GUARD FILE 1987 Pt. I

(1)

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

No. 87/WDO/SD/11 New Delhi, dt. 30-12-87.

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

Sub: Proposed doubling of track between Tambaram & Chengalpattu Jn. in Madras Div. - height of the passenger platform for the proposed passenger platforms.

Ref: Your letter No. RS. 18-T(1)/84 dt. 25-3-87.

The Southern Railway intend to construct 685 mm heigh level M.G. platform at 9 stations between Tambaram-Chengalpattu Jn. instead of 405 mm high platform required as per item 5 Chapter II of M.G. Schedule in terms of their application No. W. 262/XXII/1/CN dated 27-2-87 sent to this office under your above quoted letter. While commenting upon this application it has been stated in para 2 of your letter that under similar conditions as now proposed by the railway, an accident is understood to have taken place on one of the stations in Varanasi Division of N.E. Railway in the yearr 1981-82. The matter was referred to Safety Dte. of Board's office who, in the absence of sufficient details, are unable to connect any papers on the subject.

It is therefore requested that any report/extracts on the said accident, if availabke, may please be sent to this office early, to consider the issue of the sanction applied for by Southern Railway.

(Arimardan Singh)
for Secretary, Railway Board.

(2)

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

No. 83/WDO/RO/1/0. New Delhi, Dated 29-12-1987.

To

The Chief Commissioner of Railway Safety,
NE Railway Office Compound,
Ashok Marg,
Lucknow.

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

Ref:- Your office letter No.RS.9-T(1)/80 dated 8-7-1985.

Chief Project Manager, Railway Electrification, South Central Railway, Vijayawada under his letter No. E.252/VBRE/4039/Vol.II dated 22.9.87 (Copy enclosed) has enquired a clarification with reference to this office letter of even number, dated 26.7.85 (Copy enclosed) whether the OHE Yard lines which do not have a direct connection to the Main lines on which passenger trains run, can be energised with only the sanction of CEE of Open line provided such yard lines are meant only for dealing with Goods trains and not with any passenger trains.

As the instructions contained in Board's letter of even number dated 26-7-85 were issued based on the approval accorded vide your above quoted letter a draft letter clarifying the issue to CPM/RE/Vijayawada is enclosed herewith for your concurrance.

(Arimardan Singh)
for Secretary Railway Board.

DA:- as above.

(3)

South Central Railway

No.E.252/VBRE/4039/Vol.II

Office of the
Chief Project Manager,
Rly.Electrification,
Vijayawada, dt.22.9.1987

Secretary/Works,
Railway Board,
NEW DELHI.

Attention: Shri G.P.Garg, JDCE(G)

Sub: Commissioner of Railway Safety's sanction to introduction of electric traction on Railways - Delegation of powers.
Ref: Jt. Director/Civil Engg(G)Rly.Board/NDLS's letter No.83/WDO/RO/1/0 dt.26.7.85.

With reference to the above, you are requested to clarify whether the OHE of the yard lines which do not have a direct connection to the main lines on which passenger trains run, can be energised with only the sanction of CEE of Open line provided such yard lines are meant only for dealing with goods trains and not with any passenger trains.

(M. T. Prabhakar)
Chief Project Manager/Rly.Electrification/Vijayawada.

Copy to: GM/RE/ALD for information.

(4)

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

No. 83/WDO/RO/1/O. New Delhi, Dated 26-7-85

To

The General Managers,
All Indian Railways.

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

Board have decided that the Chief Electrical Engineers of the open line be empowered/authorised to sanction the introduction of electric traction on small sidings like Hot axle sidings, top lines and shunting neck etc., which are not directly connected to through lines on which passenger trains run and Commissioner of Railway Safety's sanction for such sidings is not necessary. This issues with the concurrence of Chief Commissioner of Railway Safety, Lucknow.

The receipt of this letter may please be acknowledged.

24/7/85

(G.P.Garg)
Joint Director Civil Engineering (G),
Railway Board.

DA:-Nil.

No.83/WDO/RO/1/O. New Delhi, Dated 26-7-85.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his letter No. RS.6-T(1)/80 dated 8-7-85 with 25 extra copies for reference and circulation.

2) The Chief Electrical Engineer, Eastern Railway, Calcutta with reference to his letter No.EL/92/6/2/PKM dated 27-12-83.

P.T.O.

(5)

3) The Additional General Manager,
Central Organisation for Railway Electrification,
Jaika Automobile Building,
Commercial Road,
Civil Lines,
Nagpur.

4) The Deputy Chief Electrical Engineer,
Railway Electrification,
Allahabad (U.P.)

5) The Chief Project Manager,
Railway Electrification,
Vadodara / Nagpur / Ranchi / Mathura / Kota.

6) Electrical Branch, Room No.118, Rail Bhawan, New Delhi. They may please see and issue necessary correction to para 1508 of AC Traction Manual.

7) W.I Branch, Room No.132-A, Rail Bhawan, New Delhi. They may please see and issue necessary correction to para 2102(J) of Ways & Works Manual.

8) Director, Railway Electrification, Railway Board, New Delhi and Director, Electrical Engineering, Railway Board, New Delhi for information.

24/7/85

(G.P.Garg)
for Secretary, Railway Board.

DA/Nil.

R.N./W.D.O.I/24-7-85.

(6)

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

No. 84/WDO/SD/8 N.Delhi, dt. 28-12-87.

The Chief Project Manager,
Railway Electrification,
Ranchi.

Sub: Introduction of 25 KV AC Electric Traction on Champa - Gevra Road Section - Horizontal clearance to be adopted for fixed structures from Centre line of track condonation regarding.

With reference to your letter No. Gr 68/CGRE/EL/94/14 dated 2-11-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements of 126 Electrical Structures and 22 signal structures to item 13(ii)(c) Chapter-I of B.G. Metric Schedule of Dimensions (1973) as indicated in Annexure-I and Annexure-II respectively accompanying your letter referred to above.

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

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No. 84/WDO/SD/8 N.Delhi, dt. 28-12-87.

1. Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his letter No. RS. 18-T(5)/84 dated 22-12-87.

2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to letter No. 831/19/60 dated 19-11-87.

(Arimardan Singh)
for Secretary, Railway Board.

(7)

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

No. 85/WDO/ORI/15. New Delhi, Dated 17 - 12 - 1987.

To

The Chief Engineer(Construction) West,
Western Railway,
2nd Floor, BG Station Building,
Railwaypura P.O.,
Ahmedabad - 380 002.

Sub:- Opening of the Doubling between Sanand and Chharodi station on Ahmedabad-Viramgam BG section of Western Railway.

Ref:- Your office letter No. W.415/4/ADI(CRS) dated 11-12-1987.

.....

Please refer to Para I of your office letter quoted above. As the interleaved report showing the action taken on Commissioner of Railway Safety's recommendations and suggestions referred to in the report prior to the opening of the above line stated to have been sent to this office under your letter No.W.415/4/ADI(CRS) dated 23.11.87 does not appear to have been received at this end.

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

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

(8)

No.85/WDO/ORI/21.

16 -12-87.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of B.G.slow line from Barauni to Semaria (Eastern Railway for passenger traffic.

Ref:- Your office letter No.W/Con./520/6/MU_Semaria/W_I/1150 dated 6.9.1986.

Please refer this office letter of even number dated 7.1.87 (Copy enclosed for ready reference) and expedite the reply.

DA:-One (attached)

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

(9)

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

No. 85/WDO/ORI/21. New Delhi, Dated 7 - 1 - 1987.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of B.G. slow line from Barauni to Semaria (Eastern Railway) for passenger traffic.

Ref:- Your letter No.W/Con/520/6/BJU-Semaria/W-I/1150 dated 8.9.86.

N.E.Railway's remarks on Commissioner of Railway Safety, N.E.Circle, Gorakhpur's inspection report stated to have been sent to this office under your letter No.W/Con/520/6/BJU-Semaria/W-I/1150 dated 21.3. have not been received in this office.

The Board therefore desire that a copy of the same may please be sent to this office at an early date.

Sd/-
(D.N.Machiwal)
for Excutive Director Civil Engineering,
Railway Board.

NS/GM
Case No. 36

कार्यालय महाप्रबन्धक
पूर्वोत्तर रेलवे, गोरखपुर
OFFICE OF THE GENERAL MANAGER
NORTH EASTERN RAILWAY
GORAKHPUR

No.W/Con/520/6/BJU-Semaria/W-1/1150 Dated:02/9/86.

The Secretary(Civil Engg.),
Railway Board,
New Delhi.

Sub: Opening of BG slow line from Barauni to Semaria(Eastern Rly.) for passenger traffic.

Ref: This office letter of even no. dt.21.3.86 addressed to the Commissioner of Railway Safety,N.E.Circle,Gorakhpur and copy to the Secretary/Civil Engg.,Rly.Board and others.

The remarks on Commissioner of Railway Safety,N.E. Circle,Gorakhpur's inspection report under relevant paragraphs concerning to this Railway were forwarded in inter-leaved copy of the inspection report vide this office letter quoted above.

The remarks under relevant paragraphs concerning Eastern Railway have since been received and the same are enclosed in inter-leaved copy of the Commissioner of Rly. Safety,N.E.Circle,Gorakhpur's inspection report.

DA/As above.

(Mohan Lal)
for General Manager.

Copy for information to :-

1. The Commissioner of Railway Safety,North Eastern Circle, Gorakhpur in reference to his letter no.576/521/I/ Opening/P.T. dt.6.8.86.
2. The General Manager,Eastern Railway,Calcutta in reference to his letter no.TG.398/12/CRS dt.27.6.86.
3. The C T S S/GKP.

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Sub:- OPENING OF THE BROAD GAUGE SLOW LINE FROM BARAUNI JN. TO SEMARIA(EASTERN RAILWAY)FOR THE PUBLIC CARRIAGE OF PASSENGERS.

...

Parawise comments of this Railway are as under:-

GARHARA JUNCTION CABIN.

12.2.2 The Down Outer and Warner Signal of the slow line have been fixed on a signal post of non-standard height. The post is two short and is also fixed at a location where the track is also at much lower level than the junction cabin with the result these signals are not clearly spotted out from the cabin. Post of adequate height should be provided or alternatively repeeter for these 2 signals in Garhara Junction cabin should be installed.	.. Down outer signal placed at a height of 19'-6" & warner 14'-6" from Rail level. The visibility of particular signal is available from a distance more than whatever minimum requirement stipulated for the same.However the said post will be replaced whenever a longer post will be available.
12.2.3 The signal lever frame of the junction cabin had been last overhauled in March 1982 and is again now due to be overhauled.	.. Complied with.
12.2.4 The flouring of the cabin is in a poor state of maintenance and an opening where lever fryame had originally existed has been temporarily filled up with planks. It is desirable that this opening is covered up with a proper RCC Slab.	.. Done.
12.2.7 The ground floor having the relays and the batteries is badly damaged and urgently needs repairs.	.. Done
12.2.9 There is no light in the basement chamber of this cabin which should be now provided to enable staff to do any repairs during night periods,if required.	.. Complied with

SEMARIA NORTH CABIN:

12.4.3 A veeder counter has been provided for indicating the number of occasions on which the track circuit, holding the route pertaining to lock bar no. 15 had failed. A register should be maintained to record on each occasion when the release of route holding is carried out.	.. Complied with

Contd..."2"

12.4.5 The flouring of this cabin basement also needs urgent repairs and also has no lighting arrangment available for staff wor ing in the night. .. Complied with

OBSERVATION:

15.2 As no crossing facilities are available at Garhara, it will be necessary to specify in the Station Working instructions of Garhara Jn. cabin that granting of line clear simultaneously for passenger trains both from Semaria and Barauni should not be allowed under any circumstances whatsoever. Suitable correction slip as indicated during the course of inspection may be got issued to the Station Working Rules. .. Complied with

15.3 The Div. Safety Officer of Sonpur Division as well as Danapur Division should ensure that the revised Station Working Instructions are issued to all concerned cabins and the m assurance of staff are obtained by them before commissioning of the slow line for passenger traffic. .. Complied with

It was observed that both at Garhara Jn. Cabin as well as at Semaria Station, the staff of the Operating Department do not have in their possession General Rules. Accident Manual Block Signal Manual and other essential reference books which should be made available with upto-date correction slips and the safety organisation should ~~be made available with~~ ensure that this is complied with, without any further delay. .. Complied with

15.4 The first aid box at Semaria was devoid of any medicines and was full of dust It appears that this has never been checked by any one for quite some time. This may now be set right. .. Complied with

15.5 Shri A.K.Tewari and Shri Sanjay Kumar, Poinstman at Semaria Station are over due vision test. They may be sent for the same immediately. .. Complied with

GENERAL.

18.1 During my inspection from Barauni to Semaria it was observed that huge heaps of coal ashes have been kept in the close proximity to the present slow line which is being commissioned for passenger traffic. Though there is no infringement at the present moment the likelihood of the coal ashes slipping on to the track and fouling the running line should not be allowed to take place. Eastern Railway authorities should therefore, take action to clear the heaps of coal ashed from proximity of the slow line immediately. .. Complied with

...oo...

(12)

(13)

File No. 81-TGIV/9/1/Pt.

Sub:- Re-enactment of Railway Act - Railways Bill 1986.

***

Railway Bill 1986 is at present under the consideration of Joint Select Committee of Parliament. The Committee would be meeting at New Delhi from 6th to 8th Jan. 1988 to finalize its report on the provisions of the Bill and suggest amendments if any.

In this connection please find enclosed herewith extract of Memoranda submitted by Calcutta Chambers of Commerce on the following Chapters:

Chapter III- COMMISSIONERS OF RAILWAY SAFETY

Chapter IV- CONSTRUCTION AND MAINTENANCE OF WORKS

Chapter V - OPENING OF RAILWAYS

You are requested to please indicate the views of the Directorate on the Memoranda to the undersigned by 21st December 1987.

(S.K.Malik)
J.D.(RAR)
14.12.1987.

E.D.Civil Engg.

116

EDW may please see JD(RAR)'s note, dated 14-12-87 above and furnish his views on the proposed revised Chapter IV (Construction and Maintenance of Works) of Indian Railway Act 1890.

J.D.C.E.(G)
18-12-87.

EDW

his combined views on the revised clauses of the Bill particularly with reference to the Construction and Maintenance of works

CHAPTER IV - CONSTRUCTION AND MAINTENANCE OF WORKS

General

This Chapter either

(a) enables a railway administration to undertake certain works in connection with construction of a new line (Cl 10 and 11 and consequent Cl 12)

or (b) obliges a railway administration to make and maintain such works for the accommodation of the owners and occupiers of lands adjoining the railway as specified in Cl.15 or as the Central Govt. may require under Cl.17 or as the State Govt. or a local authority may ask for at its own cost under Cl. 16 and 18,

or (c) permits a railway administration to enter upon the land of another in times of accident, or to take steps to remove any obstruction caused by a tree, post or other structure which may pose a danger to trains or obstruct any telegraph, telephone line (Cl 13 and consequent Cl 14)

It is for consideration whether the enabling clause (10,11 and consequent Cl 12) are necessary in view of the railways having been nationalised and Parliament generally granting permission for construction of these lines. Another point to be considered is whether the nature of works must be specified if the Clauses have to retained, or a general Clause of the nature Cl 10(g) would be adequate. The danger in specifying the nature or works is a likely omission of works like 'erecting and maintaining of overhead electric equipments and power supply sub-station for electric traction'.

However, the suggestions and observations, that follow, have been made considering that the clauses shall be retained.

Suggestions and observations

Clause 10 - Powers of railway administration to execuli all necessary works.

Add the following as (g) and renumber (g) as (h)

"(g) erect, operate, maintain or repair overhead electric traction equipments and the power supply substations.

Clause 11 - Powers to alter the position of pipes, electric supply line, drain or sewer, etc.

Need for the following changes in this Clause in comparison to Sec 8 IRA 1890 has to be ascertained:

a. why the exception 'not being a main drain' has been removed in Cl 11(1).

b. why the word 'reasonable' qualifying notice has been dropped in the Proviso to Cl 11(1)

c. why the right of the local authority, etc. to 'send a person to superintend the work' of 'alter the position of pipes, electric supply line, drain or sewer' from Sub Sec (2) has been withdrawn.

d. why the obligation to make arrangement for supply of gas, water, electricity during the period of execution of the work been removed from Sub Sec(2). Also, it may be considered whether it would be desirable to add 'State Electricity Boards' to 'local authority' in the proviso.

Clause 13 - Temporary entry upon land to remove obstruction to repair or to prevent accident.

This clause integrates the provisions of two sections of IRA 1890, viz. Sec 9 and Sec 15.

Need for removing the requirement of 'seeking permission of the Magistrate' from clause 13(1) in comparison to Sec 15(1) of IRA 1890 requires to be ascertained. Similarly, the need to drop the provisions of Sec 15(3) from Clause 13(1) is to be ascertained. Provisions of clause 14, it needs to be pointed out, correspond to Sec 10 of IRA 1890, and not to Sec 15 IRA 1890 to which corresponds Clause 13(1).

Clause 13(2) corresponds to Sec 9 IRA 1890 which required authorisation by the Central Govt. to enter upon other's lands. The proposed Clause is a standing authorisation direct to railway administrations, although submission of report on such interference with other's lands to the Central Govt. is still necessary. In the old Act the report to Central Govt. was required to be submitted 'within 72 hours after such entry'. Now, the time limit is left to be 'prescribed', perhaps by railway administration [definition of 'prescribed' is given in Clause 2(29)]. Under Sec 9(2) IRA 1890 if the Central Govt. found on receipt of the report that 'the exercise of the power was not necessary for 'public safety' the power 'shall cease and determine'. The language of Cl. 13(3) is such as to suggest that the Central Govt. may, in the interest of safety, stop exercise of this power.

Clause 14 - Payment of amount for damage or loss.

This clause corresponds to Sec 10 IRA 1890.

The limitation on railway to 'do as little damage as possible in the exercise of powers conferred' in this chapter has been removed. This limitation must apply to all works and not only to works under clause 15.

