(1)

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

No.85/WDO/ORI/5. New Delhi, dt.23-12-85.

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

Sir,

Sub: Opening of Andul-Calcutta Chord Link between Calcutta chord link East and West cabins on Ballygunj-Dankuni Section and Railway's limit Board near Dalitikuri Neutral section in Howrah Division of Eastern Railway for public carriage of passengers.

Commissioner of Railway Safety Eastern Circle, Calcutta vide his letter No.780/I/C/VIII/85(opening) dt.11-9-85 has revoked and cancelled the authorisation for opening of the above section for public carriage of passengers, on the ground that Eastern Railway intends to restore the spring point for running of Goods trains from Dankuni via the flyover. As such the confirmation of the action of Commissioner of Railway Safety in authorising the opening of the above section for the public carriage of passengers, issued under this office letter of even number dt.29-1-85 may please be treated as cancelled.

(G.P. GARG) 20/12/85
for Secretary Railway Board.

Copy forwarded for information to:-

1. Commissioner of Railway Safety Eastern Circle, 14, Strand Road, (12th Floor) Calcutta with reference to his letter No.780/I/C/VIII/85(opening) dt.11-9-85.

2. The General Manager, Eastern Railway, Fairlie Place, Calcutta.

(G.P. GARG) 20/12/85
for Secretary Railway Board.

(2)

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

New Delhi, dt. 20-12-85.

No.85/WDO/SD/16.

The General Manager,
Southern Railway,
Madras.

Sub: Rameshwaram-Provision of an island platform to hold 18 bogies-condonation of infringements.

With reference to your letter No.W.375/W/51 dt.10/21-10-85 sent through the Chief Commissioner of Railway Safety, Lucknow, the Transport Ministry(Railway Board) sanction the infringements to item 7(i), 7(ii) and 7(iii) of Chapter II of M.G. Metric Schedule of Dimensions(1963) involved in the retention of TXR's office on the passenger platform at Rameshwaram as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing number RMM/11C and RMM12 accompanying your letter referred to above. It is noted that the width of passenger platforms at Rameshwaram is being reduced to convert the same into an island platform to accommodate 18 bogies.

19/12/85
(G.P. GARG)
Jt.Director Civil Engg.(C),
Railway Board.

New Delhi, dt. 20-12-85.

No.85/WDO/SD/16.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No.RS.18-T(1)/84 dt.6-12-85.
2. The Commissioner of Railway Safety, Southern Circle, 7, Sheshadri Rd., Bangalore-560009 with reference to his letter No.1613 dt.28-10-85.

19/12/85
(G.P. GARG)
for Secretary, Railway Board.

(61)

ANNEXURE-I

S. No.	LOCALITIES		Name of structures which infringe	Prescribed Maximum and minimum dimensions		Existing actual dimension.	Amount of infringement
	District or Section	Kilometrage		Chapter & Item	Maximum and minimum		
1.	Madurai Divn. Manamadurai-Rameshwaram Section	Rameshwaram station K.668	Face of platform TXR's office in the Passenger platform-Plinth From platform level to 305mm above platform level.	ChapterII Item7(i)	4850 mm increasing uniformly to 5000mm	4035 mm	815 mm increasing uniformly to 965mm
2.	-do-	-do-	Face of platform T.R's office in the Passenger platform-From 305mm above platform level to 2970mm above rail level.	ChapterII Item7(ii)	5000mm	4090 mm	910 mm
3.	-do-	-do-	Face of platform T.R's office in the Passenger platform-From 2970 m above rail level to 3200mm above rail level.	ChapterII Item7(iii)	5000mm decreasing uniformly to 4550mm	4090 mm	910 mm decreasing uniformly to 460mm

(4)

GOVERNMENT OF INDIA(
MINISTRY OF TRANSPORT(P/
DEPARTMENT OF RAILWAYS(RAIL VIHAR)
(RAILWAY BOARD)

No,85/WDO/SR/9. New Delhi, dt.20-12-85.

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Running of 20.32t axle load bogie tank wagon type 'BTCS' for transport of caustic soda lye on BG sections of Western Railway.

With reference to your letter No.W636/15/61 dt.6-10-84 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Transport(Railway Board) sanction the running of BG special Bogie Tank Wagon type 'BTCS' to RDSO drg.No.WTL-80114-S-01Alt.2 having a maximum axle load of 20.32t in fully loaded condition on the BG sections of your railway as listed in Annexure 'A' on the reverse, at a maximum permissible speed indicated against each section. The sanction is subject to the following:-

i) Observance of all permanent speed restrictions as notified in Appendix-VII of the current working time table and other temporary speed restrictions which may be imposed from time to time.

ii) Observance of all other conditions and stipulations laid down in your joint safety certificate and in all other certificates accompanying your letter referred to above.

iii) The tank wagons shall not be operated in partially loaded condition till such time as the issue raised in CCRS's office letter No.RS.18-T(6)/76 dt.19-8-77 regarding the behaviour of partially loaded tank wagons on curves is clarified by the RDSO and the safe speed for such movements is established.

iv) Since the wagon is provided with air brakes only, it should move either as rake loads of 'BTCS' wagons or attached to similar air braked stock.

The Ministry of Transport (Railway Board) also sanction the infringement to item No.13(b) Chapter IV(A) of BG Metric Schedule of Dimensions (1973) involved in the running of BG Special Tank Wagon type 'BTCS' as detailed in Form-XI accompanying your letter.

(C.P. GARG) 18/12/85
Jt.Director Civil Engg.(G),
Railway Board

contd.....

(5)

No.85/WDO/SR/9.

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.18-T(16)/82 dt.29-11-85.

2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Bldg., Annexe, Maharshi Karve Rd., Bombay-400020. with reference to his letter No.12-5/248/828 dt.29-10-84.

3. The Director General(Wagon) RDSO Lucknow.

(G.P. GARG) 18/12/85
for Secy., Railway Board.

ANNEXURE'A'

S.No.	Section	Maximum permissible speed in kmph
1.	Bombay Central-Mathura Jn.	65
2.	Vadodara-Viramgam.	65
3.	Viramgam-Jhund-Gandhidham	65 kmph subject to a speed restriction of 55kmph between Jatpipli-Vasadva and Halvad-Maliya Miyana.
4.	Gandhidham-Kandla	35
5.	Udhna-Jalgaon	65 kmph subject to a speed restriction of 55kmph between Udhna-Madhi.
6.	Anand-Godhra	65 kmph subject to a speed restriction of 55kmph between Timba Road-Godhra.
7.	Nagda-Ujjain-Bhopal	65
8.	Kota-Bina section	
i)	Kota-Baran	50
ii)	Baran-Bina	65
9.	Ahmedabad-Gandhinagar	55
10.	Viramgam-Hapa-Okha	40
11.	Mehsi-Muthiyai	60
12.	Kandla-Porbandar	65
13.	Kandla-Sikka	50

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(6)

GOVERNMENT OF INDIA
MINISTRY OF TRANSPORT(RAILWAYS)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.81/WDO/SR/7. New Delhi, dt.20-12-85.

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

Sub: Running of WDS6 diesel Shunting Locomotives for haulage of light goods and passenger trains on the entire BG system of S.E.Rly.

With reference to your letter No.G/Loco/WDS6 dt.4-10-85 sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Transport(Railway Board) sanction the running of WDS6 diesel shunting locomotive fitted with speedometer in working order (manufactured by DLW/Varanasi to RDSO drg.No.SK.DL.3649 with a maximum axle load 21.5t+2% and a maximum tractive effort of 34 tonnes) for haulage of light goods train having a trailing load of 500-665 tonnes at a maximum permissible speed of 65 kmph and short distance mixed passenger trains with up to 8 coaches only at a maximum speed of 55 kmph on the entire BG system of your railway excluding all sidings subject to the observance of all permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time. The sanction is further subject to the observance of all other conditions/stipulations laid down in your Joint Safety Certificate No.4/84 and in all other certificates accompanying your letter referred to above.

The sanction for the condonation of infringement involved in the running of the above locomotive has already been conveyed under Board's letter of even no. dt.3.9.83.

(G.P. GARG) 18/12/85
Jt.Director Civil Engg.(G),
Railway Board.

No.81/WDO/SR/7. New Delhi, dt. 20-12-85.

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.17-T(4)/82 dt.8-11-85.
2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Rd., 12th Floor, Calcutta-700001 with reference to his letter no.1234/268 dt.9-10-85.
3. The Director General (~~Works~~) RDSO, Lucknow.

(G.P. GARG) 18/12/85
for Secy., Railway Board.

(7)

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

No.85/WDO/SR/7. New Delhi, dt.20-12-85.

The General Manager,
Central Railway,
Victoria Terminus,
Bombay.

Sub: Sanction for running of modified 12 axle 'NAPP' wagon in empty as well as in loaded condition when loaded with 110t steam generator ex factory siding of M/sBHEL Tiruchirappalli (S.Rly.) to project site of Narora Atomic Power Plant (NAPP) Rajghat, Narora(N.Rly.) enroute on C.Rly. from Ballarshah to Tuglakabad via WR(E), NGP, BT, JHS, AGC or from BPQ to Jamuna Bridge via same route.

With reference to your application No.T.607.M3.WY.BR.X dt.24-10-85 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Transport(Railway Board) sanction the running of modified 12 axle 120t 'NAPP' wagon to RDSO drg.No.WD-83088-S-02Alt.1 in empty as well as in loaded condition for transporting 110t steam generator being manufactured by M/sBHEL Ex.Ballarshah to Tuglakabad via Wardha(E), Nagpur, Itarsi, Jhansi, Agra Cantt. or Ex. Ballarshah to Jamuna Bridge via same route at a maximum permissible speed of 25 kmph in empty condition and 15 kmph in loaded condition subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to the observance of all other conditions and stipulations mentioned in your joint safety certificate and in all other certificates accompanying your letter referred to above. As the consignment when loaded on this wagon infringes the standard maximum moving dimensions of 1929, the sanction of the competent authority for CDO movement should also be obtained as detailed in para 2.3.6 of RDSO's speed certificate.

Contd.....

(8)

The Ministry of Transport(Railway Board) also sanctioned the infringement to Clause 16 of Chapter-IV(A) of the BG Metric Schedule of Dimensions(1973) involved in the movement of the above wagon as detailed in the Form-XI accompanying your letter.

(G.P. GARG) 12/12/85
Jt. Director Civil Engg.(G),
Railway Board.

No.85/WDO/SR/7. New Delhi, dt. 20-12-85.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No.17-T(1)/82 -Vol.III(B) dt.29-11-85.

Central Circle.

2. The Commissioner of Railway Safety, Churchgate Station Bldg., Annexe, 2nd Floor, M.K. Rd., Bombay with reference to his letter No.1345 dt.25th Oct. 85.

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

(G.P. GARG) 12/12/85
for Secy., Railway Board.

(9)

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

No.85/WDO/BS/2. New Delhi, dt.19-12-85.

The General Manager,
Western Railway,
Bombay.

Sub: Phulera-Kishangarh(M.G.) doubling relaxation for less vertical clearance.

With reference to your letter No.W.65/1/VGP/ADI/Vol.II dt.31st May,1985, sent through the Chief Commissioner of Railway Safety, Lucknow, Transport Ministry(Railway Board) sanction the reduced vertical clearance of 123mm as against 610mm and reduced free board of 303mm as against 1000mm prescribed as per Bridge sub-structure code on bridge No.266 at Km 255/3-4 in Tiloniya station yard in connection with doubling of Phulera-Kishangarh(M.G.) section of Ajmer Division of W.Rly. The sanction is based on the Annexure'A' and Drg.No.CE(C)/3478 accompanying your letter referred above.

DA:NIL

(P.K. VAHI)
Jt.Director Civil Engg.(BS),
Railway Board.

No.85/WDO/BS/2. New Delhi, dt.19-12-85.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety,16-A,Ashok Marg, Patiala House,Lucknow with reference to his endorsement No.RS-T/8/84 dt.29-11-85.
2. The Commissioner of Railway Safety,Western Circle,Bombay, with reference to his letter No.221/951 dt.22nd Oct.,1985.
3. The Chief Engineer(Const.) 2nd Floor,BG station Bldg. Railwayyard P.O. Ahmedabad 380002 with reference to his letter No.W./651/1/VGP/ADI/Vol.II dt.31-5-85.

(P.K. VAHI)
for Secy.,Railway Board.

(10)

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

No.85/WDO/ORI/20. New Delhi, dt./8-12-85.

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
LUCKNOW - 226 001.

Sir,

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

With reference to your endorsement No.RS.10-T(1)/85 dt.18-11-85 I am directed to confirm the action of CRS, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.1531 dt.5/7-10-85

Yours faithfully,

17/12/85

(G.P. GARG)
For Secy., Railway Board.

DA/NIL.

No.85/WDO/ORI/20. New Delhi, dt.18-12-85.

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.1531 dt.5/7-10-85.

2. The General Manager, South Central Railway, Secunderabad. It is requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

17/12/85

(G.P. GARG)
For Secy., Railway Board.

DA/NIL.

(11)

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

No.85/WDO/SD/10. New Delhi, dt.18-12-85.

The Chief Engineer(Const.),
Office of the
Chief Administrative Officer(Const.),
New Administrative Office Building,
Dadabhai Naoroji Road,
BOMBAY-400 001.

Sub: Construction of third line between Karjat & Lonavla, Condonation of grade infringement in Lonavla yard.

With reference to your letter No.EW/223/W.I/SEGL/YD/IV dt.16.8.85 sent through the Chief Commissioner of Railway Safety, Lucknow, the Transport Ministry, (Railway Board) sanction the infringement, as a permanent measure, to item2(b) Chapter II Station Yard 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 drg.No.GA(E)RE/SK121 accompanying your letter referred to above.

17/12/85

(G.P. GARG)
Jt. Director Civil Engg.(G),
Railway Board.

No.85/WDO/SD/10. New Delhi, dt.18-12-85.

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.18-T(2)/84 dt.17-9-85.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate station Bldg. Annexe, N.K.Rd., BOMBAY-400020 with reference to his letter No.1902 dt.19-8-85.

17/12/85

(G.P. GARG)
For Secy., Railway Board.

(12)

ANNEXURE-I

S. No.	Localities: District	Localities: Kilometrage Sec.	Name of structures which infringe	Prescribed Maximum and minimum dimensions: Chapter and Item No.	Prescribed Maximum and minimum dimensions: Maximum & minimum	Existing actual dimensions	Amount of infringement
1.	2.	3.	4.	5.	6.	7.	8.
1.	Konav- lanavle section of Bombay division	kms. In stn.127.76 yard on from Karjat- Bombay V.T.	Existing grade of 1 in 40 at Bombay end of Lonavla yard due to proposed 1 in 12 cross-overs between BS.127/3 and BS.127/8	Chapter II Item2(b) of stn. yard, Schedule of Dimensions, BG(1973)	Maximum 1 in 400 (0.25%) without safety devices	1 in 40 (2.50%)	2.25%

(13)

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

No.85/WDO/SD/4. New Delhi, dt.12-12-85

The General Manager(Constn.)
Northern Railway,
Headquarters Office,
Kashmere Gate,
Delhi-110 006.

Sub: Conversion of Suratgarh-Bikaner-M.G.-
Condonation for inadequacy in formation
works on approaches of girder bridges
-4 bridges.

Ref: Your letter No.78/W/8/3/W-II(Plans)
dated 8-2-84.

