGEMENTS ON THE THREE B.G. ROUTES IDENTIFIED FOR RUNNING OF 3500 m.m. WIDE SPECIAL DESIGEN WAGONS WITHOUT ANY PROJECTING DOORS OUTSIDE

PROFORMA

ROUTE IDENTIFIED	NAME OF THE RLY. UNDER WHOSE JURISDICTION VARIOUS SECTIONS OF THE IDENTIFIED ROUTES FALL	ROUTE LENGTH IN Kms.	LOCATION WITH THEIR LENGTH WHERE TRACK CENTRES ARE LESS THEN 4570 m.m. (15'-0")	DESRIPTION OF INDIVIDUAL STRUCTURE AND THEIR LOCATION WHERE CLEARANCE AVAILABLE FROM CENTRE OF TRACK IS LESS THEN 2135 m.m. (7'-0")	COST OF REMOVAL OF INFRINGEMENTS INDICATED IN Col. 4 & 5	TIME FRAME FOR REMOVAL OF INFRINGEMENTS.
1	2	3	4	5	6	7
1. KANDAU - DELHI	N. Rly :- DELHI - TUGHLAKABAD					
	C. Rly. :- TUGHLAKABAD - MATHURA					
	W. Rly :- MATHURA - KANDLA					
2. TUTICORIN - MADRAS	S. Rly :- TUTICORIN - MADRAS					
3. BANGALORE - MADRAS	S. Rly :- BANGALORE - MADRAS					

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

No. 90/CEDO/SD/11

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 1-5-90 19

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

Sub:- Condonation of the infringement to the item of B.G.Metric Schedule of Dimensions (1973) in connection with the widening of existing DN.High Level passenger platform (No.1) to improve the traffic facilities at Badlapur Station on Bombay Division of Central Railway - Infringement of existing Column and Staircase of F.O.B. to C.L. of Track.

With reference to your letter No.W.681/Y-101/BR dated 21-3-1990 and 20-4-1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 7(ii) Chapter-II of B.G.Metric Schedule of Dimensions (1973) involved in the retention of existing Column of FOB towards Bombay end on Down High Level platform No.1 of Badlapur Station in order to widen this platform towards Down loop, as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No. DRM(W)/BR/R-18448 (Pucca-2610) accompanying your letter referred to above.

It has however noted that the platform No.1 is presently used by local trains only on one face. With the widening of platform No.1 towards Down loop, it will be possible to use the existing Down loop line for terminating the Badlapur locals and starting as Up local from that line and the platform can be used as Island platform.

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

P.T.O.

(155)

No. 90/CEDO/SD/11. New Delhi, Dated 11-5-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/84 dated 6-4-1990.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.91 dated 28-3-1990.

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

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ANNEXURE - I

S.No.	Location & Kilometres	Name of the Structures which infringes.	Chapter & Item No.	Prescribed Dimensions	Existing Actual Dimensions	Amount of infringement.
1	2	3	4	5	6	7
1.	Bombay Division between Kalyan-Karjat Section. Kms 67/5 (SE) and 67/6 (SE)	Column of FOB at Bombay end of new up Bombay Badlapur local platform at Badlapur Station	Chapter No. II Item No. 7 (ii)	Minimum horizontal distance of any building on a passenger platform from Central line of track from 305 mm above platform level to 3430 mm above Rail level- 5330 mm.	4440 mm.	890 mm.

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

No.88/CEDO/SD/1. New Delhi, dated 11-5-1990.

The Chief Signal & Telecom Engineer(P),
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur - 400 001.

Sub: Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at Amla Station on Nagpur - Itarsi Section of Central Railway.

-.-.-.-.-

With reference to your application No.CPM/N/ST/SIG/11/2422 dated 26/29-3-1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 10 Signal Structures with respect to Primary and Secondary track at Amla Station on Nagpur - Itarsi Section of Central Railway to item 13(ii)(c) Chapter-I of B.G. Schedule of Dimensions (1973) involved in connection with the abovementioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

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

No.88/CEDO/SD/1. New Delhi, dated 11-5-1990.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/84 dated 12-4-1990.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.111 dated 12th April, 1990.

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

ANNEXURE - 1.

S. No.	Location	Name of the structures which infringes	Chapter & Item No. of S.C.R.	Prescribed Dimensions in mm.	Existing actual dimensions in mm.		Amount of infringement	
					Primary Track	Secondary Track.	Primary Track	Secondary Track
1	2	3	4	5	6	7	8	9
	AREA 'A'							
1.	Up Main Str. at Km.874/3-4	Ladder	Chapter-I,2360 Item 13 (ii)(c)	2230	2230	2230	130	130
2.	Up Loop Line No.1 Str. at Km 874/3-4	-do-	-do-	-do-	2230	2230	130	130
3.	Up North Str. No.5 at Km 874/6-7	-do-	-do-	-do-	2230	2230	130	130
	AREA 'B'							
4.	Br.No.17B at Km: 874/14-15	-do-	-do-	-do-	2250	2250	110	110
	AREA 'D'							
5.	Br.No.19D at Km: 875/6-7	-do-	-do-	-do-	2270	2270	90	90
6.	Br.No.20D at Km: 875/6-7	-do-	-do-	-do-	2320	2320	40	40
7.	Br.No.21D at Km: 875/5-6	-do-	-do-	-do-	2230	2230	130	130
8.	Br.No.22D at Km: 875/5-6	-do-	-do-	-do-	2230	-	130	-
9.	Br.No.26D at Km: 875/3-4	-do-	-do-	-do-	2230	2230	130	130
10.	Br.No.27D at Km: 875/3-4	-do-	-do-	-do-	2230	2230	130	130

SPARE

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

No.90/CEDO/RS/5. New Delhi, dated 11-5-1990.

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

Sub: Modified 16 axle B.G.Wagon of 245 t capacity owned by Department of Atomic Energy - Condonation of infringement of empty wagon.

****

Please refer to your Application No.CE/RS/LW/IFTC dated 31.1.1990 sent through the Chief Commissioner of Railway Safety Lucknow. In continuation of this office letter No.72/WD0/RS/5 dated 24.2.1970, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 16 Chapter - IV (A) of B.G. Schedule of Dimensions (1973) concerning the proposed minimum distance apart of 12900 mm for bogie centres as against 16600 mm required in the modification of empty 16-axle, 245 t B.G. bogie wagon owned by Department of Atomic Energy to RDSO's Drg. No. WD5-7411-G-01 Alt.2 as mentioned in Annexure - 'A' accompanying your application referred to above.

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

90/CEDO/RS/5. New Delhi, dated 11-5-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, 16 A, Ashok Marg, Lucknow with reference to his Endorsement No. RT.16-T(7)/84 dated 28.2.1990.

Sd/-
(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
No.90/CE(D)/Density Chart. Rail Bhavan, New Delhi-110001, dated 4-5-1990. 19

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

Sub: Density Chart.

The Charts showing the Traffic Density on various routes in 'GMT' are very frequently required for reference and use in the Board's Office.

The Board, therefore, desire that the 'GMT' figures during 1989-'90 may be indicated on various sections on a system map of your railway and five copies of the same furnished to this office at an early date. It is observed that some of the Railways are indicating on Charts figures in GTKM and not in 'GMT'. In order to have the information in Board's office on uniform basis, it may please be ensured that the density of the section on chart is indicated in Gross Million Tonnes only and not in Gross Tonne Kilometres. A statement showing the Density as per the proforma on the reverse may also please be furnished in duplicate.

The receipt of this letter may please be acknowledged.

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

PREVIOUS REFERENCES :

1. Central Railway's letter No.G.102/WS-2/87-88 dated 25.10.1989.
2. Eastern Railway's letter No.W.382/1/Vol.IV dated 16.11.1989.
3. Northern Railway's letter No.571-E/0/IV/88-89 dated 27.12.1989.
4. North Eastern Railway's letter No.E/275/47/1/Pt.V/44 dated 26.2.1990.
5. North Frontier Railway's letter No.E/555/0/3/6-44 dated 26.9.1989.
6. Southern Railway's letter No.W.26/1/3/88-89 dated 11.1.1990.
7. South Central Railway's letter No.W.26/1/7(Vol.II) dated 10.7.1989.
8. South Eastern Railway's letter No.TC/Traffic/Density/Pt-1/4303 dated 20.9.1989.
9. Western Railway's letter No.W.503/5/4(W1) dated 17.7.1989.

_____ RAILWAY.

DENSITY IN GROSS MILLION TONNES PER ANNUM DURING 1989-90.

S.No.	SECTION	ROUTE KILOMETRAGE OF THE SECTION.	WHETHER THE SECTION IS SINGLE/DOUBLE/ TREBLE.	WHETHER ELECTRIFIED/ NON ELECTRIFIED.	DENSITY IN GROSS MILLION TONNES PER ANNUM 89-90	
					UP	DN.
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
13.						
14.						
15.						

Note:- Three separate statements are required to be furnished in this proforma for BG, MG and NG. Each statement should indicate the break up of the various routes as under:-

BG	MG	NG
Group 'A' Routes	Q Routes	NG Routes.
Group 'B' Routes	R_1 Routes	
Group 'C' Routes	R_2 Routes	
Group 'D' Routes	R_3 Routes	
Group 'E' Routes	S Routes.	

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WIRELESS
15.5.1990.

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

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

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

4. The General Manager(Works),
N.E. Railway,
Gorakhpur.

5. The General Manager(Works),
S.E. Railway,
Garden Reach,
Calcutta.

NO.88/CEDO/SR/20 (.) REFER THIS OFFICE LETTER OF EVEN NUMBER DATED 18.1.89 IN CONNECTION WITH FURNISHING THE INFORMATION REGARDING THE AVAILABILITY OF 4570 MM (15'-0") TRACK CENTRES AND 2135 MM (7'-0") STRUCTURE CLEARANCE ON B.G. SYSTEM OF YOUR RAILWAY IN SEVEN DIFFERENT PROFORMAE TO ADJUDGE THE POSSIBILITY OF RUNNING 3500 MM WIDE SPECIAL DESIGN WAGONS WITHOUT ANY PROJECTING DOORS OUTSIDE (.) INFORMATION PERTAINING TO PROFORMA I TO III WHICH WAS REQUIRED TO REACH THIS OFFICE IMMEDIATELY NOT RECEIVED SO FAR INSPITE OF REPEATED REMINDERS (.) PROFORMA I TO III MAY BE SENT BY RETURN POST CLEARLY INDICATING WHETHER 3500 MM WIDE SPECIAL DESIGN WAGONS CAN BE RUN ON YOUR RAILWAY WITH SUITABLE SPEED RESTRICTIONS ON INFRINGING LOCATIONS (.) IF NOT ADVISE THE COST OF REMOVAL OF INFRINGEMENTS AND THE TIME FRAME (.) PROFORMA IV TO VII MAY FOLLOW LATER (.) MATTER MOST URGENT (.) REGARDS (.) BWSILE (.)

SINGLA
RAILWAYS

No.88/CEDO/SR/20. New Delhi, dated 15-5-1990.

Copy by post in confirmation.

15.5.90

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

(163)

No.90/CRRO/RS/3. 11-5-1990.

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

Sub: Running of 12 axle B.G. Special Wagon (Modified Kavari) of M/s. BHEL Tiruchirappalli for transporting of 210 MW Boiler Drum weighing 112 t on B.G. Section of Western Railway.

****

With reference to your application No.W.636/15/71(V3) dated 26-3-1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 12 axle B.G. Special Wagon (Modified Kavari) of M/s. BHEL, Tiruchirapalli to RDSO's DiAgram No.WB-88117-B-02 Alt.1 and WB-88117-B-01 Alt.3 in empty and loaded condition respectively with a maximum axle load of 14.1 t and with a minimum wheel dia of 840 mm/ at a maximum speed of 40 Kmph. in empty condition and 30 Kmph. in loaded condition on the following B.G. Sections of your railway.

(condemning size)

S.No.		B.G. Section		
1.		Bombay Central	-	Mathura Jn.
2.		Vadna	-	Jalgaon.
3.		Nagda	-	Bhopal.
4.		Ujjain	-	Indore.
5.		Kota	-	Nathipal.
6.	(a)	Kandla Port	-	Samakhiali.
	(b)	Samakhiali	-	Viramgam.
7.		Viramgam	-	Ahmedabad.
8.		Ahmedabad	-	Anand.
9.		Anand	-	Godhra.
10.		Anand	-	Vadodara.
11.		Viramgam	-	Sabarmati.
12.		Khandisa	-	Porbandar.
13.		Bayana	-	Idgah.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.9 of 1990 and 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 this movement should also be obtained as detailed in para 2.7 of RDSO's Speed Certificate.

Contd....2/-

(164)

The sanction of Ministry of Railways for the condonation of infringements to items 16 Chapter-IV(A) of the B.G. Schedule of of Dimensions (1973) as shown in Para-II accompanying your application referred to above, has however already been condoned vide this office letter No.89/CEDO/BG/31 dated 14-12-1989.

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

No.90/CEDO/BG/3. New Delhi, dated 11-5-1990.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. BE.17-T(1)/82 dated 6-4-1990.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.12-5/273/116 dated 26-3-1990.

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

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

(165)

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

No.88/CEDO/SD/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 16-5-90. 19

The Chief Project Manager,
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur - 440 001.

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

Please refer to your application No. CPM/N/EN/W/17/5/II dated 23/31-1-90 sent through the Chief Commissioner of Railway Safety Lucknow. The sanction of Ministry of Railways is hereby communicated to the condonation of infringement concerning proposed height of 4.12 metres of platform shelter on platform No.2 and 4.40 metres on platform No.3, 4 and 5 at Nagpur Station as against 4.61 metres prescribed height for 1.600 metres horizontal distance of such shelters from centre line of track as per Note(2) Chapter-II of B.G.Metric Schedule of Dimensions (1973). The infringements are shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.NWB 1/1 accompanying your application referred to above.

The sanction is not applicable for running of 3660 mm (12'-0") wide E.M.U. Stock.

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

(166)

No.88/CEDO/SD/1. New Delhi, Dated 16-5-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/84 - Vol.II dated 28/2/90.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bulding Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.47 dated 7/2/90.

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

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ANNEXURE - I

S.No.	Location & Kilometres	Name of the Structure which infringes.	Chapter & Item No.	Prescribed Dimensions.	Existing Actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	NAGPUR Km: 836	Passenger platform shed, Platform No.2 Line No. 4.	Chapter-II Note (2)	4.610 (15 ft. 1½ inch)	4.120 (13 ft. 6.19 inch)	0.490 (1 ft. 7.28 inch)
2.	NAGPUR Km: 836	Passenger Platform Shed, Platform No.3 Line No.5.	-do-	-do-	4.400 (14 ft. 5.22 inch)	0.210 (8.27 inch)
3.	NAGPUR Km: 836	Passenger Platform Shed, Platform No.4 Line No.6.	-do-	-do-	-do-	-do-
4.	NAGPUR Km: 836	Passenger Platform Shed, Platform No.5 Line No.7.	-do-	-do-	-do-	-do-

(168)

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

No. 88/CEDO/SB/20. New Delhi, Dated 16-5-90.

The General Manager,
Western Railway,
Bombay.

Attention: Shri.V.K.Vaish, Chief Bridge Engineer.

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.636/15/85(W3) dated 19-5-1989.

It is seen from Annexure-I enclosed with your above quoted letter that there are 31 bridges on Western Railway where track centres are less than 4570 mm (15'-0"). It may please be advised if 3500 mm wide special design wagons without any projecting doors outside can be run on these bridges by way of imposing suitable speed restriction. If so, the speed restrictions proposed may be advised for information of this office.

In case it is not possible to run these wagons with suitable speed restrictions on the 31 infringing bridges, the possibility of removing the infringements may please be examined and the anticipated cost involved in removal of the infringements on these bridges and the time frame for removal of the infringements may please be advised. A copy of your reply may also be endorsed to Director General (Track), R.D.S.O., Lucknow.

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

No. 88/CEDO/SB/20. New Delhi, Dated 16-5-90.

Copy forwarded for information to:

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

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

spare (169)

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

No. 88/CBDO/SR/20. New Delhi, Dated 16-5-90.

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

Attention: Shri.A.K.Somanathan, Chief Bridge Engineer.

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

Ref:- Your letter No.W.439/4/Vol.XIII dated 13-2-89.

It is seen from remarks column of proforma-I enclosed with your above quoted letter, that 3500 mm wide special design wagon without any projecting doors outside cannot be run on the following B.G.Sections on account of lesser track standards:

1. Walajah Road - Renippettai (7 Kms.)
2. Salem - Salem Market (4 Kms.)
3. Shoranur - Nilambur Road (66 Kms.)

In this connection, your kind attention is invited to RDSO's letter No.CT/MS/SD/BG dated 9/10-3-89 wherein RDSO have pointed out that as per column No.4 of performa-I there is no length with track centres less than 4570 mm on your Railway. But from the remarks column it is observed that on the above mentioned routes 3500 mm wide wagons cannot be run due to lesser track standards. The remarks are rather confusing. Please clarify whether the wagons under consideration cannot be permitted on the routes mentioned above due to track centres being less than 4570 mm or due to some other reasons. Ministry of Railways desire that the nature of infringement may be clearly brought out. The anticipated cost of removal of this infringement may also be advised alongwith the time frame to remove this infringement. A copy of your reply may also be sent to Director General(Track), RDSO, Lucknow. The balance performa IV, V, VI & VII may also be arranged to be sent at an early date.

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

(170)

No. 88/CEDO/SR/20. New Delhi, Dated 16-5-90.

Copy forwarded for information & necessary action to:-

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

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

171

The Remington Typing Machine No. R.B. - 829 supplied to C.E.D.O. Branch in the year 1964. This Machine has outlined its life and has not been replaced so far although Stationary Branch was requested in the past also to arrange its replacement.

There is full time typing job in C.E.D.O. Branch and it has actually become very frustrating to continue using this machine any more. The following defects repeatedly appear in this machine even after manual repairs.

1. The typing impression of the words coming on the paper is illegible.
2. The machine gets jammed in the process of typing.
3. The movement of the roller is not uniform and the paper gets jammed.

It is therefore earnestly requested in the interest of office work that the above machine may be replaced immediately by a new one for use in C.E.D.O. Branch.

17.5.94

SMCE(c)

US(c)

S.O.(Stationary)

(172)

18 - 5 - 1990.

1) 87/WDO/CRS/IR/2/1-16

2) 82/WDO/SED/1/1-78

3) 89/CEDO/ODC/1/1-2

4) 83/WDO/SD/17/1-28

5) 88/CEDO/SD/1/Part-I/1-60

6) 89/CEDO/ORI/13/1-5

7) 89/CEDO/SD/22/1-3

8) 89/CEDO/SD/23/1-2

9) 90/CEDO/SD/1/1-5

10) 90/CEDO/SD/2/1-6

11) 90/CEDO/SD/5/1-4

12) 90/CEDO/SD/6/1-2

13) 90/CEDO/SD/8/1-2

14) 90/CEDO/SD/11/1-4

17/5

17/5

(D.N.Machiwal)
AEE/Civil, CEDO

RECORD BRANCH

(173)

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

No.89/CE(D)/SD/11. New Delhi, Dated 18-5-90.

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

Sub:- Jolarpettai-Erode Section - Proposed B.G. bye-pass line near Karuppur in connection with Thermal Power Plant Siding for Tamil Nadu Electricity Board at Metur Dam - Condonation - Request of.