Clause 15 - accommodation Works

There is a need to compare the powers of State Govt. as under:

(i) existing Sub Sec 3(b) of Sec 11 IRA 1890 and Priviso (b) of Clause 15(2) of the Bill [It is true, however, that the ambiguity of Sec 11(3) (b) has been removed in the proposed Clause which led to confusion with similar powers of State Govt under Sec 12 IRA 1890 (Cl 16 of the Bill).] and

(ii) existing Sec 11(4) IRA 1890 and proposed Clause 15(3)

contd....20/

(16)

Clause 16 - Power of owner or occupier, State Govt. or local authority to cause additional accommodation works to be made.

The need to drop the wofd 'commodious' to Sub Cl (1) to qualify 'use of the land' hs to be ascertained (Compare with Sec. 12 IRA 1890)

Clause 17 - Fences, Gates and Bars

This Clause can be compared with Sec 13 of IRA 1890

The need to drop provisions of Sec 13(b) of IRA 1890 from Clause 17 of the Bill has to be ascertained.

Clause 18 - Overbridges and Underbridges

It is to be considered whether the prevailing tradition of sharing cost of Over-Bridges and Under-bridges on 50:50 basis between State Govt. and railway administration needs to be written down as apart of this Act or the discretion may be allowed to rest with railway administration as conferred in Clause 18(2), against which representation may be made to the Central Govt. [Clause 18(3)].

contd.....21/-

(17)

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

No. 84/WDO/SD/8. New Delhi, Dated 11/14-12-1987.

To

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

Sub:- Vijayawada - Balharshah Railway Electrification - Introduction of Electric Traction on Dornakal-Kazipet section - Clearances to the fixed structures - Condonation-regarding.

.....

With reference to your letter No.E.252/VBRE/4039/ Infringements dated 2.6.87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the 19 Civil Engineering, 14 S&T and 2 Electrical infringements to various items of B.G.Metric Schedule of Dimensions (1973) as shown in Annexures A, B and C respectively accompanying your letter referred to above. It is, however, noted that most of the water columns appearing in Annexure 'A' will be progressively dismantled after introduction of electric traction.

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

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No.84/WDO/SD/8. New Delhi, Dated 11/14-12-1987.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, N.E.Railway Office Compound, Ashok Marg, Lucknow with reference to his letter No. RS.8-T(2)/84 dated 29-7-87.

2) The Commissioner of Railway Safety, Southern Circle, 7, Sheshadri Road, Bangalore - 560 009 with reference to his endorsement No.799 dated 3-7-87.

(Arimardan Singh)
for Secretary, Railway Board.

(18)

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

No. 82/WDO/SD/23 New Delhi, Dec. 7th 87.

The Chief Project Manager,
Railway Electrification,
Kota - 2

Sub: Gangapur City - Ratlam Electrification - Location of signal structures in Dara - Kota section at less than 2.36 m implantation.

Ref: Your letter No.GR/RE/EL/36 dt. 16-9-1987.

In view of the position explained in your letter quoted above, the Ministry of Railways have examined the matter and accord their administrative approval for adoption of setting distances varying from 2210 mm to 2290 mm on Dara - Kota section for 25 signal structures located in between tracks as per Annexure - I on the reverse. Annexure - I is based on the list accompanying your letter referred to above.

As already advised in Board's letter No.82/WDO/SD/12 dated 18-6-82, a list of all the locations where signal structures are finally located with a setting distance of less than 2360 mm may be submitted as an enclosure to the statement of infringements while obtaining CRS's sanction for introduction of Electric Traction (though a formal condonation for provision of such setting distances would only be needed when a proposal to introduce 12'-0" wide stock is considered).

(Ashok Kumar) 9/12/87
Executive Director Civil Engg. (P),
Railway Board.

ANNEXURE-I

Sr. No.	Location	Km.	Name of Structure	Chapter & Item No. of schedule	Prescribed Dimensions (mm)	Ex act din ior (r
1	2	3	4	5	6	
1.	RDT	885/10-11	UP M/L Str. S-12	Chapter-I Item 13 (ii) (C)	2360+30*	2
2.	"	886/6-7	DN Str. L-2 S-39	-do-	2360	2
3.	"	886/13-14	DN Advanced S-49	-do-	2360	2
4.	ALNI	898/11	DN Str.(L-4)No.13	-do-	2360	2
5.	"	899/4-5	DN Adv. No.-19	-do-	2360	2
6.	"	900/4-5	UP Distant	-do-	2360	2
7.	DDV	904/5-6	DN Home No. 3	-do-	2360	2
8.	"	906/5-6	UP Home 61	-do-	2360	2
9.	KTSC	918/0	DN SH.8	-do-	2360	2
10.	"	918/2-3	DN SH.H/16	-do-	2360	2
11.	"	918/11-12	DN.ADV.21	-do-	2360	2
12.	"	918/11-12	UP Home 56	-do-	2360	2
13.	KTT	920/10-11	UP Str.A-73	-do-	2360	2
14.	"	920/10-11	UP Str.A-68	-do-	2360	2
15.	"	920/11	UP Str.A-72	-do-	2360	2
16.	"	920/7-8	UP Sh-56	-do-	2360	2
17.	"	920/5-4	DN Sh.GF-8B	-do-	2360	2
18.	"	920/5-4	DN SH.GF-8A	-do-	2360	2
19.	"	920/8-9	DN SH.GF-10-A	-do-	2360	2
20.	"	921/12-13	SH-No.B-12	-do-	2360	2
21.	"	921/7-8	DN Str. B-71	-do-	2360	2
22.	"	921/7-8	DN Str.B-73	-do-	2360	2
23.	"	0/2	DN Str.B-70A	-do-	2360	2
24.	"	0/2-3	DN Str. B-70B	-do-	2360	2
25.	"	0/3-4	DN. Str. B-63	-do-	2360	2

*clearance required due to curve.

(28)

No.84/WDO/ORI/4 Dec. 87.

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

Sub: Conversion of Hapa-Okha-Kanalus-Porbandar section of the Western Railway from Metre Gauge to Broad Gauge.

I am directed to forward herewith one copy of the Index Plan and section of the above section for information and your office record. The said section was opened to passenger traffic on 20-4-84.

(Arimardan Singh)
for Secretary, Railway Board.

Railway Board D.O. No.

Hapa-okha Sec. i) PS/W/114 and PS/W/114 a to i
ii) PS/W/114/1 and PS/W/114 a to i /1

Kanalus - Porbandar Sec. i) PS/W/114 A to 114 E
ii) PS/W/114 A /1 to 114 E /1

No.85/WDO/ORI/20 New Delhi, dt. Dec. 1987.

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

(Arimardan Singh)
Jt. Director Civil Engineering (G)
Railway Board.

(21)

DRAFT

No. 83/WDO/RO/1/O New Delhi, Dated

To

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

Sub:- Commissioner of Railway Safety's sanction to introduction of electric traction.

Ref:- Your office letter No.E.252/VBRE/4039/Vol.II dated 22-9-1987.

With reference to your above quoted letter, this is to bring to your notice that instructions have already been issued under this office letter of even number dated 26-7-85 under which it has been clarified that Chief Electrical Engineers of the Railways are empowered/authorised to sanction introduction of electric traction on small sidings like Hot axle siding, Top Lines and shunting neck etc., which are not directly connected to through lines on which passenger trains run.

ONE of the yard lines not having a direct connection to the Main lines on which passenger trains run and which are meant only for dealing with Goods trains and not any passenger train may be deemed to have been covered under the word 'etc.' appearing after shunting neck in the letter dated 26-7-85.

(Arimardan Singh)
Jt.Director Civil Engineering (G),
Railway Board.

No. 83/WDO/RO/1/O. New Delhi, Dated

Copy forwarded for information to:-

1) The CCRS, NE Railway Office Compound, Ashok Marg, Lucknow with reference to his letter No.RS.9-I(1)/80 dated with 25 extra copies.

2) The General Managers, Central, Eastern, Northern, Southern, South Central and Western Railways.

3) The General Manager/RE/Allahabad.

(22)

No. 87/WDO/Density Chart/1 Dec. 4th 87.

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

Sub: Density Chart.

Ref: Your case No. 571-W/O/XIII/87-88 dated 28-10-87.

While going through your above quoted letter, it is seen that in addition to density statements five copies of the density Chart (Map) corrected up to 31-3-87 have not been received from your office in terms of Board's letter of even number dated 13-4-87.

It is therefore requested that five copies of the density chart (Map) corrected upto 31-3-87 may also be sent immediately on the lines similar to your NRHQT plan No. 373/86 already available in this office.

The receipt of this letter may please be acknowledged.

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

(23)

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

No. 87/WDO/ORI/4 New Delhi, dt. 3-12-87.

The Chief Project Manager,
Railway Electrification,
Bhopal.

Sub: Introduction of Electric Traction on Central Railway Jhansi(Excl.) - Bina(Incl.) section including yard lines (from Kms. 1123/808.5 to 971/646.75 = 151 Kms.)

With reference to your letter No. CPM/RE/BPL/T/25/107 dated 9-1-87 sent through the Chief Commissioner of Railway Safety Lucknow, I am directed to communicate Railway Ministry's sanction to the progressive commissioning of 25 kV 50 c/s system for Electric Traction Installations. This will be subject to inspection and sanction of commissioner of Railway Safety, Central Circle, Bombay as per rules for each individual section as and when completed, and all safety certificates etc. being furnished to him as mentioned in your application.

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

No. 87/WDO/ORI/4 New Delhi, dt. 3-12-87.

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his Endorsement No. RS. 18-T(2)/84 dated 5-2-87.

2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No. 93 dated 12-1-87.

3. The General Manager, Central Railway, Bombay.

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

(29)

भारत सरकार

रेल मंत्रालय (रेलवे बोर्ड)

सं0 87/डब्ल्यू डी ओ/ओ आर I /14. नयी दिल्ली, दि0 3-12-1987

मुख्य परियोजना प्रबंधक,
रेल विद्युतीकरण,
भोपाल ।

विषय :- यार्ड लाइनों सहित मध्य रेलवे झांसी (छोड़कर)-बीना (सहित) खण्ड पर (कि०मी०1123/808·5 से 971/646·75=151 कि०मी०) विद्युत कर्षण चालू करना ।

.....

मुख्य रेल संरक्षा आयुक्त, लखनऊ के माध्यम से भेजे गये आपके 9·1·1987 के पत्र सं0 सी पी एम/आर ई/बी पी एल/टी/25/107 के संदर्भ में मुझे बिजली कर्षण संस्थापनाओं के लिए 25 किलोवॉट 50 सी/एस प्रणाली चालू करने के वास्ते रेल मंत्रालय की स्वीकृति संसूचित करने का निदेश हुआ है । यह प्रत्येक खण्ड के पूरा होने पर नियमानुसार रेल संरक्षा आयुक्त, सेंट्रल सर्किल, बम्बई के निरीक्षण और स्वीकृति और आपके आवेदन में या निर्दिष्ट सभी संरक्षा प्रमाण पत्रों आदेश को उनके पास प्रस्तुत करने के अध्याधीन होगा ।

(ए·के·मेहरोत्रा)
कृते सचिव, रेलवे बोर्ड·

...2/

(25)

सं0 87/डब्ल्यू डी ओ/ओ आर I/ +. नयी दिल्ली, दि0 3-12-1987

प्रतिलिपि निम्नलिखित को सूचनार्थ प्रेषित :-

1. मुख्य रेल संरक्षा आयुक्त, पूर्वोत्तर रेलवे कार्यालय परिसर, अशोक मार्ग, लखनऊ को उनके 5.2.87 के पृष्ठांकन सं0 आर एस I&-टी (2)/84 के संदर्भ में प्रेषित

2. मुख्य संरक्षा आयुक्त, सेंट्रल सर्किल, बम्बई को उनके 12.1.1987 के पत्र सं0 93 के संदर्भ में प्रेषित ।

3. महाप्रबंधक, मध्य रेलवे, बम्बई ।

(ए.के.मेहरोत्रा)

(ए.के.मेहरोत्रा)
कृते सचिव, रेलवे बोर्ड.

(26)

No. 85/WDO/ORI/8 Dec. 3 87.

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

Sub: Opening of partly electrified Broad gauge single line section from Pradhan Khanta to Sindro town in Dhanbad Division of E. Rly. for the public carriage of passengers.

I am directed to forward herewith one copy of the Index Plan and section of the above section for information and your office record. The said section was opened to passenger traffic on 2-9-84.

(Arimardan Singh)
for Secretary, Railway Board.

Railway Board D.O. No. PS/E/141 ; PS/E/141/1

No. 85/WDO/ORI/20 New Delhi, dt. Dec. 3 1987.

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

(Arimardan Singh)
Jt. Director Civil Engineering (G),
Railway Board.

(27)

M.Balram
CE/CN/East

Headquarters Office
Works Construction Branch
Egmore, Madras-600008
Dated 20-11-1987

No.CE/E/CON/87.

Dear Sri Balasubramanian,

Sub: Transfer of IOW.

...

Sri Ramesh Chandra Kumawat, App.IOW/ Grade I has applied for transfer to Rail Coach Factory/Kapurthala through XEN/CN/KRR and it was forwarded to CPO/MAS through XEN/CN/KRR letter No.P.675/CN/KRR of 26-3-87. He has also sent an advance copy to CE/Rail Coach Factory/Kapurthala and he received a letter from Officer on Special Duty, Kapurthala vide letter No.2/W/Staff/TKJ/86/Pt.II of 18-3-87, that they have no objection in taking him.

There seems to be some misunderstanding in CPO's office that the application has not been sent through CPO, which is factually not correct. The application was forwarded to CPO/ MAS by XEN/CN/KRR.

May I request you to kindly arrange for his transfer to Rail Coach Factory, Kapurthala?

Yours sincerely
M. Balram
(M.Balram)

Sri C.Balasubramanian,
CPDE/MAS.

(1)

(28)

Sub: Powers to make rules under the Indian Railways Act, 1890 - Information called for by the Committee on Subordinate Legislation of Rajya Sabha.

Ref: Note No.TCII/2003/87/EC(PT) dated 26-10-1987, from JDTC(G)I.

The relevant extracts of the Indian Railways Act 1890 are attached.

*Extract at F/A

2. *Section 16(2) is relevant. This indicates that publishing of the General Rules under this Act is a must. The legalistic connotation of General Rules can best be given by Legal Adviser.

** Extract at F/B

3. **Rule 47(1)(a) may also be seen, which apparently requires the speed at which rolling stock moves on the Railways to be specified. Speed certification of every vehicle - self propelled or otherwise - is done by CRS and indicated in the [Goods] Working Time Table (published from time to time). Whether this is an equivalent of an official gazette or a permitted alternative can again be commented upon by the Legal Adviser, after analysing the powers conferred upon the CRS under this Act.

(OPR Jung)
EDME (RS)
19.11.87.

789/EDME
20/11/87

EDME The procedure of 'A' may have been laid down in General rule. Can we contact the document by which the procedure

EDME(RS) 20/11/2 20/11/87

Kindly check with civil Dte. the methodology of speed certification & spec

23/11

AME(Coord) May like to peruse Complete procedure for certification of Speed for Rolling Stock, photocopy of which is enclosed.

7/12

(29)

The issues were :

(i) If general rules for movement of rolling stock had been published under this Act, and

(ii) the modalities of how rolling stock speed are to be specified and published.

Both the general rules and methodology of certification of rolling stock speed has been checked and it is not clear if the publication of these rules fall within the ambit of Indian Railways Act 16(2).

It is recommended that advice of Legal Adviser be sought and if the Legal Adviser opines that publishing of these rules is a must, he may be asked to indicate if (i) general rules and (ii) publishing of the speed in working time table constitutes a valid Act of publishing under the Indian Railways Act, if not, what are his recommendations.

(O.F.H. Jung)
E.D.M.E(RS)
8.12.87

E.D.M.E.

This document (Bd' Lett. dt 8.7.80) may be seen by JDTC(G)-I first who will inform this not on 23/10/87. Thereafter EDCC & LA may kindly see.

JDTC(G)-I

16/ EDCE
JDTC

[LA]

MU
EDCE
15/12/87

14/12/87

To comment pl.
16.12.87
JDTC

CEDO
16/12

(26)

Sub: Powers to make rules under the Indian Railways Act, 1890 - Information called for by the Committee on Subordinate Legislation of Rajya Sabha.

The Committee on Subordinate Legislation of Rajya Sabha have called for the information on the following points:

"Whether the rules made under Section 22, 47, 56(E), 71(E) and 84 of the Indian Railways Act, 1890, been published in Official Gazette and laid before each House of Parliament, if not, what are the reasons therefor?

Whether all the rules required to be made under the Railways Act have been made, if not, the details of the Rules already made and those not made as yet".

ED(Coaching) EDME, EDTC, EDH, ED(Safety), JDTC(G)II and DDTC(G) may kindly see and arrange to furnish the information in so far as they are concerned to enable the information being submitted to the Committee.

(File No. TGII/2003/87/EC(PT)

(K.K. Chaudhary)
JDTC(G)I.
~~27~~-10-87.

~~ED(Coaching)~~

EDME(RS)

EDME ✓

EDTC

EDH

ED(Safety)

JDTC(G)II

DDTC(G)

My note in reply to the above is placed below for EDME's consideration.

(OFH Jung)
EDME(RS)
19.11.87.

EDME

AME(HI)
can you please get a copy of the act
6/11

(31)

No. 86/WDO/ORI/16. 18- 11 - 1987.

To

The Chief Engineer(Construction),
Southern Railway,
Headquarters Office,
Works Construction Branch,
Egmore,
Madras - 600 008.

Sub:- Opening of the quadruple lines between Villivakkam and Avadi on the Madras-Arakkonam Broad Gauge Section etc.

Ref:- Your office letter No.W.347/III/58/CN dated 9-11-87.

Please refer to para-I of your office letter quoted above. As the interleaved report showing the action taken on CRS's recommendations and suggestio referred to in his report prior to the opening of th above line stated to have been sent to this office under your office letter No.W.347/III/58/CN dated 15 6/87 does not appear to have been received at this e it is requested that a copy of the same may pleasebe sent to this office at an early date.

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

(32)

No. 86/WDO/ORI/5. 16-11-87.

To

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

Sub:- Authorisation for the opening of the newly constructed Up line between Alwaye and Angamali Stations(9.12 Km.) on Ernakulam-Shoranur BG Section of Trivandrum Division on Southern Railway for passenger traffic.

....