In continuation of this office letter of even number dt.19.9.85, Ministry of Transport(Railway Board) further sanction the infringement to item 2R, Chapter-III General of BG Metric Schedule of Dimensions (1973) in respect of existing formation width of remaining 2 girder bridges as shown in Annexure'A' on the reverse subject to the guard rails being continued through out of the abutments of these bridges until standard formation width is reached. The Annexure'A' shown on the reverse is based on the Annexure-I accompanying your letter referred to above.

It is noted from your letter No.78-W/8/W-II/Plan/CRS dt.26-8-85 that Schedule-I of the BG Schedule of Dimensions prescribes no standard dimension for minimum width of embankment.

(G.P. GANG) 2/12/85
Jt. Director Civil Engg.(G),
Railway Board.

DA:NIL

No.85/WDO/SD/4. New Delhi, dt.12-12-85

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his Endorsement No. RS.19-I(3)/84 dt. 13-11-85.

2. The Commissioner of Rly.Safety, Northern Circle, Charbagh Rly. Station, Lucknow-226001 with reference to his letter No.183/ BG/11/IV/Pt.3 dt.23-5-85.

(G.P. GANG) 2/12/85
for Secy., Railway Board.

ANNEXURE 'A'

S.No.	Location	Structure which infringe	Chapter & Item of Schedule	Prescribed Dimension	Existing Actual Dimensions	Amount of infringement
1	2	3	4	5	6	7
1.	Bridge No. (Existing/ New) 234-1/4 at Km 156/647, NO on Rajasthan Canal	Width of formation on the approaches of bridges and also 100m length of approaches where the width of formation is less than 6.1m(BG formation width)	Chapter-IR General item No.2R	6100mm (20ft.)	4875mm (16ft.)	1225mm (4ft:)
2.	Bridge No. (Existing/ New) 230/2 at Km.151/ 722.67 on Bhatinda Canal	-do-	-do-	-do-	-do-	-do-

24-11-1985

6N 10 (15)

No.246/3/85-AVD.II
Government of India
Ministry of Personnel & Training
Administrative Reforms & public Grievances & Pension
(Department of Personnel & Training)

New Delhi, dt. 24th Sept.,1985.

OFFICE MEMORANDUM

Subject :- Action plan on anti-corruption measures - creation of posts/filling up of vacancies relating to vigilance activities.

1. The undersigned is directed to invite attention to d.o. No.321/53/85-AVD.III dt. the 6th May, 1985 addressed to the Secretaries of various Ministries/Departments of the Govt. on the subject mentioned above. Under item(ii) of paragraph 2 of that letter it was mentioned that departmental vigilance and anti-corruption machinery should be strengthened by ensuring that timely action is taken for filling up posts of Chief Vigilance Officers and other posts in the vigilance organisation. It was also mentioned that the vacant posts in the vigilance organisation should be filled up immediately.

2. To review the action taken on the various items, as per the Action Plan for anti-corruption measures, a Conference of the Chief Vigilance Officers of various Ministries/Departments etc. was held on 5th July, 1985, in Vigyan Bhavan under the chairmanship of the Minister of State in this Ministry. During the Conference, a number of Chief Vigilance Officers had pointed out that according to the order regarding ban on creation of posts and filling up of vacancies issued by the Ministry of Finance, those vacancies which were required to be filled up by direct recruitment could not be filled up so long as the ban orders were in operation. Some Chief Vigilance officers had also pointed out their difficulties in strengthening the vigilance organisation because of the ban on creation of posts.

3. The problem of filling up of vacancies and creation of additional posts for vigilance organisation on account of ban orders has been examined in consultation with the Min. of Finance. The Min. of Finance have clarified that in terms of the guidelines issued in their O.M.No. F.7(1)-E(Coord)/84 dt. 20th June, 1984 operational and technical posts directly connected with security and vigilance functions can be created with the approval of the Finance Minister. The Ministry of Agriculture, Commerce, etc. may, therefore, examine the requirements of additional staff for their vigilance organisations and wherever creation of additional posts is considered to be absolutely necessary in most exceptional circumstances, they may refer the proposals to the Min. of Finance through their Financial Advisers for obtaining approval of the Finance Minister. As regards filling up of vacancies in relaxation of the ban orders, the Min. of Finance have clarified that the proposals in this regard may also be referred to them through the concerned Financial Advisers for their consideration and clearance.

4. This issues with the concurrence of the Min. of Finance.

Sd/-
(K.G.Goel)
Deputy Secretary to the Government of India.

To

All the Ministries & Departments of the

(16)

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

No.85/WDO/SR/6. New Delhi, dt.15-11-85.

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Movement of 5t. domestic and ISO series-1 Containers loaded on 'BFKI' flats on Western Railway.

With reference to your letter No.W. 636/15/43 dated 27-4-85 sent through the Chief Commissioner of Railway Safety Lucknow, Ministry of Transport(Railway Board) sanction the running of B.G. Bogie Container flats type 'BFKI' (modified version of 'BFKX' flats to RDSO Drg. No. CONTR-7607-S/1Alt.1 incorporating additional anchorage locks) having a maximum axle load of 16.25t. for the transport of 5t. domestic as well as ISO series-1 containers in loaded and empty condition on the various B.G. sections of your Railway as shown in Annexure'A' on the reverse, at a maximum permissible speed indicated against each section, subject to the observance of all permanent speed restrictions as notified in appendix VII of the working time table and other temporary speed restrictions in force or that those may be imposed from to time. The sanction is further subject to the observance of all other conditions/ stipulations mentioned in your Joint Safety Certificate No.7 of 1985 RDSO's speed certificate dated 25-10-'76 for 'BFKX' and in all other certificates accompanying your letter referred to above.

The Railway Board also sanction the infringement to item No.13(b) and Diagram No.1A(modified) of BG. Metric Schedule of Dimensions(1973) involved in the running of BFKI flats loaded with 5t. domestic and ISO series-1 containers as stated in Form-XI accompanying your letter referred to above.

13/11/85

(G.P. GARG)
Jt.Director Civil Engg.(G),
Railway Board.

No.85/WDO/SR/6. New Delhi, dt.15-11-85.

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No.18-T (8)/84.Pt. dated 12.6.85.

P.T.O.

2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Bldg., Jamnagar, Maharshi Karve Rd., Bombay with reference to his letter No.12-5/226/403 dated 3-5-85.

3. The Director Standard (Wagon) RDSO Lucknow.

(G.P. GUPTA) 11/6/85
for Secretary Railway Board.

ANNEXURE-A

S.No.	Sections	Maximum Permissible Speed in kmph
1.	Bombay Central-Mathura Jn.	75
2.	Baroda-Viramgam	75
3.	Viramgam-Jhund	65
4.	Jhund-Kharaghoda	50
5.	Jhund-Gandhidham	75
6.	Gandhidham-Kandla Port	35
7.	Udhna-Jalgaon	75
8.	Anand-Godhra	65
9.	Anand-Petlad-Khambhat	50
10.	Vasad-Kathana	50
11.	Boriyavi-Vadthal Swaminarayan	35
12.	Nagda-Ujjain-Bhopal	75
13.	Indore-Dewas-Ujjain	60
14.	Kota-Bina	65
15.	Bayana-Idgah-Agra	75
16.	Idgah-Agra-Agra Fort	20
17.	Agra Fort- Agra East Bank	8
18.	Ahmedabad-Gandhinagar	55
19.	Muthini-Maksi	60
20.	Viramgam-Hapa-Okha	75
	[illegible]	25

(18)

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

No.83/WDO/RT/16. New Delhi, dated 17.10.85

The Chief Project Manager,
Railway Electrification,
Post Box No.2, NAGPUR-281 002.

Sub: Introduction of 25 KV AC Traction in the section Jn. Cabin to Palwal (Km.151?/17-18 to Km.1477/11-12). Vesting infringements of Civil and SGT structures to B.G. Schedule of Dimensions.

Ref: Your letter No.E/WW/W.247 dated 13-8-85.

In connection with your above quoted letter, it is stated that Board have already issued sanction to General Manager (Engg.) Central Railway for running of EMU services on Tughlakabad-Palwal B.G. section vide this office letter No.83/WDO/RT/5 dated 11.9.85 (copy enclosed) duly condoning 24 numbers of SGT infringements. G.M./C.Rly. in his D.O. No.W39/P/1761 dated 7/10-6-85 (copy enclosed) has stated that there are no civil Engineering infringements in Delhi-Palwal section except that of one water column which will also be shifted. G.M.F. infringements have already been condoned under Board's letter No.83/WDO/RT/16 dated 2.2.84. Therefore the position of infringements from Jn.Cabin to Palwal is quite clear.

However, condonation of infringements required for Civil Engg. & SGT structures from Palwal to Agra Cantt. if any may please be applied for through CRS/CORE, separately as your original application dated 21st Sept. 1983 is only for the section Jn.Cabin to Palwal.

The receipt of this letter may please be acknowledged.

17/10/85

(B.P. SAHU)
Jt. Director Civil Engg.(C),
Railway Board.

DA: As above

(19)

TIRATH PRAKASH
DIRECTOR CIVIL ENGINEERING

D.O.No.32/CE(O)/IPS/1. New Delhi, dated 15.10.85

My dear Singh,

Sub: INDEX PLAN & SECTION

Ref: i) Your office letter No.1/31/
4/IPS/84-7 dated 20.10.84
ii) This office letter of even
no. dated 20.4.85 and sub-
sequent reminders dated
18.6.85, 1.10.85, 29.8.84,
22.12.84 & 8.1.85.

2 The divisional books of Index Plan and Section are frequently required for reference at very high levels in the Board's office and these were therefore required to reach this office by 5.5.82 in terms of Board's letter dated 20.4.82 quoted above. But it is regretted that Index Plan and Section of only one division i.e. Varanasi have so far been received in this office inspite of repeated reminders. Even the book of Varanasi division has so many shortcomings which have been brought out in this office letter of even no. dated 22.12.84 and 8.1.85 with the request to supply a fresh book eliminating all the shortcomings.

I shall, therefore, be thankful if you could kindly send the well-bound upto-date book of Index Plan and Section of each of the divisions promptly at an early date keeping in view the shortcomings pointed out in the letters dated 22.12.84 and 8.1.85.

With best wishes,

Yours faithfully,

Sd/-

(Tirath Prakash)

Shri D.N. Singh,
Chief Engineer,
North Eastern Rly.,
Gorakhpur.

(20)

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

No.83/WD0/SU/12 New Delhi, dated 11.10.85

The Chief Engineer,

Sub: Running of BOX'N' wagons at 80/90 Kmph

Please refer to this office D.O. of even number dated 13.8.85 (copy enclosed for ready reference). As the required reply requested to reach this office by 31.8.85 has not so far been received inspite of reminder dated 10.9.85, it is requested that the same may please be sent early.

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

DA:As above

(21)

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

No.84/W3D/CRI/3. New Delhi, dated 9.10.85

The General Manager,
South Eastern Railway,
Calcutta.

Sub: Opening of the existing Santragachi-Balitikuri Section of the ADD Link and the newly constructed lines from Balitikuri to Sonjur and the new Down Chord line between Bankmeyabj-Santragachi Electrified for 25 kVAC electrified 25KVAC Electric Traction for passenger services.

Please refer the Undersigned No.2 of this office letter of even number, dated 12.7.84 (copy enclosed for ready reference) and subsequent reminder of even number, dated 22.4.85 and expedite the reply.

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

Enc: one (attached).

(22)

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

No.84/WDO/ORI/3 New Delhi, dt./2.7.84

The Chief Commissioner of Railway Safety,
164, Ashok Marg, Patiala House,
Lucknow 226001.

Sir,

Sub: Opening of the existing Santragachi-Balitikuri Section of the ACC Link and the newly constructed lines from Balitikuri to Domjur and the new Down Chord line between Bankranayataj- Santragachi Electrified for 25 KV AC electrified for 25 KV AC Electric Traction for passenger Services.

With reference to your Endorsement No.RS.10-T(11)/84 dt.1.5.84, I am directed to confirm the action of Commissioner of Railway Safety, South Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.113/19/49 dt.13.4.84.

Yours faithfully,

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

DA:Nil

No.84/WDO/ORI/3 New Delhi, dt./2.7.84

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.113/19/49 dt.13.4.84.
2. The General Manager, South Eastern railway, Calcutta with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Ministry 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.

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

(23)

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

No. 83/WB0/SB/12 New Delhi, dated 7.10.85

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

Sub:- Running of 20.32t axle load
Regie open wagon type 'BOXN'.

Ref:- Your letter No. W/340/BG/BG/Pt.II/
NL-4A dated 19.9.85.

.....

Please refer to your above quoted letter. The sanction No: 83/WB0/SB/12 dated 16.8.85 for running of BOXN wagons on Barauni-Malhaur section was issued in reference to your letter No. W/340/BG/BG/Pt.II/NL-4A dated 1.7.85, safety certificate No. 429 and CRS's letter No. 872/3502/78 dated 8.7.85. Your Railway's letter No. W/340/BG/Pt.II/NL-4A dated 19.6.85 and safety certificate No. 439 have however not been received in this office so far.

The Board, therefore, desire that you may approach direct to the N.E. Circle Gorakhpur to accord sanction for running of BOXN wagon on the sections mentioned in your letter referred above, in terms of para 2(a) of Chapter-V of the Rules for Opening of a Railway which provides that in pursuance of the orders issued in Railway Board's Notification No. 350 dated 26.11.1913, the Commissioner of Railway Safety can sanction the use of locomotive, engines or other motive power and rolling stock on new lines of the Railway within their respective circles; the implication being that when a particular loco or rolling stock is already operating on one section of the same railway its use on the other sections of the same Railway can be permitted by the Commissioner of Railway Safety without approaching the Board. Therefore in such cases as mentioned above, Commissioner of Railway Safety should be approached direct for getting the sanction.

4/10/85

(G.P. GARG)
Jt. Director Civil Engg.(G)
Railway Board.

(29)

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

No.85/WDC/CRN/17. New Delhi, Dated 7-10-85.

The General Manager,
South Central Railway,
Secunderabad.

Sub:- Opening of Permanent MG Diversion from new Km.114/9-10 to Km.131/12-13 (17.23Kms.) between Kadlimatti and Wandal stations on Gadag-Solapur M.G. single line section of Hubli Division of South Central Railway.

With reference to Chief Commissioner of Railway Safety's letter No.RS.10-T(7)/85 dated 17.9.85, the Ministry of Transport (Railway Board) under the powers delegated to them under Section 19 of the Indian Railway Act 1890 authorise the opening of the above Diversion subject to fulfilment of following conditions:-

1) The shortcomings shown under Category 'A' and 'B' in para 4 of the CRS's report No.1037 dated 4.8.85 should be rectified prior to the opening of the Diversion.

2) Observance of a speed restriction of 20 Kmph in the Down direction on the approach road of unmanned Level Crossing at Km.116/2 for a minimum distance of 200 metres should be enforced.

3) Provision of adequate safety arrangements to suspend the traffic over P.K.Nallah Bridge No.63D at Km.129/8-17 and Krishna Bridge No.63 at Km.125/7 when the wind speeds exceed 25 metres/sec (90Kmph) level. It is noted that Railway plans to install approach signals on these bridges controlled by Anemometers as indicated in Annexure I of their letter No.W/Con/347/M18/Vol.II dated 30.8.85.