Ref:- Your revised application No.W 450/1/46/CN/Vol.IX dated 26-5-1989.

Your above quoted application alongwith revised Form-XI duly forwarded through CCRS/Lucknow's office has not so far been received in this office. It was forwarded to CCRS Lucknow under CRS, Southern Circle's letter No.473 dated 14/8/89. Since the receipt of your above application duly forwarded through CCRS is still awaited in this office, it is requested that the matter may be pursued with CCRS's office to get the application despatched to Secretary (Civil Engineering), Railway Board at an early date.

In case the application has already been sent to Secretary (Civil Engineering) alongwith CCRS's forwarding letter which has not been received in this office on account of loss in transaction, a duly attested photo copy of CCRS's forwarding letter may please be sent to this office.

(D.N.Nachiwal)
for Executive Dir.Civil Engineering(G),
Railway Board.

No.89/CE(D)/SD/11. New Delhi, Dated 18-5-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001. The original application dated 20/1/89 from Chief Administrative Officer (Constn.), Southern Railway, Madras on the above subject was forwarded to this office under your letter No.RS.18-T(1)/84 dated 29-3-89. The receipt of Chief Administrative Officer

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(Constn.)'s revised application dated 26-5-89 with your forwarding letter is however is still awaited.

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

(175)

No.88/CE(O)/MTJ/1. 22-5-1990.

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

Sub: Station Yard Diagrams.

Ref: Your letter No.V.262/2/Vol.III dated 16.6.1989.

****

Please refer to your office letter Quoted above. The Station Yard Diagram Books of MADRAS, PALGHAT and TRIVANDRUM Divisions are still awaited from your railway inspite of reminder of even number dated 18.4.1990.

It is therefore requested that a copy each of the above Divisions may please be sent to this office immediately. TRIVANDRUM Division may be sent on priority by return post.

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

(176)

No.92/CEDO/E2/8. 12-5-1990.

The Chief Administrative Officer(Const.)II,
South Eastern Railway,
Kharagpur.

Sub: Condonation for retention of 1 in 150 gradient in yard limits between Kottapalem and Gopalapatnam Cabins.

Ref: Your D.O.No.CE/S&C/WKI/C/NSP/KARA-GPT/0933 dated 7.8.1989.

****

As per endorsement to the Commissioner of Railway Safety, South Eastern Circle Calcutta given at the bottom, your above quoted D.O. was required to be sent to Secretary(Civil Engineering) Railway Board through CRS/CCRS. Although, a long period has lapsed but the said D.O. has not so far been received in this office duly forwarded through CRS/CCRS. It is therefore requested that the matter may be perused with CRS/CCRS's office and it may be ensured that your above Quoted D.O. is sent to the Secretary(Civil Engineering) Railway Board New Delhi duly forwarded at an early date.

In case the D.O. has already been sent to the Secretary(Civil Engineering) Railway Board with CRS/CCRS's forwarding letter which has not been received in this office on account of loss in transhetion, a duly attested photo copy of CRS/CCRS's forwarding letter may please be sent to this office.

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

No.92/CEDO/E2/8. New Delhi, dated 12-5-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow.
   An earlier correspondence from CCRS's office bearing No. RS.18-E(S)/84 dated 8.5.1989 is relevant in this connection.

2. The Commissioner of Railway Safety, South Eastern Circle, 14-Netaji Road, 12 th Floor Calcutta - 700 001. An earlier correspondence from CRS's office bearing No.52/160/26 dated 19.4.1989 is relevant in this connection.

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

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

177

No. 89/CEDO/SD/10. New Delhi, Dated 22-5-1990.

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

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

With reference to your office letter No.RE/Engg./W.I/27 dated 20/4/89 sent through the Chief Commissioner of Railway Safety Lucknow, and letter dated 10.5.90 the sanction of Ministry of Railways is hereby communicated to the infringement to item 10(iii)(b) Chapter-I of B.G.Metric Schedule of Dimensions (1973) as a special case involved in raising of Haripurbat Road ROB at Km:1347/8-9, the vertical clearance from 5030 mm to 5360 mm, between Raja-ki-Mandi and Agra City stations on Agra-Tundla-Bayana section as shown in Annexure-'A' on the reverse which falls short of requisite clearance of 5870 mm. Annexure-'A' is based on Form-XI and Drawing No.667/TRD-ALD/78 accompanying your letter referred to above.

It is noted that it is not possible to lower the track to achieve the prescribed clearance as the track is already on a Ruling Gradient of 1 in 150 and the existing road approaches are already on 1 in 40 gradient and it is not possible to further regrade it to steeper than 1 in 35 as it will increase the cost of approaches alongwith cost of construction of retaining wall to retain the earth slopes due to thickly populated area. The raising will also require strengthening of abutments which is not feasiable due to horizontal clearances.

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

No. 89/CEDO/SD/10. New Delhi, Dated 22-5-90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.18-I(2)/84 dated dated 11-5-89.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate station Building annexe, Maharshi Karve Road,

P.T.O

Bombay - 400 020 with reference to his letter No. 196 dated 21/25-4-89.

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

ANNEXURE 'A'

S.No.	Location	Name of the Structure which infringes.	Chapter and item No.	Prescribed Dimensions.	Actual Existing Dimensions.	Amount of infringement
1	2	3	4	5	6	7
1.	Haryana-Rajasthan Raja-ki-Mandi & Agra City stations.	Hariparbat Road-over-Bridge.	Chapter-I Item No. 10(iii)(b)	5870 mm	5360 mm	510 mm

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

(199)

No.89/CEDO/BR/32. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 22-5-1990.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Running of M.G. Dumatic Tie Tamping, Lining and levelling Machine Model 08-32 M 84(MG) with maximum axle load of 11.5 t. over North Eastern Railway.

****

With reference to your application No.W/340/Dumatic/TT/MG/S-44 dated 9.2.1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is here by communicated for the running of Plasser (India)'s Tamping, Lining and Levelling Machine 08-32-M 84(MG) to RDSO's drawing No.RDO/T-2149 having a maximum axle load of 11.5 t. on the following M.G. sections at a maximum provisional speed of 40 kmph when running on its own power and 25 kmph when running in train formation as a dead vehicle :-

S.No.	Section
1.	Ashhnera - Bhojipura
2.	Mailani - Gonda - Gorakhpur - Gorakhpur Cantt.

The sanction is subject to observance of all permanent speed restrictions as notified in your Railway's current working time table and other temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. 491 and all other certificates accompanying your application referred to above.

It is however noted from the RDSO's drawing No.RDO/T-2149 that the maximum height and width of Tamping, Lining and Levelling Machine 08-32-M 84(MG) are 3320 mm and 2600 mm respectively which are with in the maximum moving dimensions of 1950 as per M.G. Schedule of Dimensions.

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

Contd.....2/-

(180)

No.89/CEDO/SR/32. New Delhi, dated 22-5-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No. RS.17-2(4)/82 dated 1.3.1990.

2. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.766/3902/76 dated 28.2.1990.

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

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

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RESIDENTIAL ADDRESSES OF THE STAFF OF C.E.D.O.

AS ON 23 - 5 - 1990

S.NO.	NAME	DESIGNATION	ADDRESS
1.	Shri D.K. Khosla General Supervision of CEDO Branch	ADE/Civil	407, Nanpura, Delhi - 35. Tele -
2.	Shri R. Narayanan 1. Condonation of infringements to Structures. 2. Condonation to Schedules. 3. Rules for opening of a railway. 4. Adoption of new profile for movement of rolling stock.	Sr. D/man	D-409, Moti Bagh - I, New Delhi - 23. Telephone -
3.	Shri B. Bhaumik 1. Sanction for running of new rolling stock. 2. Status position of rolling stock (Meeting in Adviser Planning's Chamber). 3. Possibility of running of 3300 mm wide wagons. 4. Possibility of running containers loaded on container flats.	D/man 'A'	IX/4718, Gali No.7, Old Seelampur, Gandhi Nagar, New Delhi - 31. Telephone -
4.	Shri Karan Singh 1. System Map. 2. Density Charts. 3. Station Yard Diagrams. 4. Index Plan & Section. 5. Working Time Tables. 6. Track Diagrams. 6. Confirmation of opening of new lines doublings & conversions. 7. Sanction for Energisation.	D/man 'A'	Vill - Malakpur, P.O. - Surajpur(Noida), Distt- Ghaziabad(UP). Telephone -
5.	Shri C.B. Malhan 1. General Drawing Work. 2. Keeping uptodate the charts of Track Renewal in Adviser(OT)'s Chamber.	D/man 'B'	G-139, Nanaji Nagar, New Delhi. Telephone -
6.	Shri George .P.K. 1. Marking the Dak. 2. File Movement. 3. Collecting the Dak. 4. General Typing Work.	L.D.C.	S.Q.No.17, Munirka Enclave, New Delhi. Telephone -
7.	Shri J.P. Sharma 1. Maintenance of System Maps, Index Plan & Section, Station Yard Diagrams, Track Diagrams & Working Time Tables etc. 2. Operating the Photo machine in the absence of Spongeman.	Daftary	I/1241, R.K.Puram, New Delhi - 22. Telephone -
8.	Shri Hari Chand Preparation of Ferro Prints of various drawings made in the Drg. Offices of Board's Office.	Rd. Ferro Printer	Q.No. 40 C, Arun Bagh, New Delhi Telephone -
9.	Shri Suresh Prasad Preparation of the Ferro Prints of various Drawings made in the drg. Offices of Boards Office.	Ferro Printer	E-391, Kidwai Nagar, New Delhi. Telephone -
10.	Shri Surinder Singh Spongemanship and Photo Copying Work.	Spongeman	H-166, Kali Bari Marg, New Delhi. Telephone -

Spare (182)

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

J.S. MUNDREY
ADVISER, CIVIL ENGINEERING

D.O. No. 88/CEDO/SR/20.

May 24, 1990,
New Delhi.

My dear KOPPIKAR, CHADHA, BUDHIRAJA, GOIL, RAMAKRISHNAN, Mirgi

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

Ministry of Railways has under their consideration a proposal for the movement of major commodities in 3500 mm wide B.G. special design wagons, to improve the throughput of traffic. These wagons will not have any doors projecting outside. It was tentatively decided that 4570 mm (15'-0") track centres and 2135 (7'-0") structure distance should be sufficient for the running of 3500 mm wide stock.

2. For finalising the proposal, your railway vide this office letter No. 88/CEDO/SR/20 (copy enclosed) was requested to furnish certain information in the proformas enclosed with that letter. This information was to reach this office by 15.02.89. While, four of the Zonal Railways have sent their information, it is regretted that your railway has still not been able to submit this simple information, in spite of repeated reminders. Board are quite unhappy on this lack of response and would like to know the causes for such long delay. You should also indicate by 30.05.90 the likely date by which this information will be made available to the Board, in the prescribed proforma.

L 04.12.89

Yours sincerely,

(J.S. Mundrey)

1. Shri G.S. KOPPIKAR,
Chief Engineer,
Central Railway,
Bombay.

2. Shri V.D. CHADHA,
Chief Engineer,
Eastern Railway,
Fairlie Place,
Calcutta.

3. Shri M.P. BUDHIRAJA,
Chief Engineer,
Northern Railway,
New Delhi.

4. Shri R.N. GOIL,
Chief Engineer,
North Eastern Railway,
Gorakhpur.

L. C. Mirgi

5. Shri K. RAMAKRISHNAN,
Chief Engineer,
South Eastern Railway,
Garden Reach,
Calcutta.

Spare

(183)

No.EE/CEDO/RS/16. 24-5-1990.

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

Sub: Movement of 2438 mm (8'-0") wide and 2900 mm (9'-6") high ISO Containers on Indian Railways - Condonation of Infringement.

Ref: Letter No.NW/CONTR/ISO/90/Plat dated 23.4.1990.

.....

Your original application No.CE/CONTR/90/RS dated 1.12.89 does not appear to have been received in this office. As such please arrange to send a duly attested photo copy of CCRS's forwarding letter No.RS.16-2(7)/84 dated 5.2.90 immediately to enable this office to deal with the photo copy of your application received under your above quoted letter.

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

(189)

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

No.90/CEDO/SD/3. New Delhi, dated 25-5-1990.

1. The General Manager*,
All Indian Railways.

2. The General Manager(Construction),
N.F. Railway, Maligaon,
Guwahati.

3. The Director General,
RDSO, Lucknow - 226 011.

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

5. The General Manager,
Railway Electrification,
Allahabad - 211 011.

Sub: Requirement of B.G. Schedule of Dimensions.

****

Ministry of Railways are considering the printing of B.G. Schedule of Dimensions, it is therefore requested that the number of copies that would be required for official use on your Railway including the requirements of CAO(Construction) if any, may please be intimated to this office at an early date.

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

185

No. 90/GEN/77/13. 25-5-1990.

The Manager of Publications,
Civil Lines,
Delhi - 110 006.

Sub: Requirement of B.G. Schedule of Dimensions.

****

Ministry of Railways are considering the printing of B.G. Schedule of Dimensions. It is therefore requested that you may kindly advise the number of copies which you recommend for being kept in the saleable stock.

This may please be treated as urgent.

Sd/-

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

(186)

[redacted]
Dated 24-5-90

1. [redacted],
Chief Track Engineer,
Northern Railway,
New Delhi.

2. [redacted],
Chief Bridge Engineer,
Northern Railway,
Kashmere.

D.O.
No/CE(G)/90/5 (.) REFER THIS OFFICE [redacted] OF EVEN NUMBER DATED 10.5.1990 REGARDING THE POSSIBILITY OF MOVEMENT OF 80' LONG X 8'-0" WIDE X 8'-0" HIGH R.S. GIRDERS LOADED IN ONE TRUCK ON THE N.G. UNRESTRICTED ROUTE ON YOUR RAILWAY (.) THE INFORMATION IN THE PERFORMA PROFORMA REQUIRED TO REACH THIS OFFICE BY 25.5.1990 MAY KINDLY BE SENT (.) REMINDER (.) ENCLS (.)

[redacted]
[redacted]

No.CE(G)/90/5. New Delhi, dated 24-5-1990.

Copy by post in confirmation :-

D/C

([redacted])
Executive Director Civil Engineering (G),
Railway Board.

(187)

No.89/CEE(C)/22/5. 28/29-5-1930.

The Director Standards(Motive Power),
RDSO,
Lucknow.

Sub: Speed Certificate for WAM4 class of A.C. Electric Locomotives.

Please arrange to send a photo copy of the Speed Certificate for WAM4 class of A.C. Electric Locomotives alongwith amendments, if any.

(D.E. NACHIYAR.)
for Executive Director Civil Engineering(G),
Railway Board.

General File
185

No.87/VIG/89/13. 30.5.1990.

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

Attention: Shri. K.S. Reddy Dy.C.E.(Selection Gr.)Bridges.

Sub: Running of B.G. Bogie Ammonia Tank Wagon type 'BTALS'.

Ref: Your letter No.W.368/1/10/Vol.II dated 21.5.90.

****

To enable this office take necessary action to issue the sanction for running of B.G. Ammonia Tank Wagon type 'BTALS' please arrange to furnish a photo copy each of the following documents referred to in your office quoted letter.

1. Your office letter No.W.368/1/10/Vol.II dated 11.2.88 CORE's letter No.6/BG/22 dated 24.2.88 and CORE's letter No. EE.17-2(1)/82 Vol.IV dated 15.3.88.

2. Your office letter No.W.368/1/10/Vol.II dated 27.4.88.

3. Board's letter No.87/VIG/89/13 dated 4&4.88.

In this connection, this is to state that your original application dated 11.2.88 referred at item 1 above addressed to the Secretary(Civil Engg.) Railway Board, seeking sanction for the running of B.G. Ammonia Tank Wagon type 'BTALS' alongwith Track Certificate, Bridge Certificate, Joint Safety Certificate, RDSO's Speed Certificate, Form-II and relevant RDSO Drg. of the wagon may please be sent to this office with CORE and CORE's forwarding letters as the same is not traceable in this office. It is seen that although these papers were called for vide this office letter [illegible] dated 8.11.89 but the same have not so far been sent.

It is therefore requested that a duly attested photocopy of all the papers referred at item 1,2 and 3 in para above may please be sent by return post to enable this office to take further necessary action in this matter.

(B.K. NACHIYAL)
for Executive Director Civil Engineering(G),
Railway Board.

(189)

S.M. Singhal
Executive Director
Civil Engineering(G)

DO No.82/CED(G)/22/27 New Delhi, the 4 June'90

My dear Agarwal,

Sub: Running of BOXN (22 t) wagons on K.K. Line.

At the Board's level there is considerable demand for the running of 22 t axle load BOXN wagons on K.K. Line. Chief Bridge Engineer/South Eastern Railway has mentioned that due to the track loading density being much higher than the present 7.67 t per metre, if BOXN wagons with 22 t axle load are allowed to run, it will result in excessive stresses on the bridges. Adviser(Planning) desires to discuss this issue with you on 7th or 8th June/90 as convenient to you. It is requested that you may kindly attend Board's office on any of these 2 days for the said discussions advising me in advance.

With regards,

Yours sincerely,

(S.M. Singhal)

Issue Fair
Bridges
4/6/90

Dr. S.K. Agarwal,
Director Standards(Bridges),
R.D.S.O.,
Lucknow.

C/c

(190)

No.89/CEDO/SE/23. 5-6-1990.

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

Sub: Design of bogie 'POL' tank wagon type 'BTPN' to RDSO Diagram No.WA.86081-S.51 Alt.2.

****

'BTPN' The remarks given on the drawing of above quoted wagon are reproduced below :-

Approval from Controller of Explosives :-

"In accordance with para 317 of IRCA Red Tariff No.18, approval from Department of Explosives is required and the same is being processed."

It may please be advised if the necessary approval of the design of 'BTPN' wagon from Department of Explosives has since been obtained. If so, please send a photocopy of the same for reference and use in this office. In case, the approval has yet not been taken, the circumstances as to how the Speed Certificate of this wagon bearing No.NW/CS/BTPN dated 4.1.1989 has been issued without obtaining the approval of the design of this wagon from the Department of Explosives, may please be advised for information of this office.

This may please be treated as urgent.

5/6

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

(191)

No.90/CEDO/SM/1. 6-6-1990.

The General Managers,
All Indian Railways (except NFRly).

Sub: System Maps.

Please refer to this office letter of even number dated 8.5.1990 on the above quoted subject. In the forth line of this letter, there appears a reference of Board's letter No.89/CEDO/SM/1 dated 29.3.1990 which is a typographical error. This reference may, therefore, be corrected to read as Board's letter No.85/WDO/SM/1 dated 7.5.1985 instead of Board's letter No.89/CEDO/SM/1 dated 29.3.1990.

The receipt of this letter may please be acknowledged.

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

No.90/CEDO/SM/1. New Delhi, dated -6-1990.

Copy forwarded for information to :-

1. The General Manager, N.E. Railway, Gorakhpur with reference to his letter No.E/523/System Map/E.7 dated 18.5.1990.

2. The General Manager, N.F. Railway, Maligaon, Guwhati with reference to his letter No.W/81/1/Pt.-II/E.7 dated 25.5.1990.

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

Agland file (192)

No.89/CRDO/SP/11. 26.6.1990.

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

Sub: Running of BOBR wagon on BZA-KZJ, Bellampalli and Ramagundam-Manuguru BD Section of South Central Railway.