I am directed to forward herewith one copy of the Index Plan and Section of the above section for information and your office record. The said section was opened to passenger traffic on 11.1.1986.

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

Railway Board D.B.No.PS/S/190; PS/S/190/1.

No. 86/WDO/ORI/5. New Delhi, Dated 16-11-1987.

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

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

(33)

No. 86/WDO/ORI/9.

12-11-87

To

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

Sub:- Opening of Second line between Kurlasi-Mawani Mandi (Km.807.91 to 820.55) stations on the Kota Division of Western Railway for the public carriage of passengers.

Ref:- Your office letter No.WC 177/43/9 dated 17-9-86.

Please refer para 1 of your office letter quoted above and furnish the interleaved copy showing the action taken on CRS's recommendations/suggestions referred to in his report prior to the opening of the above line. One more copy of the Index Plan and Section may please be sent to this office at an early date.

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

(34)

No.86/ WDO / ORI / 2. 2/11/87 87.

To

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

Sub:- Opening of newly constructed Up and Dn. lines between Basin Bridge and Veyasarpadi (1.86 Kms. BG) on Madras - Arakkonam B.G. Section of Madras Division of Southern Railway for passenger traffic

.....

I am directed to forward herewith one copy of the Index Plan and Section of the above section for information and your office record. The said section was opened to passenger traffic on 31-12-85.

(Arimardan Singh)
for Secretary, Railway Board.

Railway Board D.O.No. PS/S/187 and PS/S/187/1.

No. 86 / WDO / ORI / 2. New Delhi, Dated -11-87

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

(Arimardan Singh)
Joint Director Civil Engineering,
Railway Board.

(35)

No. 81/WDO/ORI/7.

30-10-87.
2/11/87

To

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

Sub:- New Double line between T. Block Hut and Ambala Cantt. on the Panipat-Ambala Section of Northern Railway.

New Double line between Panipat and Gharaunda station on Northern Railway.

Ref:- Your office letter No. 167-W/24/CRS/PNP/GRA/83 dated 14th January, 1986.

The Interleaved copy on CRS's Inspection Report of New Double line between Panipat and Gharaunda station has been received under your above quoted letter but the Interleaved copy on CRS's Inspection Report of New Double line between T. Block Hut and Ambala Cantt. on the Panipat-Ambala Section of your railway is still awaited.

It is therefore requested that the despatch of th interleaved of the action taken on CRS's Inspection Repo on New Double line between T. Block Hut and Ambala Cantt. on the Panipat-Ambala section of your railway may please be expedited.

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

DA:- One (attached).

(36)

No. 85/WDO/ORI/1.

-11-1987.

To

The General Manager (W),
Northeast Frontier Railway,
Maligaon,
Railway Head Quarter,
Gauhati - 11.

Subj:- Opening of the newly constructed (BG) by pass line at Kumedpur linking Katihar to Kumedpur section with Main Line (BG) Towards New-Jalpaiguri station on N.F.Railway.

Ref:- Your office letter No.W/308/52/8/Pt.II dated 18/26-12-85.

Please refer to para 3.0.3(ii) of your office letter quoted above and advise if bearing plates have been provided on all the wooden sleepers or not. If not, immediate action may be taken to provide the bearing plates. The expected date by which the bearing plates will be provided, may be advised for information of this office.

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board.

(37)

No. 85/WDO/ORI/20 Nov. th 87.

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

Sub: Opening of permanent Diversion of B.G Main line from Km. 147/1-2 to 150/1-2 (3 kms.) between Manikgarh and Mihirgaon station on Balharshah-Kazipet section of Secunderabad Division of South Central Railway.

I am directed to forward herewith one copy of the Index Plan and section of the above section for information and your office record. The said section was opened to passenger traffic on 15-10-1985. 20/4/84

(Arimardan Singh)
for Secretary, Railway Board.

Railway Board D.O. No. PS/SC/58 ; Ps/SC/58/1

New Delhi, Nov. th 87.

No. 85/WDO/ORI/20

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

(Arimardan Singh)
Jt. Director Civil Engineering (G),
Railway Board.

(28)

No.87/WDO/ORI/6. -11-87.

To

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

Sub:- Opening of the second line between Balsora Nakraven and Asloda (Km.35.09 and 36.41) stations of the Ratlam Division of Western Railway for the public carriage of passengers.

I am directed to forward herewith one copy of the Index Plan and Section of the above section for information and your office record. The said section was opened to passenger traffic on 30/10/1986.

(Arimardan Singh)
for Secretary Railway Board.

Railway Board D.B.No.PS/W/122; PS/W/122/1.

No.87/WDO/ORI/6. New Delhi, Dated -11-87.

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

(Arimardan Singh)
Jt.Director Civil Engineering(G),
Railway Board.

(39)

No.86/WDO/ORI/1. -10-87

To

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

Subj:- Opening of the new Up line between Trichur and Mulagunnathukavu (8.98 Km) on Shoranur-Alwaye Section to Passenger traffic.

I am directed to forward herewith one copy of the Index Plan and Section of the above section for information and your office record. The said section was opened to passenger traffic on 22-11-1985.

(Arimardan Singh)
for Secretary Railway Board.

Railway Board D.O.No. PS/S/188; and PS/S/188/1.

No. 86/WDO/ORI/1. New Delhi, Dated -10-87.

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

(Arimardan Singh)
Joint Director Civil Engineering,
Railway Board.

(40)

No.84/WDO/ORI/2. 29 - 10 - 1987.

To

The General Manager (Works),
Northeast Frontier Railway,
Railway Head Quarter,
Maligaon,
Gauhati - 11.

Subject:- Opening of new Broad Gauge Line from New Bongaigaon to Gauhati/ New Gauhati on N.F.Railway.

Reference:- Your office letter No.W/168/CRS/BG/ 83-84/W-7 dated 5th April, 1985.

Please refer Para 2 of your office letter quoted above and furnish the interleaved copy showing the action taken on CRS's recommendations/ suggestions referred to in his report prior to the opening of the above line.

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

(41)

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

नई दिल्ली-110001, तिथि
New Delhi-110001, dated 19

No. 83/WDO/ORI/RO/1. 29 - 10 - 1987.

To

The General Manager,
Central Railway,
Bombay.

Sub:- CRS's sanction.

As the receipt of this office letter of even number, dated 11-9-87 (Copy enclosed) has not so far been acknowledged by your railway, it is requested that the same may please be acknowledged at an early date.

(D.N.Machiwal)
DA/one(attached). for Excutive Director Civil Engineering,
Railway Board.

(42)

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

No. 87/CEDO/SD/13 New Delhi, dt. 28-10-87.

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

Sub: Statement of Infringement of Dimensions on B.G. system of Eastern Railway.

With reference to your application No. W 591/9/Vol.2 dated 6-7-87 through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways approve the retention of 32 infringements as mentioned in Annexure-I, details shown with red circle in Eastern Railway Engg. Deptts. printed Appendix 'E' (statement of infringements of Dimensions)-1978, accompanying your letter referred to above, for a further period upto 31-12-1991 or till these are removed, whichever is earlier.

(Arimardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

No. 87/CEDO/SD/13 New Delhi, dt. 28-10-87.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his letter No. RS. 18-T(4)/84 dated 28-7-87.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 318/1004/87 dated 10-7-87.

(Arimardan Singh)
for Secretary, Railway Board.

(43)

No.86/WDO/ORI/5.

28 - 10 - 87

To

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

Sub:- Authorisation for the opening of the newly constructed Up line between Alwaye and Angamali stations (9.12 Kms.) on Ernakulam-Shoranur BG Section of Trivandrum Division of Southern Railway for passenger traffic.

.....

Please refer endorsement No.2 of this office letter of even number, dated 14-3-86 (Copy enclosed for ready reference) and expedite the reply.

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

DA/One(attached).

(49)

No.86/WDO/ORI/13. 28 - 10 - 1987.

To

The General Manager,
South Central Railway,
Secunderabad.

Sub:- Opening of the new line between Rajalacheruvu and Jakkalacheruvu patch doubling between Nandalur-Cooty B.G.Section (11.64 Kms.) on Guntakal Division of South Central Railway for the public carriage of passengers.

Please refer endorsement No.2 of this office letter of even number, dated 21/10/86 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One (attached).

(45)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/ORI/13 New Delhi, dt. 21-10-86

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
Lucknow-226001.

Sir,

Sub: Opening of the new line between Rajalacheruvu and Jakkalacheruvu, patch doubling between Nandalur-Gooty B.G. section(11.64kms) on Guntakal Division of South Central Railway for the public carriage of passengers.

With reference to your endorsement No. RS-10-T(9)/86 dated 24.9.86. I am directed to confirm the action of CRS, Southrn circle, Bangalore. in authorising the opening of the above section for the public carriage of passengers as per his letter No.877 dated 26.8.86.

Yours faithfully,
(ARIMARDAN SINGH)
For Secy., Railway Board.

DA/NIL.

No. 86/WDO/ORI/13. New Delhi, dt. 21-10-86.

Copy forwarded for information to:-

1. The commissioner of Railway Safety, Southern circle Bangalore with reference to his letter no.877dt.26.8.86

2. The General Manager, South Central Railway Secunderabad with the request that the 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.

(ARIMARDAN SINGH)
For Secy., Railway Board.

DA/NIL.

(46)

No. 86/WBO/CRI/12. 28 - 10 - 1987.

To

The General Manager,
Central Railway,
Bombay.

Subject:- Opening of the newly constructed 8.458 Km. of Dn.Main line between Jujharpur and Kiratgarh stations on Itarsi-Amla BG non-electrified section of Central Railway's Nagpur Division for the public carriage of passengers.

Please refer to this office letter of even number, dated 2-9-1986 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.(attached).

(47)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/ORI/12 New Delhi, dated 29-9-1986.

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
LUCKNOW-226001.

Sir,

Sub: Opening of the newly constructed 8.458 Km of Dn. Main Line between Jujharpur and Kiratgarh stations on Itarsi-Amla BG non-electrified section of Central Railway's Nagpur Division for the public carriage of of passengers.

*****

With reference to your endorsement No. RS.10-T(5)/86 dated 12-5-86, I am directed to confirm the action of CRS, Central Circle Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No. C-12(52)/85-499 dated 14-4-86.

Yours faithfully,

(Arimardan Singh)
For Secretary, Railway Board.

No. 86/WDO/ORI/12 New Delhi, dated 29-9-1986.

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No. C-12(52)/85-499 dated 14-4-86.

2. The General Manager, Central 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.

(Arimardan Singh)
For Secretary, Railway Board.

(48)

No. 86/WDO/ORI/16 Oct.27th 87.

The General Manager,
Southern Railway,
Egmore, Madras - 600 008.

Sub: Opening of the Quadruple lines between Villivakkam and Avadi on the Madras - Arakkonam Broad Gauge Section etc.

Ref: Your letter No. W.347/III/58/CN dt.12-1-87.

Please refer para 1 of your office letter quoted above and furnish the interleaved copy showing the action taken on CRS's recommendations/suggestions referred to in his report prior to the opening of the above line.

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

(49)

S. No. 3

दक्षिण रेलवे/SOUTHERN RAILWAY

प्रधान कार्यालय/Headquarters Office,
इंजीनयरी निर्माण शाखा/Works Constructions Branch,
एगुम्बूर, मद्रास-600 008/Egmore, Madras-600 008

उत्तर देते समय यह संदर्भ लिखें/In reply please quote—

टेलीफोन/Telephone : 38596

सं./No. W.347/III/58/CN. दिनांक/Date 12 -1-1987.

The Secretary (Civil Engineering),
Railway Board,
Rail Bhavan,
NEW DELHI.

Sub: Opening of the Quadruple lines between Villivakkam and Avadi on the Madras-Arakkonam-Broad Gauge Section etc.

Ref: Board's letter No.86/WDO/ORI/16 of 12-12-86 addressed to the CCRS/Lucknow and copied to this Railway.

S. No. 2

Suitable action on the recommendations and suggestions of the CRS contained in his inspection Report prior to opening of the above quadruple line is on hand and on final completion of works, an advice of compliance will be communicated in the form of inter-leaved Report to CRS/SBC with copy to Railway Board.

The new Broad Gauge quadrupled line (Up and Down Fast lines) between Villivakkam and Avadi stations has been opened to passenger traffic on 7-10-1986, as already advised in this office letter of even No. dated 17-10-86, copy of which is enclosed.

Encl: One.

(R.GOPINATHAN NAIR)
for Chief Engineer/Construction.

(50)

SOUTHERN RAILWAY.

No. W.347/III/58/Constn.

Headquarters Office,
Works-Construction Branch,
Madras Egmore/Madras-8,
Dated: 17--10--1986.

The Secretary (Works),
Department of Railways,
Ministry of Transport,
Railway Board,
NEW DELHI.

RE: Opening of the new Quadruple line between Villivakkam and Avadi Stations for Passenger traffic.

******

The new Broad Gauge Quadrupled line (Up and Down Fast Lines) between Villivakkam and Avadi stations (Length: 11.61 Kms) has been opened to Passenger traffic on 7-10-1986 as authorised by the Commissioner of Railway Safety, Southern Circle, Bangalore.

(R.GOPINATHAN NAIR),
for CHIEF ENGINEER(CONSTRUCTION)/MS.

Copy to:

1. The Commissioner of Railway Safety, Southern Circle, Bangalore-9 for information.
2. Secretary to GM/MAS for kind information of GM.
3. AGM/T, AGM/O, CE, CSTE/Constn, CSTE, COPS, CTPS, CTSS, CCS, CFTS, COS, CME, CEE/MAS.
4. CEE/RE/MS, DRM/MAS; CMO/MAS.

for CHIEF ENGINEER/CONSTRUCTION/MS.

(50)

SOUTHERN RAILWAY.

No. W.347/III/58/Constn.

Headquarters Office,
Works-Construction Branch,
Madras Egmore/Madras-8,
Dated: 17--10--1986.

The Secretary (Works),
Department of Railways,
Ministry of Transport,
Railway Board,
NEW DELHI.

RE: Opening of the new Quadruple line between Villivakkam and Avadi Stations for Passenger traffic.

******

The new Broad Gauge Quadrupled line (Up and Down Fast Lines) between Villivakkam and Avadi stations (Length: 11.61 Kms) has been opened to Passenger traffic on 7-10-1986 as authorised by the Commissioner of Railway Safety, Southern Circle, Bangalore.

(R.GOPINATHAN NAIR),
for CHIEF ENGINEER(CONSTRUCTION)/MS.

Copy to:

1. The Commissioner of Railway Safety, Southern Circle, Bangalore-9 for information.
2. Secretary to GM/MAS for kind information of GM.
3. AGM/T, AGM/O, CE, CSTE/Constn, CSTE, COPS, CTPS, CTSS, CCS, CFTS, COS, CME, CEE/MAS.
4. CEE/RE/MS, DRM/MAS; CMO/MAS.

for CHIEF ENGINEER/CONSTRUCTION/MS.

(51)

No. 86/WDO/ORI/10. 26-10-1987.

To

The Chief Engineer (Construction),
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Opening of the new double line between Shahbad-Markanda and Mohri stations on Northern Railway for the public carriage of passengers.

Please refer General Manager (Engineering), Northern Railway, Headquarters office, Baroda House, New Delhi's letter No. 167-W/24/CRS/Shahbad-Markanda 1-7-1986 (Copy enclosed for ready reference) and expedite your reply.

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

DA:-One (attached).

(52)

28 WDO

S.N.2

Northern Railway
Headquarters Office,
Baroda House, New Delhi.

No. 167-W/24/CRS/Sahabad-Markanda
Dated: 1/8/1986.

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

Subject:- Opening of the new double line between Shahbad-Markanda and Mohri stations on Northern Railway for the public carriage of passengers.

Mr Bulla 3/7/86

Reference: Railway Board's office letter no. 86/WDO/ORI/10 dt.2.6.86.

S.N.2

5.29 3/7

The section between Shahbad-Markanda-Mohri of Northern Railway has not yet been handed over to Open line by your organisation. Hence action on the various items of the above mentioned inspection report is to be taken at your end.

The copy of the inspection note has already been endorsed to you by CRS/LKO vide his letter no. 692/OI/I/OPG/Pt. dt. 13.3.86 and by this office letter of even no. dt. 2.5.86 for taking necessary action on the various items. (Board above noted letter is endorsed for ready Reference)

Please send your compliance report at an early date for onward submission to CRS & Railway Board.

DA/one

(M.M.Goyal)
for General Manager/Engg.

1. Copy to Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patila House, Lucknow for information.

2. Secretary (W), Railway Board for information and necessary action in reference to Board's letter no. 86/WDO/OR/10 dated 2.6.1986.

उपरोक्त सैनक्शन आमोलक मुख्य अभियन्ता I&C को नहीं सौंपा गया। अतः आपेरेटिंग आर एस के निरीक्षण नोट पर अंतिम उत्तर सभी बिंदुओं का आपके कार्यालय द्वारा भेजा जाना है। कृपया अनुपालन शीघ्र भेजने की व्यवस्था करें।

(53)

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

No. 85/WDO/ORI/9. New Delhi, Dated 26-10-1987.

To

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

Subject:- New Double line between Gharaunda and Karnal station on the Delhi-Ambala Cantt. section of Northern Railway.

Please refer to endorsement No.2 of this office letter of even number dated 17th April,85 (Copy enclosed for ready reference) and subsequent reminders dated 9-10-85 and 16-1-86 in the above noted subject. It is requested that the action taken on CRS, Northern Circle, Lucknow's recommendations and suggestions referred to in his report prior to opening of the above line may please be intimate to him under advice to this office.

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

DA:-One.

(54)

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

No. 84/WDO/SD/8 New Delhi, dt. 23 -10-87.

The Chief Signal and Telecom Engineer,
Railway Electrification,
Bhopal - 462 010.

Sub: Approval of infringements in connection with introduction of Multi - Aspect Colour Light Signalling at Bijrotha, Jaithaura and Dailwara on JHS - BIN section of C. Railway.

With reference to your letter No. CPM/B/ST/SIG/20 dated 21-7-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements of six signal structures to item 13(ii)(c) of Chapter I of B.G. Metric Schedule of Dimensions (1973) as indicated in Form XI/Annexure 'A' accompanying your letter referred to above.