4) Anemometer should also be installed at KUNATTI station. Station Working Rules should provide for action being taken by Station Master in accordance with unified subsidiary rules circulated Under Board's

Y.T.O.

(25)

letter No.83/Safety (MAR)/20/6 dated 29.10.83.

5) The Railway should also confirm to CRS, Southern Circle, Bangalore of compliance with the above arrangements before opening the diversion.

Railway should carry out study of the following:

(a) The extent of high wind velocity in the area expected and the period of the year when such high wind velocities can be expected.

(b) Location at which high wind velocity can be expected. The study has to be carried out with a view to check if any modification in the safeguards are needed.

Suitable action may please be taken on the aforesaid advice Board's directives and CRS informed accordingly under to the Ministry of Transport (Railway Board) in an interleaved copy. It is further requested that the date of opening of the above diversion may please be intimated as and when the same is commissioned to passenger traffic.

(G.P. GANG) 4/10/85

Joint Director Civil Engineering(G),
Railway Board.

DA:-Nil

New Delhi, dated 7-10-85.

No.85/WDO/ORI/17.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow-226 001 with reference to his letter No.RS.16-T(7)/85 dated 17.9.85.

2) The Commissioner of Railway Safety, Southern Circle,7, Shashadri Road, P.O., Gandhinagar, Bangalore-560 009, with reference to his letter No.1037 dated 4.8.84.

(G.P. GANG) 4/10/85

for Secretary, Railway Board.

DA/Nil.

(26)

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

New Delhi, dated 7.10.85

No.85/WDO/ORI/16

To
The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
Lucknow-226 001.

Sir,

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

With reference to your Endorsement No.RS.10-I(9)/85 dated 2.9.85, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No.16-5/217/766 dated 08th August, 1985.

Yours faithfully,

4/10/85
(G.P. GANG)
for Secretary, Railway Board.

DA:-Nil.

New Delhi, Dated 7.10.85.

No.85/WDO/ORI/16.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.16-5/217/766 dated 08th August, 1985.

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 Ministry in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to Passenger traffic. One more Ferro copy of the Index Plan and Section may please be sent to this office.

4/10/85
(G.P. GANG)
for Secretary, Railway Board.

DA:-Nil.

(27)

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

No.83/WS0/SG/15 New Delhi, dated 4-10-1985

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

Sub: Providing siding facilities for LPG bottling Plant.

Ref: Your letter No.RB05-2(14)/83 dated 24/25-1-1985

The Ministry of Petroleum were consulted on the various suggestions made in your above quoted letter and they do not find it necessary to prescribe any further safeguards in connection with provision of siding facilities for LPG bottling plants over and above the safeguards already recommended by Vaidyan Committee and accepted by the Government circulated vide Board's letter No.83/WS0/SG/15 dated 24-4-'84. A copy of the Ministry of Petroleum's Memorandum is, however, enclosed herewith for your information.

D.A.: one

(G.P. [illegible])
for Secretary, Railway Board.

Government of India(Bharat Sarkar)
Ministry of Railways(Rail Mantralaya)
(Railway Board)

.....

(28)

No.85/WDO/CRI/18 New Delhi, the 1-10-85.

The General Manager,
South Central Railway,
Secunderabad.

Sub: Introduction of Passenger Train Services on Bellary-Hospet (B.G.) Section.

.....

With reference to your letter No.W.375/G/7/Vol.II dated 24-9-85 the Board have considered the introduction of passenger train services on Bellary-Hospet BG Section, which has not been authorised for opening by CRS/Bangalore for the objections mentioned in his letter No.1376 dated 23-9-1985. CCRS, Lucknow has given his views vide his letter No.RS.10-T(25)/84 dated 30-9-85 (copy enclosed). The advice given in this letter be complied with.

2. The Railway's proposal to ensure the safety of the passengers in respect of approach to the BG platform by way of carrying passengers by the bus through an existing interlocked level crossing, CCRS's advice specifying this in 'Station Working Rules' and the provision of Rail Level Platform have been examined and it is found that these proposals meet the needs of the safety of the passengers.

3. South Central Railway shall ensure that the track defects pointed by the CRS in para 3 and 5(b) of his letter are attended to and platform latrine is provided before the section is opened for passenger traffic. Construction of foot-over-bridge should be expedited.

4. The Railway Board, therefore, in exercise of powers conferred under Section 19 of the 'Indian Railway Act' hereby authorise the opening of the section at a maximum speed to the satisfaction of the Chief Engineer/Chief Track Engineer. The sanction is further subject to the fulfilment of the above conditions in accordance with the papers submitted by the South Central Railway to Commissioner of Railway Safety, Bangalore for opening the section.

5. The date of opening may please be advised as and when the above section is opened to passenger traffic. A compliance report on the stipulations/conditions mentioned in the sanction may please be sent to CRS/Southern Circle, Bangalore, under advice to this office.

(G.P. Garg) 1/10/85
Jt.Director Civil Engg.(G)
Railway Board.

D.A: As above.

Contd.....2/-

(29)

No.85/WDO/ORI/18 New Delhi, the 1-10-85.

Copy for information to:-

(1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow-226001 with reference to his letter No.RS10-T(25)/84 dated 30-9-85.

(2) The Commissioner of Railway Safety, Southern Circle, 7, Shashadri Road, Bangaloro-560009 with reference to his letter No.1376 dated 23-9-85.

(G.P. Garg) 1/10/85
for Secretary, Railway Board.

(30)

01-10-1985

Government of India
Ministry of Transport
Deptt. of Railways (Railway Board)

OFFICE ORDER NO. 88 OF 1985.

It has been decided that while submitting papers to the Minister of Transport, the abbreviation used should be "T.M." - for "Transport Minister".

2. All concerned may please note for necessary action.

(Hindi version will follow.)

(A.N. Manchoo)
Secretary, Railway Board.

No.85/O&M/70/Policy.
Dated: 1-10-1985.

To

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

Copy for information to:

1. Deptt. of Shipping & Transport
(Shri P.P. Nayyar, Secretary)

2. Deptt. of Civil Aviation
(Dr. S.S. Siddhu, Secretary)

- - - - - - -

01-10-1985 (31)

Government of India,
Ministry of Transport,
Deptt. of Railways (Railway Board)

OFFICE ORDER NO. 85 OF 1985.

With the recent regrouping of Ministries leading to the formation of the Ministry of Transport, the following nomenclature should be used on all forms of communication pertaining to this office in future.

Government of India (Bharat Sarkar)
Ministry of Transport (Pariwahan Mantralaya)
Department of Railways (Rail Vibhag)
(Railway Board)

2. All concerned may please note for necessary action.

(Hindi version will follow.)

A.N. Wanchoo.

(A.N. Wanchoo)
Secretary, Railway Board.

No.85/O&M/43.
Dated: 1-10-1985.

To

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

Copy forwarded to General Managers of all Railways, Production Units and other Attached and Subordinate offices.

- - - - - -

(32)

No. 85/W30/ORI/12. 30/9/ 85.

To

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of the Broad Gauge slow line from Barauni to Samaria (Eastern Railway) for passenger traffic.

Ref:- Your office letter No. W/Gen/520/5/NFU-Samaria/ALI/ 6122 dated 22.5.85.

Please refer to your office letter quoted above.

The Interleaved copy showing the suitable action taken on CRS's recommendations and suggestions referred to in his inspection report of the above mentioned section has not so far been forwarded to Commissioner of Railway Safety, North Eastern Circle, Gorakhpur under advice to this office. It is therefore requested that the same may please be advised at an early date.

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

DA:-Nil.

(33)

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

No. 85/WDO/SD/8. New Delhi, Dated 25-9-1985.

To

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

Subject:- Condonation of infringing gradients in station yards at Dharur and Mailaram on Wadi - Vikarabad (B.G.) section of South Central Railway.

*****

With reference to your two letters both bearing No.W/573/C/108 dated 2-7-85 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction the grade infringements to item 2 Note (iii)(b) of Chapter-II of B.G.Metric Schedule of Dimensions (1973) involved in connection with provision of an additional loop of 686 M.CSR with simultaneous reception facilities at Dharur and Mailaram stations on Wadi-Vikarabad B.G.Section. The infringements are indicated in Annexure-I on the reverse. Annexure-I is based on the Form XI, Drawing No.GM(W)SC/SK-249-A for Dharur station and Drawing No.GM(W)SC/SK-244-A for Mailaram station, accompanying your letters referred to above.

It is noted that the shunting will be suspended when line clear is granted to the adjacent station on Wadi side at both the above stations. It is also noted that slip siddings are being provided at both stations.

DA:-Nil .

(G.P.Garg) 23/9/85
Joint Director Civil Engineering (G),
Railway Board.

No.85/WDO/SD/8. New Delhi, Dated 25-9-1985.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow - 226 001, with reference to his Endorsement No. RS.18-T(1)/84 dated 19-7-85.

2) The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, P.O. Gandhinagar, Bangalore - 560 009, with reference to his letter No.867 dated 5-7-85.

DA/Nil.

(G.P.Garg) 23/9/85
for Secretary, Railway Board.

P.T.O.

ANNEXURE - I

S.No.	Location	Structures which infringe	Chapter & Item of Schedule	Prescribed Dimension	Existing Actual Dimension	Amount of infringement
1	2	3	4	5	6	7
	Secunderabad Division					
	Wadi-Vikarabad Section					
	Dharur Station Yard.					
1.	Km.90/12 to 90/15-16	Grade within the yard limit	Chapter-II Item 2 Note(iii)(b)	1 in 400 (0.25%)	1 in 130 (0.77%)	0.52%
2.	Km.91/11-12 to 91/15-16	- do -	- do -	- do -	1 in 135 (0.74%)	0.49%
	Mailaram Station Yard.					
3.	Km.96/1-2 to 96/5-6	- do -	- do -	-do -	1 in 120 (0.83%)	0.58%

R.N./W.D.O.I/ 20-9-1985.

(35)

IIIrd Reminder

No. 84/CMO/CRI/7. 19/9/85.

To

The General Manager,
South Eastern Railway,
Calcutta.

Sub:- Opening of Second line between Kotshila and Purulia on the Muri-Bokaro-Ganoh route for orthodox doubling.

Please refer the Endorsement No.2 of this office letter of even number, dated 19-11-84 (Copy enclosed for ready reference) and a subsequent reminders of even number dated 23/4/85 and 22/7/85 and expedite the reply.

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

DA:-One.

(36)

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

No.84/WDO/ORI/7 New Delhi, dt. 19.11.84

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg,
Lucknow-I.

Sir,

Sub: Opening of Second line between Kotshila and Pundag on the Muri-Bokaro-Gomoh route for othrodox doubling.

With reference to your Endorsement No.NS.10-T(21)/84 dt.3.10.84 I am directed to confirm the action of CRS, South Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.1093 dt.17.9.84.

Yours faithfully,

(G.P. GARG) 16/11/84
for Secretary, Railway Board

DA:Nil

No.84/WDO/ORI/7 New Delhi, dt. 19.11.84

Copy forwarded for information to:

1. The Commissioner of Railway Safety, South Eastern Circle, 14 Strand Road, 12th floor, Calcutta-700 001 with reference to his letter No.1093 dt.17.9.84.

2. The General Manager, SouthEastern Railway, Calcutta 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 Ministry in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One more Ferro copy of the Index plan and section may also please be sent to this office.

(G.P. Garg) 16/11/84
for Secretary, Railway Board.

DA:Nil.

(37)

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

No.85/WDO/SR/5 New Delhi dated 11-9-85

The General Manager(Engg.),
Central Railway,
Headquarters Office,
Bombay.V.T.

Sub:- Sanction for running of AC EMU services upto 9 coaches rakes consisting of 2 units, having one motor coach and 3 trailer coaches each with one extra trailer coach inserted in between two such units, on Tuglakabad-Palwal DG. Section including 3rd line of Central Railway, newly electrified with 25 KV AC system.

.....

With reference to your letter No. L.531.WK.ER/V dated 16-7-1985 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the running of AC EMU services upto 9 coaches consisting of 2 units, having one motor coach and 3 Trailer Coaches each with one extra trailer coach inserted in between two such units on Tuglakabad-Palwal D.G. section including 3rd line of Central Railway newly electrified with 25 KV AC system at a maximum speed of 100 Kmph subject to the observance of all permanent and temporary speed restrictions already in force and those that may be imposed from time to time and conditions stipulated in the Joint Safety Certificate(No. C-17/83 DG) and in all other certificates accompanying your letter referred to above. The sanction is further subject to the following stipulations:-

i) In view of the existence of infringements, it is essential that commuters are cautioned through the available media to confine themselves with in the profile of the EMU coaches, avoid travelling on the tread-plates of door-ways and take particular care not to lean out of door-ways. Advertisements as appropriate to the occasion may be issued in the local press, besides organising propaganda via hoardings conspicuously exhibited at all stations served by the proposed EMU services and via suitably-worded notices displayed inside EMU coaches. In order that commuters become fully aware of the hazards involved, the afore-said precautions should be announced via public address system at all the said stations during at least the first 3 months of operation of EMU services.

ii) For entraining and detraining at halt stations, the EMU shall be invariably received on high-level platforms only.

P.T.O.

(38)

The Railway Ministry also sanction the infringements at 74 S & T locations to item 13(ii) (c) of Chapter-I of B.G. Metric Schedule of Dimensions (1973) as mentioned in form-XI accompanying your letter referred to above. The action of Commissioner of Railway Safety, Central Circle, Bombay in according his sanction under letter No. 859 dated 17.7.1985 to the running of 9-Car AC EMU services on the newly electrified 25 KV AC section between Tuglakabad and Palwal stations is also here-by confirmed.

DA:Nil

(G.P. GARG) 9/9/85
Joint Director Civil Engg.(G)
Railway Board.

No.85/WDO/SR/5 New Delhi dated 11-9-1985

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow-226001 with reference to his endorsement No. RS.18-[illegible]/84 dated 19.8.1985.

2. The Commissioner of Railway Safety, Central Circle, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay with reference to his letter No. 858 dated 17th July, 1985.

3. The Director General, R.D.S.O., Manak Nagar, Lucknow-11.

DA:Nil

(G.P. GARG) 9/9/85
for Secretary, Railway Board.

(39)

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

TIRATH PRAKASH
DIRECTOR (CIVIL ENGINEERING).

D.O. No. 82/WD0/SD/12 Dated: 11-9-1985.

Hey dear (all CEs except N.E. + NF)

SUBJECT: Recommended dimensions for centre-to-centre distance between tracks.

.....

According to Schedule II item (1) of B.G. Schedule of Dimensions, the minimum distance centre-to-centre of track is specified as 15'6"(4725). It has been observed that often in case of derailments both Up and Down line get affected. There has been a suggestion that the minimum centre-to-centre distance should be increased in case of future doubling so that in case of derailment only one line is affected and second line is not infringed.

For this purpose, it is desirable to have some data as to the extent of infringement that takes places in case of derailments and what should be the track centres that could prevent such a contingency.

I shall be thankful if you could get a study made of a few cases of derailments in the last 1 or 2 years on your Railway where both the lines got blocked and indicate the maximum distance to which infringement was caused from the centre line of the track on which derailment took place in such cases. If possible, a dimensioned sketch of such cases may be furnished to make position clear. Suggestions as to what should be the centre-to-centre distance between tracks would also be welcome.