Ref: Your letter No.W.469/BOBR/89 dated 15.5.1990.

****

The sanction for running of 'BOBR' wagon on the above quoted sections has already been issued under this office letter of even number dated 30.5.89, a copy of which is enclosed herewith for your information.

Sd/-
(D.N. NAGPAL)
for Executive Director Civil Engg. (G),
Railway Board.

D.A. : As above.

Agreed File (193)

No.90/CEDO/SR/5. dt 26.6.1990.

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

Sub: Modified 16-axle BL wagon of 245 t capacity owned by department of Atomic Energy - condonation of infringement of empty wagon.

Ref: Your letter No.CT/DG/LW/LTPC dated 21.5.1990.

xxxxx

It is observed that two typographical mistakes, have crept in this office letter of even number dated 11.5.1990, which may please be corrected to read as under :-

1. No.72/WDO/SR/3 appearing in third line may be corrected to read as 78/WDO/SR/3.

2. Drg. No. WD 5-7411-S-01 appearing in 9th line may be corrected to read as Drg. No.WD 5-7411-4/10.

Please acknowledge receipt.

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

No.90/CEDO/SR/5. New Delhi, dated 26.6.1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, 16 A, Ashok Marg, Lucknow with reference to his Endorsement No.RS.18-R(7)/84 dated 28.2.1990.

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

(A4)

No.90/CRM/29/6. 11-6-1990.

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

Sub: Movement of 20' long X 8'-0" wide X 8'-6" high ISO-NO containers.

Ref: Your letter No.W.329/1/Vol.XXX dated 25/31.5.90.

****

It may be clarified whether 20' long X 8'-0" wide X 8'-6" high I.S.O. N.G. container loaded on 'BRE' Wagon can be moved on the platform lines also or only avoiding the platform lines, in order to know whether this will infringe with platform-shelters on the routes mentioned in your above quoted letter.

The information against Column No. 9 of the proforma may also be furnished indicating the speed at which 'A' Class ODCs can be moved on the routes specified.

Sd/-

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

(195)

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

No.90/CEDO/SD/13.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 13 -6-1990. 19

1. The General Managers,
All Indian Railways.

2. The General Manager(Construction),
N.F. Railway, Maligaon,
Guwahati.

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

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

5. The General Manager,
Railway Electrification,
Allahabad - 211 011.

Sub: Requirement of B.G. Schedule of Dimensions.

****

Please refer to this office letter No.90/CEDO/SD/3 dated 25.5.1990 copy enclosed for your ready reference. Letter No. 90/CEDO/SD/3 appearing at the top in the letter enclosed is a typographical error which may please be corrected to read as 90/CEDO/SD/13 instead of 90/CEDO/SD/3.

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

(196)

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

No.90/CRDO/SG/3. New Delhi, dated 15-5-1990.

1. The General Managers,
All Indian Railways.

2. The General Manager(Construction),
N.F. Railway, Maligaon,
Guwahati.

3. The Director General,
RDSO, Lucknow - 226 011.

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

5. The General Manager,
Railway Electrification,
Allahabad - 211 011.

Sub: Requirement of B.G. Schedule of Dimensions.

****

Ministry of Railways are considering the printing of B.G. Schedule of Dimensions, it is therefore requested that the number of copies that would be required for official use on your Railway including the requirements of C.R.O(Construction) if any, may please be intimated to this office at an early date.

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

Second file (197)

No.90/CEDO/CON/1. 17-5-1990.

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

Sub: New lines/doublings opened, New line/doublings under Construction and Lines dismantled for the year ending 31.3.1990.

Ref: Your office letter No.WRC.415/3 Vol.III dated 8.6.90.

.....

Please refer to your office letter quoted above. The information regarding 'Lines dismantled' and 'Lines restored' during 1989-'90 has not been furnished in the statement enclosed with your letter. Similarly, the position regarding 'Gauge Conversion' during 1989-'90 has also not been indicated.

It is therefore requested that the information regarding 'Lines dismantled' and 'Lines restored' may please be furnished and it may be confirmed that information regarding 'Gauge Conversion' is Nil.

(D.R. MACHIWAL)
for Executive Director Civil Engineering(C),
Railway Board.

(198)

REMINDER

IMMEDIATE

Ref: Review of periodical reports/returns.

Attention is invited to O&M's note of even number dated 14.5.1990 requesting Section Officers to carry out a fresh review of the periodical reports/returns being received by them and convey the results to O&M Unit by 4-6-1990.

2. The requisite information is yet to be received from a majority of Sections. All the concerned Branches are, therefore, requested to undertake the review urgently and furnish the information to O&M in the proforma appended below by 18.6.90.

Sharma :

(M.N.SHARMA)
Sr. Analyst, Railway Board.

No. 90/O&M/16
Dated: 6-6-1990

To,

CE DO

N. N
6/6/90

PROFORMA

	No. of reports/returns
Retained as a result of the last review (existing no. of returns) :	NIL
New Reports/Returns added after review :	
Reviewed :	
Eliminated :	
Redesigned/rationalised and simplified :	
For which frequency reduced :	
Retained after review either in original form or revieved form :	

The information regarding above is 'NIL' ~~about~~ of our ~~a~~ CE DO Branch concerned.

Sr
13/6/90

Asstt
13.6.90
AO(Const)

CPM

G.F.L

(199)

No.89/CEDO/SR/5. 25-5-1990.

The Commissioner of Railway Safety,
Western Circle,
Maharshi Karve Road,
Bombay.

Sub: Provisional sanction for running of WAG5H/WAG5HB/WAG5HA A.C. electric locomotives on electrified BG Sections of Western Railway.

Ref: Your letter No.12-5/274/163 dated 14.5.1990.

Please refer to para 2 of your above quoted letter. As your letter No.12-5/24/125 dated 30.3.90 referred to in this para communicating the provisional sanction to Western Railway for running of WAG5H/WAG5HB/WAG5HA A.C. electric locomotives does not appear to have been received in this office, it is requested that a photo copy of the same may please be sent immediately for reference and use in this office.

(B.N. NAGPAL)
for Executive Director Civil Engineering(3),
Railway Board.

G.F.L.

200

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

No.89/CEDO/SR/5. New Delhi, dated 18-6-1990.

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

Sub: Condonation of infringements of WAG 5 type of locomotives with pantograph in locked down condition.

****

With reference to your application No.CT/DEL/WAM4B dated 18.4.90 sent through Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the following infringements involved in the design of WAG 5 locomotives with pantograph in locked down condition for movement on non-electrified sections.

S.No.	Clause No. of Chapter-IV(c)	Description of Clause	Dimensions as per BOD (in mm)	Dimensions for the proposed loco.
1.	-	Maximum moving dimensions of 1929 as shown in Diagram No.1A and others.	-	The loco. with pantograph in locked down condition infringes the maximum moving dimensions of 1929 (as shown in RDSO's Drg. No.EK.EL - 4089 Alt.I at the top). However it is within 'X' Class moving dimensions.

In view of the above, necessary amendment to the relevant paragraphs appearing, in connection with condonation of infringements of pantograph in locked down condition on non-electrified sections, in the Speed Certificates of various classes of WAG 5 series locos may therefore be issued under advice to this office.

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

No.89/CEDO/SR/5. New Delhi, dated 18-6-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.EE.19-T(2)/86 dated 24.4.90.

2. The General Manager(Engg.), Eastern Railway, Calcutta with reference to their application No.W.552/5/Vol.4 dated 6.6.89 and last para of this office sanction of even number dated 10.4.90. Necessary amendment in para 2.4.1 of the Speed Certificate dated 31.10.88 may be awaited from RDSO.

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

201

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

D.O. No.SS/CEDO/IPS/1. New Delhi, dated 15 -6-1990.

My dear BABU,

Sub: Index Plan and Section.

Ref: Your D.O. No. W.229.EN.6/III dated 13.6.90.

.....

Twelve Books of Index Plan and Section as under, have been brought on date by Shri S. Krishnamurthy Junior E/Asstt of your office :-

Sites of Division	No. of Books sent
Bhusaval	1. Bhusaval (A) 2. Bhusaval (B)
Bombay	1. One Book
Jhansi	1. Jhansi (Central) 2. Jhansi (East) 3. Jhansi (North) 4. Jhansi (South)
Bhilapur	1. Bhilapur (Complete Book incl. Mund-Manmad Section) 2. Bhilapur (Mund-Manmad Only)
Bhopal	1. One Book
Jabalpur	1. One Book
Nagpur	1. One Book

Bifurcation of the details of one particular Division into two or more volumes as in the case of Bhusaval, Jhansi and Bhilapur Divisions is not desirable. However, these books have not been bound in a hard cover. Since these books are to be produced before Board Members and the Minister, these are required to be in a presentable form as already advised in this office letter of even number dated 4.10.88 (Copy enclosed). For the convenience of handling one volume for each division should be made. Each volume should clearly indicate the date upto which it has been corrected. Map of the Division should also be inserted at the beginning of the Book.

Contd....2/-

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These books are therefore being returned through the bearer of your office. These should be sent back at an early date duly complying with the instructions.

With best wishes,

Yours sincerely,

DA: As above

sd/-

(S.N. SINGLA).

Shri: P.T. BAHL,
Deputy Chief Engineer(TM),
Central Railway,
Bombay.

G. A.L

(203)

No.89/WRS/92/5. 25-9-1990.

The Commissioner of Railway Safety,
Western Circle,
Nikorshi Bapve Road,
Bombay.

Sub: Provisional sanction for running of WAG5/WAG5B/ WAG5A A.C. electric locomotives on electrified Sections of Western Railway.

Ref: Your letter No.12-S/274/163 dated 14.9.1990.

Please refer to para 2 of your above quoted letter. As your letter No.12-S/24/125 dated 30.3.90 referred to in this para communicating the provisional sanction to Western Railway for running of WAG5/WAG5B/WAG5A A.C. electric locomotives does not appear to have been received in this office, it is requested that a photo copy of the same may please be sent immediately for reference and use in this office.

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

Space 204

No.90/CRS0/84/15. 20-6-1990.

The Chief Engineer (Con.) - II,
South Eastern Railway,
Office of the Chief Adm. Officer (Con.),
Visakhapatnam - 530 004.

Sub: Remodelling of Kotturahen station yard for provision of two additional Goods Loops with CKI.

Ref: Your office letter No.CAO/C/VSKP/N/KT/KTT/4605 dated 31.5.1990.

In view of the urgency for commissioning of traffic as explained in the above quoted letter and the heavy expenditure involved in raising the entire Main line by about 1.0 metre, 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.O. Schedule of Dimensions (1973) involved in remodelling of Kotturahen station on Waltair - Kirandul 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/CRS0/84/8 dated 6.9.89.

Please acknowledge the receipt.

Sd/-
(S.N. SINGLA)
Executive Director Civil Engineering(C),
Railway Board.

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

No.89/CEDO/ER/5. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 18-6-1990. 19

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

Sub: Condonation of infringements of the pantograph (in locked down condition) of WAG/5A, 5-B, 5-C, WAG/5H, HR, HA and WAM/4 class of A.C. Electric locomotives over non-electrified B.G. sections over Central Railway.

****

With reference to your office letter No.W.681/T-68/ER/IV dated 25.4.89 sent through Chief Commissioner of Railway Safety Lucknow, this is to advise you that sanction for condonation of infringements of WAG 5 types of locos with pantograph in locked down condition on non-electrified sections has been issued to RDSO under this office letter of even number dated 18-6-90 (Copy enclosed).

You may therefore await amendment to the relevant paragraphs appearing, in connection with condonation of infringements of pantograph in locked down condition on non-electrified sections, in the Speed Certificates of various classes of WAG 5 series locos from RDSO. The matter regarding condonation of infringements of WAM 4 loco with pantograph in locked down condition is yet to be taken up with R.D.S.O.

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

No.89/CEDO/ER/5. New Delhi, dated 18-6-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(3)/82 dated 11.5.1989.

2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.203 dated 2.5.1989.

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

Ug. File 206

No.90/CE(O)/OLW/1. 20-6-1990.

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

Sub: i) New lines opened/Doubling opened/ Dismantled lines retored during the year 1989-90.

ii) Lines dismantled during 1989-90

iii) New Lines/Doublings/Conversions in progress as on 31st March, 1990.

Ref: Your office letter No.W/260/0/Pt.VI/W.7 dated 13.6.1990.

****

The information regarding "Conversions opened during the year 1989-'90 has not been shown in your above quoted letter. It is therefore requested that the same may please be furnished to this office at an early date.

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

G. File (207)

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

No.89/CEDO/ER/5. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 20-6-1990.

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Introduction of WAG-5H/WAG-5HR/WAG-5HA A.C. Electric locomotive on electrified B.G. Sections of Western Railway.

****

With reference to your application No.W.636/9/1/19 Vol.II(W3) dated 13.3.90 and 7.5.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of WAG-5H, WAG-5HR and WAG-5HA class A.C. Electric locomotives fitted with dual brake system, Hitachi traction motors, ballast weight in under frame and without thrust pad having a nominal axle load of 21 tonnes on Virar - Sabarmati section including Sabarmati B.G. yard and the Ahmedabad - Agrwa B.G. yard, Anand - Godhra, Vadodara - Mathura Jn., Nagda - Bhopal and Bayana - Agra Fort - Jamuna Bridge B.G. A.C. electrified sections at a maximum provisional speed of 65 kmph for haulage of passenger/freight services in single or double headed operation on your Railway.

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

1. Observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time and observance of additional speed restrictions as may be imposed by CEE due to the condition of OHE or any other reason.

2. Observance of all other conditions/stipulations made in Joint Safety Certificate No.10 of 1990, RDSO's Speed Certificate No.SD.WAG5.11 dated 31.1088 and all other certificates accompanying your application referred to above.

In view of the urgency expressed by the Railway, the action of Commissioner of Railway Safety Western Circle Bombay in according his provisional sanction for running of these locos at 65 kmph on the above sections (excepting Bayana - Agra Fort — Jamuna Bridge Section) of Western Railway vide his letter No. 12-5/274/125 dated 30.3.90 is also confirmed.

It is noted that the moving profile of WAG-5H, WAG-5HR and WAG-5HA class of locomotive is the same as that of WAM4 locomotives as per para 2.4.1 of RDSO's Speed Certificate.

Contd.....2/-

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The sanction for condonation of infringements of WAG-5H, WAG-5HR and WAG-5HA class of locomotives with pantograph in locked down conditioncon non-electrified sections has been issued to the Director General (Track) RDSO under this office letter of even number dated 18.6.90. As such an amendment to para 2.4.1 of RDSO's Speed Certificate No.SD.WAG5.11 dated 31.10.88 may be awaited

19.6.90

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

No.89/CEDO/SR/5. New Delhi, dated 20-6-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endoresement No.RS.17-T(3)/82 dated 2.4.90 and 23.5.90.

2. The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.12-5/274/103 dated 16/20.3.90 and letter No.12-5/274/163 dated 14.5.90.

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

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

4. File (209)

No.66/WDO/SE/19. 21-6-1990.

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

Attention : Dy. Chief Engineer(Bridges)
Selection Grade.

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

Ref: Your office letter No.W.469/V/15/ Vol.II dated 12/6/90.

****

As desired please find enclosed a copy of this office letter of even number dated 9.6.1989 for information and necessary action at your end. The date 9.6.90 indicated in your above quoted letter is a typographical error.

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

S.No. 66

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

S.K. SINGLA,
Executive Director Civil Engineering(G).

D.O. No.83/CE(G)/82/20. New Delhi, dated 10-5-1990.

My dear MAHAJAN/KUMAR/SOMASEKAR/VAIDU,

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

.....

Ministry of Railways are considering the possibility of movement of major commodities by rail in 3500 mm wide B.G. special design wagons. These wagons will not have any projecting doors outside. It has tentatively been decided that 4570 mm (15'-0") track centres and 2135 mm (7'-0") structures-distance will be sufficient for running 3500 mm wide wagons. The following three B.G. routes have been identified by Planning Directorate of Board's office as a first step for introduction of such wagons.

1. Dongla - Delhi.
2. Tuticorin - Madras.
3. Bangalore - Madras.

I shall therefore be grateful if you would kindly furnish the information as per proforma enclosed alongwith your comments if 3500 mm wide special wagons can be run on the section falling in the jurisdiction of your railway without removal of infringements. If so, the speed restrictions proposed at infringing locations may be indicated. In case it is not possible to run the wagon without removal of infringements, the approximate cost thereof with time

Contd.....2/-

from for renewal of infringement may be advised as per the enclosed proforma latest by 25.5.1990.

With best wishes,

Yours sincerely,

(S.K. KHULA)

q/c

1. Shri : P.C. MAHAJAN,
Chief Bridge Engineer,
Central Railway,
Bombay.

2. Shri : K.R. KUMAR,
Chief Track Engineer,
Northern Railway,
New Delhi.

3. Shri : A.K. SUBRAMANIAM,
Chief Bridge Engineer,
Southern Railway,
Madras.

4. Shri : V.K. VAIDH,
Chief Bridge Engineer,
Western Railway,
Bombay.

DESPATCH

STATEMENT SHOWING THE POSITION OF INFRINGEMENTS ON THE THREE B.G. ROUTES IDENTIFIED FOR RUNNING OF 3500 m.m. WIDE SPECIAL DESIGEN WAGONS WITHOUT ANY PROJECTING DOORS OUTSIDE

PROFORMA 60/2

ROUTE IDENTIFIED	NAME OF THE RLY. UNDER WHOSE JURISDICTION VARIOUS SECTIONS OF THE IDENTIFIED ROUTES FALL	ROUTE LENGTH IN Kms.	LOCATION WITH THEIR LENGTH WHERE TRACK CENTRES ARE LESS THEN 4570 m.m. (15'-0")	DESRIPTION OF INDIVIDUAL STRUCTURE AND THEIR LOCATION WHERE CLEARANCE AVAILABLE FROM CENTRE OF TRACK IS LESS THEN 2135 m.m. (7'-0")	COST OF REMOVAL OF INFRINGEMENTS INDICATED IN col. 4 & 5	TIME FRAME FOR REMOVAL OF INFRINGEMENTS.
1	2	3	4	5	6	7
1 KANDLA-DELHI	N.Rly :- DELHI - TUGHLAKABAD					
	C. Rly. :- TUGHLAKABAD - MATHURA					
	W. Rly :- MATHURA - KANDLA					
2. TUTICORIN - MADRAS	S. Rly :- TUTICORIN - MADRAS					
3. BANGALORE - MADRAS	S. Rly :- BANGALORE - MADRAS					

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THE GOVT. OF INDIA
MINISTRY OF RAILWAYS
(Rly Board)

No. ...

Rail Bhawan, New Delhi-110001, dated 29-6-1990.

All Divisional Engineers (Track),
All Bridge Inspectors,
All Inspectors.

Sub: Transit of 2438 mm/2600 mm wide and 2900 mm high ISO Containers on Indian Railways - Continuation of infringements.

xxxxxxxxxx

With reference to your application No.CE/CONTR/10/90 dated ... through the Chief Controller of Railway Safety ... your letter dated 31.5.90, Ministry of Railways have ... the relaxation indicated in para 2 of this office ... dated 11.4.88 may be replaced by the ... conditions :-

(i) These containers will run as in CDC under extant stipulations but when the ISO Container after being locked with the ... shall constitute an integral part of the rolling stock ... rigidly disturbing the chances of its getting ... during the run, the speed restrictions for ... Letter No.Track/Con/Con/1 dated 14.3.88 shall not be applicable to ... movement of ISO containers loaded centrally on container ... and can be run at speed upto which trains carrying ... vehicles are permitted to run on the section.