This sanction is not applicable to running of 3660mm (12'-0") wide EMU stock. It is noted that blanking arrangements will be provided for signal ladders which are located at a distance less than 2360mm.

(Arimardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

No. 84/WDO/SD/8 New Delhi, dt. 23-10-87.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to to his letter No. RS. 18-T(2)/84 Vol. II dtd. 7-8-87.

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. 864 dated 27-7-87.

(Arimardan Singh)
for Secretary, Railway Board.

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

No. 87/WD0/SD/10 New Delhi, dt. 22-10-87.

The General Manager,
Northern Railway,
Kashmere Gate,
Delhi - 6.

Sub: Conversion of Suratgarh - Bikaner section from M.G. to B.G..

In continuation of Board's letter of even number dated 17-9-87 and with reference to your application No. 78-W/8/Opening/W-II dated -9-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways further sanction the infringement to item - 14 Chapter-IV B of M.G. Metric Schedule of Dimensions (1963) as shown in Appendix - I on the reverse. Appendix - I is based on Annexure 'A' accompanying your letter referred to above. So far as sanction of infringement to item 7 Chapter-I is concerned, the same has already been conveyed under this office letter of even number dated 17-9-87.

The sanction is valid for a maximum period of three months from the date the B.G. rails are laid on the newly inserted B.G. wooden sleepers. It is further subject to observance of the following precautions :-

1) Due care and watch will be kept that there is no obstruction on the B.G. rails.

2) Due care and 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.

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

4) YG engines will not be run on this section.

(Arimardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

(56)

No. 87/WDO/SD/10 New Delhi, dt. 20-10-87.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 19-T(3)/84 dated 12-10-87.

2. The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow with reference to his letter No. 58/HKN/12/VIII/Pt. 5 dated 5-10-1987.

3. The Chief Engineer (Construction-II), Northern Railway, Kashmere Gate, Delhi - 6.

(Arjan Singh)
for Secretary, Railway Board.

Appendix-I

Sr. No.	Location	Name of structure which infringes.	Chapter & Item No.	Proposed dimensions	Existing dimensions.	Amount of infringement
1.	Conversion of MG to BG on Suratgarh Bikaner section.	Bottom of stay Bolt of the horn cheek of raffial wheel of YP engine is 47 mm above 52 kg. rail table (and 60 mm above 90R rail table) outside M.G. track on the B.G. wooden sleepers.	Chapter - IV (B) Item 14	102 mm	47mm	55m

Note:- Cattle fenders will be only 102 - 81 = 21 mm above 52 kg rail level. To make this gap 102 mm, cattle fenders will be suitably raised as per Board's letter No. 87/WDO/SD/10 dated 17-9-87.

(57)

No. 85/WDO/ONI/15. Oct. 19th 87.

The General Manager,
Western Railway, Office of the
Chief Engineer (Construction),
Railwaypura P.O.,
Ahmedabad - 380 002.

Subject: Doubling between Sanand and Chharodi station on Ahmedabad - Viramgam (BG) section of Western Railway.

Kindly refer to para 2 of this office letter of even number dated 29-7-85(Copy enclosed for ready reference) followed by reminders of even number dated 30-10-85, 11-2-86 and 28-10-86. The interleaved copy showing the suitable action taken on Commissioner of Railway Safety's recommendations and suggestions referred to in his inspection report of the above mentioned section has not so far been sent to the Commissioner of Railway Safety, Western Circle, Mumbay, under advice to this office. It is therefore requested that the same may please be sent at an early date.

The receipt of this letter may please be acknowledged.

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

DA: One(attached)

(58)

No. 85/WDO/ORI/16. 19-10-87.

To

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

Sub:- Opening of second line between Chaumhla (KM:758.31) and Suwasra (KM:773.69) stations on the Kota Division of Western Railway.

I am directed to forward herewith one copy of the Index Plan and Section of the above section for information and your office record. The said section was opened to passenger traffic on 28.3.1985.

(Arjan Singh)
for Secretary, Railway Board.

Azo(s) bearing Railway Board D.O.No.PS/W/116 and PS/W/116/1.

No. 85/WDO/ORI/16. New Delhi, Dated 19-10-87.

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

(Arjan Singh)
Joint Director Civil Engineering,
Railway Board.

(59)

No. 85 / WDO / ORI /18. 19th October, 1987.

To

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

Sub:- Introduction of Passenger train service on Guntakal - Bellary - Hospet section (BG).

Ref:- Your office letter No.W-375/G/7/Vol.II dated25/27-2-1986.

Please refer para 2 of your office letter quoted above and advice the action taken at an early date.

(D.M.Machiwal)
for Secretary, Railway Board.

DA:-Nil.

(66)

No. 87/WDO/ORI/3. 15-10-1987.

To

The Chief Commissioner of Railway Safety,
North Eastern Railway Office Compound,
Ashok Marg, Lucknow.

Sub:- Opening of New Up Line from Km.1170.17 to Km.1180.75 between Baysna and Kela Devi station on the Bombay Central - Mathura Trunk Route of the Western Railway.

Ref:- Your office letter No.RS.10-T(11)/74 dated 9-9-1986.

.....

Please refer to this office letter of even number, dated 5-6-87 (Copy enclosed for ready reference). It is requested that a copy of your office forwarding letter No.RS.10-T(11)/74 dated 30-4-74 may please be sent to this office without enclosures at an early date.

Sd/- 15/10/87

DA:-One(attached).

(Arimardan Singh)
for Secretary Railway Board.

(61)

No. 85/WDO/ORI/16. -10-87.

To

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

Sub:- Opening of Second line between Garot and Kurlasi (KM:797.94 to KM:807.91) stations on the Kota Division of Western Railway.

I am directed to forward herewith one copy of the Index Plan and Section of the above section for information and your office record. The said section was opened to Passenger traffic on 11.6.1985.

(Arimardan Singh)
for Secretary, Railway Board.

Asn(s) bearing Railway Board D.O.No.PS/W/117; and PS/W/117/1.

No.85/WDO/ORI/16. New Delhi, Dated -10-87.

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

(Arimardan Singh)
Joint Director Civil Engineering,
Railway Board.

(62)

No. 85/WDO/ORI/9 Oct. th 87

The General Manager,
Northern Railway,
Baroda House,
New Delhi - 110 001

Sub : New Double line between Ghaziabad and Karnal station on the Delhi-Ambala Cantt. section of the Northern Railway.

Please refer to this office letter of even number dated 17-4-85 (copy enclosed for ready reference) and subsequent reminders of dated 9-10-85 and 16-1-86 and expedite the reply.

< even number

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

(63)

No.86/WDO/ORI/15. 14-10-87.

To

The Chief Engineer (Construction),
Western Railway,
Railwaypura,
Ahmedabad - 380 002.

Sub:- Opening of the doubling between Jakhwada and Viramgram stations on the Ahmedabad-Viramgam BG) section of the Western Railway.

Ref:- Your office letter No.W.415/4/ADI(CRS) dated January 20, 1987.

.....

Please refer your office letter quoted above. Ministry of Railways desire that action on item 8(c) of Commissioner of Railway Safety, Western Circle, Bombay's above mentioned inspection report may please be expedited. One copy of the Index Plan and section of the above mentioned section may also be sent to this office.

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

(64)

No. 85/WDO/ORI/8.

14-10-1987.

To

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

Sub:- New Double Line between Mohri and Block Hut 'T' on Delhi-Ambala Cantt., section of Northern Railway.

Ref:- Your office letter No.167-W/24/CRS/Mohri/85 dated 1-10-1985.

Please refer this office letter of even number, dated 21-1-1986 (Copy enclosed for ready reference) and expedite the reply.

Sd/-

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

DA:-as above
(attached).

R.N./CEDO/13/10/87.

S No 4

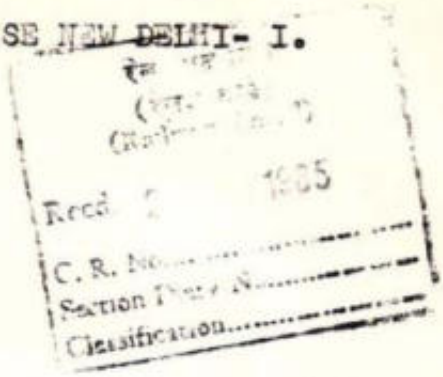
(65)

NORTHERN RAILWAY
HEADQUARTERS OFFICE BARODA HOUSE NEW DELHI- I.

No: 167-W/24/CRS/Mohri/85.

Dated:- 1-10-/0/1985.

The Secretary /(W)
Railway Board
Ministry of Railways
Rail Bhavan, New Delhi.



SUB:- New Double line between Mohri and Block Hut 'T' on Delhi- Ambala Cantt., Section of Northern Railway.

...

REF:- Board's endorsement No: 85/[illegible]DO/ORI/8/dated 17.4.1985.

...

Remarks regarding Paragraph (G) pertaining to Bridge No: 234 (8 X 6.10 M RCC T- beam) at Km.193/13-14 of CRS's report of Inspection prior to opening of the double line for passenger traffic are indicated below:-

Bridge No: 234 RCC 'T' beams have been suitably repaired. These 'T' beams have been kept under watch and their performance has been found to be satisfactory. These 'T' beams have been inspected by Additional Chief Engineer(Construction-I) Delhi after the speed was raised to 100 Kmph.

Pitching provided around the face of the burried abutments under the new line has been extended to cover abutments under the existing track also. The pitching has been properly anchored in the ground.

Compliance on CRS's recommendations and suggestions referred to in the report prior to the opening of above line is expected to be sent shortly in an interleaved copy. One more set of Ferro copies of the Index Plan and Section will be sent to Board's office on receipt from construction organisation of this railway.

(M. M. Goel)
for General Manager.

...

(66)

No. 87/WDO/Density Chart/1 Oct. 14 th 87.

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

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

Sub: Density Chart.

Please refer to this office letter of even number dated 13-4-87 (Copy enclosed for ready reference) and subsequent reminder of even number dated 2-9-87. The information as asked for therein may please be sent to this office without any further delay.

DAi As above.

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

(67)

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

No. 85/WDO/SD/10 New Delhi, dt. 14-12-87.

The Chief Engineer (Construction),
Central Railway,
Office of the Chief Administrative Officer(Constn.),
New Administrative Office Building,
Badabhai Naoroji Road,
BOMBAY - 400 001.

Sub: Proposed third line on South East Ghat between Karjat and Lonavla on Central Railway - Remodelling of Karjat yard condonation of grade infringement as a permanent measure.

With reference to your letter No. EW.223.W1/SEGL/Yds./VI dated 4.12-1986 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringement as a permanent measure to item 2 ChapterII of B.G. Metric Schedule of Dimensions (1973) involved in the above mentioned work as shown in Annexure-I on the reverse. Annexure-I is based on Form XI and drawing No. GM(E) BB/SK - 1281 accompanying your letter referred to above.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No. 85/WDO/SD/10 New Delhi, dt. 14-12-87.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his letter No. RS 18-T(2)/84 dated 5-1-87.

2. The Commissioner of Railway Safety, Central Circle, Bombay 400 020 w.r.t. his letter No. 1494 dated 5/8-12-86.

(Arimardan Singh)
for Secretary, Railway Board.

P.T.O.

(68)

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

सं0 85/डब्ल्यू डी ओ/ एस डी/10 नयी दिल्ली, दिनांक 14-10-87.

मुख्य इंजीनियर (निर्माण),
मध्य रेलवे,
मुख्य प्रशासनिक अधिकारी (निर्माण) का कार्यालय,
नया प्रशासनिक कार्यालय भवन,
दादाभाई नारोजी रोड,
बम्बई - 400001.

विषय :- मध्य रेलवे में करजत और लोनावला के बीच दक्षिण-पूर्वी घाट पर प्रस्तावित तीसरी लाइन - करजत घाट का पुनर्निर्माण, स्थायी उपाय के रूप में ग्रेड अतिक्रमण का मार्जन ।

मुख्य आयुक्त, रेल संरक्षा, लखनऊ के माध्यम से भेजे गए आपके 4-12-198 के पत्र सं0 ई डब्ल्यू 223-डब्ल्यू-1/एस ई जी एल घाटस/VI के संदर्भ में, रेल मंत्रालय अपर उल्लिखित कार्य में अन्तर्विष्ट दिशा निर्देश और अनुबंध-1 में दर्शाए अनुसार आयामों की व मेट्रिक अनुसूची की मद 2 अध्याय-II के स्थायी उपाय के रूप में अतिक्रमण की स्वीकृति प्र करता है। अनुबंध-1 अपर संदर्भित आपके पत्र के साथ भेजे गये फार्म x1 तथा अरेखण सं0 जी एम (ई)बी बी/एस ई -1281 पर आधारित है ।

(जसमर्दन सिंह)
संयुक्त निदेशक, सिविल इंजी0 (जी),
रेलवे बोर्ड।

सं0 85/डब्ल्यू डी ओ/एस डी/10 नयी दिल्ली, दिनांक 14-10

प्रतिलिपि निम्नलिखित को सूचनार्थ प्रेषित :-

1. मुख्य आयुक्त, रेल संरक्षा, पूर्वोत्तर रेलवे, कार्यालय परिसर, अशोक मार्ग, लख को उनके 5-1-87 के पत्र सं0 और एस 18-टी(2)/84 के संदर्भ में ।
2. आयुक्त, रेल संरक्षा, मध्य क्षेत्र, बम्बई-400020 को उनके 5/8-12-86 के के संदर्भ में ।

कृते सचिव, रेलवे बोर्ड ।

ANNEXURE-I

Sr. No. 1	Location 2	Name of Structure which infringes. 3	Chapter & item of Schedule 4	Prescribed dimensions 5	Proposed Actual Dimension 6	Amount of infringement 7
1.	Bet. ES 101/5 and 101/17 at Karjat in Bombay Div.	Gradient of track at Pune end Existing 1 in 189 grade rising towards Pune Ch.1460 & Ch.1860 Sketch No. GM(E) BB/SK - 1281	Chapter - II station yard Item 2	1 in 400 (0.25 %) without Safety devices.	Pune End Pro. UP Main cum UP and DN branch line Rise 1 in 189 (0.529%)	0.279%

(70)

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

No. 87/WDO/SD/12 New Delhi, dt. 14-10-87.

The General Manager,
Headquarters Office,
Works Branch,
Rail Nilayam,
Secunderabad - 500 371.

Sub: Proposed sub-way (2.44m x 2.75m RCC box) connecting Main and Island platforms in Cuddapah station.

With reference to your letter No. W/351/G/HX dated -5-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringement to item 7(ii) of Chapter II Schedule-I of B.G. Metric Schedule of Dimensions (1973) as a permanent measure as indicated in Annexure-I on the reverse. Annexure-I is based on Form - XI and Drg. No. GM(W) SC/1303/87 accompanying your letter referred to above.

The sanction is subject to all necessary steps being taken to notify that no obstructions such as food trolleys etc. will be situated over the short distance of 12m on the Island platform so that the available space will be free for movement of the passenger.

(Arimardan Singh)
Jt. Director Civil Engineering(G),
Railway Board.

No. 87/WDO/SD/12 New Delhi, dt. 14-10-87.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow w.r.t. his letter No. RS 18-T(1)/84 dated 6-7-87.
2. The Commissioner of Railway Safety, Southern Circle, Bangalore-560 009 with reference to his letter No. 666 dt. 19-6-87.

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE-I

Sr. No.	Location	Name of structure which infringes	Chapter & Item of Schedule	Prescribed dimensions	Existing actual dimensions	Amount of infringement.
1.	Island platform at Cuddapah station on Renigunta Guntakal section in Guntakal Division.	Roof and railing of proposed sub-way.	Sch. I Chapter-II Item 7(ii) B.G.	5330 mm	4075 mm from centre line of Road No.2 & Road No.3 (proposed) (2 bits of 4.78m)	1225 mm

(72)

No. 85/WDO/ORI/4

Oct. 12 th 87.

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehradun.

Sub: Report of inspection prior to opeing of the converted Broad Gauge from Katihar to Barauni Jn. on the North Eastern Railway.

Ref: Your letter No. W/Gen/520/V/N.E.Rly/Lty 160 dated 24/7-1/2-86.

I am directed to forward herewith one set each of the Index plan and section of the above section for infromation and your office record. The said section was opened to passenger traffic on 17-10-84.

This may please be acknowledged.

(Arimardan Singh)
for Secretary, Railway Board.

Azo(s) bearing Railway Board D.B. No. PS/NE/116, PS/NE/116/A, PS/NE/116/B and PS/NE/116/1 to 6.

No. 85/WDO/ORI/4

New Delhi, dt. 12-10-87.

Copy forwarded for information and necessary actio to Statistical drawing branch Room No. 413, Rail Bhawan, New Delhi, alongwith a set of the Index Plan and Section, referred above.

(Arimardan Singh)
for Secretary, Railway Board.

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

(73)

No.85/WDO/ORI/1. New Delhi, Dated 12-10-1987.

To

The General Manager (W),
Northeast Frontier Railway,
Maligaon, Railway Head Quarter,
Gauhati - 11.

Subject:- Opening of the newly constructed (BG) bye pass line at Kumedpur linking Katihar to Kumedpur Section with Main line (BG) towards Jalpaiguri station on North East Frontier Railway.

Reference:- Your office letter No.W/260/KIR/W-7 dated 26-3-1985.

Please refer Para 3 of your office letter quoted above and furnish the interleaved copy showing the action taken on CRS's recommendations/suggestions referred to in the report prior to the opening of the above line.

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

(74)

J.S.Mundrey
Executive Director Civil Engg.,

D.O.No.85/WDO/RFL/1. New Delhi, Dated 12-10-1987.

My dear

Subject:- Rail Wheel flange lubricator.

Please refer this office letter of even number dated 11.5.87 (Copy enclosed for ready reference). The information showing the progress made in the use of Wheel flange lubricators on your Railway for the two months ending June 87 which was required to reach this office in the first week of July,87 for the information of the Board has not so far been received, inspite of reminders dated 30/6/87, 22/7/87 and 18-9-87.

I shall therefore be thankful if you would kindly arrange to send the required information immediately.

With regards,

yours sincerely,

DA:- as above.

(J.S.Mundrey)

(75)

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

No. 85/WDO/BRI/7 New Delhi, Dated 9th October, 87.