In this connection a telegram No.85/W6/TRA/34 dated 6/9.9.85 issued to Chief Track Engineers by Shri Ashok Kumar, Additional Director Civil Engineering, Railway Board also refers.

A very early reply is requested.

Yours sincerely,

(Tirath Prakash)

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

No. 84/WDO/SD/17. New Delhi, Dated 29-8-1985.

To

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

Subject:- Electrical crossings of Railway tracks in section Barauni-Katihar.

Reference:- Your application No.W/Con/33/Elec/TC/BJU/KIR/830 dated 12/13-8-85.

With reference to your above quoted application addressed to Secretary (Electrical), Railway Board, New Delhi, the Railway Ministry has extend the validity of this office sanction of even number dated 29-8-84 (expiring on 28-8-85) for a further period of one year from 29-8-85 to enable the Railway to remove the infringements in 3 cases of Electrical crossings as shown on the reverse in Annexure-I, which is based on the enclosure accompanying your letter referred to above.

It is noted that the extension has become necessary due to the fact that the area where these crossings are located has got flooded on account of the rains.

(V.G.V. Chenulu)
Director Electrical Engineering,
Railway Board.

DA:-Nil.

No. 84/WDO/SD/17. New Delhi, Dated 29-8-85.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow - 226 001, in continuation of this office letter of even number dated 29-8-84 and with reference to his endorsement No. RS.18-T(9)/84 dated 3-8-84.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur in continuation of this office letter of even number dated 29-8-84 andwith reference to his letter No.849/3400/Pt.III dated 30-7-84

3) The Chief Engineer(Construction), North Eastern Railway, Gorakhpur.

4) The Chief Electrical Engineer and Inspector of Government for North Eastern Railway, Gorakhpur.

(V.G.V. Chenulu)
for Secretary, Railway Board.

DA:-Nil.

ANNEXURE - I

S.No	Location of electrical crossings		Whether inside or outside station limits	Line voltage in kV
	Between stations	KM		
1	2		3	4
1.	Begusarai-Lakho	163/11-18	Inside	11 2 Feeders
2.	Dewauli Phulwaria-Lakhminia	147/11-10	Inside	132 2 Feeders
3.	Katarsah-Kursela	144/20-19	Inside	33

Prescribed minimum dimension (in metres) of conductor vide Chapter-I item 11(1)	Actual dimension (in metres) available	Amount of infringement (in metres)	Remarks
5	6	7	8
10.06	8.71	1.35	*Pole not painted in new Alignment.
10.97	9.70	1.27	
10.06	8.33	1.73	

R.Narayanan AWDO.I/ 20.8.85.

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No.82/WSO/SDC/1. 29-8-85

To

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

Sub:- Speed for movement of over sized consignments - 'A' and 'B' Class.

Please refer to Board's letter of even number dated 14-9-82 on the above noted subject, the receipt of which has not so far been ~~xxxxxxx~~ acknowledged by your Railway inspite of this office reminders of even number dated 31-5-84 and 14-9-84. The Board therefore desire that necessary receipt of Board's letter of evennumber dated 14.9.82 may please be acknowledged without any further delay.

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

DA:-One.

(43)

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

No. 85/WDO/SD/10. New Delhi, Dated 28-8-1985.

To

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

Sub:- Construction of third line between Karjat and Lonavla, additions and alterations in Monkey Hill Cabin. Non-provision of slip siding on Down Main Line.

With reference to your letter No.EW/223/WI/SEGL/Ydg/IV dated 25-5-85 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Board condone the non-provision of slip siding on down main line at Monkey Hill Cabin arising from the provision of 3rd line between Karjat and Lonavla and additions and alterations in the Monkey Hill.

The Railway Board also confirm the action of Commissioner of Railway Safety, Central Circle, Bombay in according his provisional sanction under letter No.Nil dated 29.5.85 to replacing the existing spring point located at ES 118/18 on the Down Main line by a standard Motor operated point worked from the panel.

(G.P.Garg) 26/8/85
Joint Director Civil Engineering(G),
Railway Board.

DA:-Nil.

No.85/WDO/SD/10. New Delhi, Dated 28-8-85.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow-226 001, with reference to his Endorsement No. RS.18-T(2)/84-II dated 27-6-85.

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.632 dated 29-5-85.

(G.P.Garg) 26/8/85
for Secretary, Railway Board.

DA:-Nil.

R.Narayanan/WDO-I/26-8-85.

(64)

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

No. 83/WDO/SD/16. New Delhi, Dated 23-8-1985.

To

The Chief Project Manager (S&T),
Railway Electrification,
Pratapnagar,
Vadodara - 390 004.

Subject:- Schedule of Dimensions - Infringement to Signal Structure in Baroda-Godhra Section.

With reference to your letter No.SG/HQ/Plans/1 dated 19.10.1984 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction the infringement to item 13(ii)(d) of Chapter-I of B.G.Metric Schedule of Dimensions (1973) in locating the UP Home Signal at Dorol station on Baroda-Godhra section at a horizontal distance of less than 2360 mm from the centre of track of UP and DN Main lines as shown in Annexure-I on the reverse. Annexure-I is based on the details given in your letter referred to above.

(G.P.Garg) 23/8/85
Joint Director Civil Engineering (C),
Railway Board.

DA:-Nil.

No.83/WDO/SD/16. New Delhi, Dated 23-8-1985.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow, with reference to his Endorsement No.RS.18-T(8)/84 dated 26.11.84. As for para 2 of your Endorsement your kind attention is invited to Board's letter No.82/WDO/SD/12 dated 18.6.1982 (Copy enclosed) which will clarify the position.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020. So far as para 2 of your letter is concerned copy of Board's letter No.82/WDO/SD/12 dated 18.6.1982 is enclosed to clarify the position.

DA:-One.

(G.P.Garg) 23/8/85
for Secretary, Railway Board.

P.T.O.

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ANNEXURE-I

S.No.	Location	Structure which infringes.	Item No. & Chapter No. of Schedule	Prescribed Clearance.	Existing clearance	Amount of infringement.
1	2	3	4	5	6	7
1	UP Home Signal at Dgrol station KM:446.912	Signal base/ladder	13(ii)(d) Chapter-I	2360 mm from UP Main line 2360 mm from DN Main line	2260 mm 2280 mm	100 mm 80 mm

R.Narayanan/WDO-I/21.8.85

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

No. 82/WDO/SD/12 New Delhi, dated 18-5-1982

The General Managers,
All Indian Railways.

Sub:- Horizontal clearance to be adopted for fixed structures from centre of track in terms of BG Schedule of Dimensions (1973) (reprint).

Ref:- Board's letter Nos.
(i) 59/WDO/SD/40 dated 11-6-1964
(ii) 66/WDO/SD/58 dated 15.4.1969
(iii) Addendum and Corrigendum slip No.4 issued under Board's letter No. 75/WDO/SD/11 dated -11-1975.
(iv) 79/WDO/SD/22 dated 28/29-2-1980.

1.0 Ever since the question of introduction of 3660 mm (12'-0") wide EMU stock on the Indian Railways was considered and the correction slip No. 3 was issued to the B.G. Metric Schedule of 1963 print, doubts have been raised by Railways from time to time in regard to the actual horizontal clearances to be adopted for fixed structures, particularly in the context of yard remodelling. Though clarifications were issued under Board's letters referred above, Railways have found the provisions in the Schedule of Dimensions to be not clear in some aspects.

2.0 The question of removing the ambiguity has been engaging the attention of the Board for some time past, and an advance Correction Slip No. 11 in this regard is enclosed. The main point to be noted would be that the reference required to be made to the Railway Board in terms of the provisions under sub para of para 9 of the forwarding letter of the Schedule of Dimensions (Page 8) would be an administrative one, to be made direct to Board (and not through CRS), in advance of the execution of the project. This would be in the context of future planning whether or not 3660 mm wide EMU stock would be likely to be introduced on a particular section.

3.0 Such a reference should invariably be made complete with the comparative estimates of expenditure involved in providing clearance of 7'-9", 7'-3" and 7'-0 and the problems likely to be encountered vis-a-vis the overall cost of the project in question. Even under difficult circumstances, Board would not generally favour horizontal clearances less than 2.21 metres (7'-3"), unless these are absolutely unavoidable.

.....2..

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4.0 However, in order to ensure that any existing structures having horizontal clearances less than 7'-9" or locations with track centres less than 15'-6" are not lost sight of, all BE Projects, at the time of introduction of electric traction, should ensure that such existing structures with horizontal clearances less than 7'-9" and locations with track centres less than 15'-6", are separately listed and enclosed as an enclosure to the list of infringements for which Board's sanction through CRS is applied for, even though 12'-0" stock is not introduced at that time.

Reference to Board's general administrative approval to adoption of such clearances should be quoted in the application.

Please acknowledge receipt.

Dojor 4/5/82

(S.D. Jain)
Addl. Director, Civil Engg.(G),
Railway Board.

DA: As above

No. 82/WDO/SD/12 New Delhi dated -6-1982

1. Copy to the Dy. Controller of Printing, Office of the Controller of Printing & Stationary, India, New Delhi together with printed requisition slip in duplicate for printing of the Addendum & Corrigendum Slip No. 11 to B.G. Schedule of Dimensions printed in 1973. Printing of the Addendum & Corrigendum Slip No. 11 is essential and is being issued by the order of Director Civil Engg., Railway Board. The receipt of the printing indent may kindly be acknowledged.

2. Copy together with an advance copy of the Addendum &Corrigendum Slip No. 11 forwarded for information to:-

(i) The General Manager ICF, CLW, DLW, Southern Railway(Const.), NF Rly.(Const.), and MTP(R) Calcutta.
(ii) The Director General RDSO Alambagh Lucknow.
(iii) The CAO(R), MTP(R) Bombay & Madras; CAO(Const.) Bombay.
(iv) The Chief Commissioner of Railway Safety, Patiala House, 16A, Ashok Marg, Lucknow.
(v) The Commissioner of Railway Safety, Central Circle,

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2nd floor Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay-400 020.

(vi) The Commissioner of Railway Safety, Eastern Circle 14 Strand Road, 12th floor, Multistoreyed Bldg. of Eastern Railway, Calcutta.

(vii) The Commissioner of Railway Safety, Northern Circle, 1st floor, Station Bldg.(N.C.) Charbagh, Lucknow.

(viii) The Commissioner of Railway Safety, North Eastern Circle, North Eastern Rly. Head Qrs. Bldg., Gorakhpur.

(ix) The Commissioner of Railway Safety, Southern Circle 7, Shesadari Road, Gandhi Nagar P. O., Bangalore City-9.

(x) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Maharashi Karve Road, Bombay-400020.

(xi) The Principal, Railway Staff College, Baroda.

(xii) The Principal, Indian Railway Institute of Advanced Track Technology, Pune.

(xiii) The Principal, Indian Railway Institute of S&T, Secunderabad.

(xiv) The Manager of Publications, Civil Lines, Delhi-6.

14/6/82

(S.D.Jain)
Additional Director, Civil Engineering(G),
Railway Board.

DA:-as above.

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B.G. METRIC SCHEDULE OF DIMENSIONS - 1973

Addendum and Corrigendum Slip No. 11

(1) Replace sub para under para 9 of the forwarding letter at page 8 by the following.

The clearances prescribed in item 13 of Chapter I "Tunnels through and semi through Girder bridges" should be adopted for all structures and not only for tunnels and through Girder bridges at the time of new construction or additions/alterations to the existing structures. If, however, in cases where 3660 mm (12ft.0 in.) stock is not expected to be introduced, and adoption of these dimensions would entail heavy expenditure, an administrative reference should be made to the Board, individually in each case, before execution of the work, for adopting less clearances.

(2) Schedule I Chapter I General Page 13.

Replace Note 2 by the following note.

(2) For running EMU and other 3660 mm (12ft.0 in.) stock, clearances prescribed in item 13 of Chapter I "Tunnels through and semi through Girder bridges" shall also be required for all structures governed by items 1, 7, 8 and 12 of this Chapter, and not only for tunnels and through Girder bridges.

(3) Schedule I, Chapter II - Page No. 24
Replace Note (2) by the following.

(2) For running EMU and other 3660 mm (12ft.0 in.) stock clearances prescribed in item 13 of Chapter I, Tunnels, through and semi through Girder bridges" shall also be required for all structures governed by items 1 and 11 of this Chapter, and not only for Tunnels and through Girder bridges. However, a platform shelter may infringe item 13 (ii) (e) of Chapter I and edge of the platform shelter may be kept at a minimum horizontal distance of 1600 mm (5ft.3 in.) from centre line of track and at a minimum height of 4610 (15ft.1½ in.) above rail level.

Contd....2

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(4) Schedule II - Chapter I - R General at page 65.

Replace the first paragraph of preamble under the heading "RECOMMENDED DIMENSIONS" by the following

The following are some recommended dimensions, which are generally considered good practice, the adoption of which will lead to very desirable uniformity on Indian Railways, but they are not to be treated as standards, a departure from which requires sanction. The clearances to fixed structures and distance centre to centre of tracks prescribed in item 13 of Chapter-I, Schedule-I for Tunnels and through Girder bridges should also be adopted for all structures, and not only for Tunnels and through Girder bridges at the time of new construction, or additions/alterations to the existing structures. If, however, in cases where 3660 mm (12 ft. 0 in.) stock is not expected to be introduced and adoption of these dimensions would entail heavy expenditure, an administrative reference should be made to the Board individually in each case before execution of the work for adopting less clearances.

(5) Schedule II, Chapter-II R, item IR at page 74

Renumber the existing Note (b) as (c) and insert a new Note (b) between (a) & (c) as follows.

(b) Where EMU and other 3660 mm (12 ft. 0 in) stock has to ply on running lines in station yards, the track centres shall be 4725 mm (15 ft. 6 in.) plus the width of any structure like OHE post, Signal post etc. that may be provided in between the tracks.

By Order

(TIRATH PRAKASH)
DIRECTOR, CIVIL ENGINEERING,
RAILWAY BOARD.

New Delhi.
Dated: May' 1982.
Case No. 82/WDO/SD/12.

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

No. 85/WDO/ORI/16. New Delhi, Dated 21-8-1985.

To

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

Sir,

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

With reference to your Endorsement No.RS.10-T(6)/85 dated 5-8-1985, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No.16-5/216/713 dated 10-7-1985.

Yours faithfully,

(G.P.Garg) 20/8/85
for Secretary, Railway Board.

DA:-Nil.

No.85/WDO/ORI/16. New Delhi, Dated 21-8-1985.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.16-5/216/713 dated 10-7-85.

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 Ministry in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One more Ferro copy of the Index Plan and Section may please be sent to this office.

DA:-Nil

(G.P.Garg) 20/8/85
for Secretary, Railway Board.

R.Narayanan/WDO-I/20.8.85.

Sl No 2 (52)

Virendra Kumar,
Director Works.

19-08-1985

Rail Bhavan

D.O.No.85/WDO/ORI/17. New Delhi, dated 19th August, 1985.

My dear Dinamani,

Sub: Permanent MG diversion from new Km.114/9-1 to Km.131/12-13(17.23 Kms) between Kadlimatti and Mandal stations of Gadag-Solapur M.G.single line section of Hubli Division of South Central Railway - Rejection of Authorisation for opening to passenger traffic.

Please refer to Commissioner of Railway Safety Report No.1037 dated 4th August'85. I hope necessary action is being taken on the CRS's report referred above. Board desire that the defects listed in category A & B should be rectified within a month.