(ii) The question for examination of infringements is granted ... subject to the instructions that the trains carrying ISO ... loaded centrally on container flats, are allowed to ... only on straight/curve lines while passing through station ... yards on unobstructed portions.

(iii) The other contents of the earlier letter remain ... unchanged.

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

New Delhi, dated 29-6-1990.

No. ...

Copy forwarded for information and necessary action to the ... Controller of Railway Safety Ashok Marg Lucknow - 226 001 ... reference to his letter No. CE.16-C(T)/84 dated 5/6.2.1990.

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

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

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

D.O. No.88/CEDO/ER/20. New Delhi, dated 9 -7-1990.

My dear KUMAR/SOMASATHAN

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

****

Please refer to my D.O. of even number dated 10.5.1990, copy enclosed for your ready reference. Since the reply which was due in this office by 25.5.90 has not so far been received in this office, I would like you to personally look into the matter and expedite your reply.

With best wishes,

Yours sincerely,

(S.M. SINGLA)

1. Shri : K.P. KUMAR,
Chief Track Engineer,
Northern Railway,
New Delhi.

2. Shri : A.K. SOMASATHAN,
Chief Bridge Engineer,
Southern Railway,
Madras.

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No.90/CE(O)/22/10. 9-7-1990.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Running of B.G. Eagle liquefied Petroleum Gas Tank Wagon type 'EGTAL'

Ref: Your letter No.E/340/22/22/EGTAL/G-48 dated 22.5.1990.

****

While going through your above quoted letter it is seen from the statements of Para-II enclosed with your above quoted letter that these statements are not at all readable and it is not possible to make out any head or tail out of it.

The Ministry of Railways therefore desire that a neat and clean copy of Para-II may please be sent to this office immediately. The infringing locations in respect of which condonation has not so far been obtained from the Board may please be clearly spelt out in your reply and a separate application be moved to Secretary (Civil Engineering) Railway Board New Delhi through CRS/CORE for condonation of such infringements.

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

O/C

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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 Bhawan, 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(11)(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.

No.90/CEDO/SD/18. New Delhi, Dated - -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.13-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(11)(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

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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(11)(c)	2360	2210	2210	150	150
12.	WARDHA Dn.Goods receiving line No.2 STG at Km:758/4.	-do-	-do-	-do-	2350	23½0	10	20
13.	WARDHA Dn.Goods receiving line No.1 STG at Km:758/4.	-do-	-do-	-do-	2330	2320	30	½0
14.	WARDHA Dn.Main STG at Km: 758/4/5	-do-	-do-	-do-	23½0	23½0	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	½0	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

(219)

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.

No.88/CEDO/SD/8. New Delhi, Dated // -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, MAP/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.N. Singla)
Exe. Director Civil Engineering(G)
Railway Board.

(221)

No.97/C EC/EC/9. 12-7-97.

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

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

.....

With reference to your application No.W.439/A/14 dated 12/30.3.90 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 B.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	Loaded condition
1.	Perambur - Tiruchchirappalli	75	50
2.	Erode - Tiruchchirappalli	75	50
3.	Jolarpettai - Erode	75	15
4.	Vyasarpadi - Jolarpettai	75	15
5.	Vyasarpadi - Kankkupet	75	15
6.	Kankkupet - Gudur	75	15
7.	Arrakkonam - Renigunta (including Nalpakkam byepass)	75	15
8.	Erode - Shornur	25	15
9.	Shornur - Mangalore	25	15

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or 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 B.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 OMC movement as detailed in para 2.3.6 of RDSO's Speed Certificate.

Please file
12/7/90

9c

D.I.O.

(222)

-2-

The Ministry of Railways also sanction the infringement to Clause 4 of Chapter-IV(A) of the B.G.Schedule of Dimensions (1971) involved in the movement of the wagon as detailed in Form-II accompanying your letter referred to above.

12/7

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

No.90/CE/0/CB/9. New Delhi, Dated 13-7-90.

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)/82 dated 16-5-90.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Nageshwari Road, Gandhi Nagar P.O., Bangalore - 560009 with reference to his letter No.35 dated 9-4-90.

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



12/7

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

7/C

(223)

No.89/CEDO/SR/28

12-7-90.

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

Sub:- Running of M.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.N.50/T/31/Vol.II dated 17-5-90.

In Annexure 'A' to Joint Safety Certificate No. E/217/86 for running of Tamping, Lining and Lifting Machine No.09-32 CSM to Drawing No.EDD/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. E/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 (G),
Railway Board.

(224)

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

No.88/CEDO/BR/16. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 29-6-1990. 19

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

Sub: Movement of 2438 mm/2600 mm wide and 2900 mm high ISO Containers on Indian Railways - Condonation of infringements.

****

With reference to your application No.CE/CONTR/90/MG dated 1.12.89 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 31.5.90, Ministry of Railways have decided that the condition indicated in para 2 of this office sanction of even number dated 16.6.88 may be replaced by the following condition :-

"These containers will run as an OMC under extant stipulation but since the ISO Container after being locked with the container flat constitutes an integral part of the rolling stock thus, completely eliminating the chances of its getting laterally shifted during the run, the speed restrictions for 'A' Class OMC laid down in para 4 (1) of Railway Board's letter No.82/WEC/OMC/1 dated 14.9.82 shall not be applicable to the movement of ISO containers loaded centrally on container flats and can be run at speed upto which trains carrying 4 - wheelers are permitted to run on the section.

The sanction for condonation of infringements is granted subject to the instructions that the trains carrying ISO Containers loaded centrally on container flats, are allowed to move only on non-platform lines while passing through station yards on non-electrified sections."

The other contents of the sanction however remain unchanged.

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

No.88/CEDO/BR/16. New Delhi, dated 29-6-1990.

Copy forwarded for information and necessary action to the Chief Commissioner of Railway Safety Ashok Marg Lucknow - 226 001 with reference to his letter No. MS.18-2(7)/84 dated 5/6.2.1990.

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

(225)

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

No.90/CEDO/SR/3. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 29-6-1990.

The General Manager,
South Central Railway,
Secunderabad.

Sub: Running of 12 axle (BG) Special Wagon (Modified Kaveri) for M/s. BHEL Tiruchirappalli for transport of 210 MW Boiler Drum over South Central Railway.

****

With reference to your application No.W/469/BHEL/112 t dated 30.4.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 12 axle B.G. Special Wagon (Modified Kaveri) of M/s. BHEL, Tiruchirappalli to R.D.S.O.'s Drawing WD.88117-S-01 Alt.1 and WD.88117-S-02 Alt.1 and WD.88117-S-01 Alt.3 in empty and loaded condition respectively with a maximum axle load of 14.1 t and with a minimum wheel dia of 860 mm (Condemning size) at a maximum provisional speed of 40 kmph in empty condition and 30 kmph in loaded condition on the following B.G. sections of your Railway.

S.No.	Sections
1.	Balharshah - Kazipet - Vijayawada.
2.	Vijayawada - Gudur - Renigunta.
3.	Kazipet - Secunderabad - Wadi.
4.	Wadi - Guntakal - Renigunta.
5.	Dornakal - Bhadrachalam Road - Manguru.
6.	Geety - Dharmavaram.
7.	Vikarabad - Parli - Vaijanath.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. W/150/BG and in all other certificates accompanying your application referred to above. As the consignment when loaded on this Wagon infringes the maximum Moving Dimensions of 1929, it is also subject to separate sanction of the Competent Authority on your Railway being obtained as detailed in para 2.7 of R.D.S.O.'s Speed Certificate for every ODC movement.

Contd....2/-

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The sanction of Ministry of Railways for condonation of infringements to item-16 Chapter-IV (A) of the B.G. Schedule of Dimensions (1973) as shown in Form XI accompanying your application referred to above, has however already been conveyed vide this office letter No.89/CEDO/SR/31 dated 14.12.89.

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

No.90/CEDO/SR/3. New Delhi, dated -6-1990.

Copy forwarded for infromation to :-

1. The Chief Commissioner of Railway Safety, Lucknow, with reference to his Endorsement No.RS:17-X(1)/90 dated 16.5.90.
2. The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nirman Bhavan, Secunderabad - 500 371 with reference to his letter No.6/SC/22/2/293 dated 2.5.90.
3. The Director General (Wagon), R.D.S.O., Lucknow - 226 011.

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

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

227

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 8-7-90 19

No.88/CEDO/BS/1.

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/BR 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.CE(E) BR.89371/D for Barbatpur-Polapath doubling on Itarsi-Nagpur Section of your railway. It is note 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.

(228)

No. 88/CRO/RS/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.

229

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

No.90/CEDO/ORI/6. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 2-7-90. 19

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.

(230)

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 3-7-90.

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-I(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.

(23)

No. 90/CEDO/CRI/3. 6-7-90.

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

Sub:- Opening of New Line between Madrachalim Road and Nanuguru stations on Secunderabad Division for passenger traffic.

Ref:- Commissioner of Railway Safety's letter No. 6/SC/20 dated 12-5-90.

While going through the items marked with an asterisk under para X and XI of CRS's Inspection Report regarding Level Crossings & Bridges, it is noticed that South Central Railway had not taken any action to remove the deficiencies in the quality of construction of bridges and inadvquacies in Level Crossings although the above line was opened for goods traffic as early as 29.9.83.

Ministry of Railways desire to know as to why no action was taken by your 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. Your detailed reply may please be sent urgently but not later than 16-7-90.

(A.K.Mehrotra)
Executive Director Civil Engineering (M&C)
Railway Board.

(232)

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.

233

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

No. 89/CE.IX/SG/20 Rail Bhawan, New Delhi-110001, dated 16-7-1990

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

(Attention: Shri B.R. Kulkarni)

Sub: Possibility of running 3500 mm wide special design wagons on B.G. system.

Ref: Your letter No. L/531/WX/BR/VII dated 28-5-90.

Apart from the discrepencies brought out in RDSO letter No. CT/SD/BG/WW dated 13/14-6-90, it is to point out that the information perteining to proforma-VII has not been correctly furnished. In this connection, your attention is drawn to the foot note given in proforma-VII which is reproduced below:-

"The B.G. sections where there is no infringement in the running of 3500 mm wide wagons may also be included in this statement and 'NIL' indication shown under column 5,6,7 & 8. The total of route length in kms of all the single/Double/ Multiple line sections should be in confirmity with proforma-I."

Ministry of Railway therefore desire that proforma-VII may be recast and fresh proforma-VII be sent showing all the B.G. single/Double/Multiple line sections irrespective of the fact whether there is any infringement enroute or not. In case, there is no infringement enroute column 5,6,7 & 8 of the proforma are required to be left blank and where there is any infringement, the nature of infringement with its location has to be shown clearly alongwith the cost of removal of infringement and time frame for the same. The total of section wise route kms of single/Double/Multiple lines should tally with proforma-I.

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

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

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(Railway Board)

234

No. 88/CEDO/SR/20

Dated 16-7-90

The General Manager(Works),
N.E. 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/NEW/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.K. Singla)
Executive Director Civil Engg(G),
Railway Board

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

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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.

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.

******

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/-

S.No	Section	In empty and loaded condition (in Kmph)
1.	Ghaziabad - Mughalsarai.	65 Kmph
2.	Hathras - Hathras Killa	45 "
3.	Shikohabad-Farukhabad.	85 "
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 Kishenganj.	35 "
11.	Delhi Kishenganj-Bathinda.	55 "
12.	Delhi-Delhi Kishenganj.	35 "
13.	Delhi-New Delhi.	40 "
14.	New Delhi-Tughlakabad.	65 "
15.	New Delhi-Sahibabad.	65"
16.	Delhi-Ghaziabad.	65 "
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-Shahurbasti(Alignment-III)	55 "
23.	Narwana-Kurukshetra.	55 Kmph.
24.	Jind-Panipat.	55 "
25.	Rohtak-Panipat.	55 "
26.	Rohtak.-Bhiwani.	60 "
27.	Tapri.-Khanaspura.	85 "
28.	Delhi Shahdara-Tapri.	60 "
29.	Saharanpur-Ludhiana.	65 "
30.	Saharanpur-Hindon Cabin4.	65 "
31.	Sirhind.-Nangaldam.	60 "
32.	Hindon Cabin.-Khanaspura.	85 "
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-Rajatalai	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.	30 "
53.	Najibabad-Kotdwara	35 "
54.	Muzaffarpur Narain-Bajrauli.	35 "
55.	Hapur-Meerut City.	85 "

Contd-.....3/-

56.	Khurja Jn. -Hapur.	55 "
57.	Raja-Ka-Sahaspur-Sambal Hatim Sarai.	35 "
58.	Moradabad-Ghaziabad.	60 "
59.	Moradabad-Chandausi.	65 "
60.	Bareilly-Chandausi.	60 "
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.	60"
75.	Firozpur-Mullanpur.	65"
76.	Mullanpur-Ludhiana.	65"
77.	Ludhiana-Jakhal.	65"
78.	Bathinda-Firozpur.	65"
79.	Ludhiana-Jalandhar City.	65"
80.	Jalandhar City-Pathankot.	50"
81.	Pathankot-Bharoli.	50"
82.	Bharoli-Jammu Tawi.	60"
83.	Jalandhar City-Amritsar.	50"
84.	Amritsar-Bharoli.	60"
85.	Amritsar-Atari.	50"
86.	Verka-Dera Baba Nanak.	30"
87.	Batala-Qadian.	30 "
88.	Amritsar-Khemkaran.	30"
89.	Jakhal-Hisar.	30"
90.	Bathinda-Sriganga Nagar.	60"
91.	Jalandhar Cantt-Suchi Pind.	65"
92.	Chakki Bank-Baroli.	50"

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.SLG/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.

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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 13-7-90. 19

No.90/CEDO/SR/7.

To 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.N.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.N.Singla)
for Secretary Railway Board.

S. NO. 6

241

All Communications should be addressed to the Commissioner of Railways Safety, South Eastern Circle, Calcutta, by title, and NOT by name.

तार : "कमिरेल रक्षायुक्त", कलकत्ता
Telegram : "COMSAFESER", CALCUTTA
Telephone : P & T-28-4838 (OFFICE)
Rly :-E. (NKG) 403 & 404
SE. (NKG) 21

सं./No.....

भारत सरकार
GOVERNMENT OF INDIA
सिविल विमानन मंत्रालय
MINISTRY OF CIVIL AVIATION
(रेल संरक्षा आयोग)
(COMMISSION OF RAILWAY SAFETY)
रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमंडल
14, स्ट्रैण्ड रोड, 12 तल, कलकत्ता-700 001
COMMISSIONER OF RAILWAY SAFETY
SOUTH EASTERN CIRCLE
14, STRAND ROAD, 12TH FLOOR, CALCUTTA-700 001

दिनांक/ *Dated the* ..... 14th June'90.

CF No.
SECTT. DIARY NO.
CLASSIFICATION

No. /111/13/VIII/1

To:

The Chief Engineer(CON)-II,
South Eastern Railway,
VISAKHAPATNAM.

Sub: Remodelling of Duvvada Station Yard Stage-II and final for converting the existing Engineering siding to Vadlapudi as running line for goods traffic and converting existing up loop as common loop by inserting 1 in 8½ cross-over between main lines on Duvvada-Visakhapatnam section.

Ref: Your letter No. CAO/C/VSKP/DVK/Duvvada/3831 dated 4.5.90 and CAO/C/VSKP/B/I/Duvvada/320 dt.4.6.90.

.....

Sanction has been accorded. There is no need, in my opinion to go to the Board.

(K.J.F.KUTTY)
Commissioner of Railway Safety,
South Eastern Circle, Calcutta.

No. 209/111/13/VIII/1 Dated 14th June'90.

Copy to the Executive Director Civil Engineering(G), Railway Board in reference to Board's letter No.90/CEDO/SD/7 dated 19.4.90 and discussion on 31.5.90.

(K.J.F.KUTTY)
Commissioner of Railway Safety,
South Eastern Circle, Calcutta.

(242)

No.90/CRD/SY/16. 22-6-1990.

The General Manager (Construction),
Office of the Chief Engineer(Con.),
South Eastern Railway,
Bilaspur.

Sub: Gradient in Station Yard-Proposed Crossing Station at Urga.

Ref: Your application No.DRM/SY/89/URGA/100 dated 8.6.1990.

.....

Please refer to your above quoted application. As the grade of 1 in 264 is steeper than 1 in 400 which is the prescribed grade in yards as per item-2 Chapter-II of B.G. Schedule, you may approach CRS, South Eastern Circle, Calcutta direct alongwith Form-XI and the relevant drawings to obtain the sanction for condonation of grade infringement in the proposed crossing station at Urga.

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

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

243

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 25-6-90. 19

No.90/CEDO/SD/10.

The Chief Project Manager,
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur - 440 001.

Sub:- OHE upright leg of 'R' Portal at location No.938/2 on Orange siding platform at Pandhurna station - Condonation to horizontal distance from centre line of track to face of portal upright in Itarsi-Nagpur section.

Please refer to your office application No. CPM/N/EL/T-11/1348 dated 21/22-2-90 sent through the Chief Commissioner of Railway Safety Lucknow and letter No.CPM/N/EL/T-11/3374 dated 16-5-90, the sanction of Ministry of Railways is hereby communicated for condonation of infringement involved in adoption of lesser horizontal distance of 3000 mm from centre line of track as against 4110 mm required as per item 84(iii) Chapter-II of B.G.Schedule of Dimensions (1973) for the upright leg of 'R' type portal at location No.938/2 on Orange goods platform at Pandhurna station on Itarsi-Nagpur section. The infringements condoned are shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and drawing No. 938/2-CH.71.78 accompanying your application referred to above.

It is however noted that Orange loading platform is used in Orange season only. It is not used by public. The speeds of the shunting vehicles will be less than 10 KM and loading will not exceed 10 wagons during Orange season.

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

294

No. 90/TE.30/SD/10. New Delhi, Dated 25-6-1990.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/84 dated 6-4-90.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.89 dated 28/3/90.

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

ANNEXURE-I

S.No.	Location	Name of the structure which infringes.	Chapter and item	Prescribed Dimensions	Existing Actual Dimensions	Amount of infringement.
1	2	3	4	5	6	7
1.	Pandhurna Station of Nagpur Division of Central Railway. KM:938 structure to 938/2.	Up right leg of 'R' type portal at location No. 938/2 on Orange Goods loading platform at Pandhurna.	Chapter-II item 8(iii)	4110 mm	3000 mm	1110m

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

245

No.90/CEDO/SD/9.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 22-6-90. 19

The General Manager (Works),
South Central Railway,
Head Quarters Office,
Works Branch,
Secunderabad - 500371.

Sub:- Manubolu - Condonation to infringing gradient in station yard.

.....

With reference to your application No.W.573/B/118 dated 21-2-1990 sent through the Chief Commissioner of Railway Safety Lucknow and in view of the position explained in your letter dated 15-6-1990, the sanction of Ministry of Railways is hereby communicated to the grade infringement of 1 in 200 as against 1 in 400 required as per item 2 Chapter-II of B.G. Schedule of Dimensions (1973) involved in regrading the existing Up Main line from 1 in 250 grade to 1 in 200 grade to match the existing grade of 1 in 200 on the DN.line to facilitate conversion of Up loop as common loop by way of providing a facing cross-over at Gudur end of Manubolu 'B' class station yard on Gudur-Vijayawada section of your railway. The infringements are shown in Annexure-I on the reverse, which are based on Form-XI and Sketch No. GM(W) SC/MBL/SK/302 accompanying your application referred to above.