To

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

Sub:- Opening of BG Electrified IIIrd line between Simachalam North and Kottavalasa of Waltair Division for Public Carriage of freight and Passenger Traffic.

Ref:- Your office letter No. TC/INSP/CRS/SCM/KTV-WAT, 85/681 dated 19th February, 1986.

Please refer your office letter quoted above. The Date of opening of the above section may please be sent to this office at an early date.

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

DA:-Nil.

(76)

No. 87/WDO/CRS/IR/2 Oct. 9th 87.

The General Manager,
South Central Railway,
Secunderabad.

Sub: Inspection Report of South Central Railway (Vijayawad Division) for the year ending 31st March 1987, Pt. VI.

Please refer to this office letter of even number dated 15-7-87 (Copy enclosed for ready reference) and expedite your reply.

DA: As above.

(D.N. Machiwal)
For Executive Director Civil Engg.,
Railway Board.

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

No. 87/WDO/CRS/IR/2

New Delhi,
July 15th 87.

The General Manager,
South Central Railway,
Secunderabad.

Sub: Inspection Report of South Central Railway (Vijayawada Division) for the year ending 31st March 1987-Pt.VI

Please refer to the above Inspection Report(copy enclosed) of the Commissioner of Railway Safety, Southern Circle Bangalore received under his letter No. 60 dated 19-3-87 duly forwarded by the Chief Commissioner of Railway Safety, Lucknow.

The Board desire that the action taken on the various recommendations and suggestions in the above cited report may please be furnished direct to the Commissioner of Railway Safety, Southern Circle Bangalore under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

The receipt of the letter may please be acknowledge.

(ARJMARDAN SINGH)
JOINT Director Civil Engg. (G),
Railway Board.

PA : CCRS Inspection report.

(78)

No. 87/WDO/CRS/IR/1 Oct. 9 th 87.

The General Manager,
Northeast Frontier Railway,
Guwahati.

Sub: Inspection report of Alipurduar Division of N.F. Railway for the year 31st. March 87.

Please refer this office letter of even number dated 30-6-87 (Copy enclosed for ready reference) , and expedite your reply.

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

(79)

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

No. 87/WDO/SR/19 New Delhi, dt. 8-10-87.

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

Sub: Running of B.G. 12 axle special wagon of M/s Fertilizer Corporation of India on Northern Railway.

With reference to your application No. 519 W/481 dated 14-9-87 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of the Ministry of Railways is hereby communicated to the running of B.G. 12 axle special wagon of M/s Fertilizers Corporation of India to RDSO's drawing No. WD-84071-S-02 Alt. 1 in empty condition and drawing No. WD-87011-S-01 Alt. 1 in loaded condition (having a maximum axle load of 18.8t with minimum wheel dia 860 mm condemning size) on the following BG sections at a maximum speed shown against each.

Sr. No.	Section	Maximum speed in kmph. empty	loaded
1.	Naini - Chunar	30	-
2.	Chunar - Jeonathpur	30	-
3.	Jeonathpur - Vyas Nagar	30	-
4.	Vyas Nagar - Varanasi	30	-
5.	Varanasi - Shivpur	30	15
6.	Shivpur - Jafrabad	30	15
7.	Jafrabad - Utratia	30	15
8.	Utratia - Lucknow	30	15
9.	Lucknow - Chanethi	30	15
10.	Chanethi - Junction Point	30	15
11.	Junction Point - Basharatganj	30	15

As the consignment, when loaded on this wagon, infringes the maximum moving dimensions of 1929, the clearance of the competent authority on your railway should also be obtained for the movement of the wagon in terms of para 3.6 of RDSO's Speed Certificate.

The sanction is subject to the following conditions :-

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

P.T.O.

(86)

2) Observance of conditions/stipulations made in the CME/CEE and COPS Note No. 276-T/LT/87 (ODC) dated 7-7-87, Joint Safety Certificate and all other Certificates accompanying your letter referred to above.

3) The draft operating instructions of Northern Railway given in Note No. 276-T/LT/87 (ODC) dated 7-7-87 for the running of the special wagon formation being modified to indicate the speed of 15 kmph under loaded condition.

4) Operating instructions also being modified to provide for precautions to be taken by the railway during the running of the special formation for taking care to ensure that points are not inadvertently operated below the wheels of the special wagon during its passage over the points.

The sanction for condonation of infringements to item No. 17, 20(b), 21(b) and 22 of Chapter - IV of the B.G. Metric Schedule of Dimensions (1973) involved in the running of above wagon as detailed in Form-XI accompanying your letter referred to above has already been conveyed under Board's letter No.86/WDO/SR/1 dated 24-1-86.

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

N.Delhi, dt.8-10-87.

No. 87/WDO/SR/19

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 17-T(1)/82 Vol. V dt. 5-10-87.

2. The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow with reference to his letter No. 59/1339/12 Axle Spl. Wagon, dated 28-9-87.

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

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

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

No. 87/WDO/ORI/14 N.Delhi, Oct 8 th 1987.

The Chief Project Manager,
Railway Electrification,
Ranchi.

Sub: Introduction of 25 kV AC electric traction on Chandrapura - Phusro section of Eastern Railway, Dhanbad Division of E. Railway.

With reference to your letter No. CCRE/EL/94/14 Pt. IV dated 4-6-87, sent through the Chief Commissioner of Railway Safety, Lucknow, I am directed to communicate Railway Ministry's sanction to the commissioning of 25kV 50 cycles system for Electric Traction installations on the Chandrapura - Phusro section of Eastern Railway subject to the observance of the conditions laid down in your office letter referred above and in other enclosures attached therewith. This will be further subject to inspection and sanction of Commissioner of Railway Safety, Eastern Circle, Calcutta as per Rules for the section as and when completed and all Safety Certificates etc., being furnished to his as per Rules and as mentioned in Railway Electrification, Ranchi's application.

The date of Commissioning of the traction installations Chandrapura - Phusro section of Eastern Railway may please be informed to this office .

Please acknowledge receipt of this letter.

(Arimardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

No. 87/WDO/ORI/14 New Delhi, Oct. 8 th 1987.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 8-T(1)/85 dated 31-8-87.
2. The Commissioner of Railway Safety, Eastern Circel, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 409/1020/A/AC/1/RE/87 dt. 5-8-87.
3. Shri A. K. Dutta, Dy. CEE/CCRE Office of the Chief Project Manager (Elec.), Railway Electrification, Ranchi with reference to his D.O. No. CCRE/EL/94/14/Pt.IV dt. 21/8/87.

(Arimardan Singh)
for Secretary, Railway Board.

Dy: NIL

(82)

No. 87/WDO/ONI/11 Oct. 8th 87.

The General Manager,
South Central Railway,
Secunderabad.

Sub: Doubling of track between pembarti and Pindial
Opening of the new double line between Pembartim and Raghunathpalli on Secunderabad - Kazipet BG section of South Central Railway.

Ref: Your office letter No. W/COM/347/C/48 dated 22-7-87.

Please refer para 1 of your office letter quoted above and furnish the interleaved copy showing the action taken on CRS's recommendations/suggestions referred to in his report prior to the opening of the above line.

Sd/- 8/10/87

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

(83)

No. 87/WDO/ORI/10 Oct. 7 th 87.

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

Sub: Opening of the Second line between Naikheri and Asloda (Km. 43.61 and 35.09) stations on the Ratlam Division of Western Railway.

Ref: Your office letter No. WC.635/4/7/3 dated 15-7-87.

Please refer para 1 of your office letter quoted above and furnish the interleaved copy showing the action taken on CRS's recommendations/suggestions referred to in his report prior to the opening of the above line.

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

(84)

No. 87/WDO/CRI/9 Oct. 7 th 87.

The General Manager,
South Eastern Railway,
Calcutta.

Sub: Opening of new Down line between Muri North Outer Cabin and Jhalda station 10.955 kms. in Adra Division of S.E. Railway for the Public Carriage of passenger.

Ref: CCRS Lucknow's letter No. RS.10-T(13)/86 dated 29/30-4-87 and CRS, South Eastern Circle, Calcutta's letter No. 1560/118/D/1/S dated 17-2-87.

Refer para 8 of CRS, South Eastern Circle, Calcutta's above quoted Inspection Report regarding Level crossings. The Ministry of Railways desire that compliance of CRS's observations regarding the two level crossings, namely 'B' class manned level crossing at km. 356/15-16 and 'C' class interlocked level crossing at km. 358/5-6 may please be advised to this office at an early date.

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

(85)

No. 85/WDO/ORI/2 Oct. 7 th 87.

The General Manager,
South Eastern Railway,
Garden Reach,
Calcutta.

Sub: Opening of New Broad Gauge Damjur - Bargachia section Electrified for 25 kV AC Electric Traction for passenger traffic.

Please refer to endorsement No. 2 of this office letter of even number dated 15-2-1985 (Copy enclosed for ready reference) followed by subsequent reminders of even number dated 27-9-85 and 16-1-86 and expedite the reply.

The receipt of this letter may please be acknowledged.

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

DA: [illegible]

(86)

No. 84/WDO/CRS/IR/1 Sept. 25, 87.

The General Manager,
Eastern Railway,
Calcutta.

Sub: Inspection Report on Eastern Railway (Dhanbad Division) for the year ending 31st March, 84 - Patt - II.

Please refer to this office letter of even number, dated 30.1.85 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 30.5.85, and expedite your reply.

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

DA: as above.

(87)

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

No. 84/WDO/CRS/IR/1

New Delhi,
Sept. 18th 87.
21st.

The General Manager,
Eastern Railway,
Calcutta.

Sub: Inspection report for the year ending 31st March 84, by Shri Suryanarayana Commissioner of Railway Safety, Eastern Circle, Calcutta of B.G. section of Asansol Division of Eastern Railway.

Ref: Your office letter No. TG 257/10/CRS/INS/84 dated ~~3-8-84~~. 20/6/86

Please refer to para 6.3 of CRS's above mentioned report and Inspection furnished your final remarks with reference to discrepency in HFL and Danger Level in respect of Bridge No. 661.

18/9/87
(D.N. Machiwal)
for Executive Director Civil Engg.,
Railway Board.

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

No. 87/WDO/SD/10 New Delhi, dt. 17-9-87.

The General Manager(Const.),
Northern Railway, Kashmere Gate,
~~New~~ Delhi-6.

Sub: Conversion of Suratgarh - Bikaner section from M.G. to B.G.

With reference to your application No. 78-W/8/Opening/W-II dated -11-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringement to item 7 Chapter-I of M.G. Metric Schedule of Dimensions (1963) as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Northern Railway plan No. P-48-MS/86 accompanying your application referred to above.

The sanction is valid for a maximum period of three months from the date the B.G. rails are laid on the newly inserted B.G. wooden sleepers till the line is blocked for removing M.G. track. The sanction is subject to the condition that the Cattle Fenders of M.G. locomotives running on such track are lifted to give a clearance of 102 mm above the top of the B.G. rails.

(Arimardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

No. 87/WDO/SD/10 New Delhi, dt. 17-9-87.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.R. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. 519-T(3)/84 dated 23-6-87.

2. The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow with reference to his letter No. 14/BKN/12/VIII/Pt. 5 dated 26-5-87.

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE-I

Sr. No.	Location	Name of structure which infringes	Chapter No. & item No. of M.G. Schedule	Prescribed dimensions	Existing dimensions	Amount of infringement.
1.	Conversion of MG to B.G. on Suratgarh-Bikaner section.	Minimum horizontal distance from centre of M.G. track to the end of BG rail from rail level to 305mm (1 feet) above rail level	Chapter-I Item-7	1370 mm (4'-6")	838 mm (2'-9")	532 mm (1'-9")

(80)

WDO

No.87/WDO/ORI/6 Sept. 17 87.

The General Manager,
Western Railway,
BOMBAY.

Sub: Opening of the Second line between Malsora Makrawan and Asloda (Km. 35.09 and 26.41) stations of the Ratlam Division of Western Railway for the public carriage of passengers.

Ref: Your office letter No. WC 635/4/7/3 dated 30-7-87.

Please refer to your office letter quoted above. One more ferro copy each of the Index Plan and section of the above mentioned section as well as the date of the opening of the section may please be sent to this office at an early date.

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

DA: Nil

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

(91)

No. 87/WDO/SR/17

N.Delhi, dt. 14-9-87.

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Running of 12 axle special wagon TRISHUL/ SHIVALIK for the movement of 210 MW Turbo Generator Stator of M/s BHEL, Hardwar.

.....

With reference to your letter No. W.636/15/60(W3) dated 22-7-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of 12 axle special wagon TRISHUL/SHIVALIK of M/s BHEL, Hardwar in empty condition as per RDSO's drawing No. WD-81087-S-02 Alt. 1 and in loaded condition as per RDSO's drawing No. WD-86090-S-01 Alt. Nil for transport 210 MW Turbo Generator Stator on the sections as listed in Annexure-I (on the reverse) at a maximum permissible speed indicated against each section in empty as well as in loaded condition subject to the observance of all permanent speed restriction notified in Appendix-VII of the 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 other restrictions/stipulations laid down in joint safety certificate No. 13 of 1987 and all other certificates accompanying your application referred to above. It will however, be necessary to obtain separate sanction of the competent authority on your railway for the movement of the wagon as an ODC.

The sanction for infringements to item No. 17, 20(b) and 21(b) of Chapter-IV of the B.G. Metric Schedule of Dimensions (1973) involved in the running of above 12 axle special wagon listed in Form-XI accompanying your application referred to above has however already been issued under Board's letter No. 82/WDO/SR/29 dated 17-9-82.

(Arimardan Singh)
Jt. Director Civil Engineering (G),
Railway Board.

(92)

No. 87/WDO/SR/17 N. Delhi, dt. 14-9-87.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(1)/82 Vol.V dt. 12-8-87.

2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay with reference to his letter No. 12-5/242/463 dated 28-7-87.

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

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE - I

Sr. No.	Sections	Proposed Maximum permissible speed in kmph.	
		Empty	Loaded
1.	Bombay Central - Mathura	40	20
2.	Vadodara - Viramgam	40	20
3.	Chandlodiya - Gandhinagar	40	20
4.	Nagda - Ujjain - Bhopal	40	20
5.	Anand - Godhra	30	15
6.	Udhna - Amalner		
	a) Udhna - Madhi	30	15
	b) Madhi - Amalner	40	20
7.	Viramgam - Okha	40	20
8.	Kota - Ruthiyai	35	15
9.	Sika - Kanalus	30	15
10.	Kanalus - Porbandar	40	20

(93)

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

No. 87/WDO/SR/15

N. Delhi, dt. 14-9-87.

The General Manager,
Central Railway,
Bombay V.T.

Sub: Sanction for running of 24 axle BG special wagon 'KAVERI' of M/s BHEL, Tiruchirapalli in empty as well as in loaded condition when loaded with 500 MW Boiler Drum (2 Nos.) from HPBP siding Golden Rock (S. Railway) to Chandrapur (C. Railway) enroute over C. Rly. from Balharshah to Chandrapur.

With reference to your application No. T. 607/M3/WY/BR/XII dated 8-7-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of 24 axle BG special wagon 'KAVERI' of M/s BHEL, Trichirappalli in empty condition with a maximum axle load of 16.71t to RDSO's drawing No. WD-81108-S-02 (Alt. 1) and also in loaded condition with 500 MW Boiler drum (2 Nos.) as shown in RDSO's drawing No. WD-86052-S-01 (Alt. 1) with minimum wheel dia of 860 mm (condeming size) on Balharshah - Chandrapur B.G. section of Nagpur Division on your railway at a maximum permissible speed 40 kmph in empty condition and 20 kmph in loaded condition when loaded with 500 MW Boiler Drum subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to the all other special conditions/stipulations laid down in your joint Safety certificate No. W. 15/87 BG and all other certificates accompanying your application referred to above. It will, however, be necessary to obtain seperate sanction of the competent authority on your railway for the movement of the wagon as an ODC.

The Ministry of Railways also sanction the infringements to item 16, 17, 20(b) and 21(b) of Chapter IV A and profile of maximum moving dimensions 1929 as shown in diagram No. 14 (Modified) of B.G. Metric Schedule of Dimensions. detailed in Form-XI accompanying your application referred to above.

(Arjandan Singh)
Jt. Director Civil Engg.(G),
Railway Board.

(74)

No. 87/WDO/SR/15 N.Delhi, dt. 14-9-87.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17-T(1)/82 Vol.V dt. 28-7-87.

2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No. 798 dt. 13-7-87.

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

(Arjandan Singh)
for Secretary, Railway Board.

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

(95)

No. 86/WDO/SR/18

N.Delhi, dt. 14-9-87.

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

Subject : Introduction of WDS-4D Class Diesel Locomotive in regular service on various section of Eastern Railway.

.....

With reference to your letter No. W. 681.Y.70. BR dated 8-10-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of WDS-4D class diesel hydraulic locomotives O-C-O type fitted with 700 H.P. MAK diesel engine Model 6M 282(AK) and Voith transmission of L4R2U model to RDSO's sketch No. SK.DP-679 Alt. 2 having an axle load of 20t + 3% on the B.G. sections mentioned in your Joint Safety Certificate No. 10/86 at a maximum speed as shown against each section, and at a maximum permissible speed of 20 kmph in yards, 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 the observance of all other conditions/stipulations made in all other certificates accompanying your letter referred to above.

The sanction of infringements to item No. 12, 14(ii) and 14(iii) of Chapter IV C of the B.G. Metric Schedule of Dimensions (1973) involved in the above WDS-4D class diesel locomotive/ has however already been conveyed under Board's letter No. 68/WDO/SR/19 dated 6-1-1969.

/ as shown in Form-XI

(Arimardan Singh)
Joint Director Civil Engg. (G),
Railway Board.

(96)

No. 86/WDO/SR/18

N.Delhi, dt. 14-9-87.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17-T(4)/82 dated 10-11-86.

2. The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No. 791/1020/T/86 dated 14-10-86.

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

(Arimardan Singh)
for Secretary, Railway Board.

(97)

No. 82/WDO/CRS/IR/1 Sept. 14th 87.