In regard to CRS's observation regarding possibility of high wind velocities on bridge No.63-D at Km.129/8-17 and Krishna bridge No.63 at Km.125/7, it is desirable that Railway contacts the Meterological Department immediately and request them to carry out study on the subject. The Meteorological Department may inter alia be requested to advise the following aspects:-

a) The extent of high wind velocity in the area expect and the period of the year when such high wind velocities can be expected.

b) Location at which high wind velocity can be expecte

c) The places where trains should be controlled in cases of high velocity winds.

d) The places where Anemometre should be installed, i.e whether these can be installed at adjacent statior or these should be at specific bridge sites.

It may be mentioned that in accordance with Board's letter No.83/Safety(M&R)/29/6 dated 29-10-83 (copy enclosed) Anemometres are required to be provided at approaches of the bridge or at adjacent stations and the trains are required to be stopped when the wind velocities at Metreggage exceeds 25 metre per second (56 miles per hour). An immediate action is requested.

Yours sincerely,

(Virendra Kumar)

Shri M.Dinamani,
Chief Engineer(Con),
South Central Railway,
Secunderabad.

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

No.83/WDO/SR/12

New Delhi, dt. 16.8.85

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Running of 20.32t axle load Bogie open wagon type 'BOXN'

.....

With reference to your letter No.W/340/RS/Pt-II/W-4A dt.1.5.84 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the running of 20.32t axle load Bogie open wagon type 'BOXN' to RDSO's Drg.No.WD-80007-S/00 Alt I at a maximum speed of 60 kmph in loaded as well as empty condition on Barauni-Malhaur section of your Railway provided adequate facilities for the maintenance of air brake system are developed and arrangemen to impart necessary training to staff in the repairs and maintenanc of the air brake system is made by the Railway. The sanction is subj to observance of all permanent and temporary speed restrictions already in force or that those may be imposed from time to time. It is further to the observance of all other restrictions laid down in your joint safety certificate No.429 and in all other certificates accompanying your letter referred to above.

The sanction of infringements to item 13(b) Chapter IV A of BG Metric Schedule of Dimensions(1973) and moving dimensions of 1923 has already been issued under this office letter No.80/WDO/SR/5 dt.20.4.80.

16/8/85

(G.P. Garg)
Jt. Director Civil Engg(G)
Railway Board.

PTO

(54)

No.83/WDO/ER/12 New Delhi, dt.16.8.85

Copy forwarded to: 16 A,

1. The Chief Commissioner of Railway Safety, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No.RS 17-T(2)/82-Vol.III(A) dt.19.7.85.
2. The Commissoner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.872/3502/78 dt.8.7.85.
3. The Director Standards(Motive Power) RDSO, Lucknow.

17/8/85

(C.P. Garg)
for Secretary Railway Board.

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

No.84/WDO/SD/8 New Delhi, dt.13.8.85

The Chief Project Manager,
Railway Electrification,
Mathura-281002.

Sub: Introduction of 25 KV AC traction on the section Mathura-Bayana. Condonation of infringements to BG Metric Schedule of Dimensions.

With reference to your letter No.NE/MTJ/%-247(N.Rly) dt.29.12.84 sent through the Chief Commissioner of Railway Safety, Lucknow Railway Ministry sanction the infringements of 14 OHF, 33 Civil Engg. and 87 S&T structures to various items of BG Metric Schedule of Dimensions(1973) as indicated in Annexures No. item A, B and C of Form-XI accompanying your letter referred to above, excepting 13 infringements to MG signals in Bharatpur yard indicated at S.No.3 in Annexure No.item 'C' of Form-XI. It is also noted that the water columns constituting Civil Engg infringements would be progressively dismantled after introduction of electric traction. Railway should made all out efforts to dismantle the water columns having a horizontal clearance less than 2135mm(7'-0") at the earliest. Till such time these water columns are removed a speed restriction of 15 kmph shall be observed at these locations on affected run through lines.

Under the Annexure 'Item C' of Form-XI, certain clearance of MG signals from MG lines in Bharatpur yard have also been included at Sr. No.3. In this connection, it is to clarify that 25 KV AC traction is proposed to be provided for BG lines only. Further the minimum dimension of 2135 mm mentioned at item No.16R(i)B. C & D of Chapter No.1R of MG Schedule of Dimensions is the 'Recommended Dimension' which is not to be treated as a standard, a departure from which requires Board's sanction. Therefore the question of sanctioning the infringements of 'Recommended Dimension' due to implantation of colour light signals does not arise.

(G.P. Garg) 9/8/85
Jt. Director Civil Engg(G)
Railway Board

PTO

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No.84/WDO/SD/6 New Delhi, dt. 13.8.85

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his letter No.RS.18-T (8)/84 dt.14.6.85.

2. The Commissioner of Railway Safety, Western Circle, Churchgate station Bldg. Annexe Bombay with reference to his letter No.22/W dt.16.5.85.

(C.P. Garg) 9/8/85
for Secretary Railway Board

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09-08-1985

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

OFFICE ORDER NO. 74 OF 1985.

Consequent upon the creation of an additional post of Member, Railway Board , and certain other changes that have taken place from time to time, it has been decided that the existing paras 204 to 208 of this Ministry's Manual of Office Procedure should be revised as under:-

204. Railway Board - The Railway Board as at present constituted, consists of:

(1) The Chairman;

(2) The Financial Commissioner for Railways; and

(3) Four Members.

205.(i) Chairman, Railway Board - The Chairman, Railway Board is ex-officio Principal Secretary to the Government of India in the Ministry of Railways. He is responsible to the Minister of Railways (or as delegated by him) for arriving at decisions on technical and non-technical questions and advising the Government of India on matters of Railway policy. He deals with Corporate Co-ordination and other corporate functions as well as any other subject as laid down from time to time. He does not function as a Member in charge of any particular discipline but he may, at his discretion, deal with any matter pertaining to any discipline or any other subject. All policy and other important matters are put up to the Ministers through him. He has the power to over-rule the other Members of the Board, except that if the Financial Commissioner does not agree with the Chairman, Railway Board on any matter of finance, the Financial Commissioner may ask it to be referred to the Railway Minister and in case he is unable to agree with the Railway Minister, he has the right to refer it direct to the Finance Minister.

(ii) All cases, in which there is a difference of opinion between two Members of the Board, would be referred to the Chairman, Railway Board, who will try to arrive at a jointly agreed proposal, if necessary, after discussions.

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The Chairman, Railway Board may also take final decisions in regard to inter-departmental differences (subject to the approval of the Ministers being obtained, where necessary) except when there is a difference of opinion between the Financial Commissioner and Chairman, Railway Board on a financial issue in which event, if so asked by the Financial Commissioner, the case would be put up by the Chairman, Railway Board to the Minister of Railways bringing out both points of view. In those cases where the Financial Commissioner is unable to agree with the Minister of Railways on a financial issue, the Financial Commissioner, may, if he so desires, refer the matter direct to the Finance Minister.

206. Financial Commissioner for Railways - The Financial Commissioner for Railways is vested with full powers of the Government of India to sanction Railway expenditure and is ex-officio Secretary to the Government of India in the Ministry of Railways in financial matters. No proposals involving expenditure affecting Railway Revenues can be sanctioned without his prior concurrence. He has the right to refer direct to the Finance Minister any financial issues on which he finds himself unable to agree with the views of the Minister in charge of the Railway Ministry.

207. Other Members of the Railway Board - The Members of the Railway Board are separately in charge of matters relating to Staff, Civil Engineering, Traffic and Mechanical Engineering. They function as ex-officio Secretaries to the Government of India in their respective spheres. Each of the Members is responsible for dealing with all aspects of the technical subject or subjects of which he is in charge. Where a question impinges on the function of another Member, his concurrence is to be obtained and in case of any persisting difference, the issue is to be referred to the Chairman, Railway Board for a decision.

208. (i) Officer on Special Duty (Metropolitan Transport Projects) - There is an Officer on Special Duty (Metropolitan Transport Projects) in-charge of the Metropolitan Transport Projects on Railways.

(ii) Directors General - There are Directors General Security and Railway Health Services in charge of Railway Protection Force and Railway Health Services respectively.

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(iii) Advisers - To enable the Board to effectively tackle the additional duties and responsibilities arising from the increased tempo of work, there are three Advisers, each in charge of Industrial Relations, Finance and Electrical Engineering.

(iv) Although the Advisers do not form part of the Board, yet they have been authorised to pass final orders on behalf of the Board except with regard to those matters which require formal approval of the Board and Ministers. These officers while not being Members of the Board as such, are invited to attend Board meetings, when necessary.

(Hindi version will follow.)

(A.N. Wanchoo)
Secretary, Railway Board.

No.85/O&M/MDP/Revision
Dated: 9-8-1985.
(C.S. No. 1 of 1985)

To

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

(60)

9-08-1985

K. BALASUBRAMANIAN

D.O. No.85/RDSO/SD/12

Rail Bhavan, New Delhi-1
dt.9th August 1985

My dear Vardya,

Sub: Review of BG standards-
moving and fixed structure gauges

****

Please refer to your predecessor's DO letter No.RDI/GI/12 dated 25th April, 1985 enclosing a copy on the above subject. The matter has been considered and it has been decided that a committee consisting of Director(Standards, Civil), Director standards(Carriage) and Director standards(electrical) of RDSO may be constituted to go into all the issues related to permitting the wider and taller stock on certain selected routes. In the first instance, Delhi-Howrah Rajdhani Route may be selected and feasibility of implementing the future moving dimensions (15'-6" high and 12'-0" wide) should be investitied.

RDSO has desired a report within a month. The Committee should therefore, submit their report accordingly.

With best wishes,

Yours sincerely,

sd/-
(K. Balasubramanian)

Shri T.C. Vardya,
Director General,
Research, Design & Standard organisation,
Lucknow.

(61)

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

No. 83 / WDO / SR / 20. New Delhi, Dated 7-8-85.

To.

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

Sub:- Regular running of B.G. open type 'BOY' wagons with a maximum axle load of 22.86 t. on the Waltair Ore Exchange Yard - Kottavalasa - Kirandul Line.

With reference to your letter No.G/WAGON/BOY/Pt.5 dated 18-2-85 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the regular running of 'BOY' type of B.G. open wagons to RDSO Drawing No. SK.73511 having a maximum axle load of 22.86 t. in fully loaded condition, in block rakes of upto 52 such wagons on Waltair Ore Exchange Yard - Kottavalasa-Kirandul BG electrified section of Waltair Division of your Railway at a maximum permissible speed as indicated in Annexure 'A' to Safety Certificate No.18/84 for the different sub-sections subject to observance of speed restrictions on girder bridges as per Annexure 'D' to Safety Certificate, and all permanent and temporary speed restrictions already in force and those that may be imposed from time to time. The sanction is further subject to the conditions/stipulations mentioned in the Safety Certificate, RDSO's letter No.MW/PLNG/BOY dated 19-7-84 and all other certificates accompanying your letter referred to above. Movement of these wagons in empty condition with an axle load of 5.0 t. will continue to be governed by this office sanction No.74/WDO/SR/3 dated 16-2-74 which permits a maximum speed of 65 Kmph., subject to observance of the section speeds, and all local and other restrictions.

The sanction of infringements to item 25, 26, 27 and 28 of Chapter-IV A of BG Metric Schedule of Dimensions (1963) in respect of 'BOY' wagons to RDSO Drawing No.SK.73511 has already been issued vide Board's letter No.74/WDO/SR/3 dated 16-2-1974.

(G.P.Garg) 6/8/85
Joint Director Civil Engineering (G),
Railway Board.

DA:-Nil.

No.83/WDO/SR/20 New Delhi, dt. 7.8.85

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, 16A Ashok Marg, Patiala House, Lucknow with reference to his Endorsement No.RS.17-T(1)/82 Vol.III(B) dt.19.7.85.

2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th floor Calcutta with reference to his letter No. 621/257/17 dt.5.7.85.

3. The Director (Motive Power), RDSO, Lucknow. - 226 011

(G.P. Garg) 6/8/85
for Secretary Railway Board.

(63)

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

No. 85/WDO/ORI/10/Part-I. New Delhi, Dated 01/-8-85.

To

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
Lucknow - 226 001.

Sir,

Subject:- Opening of Permanent Diversion of BG Main Line from Km. 184/9 to Km:192/13 (8.03 Kms.) between Sirpur Town and Vempalli Stations on Balharshah-Kazipet B.G. Section of Secunderabad Division of South Central Railway - Authorisation for opening of passenger traffic.

With reference to your Endorsement No. RS.10-T(1)/85 dated 10-7-85, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No. 587 dated 07-6-85.

(G.P.Garg) 30/7/85
for Secretary, Railway Board.

DA:-Nil.

No. 85/WDO/ORI/10/Part-I New Delhi, Dated /-8-85.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, Bangalore - 560 009, with reference to his letter No.587 dated 07-6-85.

2) The General Manager, South Central Railway, Works Construction Branch, Secunderabad - 500 371 with reference to your letter No.W/Con/347/C/51/Vol.II dated 24th June, 1985.

30/7/85
(G.P.Garg)
for Secretary, Railway Board.

DA:-Nil.

R.Narayanan/WDO-I/30-7-85.

(64)

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

No.94/WDC/SD/8 New Delhi, dt.31.7.85

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

Sub: Running of EMU service 3motor trollies and 6 trailers(Coaches) on Tilak Bridge Tughlakabad section.

With reference to your letter No.519-W/270/TKD dt.7.6.85 sent through the Chief Commissioner of Railway Safety Lucknow Railway Ministry sanction the infringements of 10 OHE, 15 Civil Engineering and 23 S&T structures to various items of BG Metric Schedule of Dimensions(1973) involved in the running of EMU service(consisting of 3 motor trollies and 6 trailers coaches) on Tilak Bridge-Tughlakabad section as mentioned in Form XI accompanying your letter referred to above, subject to the following conditions:-

1. All the infringements being examined afresh by the Railway Administration with a view to remove them and results advised within six months. In any case the infringements to platform shelters should be removed within six months.

2. Adequate publicity on the existence of these infringements and hazards of leaning out of compartments.

3. The distance to the nearest rail(gauge) face being marked on all infringing structures and priodical checks of all structures alongside being specified by the Chief Engineer and monitored at appropriate level to ensure that infringements do not exceed currently measured values and that fresh infringements do not occure in future,

31/7/85

(G.P. GARG)
Jt. Director Civil Engg(G)
Railway Board

PTO

(65)

No.84/WDO/SD/8 New Delhi, dt.31.7.85

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, 16A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No.RS.13-T(A)/83 dt.12.7.85.

2. The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow with reference to his letter No.57/1339/Pt.I dt.25.6.85. The sanction for running of EMU services may now be accorded from your end.

(G.P. Garg) 31/7/85
for Secretary Rly Board

(66)

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

No. 85/WDO/ORI/15. New Delhi, Dated 29-7-1985.

To

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
Lucknow - 226 001.

Sir,

Sub:- Doubling between Sanand and Chharodi Stations on the Ahmedabad - Viramgam Broad Gauge section of the Western Railway.

With reference to your Endorsement No. RS.10-T(4)/85, dated 12th June, 85 I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No. 16-5/215/458 dated 16-5-85.

(G.P. Garg) 25/7/85
for Secretary, Railway Board.

DA:-Nil.