The sanction is subject to suitable safety arrangements being made by the railway to prevent accidents.

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

(246)

No.90/CEDO/SD/9. New Delhi, Dated 22- 6 - 90.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(1)/84 dated 2-4-1990.

2) The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nirman Bhavan, Secunderabad - 500 371 with reference to his letter No.6/SC/7/161 dated 2.3.90.

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

Annexure-I

S.No.	Location	Name of the structure which infringes.	Chapter and item	Prescribed Dimensions	Existing Actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
	Vijayawada Division Gudur-Vijayawada section Kanuboiu station(Km:145.39)					
1.	Up line	144.37 to 144.68	Gradient in station yard.	Chapter-II item 2	1 in 400 (0.25%)	1 in 200 (0.50%)	0.25%
2.	Down line	144.37 to 144.74	-do-	-do-	1 in 400 (0.25%)	1 in 200 (0.50%)	0.25%

Ly. File (297)

No.89/comm/cm/9. 26-6-1990.

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

Sub: New Double Line between Rohtak and Jhajjargopalpur stations on Delhi - Bhatinda section on the Northern Railway.

Ref: Your office letter No.101-E/1/16/6-II/Plant/Pt. dated 7.6.90.

xxxxxxxxxxxxxx

Please refer to Endorsement No.2 of this office letter of even number dated 21.7.89 wherein it was desired that two fare copies of Index Plan and Section of the above mentioned section may also be sent to this office. Since the retained plans have not been enclosed with your above quoted letter, it is requested that the same may please be sent to this office at an early date.

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

(228)

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

D.O. No.72/VIG[CRI/EG/1. New Delhi, dated 26-6-1990.

Dear Shri VITHAL,

Sub: Indian Railway Act 1989 - Framing of Rules.

Ref: Your D.O.No.1-E(1)/75-Vol.II dated 7.9.89.

xxxxxxxxxxxx

The subject was discussed with M.R. in your presence on 6.6.90. It was decided that as per clause 200 (2) (a) of Railways Act 1989, the Rules for opening of Railways as already existing will continue to be in force even though the Indian Railway Act 1890 has been repealed.

However, the revised rules will be brought into force as soon as they are finalised. Since the rules are being revised by you, may I request you to finalise them before end of July 1990, so that their translation, approval etc. can be processed expeditiously thereafter. Kindly confirm.

With kind regards,

Yours sincerely,

Sd/-
(S.N. SINGLA)

Shri. V.J. VITHAL,
Chief Commissioner of Railway Safety,
Ashok Nagar,
LUCKNOW - 226 001.

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

No.90/CEDO/ORI/4.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 27-6-90.19

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

Sir,

Sub:- Report of Inspection prior to opening to passenger traffic of permanent diversion between Km:112/3 and 113/13 of the existing non-energised BG single line track between Gullaguda and Tikkrabad in Wadi-Secunderabad Section of Secunderabad Division of South Central Railway.

With reference to your Endorsement No. RB.10-2(1)/90 dated 13-6-90, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the diversion between Km:112/3 and Km:113/13 of the above section for the public carriage of passengers as per his letter No. 6/BG/20/285 dated 2-5-90.

⊕

yours faithfully,

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

No.90/CEDO/ORI/4. New Delhi, Dated 27-6-90.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371 with reference to his letter No.6/BG-20/285 dated 2-5-90.

2) The General Manager, South Central Railway, Secunderabad. Suitable action on Commissioner of Railway Safety, South Central Circle, Secunderabad's recommendations and suggestions referred to in the report prior to the opening of the above diversion may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is desired that the date of opening of diversion may please be intimated as and when the same is commissioned to passenger traffic. Two ferro copies of the Index Plan and Section may also be sent to this office.

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

(250)

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 29-6-1990.

No.90/CEDO/SR/3.

The General Manager,
Central Railway,
Bombay.V.T.

Sub: Sanction for running of M/s. BHEL Tiruchirappalli's 12 axle B.G. Special wagon "Modified Kaveri" in empty and loaded condition over various B.G. sections on Central Railway for transportation of 210 MW Boiler Drum weighing 112 t.

****

With reference to your application No.T.607/M-3/WI/BR/XIII dated 19.2.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of 12 axle B.G. special wagon (Modified Kaveri) of M/s. BHEL, Tiruchirappalli to R.D.S.O. Drg. No.WD-88117-S-02 Alt.1 and WD-88117-S-01 Alt.3 in empty and loaded condition respectively with a maximum axle load of 14.1 t and with a minimum wheel dia of 860 mm (condemning size) at a maximum provisional speed of 40 kmph in empty condition and 30 kmph in loaded condition on the following B.G. sections of your Railway.

1. Bombay - Kalyan - Karjat.
2. Kalyan - Kasara.
3. Kurla - Trombay
4. Kurla - Wadala Road - Mahim Cherd.
5. Kurla - Mankhurd.
6. Diva - Vasai Road.
7. Diva - Panvel - Apta - Pen - Nagothane - Roha Road/Dhal Vaiset.
8. Panvel - Uran.
9. Lonavala - Pune - Daund - Kurduwadi - Solapur - Wadi.
10. Igatpuri - Bhusaval - Itarsi - Bhopal - Bina - Jhansi - Agra Cantt - Mathura - Tuglakabad.
11. Manmad - Daund.
12. Bhusaval - Badnera - Wardha.
13. Itarsi - Jabalpur - Katni/New Katni Junction - Satna - Manikpur - Naini.
14. Itarsi - Amla - Nagpur - Wardha - Balharshah.
15. Katni - Singrauli.
16. Bina - Katni.
17. Bina - Guna & Ruthiyai - Maksi.
18. Jhansi - Manikpur.
19. Jhansi - Juhi.
20. Bhimsen - Khairar.

Contd 2/-

(251)

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. W.38/39 B.G. and in all other certificates accompanying your application referred to above. As the consignment when loaded on this wagon infringes the maximum Moving Dimensions of 1929, it is subject to separate sanction of the Competent Authority on your Railway being obtained as detailed in para 2.7 of RDSO's Speed Certificate for every ODC movement. The Ministry of Railways also confirm the action of Commissioner of Railway Central Circle Bombay in according his provisional sanction for the running of Modified Kaveri wagon under his letter No. C 11(31)/76-63 dated 23.2.1990 in view of the urgency expressed by the Railway.

It is however noted that sanction for condonation of infringement to item-16 Chapter-IV (A) of the B.G. Schedule of Dimensions (1973), has however already been conveyed vide this office letter No.90/CEDO/SR/31 dated 14.12.1989.

28/6

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

No.90/CEDO/SR/3. New Delhi, dated 29-6-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(1)/82 Vol.V dated 23.2.1990.

2. The Commissioner of Railway Safety, Central Circle, 2 nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.C-11(31)/76-63 dated 23.2.1990.

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

28/6

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

(252)

No.87/WDO/SR/13.

13-7-90.

To

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

Sub:- Running of B.G.Ammonia Tank Wagon type 'BTALN'.

The South Central Railway have approached this office with photocopy of their application, Commissioner of Railway Safety's letter and other necessary certificates for issue of the sanction for running of 'BTALN' Wagon on their Railway. They have however not sent a photo copy of your office forwarding letter.

It is therefore requested that a photo copy of your office forwarding letter No.RS.17-T(1)/82 Vol.IV dated 15-3-88 may be sent for reference and use in this office.

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

(253)

No.87/WDO/SR/13. 13-7-90.

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

(Attention: Shri.K.U.Reddy, Dy.CE(Selection Grade) Bridges).

Sub:- Running of BG Bogie Ammonia Tank Wagon type 'BTALN'.

Ref:- Your office letter No.W.368/1/10 dated 29/6/90.

Please arrange to send a copy of your office letter No.W.368/1/10/Vol.II dated 27-4-88 and Board's letter No.87/WDO/SR/13 dated 4-4-88 for reference and use in this office. This may please be treated as immediate.

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

(254)

No.90/CEDO/SR/6 16/7/90.

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

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

*****

Please refer to this office letter of even number dated 11-6-90 (Copy enclosed for ready reference) followed by reminder of even number dated 3/5-7-90 and expedite the reply.

for

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

(255)

No.90/CE.II/SR/6.

17-7-1990.

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

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

Ref:- Your office letter No.W.329/i/Vol.XIX dated 29/31-5-90.

Please refer to concluding paragraph of your above quoted letter and expedite despatch of the information for Mangalore-Hassan-Arsikere-Mangalore City section in the prescribed performa by return post.

(D.N.Machival)
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/CEDO/SD/20.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 17-7-1990.

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

Sub:- Guntakal-Raichur section - Doubling of track between Raichur - Matmari and Kosgi-Rupgal - 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 Rules to avoid accidents before bringing the line into commission.

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

257

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.

(258)

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 18-7-90. 19

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.KH.W 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.

PJD

(259)

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.K.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.	Bansapura 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

(260)

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 19-7-90.19

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

Sub:- Running of 12 axle (BG) Special Wagon (Modified Kaveri) of M/s.BHEL, Tiruchchirappall 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.

(261)

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.

(262)

S.M.Singla
Exe.Dir. Civil Engg:(G)

D.O.No.89/CEDO/SR/23. New Delhi, Dated 20-7-1990.

Dear Shri.Budhiraja,

Sub:- Running of 20.32t axle load BG Bogie POL tank vagon type 'BTPN'

Ref:- Your office application No. 519.W/529 dated February 90. — 5 m 9/2

O/C

Some fair please

20/7/90

The above application to obtain the sanction of Ministry of Railways for the running of 'BTPN' type of tank vagon on certain BG Sections of Northern Railway was sent to Secretary (Civil Engineering), Railway Board through CRS and CCRS. The sanction has been duly approved by the concerned Directorates of Board's Office on 15-6-90. But, the issue of the sanction is pending in my office for want of a minor clarification regarding alteration number of the drawing sought under this office letter of even number dated 8-6-90 a copy of which is enclosed herewith for your ready reference. The reply from your railway is pending inspite of reminder of even number dated 2-7-90.

* Fax 11

I shall be therefore be thankful if you would kindly see that a reply to this office letter of even number dated 8.6.90 is sent to this office at an early date in order that the sanction already approved does not keep on unnecessarily lying in this office.

With regards,

Yours Sincerely,

19/7

DA: As above

Shri.M.P.Budhiraja,
Chief Engineer,
Northern Railway,
New Delhi.

(1)

263/(1)

No.90/CEDO/SR/12. 2n-7-90.

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 - K.Depot	30
6.	Pattabiram West siding - K.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.

(263)/2

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-I(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.

(264)/0

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.

(264)/2

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.

(265)

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

No.90/CE.II/SR/4. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 20-7-90 19

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.CHE 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.I.O.

266

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.

(267)

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 platfor-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 platfor-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.

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.

Sd/-
(S.M. SINGLA)
EXECUTIVE DIRECTOR CIVIL ENGG.(G)
RAILWAY BOARD.

(268)

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/DRM/Sat/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 extent 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.

(S.M.Singla)

269

Sub: Status Position of Rolling Stock.

.....

During the "Status Position of Rolling Stock" meeting held today in Adv.(Planning)'s Room, the following details were asked to be furnished:-

(i) Whether 14 tonne axle load MG wagons can be allowed to run on 60R/75R rails and the track structure required if they are permitted. The speed restrictions which may be necessary for the movement of these 14 tonne axle load MG wagons on sections, if any.

(ii) Whether 22 tonne BOXN wagons can be permitted to run on Hospet-Madras Section.

Details may be furnished so as to advise the Committee on the Status Position of Rolling Stock.

(S.M. Singla)
EDCE(G)
24-7-90

EDCE(P)

EDCE(S&C) (for item (ii) only).

Call for the records from the relevant cash file

CE-II

27/7

(270)

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 31-7-90.

No.90/CEDO/SG/21.

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 refugee' on Bridge No.1 (26x9.15m) at Km1.392 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 Km1.6 as per item 2(b) Chapter-II of B.G.Schedule of Dimensions (1971 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/SG/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.

(271)

No.90/CEDO/BR/1. New Delhi, Dated 30-7-90.

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.

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 (Copy enclosed for ready reference) and expedite the reply.

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

Gen/Adv
272

No.89/GENG/NR/5. 1-8-1990.

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

Sub: Condonation of infringement of VAM 4 class of A.C. Electric locomotives with pantograph in locked down condition.

xxxxxxx

Para - 2.5 of Speed Certificate No. RD.VAM 4.11 dated 10.7.1985 issued by Director Standards (Motive Power) R.D.S.O. Lucknow is reproduce below.

"The pantograph of the VAM 4 locomotive in locked down condition infringes the maximum moving dimensions of 1929 of the B.G. Metric Schedule of Dimensions - 1973 in non-electrified sections. Board's condonation of infringements for any movement of the locomotive with pantograph in locked down condition over non-electrified section may be obtain as usual."

It is observed that the various clauses infringing the maximum moving dimensions of 1929 in respect of above locomotive with pantograph in locked down condition may please be particularly specified alongwith the amount of infringement and your reason for condonation of infringements. A drawing showing these infringements may also be sent and it may be advised if the movement of these locomotives in dead condition, over non-electrified sections would require any imposition of speed restrictions as the locked down pantograph will be infringing the maximum moving dimensions of 1929 and the rolling stock will itself be constituting an OOG. Similar infringements as called for above have been advised by RDSO in the case of WAG 2 and WAG 5 locomotives vide their letter No.LE/ELE/WAG.2 dated 22.9.1989 and No. CE/ELE/WAM.4B dated 18.4.1990.

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

(273)

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.

(274)

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.K.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 19
Rail Bhavan, New Delhi-110001, dated 3-8-90.

No. 88/CEDO/38/1.

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-Baraasuf

In view of the position explained in your application No. EW.223.W.27.38.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.

277

No.90/CRMC/82/16. 03-8-1990.

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

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

****

In view of the position explained in your application No. CT/CE/BSCC 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.G. Wagon to RDSO's Drawing No.WD-89081-S-01 Alt.1 having an axle load of 16.92 t for transport of 500 MW - 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.N. SINGLA)
Executive Director Civil Engineering (G),
Railway board.

Contd.....2/-

278

No.90/GEN0/22/16. 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-T(2)/90 dated 11/12.6.1990.

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

279

No.89/CE2O/SR/20. 07-8-1990.

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

Sub: Running of S.O. 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.

****

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	60kmph	50 kmph
2.	Renigunta - Tirupati	60 kmph	50 kmph
3.	Bhadrachellam Road - Nanaguru	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.

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

(280)

No.90/CEDO/EE/4. 10-8-1990.

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.CEE 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 - Hardwaganj	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 (Gdk)	96
8.	Delhi - Ghaziabad	100
9.	Hazarat Nizamuddin - Duyabasti	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/BG/30/89, RDSO's speed certificate No.MC/TV 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/EE/12 dated 23.3.1988 subject to the condition that the speed restrictions

Contd.....2/-

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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 CHZ Inspection Car.

(A.K. MEHROTRA)
Executive Director Civil Engineering (B & S)
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.17-2(3)/82 dated 26.2.90.

2. The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow - 226 001 with reference to his letter No.90/1339/S.C. 8-Wheeler CHZ Inspection Car dated 22.2.90.

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

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

Agreed File (282)

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 10/15-8-90.

No.90/CEDO/SR/11.

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.

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No.90/CEDO/SR/11. New Delhi, Dated 16/13-8-90.

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/5/1339/BR dated 28-5-90.

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

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

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

Spared File (284)

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

No.90/CEDO/SR/11. 16/13-8-90.

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/DY/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.G)
Railway Board.

285

90/CEDO/SR/11. New Delhi, Dated 12-8-90.
13

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.

Spare (286)

No.88/CEDO/BR/8. 17-8-1990.

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

Sub: Despatch of WAG-6A as dead locomotive
ex: i) Calcutta Docks-Dum Dum Jn.
ii) Dum Dum Jn.-Shaktigarh(Via HWH)
iii) Shaktigarh-Barddhaman(Via HWH/ML)
iv) Barddhaman-Ghaziabad(Via ML/GD).

****

Please arrange to send a photocopy of

your office letter No.RS.17-2(3)/82 dated 14.3.88

for reference and use in this office.

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

No.90/CE II/SD/17. 20-8-90.

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

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

Please refer to this office letter of even number dated 9-7-90 (Copy enclosed for ready reference) and expedite the reply.

(D.M.Nashiwal) 20/8
for Executive Director Civil Engineering (B),
Railway Board.

DA/One.

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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-110 001, dated 22-8-90.

No. 90/CE(I)/SD/20.

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

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

Ref:- Your office letter No.W/Con/182/G/160/Vol.IV dated 14-8-90.

Please refer to this office letter of even number dated 17-7-90. The words ' 1 in 190' appearing in line 6 of para-I is a typographical error which may please be corrected to read as ' 1 in 196'.

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

No.90/CE(I)/SD/20. New Delhi, Dated 22-8-90.

Copy forwarded for information and necessary action to:-

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

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

289

No.90/CEDO/SB/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.O. 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/151/90 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, COPM 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.

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड Railway Board)

290

No.90/CEDO/BR/10.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 23-8-1990.

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/BR/BG/BTPGL/N-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(W)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/BR/2 dated 24.2.87.

(A.K. MEHROTRA)
Executive Director Civil Engineering(BR)
Railway Board.

Contd.....2/-

291

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.

292

No.86/WDO/SG/8. 23-8-90.

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

Sub:- Removal of infringements to 'X' Class Moving Dimensions on the Broad Gauge.

Ref:- Your office letter No.W/591/1/Vol.2 dated 12-11-86.

Please refer to this office letter of even number dated 24-10-86 (Copy enclosed for ready reference). Although an acknowledgement for receipt of this letter was conveyed to this office under your above quoted letter but the information required in performa 'A & 'B' is still awaited from your railway, inspite of reminder dated 11-2-87, 19-6-87 & 4-9-89.

It is therefore requested that the necessary information may please be sent to this office without any further delay.

Sd/-

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

DA/None.

Ground File

(293)

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

No.85/WDO/SR/1. New Delhi 110001 dated 25-8-90.19

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	Banjeheri	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.NW/SS/Spl.W/BD dated 25-1-89 may also be revised.

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

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.

3) The General Manager, Eastern Railway, Fairlie Place, (Engg.), 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.

Guard File 295

No.90/CEE(S)/22. 24.8.1990.

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

Sub: Running of 25 KV 50 AC EMU stock on Ennur - Sullurupeta sections.

Ref: Your letter No.441 dated 26.6.90.

****

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

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

Guard File
296

No.90/CEDO/SR/22. 24.8.1990.

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

Sub: Running of 25 KV AC EMU stock on Elavur - Sullurupetta section.

Ref: Your letter No.V.368/W/2/Vol.IV dated 25.6.90.

****

Please arrange to send a photo copy of RDSO's letter No.MC/EMU/SR3/90 dated 18.4.87, quoted in para-1 of your Railway's Safety Certificate No.517 E.C. dated 15.6.90, for reference and use in this office.

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

297

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 Rumal on Jharsuguda - Titlagarh section in connection with provision of a Private Siding for Ordinance Factory at Rumal-Bolangir.