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

Subject: Inspection Report for the year ending 31-3-1982 by Shri K.J.N. Kutty, Commissioner of Railway Safety, North Eastern Circle, Gorakhpur (Pt. II)

Refrence: Your office letter No. W/168/CRS/SR/82/W-7 dated 7-6-85.

Please refer to your office letter quoted above (Copy enclosed for ready reference). The remarks against para K(a), K(b)1 and K(b)2 regarding locomotives and rolling stock have not been received so far. It is therefore requested to send the same to this office at the earliest.

DA : As above.

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

(98)

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

No. 87/WDO/SR/9 New Delhi, dt. 9-9-87.

The General Manager,
Southern Railway,
MADRAS.

Subject: Running of 16 axle special DAE wagon to RDSO's Drg. No. WD5.S-7411/S/10/Alt.2 for carrying steam generators with type I and II orientation as per RDSO's drawing No. WD.80037-S-02-Alt. 2 and WD-80037-S-03 Alt. 2 from Ponmalai to Renigunta.

With reference to your application No. W. 439/4/5 dated 9-9-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of 16 axle special 'DAE' wagon to RDSO's drawing No. WD5-7411/S/10 alt. 2 for the transport of steam generators of type-I and II orientation to RDSO's drawing No. WD-80037-S-02 Alt. 2 and WD-80037-S-03 Alt.2 on the following sections of your Railway at a maximum speed shown against each section subject to the observance of 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 conditions/stipulations laid down in your joint safety certificate No. 471 B.G. dated 22-7-87 and all other certificates accompanying your application referred to above. Seperate sanction of the competent authority will, however, be necessary for the movement of the wagon as on ODC.

Sr. No.	Sections	Empty condition	Loaded condition
1.	Ponmalai - Tiruchchirappalli	35 kmph	15 kmph
2.	Tiruchchirappalli - Erode	40 "	20 "
3.	Erode - Jolarpettai	40 "	20 "
4.	Jolarpettai - Arakkonam	40 "	20 "
5.	Arakkonam - Renigunta	40 "	20 "

P.T.O.

The sanction for infringements to clause 20(b), 21(b) of Chapter IV-A and Diagram 1-A (modified) of the B.G. Metric Schedule of Dimensions (1973) as detailed in Form-XI have already been conveyed under Board's letter No. 78/WDO/SR/3 dated 24-2-78.

(Arimardan Singh)
Jt. Director Civil Engg.(G),
Railway Board.

No. 87/WDO/SR/9 New Delhi, dt. 9-9-87.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(1)/82 Vol.IV dt. 2-6-87.

2. The Commissioner of Railway Safety, Souther Circle, Bangalore, with reference to his letter No. 253 dated 28-4-87.

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

(Arimardan Singh)
for Secretary, Railway Board.

(100)

No. 84/WDO/ORI/8 Sept. 9, 87.

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Opening of partly electrified Broad Gauge single line station from Pradhan Khunta to Sindri Town in Dhanbad Division of Eastern Railway for the public carriage of passengers.

Please refer Endorsement No. 2 of this office letter of even number, dated 15-11-84 (Copy enclosed for ready reference) and subsequent reminders of even number dated 23-4-85, 13-6-85 and 9-10-85 and expedite the reply.

The receipt of this letter may please be acknowledged.

9/9/87

(D.N. Machiwal)
For Executive Director Civil Engg.,
Railway Board.

BRIDGES ON INDIAN RAILWAYS AS ON 31st MARCH 1987

STATEMENT 'A'

S.No.	RAILWAYS.	NO. OF MAJOR BRIDGES.	NO. OF MINOR BRIDGES	TOTAL
1.	CENTRAL	1174	12318	13492
2.	EASTERN	823	7545	8368
3.	NORTHERN	1047	15557	16604
4.	NORTHEASTERN	642	5159	5801
5.	NORTHEAST FRONTIER	930	4327	5257
6.	SOUTHERN	1163	16721	17884
7.	SOUTH CENTRAL	1151	12791	13942
8.	SOUTH EASTERN	1439	17100	18539
9.	WESTERN	1344	13029	14373
	TOTAL	9713	104547	114260

(SEE STATEMENT 'B' ON NEXT PAGE)

TOTAL NUMBER OF BRIDGES (WATERWAYS) AS ON

STATEMENT 'B'

31ST. MARCH 1987

(102)

S.No	RAILWAYS.	100' AND ABOVE	60' AND ABOVE TO LESS THAN 100'	20' AND ABOVE TO LESS THAN 60'	LESS THAN 20'	TOTAL.
1.	CENTRAL	523	387	1649	10915	13474
2.	EASTERN	465	186	841	6555	8047
3.	NORTHERN	516	341	1332	14251	16440
4.	NORTHEASTERN	21	53	733	4934	5741
5.	NORTHEAST FRONTIER	541	262	633	3759	5195
6.	SOUTHERN	536	373	1535	15005	17449
7.	SOUTH CENTRAL	603	584	1653	10731	13571
8.	SOUTH EASTERN	767	502	2016	14992	18277
9	WESTERN.	711	298	2156	11090	14255
TOTAL		4683	2986	12548	92232	112449

1. A Bridge which has a total waterway of 18 m(60 lineal feet) or more of which has a clear opening of 12 m(40' Lineal feet) or more in any one span is classed as a major Bridge or otherwise a minor.
2. statement 'A' represents the total number of Bridges with waterways as also those which are other than waterways.
3. statement 'B' represents Bridges with waterways only.

BRIDGES ON INDIAN RAILWAYS AS ON 31st MARCH 1987

STATEMENT 'A'

(103)

S.No.	RAILWAYS.	NO. OF MAJOR BRIDGES.	NO. OF MINOR BRIDGES	TOTAL
1.	CENTRAL	1174	12318	13492
2.	EASTERN	823	7545	8368
3.	NORTHERN	1047	15557	16604
4.	NORTHEASTERN	642	5159	5801
5.	NORTHEAST FRONTIER	930	4327	5257
6.	SOUTHERN	1163	16721	17884
7.	SOUTH CENTRAL	1151	12791	13942
8.	SOUTH EASTERN	1439	17100	18539
9.	WESTERN	1344	13029	14373
	TOTAL	9713	104547	114260

(SEE STATEMENT 'B' ON NEXT PAGE)

TOTAL NUMBER OF BRIDGES (WATERWAYS) AS ON 31ST. MARCH 1987

STATEMENT 'B'

(164)

S.No	RAILWAYS.	100' AND ABOVE	60' AND ABOVE TO LESS THAN 100'	20' AND ABOVE TO LESS THAN 60'	LESS THAN 20'	TOTAL.
1.	CENTRAL	523	387	1649	10915	13474
2.	EASTERN	465	186	841	6555	8047
3.	NORTHERN	516	341	1332	14251	16440
4.	NORTHEASTERN	21	53	733	4934	5741
5.	NORTHEAST FRONTIER	541	262	633	3759	5195
6.	SOUTHERN	536	373	1535	15005	17449
7.	SOUTH CENTRAL	603	584	1653	10731	13571
8.	SOUTH EASTERN	767	502	2016	14992	18277
9	WESTERN.	711	298	2156	11090	14255
TOTAL		4683	2986	12548	92232	112449

1. A Bridge which has a total waterway of 18 m(60 Lineal feet) or more of which has a clear opening of 12 m(40' Lineal feet) or more in any one span is classed as a major Bridge or otherwise a minor.
2. statement 'A' represents the total number of Bridges with waterways as also those which are other than waterways.
3. statement 'B' represents Bridges with waterways only.

(105)

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

No. 86/WDO/SR/22 New Delhi, dt. 9-9-87.

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

Sub: Running of YDM2 Diesel Hydraulic Locomotives on Manamadurai - Rameswaram section of S. Railway.

With reference to your application No. W-438/2/Vol.IX dated 3-4-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of YDM2 class diesel hydraulic locomotive to RDSO's drawing No. SK.MP-95 having a maximum axle load of 12t on Manamadurai - Rameswaram M.G. section of your railway at a maximum speed of 45 kmph as shown in Safety Certificate No. 428 M.G. dated 17-10-86 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 theobservance of all other conditions/stipulations laid down in the Joint Safety Certificate and all the certificates accompanying your application referred to above. Endorsement to Director General (Motive Power) RDSO, Lucknow is relevant in this connections.

(Arimardan Singh)
Jt. Director Civil Engg.(G),
Railway Board.

(106)

No. 86/WDO/SR/22 N. Delhi, dt. 9-9-87.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17-T(4)/82 dated 18-5-87.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No. 132 dated 13-4-87, and 131 dated 13-4-87.

3. The Director Standards (Motive Power), R.D.S.O., Lucknow It is noted from Southern Railways application that they have not taken into consideration RDSO's letter No. SD. YDM2.11 dated 18-6-86 revising the maximum provisional speed of YDM2 locos from 45 kmph to 60 kmph in para 2 of their speed certificate for YDM2 locos dated 18-9-85 as the letter is only addressed to General Manager (Engg./ Diesel) South Central Railway, Secunderabad with endorsement to Secretary (Civil Engg./Mech) Railway Board, New Delhi. Other M. Railways may have not been informed in this connection. It is therefore requested that RDSO may kindly arrange despatch of the modification letter dt. 18-6-86 to G.M.s., (Engg./Diesel) other railways also for their information.

(Arimardan Singh)
For Secretary, Railway Board.

(107)

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

No. 87/WDO/SR/13 New Delhi, dt. 9-9-87.

The General Manager,
Western Railway,
Churchgate,
BOMBAY.

Sub: Movement of underframes of 'BTALN' wagon.

With reference to your application No. W.636/15/76 dated 24-7-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringement to item No. 13(b) Chapter - IV(A) of the BG Metric Schedule of Dimensions (1973) involved in the movement of underframe of Bogie Ammonia tank wagon type 'BTALN' to RDSO's drawing No. WD-84058-S/04 Alt. 1 as detailed in Form - XI accompanying your application referred to above.

The sanction for movement of the above underframes shall however be issued by the HODs of your 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 8-6-80.

(Arimardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

No. 87/WDO/SR/13 New Delhi, dt. 9-9-87.

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS 17-T(1)/82 Vol. V dated 12-8-86.
2. The Commissioner of Railway Safety, Western Circle, Bombay w.r.t. his letter No. 12-5/254/461 dated 28-7-87.
3. The Director Standards, (Wagon) R.D.S.O., Lucknow.

(Arimardan Singh)
For Secretary, Railway Board.

(108)

Sub: Recommendations of the Committee on Subordinate Legislation regarding framing/publication of Rules & Regulations under central statutes.

There are two statutes pertaining to MTP Dte. and progress of framing of the rules under the same is as under:-

(1) Metro Railway's (Construction of Works) Act, 1978

The Act provides for making of the Rules to carry out the provisions of the Act vide Section 44. The Rules as required, have long been made and published.

(2) Calcutta Metro Railway (Operation & Maintenance) Temporary Provisions Act, 1985.

The Rules required for working of the Metro Railway have already been made and published under Section 47 of the Indian Railways Act 1890 read with Section 18 of the above mentioned Calcutta Metro Act, 1985. Section 18 of the Metro Act, 1985 extends application of the provisions of the Indian Railways Act, 1890 to the operation and maintenance of the Metro Railway, as if such Metro Railway were a Railway as defined under the Railways Act.

2. The Metro Act, 1985 also provides vide Section 22 for making of the Rules to carry out the provisions of this Act. The Section also provides that in particular such Rules may provide for the following matters :-

(a) Terms & conditions of services of the officers and other employees of the Metro Railway Administration.

(b) The cases in which and the extent to which the procedure specified in Section 4 for the opening of the Metro Railway for public carriage of passengers may be dispensed with.

(c) The volume and weight of the baggage containing personal belongings that may be carried by a person while travelling in the Metro Railway.

3. Regarding (a), it has not been considered necessary so far to make Rules regarding terms & conditions of the services of the officers and employees of the Metro Railway Administration as for the present Metro Railway continues to be under the administrative control of the Ministry of Railways. It will be required to have separate set of Rules when an independent Statutory Authority takes over the operation and maintenance of the Metro Railway.

Regarding (b) also there is no need to make any Rules as procedure specified in Section 4 is being followed for opening of the Metro Railway for public carriage of passengers.

(109)

from prepage

Regarding (c) although a Coaching Tariff has been issued by the Traffic (Tourism) Dte. containing Rules, inter-alia, about volume and weight of the baggage that may be carried by a person in the Metro Railway and prohibition on carriage of offensive goods upon the Metro Railway etc. as per the provisions of the Metro Railway. However, these Rules are yet to be notified in the gazette. Traffic (Tourism) Dte. has been advised to arrange for expeditious notification of the Rules.

(G. Kumar)
J.D.M.T.(Elect.)
8.9.87

Adviser (MTP)

L.A.

Copy to:

JDCE(G) - for information with reference to his note seeking position on the subject with reference to M.E.'s minutes on Parliament Branch circular No. 87/Parl./175 dated 12.8.87.

(G. Kumar)
J.D.M.T.(Elect.)
8.9.87

(110)

J.S. Mundrey,
Executuve Director Civil Engineering,

New Delhi,
31-8-1987.

D.O. No. 87/WDO/SD/6

My dear Koppikar,

Sub: Introduction of wider coaching stock 12'-0" wideron B.G. system of Indian Railways.

Ref: Shri Bhide's D.O. No. L.531.WX.BR.VI dated 19-8-87.

While going through Shri Bhide's above quoted D.O., I find that the position of infringing structures on Jhansi - Palwal route given in list No. 1 is correct as on 31.12.85 and the latest position is being ascertained by you from the Divisions. Since a detailed report on the possibility of introduction of 12'-0" wide coaching stock on Jhansi - Palwal route is required to be put up to the Board, it is requested that the latest position of infringing structures may be got checked up on priority and a reply with all the details asked for, sent to this office at the earliest.

With best wishes,

Yours sincerely,

(J.S. Mundrey)

Shri G.S. Koppikar,
Chief Engineer,
Central Railway,
Bombay.

(111)

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

No. 87/WDO/SD/9 N.Delhi, dt.31-8-87.

The General Manager,
Eastern Railway,
17, Netaji Subhas Road,
Calcutta. 700 001.

Sub: Infringement to Foot Over Bridge on Up platform at New Farakka station.

With reference to your letter No. W 591/11 dated 17-6-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways temporarily sanction the infringement of F.O.B. to item 7(ii) of Chapter II of B.G. Metric Schedule of Dimensions (1973) at New Farakka station as shown in Annexure - I on the reverse due to extension of platform to accommodate 22 bogies. Annexure - I is based on Form - XI and drawing No. DRM MLDT 13-87 accompanying your letter referred to above.

The infringement has to be removed within a period of three years from the date of issue of this letter.

(ARIMARDAN SINGH)
Jt. Director Civil Engg. (G),
Railway Board.

No. 87/WDO/SD/9 N.Delhi, dt.31-8-87.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 18-T(4)/84 dated 6-7-87.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 235 dated 19-6-87.

(ARIMARDAN SINGH)
FOR Secretary, Railway Board.

ANNEXURE - I

Sr. No.	Location	Name of structure which infringes	Chapter and item of schedule	Prescribed Dimensions	Existing actual dimension.	Amount of infringement.
1.	km. 257/2-3 New Farakka station	F.O.B.	Chapter-II item 7(ii)	17'-6" (5330 mm)	12'-11"	4'-7".

(112)

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

No. 87/WDO/BS/1 N.Delhi, dt. 28-8-87.

The General Manager,
Western Railway,
Bombay.

Sub: Providing of additional loop at Singwal station on Ratlam - Ajmer section - extension of Bridge No. 85 - Condonation for free board and vertical clearance.

With reference to your letter No. W.65/1/VOP/ADI Vol.-II dated June 12th 1987 sent through the Chief Commissioner of Railway Safety Lucknow, Ministry of Railways sanction the provision of reduced vertical clearance of 105 mm and reduced free board of 690 mm as shown in Annexure 'A' and plan No. CE/CN/ADI/3805/D-AII-RTM in connection with extension of Bridge No. 85 on Ratlam - Ajmer M.G. section against the minimum required vertical clearance/free board of 600 mm/ 1000 mm respectively keeping in view the circumstances explained in your above quoted letter.

It is noted that even with existing inadequate vertical clearance of 400 mm and free board of 690 mm, this bridge is functioning satisfactorily without any damage either to the bridge itself or to the approaches during last 50 years.

Amrchst

(A.K.MEHROTRA)
Jt. Director Civil Engg.(B&S),
Railway Board.

No. 87/WDO/BS/1 N.Delhi, dt. 28-8-87.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his letter No. RS. 18-T(8)/84 dated 6-7-87.

2. The Commissioner of Railway Safety, Western Circle, Churchgate, Bombay - 20 with reference to his letter No. 221/365 dated 16-6-87.

Amrchst

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

(113)

Extracts of Board (M.E.)'s minutes on Parliament Branch circular No. 87/Parl./175 dated 12-8-87.

(A) "Please ascertain from J.S. (Parliament) whether there is any emactment pending which concerns us."

Sd/-
M.E.
17-8-85.

J.S. (parliament) may please see Board (ME)'s minutes extracted above and advise if any emactment is pending from the Civil Engg., Works, Metropolitan Transport, Track and Land Management Directorate.

J.D.C.E.(G),
19-8-87.

J.S.(Parliament)

(B) This information is available with the Directorates concerned from whom it may be obtained direct.

J.S.(Parl)
19.8.87

JDCE(G) (A) & (B) above may kindly be seen for comments pl.

19.8.87
JDCE(G)

ED(W) 20/8
ED/MTP 20/8/87
ED/Track 20/8
EDLM 20/8

Recdm 17/8

368

114

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

...

Sub: Recommendations of the Committee on Subordinate Legislation regarding framing/publication of rules and regulations and laying such rules etc. in Parliament.

According to the recommendations of the Committee on Subordinate Legislation, Rules required to be made under a statute should be framed and published as soon as possible but in any case not later than six months from the date on which a statute comes into force and such rules should be laid in Parliament within 15 days of their publication.

2. Instances have come to the notice where the administrative Ministries are not following the instructions in this regard and Rules are not being notified within the prescribed period of six months. The existing mechanism of reporting to the Legislative Department every quarter regarding the framing of rules and regulations etc. is also not taken seriously by the administrative Ministries with the result that the Ministry of Law and Justice are not in a position to follow up the cases at appropriate time. It has been desired that Ministries concerned should notify the rules within the prescribed time limit. If any Ministry is not in a position to do so, the facts should be brought to the notice of the Legislative Department as well as Parliament at as early a date as possible.