No. 85/WDO/ORI/15. New Delhi, Dated 29-7-1985.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No. 16-5/215/458 dated 16-5-85.

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 Ministry 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.

(G.P. Garg) 25/7/85
for Secretary, Railway Board.

DA:-Nil.

R.N./WDO-I/26-7-85.

(67)

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

No. 83/WDO/RO/1/0. 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 (C),
Railway Board.

DA:-Nil.

No.83/WDO/RO/1/0. 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.S-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.

(68)

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

DA/Nil.

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

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

(69)

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

No.82/WRO/SD/23 New Delhi, dt.22.7.85

The General Manager,
Railway Electrification,
Southern Railway,
Egmore, Madras.

Sub: Railway Electrification-Group 52-
Arakkonam-Jolarpettai section-
statement of infringement for running
3660 mm stock- Arakkonam-Katpadi
Virinchipuram section.

Ref:Your letter No.ETH/252/RE/4618
dt.15.7.85.

While examining the infringements shown in Form-XI enclosed with your above quoted letter, it is seen that the existing actual horizontal clearance shown at item 4 and 5 is not even the minimum required i.e. 2210 mm for running of 3660 mm wide BG stock at unrestricted speed in terms of Board's letter No.79/WRO/SD/40 dt.11.6.64 copy enclosed.

As the Board are not favourably inclined to approve clearance less 2210 mm in general, you are requested to re examine the proposal whether it is possible to provide at least minimum clearance of 2210 mm either by shifting the structures or by slewing the tracks marginally. In case it is not practicable to do so, the Railway must bring out clearly the actual difficulties involved and an estimated amount of expenditure which will be involved in securing the desired clearance of 2210 mm at least for item 4 & 5. Action showing all the infringements may also be sent for information of the Board.

DA: As above

19/7/85

(G.P. Garg)
Jt. Director Civil Engg(G)
Railway Board.

(70)

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

No. 85/WDO/SD/13. New Delhi, Dated 17-7-1985.

To

The General Manager,
Southern Railway,
Headquarters Office,
Works Construction Branch,
Egmore,
Madras - 600 008.

Sub:- Trivandrum - Tirunelveli New Broad Gauge line via Nagercoil - Extension of the Bye-pass connecting Trivandrum - Nagercoil line and Nagercoil - Tirunelveli line - Infringement to Schedule of Dimensions - Condonation requested.

With reference to your letter No.W 262/TCT/3/CN dated 27-11-1984 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Board sanction the infringement to item 2 of Chapter-II of B.G.Metric Schedule of Dimensions (1973) as a Permanent Measure involved in connection with the above mentioned work and as shown in the Annexure-I on the reverse. This Annexure-I is based on Form-XI and Sketch No.98-84 accompanying your letter referred to above.

The sanction is subject to adequate provision being made in the Station Working Rules to ensure that trains or wagons will not be stabled on the steeply grade portion without engine being attached.

(G.P.Garg) 11/7/85

Joint Director Civil Engineering(G),
Railway Board.

DA:-Nil.

No. 85/WDO/SD/13. New Delhi, Dated 17-7-1985.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow-226001, with reference to his Endorsement No.RS.18-T(1)/84-II dated 17-6-85.

P.T.O.

(71)

2) The Commissioner of Railway Safety, Southern Circle, Bangalore - 560 009, with reference to his letter No.310 dated 6th May,85.

11/7/85

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

DA:-Nil.

ANNEXURE - I

S.No.	Location	Structures which infringe.	Chapter & Item of Schedule	Prescribed Dimension	Existing actual Dimension	Amount of Infringement
1	2	3	4	5	6	
1	Ch:72000 to Ch:72259.06 at Nagercoil station on Nagercoil-Tirunelveli section of Trivandrum Division.	Gradient in Station Yard.	Chapter-II Item (2)	1 in 400	1 in 200	1 in 200 against 1 in 400

R.Narayanan/TPO-I/11-7-1985.

(72)

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

No. 85/WDO/ORI/14. New Delhi, Dated 15-7-1985.

To

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
Lucknow - 226 001.

Sir,

Sub:- Opening of the Broad Gauge Single Line from Karaila Road Junction to Shaktinagar station (32.13 Kms.) Broad Gauge in Dhanbad Division of Eastern Railway for the public carriage of passengers.

With reference to your Endorsement No.RS.10-T(5)/85 dated 17th June,85, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.242/16/A/J/I/85 dated 18-5-1985.

yours faithfully,

(G.P.Garg) 12/7/85
for Secretary, Railway Board.

DA:-Nil.

No.85/WDO/ORI/14. New Delhi, Dated 15-7-85.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.242/16/A/J/I/85 dated 18.5.85.

2) The General Manager, Eastern Railway, Calcutta 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 Ministry in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to Passenger traffic. One more Ferro copy of the Index Plan and Section may also be sent to this office.

(G.P.Garg) 12/7/85
for Secretary, Railway Board.

DA/Nil.

R.Narayanan/WDO-I/12-7-85.

(73)

02-07-1985

Government of India
Ministry of Railways
(Railway Board)

OFFICE ORDER No.65 OF 1985.

Board have decided that henceforth all technical matters pertaining to Research, Designs & Standards Organisation(RDSO) shall be co-ordinated by OSD/MTP at Board's level in this Ministry. Accordingly, all concerned may please ensure to refer such cases to OSD/MTP in future.

(Hindi version will follow.)

(D.D. Agarwal)
Jt.Secretary, Railway Board.

No.85/O&M/70.
Dated: 2-7-1985.

To

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

Copy to: Board Members & Advisers including DG/RPF, DG(RHS) and OSD/MTP.

Director General,
RDSO, Lucknow.

(74)

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

No. 85/WDO/BS/1. New Delhi, Dated 01-7-1985.

To

The General Manager,
South Central Railway,
Headquarters Office,
Works Branch,
Rail Nilayam,
Secunderabad - 500371.

Sub:- Br.No.218(6 x 6.1 m girder bridge) at Km:201/3-4 between Sirpurkaghaznagar and Vempalli stations on Kazipet-Balharshah section of South Central Railway - Condonation of vertical clearance - regarding.

With reference to your letter No.W/295/ER/Spl.V/969 dated 24-4-85, sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the Railway's propogal to raise the existing Bridge No.218 providing the vertical clearance of 0.61 metres as against 1.525 metres prescribed as per the Bridge Substructure Code in connection with the doubling between Sirpurkaghaznagar and Vempalli stations on Kazipet-Balharshah section of South Central Railway.

Shyam Kumar
(Shyam Kumar)
Joint Director, Civil Engineering (B&S),
Railway Board.

DA:-Nil.

No. 85/WDO/BS/1. New Delhi, Dated 01-7-85.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to your Endorsement No.RS.18-T(1)/84 dated 17-6-1985.

2) The Commissioner of Railway Safety, Southern Circle, Bangalore - 560 009 with reference to his letter No.256 dated 29-4-85.

Shyam Kumar
(Shyam Kumar)
for Secretary, Railway Board.

DA/Nil.

R.Narayanan/WDO-I/27-6-1985.

WDO-I

(75)

URGENT

26/6/1985.

No. 83/WDO/OND/2(A).

To

The General Manager (Construction),
Southern Railway,
Egmore - Madras.

(Kind Attention of Shri. S.R.Gopalakrishnan)

Subject:- Opening of the New Non-Electrified B.G. Single line between Bhuvanvarm and Gooty on South Central Railway's Guntakal Division for the public carriage of passengers.

Reference:- Your office letter No.W.387/CO/CN/TP dated 21-6-1985.

The interleaved copy on the above noted subject stated to have been sent under your office letter No. W.387/CO/CN/TP dated 11-6-85 has not so far been received in this office.

The Board therefore desire that a copy of the same may please be sent to this office immediately.

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

Dt.Nil.

(76)

No.81/WDO/GRI/23. 24.6.85.

To

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Opening of Electrified New Up line B.G. between Mirati and Barasat Junction stations (Kms.8.84) on Sealdah-Bongaon section of Eastern Railway for the public carriage of passengers.

Please refer this office letter of even number, dated 6/7-9-1983 (copy enclosed for ready reference) and three subsequent reminders of even number dated 9-3-84, 29-8-84 and 30-3-85 . The interleaved copy and the date of opening of the above section alongwith Two Xerox copies of the Index Plan and Section may please be furnished to this office which has not been received so far. It is requested that the same may be sent at an early date.

The receipt of this letter may please be acknowledged.

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

DA:-One.

(77)

No. 81/WBR/CRI/23. 24.6.85

~~6.85~~

To

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Opening of electrified new Up line BG between Hirapur and Barasat Junction stations on Sealdah - Bongaon Section for the public carriage of passengers.

Please refer this office letter of even number dated 2.9.83 (Copy enclosed for ready reference). As the reply from your Railway has not so far been received in this office inspite of this office reminders dated 31.10.84, 28.12.84 and 1.4.85, it is requested that the same may please be expedited without any further delay.

The receipt of this letter may please be acknowledged.

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

DG/Gnc.

(78)

No. 81/[illegible]/OHI/23. 21-6-1985.

To

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

Sub:- Opening of Electrified third line (for down direction) between Asansol and Dankuni Jn. stations on Howrah-Burdwan Chord Section on Howrah division of the Eastern Railway for the public carriage of passengers.

Sir,

I am directed to forward herewith one copy each of the Index Plan and section of the above mentioned section of the Railway for information and your office record. The said section was opened to passenger traffic on 22.9.1981.

Yours faithfully,

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

Dft:- Nos/Nos copies bearing Railway Board's D.O.No.[illegible]

No. 81/[illegible]/OHI/23. New Delhi, Dated -6-1985.

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, referred above.

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

Dft:- One copy of Index Plan and Section.

(79)

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

New Delhi, Dated 19-6-1985.

No. 85/WDO/BS/1.

To

The General Manager,
Western Railway,
Bombay.

Sub:- Rebuilding of Meshwa Bridge No.699 on Vadadora - Ahmedabad Section.

With reference to your letter No.W.65/21/190 dated 10-4-85, sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the proposed vertical clearance of 600 mm as against 1830 mm prescribed in terms of Clause 9.1 of Sub-structure Code, involved in rebuilding of Meshwa Bridge No.699 on Vadodara-Ahmedabad section. The sanction is based on Form-XI and Drawing No. CE(W)7752/2D accompanying your letter referred above.

Shyam Kumar
(Shyam Kumar)
Joint Director Civil Engineering(B&S),
Railway Board.

DA/Nil.

New Delhi, Dated 19-6-1985.

No.85/WDO/BS/1.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his Endorsement No.RS.18-T(8)/84 dated 15th May,1985.

2) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.221/1/392 dated 17th April,1985.

Shyam Kumar
(Shyam Kumar)
for Secretary, Railway Board.

DA:-Nil.

R.Narayanan/N.D.O.I/11-6-85.

(30)

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

No. 81/WDO/ORI/23. New Delhi, Dated 17-6-1985.

To The chief commissioner of Railway Safety
16-A, Ashok Marg, Patiala House, Lucknow.

Sir, Sub:- opening of electrified 3rd Line (for down direction) between Chandannur and Ramakanda Jn. stations (7.29 Kms.) B.G. on Howrah-Bardhaman Chord for public carriage of passengers.

With reference to your Endorsement No.RS.8-T(1)/85 dated 21st May, 1985 I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No. 101/30/I/C/85 dated 26-4-1985.

Yours faithfully,

(G.P.Garg) 14/6/85
for Secretary, Railway Board.

DA/Nil.

No.81/WDO/ORI/23. New Delhi, Dated 17-6-1985.

Copy forwarded for information to:-

i) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No. 101/30/I/C/85 dated 26-4-85.

ii) The General Manager, Eastern Railway, Calcutta 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 Ministry 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 for passenger traffic. One more Xerox copy of the Index Plan and Section may please be sent to this office.

(G.P.Garg) 14/6/85
for Secretary, Railway Board.

DA/Nil.

R.Narayanan/WDO.I/14.6.85.

Part copy (81)

No.85/WDO/GLM/1. 17.6. 85.

To

The General Manager,
Western Railway,
Office of the
Chief Engineer (GRC),
Churchgate,
Bombay - 400 020.

Sub:- i) New Lines/Doublings/Conversions opened and Lines restored during the year 1984-85.

ii) Lines dismantled during 1984-85.

iii) New Lines/Doublings/Conversions in progress as on 31st March, 85.

Ref:- Your office letter No. WC 415/5 dated 1st June, 1985.

Please refer this office letter of even number dated 12-4-1985 (Copy enclosed for ready reference) and your office letter quoted above on the above subject and confirm that the information concerning the 'Lines Restored' and 'Lines Dismantled' during the year 1984-85 is Nil. The reply may please be sent to this office at an early date.

(D.T.Wachivai)
for Director Civil Engineering,
Railway Board.

DY/One.

(82)

No.85/[illegible]/NL/1. 17-6- 85.

To

The General Manager,
South Central Railway,
Headquarters Office,
Works Construction Branch,
Secunderabad.

Sub:-i) New Lines/Doublings/Conversions opened and Lines restored during the year 1984-85.

ii) Lines dismantled during 1984-85.

iii) New Lines/Doublings/Conversions in progress as on 31st March,85.

Ref:- Your office letter No.W/Con/307/61 dated 30th May, 1985.

Please refer this office letter of even number, dated 12/4/85 (Copy enclosed for ready reference) and your office letter quoted above on the above noted subject and confirm if the information concerning the 'Lines Restored' during the year 1984-85 is Nil. The reply may please be sent to this office at an early date.

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

DN/Conn.

(83)

12-6-85.

No.85/WRO/DKH/10/Part-II.

To

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

Sub:- Balharshah-Kazipet Section-Doubling of track between Sirpur Town and Sirpur Kaghaznagar-Diversion of Main line between Vempalli and Sirpur Kaghaznagar (Km.200/2 to Km.201/14) Authorisation for opening to passenger traffic.

Sir,

I am directed to forward herewith one copy each of the Index Plan and Section of the above mentioned section of the Railway for information and your office record. The said section was opened to passenger traffic on 27-4-85.

Yours faithfully,

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

Encl:- Aso/Three copies bearing Railway Board's D.O.No. PS/XII/52 and PS/XII/52/1.

No.85/WRO/DKH/10/Part-II. New Delhi, Dated 12-6-1985.

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, referred above.

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

DA/One Index Plan and Section.

(84)

No. 85/W00/ONI/10/Part-I. 12-6-85.

To

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

Sub:- Opening of permanent diversion of Broad Gauge Main Line from KM:134/9 to KM: 136/3 (1.625 KMs.) between Mirpur Tora and Vemgalli stations on Bellarshah - Kazipet Broad Gauge Section of Secunderabad Division of South Central Railway - Authorisation for opening for Passenger Traffic.

Sir,

I am directed to forward herewith one copy each of the Index Plan and Section of the above mentioned section of the Railway for information and your office record. The said section was opened to passenger traffic on 9-3-85.

Yours faithfully,

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

DA:- As/Three copies bearing Railway Board's D.O.No. P(W)II/51; P(W)II/51/1.

No. 85/W00/ONI/10/Part-I. New Delhi, Dated/2-6-1985.

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, referred above.

(G.P.Garg)
DA:-One Index Plan and Section. Joint Director, Civil Engineering(G), Railway Board.

(85)

No. 85 / WDO / ONI / 6. 7-6-85.