Ref:- Your office letter No. DRO/SID/25/Pt.2/24 dated 24-5-90 and letter No. DRO/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 Rumal 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

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

रेल भवन, नई दिल्ली-110001, दिनांक — 19
Rail Bhawan, New Delhi-110001, dated 14-6-1990.

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. DEO/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&B),
Railway Board.

No.90/CEDO/SD/22. New Delhi, dated 14-6-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his letter No.EE.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.	HCL/8	857/687.75	Chapter - I - General Item 15 (ii)a	2360 mm	i) 2300 mm from siding No.3	i) 60 mm from siding No.3
2.	HCL/23	856/904.14	-do-	2360 mm	i) 2340 mm from siding No.1	i) 20 mm from siding No.1
					ii) 2300 mm from siding No.2	ii) 60 mm from siding No.2

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(300)

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/88/11.

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.	Jaunpur - Phaphamau	65
5.	Phaphamau - Unchahar	65
6.	Utratia - Saiarabad	65
7.	Varanasi - Saiarabad	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/-

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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.ELG/30/22/90, RDSO's Speed Certificate No.MW/CS/BFLN/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/BR/1 dated 15.12.89.

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

No.85/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.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.S.O, Lucknow.

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

Contd 2/-

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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 24-8-1990.

No.89/CEDO/BR/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 - Kareila - 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 ~~XXXXXXXX~~ 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 - Kareila Road - Singrauli and back	50
2.	Kareila 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 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.19/90, RDSO's Speed Certificate No.MM/CB/SPL.W/BD dated 9.1.90 and all other certificates accompanying your application referred to above.

Contd.....2/-

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The infringements involved in the design of the above 'BOXR' wagon have already been condoned under Board's letter No. 85/WD0/BR/1 dated 16.12.1988.

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

NO.89/CEDO/BR/11. New Delhi, dated 24-6-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RB.17-E(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.

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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.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/BG 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/BG/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.	Geety - Bharmavaram	60
9.	Guntur - Krishna Canal	60
10.	Vijayawada - Gudivada - Bhimavaram	60
11.	Kidadavelu - Narasapur	60
12.	Gudivada - Machilipatnam	60
13.	Samalkot - Kakinada Port	60
14.	Guntur - Tenali	60
15.	Vikarabad - Parliyaijanath	50
16.	Dornakal - Bhadrachalam Road	50
17.	Kazipalli - Singareni Collieries	50
18.	Kazipet - Guntakal	50
19.	Renigunta - Tirupati	50
20.	Tarangallu - Ranjitpura	35
21.	Tenali - Repalle	50
22.	Nikinagar - Nalgonda	60

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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/BR/1 dated 18.2.87.

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

No.87/WDO/BR/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 'BTALS' 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.

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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 24-8-1990.

No.90/CEDO/SR/19.

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

Sub: One time Movement of 29 Nos. 'NGR' 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 'NGR' 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 550 mm 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. Durgapur 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&B),
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. SS.17-2(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.

308

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

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

Sub: Revised provisional speed certificate for ED45 locomotive.

Ref: Your letter No.TD.ED45.11 dated 5.10.89.

The para regarding various items of 762 mm (2'-6") B.G. Schedule of Dimensions (1965) infringing the ED45 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&T),
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(W3) 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 CCRS based on the correction slip to be issued by RDSO to the speed certificate of ED45 loco.

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

309

No. 89/CEDD/SD/18. 29-8-90.

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

Attention:- Shri.V.N.Matu, Joint Director Standards (track)/D.II.

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

Ref:- Your office D.O.No.CT/LC/MC dated 26-9-89.

Please refer to your office D.O. quoted above. Your comments pertaining to Civil Engineering aspects on Director Standards (Carriage), R.D.S.O.'s D.O.No.MC/SRTD dated 29-8-89 which were required to reach this office by 30-9-89 have not so far been received in this office inspite of reminder dated 16-5-90. It is therefore requested that the despatch of the same may please be expedited without any further delay.

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

(310)

No.90/CEDO/SR/11. 29.8.1990.

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

Sub: Sanction for the running of M/s Kershaw's Ballast Regulator Model 66-2 to diagram No. RDO/P-2157 on various BG sections over Central Railway.

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

****

Your application No.W.681.W.61/SR 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.

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

Spare

(311)

No.90/CEDO/SR/23. 29.8.1990.

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

Sub: One-time movement of Track Relaying Train(TRT) (P811-8) 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.12-5/277/267 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) (P811-8). 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/TM/SC/TRT dated 29.6.90 may please be sent immediately for reference and use in this office.

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

(312)

No.90/CE20/82/15. 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.90/CE20/82/8 dated 6.9.89.

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

313

No.90/CRDO/SP/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/CRD/SP/8 dated 6.9.89.

21/8

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

(314)

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/SE/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 FBW/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/TMV/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 TIR of the concerned section accompany to satisfy and certify its movement at specified speeds.

The Railway Ministry also sanction the infringements in 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-II accompanying your application referred to above.

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

315

No.90/CRRO/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.

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Guard File

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.83/CEDO/22/15.

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

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

******

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 'BRH' to RDSO's Drg. No.WD-84013-S-1(Alt.5) fitted with elastomeric pads, modified CASNUB-22W(X) 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 Nalgakkam Byepass)	75
4.	Basin Bridge-Gudur	75
5.	Madras Beach-Royapuram	25
6.	Royapuram-Washermanpet	65
7.	Washermanpet-Veyesarpadi	65
8.	Washermanpet-Basin Bridge	65
9.	Washermanpet-Korukkupet	55
10.	Korukkupet-Veyesarpadi	55
11.	Pattabiram East Siding-E. Depot	30
12.	Pattabiram West Siding-E.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-Silasmur 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/-

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 Bypass)	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 & 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 'BRM' wagon already running in line.

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

No.89/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(1)/90 dated 9.6.90.

2. The Commissioner of Railway Safety, Southern Circle, No.7, Bheshadri 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.

General File 318

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 04-9-1990. 19

No.90/CEDO/BR/15.

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/107/BG dated 15.3.89 and other certificates accompanying your application referred to above.

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

No.90/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(5)/82 dated 7.5.90.
2. The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow with reference to his letter No.67/1339/Diesel Crane Cor/Pt.1(BG) dated 7.5.90.
3. The Director Standards(Motive Power), RDSO, Lucknow.

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

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

No. 90/CEDO/SR/4.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, 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/CRE/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.CRE.SK.No.013(Alt.2) having a maximum axle load of 12.845 t under tare and 16.183 t undergrose 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 CRE Inspection Car.

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

P.T.O.

(320)

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.RW.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.N.Singla)
for Secretary Railway Board.

R.N./3-9-90.

Guard File
321

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 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.EL/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.

ANNEXURE 'A'

S.No.	Sections	Hauled in a train formation	On its own Power
1.	Ibrvada - 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 - Makbur - Guntakal	60	5
10.	Guntakal - Renigunta	60	5
11.	Renigunta - Tirupati	50	5
12.	Vikarabad - Parlivaijanath	55	5
13.	Beraakal - Bhadrachellam Road	60	5
14.	Kazepalli - Singareni Collieries	60	5
15.	Nizamagar - 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.	Geety - Bhimavaram	55	5
24.	Guntakal - Hospet	55	5
25.	Tersagallu - Ranjitpura	35	5
26.	Bhadrachellam - Mothuguru	50	5
27.	Manik Garh - Chanadur	50	5
28.	Guntur - Nopalle	30	5

****

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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 Dimensions 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/-

(324)

No.90/CEDO/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.

(325)

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

रेल भवन, नई दिल्ली-110001, दिनांक 19
No.89/CEDO/EE/12. Rail Bhavan, New Delhi-110001, dated 6-9-1990.

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 - Veyesarpadi	75
8.	Washermanpet - Basin Bridge	65
9.	Washermanpet - Korukkupet	55
10.	Veyesarpadi - 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 CEE due to condition of OHE or any other reason.

Contd.....2/-

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2. Observance of all other conditions/stipulations made in Joint Safety Certificate No.514 B.G. dated 9.4.90, RDSO'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 RDSO'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.

(327)

No.89/CEDO/OHI/1. 6-9-90.

The Chief Administrative Officer (Constn.),
South Central Railway,
Headquarters Office,
Works Construction Branch,
Secunderabad - 500371.

Sub:- Secunderabad Division (SC) - Wadapur-Gullaguda Doubling (29.03)Kms. - Diversion of main line between Km:140/5-6 and 143/4-5.

Ref:- Your office letter No.W.Con.347/C/59 dated 30th August, 1990.

Please refer to para 4 of the endorsement to your office letter quoted above. Only one ferro copy of the Index Section has been received with your above quoted letter. Ferro copy of the Index Plan as stated in your letter has not been received. It appears that the same has either not been enclosed or appears to have been lost in transaction. It is therefore requested that a ferro copy of the Index Plan may please be sent to this office at an early date.

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

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

(328)

No.90/CEDO/BR/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-8710-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/BR/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-E(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.

(329)

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/CBRO/BR/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/T-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.CORTE-8710-S/1 (Alt.Mil) 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 - Bhusaval - 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 ~~xxxx~~ 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/-

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-E(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.

(331)

No. CE/CCDO/RN/27.

Ref: [redacted](RDN)'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 CCDO/ Lucknow may also be obtained on the introduction of 5-car unit formation on Indian Railway S.G. system.

[redacted](G)

[redacted(RDN)]

M(N)
7/9/90

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड Railway Board)

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No.90/CEDO/SR/11. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 11-9-1990. 19

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.EDC/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 HRC/MGL/GC)
2.	Khana - Sitarampur (via UP-2 & DN-2)
3.	Khana - Malda Town (via SSO Loop & NBW)
4.	Khana - Malda Town (via Gumani Link)
5.	Ganoh - 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 observence 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/TH/BC/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-II accompanying your letter referred to above.

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

Contd.....2/-

333

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.17-2(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.

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

(334)

No.90/CEDO/BR/11. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 11-9-1990.19

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.I 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.EDO/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/BR/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.

335

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

D.O. No.37/W2Q/CEN/II/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/160/CEN/GEN-ALP/87/4-7 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/-

(P.N. SINGLA)

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

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No.SD/CEDO/BB/7. 11-9-1990.

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

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

Ref: Your letter No.W 469/DAE/09 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)	GVR - Kottapalem	Kottapalem

The above description should have actually been as under :-

	As per Certificate	Full name of Section
IV)	KUR - RJY	Kovvur - Rajahmundry
V)	GVR - 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.N. 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-110 001, dated 11-9-90.

No. 89/WE/3D/12.

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

Sub:- Khandva - Sanction of Railway Board to adopt lower values of overhead clearance at Khandva RDB.

Ref:- Your office letter No.RE/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.RE/Civil/BRL/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.

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

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No.90/CEDO/98/3. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 12-9-1990. 19

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.552/7wl.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 EGK Chord-EDJ-HDC-DWN-ASN-DHN-GHO-BNKA-GHD-KKLL-Kariala Road-BGKL-Mahadiya) and back.
2.	Kariala Road-Shaktinagar (via-Krishnasile) and back.
3.	East Dock Jn. to Mughalsarai (via-EGK Chord-EDJ-CC Rly.-HB Chord-BTN-JAJ-KEU-PNBE) and back.
4.	East Dock Jn. to Malda Town (via-EGK Chord-EDJ-HB Chord-ASN-JAJ-KEU-BGP-HWH-CHI) and back.
5.	Mughalsarai-Malda Town(via-DNR-PNBE-KIUM-KEU-HWH-CHI) and back.
6.	Rampurhaura to Garhara (via-Simaria) and back.
7.	Malda Town to Lilush (via-CHI-NPK-AI-KWAE-BDC) and back.
8.	Mughalsarai to Garwa Road (via-Sonnagar) and back.
9.	East Dock Jn. to Tikiapara (via-EGK 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 Circle, 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.

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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/EHL/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 ~~XXXXXX~~ Endorsement No. RS.17-t(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.

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

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No.90/CEDO/SR/3. रेल भवन, नई दिल्ली-110001, दिनांक / Rail Bhavan, New Delhi-110001, dated 12-9-1990. 19

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. BFL 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 (BO) 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/-

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No.90/CEDO/ER/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.17-2(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-HWP-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-HWDM-ETB-MURI-KSL-BKJC
4.	Alifnagar Siding KP Docks for CESC	DUVADA-GPT-VZM-KUR-CTC-HWP-KGP-TPKR
5.	Thermal Plant Siding - Talcher for Talcher Thermal Power Station	DUVADA-GPT-VZM-KUR-BRAC-RJGR-TLRR
6.	BSPC Siding - BHILAI	DUVADA-GPT-VZM-TIG-R-BIA
7.	VSPS Siding -VIZAG Steel Plant Siding	DUVADA-GPT-VSKP
8.	HEMS Siding - HALDIA Heavy Engg. Corpn.	DUVADA-GPT-VZM-TIG-JSG-HWDM-HTE
9.	Miraingbpur - Thermal Power Station.	DUVADA-GPT-VZM-TIG-L-BNP-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-JSG-HWDM-HTB-MUKI-BKA
2.	NTPC Farakka Super TPS - Siding - TILDANGA	DUVADA-GPT-VZM-KUR-BMP/KGP-MDN-ADA-DNA & KALIPAHARI
3.	DVC Thermal Plant Siding - WARIA for MEJIA Thermal Plant	DUVADA-GPT-VZM-KUR-BMP/KGP-MDN-ADA-DNA & KALIPAHARI
4.	HACC Siding for Hinalco - RENUKUT	DUVADA-GPT-VZM-JSG-HWDM-HTB-MUKI-BKA
5.	Chandrapura Thermal Plant Siding - Chandrapura	DUVADA-GPT-VZM-TIG-JSG-HWDM-HTB-MUKI-KSI-BKSC-BAJ
6.	ODRA Thermal Plant Siding - BILLI JUNCTION	DUVADA-GPT-VZM-TIG-BKSA-BAJ-DUG-NGP (Excluding Kotibagh Yard)
7.	Thermal Plant Siding - SINGRIA	DUVADA-GPT-VZM-JSG-HWDM-HTB-MUKI-BKA
8.	NTPC Thermal Plant Siding KAHALGAON (CLG)	DUVADA-GPT-VZM-KUR-BMP/KGP-MDN-ADA-DNA & KALIPAHARI

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No.EC/CRS/RS/22. 13.9.90.

The Commissioner of Railway Safety,
Southern Circle,
7, Thesildri Road,
Gandhi Nagar .P.O.,
Bangalore - 560 009.

Sub: Running of 25 KV S.G. AC IRS stock on Ennur - Pullarpeta Section.

Ref: Your letter No. 710 dated 28.8.90.

.....

Photocopy of Southern Railway's letter No.V.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 transmission.

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.S. NAGIWAL)
for Executive Director Civil Engineering (G),
Railway Board.

G.File (345)

No.90/CRD/SE/11. 14.9.1990.

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

Sub: Sanction SE for the running of M/s KERSHAW's Ballast Regulator Model 66.2 to diagram No.RDO/L-2157 on various B.G. sections over Central Railway.

Ref: Your letter No.681-L.61/SE 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.

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

G/File
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No.90/C.D./SW/24. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 21-9-90 19.

The Director General(Gatiman 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 N.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.N. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

No.90/CEDO/SW/24. New Delhi, dated 21-9-1990.

The General Manager(Works) Western Railway Bombay with reference to his application No.W.635/9/2/9 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.N. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

G. File

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

No.89/CEDO/SR/23. रेल भवन, नई दिल्ली-110001, दिनांक
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 mechanical 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/-

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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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No.90/CEDO/BR/1. 28-9-1990.

The General Manager (Works),
North East Frontier Railway,
Maligaon, Gauhati.

Attention : Shri B.K. Dyad DCE/BR/NR

Sub: Major and Minor bridges on Indian Railways.

Ref: Your letter No.W/29/0/3/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 explained.

Encl: As above.

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

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No.90/CEDO/BB/1. 28 - 9 -90.

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

Attention:- Shri.Rajendra Pal, CBE

Subs:- Major & Minor Bridges on Indian Railways as on 31st March,1990.

Ref:- Your office letter No.BB/B-I/BR-GENL dated 13/6/90.

The position of Major & Minor Bridges excluding ROBs & 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 ROBs & 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 chiefly 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&B),
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 21-9-1990. 19

No.89/CEDO/BG/7.

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)(e) Chapter-I of BG Schedule of Dimensions (1973) in respect of 14 Water Columns, 6 FOB Supports, 1 FOB Pier and 4 CHE Structures located on Gondia-Nagpur section of your Railway as shown in Form-II 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.N. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

No.89/CEDO/BG/7. New Delhi, dated 21-9-1990.

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.N. SINGLA)
for Secretary, Railway Board.

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No.90/CEDO/SE/23. 21-9-90.

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

Sub:- i) Provision of loops at Tunia and Khaliapata on CKP - JSG Main line section.

ii) Provision of Crossing Stations at Kalaikunda and Kharagpur on KGP-BTW Section.

Ref:- Your office letter No.SER/ST/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, Khaliapata, 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 Tunia, Khaliapata, Kalaikunda and Kharagpur stations may also be advised for information of this office. The date when the work of 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 Bd

G.F.C. 354

No.90/CEDO/SB/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. NAGPAL)
for Executive Director Civil Engineering (G),
Railway Board.

Gn. File 355

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 :-

	Skv. 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 (Bge),
Railway Board.

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

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No.90/CEDO/SR/2. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 4-10-1990.

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.O. bogie hopper wagons having a maximum axle load of 22.86 t as per M/s CIMMCO's Drg.No.RDM-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

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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 GM 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/22/2/556 dated 12.9.90.

3. The Director Standards(Wagon), R.D.S.O., Lucknow - 226 011. The Speed Certificate for B.O. hopper wagon to M/s CIMMCO's Drg.No.RDW-8-01 Alt.4 should be issued as early as possible but within a maximum period of two months.

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

G-File

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No.90/CE(O)/82/4. 5.10.1990.

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

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

DA : As above

(D.N. MACHIVAL)
for 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 Bhawan, 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/E/BT/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.	SAT STRUCTURES - ANNEXURE 'A' 20 Signal Structures (There are no infringements to 10 Signal Structures indicated in Annexure 'A').	Item 13(ii)(c) Chapter - I
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.

G.File

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

No.89/CE.II/SR/15. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 10-10-1990.

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

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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/BRH dated 17.8.87 that 'BRH' 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/CEDO/BR/15. New Delhi, dated 16-10-1990.

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/BRH/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
No.89/C&W/SA/15. Rail Bhawan, New Delhi-110001, dated 19 10-10-1990.

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

Sub: Running of BG Bogie Wagon type 'BRH' 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 'BRH' 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.SC/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 'BRH' 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.WW/BRH dated 17.8.87. That 'BRH' wagon has the same overall moving dimensions and other leading particulars as in the case of 'BRH' wagon already running on line.

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

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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/BRI dated 10.8.90.

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
Rail Bhawan, New Delhi-110001, dated 10-10-1990.

No.90/CEDO/SR/26.

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

Sub: Movement of 'HGR' Wagons (Drg.No.WD-81085-S-01 Alt.1) of M/s NTPC from TELMACO Works Siding/ Agarpara tp NTPC Siding, Ramagundam upto Eastern Railway limit.