3. All officers in the Board's office are requested to kindly take a careful note of the Committee's above-mentioned recommendations and scrutinise the enactments with which they are concerned with a view to ensure that rules and regulations made under a statute are framed within the stipulated period of six months from the date from which a statute comes into force. In case of any delay beyond six months, the Legislative Department as well as Parliament should be informed. It may also kindly be ensured that such rules are laid in Parliament within 15 days of their publication.

4. A report containing the particulars of cases in which rules and regulations required to be made under a statute have not been published within six months from the date on which the statute comes into force or not laid in Parliament within 15 days of their publication should be furnished on the first of each month to the Parliament Branch (including a 'Nil' report) to enable them to comply with the requirements indicated in para 1 above.

5. All concerned may be directed to ensure meticulous compliance to avoid any delay in this regard.

Hindi version will follow.

(T.L. NANDA)
JOINT SECRETARY(PARLIAMENT)

No.87/Parl/175
Dated 12.8.1987.

All officers and Branches in the Board's office.

Copy to: PSs to CRB, FC, ME, MM, MS, MT, ML, Secretary, Adv.(IR), Adv.(Fin), Adv.(MTP), DG/RPF & DG/RHS.

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(115)

Extracts of Board (M.E.)'s minutes on Parliament Branch circular No. 87/Parl./175 dated 12-8-87.

(A) "Please ascertain from J.S. (Parliament) whether there is any emactment pending which concerns us."

Sd/-
M.E.
17-8-85.

J.S. (parliament) may please see Board (ME)'s minutes extracted above and advise if any emactment is pending from the Civil Engg., Works, Metropolitan Transport, Track and Land Management Directorate.

J.D.C.E.(G),
19-8-87.

J.S.(Parliament)

(B) This information is available with the Directorates concerned from whom it may be obtained direct.

J.S.(Parl)
19.8.87

JDCE(G) A & B above may kindly be seen for comments pl.

19.8.87
JDCE(G)

ED(W)
ED/MTP
~~ED/TRDLL~~
EDLM

JDCE/TM
WSC
Are there any enactments pending pertaining to our Dte.

20.8
ED/TM

Reference above
So far as WTM/WSC are concerned the information called for may be treated as 'nil'.

SO/WTM 21/8/87

Sir Machiwal may pl. speak.
26.8.87
JDCE(G)

JDCE(TM)

26.8.87

WDM I

JDCE(G) ~~Ext. Br.~~

(116)

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

Sub: Recommendations of the Committee on Subordinate Legislation regarding framing/publication of rules and regulations and laying such rules etc. in Parliament.

According to the recommendations of the Committee on Subordinate Legislation, Rules required to be made under a statute should be framed and published as soon as possible but in any case not later than six months from the date on which a statute comes into force and such rules should be laid in Parliament within 15 days of their publication.

2. Instances have come to the notice where the administrative Ministries are not following the instructions in this regard and Rules are not being notified within the prescribed period of six months. The existing mechanism of reporting to the Legislative Department every quarter regarding the framing of rules and regulations etc. is also not taken seriously by the administrative Ministries with the result that the Ministry of Law and Justice are not in a position to follow up the cases at appropriate time. It has been desired that Ministries concerned should notify the rules within the prescribed time limit. If any Ministry is not in a position to do so, the facts should be brought to the notice of the Legislative Department as well as Parliament at as early a date as possible.

3. All officers in the Board's office are requested to kindly take a careful note of the Committee's above-mentioned recommendations and scrutinise the enactments with which they are concerned with a view to ensure that rules and regulations made under a statute are framed within the stipulated period of six months from the date from which a statute comes into force. In case of any delay beyond six months, the Legislative Department as well as Parliament should be informed. It may also kindly be ensured that such rules are laid in Parliament within 15 days of their publication.

4. A report containing the particulars of cases in which rules and regulations required to be made under a statute have not been published within six months from the date on which the statute comes into force or not laid in Parliament within 15 days of their publication should be furnished on the first of each month to the Parliament Branch (including a 'Nil' report) to enable them to comply with the requirements indicated in para 1 above.

5. All concerned may be directed to ensure meticulous compliance to avoid any delay in this regard.

Hindi version will follow.

(T.L. NANDA)
JOINT SECRETARY(PARLIAMENT)

No.87/Parl/175
Dated 12.8.1987.

All officers and Branches in the Board's office.

Copy to: PSs to CRB, FC, ME, MM, MS, MT, ML, Secretary, Adv.(IR), Adv.(Fin), Adv.(MTP), DG/RPF & DG/RHS.

(17)

The position in respect of supply of State Maps was checked up from 'G' branch and it was ascertained from their file that after obtaining necessary clarifications from Survey of India, Dehradun they have sent a Demand Draft for Rs. 235/- to them on 12-8-87 with the approval of Associated finance under their letter No. 87/G/20/WDO-I dated 12-8-87 and the supply is now expected soon.

Submitted for information please.

18.8.87

J.D.C.E.(B&S) One set may be purchased locally as it is required to ref by Board member / HOS's during the floods / Breaches situation

19/8

WDO-1

1. Shri G.S. Koppikar,
Chief Engineer,
Central Railway,
Victoria Terminus,
Bombay.

2. Shri S.L. Agarwal,
Chief Engineer,
Eastern Railway,
Fairlie Palace,
Calcutta.

3. Shri Y.P. Anand,
Chief Engineer,
Northern Railway,
Baroda House,
New Delhi.

4. Shri B.P. Agarwal,
Chief Engineer,
North Eastern Railway,
Gorakhpur.

5. Shri S.K. Agarwal,
Chief Engineer,
Northeast Frontier Railway,
Guwahati.

6. Shri N.S. Raghavan,
Chief Engineer,
Southern Railway,
Madras.

7. Shrii R. Balasubramanian,
Chief Engineer,
South Central Railway,
Secunderabad.

8. Shri A.S. Bhatnagar,
Chief Engineer,
South Eastern Railway,
Garden Reach,
Calcutta.

9. Shri Y.G. Patwardhan,
Chief Engineer,
Western Railway,
Church Gate,
Bombay.

10. Shri R.B. Ajgaonkar,
Chief Engineer(Construction),
Central Railway,
Victoria Terminus,
Bombay.

11. Shri R.K. Garg,
Chief Engineer(Construction),
Eastern Railway,
Fairlie Palace,
Calcutta.

12. Shri N.K. Sikka,
Chief Engineer (Construction),
Northern Railway,
Kashmere Gate,
Delhi.

13. Shri K.M. Saran,
Chief Engineer(Construction),
Northern Railway,
Kashmere Gate,
Delhi.

14. Shri S.M. Bhargava,
Chief Engineer(Construction),
North Eastern Railway,
Gorakhpur,

15.
15. Shri H.K.L. Jaggi,
Chief Engineer(Construction),
Northeast Frontier Railway,
Maligaon.

16. Shri D.S. Rao,
Chief Engineer(Construction),
Northeast Frontier Railway,
Maligaon.

17. Shri V.K. Agarwal,
Chief Engineer(Construction),
Northeast Frontier Railway,
Maligaon.

18. Shri M. Vishnumoorthy,
Chief Engineer(Construction),
Southern Railway,
Madras.

19. Shri S.N. Venkat Rao,
Chief Engineer(Construction),
Southern Railway,
Bangalore.

20. Shri S.H.R. Krishn Rao,
Chief Engineer(Construction),
South Central Railway,
Secunderabad.

(119)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

OFFICE ORDER NO. 44 OF 1987.

In supersession of Office Order No. 40 of 1987, the following will be the re-allocation of business amongst Chairman and Members of the Railway Board.

CHAIRMAN, RAILWAY BOARD(CRB)

1. Corporate Coordination
2. Secretary's Branches dealing with Intra-Board Coordination and Administrative matters.
3. Planning
4. Vigilance
5. Official Language
6. Public Relations & Information & Publicity
7. Operation Information Services
8. Efficiency & Research
9. Research & Development
10. Administrative Reforms & Public Grievances
11. Railway Public Sector Undertakings
12. Any other matter at the discretion of Chairman.

FINANCIAL COMMISSIONER (FC)

1. Accounts
2. Finance
3. Statistics
4. Accounting Development
5. Economics
6. Pay Commission (as associate Finance)

MEMBER ENGINEERING (ME)

1. Civil Engineering
2. Works
3. Metropolitan Transport
4. Track
5. Land Management

.../-

MEMBER MECHANICAL (MM)

1. Mechanical Engineering
2. Mechanical Engineering(Workshop)
3. Mechanical Engineering(Production Units)
4. Railway Stores

MEMBER TRAFFIC (MT)

1. Transportation
2. Commercial
3. Tourism
4. Safety
5. Coaching
6. Security & Intelligence

MEMBER STAFF (MS)

1. Labour Policy
2. Industrial Relations
3. Establishment
4. Health
5. Legal Affairs
6. Management Services (Cadre Structure & Training)
7. Secretary's Branches (Establishment matters)
8. Pay Commission

MEMBER ELECTRICAL (ML)

1. Signalling & Telecommunications
2. Telecommunication Development
3. Railway Electrification
4. Electrical Engineering

(S.M. Vaish) 18/8/87
Secretary, Railway Board.

No.87/O&M/70/Policy
Dated: 18-8-1987

To

All Officers and Branches in Board's Office.
G(Acc) and O&M with 10 spares each.

(121)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.86/W6/PRA/17 New Delhi, dated 14-8-1987

General Managers,
All Indian Railways.

General Managers(Construction)
N.F.Rly.Guwahati

General Manager,
M.T.P.Calcutta.

Chief Administrative Officer(Cons)
S.E.Rly.Waltair and C.Rly.Bombay.

Director, Tricen,
Pune.

Principal,
Railway Staff College,
Vadora.

Sub: Spacing of Bridge timbers on B.G.

Arising out of derailment of 59 Up, Howrah-Guwahati Kamrup Exp. between Gosaingaon Hat and Chaotara stations on 18.2.85, Commissioner of Railway Safety, North Eastern circle has recommended as under:-

" The clear gap between two adjacent bridge timbers on Board Gauge is now being maintained at 20". This spacing was adopted in the early days when the locos and the rolling stock had large diameter wheels. With the evolution of later designs, there is need for a review to reduce this gap to 18" so that derailed wheels do not tend to drop into this space and push out the timbers to one end.

This revised spacing may be adopted in new constructions as well as while carrying out through renewals of timbers on bridges."

2. Incidentally, it is seen that this matter had also came up for discussion, though informally, at the 61st Meeting of the Track Standards Committee held in February, 1986, when there was a consensus that the clear spacing may be reduced to 18", for the same reason as stated above. Hence, it is likely that some of the Railways may have startód adopting the reduced spacing already. The actual position as obtaining on your Railway may be indicated.

3. The Board have now decided that a reduced gap of 450 mm(18") between bridge timbers should be adopted on BG on all new constructions, as well as while carrying out through renewals of bridge timbus. The Railways should also programme for re-spacing of bridge timbers on other bridges in a similar manner so as to complete all unballasted girder bridges within the next 2 years.

2/-...

4. While respacing bridge timbers, the extant instructions regarding closer spacing of timbers at fishplated joints, as contained in Board's letter No.79/WD0/SD/20 dated 31.3.80, should also be complied with meticulously.

5. In order to prevent displacement and bunching of bridge timbers, during the passage of derailed wheels over girder bridges, spacer tie bars/angles should be provided on both sides duly secured by means of hook-bolts. This work should be taken up on priority basis by all the Railways and completed by 30.9.1987, under advice to this office.

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

No.86/W6/PRA/17 New Delhi, dated -8-1987

Copy forwarded for information and necessary action to:-

1. Director General, RDSO, Lucknow. Suitable drawings incorporating the above stipulations be finalised and issue to Zonal Railways for adoption.

2. Chief Engineer(Open Line) / (Cons)
All Indian Railways.

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

Spare copy to W-1 branch.

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

(123)

No. 87/WDO/SR/13 N. Delhi, dt. 12-8-87.

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

Sub: Movement of underframe of Ammonia Tank Wagon type 'BTALN' ex. Tikiapara to Nagpur B.G. section of S.E. Railway.

With reference to your application No.G/Tank Wagon/Pt. 5 dated 4-6-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringement to item No. 13(b) Chapter - IV (A) of the BG Metric Schedule of Dimensions (1973) involved in the movement of underframe of Ammonia Tank Wagon 'BTALN' to RDSO's drawing No. WD-84058-S/04 Alt. 1 as detailed in Form - XI accompanying your application referred to above. The sanction for single movement of the above underframes shall however be issued by the HODs of your railway in terms para 2.6.1 of policy circular No. 73/WDO/SR/9/0 dated 8-6-80.

(ARIMARDAN SINGH)
Jt. Director Civil Engg.(G),
Railway Board.

No. 87/WDO/SR/13 N.Delhi, dt. 12-8-87.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 18-T(16)/82 dated 6-7-87.
2. The Commissioner of Railway Safety, South Eastern Circle 14, Strand Road, 12th Floor, Calcutta with reference to his letter No. 297 dated 8-6-87.
3. The Director Standards (Wagon), R.D.S.O., Lucknow.

(ARIMARDAN SINGH)
For Secretary, Railway Board.

(129)

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

No. 87/WDO/SR/13 New Delhi, dt. 7-8-87.

The General Manager (Engg.),
Western Railway,
Churchgate,
BOMBAY

Sub: Running of Broad Gauge Bogie Ammonia tank Wagon type 'BTALN'.

With reference to your application No. W.636/15/26 dated 16-6-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of Broad Gauge Bogie Ammonia tank wagon type 'BTALN' to RDSO's drawing No. WD-84058-S/02 having an axle load of 25.32t on the following B.G. sections at a maximum permissible speed mentioned against each section subject to the observance of all permanent speed restrictions as notified in Appendix - VII of the current working time table and other temporary speed restrictions in force and/or those that may be imposed from time to time and subject to the condition that the wagon shall be fitted with air brake and shall have a maximum brake force at rail level of 8.128t per wagon. The sanction is further subject to observance of all other conditions/stipulations laid down in your joint safety certificate No. 11 of the 1987 and other certificates accompanying your application referred to above.

Sr. No.	Section	Maximum permissible speed in kmph.
1.	Bombay Central - Mathura	65
2.	Vadodara - Viramgam	65
3.	Viramgam - Jhund	50
4.	Jhund - Khambhdia	40
5.	Jhund - Gandhidham	50
6.	i) Udhna - Madhi	55
	ii) Madhi - Jalgaon	65
7.	Anand - Godhra	55
8.	Nagda - Ujjain - Bhopal	65
9.	i) Ujjain - Dewas	65
	ii) Dewas - Indore	40
10.	Kota - Bina	
	i) Kota - Bhulon	40
	ii) Bhulon - Bina	55
11.	Bayana- Idgah Agra	55
12.	Idgah Agra - Agra Fort	20
13.	Agra Fort - Agra East Bank	20

P.T.O.

Sr. No.	Section	Maximum permissible speed in kmph.
14.	Chandlodiya - Gandhinagar	55
15.	Maksi - Ruthiyai	50
16.	Viramgam - Hapa - Okha	65
17.	Kanalus - Porbander	65
18.	Kanalus - Sika	50

The sanction of fringements to item No. 13(b) of Chapter - IV(A) and profile of maximum moving dimensions of 1929 as detailed in Form - XI has already been conveyed under Board's letter No. 87/WDO/SR/1 dated 18-2-87.

(Arimardan Singh)
Joint Director Civil Engg.(G),
Railway Board.

No. 87/WDO/SR/13 New Delhi, dt. 7-8-87.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17-T(1)/82 Vol.V dt. 9-7-87.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road Bombay with reference to his letter No.12-5/254/376 dated 18-6-87.
3. The Director Standards (Wagon), R.D.S.O., Lucknow.

(Arimardan Singh)
For Secretary, Railway Board.

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

(126)

No. 86/WDO/SR/26 N.Delhi, dt. 7-8-87.

The General Manager,
Southern Railway,
Madras - 3

Sub: Running of 'BRST' type B.G. bogie wagons to RDSO's diagram No. WD-82054-S/1 on various B.G. sections.

With reference to your application No. W.439/4/Vol. XII dated 27-10-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of 'BRST' type B.G. bogie wagon to RDSO's diagram No. WD-82054-S/1 having a maximum axle load of 20.30t on the following B.G. sections of your Railway at a maximum permissible speed mentioned against each section subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to the all other conditions/stipulations laid down in all other certificates accompanying your application referred to above.

Sr. No.	Section	Maximum permissible speed in kmph
1.	Madras Central - Bangalore City.	75
2.	Basin Bridge - Gudur.	75
3.	Arkkonam-Renigunta (incl. Melpakkam bye pass)	75
4.	Jolarpettai - Mangalore.	75
5.	Shoranur (incl. Short link)-Cochin Harbour Term.	75
6.	Erode - Tiruchchirappalli.	70
7.	Irugur - Coimbatore North.	75
8.	Podanur - Mettupalaiyam.	70
9.	Ernakulam - Trivandrum Central.	70
10.	Palghat - Palghat Town.	55
11.	Veysarpadi - Washermanpet.	65
12.	Washermanpet - Royapuram.	35
13.	Royapuram - Madras Beach.	25
14.	Basin Bridge - Washermanpet.	65
15.	Washermanpet - Korukkupet.	55
16.	Veysarpadi - Korukkupet.	55
17.	Trivandrum Central - Nagercoil.	60
18.	Nagercoil - Kanniyakumari.	50
19.	Bangarapet - Marikupam.	35
20.	Baiyappanahalli - Vimanapura.	20
21.	Walajah Road - Ranipettai.	15
22.	Salem - Salem Market.	30
23.	Salem - Metur Dam.	30
24.	Shoranur - Nilambur Road.	40
25.	Nagercoil - Tirunelveli.	40
26.	Baiyappanahalli - Dharmavaram.	75

P.T.O.

The sanction of infringement to item 13(b) of Chapter - IV A of the B.G. Metric Schedule of Dimensions (1973) has however, already been conveyed for all new design of goods stock with CBC coupling, under this office letter No. 80/WDO/SR/21 dated 21/22-8-80.

(Arimardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

No. 86/WDO/SR/26 New Delhi, dt. 7-8-87.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17-T(1)/82 - Vol.IV dt.2-12-86 and RS. 17-T(1)/82 Vol. V dated 9-7-87.

2. The Commissioner of Railway Safety, Southern Circle,7, Seshadari Road, Gandhinagar, Bangalore with reference to his letter No. 1392 dated 31-10-86 and 691 dated 23-6-87.

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

(Arimardan Singh)
For Secretary, Railway Board.

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

No. 85/WDO/SR/7 N.Delhi, dt. 31-7-87. 7-8-87

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

Sub: Running of modified 12 axle 120t 'RAPP' wagon in empty and loaded condition with 110t Steam Generator from Tughlakabad to Rajghat Narora on Northern Railway.

With reference to your application No. W.519-W/463 dated 2-1-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of modified 12 axle 120t. 'RAPP' wagon to RDSO's drawing No. WD-83088-S-02 Alt. 1 in empty and loaded condition in connection with transporting of 110t Steam Generator being manufactured by M/s BHEL ex. Thiruchchirappalli to project site of Narora Atomic Power Plant on the following B.G. sections of your railway at a maximum permissible speed shown against each, subject to observance of all permanent and temporary speed restriction in force and/or that those may be imposed from time to time.

Sr. No.	Sections	Maximum permissible speed in kmph Empty	Loaded
1.	Tughlakabad - 2nd Yamuna Bridge	25	15
2.	2nd Yamuna Bridge - Ghaziabad	25	15
3.	Ghaziabad - Aligarh	25	15
4.	Aligarh - Rajghat Narora	20	15

The sanction is further subject to observance of all other conditions/stipulations mentioned in RDSO's speed certificate, Joint Safety Certificate, special instructions and all other certificates accompanying your application referred to above. As the consignment when loaded on this wagon infringes the standard maximum moving dimensions (1929), the sanction of the competent authority for ODC movement should also be obtained as detailed in para 2.3.6 of RDSO's Speed Certificates.

The Ministry of Railways also sanction the infringement to clause 16 of Chapter - IV A of the B.G. Metric Schedule of Dimensions (1973) involved in the movement of modified 12 axle 120t 'RAPP' wagon to RDSO's Drg. No. WD-83088-S-02 Alt.1 as detailed in Form-XI accompanying to your letter referred to above.

(Arimardan Singh)
Jt. Director Civil Engg.
Railway Board

n.f.o.

(129)

No. 85/WDO/SR/7 N.Delhi, dt. 31-7-87. 7-8-87

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17-T(1)/82 Vol.V dt. 9-7-87.

2. The Commissioner of Railway Safety, Northern Circle Charbagh Railway Station Lucknow with reference to his letter No. 30/1339/12 axled 120t 'RAPP' wagon dated 30-6-87.

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

(Arimardan Singh)
Joint Director Civil Engg.(G),
Railway Board.

(130)

No. 66/WDO/SR/19 August 87.

The Director ~~Gen~~ General,
R.D.S.O.,
Lucknow.

Sub: Introduction of wider and taller stock on Indian Railway.

The Board have decided to introduce 12'-0" wide and 15'-6" high rolling stock on B.G. system of Indian Railways. To meet this end, it has also been decided by the Board to consider the adoption of the profile to RDSO's Sketch No. EDO/T-1043 as a first step in consultation with CCRS /Lucknow.

To enable this office to consider the adoption of RDO/T-1043, a sketch showing the position of the profiles of EDO/T-1043 in stations as per drawing No. 2 and in the tunnel section as per diagram No. 3 of B.G. Schedule may please be sent to this office early.

(Arjmardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

(131)

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

No. 66/WDO/SR/19

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated August 1987.

The Director General,
R.D.S.O.,
Lucknow.

Sub: Introduction of wider and taller stock on Indian Railway.

The Board have decided to introduce 12'-0" wide and 15'-6" high rolling stock on B.G. system of Indian Railways. To meet this end, it has also been decided by the Board to consider the adoption of the profile to RDSO's Sketch No. EDO/T-1043 as a first step in consultation with CCRS /Lucknow.

To enable this office to consider the adoption of EDO/T-1043, a sketch showing the position of the profiles of EDO/T-1043 in stations as per drawing No. 2 and in the tunnel section as per diagram No. 3 of B.G. Schedule may please be sent to this office early.

(Arimardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

(132)

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

No. 81/WDO/SR/7 New Delhi, dt. 27-7-87.

To
The General Manager,
Western Railway,
Churchgate,
BOMBAY.

Sub:- Introduction of the running of WDS-6 Diesel electric locomotives.

With reference to your application No. W.636/9/1/15 dated 9-3-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of WDS-6 class diesel electric locomotives to RDSO's Drg. No. SK-DL-3649 Alt. Nil having a maximum axle load of 21.5t on the B.G. sections shown on the reverse at a maximum permissible speed mentioned against each section. The sanction is subject to fitment of speedometer when the loco is used on Main line sections irrespective of whether they are used on goods or passenger services and subject to all permanent speed restrictions as notified in Appendix - VII of the current working time table, other temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to other conditions/stipulations as laid down in your joint safety certificate and all other certificates accompanying your application referred to above.

The Ministry of Railways also sanction the infringements to the profile of maximum moving Dimensions of 1929 as shown in Diagram No. 1A and others of the B.G. Metric Schedule of Dimensions (1973) as detailed in Form-XI accompanying your application referred to above.

(ARJMARDAN SINGH)
Joint Director Civil Engg.(G),
Railway Board.

No. 81/WDO/SR/7 New Delhi, dt. 27-7-87.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his Endorsement No. RS.17-T(4)/82-Vol.III dt. 16-6-87.

2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate station Building Annexe, Maharshi Karve Rd., Bombay w.r.t. his letter No, 12-5/236/305 dt. 21-5-87.

P.T.O.

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

(ARIMARDAN SINGH)
FOR Secretary, Railway Board.

Sr. No.	Section	Maximum permissible speeds in kmph. For passenger trains	For Goods trains.
1.	Bombay Central - Mathura	55	65
2.	Vadodara - Viramgam	55	65
3.	Viramgam - Jhund	30	30
4.	Jhund - Kharaghoda	20	20
5.	Jhund - Gandhidham	30	30
6.	Gandhidham - Kandla	-	25
7.	i) Udhna - Madhi	50	60
	ii) Madhi - Jalgaon	55	65
8.	Anand - Godhra	50	60
9.	Anand - Petlad - Khambhat	20	20
10.	Vasad - Kathana	20	20
11.	Nagda - Ujjain - Bhopal	55	65
12.	Indore - Dewas - Ujjain	25	25
13.	Kota - Bina		
	i) Kota - Bhulon	30	30
	ii) Bhulon - Bina	50	60
14.	Bayana - Idgah Agra	50	50
15.	Idgah Agra - Agra Fort	20	20
16.	Agra Fort - Agra East Bank	20	20
17.	Chandlodiya - Gandhinagar	50	60
18.	Maksi - Rathiyai	30	30
19.	Viramgam - Hapa - Okha	55	65
20.	Kanalus - Porbander	55	65
21.	Kanalus - Sika	6	50

A.R. Saini, W.D.O.I /22.7.87.

(134)

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

No. 87/WDO/ORI/13

New Delhi, 27th July 87.

The Chief Commissioner of Railway Safety,
N.E. Railway Office Compound,
Ashok Marg,
L U C K N O W.

Sir,

Sub:- Opening of the Second line between Palsora Makrawan and Unhel (Km.26.41 & 17.80) stations on Ratlam Division of Western Railway for the public carriage of passengers.

With reference to your endorsement No. RS. 10-T(12)/86 dated 29-6-87. I am directed to confirm the action of C.R.S., Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No. 16-5/242/H-47 dated 26-5-87.

Yours faithfully,

(ARIMARDAN SINGH)
FOR Secretary, Railway Board.

DA: Nil.

No. 87/WDO/ORI/13

New Delhi, 27th July, 87.

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No. 16-5/242/H-47 dt.26-5-87.

2. The General Manager, Western Railway Bombay with the request that the 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 and send one copy each of the index plan and section.

(ARIMARDAN SINGH)
FOR Secretary, Railway Board.

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

No. 82/WDO/SD/23

New Delhi,
27 July 87.

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

Sub: Gangapur City - Ratlam Electrification-
Location of signal structures in Nagda
(Excl.) - Dara section at less than
2.36 m implantation.

Ref: Your letter No. GR/RE/EL/36 dt. 29-6-87.

In view of the position explained in your letter quoted above, the Ministry of Railways have examined the matter and accord their Administrative approval for adopting of setting distances of less than 2.36 metres for implantation of 45 Colour Light Signals in between tracks on Nagda (Excl.) - Dara section as detailed in the list accompanying your letter referred to above. Setting distances less than 2.21 m may not be permitted at any location on straight (with additional allowance on curves if any).

As already advised in this office letter No. 82/WDO/SD/12 dated 18-6-82, a list of all locations where Colour Light Signals are finally located with a setting distances of less than 2360 mm may be submitted as an enclosure to the statement of infringements while obtaining CRS's sanction for commissioning of Colour Light Signals (though a formal condonation for provision of such setting distances would only be needed if and when a proposal to introduce 12'-0" wide stock is considered).

Please acknowledge the receipt.

(A.K. MEHROTRA)
Jt. Director Civil Engg. (E&S)
Railway Board.

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

No. 87/WDO/SR/10

New Delhi,
July 21st 87.

The General Manager,
Central Railway,
Bombay V.T.

Sub: Sanction for running of single WAP/1 Class A.C. electric locomotive for hauling super fast trains and all Mail/Express trains at a maximum speed of 105 kmph on Tuglakabad-Jhansi B.G. section of Central Railway.

With reference to your application No.W 681.Y.93/BR/ dated 19-5-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of WAP/1 Class 4,000 H.P., A.C. electric locomotive having maximum axle load of 18.8t + 2%, HETT 3,000 Transformer with 2S - 3P permanent connection of the axle hung nose, suspended TAO 659 traction motors and flexicoil bogies with two stage suspension to RDSO Sketch No. SK.DL. 3031 (Alt.4) for hauling super fast trains and all Mail/Express trains at a maximum speed of 105 kmph on Tuglakabad - Jhansi B.G. section of your railway subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The maximum speed of 105 kmph shall, however, be reduced to 100 kmph in case any ICF coach equipeed with L.B. bogies is included in the train composition. The sanction is further subjedt to all other conditions/stipulations laid down in your joint safety certificate No. E 12/87 B.G. and other certificates accompanying your application referred to above.

The sanction of infringements to item 12 and 13 of Chapter - IV(C) of the B.G. Metric Schedule of Dimensions (1973) as detailed in Form - XI accompanying your application has already been conveyed under this coffice letter No.79/WDO/SR/6 dt. 7-4-79

(Arimardan Singh)
Joint Director Civil Engg.(G),
Railway Board.

~~No. 87/WDO/SR/10~~

~~New Delhi, July 21st 87.~~

~~Copy forwarded to:-~~

P.T.O.

(137)

No. 87/WDO/SR/10 New Delhi, July 21st 87.
23

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his Endorsement No. RS.17-T(3)/82 dated 16-6-87.

2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No. 573 dt. 21.5.87.

3. The Director Standards (Motive Power), RDSO, Lucknow.

(Arimardan Singh)
For Secretary, Railway Board.

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GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
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No. 87/WDO/SD/7

New Delhi,
July 8th 87.

The General Manager,
Central Railway,
BOMBAY. V. T.

Subject : Ghatkopar - Proposed extension to platform No. 3 and 4.

Reference : Your letter No. W.739. P.1586/DUP/II dated 4-5-87.

While going through Form - XI enclosed with your above quoted letter, it is seen that the description shown under the column 'Name of Structures' are not in order when read in conjunction with drawings sent.

As shown	As should be.
From proposed platform level (0.84m) to 305mm above platform level	From proposed platform level (0.84m) to 540mm above platform level.
From 305 mm above platform level and upward vertically.	From 540mm above platform level and upto @ mm above Rail level.
Stone masonry landing at foot over bridge(old landing connected to foot over bridge.).	Stone masonry landing from platform level £.

@The height of the column from 540 mm above platform level has neither been shown in the drg.nor in the application.

£Similarly the height of the landing above platform level has neither been shown in the drg. nor in the application.

In the absence of the above heights, it is not possible to examine the infringements. It is therefore requested that the required height may please be advised and revised Form - XI sent alongwith the sectional drg. of the foot over bridge and the landing showing the heights to enable this office

Contd.2/-----

to take further necessary action in the matter.

(Arimardan Singh)
Jt. Director Civil Engg.(G),
Railway Board.

तार : रेल मानक लखनऊ
Telegram : 'RAILMANAK' LUCKNOW

S No 74
(140)

भारत सरकार-परिवहन मंत्रालय
(रेल विभाग)

अनुसंधान अभिकल्प और मानक संगठन

Government of India—Ministry of Transport
(Department of Railways)
RESEARCH DESIGNS & STANDARDS ORGANISATION

पत्र संख्या
Our Reference.....CT/MS/SD/BG

लखनऊ-226011-दिनांक 7.1.1987
LUCKNOW-226011-Date.....

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

Sub:- BG Schedule of Dimensions - 1973,
AdC Slip No. 10.
Ref:- Your letter to Railway Board No.GM(W)SC
dated 21.11.1986.

With reference to your letter above it is to clarify that the height 6250 mm is exclusive of 275 mm and accordingly 275mm will have to be added to the same, provided planning is done with conventional track structure and extra height would be required to cater for modern track structure in future. Considering conventional and modern track structure the following split up had been considered based upon which AdC Slip No. 10 had been issued.

	Conventional track at present (mm)	Required for modern track (mm)
1. Ballast thickness	203	300
2. Sleeper thickness	89	225
3. Rubber pad	NIL	6
4. Rail Section	143	172
5. Track maintenance	20	20
	455	723

Difference = 723 - 455 = 268, say 275 mm.

However, if planning is done with modern track structure itself in view, no need of additional clearance to the extent of 275 mm would be required in future and thus there would be no need of any addition to 6250 mm for the same.

(M.P. Agrawal)
for Director General/Civil.

Copy to Secretary (Engg.)Railway Board, Rail Bhavan, New Delhi -110 001 for information with reference to Board's letter No.80/W00/SD/10 dt. 9.6.87.

(M.P.Agrawal)
for Director General/Civil

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

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No. 86/WDO/SR/11 N. Delhi, dt. 7-7-87.

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

Sub: Sanction for Running of B.G. Bogie Special Tank wagon type "BTAP" (Suitable for transporting Alumina, a powderly material in bulk for M/s "NALCO") for conducting loading/unloading trials of cement at Kymore, Lakheri and Okhla.

With reference to your letter No. W.444/M-4/BR dated 20-4-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of M/s 'NALCO's "BTAP" type B.G. bogie special tank wagon, having an axle load of 20.3t and fitted with 'CASNUB 22 W' bogie and air brakes to RDSO's drawing No. WD-82056-S-01 (Alt. 1), in empty as well as loaded condition on the following B.G. sections of your Railway at a maximum permissible speed as shown against each section for carrying out cement loading/unloading trials at Kymore on Central, Lakheri on Western and Okhla on Northern 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 conditions/stipulations laid down in your joint Safety Certificate No. W.10/87 B.G. and all other certificates accompanying your application referred to above.

Sr. No.	Section	Max. Speed in KMPH
i)	New Katni Junction to Jukehi (via Katni Junction)	65
ii)	Jukehi to Kymore Cement Siding	25
iii)	New Katni Junction to Tuglakabad (via Katni - Bina - Jhansi - Agra Cantt and Mathura) for Okhla on Northern Railway.	65
iv)	Nagpur to Jalgaon. (via Wardha - Badnera - Bhusawal) for Lakheri on Western Railway.	65

P.T.O....

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The sanction of infringements to item No. 13(b) of Chapter IV - A and maximum moving dimensions of 1929 shown in diagram No. 1 (A) and others of B.G. Metric Schedule of Dimensions (1973) as given in Form - XI accompanying your letter referred to above has already been conveyed under Board's letter No. 83/WDO/SR/16 dated 23-9-83.

(Arimardan Singh)
Joint Director Civil Engg.(G).,
Railway Board.

No. 86/WDO/SR/11 N. Delhi, dt. 7-7-87.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his Endorsement No. RS.17-T(1)/82 - Vol.IV dt. 2-6-87.

2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.481 dt. 27-4-87.

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

(Arimardan Singh)
For Secretary, Railway Board.

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

.....

No. 87/WDO/SR/7 New Delhi, dt. 3-7-87.

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

Sub: Movement of B.G. Open Bogie Coal Hopper Wagon manufactured by M/s TEXMACO from Agarpara Works to NTPC Siding at Farakka via (i) DDJ-NH-BDC-KWAR-BQZ-TDLE and (ii) DDJ-HBC-BWN-KAN-SNT-HWH-TDLE.

With reference to your letter No.W.591/8/1/ Vol.II/663 dated 6-4-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements to item 13(b), 18(i) of Chapter - IV A and profile for maximum moving dimensions of 1929 as shown in diagram No.1A and others of B.G. Metric Schedule of Dimensions (1973) involved in the empty movement of B.G. Open Coal Hopper Wagon to RDSO's Drg. No. WD-81085-S-01 (Alt. 1) manufactured by M/s TEXMACO as shown in Form - XI accompanying your letter referred to above.

It is noted that separate sanction is being processed by CME/CE of your railway in terms of para 2.6.1 of policy circular No.73/WDO/SR/9/0 dated 8-6-80 for movement of the wagon in empty condition ex. TEXMACO Ltd. Agarpara Works Calcutta to NTPC Siding at Farakka.

(Arimardan Singh)
Jt. Director Civil Engg.(G),
Railway Board.

No. 87/WDO/SR/7 New Delhi, dt. 3-7-87.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 18-T (16)/82 dated 21-5-87.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta with reference to his letter No. 48/1004/87 dated 14-4-87.
3. The Director Standard (Wagon), R.D.S.O., Lucknow.

(Arimardan Singh)
For Secretary, Railway Board.