To

The General Manager,
South Central Railway,
Headquarter's Office,
Works Construction Branch,
Secunderabad.

Sub:- Opening of Permanent BG Diversion of Main line from Km.225/8-9 to Km.229/12-13 between Nepalliwada and Kodmi Road stations on Balharshah-Kazipet Section of South Central Railway - Authorisation for opening to Passenger Traffic.

Please refer Endorsement No.2 of this office letter of even number, dated 16.2.1985 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(86)

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

No.82/WRO/IPS/1 New Delhi, dt. 7.6.85

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

Sub: Index Plan and Section.
Ref: Your office letter No. W162/II(W2)
Dt.12.1.83

The book of 'VADODARA DIVISION' showing the Index Plan and Section received under your above quoted letter is an incomplete book as it does not show the MG sections.

The Board therefore desire that a complete book of Vadodara division including the Narrow Gauge sections may now be sent immediately. While furnishing the book it may kindly be ensured that a map of the division and an Index of stations in alphabetical order is invariably given at the begining of the book.

The receipt of this letter may please be acknowledged.

(G.P. Garg)
Jt. Director Civil Engg(G)
Railway Board.

(87)

No. 84/W00/CRS/IR/2 5/6/85

The Director General
R.D.S.O.
Lucknow

Sub:- Inspection Report for the year ending 31st March, 1984 by Shri V.R. Vasudevan CRS/NE Circle, Gorakhpur

- - - -

No 2033/7/3/1-NF

Please refer to CRS' inspection Report of 20th March, 1984. Extracts of Para 3.2 of the CRS' above report is reproduced below:-

"3.2 At Mailong Dima on Lumding-Badarpur section, the formation is unstable and there is a consequent displacement of bridges 433 & 434 in this reach. Urgent action to study this vulnerable zone and formulate the line of action is warranted. RDSO may also be advised by the Railway Administration to undertake an indepth study of this serious problem."

2. Board desire that RDSO should carry out indepth investigations and suggest remedial measures required for rehabilitationof the unstable formation.

(Ashok Kumar)
Addl.Director Civil Engineering
Railway Board

Copy to:

The General Manager, N.F. Railway for information with reference to his letter No. W/168/CRS/83-84/VY dated 17.5.85.

(88)

...y, Railway Board.
5-6-85

No. 82/...

To

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

Sub:- Opening of Gonda-Nalhaur section of Lucknow Division of North Eastern Railway after conversion from the existing Metre Gauge to Broad Gauge for Goods and Passenger traffic.

Sir,

I am directed to forward herewith one copy each of the Index Plan and Section of the above mentioned section of the Railway for information and your office record. The said section was opened to passenger traffic on 3-7-1981.

yours faithfully,

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

Dft:- Ago/Form cordon bearing Railway Board's D.No. PS/...113, PS/...113/A, PS/...113/A/1 to 3 and PS/...113/2, PS/...113/1.

No. 82/...

New Delhi, Dated 5-6-1985.

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 referred above.

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

Dft:- One set of Index Plan and Section.

(89)

5-6-85.

No. 82/[illegible]/GRI/2.

To

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

Sub:- Opening of Balhaur/Lucknow Junction (via Daliganj) of Lucknow Division of North Eastern Railway after conversion from the existing Metre Gauge to Broad Gauge for Goods and Passenger traffic.

Sir,

I am directed to forward herewith one copy each of the Index Plan and Section of the above mentioned section of the Railway for information and your office record. The said section was opened to passenger traffic on 1.1.85.

Yours faithfully,

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

Encl:- Asc/Xerox copies bearing Railway Board's D.O.No. PS/WE/115: PS/WE/115/1.

No.82/[illegible]/GRI/2. New Delhi, Dated 5-6-1985.

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

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

DA:- One Index Plan and Section.

(70)

No. 84/[illegible]/CRS/IR/2. 5-6-85.

To

The General Manager (N),
North East Frontier Railway,
Maligaon,
Railway Headquarter,
Gauhati - 781 011.

Subject:- Inspection Report for the year ending 31st March, 1984 by Shri. V.R.Vasudevan, Commissioner of Railway Safety, North Eastern Circle, Gorakhpur.

Reference:- Your office letter No.W/168/CRS/83-84/M-7 dated 17th May, 1985.

The remarks of your Railway as given against Para(A)-Land Boundaries are not correct. In this connection, Railway's attention is drawn to Board's letter No.84/W2/LM/19/2 dated 4-9-1984 (Copy enclosed for ready reference) under which clear instructions have been given for updating and verification of all land plans by 31st March, 1986 positively. Reply to Commissioner of Railway Safety, North Eastern Circle, Gorakhpur may accordingly be modified in this context under advice to this office.

2. Also your remarks, on the balance items of the above noted Inspection Report which have not so far been furnished may now be sent to this office at an early date.

The receipt of this letter may please be acknowledged.

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

DA:-One.

(11)

4-6-85.

No. 83/[illegible]/OHI/2(A).

To

The Chief Engineer (Construction),
Southern Railway,
Bangalore Cantonment,
Bangalore.

Sub:- Opening of the non-electrified Broad Gauge single line between Dharmavaram and Gooty on South Central Railway Guntakal Division for the public carriage of passengers.

Please refer to endorsement No.2 of this office letter of even number, dated 4-6-83 (Copy enclosed for ready reference) in terms of which Southern Railway was required to take action on Commissioner of Railway Safety, Southern Circle, Bangalore's recommendations and suggestions referred to in the CRS's inspection report prior to the opening of the above section. As this section is located on South Central Railway, General Manager(Works), South Central Railway was reminded to expedite the report. General Manager, South Central Railway under his letter No.W/465/HQ/HPT-GTL (GL-Rpt) dated 4.1.85 (Copy enclosed) has requested your office to furnish a copy of the action taken on CRS's report to the Board as the work on this section was executed by the Southern Railway.

The Board therefore desire that the interleaved copy of the above section may please be sent to Commissioner of Railway Safety, Southern Circle, Bangalore direct under advice to this office. In case the necessary interleaved copy has already been sent to CRS, a copy thereof may please be sent to the Board immediately.

The receipt of this letter may please be acknowledged.

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

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1

No.83/[illegible]/MD/1/0 3-6-85.

The Chief Commissioner of Railway Safety,
Ministry of Tourism & Civil Aviation,
(Commissionerate of Railway Safety),
16-A, Ashok Marg, Patiala House,
Lucknow.

Sub:- Section 21 of the Indian Railways Act -
Obtaining prior sanction of the
Commissioner of Railway Safety.

Ref:- Your letter No.RS.1-2(1)/75 dated 27-10-1983.

The matter has been examined. Taking into consideration the views of Safety Commission and the Railways, Draft instructions to the railways have been prepared stipulating the following :-

i) Commissioner of Railway Safety's prior sanction before restoration of traffic will not be required in the following cases :-

(a) where the interruption to traffic is less than a week ; or

(b) where temporary bridging has been carried out according to standard plan already sanctioned by the Commissioner of Railway Safety.

In both the above cases the Safety Certificate will have to be issued by the Railway servant in charge of the works and a notice of the opening of the line/diversion shall be sent as soon as possible to the Commissioner of Railway Safety in accordance with the provisions of Section 21 of the Indian Railways' Act.

ii) Commissioner of Railway Safety's sanction will be required before any temporary bridging is commissioned in cases where duration of interruption is more than one week and temporary bridging used is not in accordance with the standard plans sanctioned by Commissioner of Railway Safety.

A copy of the above draft instructions proposed to be issued to the Railways is enclosed for your concurrence.

(Tirath Prakash)
Director Civil Engineering,
Railway Board.

DA:- As above.

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

No. 85/WDO/ORI/13. New Delhi, Dated 3-6-1985.

To

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

Sir,

Sub:- Opening of the new Up line between Chalakudi and Irinjalakuda stations, (6.23 Kms.) on Alwaye-Trichur B.G. Trivandrum Division of Southern Railway- Authorisation for opening to passenger traffic.

With reference to your Endorsement No.RS.10-T(3)/85 dated 17-5-85, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.2917 dated 23.3.1985.

yours faithfully,

(G.P.Garg) 4/6/85
for Secretary, Railway Board.

DA/Nil.

No. 85/WDO/ORI/13. New Delhi, Dated 3-6-1985.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, Bangalore-560 009, with reference to his letter No.2917 dated 23/3/85.

2) The General Manager, Southern Railway, Works Construction Branch, Egmore, Madras - 600 008. 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. It connects your letter No.W.347/XV/48/CN dated 12/2/1985.

(G.P.Garg) 4/6/85
for Secretary, Railway Board.

DA/Nil.

R.Narayanan/WDO-I/1.6.85.

(94)

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

No.85/WDO/SR/3 New Delhi, dt. 3.6.85

The Director General(Civil)
RDSO., Lucknow.

Sub: Design of BG 4 wheeler wagon type 'OZ' mark 'PO'.

With reference to your letter No.CT/DG/LW/OZ dt.12/20.7.84 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the infringement to clause 25(a) of Chapter IV(A) of BG Metric Schedule of Dimensions(1973)involved in the design of BG 4 wheeler wagon type 'OZ' mark 'PO' as shown in Drg.No.WD1-6901-S/12(Alt.1) and detailed in Annexure-I accompanying your letter referred to above. It is noted that width of 3135mm from 945mm above rail level to 1145mm above rail level is proposed against 3050mm maximum width prescribed in the BG Schedule and that it lies with in 'x' class moving Dimensions.

30/5/85
(G.P. Garg)
Jt. Director Civil Engg(G)
Railway Board

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House Lucknow, with reference to his endorsement No.RS.18T(16)/82 dt.7.8.84.

(G.P. Garg) 30/5/85
for Secretary Railway Board.

(95)

No.83/xxx/RO/1/0. New Delhi, 01-6-85.

To

The General Managers,
All Indian Railways.

Sub:- Temporary bridging during temporary restoration of traffic in emergencies - sanction of Commissioner of Railway Safety.

A question has been raised whether Commissioner of Railway Safety's sanction is required before opening to traffic temporary restoration of a branched line with temporary bridging. The matter has been examined in the light of provisions contained in Section 21 of the Indian Railways Act, the practice in vogue on various Railways, views of the Railway Administrations and Chief Commissioner of Railway Safety. Board have decided as under :-

i) Commissioner of Railway Safety's prior sanction before restoration of traffic will not be required in the following cases :-

(a) where the interruption to traffic is less than a week; or

(b) where temporary bridging has been carried out according to standard plan already sanctioned by the Commissioner of Railway Safety.

In both the above cases the Safety Certificate will have to be issued by the Railway servant in charge of the works and a notice of the opening of the line/diversion shall be sent as soon as possible to the Commissioner of Railway Safety in accordance with the provisions of Section 21 of the Indian Railways' Act.

ii) Commissioner of Railway Safety's sanction will be required before any temporary bridging is commissioned

(96)

in cases where duration of interruption is more than one week and temporary bridging used is not in accordance with the standard plans sanctioned by Commissioner of Railway Safety.

The Railways should take action to have standard plans for temporary bridging, such as Calinder Hamilton spans, pile bridging, temporary girders on sleepers or Cement Concrete Cribs, etc. approved from Commissioner of Railway Safety for use in case of emergencies.

(Tirath Prakash)
Director-Civil Engineering,
Railway Board.

(97)

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

No.85/WDO/SR/3 New Delhi, dt. 30.5.85
6

The Director General(Civil)
RDSO., Lucknow.

Sub: Design of BG 4 wheeler wagon type 'OZ' mark 'PO'.

With reference to your letter No.CT/DG/LW/OZ dt.12/20.7.84 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the infringement to clause 25(a) of Chapter IV(A) of BG Metric Schedule of Dimensions(1973)involved in the design of BG 4 wheeler wagon type 'OZ' mark 'PO' as shown in Drg.No.WD1-6901-S/12(Alt.1) and detailed in Annexure-1 accopanying your letter referred to above. It is noted that width of 3135mm from 945mm above rail level to 1145mm above rail level is proposed against 3050mm maximum width prescribed in the BG Schedule and that it/with in 'x' class moving Dimensions.

30/5/85
(G.P. Garg)
Jt. Director Civil Engg(G)
Railway Board

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House Lucknow, with reference to his endorsement No.RS.18T(16)/82 dt.7.8.84.

(G.P. Garg) 30/5/85
for Secretary Railway Board.

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

No.85/WDO/SR/3

New Delhi, dt. 30.5.85

The Director General(Civil)
RDSO., Lucknow.

Sub: Design of BG 4 wheeler wagon type 'OZ' mark 'PO'.

With reference to your letter No.CT/DG/LW/OZ dt.12/20.7.84 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the infringement to clause 26(a) of Chapter IV(A) of BG Metric Schedule of Dimensions(1973)involved in the design of BG 4 wheeler wagon type 'OZ' mark 'PO' as shown in Drg.No.WD1-6901-S/12(Alt.1) and detailed in Annexure-1 accopenying your letter referred to above. It is noted that width of 3135mm from 945mm above rail level to 1145mm above rail level is proposed against 3050mm maximum width prescribed in the BG Schedule and that it/with in 'x' class moving Dimensions.

30/5/85

(G.P. Garg)
Jt. Director Civil Engg(G)
Railway Board

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House Lucknow, with reference to his endorsement No.RS.18T(16)/82 dt.7.8.84.

30/5/85

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

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)
....

No.85/PR/30/1 New Delhi, dt.30.5.1985.

Pay & Accounts Officer,
Railway ~~Officers~~ Board, Rail Bhavan,
New Delhi.

Sanction of the Ministry of Railways is hereby communicated to the payment of Rs.3212/-(Rupees three thousand two hundred and twelve only) to M/s. Delhi Printers, 4649, Sadhumal Building, 21, Daryaganj, New Delhi-110001 in connection with printing of 300 copies of citation Brochure, 200 programme sheets and 200 certificates.

The expenditure is chargeable to 345 A & B, Policy formation, Direction, Research & other Misc.organisations Demand No.2, Annexure 'P', Item 5(i)-Publicity.

This issues with the concurrence of the Finance Directorate of the Ministry of Railways.

sd/-
(Suresh Chopra)
Director, Public Relating
Railway Board.

No.85/PR/30/1. New Delhi, dt.30.5.85
Copy forwarded to Director of Audit, Northern Railway, Baroda House, New Delhi.

sd/-
for financial Commissioner,
Railways.

No.85/PR/30/1 New Delhi, dt.30.5.85

Copy to: M/s Delhi Printers, 4648, Sadhumal Building, 21, Daryaganj, New Delhi-110 002.

Cash III Br., Accountant(PR), Railway Board.

sd/-
(Suresh Chopra)
Director, Public Relation
Railway Board.

(99)

No.81/WDO/CRS/IR/2. 23/5/85

To

The General Manager,
South Central Railway,
Secunderabad.

Sub:- CRS's Inspection Report for the year ending 31-3-1981 (Metre Gauge ..... 3 Kms.)

Ref:- Chief Commissioner of Railway Safety, Lucknow 's Endorsement No.RS.14-T(15)/80 dated 3-1-1981.