******

With reference to your application No.W.591/S/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 'HGR' Rapid discharge coal hopper wagon in empty condition manufactured to RDSO Drg.No.WD-81085-S-01 Alt.1 as shown in Para-XI accompanying your letter referred to above.

The sanction for single movement of these wagons ex TELMACO Siding/Agarpara to NTPC Siding Ramagundam may be issued by the HODs of policy circular No.6 circulated under Board's letter No.73/WD0/SS/9/0 dated 8.7.90.

(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.SR.17-2(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.

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No.90/CEDO/RB/17. 10-10-1990.

The Director General(Carriage),
RDSO,
Lucknow.

Sub: Revised provisional Speed Certificate for ZIM 5 Locomotive.

Ref: Your letter No.SD.ZIM 5.11 dated 5.10.89.

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Please refer to this office letter of even number dated 27.8.90 (copy enclosed for ready reference) and expedite your reply.

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

DA : As above.

No.90/CEDO/RB/17. New Delhi, dated 10-10-1990.

The General Manager(Works) Western Railway Bombay with reference to his letter No.W.636/7(W3) dated 2.5.90 and in continuation of endorsement to this office letter of even number dated 27.8.90 for information and necessary action.

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

No.90/CEDO/Rly/12. 12-10-1990.

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

Sub: Running of 50,000 litres capacity B.G. Bagie Milk tank van on Northern Railway.

Ref: Your letter No.519-E/571 dated 4.10.90.

*****

The sanction for running of B.G. Bagie 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/wvn/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/Rly/12. New Delhi, dated -10-1990.

The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow with reference to his letter No.200/1339/wvn/milkvan/Pt.1 dated 31.7.90. The Northern Railway as per their application No.519-E/571 dated 26.7.90 had applied for running of B.G. Bagie 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/Rly/12 dated 6.9.90. Necessary sanction for running on the remaining 92 B.G. sections may be issued to Northern Railway from your end.

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

No.90/CEDO/BR/12. 12-10-1990.

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

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

Ref: Your letter No.519-E/571 dated 4.10.90.

*****

The sanction for running of B.G. Bogie 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/rvn/milk van/Pt.1 dated 31.7.90 a copy of which is enclosed herewith for your information and guidance.

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

No.90/CEDO/BR/12. New Delhi, dated 12-10-1990.

The Commissioner of Railway Safety, Northern Circle, Kasaiganj, Lucknow with reference to his letter No.200/1339/rvn/ railways/Pt.1 dated 31.7.90. The Northern Railway as per their application No.519-E/571 dated 26.7.90 had applied for running of B.G. Bogie 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/BR/12 dated 6.9.90. Necessary sanction for running on the remaining 92 B.G. sections may be issued to Northern Railway from your end.

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(S.N. 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/12. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 12-10-1990.

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

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

Ref: Your letter No.519-W/571 dated 4.10.90.

*****

The sanction for running of B.G. Bogie 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. Bogie 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. sections 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/88/26.

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

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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.	RDO/T-2147	11.5t
2.	Tamping, Lining and Lifting Machine 09-32-CSM.	RDO/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/216/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.RDO/T-2146 and item 2(ii), 16 and 18(i) of Chapter IV(A) for UNI-MAT '08-275' Machine to Drawing No.RDO/T-2147 of B.G.Schedule of Dimensions (1973) involved in the design of these machines as shown in Form-II accompanying your application referred to above.

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

P.T.O.

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No.89/CEDO/SR/20. New Delhi, dated 12.-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(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.09-32QBM		Machine No.JUNI-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 - Husseinsagar	"	"	"	"
3.	Husseinsagar - Secunderabad	"	"	"	"
4.	Secunderabad - Kazipet	"	"	"	"
5.	Kazipet - Balharshah	"	"	"	"
6.	Kazipet - Vijayawada	"	"	"	"
7.	Vikarabad -Parli Vaijnath	50 Kmph	"	50 Kmph	"
8.	Bernakal - Bhadrachellam Road	60 Kmph	"	60 Kmph	"
9.	Kazepalli - 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.	Nidadavolu - 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.	Puna - Miraj - Kolhapur	60 Kmph	"	60 Kmph	"
27.	Gooty - Dharmavaram	"	"	"	"
28.	Nadikude - Bibinagar	"	"	"	"
29.	Renigunta - Tirupati	50 Kmph	"	50 Kmph	"
30.	Bhadrachellam Road - Mamuguru	"	"	"	"
31.	Tirangallu - Ranjitpura	35 Kmph	30 Kmph	35 Kmph	30 Kmph

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

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No.85/WDO/CBI/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 Alnatti Division.

Ref:- Your application No.W.Con.347/N/18/Vol.III dated 22/7/88 and letter No.W.Con.71/N/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 CBE/CCBE. CBE 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/CBE/90 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 CBE/CCBE after taking necessary action on the suggestions made by CBE and after having the results of wind tunnel study as brought out in your letter No.W.Con.71/N/10/Vol.III dated 18-9-90.

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

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No. 89/CEDO/CEI/1. 12-10-90.

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

Subs- Secunderabad Division (SC) Tsimpur-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.PR/SC/69 &
PR/SC/69/1.

(S.M.Singla)
for Secretary Railway Board.

No.89/CEDO/CEI/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.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)

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.

Subs- 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-II and Drawing No. CN 106-90 accompanying your letter referred to above except that 1 in 400 grade shown in Form-II 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 execution of the work under traffic conditions.

(S.M.SINGLA)
Executive Director Civil Engineering(3),
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	Kilometreage/ mileage	Names of Structure which infringe	Prescribed maximum and minimum dimensions: Chapter and Item	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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भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

G/E-Ic
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No.90/CEDO/SR/18. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 21-10-1990.

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.

****

For haulage of passenger trains.

In view of the position explained 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.

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 CRS due to condition of CRS 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 'I' 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.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

G/File
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रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 22-10-9019

No. 88/CEDO/EP/1.

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 Reddipalem yard on Krishna Canal - Guntur - Tenali section as shown in Para-XI and Drawing No.KGTRE/RE/I/EE/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 (G),
Railway Board.

No. 88/CEDO/EP/1. New Delhi, Dated 22-10-90.

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(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.

G/File 377

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.90/W2O/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 -A 1 & 2 and Drawing No.CAO:C/TR/63-90 and CAO/C/TR/85-90 accompanying your application referred to above. It is noted that the shunting of rolling stock will be performed with loco at Kheiratabad 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(i)/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.

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No.90/CEDO/SR/1. 23/10/90

The General Manager(S&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 30-6-9 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.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

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No. 90/CEDO/RD/25.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 23-10-90. 19

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-II 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 Malkhur 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/CEDC/BR/25. New Delhi, Dated 23-10-90.

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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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S.M.SINGLA
Exe. Dir. Civil Engg(B).

D.O.No.88/CEDG/SE/27. New Delhi, Dated 23-10-1990.

My dear Pal,

Sub:- Running of BOXN Wagons loaded upto 22t on K.K.Section of South Eastern Railway.

Ref:- Your D.O.No.G/wagon/BOXN dated 17-9-90 addressed to Shri.J.P.Hundrey, Adviser, Civil Engineering, Railway Board.

While going through the heading of one of the statement enclosed with your above quoted D.O., I find that you have furnished the progress of replacement of 90 R track upto August '90 to make K.K.Section fit for running of BOXN Wagons loaded upto 22.9t.

However, in the concluding lines of your earlier D.O. No.G/wagon/BOXN dated 30-4-90, it is stated that the maximum trailing load specified under MBG 1987 loading is 8.25 t/m and it would not be possible to permit BOXN Wagons with 22.9t axle load within the parameters of MBG 1987 loading standards as with 10.715 metres length BOXN wagon, the loading density would be 8.40t/m. Therefore, bar charts showing the progress of strengthening of bridges and track on K.K.Section for 22.0t axle load BOXN Wagons were under preparation in your office according to which the loading density works out to 8.25t/m. In view of the foregoing I presume that the heading of the statement showing the progress of track replacement enclosed with your D.O. dated 17-9-90 is wrong which should be 'Progress of replacement of 90R track with heavier rails on K.K.line to permit running of BOXN wagons loaded upto 22t'. Kindly confirm.

With best wishes,

Yours sincerely,

(S.M.Singla)

Shri.Rajendra Pal,
Chief Bridge Engineer,
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

G/Fit
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रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 25-10-90. 19

No. 90/CSIG/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.I.61/SR 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.	Dhund - Manmad.
10.	Bina-Guna-Ruthiyai-Makai.
11.	Katni - New Katni Junction - Singrauli.
12.	Diva - Vasai Road.
13.	Diva-Panvel-Apta-Pen-Roha Road.
13-A.	Panvel - Jasai 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)/90 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.

G/File
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भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No. 90/CEDO/BR/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.

Subs:- i) Provision of Loops at Tundia and Khalulata on CKP - JSG Main Line Section.

ii) Provision of Crossing Stations at Balsiring and Mahabuang on BNDM - HTE Section.

Ref:- Your office letter No.BNG/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 Tundia, Khalulata, 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/BD/8 dated 6-9-1989.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

G/File 386

No. 90/CE[illegible]/6. 29-10-90.

The General Manager,
Southern Railway,
Park Town, Madras - 600 003.

Sub:- Movement of 20' long x 8'-0" wide x 8'-6" high ISO - HC Containers.

Ref:- Your letter No.M.329/1/Vol.XIX dated 18-7-90.

Please refer to this office letter of even number dated 23-7-90 (Copy enclosed for ready reference). Since no reply has so far been received in this office inspite of reminders dated 27-8-90 and 5-10-90, it is requested that the required reply may please be sent to this office without any further delay.

(D.N.Nachiwal)
for Executive Director Civil Engineering(G),
Railway Board.

DA/One.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

G/File 287

No.W/T&C/88/5.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 29-10-1990.

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.5-7411-8-01 Alt.2 and at a Maximum Provisional Speed of 25 Kmph in loaded condition to RDSO's Drawing No.WD-89032-8-01 Alt.Nil for transport of 110t Steam Generator on the following B.G.Sections of your railways:-

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/151/89 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/BR/3 dated 24-2-1978 and No.90/CEDO/BR/5 dated 11-5-90/8-6-90 respectively.

(P.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

P.T.O.

(388)

No.90/CEDO/SR/7. New Delhi, Dated 29-11-1990.

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)

G/File

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No.90/CRDO/WS/27.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 30-10-90.19

The General Manager (Works),
South Central Railway,
Secunderabad - 500 371.

Sub:- Running of 140t Gottwald 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.Gottwald 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 1B/SK.641-643
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-Manuguru	55	5
27.	Manikgarh-Chandur	50	5
28.	Guntur-Repalle	30	5

P.T.O.

(398)

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.[illegible] with its Annexure 'A' & 'B' and all other certificates accompanying your application referred to above.

The sanction of infringements to item No.18(1) of Chapter-IV(A) of BG Schedule of Dimensions (1973) had already been condoned under Board's letter No.86/WDO/BR/17 dated 26-9-86.

(S.M.SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

No.90/CEDO/BR/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.17-2(4)/90 dated 16-6-90.

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.

(391)

No. 87/X100/CRS/IR/1. 31-10-90

The General Manager (Works),
Northeast Frontier Railway,
Guwhati - 781 011.

Attention: Shri.Ratan Kumar, Deputy CE/TD.

Sub:- CRS/CEP's Inspection Note No.1/NF/86-87 dated 25/2/87 to 27/2/87 from GHY to NJP in BG Section.

Ref:- Your office letter No.W/168/CRS/GHY-NJP/87/4-7 dated 12-10-90.

The photocopy of the compliance report dated 26-2-88 of the action taken on para 2 to para 7.34 of CRS/CEP's Inspection Report on the above noted subject has been sent to this office under your office letter quoted above. Since the action taken advised is more than 2½ years old. Ministry of Railways desire to know whether the action which had just been initiated on some of the items of Land Boundaries, Level Crossings and Bridges - Para 2.1, 5.1, 5.2(i), 6.3(i), 6.3(ii), 6.5(ii), 6.6(i) and 6.8 has now been completed.

Necessary compliance report on para 8 to 13 of CRS's Inspection Report is still awaited from your office. The same may also be expedited.

Sd/-

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.



392

No.88/Civ/CBE/IR/8.

31-10-90.

The General Manager (Engg.),
Southern Railway,
Park Town,
Madras - 600 003.

Sub:- Inspection Report of CSE/SRC for the year ending 31-3-1988 - Part IV-MAS-GTR Section of Madras Division - EC No.37(Tnr 49/4-6) on MAS-GTR Section.

Ref:- Railway's letter No.W.36/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 level crossing as revealed in the traffic census study conducted by the Railway, has been noted. It is desired that posting of the third gate-keeper may be expedited in the interest of safety.

(A.K.Mehrotra)
Executive Director Civil Engineering(B&C),
Railway Board.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

393

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.SIYOLA)
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.SIYOLA)
for Secretary Railway Board.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

(S)
(394)

No.90/CEDO/SR/23. रेल भवन, नई दिल्ली-110001, दिनांक 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 CRE Northern Circle direct after issue of the sanction from the Board in terms of his letter No.16/RE/78/317/1339/78/RE 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(S),
Railway Board.

Contd.....2/-

(395)

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 ~~XXXXXX~~ 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.



396

No.BG/CRBO/CEE/15. 8-11-1990.

The General Manager(Comstn.),
South Central Railway,
Secunderabad - 500 371.

Sub: Opening of New Broad Gauge line from Malgonda - Phase II of the construction of New Broad Gauge line between Bibinagar and Wadikuda for public carriage of passengers on Secunderabad (SC) Division of South Central Railway.

Ref: Your office letter No.W.Con.347/Q/55 dated 7.11.1988.

****

Please refer to your office letter quoted above and this office letter of even number dated 27.2.90 and expedite submission of the interleaved copy on the opening of the above section.

Please acknowledge the receipt of this letter

(D.N. MACHIVAL)
for Executive Director Civil Engineering(G),
Railway Board.

397

Spare

No.CE/CRSO/GEN/3. 7-11-1990.

The Chief Administrative Officer (Constn.),
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay - 400 001.

Attention : Shri L.G. Patwardhan.

Sub: Opening of the New BG line between Guna and Kishna stations (Km:31.10) on Bhopal Division of Central Railway.

******

Please refer Endorsement No.2 of this office letter of even number dated 7.6.89 and subsequent reminders of even number dated 3/6.11.89, 12.3.90 & 13.6.90 and expedite the reply.

The Receipt of this letter may please be acknowledged.

(D.N. MACHIVAL)
for Executive Director Civil Engineering(S),
Railway Board.

Spare (398)

No.89/CRPO/CN1/8. 8-11-1990.

The General Manager,
Central Railway,
Bombay.

Sub: Opening of the New BG line between Miana - Bhadarwas (Km:17.91) on Bhopal Division of Central Railway.

Ref: Your office letter No.E/689/w/90/CN/II/24 dated 28.3.90.

******

Please refer to Endorsement No.2 of this office letter of even number dated 27.9.89 and a subsequent reminder of even number dated 13.3.90 and expedite the reply.

(D.N. NACHIWAL)
for Executive Director Civil Engineering (G),
Railway Board.

399

No.89/CEDO/ORI/13. 8-11-1990.

The General Manager,
South Eastern Railway,
Calcutta.

Sub: Opening of a Second line between Bokaro Steel City 'A' Cabin and Bokaro Steel City 'I' Cabin - length 3.818 Kms. between Bokaro Steel City and Radhagaon stations in Adra Division of South Eastern Railway for the public carriage of Passengers.

******

Please refer Endorsement No.2 of this office letter of even number dated 27.9.89 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 28.2.90 and expedite the reply.

The receipt of this letter may please be acknowledged.

(D.N. MACHIVAL)
for Executive Director Civil Engineering(G),
Railway Board.

Spare (406)

No.90/CE(G)/CRL/7. 8 -11-1990.

The General Manager,
Western Railway,
Bombay.

Sub: Commissioning of 25 kv Single phase A.C. Electric traction for the public carriage of passengers on Ratlam - Kota section of Western Railway.

****

Please refer Endorsement No.2 of this office letter of even number dated 21.3.1989 and subsequent reminders of even number dated 29.12.1989 and 20.3.1990 and expedite the reply.

The receipt of this letter may please be acknowledged.

(D.N. MACHIWAL)
for Executive Director Civil Engineering(G),
Railway Board.

(40) 1/10

No.90/CRSO/SE/23. 9 -11-1990.

The General Manager,
Western Railway,
Bombay.

Sub: One time movement of Track Relaying Train (TRT) (Y 811-8) of Central Railway via Nahim - Udhna - Jalgaon section of Western Railway.

****

With reference to your application No.W.64/23/1(VI-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(4) 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/WRO/SE/9/0 dated 8.7.80.

9/11

(S.N. SINGLA)
Executive Director Civil Engineering(S),
Railway Board.

O/C

No.90/CRSO/SE/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.RE.17-2(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.N. SINGLA)
for Secretary, Railway Board.

9/11/90 (K.N. Murty)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

(S) (401) (2)

No.90/CEDO/SR/23.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 9-11-1990.19

The General Manager,
Western Railway,
Bombay.

Sub: One time movement of Track Relaying Train (TRT) (P 611-6) 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(4) 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 CRE Western Circle direct in terms of para 2.6.3 of policy circular No.6 issued under this office letter No.73/W30/SR/9/0 dated 8.7.80.

(S.K. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

No.90/CEDO/SR/27. 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.RE.17-2(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 CRE Western Circle direct in terms of para 2 above.

(S.K. SINGLA)
for Secretary, Railway Board.

(402)

No.89/CE(C)/GHL/3. 13-11-90.

The Chief Administrative Officer(C),
South Central Railway,
Works Construction Branch,
Secunderabad - 500371.

Sub:- Opening of new Broad Gauge line from Nalgonda Phase-II of the construction of new Broad Gauge line between Mibinagar and Nadikude for public carriage of passengers on Secunderabad (BG) Division of South Central Railway.

Ref:- Your office letter No. W.Con.347/C/55/Vol.II dated 28-3-90.

Please refer to your office letter quoted above and expedite the reply.

(D.N.Machiwal)
for Executive Director Civil Engineering(
Railway Board.

G/File
403

No.90/CEDO/TS/13. 15-11-1990.

The Director General,
RDSO,
LUCKNOW.

Sub: Movement of 2900 mm high and 2600 mm wide ISO Containers on BG System - Condonation of infringements.

Ref: Your application No.CT/CONTR/BG/NG dated 26.6.90.

********.

Ministry of Railways for the present do not propose to issue the sanction for condonation of infringements as detailed in Annexure - VII accompanying your letter referred to above. The case will be considered for the condonation of infringements after a decision is/by the Board on the Memorandum put up by ERNT(MPH) on case No.87/M(E)/204/6 which says that 49'long X 8'-6" wide X 9'-6" high ISO containers are not likely to be used in the coming future and therefore designing of a unit comprising of fixed flats for formation with semi-permanent couplers in between the five wagons and standard CBCs at the outer ends of the 5-car unit for the transport of one 40'-0" long X 8'-0" wide X 8'-6" high ISO containers or two 20'-0" long X 8'-0" wide X 8'-6" high ISO containers may be approved by the Board.

L taken

(S.M. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

No.90/CEDO/TS/13. New Delhi, dated 15-11-1990.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. RP.18-T(2)/90 dated 9.7.90

(S.M. SINGLA)
for Secretary, Railway Board.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

G/File
404

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 15-11-1990

No.90/CEDO/BR/29.

The General Manager(Works),
North East Frontier Railway,
Maligaon, Guwahati.

Sub: Movement of 'BCXN' wagons on Katihar - Kunedpur 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 ~~XXX~~ these wagons are already running on Malda Town - New Guwahati section under the sanction issued from this office vide letter No.88/CEDO/BR/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.E. Circle direct for an early issue of the sanction based on the documents already furnished.

(B.M. BINGLA)
Executive Director Civil Engineering(G),
Railway Board.

No.90/CEDO/BR/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.17-2(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. ~~XXXXXX~~ The Director Standards(Wagon), RDSO, Lucknow.

(B.M. BINGLA)
for Secretary, Railway Board.

(405)

No.90/CEDO/BNf1. 14 -11-1990.

The General Manager,
Central Railway,
Bombay .V.T.

Sub: System Map.

Ref: Your office letter No.W.445/VPI/BN/III dated 22.6.90.

****

Please refer to your office letter quoted above and expedite despatch of system maps and time table maps of your railway correct as on 31.3.90.

(D.N. MACHIWAL)
for Executive Director Civil Engineering (G),
Railway Board.

406

No.90/CE(G)/66/1. 14 -11-1990.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: System Map.

Ref: Your office letter No.W/523/N.VAP/V-7 dated 6.7.90.

****

Twenty copies of the system maps of North Eastern Railway corrected upto 31.3.90 may please be sent immediately in case the same have since been prepared.

If the system maps are yet not available for despatch, the likely date by which these will be prepared and despatched to this office may please be advised for information.

(D.N. MACHIWAL)
for Executive Director Civil Engineering(G),
Railway Board.

Spare (407)

No.90/CE(G)/SM/1. 4 -11-1990.

The General Manager(Works),
South Central Railway,
Secunderabad.

Sub: System Map.

Ref: Your office letter No.W.185/1/15.Vol.VI
dated 5.9.90.

****

Twenty copies of the system maps of South Central Railway corrected upto 31.3.90 may please be sent immediately in case the same have since been printed.

If the system maps are yet not available for despatch, the likely date by which these will be printed and despatched to this office may please be advised for information.

(D.N. MACHIVAL)
for Executive Director Civil Engineering(G),
Railway Board.

(408)

Rs-89/CCCC/98/19. 14-11-1990.

The General Manager(Works),
N.F. Railway,
Maligaon, Guwahati.

Attention: Shri S.K. Vij, Chief Track Engineer.

Sub: Movement of 'BCN' wagons over Northeast Frontier Railway on Malda Town - New Guwahati BG Section.

Ref: Your application No.N/341/0/3/Pt.VI/6-7 dated 11.7.90.

****

It may please be advised for information of this office if 'BCN' wagons are already running on Malda Town - New Guwahati section of N.F. Railway. If so, please quote the authority under which these wagons are running and also arrange to send a photo copy of the same.

An earlier application dated 14.1.88 for running of 'BCN' wagons on Malda Town - New Guwahati section received through CRE/CCRF is still pending in this office for want of a clarification as brought out in this office letter No.87/WRS/91/20 dated 16.8.89 a copy of which is enclosed herewith for your ready reference. A reply to this letter is still awaited from your end inspite of this office reminder dated 8.11.89. In view of your fresh application dated 11.7.90 requesting the Board for issue of a sanction for running of 'BCN' wagons on Katihar - Kumedpur section, it is presumed that your earlier application dated 14.1.88 may be treated as withdrawn since after the sanction is issued from this office for running of 'BCN' wagon on Katihar - Kumedpur section, you can always approach CRE N North Eastern Circle Gorakhpur to accord his sanction for running of 'BCN' wagons on Malda Town - New Guwahati section in case 'BCN' wagons are not already running on this section. Please clarify the position at an early date.

(P.M. SINGLA)
Executive Director Civil Engineering(C),
Railway Board.

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

(409)

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. MUNDHEY)
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.

(410)

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.

S.M. SINGLA
Jt. Dir. Civil Engg:(G).

(411)

D.O.No.88/CEDB/GRI/15. New Delhi, Dated 15-11-90.

My dear Rangarajan,

Sub:- Doubling of track between Gooty and Mandalur section in the Renigunta-Wadi route in South Central Railway.

Please refer to the endorsement made to this office letter of even number dated 17-7-89 (Copy enclosed for ready reference) under which South Central Railway was asked to take necessary action on CRS, South Central Circle's recommendations/ suggestions referred to in the report prior to opening of the above line and advise the action taken to CRS direct in an interleaved copy under advice to this office. A ferro copy of the Index Plan and Section and date of opening of the above section was also requested to be sent to this office. In this connection your attention is also invited to endorsement of General Manager, South Central Railway's letter No.W.465/BG/Vol.III dated 18-8-89 (Copy enclosed) wherein the General Manager, South Central Railway has asked the Chief Engineer (Construction), Southern Railway, Bangalore to take necessary action. But, I regret to inform you that no action has so far been taken at your end inspite of reminder dated 30-4-90 from this office.

I shall therefore be thankful if you could kindly look into the matter and get the reply expedited.

With best wishes,

yours sincerely,

Sd/-

(S.M. SINGLA)

Shri.K.Rangarajan,
Chief Engineer(Constn.),
Southern Railway,
Millers Road,
Bangalore.

(412)

S.K. SINGLA,
Executive Director Civil Engineering(G).

D.O. No.90/CE(G)/SS/1. New Delhi, dated 16-11-1990.

Dear Shri NUSHIRAJA,

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-E/13 Pt.VI dated 28.12.89.

I shall, therefore be thankful if you could kindly personally look into the matter and get the same despatched at an early date.

With regards,

Yours sincerely,

Sd/-

(S.K. SINGLA)

Shri N.P. NUSHIRAJA,
Chief Engineer,
Northern Railway,
Baroda House,
New Delhi.

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No.90/CEDO/SS/17. 16 - 11 - 1990.

The Director General(Carriage),
R.D.S.O.,
Lucknow.

Sub: Revised Provisional Speed Certificate for
ZDM 5 Locomotive.

Ref: Your letter No.SD.ZDM 5.11 dated 5.10.89.

*****

Please refer to this office letter of even number dated 27.8.90 (Copy enclosed) followed by reminder dated 10.10.90. Since issue of sanction for running of ZDM5 locos on Western Railway is pending in this office for want of reply from your end, it is requested that the required reply may please be sent without any further delay.

(D.N. NAGHIVAL)
for Executive Director Civil Engineering(G),
Railway Board.

No.90/CEDO/SS/17. New Delhi, dated 16-11-1990.

The General Manager(Works), Western Railway, Bombay with reference to his letter No.W.636/7(W3) dated 2.5.90 and 20.8.90. This is in continuation of endorsement to this office letter of even number dated 27.8.90 for information and necessary action.

Land to Lo-Lo Sa

(D.N. NAGHIVAL)
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)

No.90/CEDO/T2/24.

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 loco to M.G. Schedule of Dimensions (1963).

(P.M. SIKKA)
Executive Director Civil Engineering(G),
Railway Board.

No.90/CEDO/T2/24. 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-S/276/230 dated 6.7.90.
3. The Director Standards (Motive Power), RDSO, Lucknow - 226 011.

(P.M. SIKKA)
for Secretary, Railway Board.

(415)

Shri Harichand Head Ferro Printer CEDO Branch has been promoted as Roneo operator w.e.f. 19.11.90 F.N. vide P.O.No. 314 of 1990. As the post of Head Ferro Printer cannot be kept lying vacant, Shri Suresh Prasad Ferro Printer and Shri Surender Singh Spongeman have been asked to look after the duties of Head Ferro Printer and Ferro Printer respectively w.e.f 19.11.90 F.N.

Necessary order may therefore be issued promoting Shri Suresh Prasad and Shri Surender Singh as Head Ferro Printer and Ferro Printer respectively. Shri Suresh Prasad who is the senior most ferro printer having a service of 6½ years to his credit as ferro printer may be regularly promoted as Head Ferro Printer in the scale of Rs. 925 - 1200 w.e.f. 19.11.90. Similarly Shri Surender Singh who is the senior most Spongeman having a service of 6½ years to his credit may be regularley promoted as Ferro Printer in the scale of Rs. 800 - 1150. It is relevent to mention here that Head Ferroprinter is a class III and Ferro printer is a class IV post.

Necessary arrangements may also be made for selection of a Spongeman in the scale of Rs. 775 - 1025 from amongst the existing peons at a very early date. The incumbent should have passed minimum 9th class examination from a recognised school and should be able to read and write simple English.

21.11.90

Jt. Secy. 21/11

G.File
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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/?-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/RC/22/4/577 dated 19.9.90.

3. The Director Standards(Track), RDSO, Lucknow - 226 011.

(S.M. SINGLA)
for Secretary, Railway Board.

G. File

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भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.90/CEDO/BR/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. CC/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. SDO/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/BR/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.

G.File
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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 22-11-1990.

The General Manager,
South Central Railway,
Secunderabad - 500 371.

Sub: Running of modified "12 Axle-120t BAFF BG Special Wagon" over BG sections of South Central Railway.

****

In view of the position explained in your application No. W.469/BG/BC 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 BAFF.BG. Special Wagon" to RDSO's Drg.No.WD-89032-S-02 Alt.Nil at a maximum speed of 25 Kmph in empty end 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.	Cooty - 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 (in empty condition) as detailed in Form-XI accompanying your letter referred to above. The infringements to clause 26(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.

(S.M. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

Contd.....2/-

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No.90/CEDO/SR/9. 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.RC.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.

(P.M. BINGLA)
for Secretary, Railway Board.

(420)

Spare

No.89/CIRC/88/12. 2 -11-1990.

The General Manager(Works),
South Central Railway,
Secunderabad.

Attention : Shri K.U. Reddy Dy. Chief Engineer/
Bridges(Selection Grade)

Sub: Running of 'BCN' wagons fitted with Air Brake system.

Ref: Your letter No.W.368/BCN/87 dated 19.11.90.

****

Your application for running of 'BCN' wagons stated to have been sent to Board's office under CCRS/LKO letter No.EE.17-T(1)/82-Vol.VI dated 15.3.88 has not been received in this office and appears to have been lost some where in XXXXXXXXX transection.

It is therefore requested that a duly attested photocopy of your application and its enclosures may please be sent to this office immediately alongwith a photocopy each of CRS and CCRS's forwarding letters.

(D.N. KACHIWAL)
for Executive Director Civil Engineering (G),
Railway Board.

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G/File

No.90/[illegible]/RB/28. 3-12-1990.

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.

******

It is seen from your above quoted letter that only SR and SC Railways have so far confirmed the use of 12810 mm long lock bar on their M.G. system and the replies from other MG railways are still awaited. Therefore, it may not be advisable to consider the condonation of infringements on the presumption that only a few lock bars may need replacement on the whole of MG system of Indian Railways.

To enable this office to consider the condonation of infringements in the design of 21500 mm long X 2745 mm wide MG coach to RDSO Drg. No. [illegible] 90084, it is considered imperative that the position concerning the use of 12810 mm long bar is first ascertained from all the MG railways and the total number of lock bars actually needing replacement advised to this office railway wise through CCM/Lucknow.

(P.M. SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

No.90/CE(G)/RB/28. New Delhi, dated 3-12-1990.

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.[illegible].18-T(2)/90 dated 24.9.90.

(P.M. SINGLA)
for Secretary, Railway Board.

G/File
422

No.90/CE(I)/22/28. 4 -12-1990.

The Director General(Track),
R.D.S.O.,
Lucknow.

Sub:. Design of 21900 mm long M.G. sleeper with 2745 mm width - condonation of infringements.

Ref: Your letter No.CT/LG/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 RDSO 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.

(423)

G. File.

No.90/CEDO/BR/28. 5.12.1990.

The Director General(Carriage),
R.D.S.O.,
Lucknow.

Sub: Design of 21500 mm long MG Coach with 2745 mm width - condonation of infringements.

Ref: Your letter No.MQ/CR/LC dated 26/11/90.

*****

A photo copy of this office letter of even number dated 3.12.90 addressed to Director General (Track) RDSO Lucknow is sent herewith for your information and guidance.

(D.K. MACHIVAL)
for Executive Director Civil Engineering(G),
Railway Board.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(Railway Board)

G. File
924

Rail Bhavan, New Delhi-110001, dated 5-12-1990.

No.90/CEDO/11/17.

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.368/1/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.Fil), 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.	Dhund - Baramati	40
5.	Kurduwadi - Barsi Town	45
5A.	Barsi Town - Latur	40
6.	Kurduwadi - Miraj	40
7.	Pulgaon - Arvi (Excl. Pergothan - Pachegaon).	30
7A.	Pergothan - 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/SC 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(3),
Railway Board.

Contd.....2/-

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-: 2 :-

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.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

G. File
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रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 5-12-1990

No.90/Conv/ER/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.DE.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-2r2U2 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 - Jambusar	35
7.	Samani - Dhabej	35
8.	Miyagam - Malsar	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 Minar	30
15.	Godhra Jn. - Lunawada	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/-

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other conditions/stipulations made in your Joint Letter 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 14/25.6.90 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") W.G. Schedule of Dimensions(1963).

(S.M. SIKKA)
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 Endorsement No.RS.17-I(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. SIKKA)
for Secretary, Railway Board.

(428) On File.

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

N.K. PARTHASARTHY
Adviser(Planning).

D.O. No.88/CE(O)/88/27. 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.C/WAGON/BOXN 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.

G. File

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P.M. SINGLA
Executive Director Civil Engineering(G).

E.O.No.90/CE(G)/Pg/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.V.329/1/Vol.IIX dated 18.7.90.

xxxxxx

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 OMC route. The Railway was also requested to advise and show on a drawing if the MG ISO Container loaded on NBR 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 OMC 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,

(P.M. SINGLA)

Shri M.V. RAMAMURTHY,
Chief Engineer,
Southern Railway,
Madras.

G/File
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S.N. TINGLA
Executive Director Civil Engineering(G).

D.O.No.BH/CRDO/93/27. New Delhi, dated 12-12-1990.

My dear PAL,

Sub: Running of 22 t axle load 'BOXN' wagons on E.E. 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, 967 and 1064 on E.E. 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 E.E. 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,

S.d/-

(S.N. TINGLA)

Shri RAJENDRA PAL,
Chief Bridge Engineer,
South Eastern Railway,
Garden Reach,
Calcutta.

S.M. SINGLA,
Executive Director Civil Engineering(G).

D.O.No.89/CEDO/SR/17. New Delhi, dated 7-12-1990.

(431)

Dear Shri LAMBA,

Sub: Details of Railsections on the routes identified for running of BOBR wagons.

******

Reference may be made to this office D.O. of even number dated 10.7.89 where in your Railway was requested you to advise the details of the track laid with 72 UTS and 90 UTS rail on the routes shown in proforma enclosed therewith. The said information which was required to reach this office by 28.7.89 has not so far been received inspite of reminders dated 22.8.89 and 2.11.89. The photocopy of the original letter alongwith its enclosures was also sent each time while issuing the reminders inspite of which no reply is forthcoming.

With the passage of time there have been some changes in the routes identified. A revised format is therefore enclosed. I shall be thankful if you would personally look into the matter and get the information sent without any further delay. A line in reply will be very much appreciated.

With regards,

Yours sincerely,

Sd/-

(S.M. SINGLA)

DA : As above.

Shri J.N. LAMBA,
Chief Engineer,
South Central Railway,
Secunderabad.

G/FILE
(432)

S.M. SINGLA,
Executive Director Civil Engineering(G).

D.O. No.89/CEDO/SR/17. New Delhi, dated 17-12-1990.

Dear Shri CHADHA,

Sub: Details of Rail sections on the routes identified for running of BOXR wagons.

Ref: Your office letter No.W.631/0 Pt.IV dated 25.7.1989.

*****

From the information received under your office letter quoted above, it is observed that break up of rails into 72/90 UTS strength has not been given.

With the passage time, there has been some change in the routes identified. A revised proforma is enclosed. It is requested that the information may now be furnished strictly as per revised proforma enclosed.

With regards,

Yours sincerely,

DA : As above.

(S.M. SINGLA)

Shri V.D. CHADHA,
Chief Engineer,
Eastern Railway,
Calcutta.

a/File
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P.N. PINGLA
Executive Director Civil Engineering(G).

D.O.No.89/CEDG/NR/17. New Delhi, dated 17-12-1990.

My dear KUMAR,

Sub: Details of Rail Sections on the routes identified for running of BOXN wagons.

Ref: GM Northern Railway letter No. 219-W/24/0/ET dated 28.7.89.

****

As there have been some changes in the routes identified for running of 'BOXN' wagons, I shall be thankful if the information pertaining to Northern Railway is furnished to me early in accordance with the revised proforma enclosed herewith.

With best wishes,

Yours sincerely,

Sd/

DA : As above. (P.N. PINGLA)

Shri ASHOK KUMAR,
Chief Track Engineer,
Northern Railway,
New Delhi.

G. File

(434)

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 19-12-1990.

No.90/CE(O)/E&/31.

The General Manager,
Northern Railway,
Baroda House,
New Delhi.

Sub: Running of 24 axle B.O. Saddle type special wagon on Northern Railway.

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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.O. saddle type special wagon of M/s Sea Hawk Cargo Carrierr 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 restrictionr in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. SIC/90/33/90 and all other certificates accompanying your application referred to above. As the consignmentwhen loaded on the wagon infringes the maximum moving dimensions of 1979, 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 OOG 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/CEDO/ER/16 dated 3.8.90.

(P.M. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

Contd....2/-

(435)

No.90/CEDO/RR/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.17-2(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/RT dated 6/12.12.1990.

3. The Director Standards(Wagon), RDSO, Lucknow - 226 011.

(S.M. SIKKA)
for Secretary, Railway Board.

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No. 90/CEDO/82/23.

24-12-90.

The Chief Engineer (Constn.),
South Eastern Railway,
Garden Reach,
Calcutta - 43.

Sub:- Provision of F'ing station at Sadashivpur at KM 454.835 between Kindal Road & Ghamkhal 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/82/8 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/82/8 dated 11-7-90 (Copy enclosed for ready reference) and furnish the necessary details/comp.

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. BNS/ST/142/88 dated 3-9-90 for provision of loops on CKP-JSG section is relevant in this connection.

(S.N.SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

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No.88/CRNO/89/0. 24 -12-1990.

The Commissioner of Railway Safety,
South Central Circle,
Secunderabad.

Sub: Infringements pertaining to Electricial Structures on Krishnanagal - Guntur - Tenali Section - Clearance to fixed structures condonation.

Ref: Your letter No.6/89/7/629 dated 29.10.90.

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It may be seen from Annexure C/1-1 enclosed with CPM/EC Vijayawada's application No.B-252/CONTRS/4039/Infringements dated 30.5.90 that it is a statement showing 26 infringing electrical structures on Krishnanagal - 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-II". 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 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 separate 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.K. SINGLA)
for Secretary, Railway Board.

No.88/CRNO/89/1. 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.E*.18-I(1)/90 dated 14.12.1990.

(S.K. SINGLA)
for Secretary, Railway Board.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(Railway Board)

A file (428)

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.

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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/BG/RGM dated 31.1.90 and all certificates accompanying your application referred to above.

The ~~XXIIXXX~~ Ministry of Railways also sanction the infringements to item 2(ii), 15, 19(a), 20(a) 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.17-2(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.