Commissioner of Railway Safety, Southern Circle, Bangalore vide his inspection report No.4514 dated 12.12.80 on Mormugao Port Trust Railway on Para K regarding Bridges has observed as under:-

6.1 " There are only few culverts catering for surface drainage. The only bridge of some consequence on the Railway is a Road-over-Bridge crossing the track at Km:2/1-2. The condition of the concrete in piers and abutments as observed superficially was generally satisfactory. It would be desirable to have an arrangement to prevent smoke from the locomotive chimneys touching the underside concrete Roadway which may be weakening it gradually. "

6.2. " It is understood that the Road-over-Bridge structure in the Railway premises is under the maintenance of the Public Works Department of the Administration of Goa, Daman and Diu. While this arrangement may continue liaison between the Port Trust Railway Engineers and the Public Works Department Officials should be established to ensure timely action in the event of emergency."

Chief Engineer, Mormugao Port Trust Railway requested the Chief Engineer, PWD, Govt.of Goa, Daman and Diu, Altinho, Panaji to cover with plain G.I.sheets, the ceiling of Road-over-Bridge above the Railway line near El-Monte theatre at Major Bandar, Vasco-da-Gama (Copy enclosed for ready reference).

Superintending Engineer-III, Govt.of Goa, Daman and Diu, Roads and Bridges, PWD, Altinho, Panaji vide his letter No.6/16/85-SE III/245 dated 15-4-85 (Copy enclosed for ready reference) has stated that it does not seem to be practicable to cover the underside Road-over-Bridge with plain sheets. He has, however, requested Railway's to take up the work on their behalf and submit the estimate for their acceptance.

Mormugao Port Trust is in the vicinity of your Railway. The Board therefore desire to know whether such protective measures of covering the ceiling of the Bridge with G.I.sheets have been taken anywhere on

your Railway. If so the location may kindly be advised to Superintending Engineer, PWD, Goa, Daman and Diu alongwith your estimate duly vetted by FA & CAO of your Railway for providing the G.I. sheets to the ceiling of the Road-over-Bridge of Mormugao Port Trust at Km 2/1-2. A copy of the reply may also be sent to the Board for information.

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

DA/as above.

(101)

No. 82/WDO/CRS/IR/4. 21/5/ 85.

To

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

Sub:- Inspection Report for the year ending 31st March,1982 by Shri.K.J.M.Kutty, Commissioner of Railway Safety, North Eastern Circle, Gorakhpur (Part-II).

Ref:- Your office letter No.W/168/CRS/SA/82/4.7 dated 31-3-84, 7-5-85 and 15-5-85.

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1. Kindly refer your letter quoted above. The remarks for Para K(a), K(b)(1) and K(b)(2) regarding Locomotives and Rolling Stock on Commissioner of Railway Safety's inspection report have not been furnished in any of your above quoted letters.

The Board, therefore, desire that the necessary remarks against the above mentioned paras may also be sent to Commissioner of Railway Safety, North Eastern Circle, Gorakhpur under advice to this office.

2. Remarks of the Railway against Para (A) - Land Boundaries are also not correct. In this connection, Railway's attention is drawn to Board's letter No.84/82/LM/19/2 dated 4-9-84 (Copy enclosed for ready reference) under which a clear instructions have been given for updating and verification of all land plans by 31st March,1986 positively. Reply to Commissioner of Railway Safety may be modified in this context.

The Receipt of this letter may please be acknowledged.

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

DA:-One.

(102)

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

No. 85/WDO/SR/2. New Delhi, Dated 21-5-1985.

To

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

Sub:- Regular running of 'BTO' type Oil Tank Wagon on the entire B.G. system of South Eastern Railway.

With reference to your application No.G/TANK WAGON/Pt.4 dated 9.1.85 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the regular running of B.G. Bogie Oil Tank Wagon type 'BTO' having a maximum axle load of 20.32 tonnes and fitted with UIC bogies to RDSO's Drawing No.WD/7201-S/51 alt.2 for the bulk transpotation of middle distillates of crude oil at a maximum speed of 75 Kmph subject to observance of all permanent and temporary speed restriction in force or that those may be imposed from time to time on the entire B.G. system of your Railway excluding the sidings inside the steel plant premises of M/s. TISCO and SAIL authorities. The sanction is further subject to the observance of all other conditions and stipulations made in the Joint Safety certificate and all other certificates accompanying your letter referred to above.

The infringements to item 31 and 32 of Chapter - IVA of B.G. Metric Schedule of Dimensions (1973) as shown in Form-XI enclosed with your above quoted letter have already been condoned under Board's letter No.72/WDO/SR/8 dated 31.3.72.

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

DA:-Nil.

P.T.O.

(102)

No. 85/WDO/SR/2. New Delhi, Dated 21-5-1985.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow - 226 001, with reference to your Endorsement No.RS.17-T(1)/82 dated 13-2-85.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001, with reference to his letter No.1903/257 dated 18.1.85.

3) The Director General (Man Power), R.D.S.O., Manak Nagar, Lucknow - 226011, with reference to his letter No. MW/PLNG/BTW dated 30th November, 1982.

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

DA:-Nil.

R.Narayanan/W.D.C.I/17-5-85.

(104)

No.82/NDO/30/22. 20/5/ 85.

To

The Director General (Civil),
R.D.S.O., Manak Nagar,
Lucknow.

Sub:- Existing practice of provision of Check Rails on curves on Railway having 610 mm Gauge.

Ref:- Your office letter No. CT/NG/30/2'-0" dated 1 - 1 - 1985.

Please refer to your above quoted letter. The reply from Northeast Frontier Railway on the above noted subject has since been issued under their letter No.W/341/1/NG/Pt.III /M-7 dated 22-3-85, the Board desire that RDSO may now advise ~~them~~ the standard practice to be followed by the Railways for provision of Check Rails on 610 mm gauge.

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

DM/Mtl.

(105)

No. E/WOE/ORI/3. 18.5. 85.

To

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

Sub:- Opening of Electrification of the existing Double line B.G. Section between Kharagpur and Midnapore on the Kharagpur-Adra Section of South Eastern Railway.

Ref:- Your office letter No.EL/TRP/D/304/Vol.2 dated 6th May, 1985.

While going through your above quoted letter, it is seen that the necessary remarks have been furnished only in respect of Para 13.8 of Commissioner of Railway Safety, South Eastern Circle, Calcutta's Inspection Report on the above noted subject. It is also seen that the compliance of Para 13.8 has not been advised to Commissioner of Railway Safety, South Eastern Circle, Calcutta. therefore

The Board desire that the compliance report for the remaining paras of Commissioner of Railway Safety's inspection report may be advised direct to Commissioner of Railway Safety, South Eastern Circle, Calcutta under advice to this office.

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

DA:-Nil.

(106/1)

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

New Delhi, dt. 17.5.85

No.85/WDO/Density Chart/1

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

Sub: Density Charts.

Ref: Your previous reference as shown at the bottom.

The charts showing the traffic density on various routes in 'GMT' are very frequently required for reference and use in Board's office.

The Board, therefore desire that the 'GMT' figs. during 1984-85 may be indicated on various sections on a system map of your Railway and four copies of the same furnished to this office at an early date. It is observed that some of the railways are indicating on charts figs in GTKM and not in 'GMT'. In order to have the information in Board's office on uniform basis, it may please be ensured that the density of the sections on chart is indicated in Gross million tonnes only and not in Gross tonne kilometres. A statement showing the density as per the proforma on the reverse may also please be furnished in duplicate.

15/5/85

(G.P. Garg)
Jt. Director Civil Engg(G)
Railway Board.

Previous reference

Central Rly. letter No.G.102/M2/1983-84 dt.27.12.84.
Eastern Rly. D.O. letter No.W382/1/ dt.23.11.84.
Northern Rly. letter No.571-W/O/XII/84-85 dt.9.4.85
NE Rly letter No.W/275/47/1/Pt IV/W4 dt.5.1.85.
NF Rly D.O. letter No.W/555/0/Pt III/W5 dt.5.2.85
Southern Rly D.O. No.W26/1/3/83-84 dt.22.6.84.
South Central Rly letter No.W/26/1/7/Vol II.6.6.84.
South Eastern Rly letter No.TC/Traffic Density/3655 dt.30.10.84.
Western Rly. letter No.W/162/24 Vol.III dt.11.10.84.

****

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----------RLWAY

DENSITY IN GROSS MILLION TONNES PER ANNUM DURING 1984-85

BG/NG/MG

S.No.	Section	Route Kilometrage of the section	Whether the section is single/double/treble	Whether Electrified/ Non Electrified	Density in Gross million tonnes per annum 1984-85 UP	DN
			GROUP 'A' ROUTES			
1.						
2.						
3.						
			GROUPE 'B' ROUTES			
1.						
2.						
3.						
			GROUPE 'C' ROUTES			
1.						
2.						
3.						
			GROUP 'D' ROUTES			
1.						
2.						
3.						
			GROUP 'E' ROUTES			
1.						
2.						
3.						

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No. 85/MDO/CRS/IR/3. 16.5. 85.

To

The General Manager,
Northeast Frontier Railway,
Maligaon,
Gauhati-11.

Subject:- Inspection Report on Northeast Frontier Railway, Lumding-Badarpur Metre Gauge section and Silchar station for the year ending 31st March, 1985.

Please refer to the above noted Inspection Report (Copy enclosed) forwarded by the Ministry of Civil Aviation (Commissioner of Railway Safety, North Eastern Circle, Gorakhpur) under their letter No.2003/7/3/3/84-85 dated 4-1-1985.

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

The receipt of this letter may please be acknowledged.

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

Ai- CRS's Inspection Report in 14 pages.

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

No. 85/WDO/ORI/12. New Delhi, Dated 14-5-85.

To

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
Lucknow - 226 001.

Sir,

Sub:- Opening of the Broad Gauge Slow Line from Barauni Jn. to Samaria (Eastern Railway) for passenger traffic.

With reference to your Endorsement No.RS.10-T(2)/85 dated 15-4-85, I am directed to confirm the action of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur in authorising the opening of the above section for the public carriage of passengers as per his letter No.2545/521/I/Opening/P.I. dated 16-3-85.

Yours faithfully,

(G.P. Garg) 13/5/85
for Secretary, Railway Board.

DA:-Nil.

No. 85/WDO/ORI/12. New Delhi, Dated 14-5-85.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.2545/521/I/Opening/P. dated 16-3-85.

2) The General Manager, North Eastern Railway, Gorakhpur 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 Ministry 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. It connects your letter No.W/Con/520/5/Barauni-Samaria/W-I dated 19-02-85. One more ferro copy each of the Index Plan and Section may please be sent to this office.

(G.P. Garg) 13/5/85
for Secretary, Railway Board.

DA/Nil.

R.Narayanan/WDO-I/13-5-85.

109/0

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

No. 85/WDO/SD/11. New Delhi, Dated 14-5-1985.

To

The General Manager (Works),
Central Railway,
Headquarters Office,
(Engineering Branch)
Victoria Terminus,
Bombay.

Sub:- Dadar - Provision of terminal facilities for Suburban trains W.P.84-85 - Pink Book Item No. 330/ Condonation of infringements.

With reference to your letter No. W.739 P 1757 dated 16-3-85 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction the infringements to item 7(ii) and 8(ii) of Chapter-II of B.G.Metric Schedule of Dimensions (1973), involved in connection with the above mentioned work as shown in Annexure-I on the reverse. Annexure -I is based on Form-XI and Drawing No.DRM(W)BB/E.16377 accompanying youb letter referred to above.

(G.P.Garg) 14/5/85
Joint Director, Civil Engineering(G
Railway Board.

DA:- Nil.

No. 85/WDO/SD/11. New Delhi, Dated -5-85.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow - 226 001, with reference to his Endorsement No. RS.18-T(2)/84 dated 15th April, 1985.

2) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.359 dated 18-3-85.

(G.P.Garg) 14/5/85
for Secretary, Railway Board.

DA:-Nil.

P.I.O.

R.Narayanan/WDO-I/14-5-1985.

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ANNEXURE-I

Location	Structure which infringe.	Chapter and item of Schedule	Prescribed Dimensions
Dadar between Km.8/16 and 18 of Bombay Division.	Proposed staircases of Foot over Bridge.	Chapter-II Item 7(ii) Item 8(ii)	
	Foot of staircase - A		5330 mm.
	Top of staircase - B		5330 mm
	RSJ Columns - C		4720 mm
	RSJ Columns - D		4720 mm
	Top of Staircase - E		5330 mm
	Foot of staircase - F		5330 mm

Proposed Actual Dimensions		Amount of Infringement	
Proposed Dn. Local Line	Proposed Platform line.	Proposed Dn. local line.	Proposed platform line side
3755 mm	3810 mm	*1745 mm	1520 mm
3755 mm	3810 mm	*1745 mm.	1520 mm
4350 mm	-	* 540 mm	-
-	4680 mm	-	40 mm
3755 mm	3810 mm	*1745 mm	1520 mm
3755 mm	3810 mm	*1745 mm	1520 mm

* Including 170 mm Extra clearance for inside curve.

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No. 83/[illegible]/ED/1/0.

13-5-85.

To

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
Lucknow - 226 001.

Sub:- CRS's sanction prior to introduction of Electric Traction on Eastern Railway - Delegation of powers.

Enclosed please find a copy of Chief Electrical Engineer, Eastern Railway, Calcutta's letter No.EL/92/6/2/PKM dated 6th July,1983. Chief Electrical Engineer, Eastern Railway, Calcutta has suggested that Chief Electrical Engineers of the open line may be empowered/authorised to sanction the introduction of Electric Traction on small sidings like Hot Axle Top Lines and Shunting neck etc., which are not directly connected to through lines on which passenger trains run. The Railways were addressed to offer their comments vide this office letter of even number dated 1-3-84 (Copy enclosed for ready reference).

Most of the Railways have endorsed the views of Eastern Railway.

Before a decision is taken on Eastern Railway's suggestion, views of Safety Commission in the matter may kindly be advised.

(Tirath Prakash)
Director Civil Engineering,
Railway Board.

DA:- As above.

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

No. 85/WDO/ORI/10/Part-I. New Delhi, Dated 13-5-85.

To
The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
Lucknow - 226 001.

Sir,

Sub:- Opening of Permanent Diversion of Broad Gauge Main Line from Km:184/9 to Km:186/3 (1.625 Kms.) between Sirpur Town and Vemulli stations on Balharshah-Kazipet Broad Gauge Section of Secunderabad Division of South Central Railway - Authorisation for opening for passenger traffic.

With reference to your Endorsement No.RS.10-T(1)/85-I dated 27-3-85, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.2774 dated 4.3.85

yours faithfully,

(G.P.Garg) 10/5/85
for Secretary, Railway Board.

DA:-Nil.

No.85/WDO/ORI/10/Part-I. New Delhi, Dated 13-5-85.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, Bangalore - 560 009 with reference to his letter No.2774 dated 4-3-85.

2) The General Manager, South Central Railway, Works Construction Branch, Secunderabad with reference to his letter No.W.Con.347/C/51 dated 14.2.85. It is requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

(G.P.Garg) 10/5/85
for Secretary, Railway Board.

DA:-Nil.

R.Narayanan/WDO-I/10-5-85.

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

No. 85/WDO/ORI/10/ Part-III. New Delhi, Dated 13 -5-1985.

To

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
Lucknow - 226 001.

Sir,

Sub:- Opening of Permanent Diversion of Main Line from Km:194/2 to Km:196/6(2.405 Kms.) between Vempalli and Sirpur Kaghaznagar stations on Balharshah-Kazipet Broad Gauge section of Secunderabad Division of South Central Railway -- Authorisation for opening to passenger traffic.

With reference to your Endorsement No.RS.10-T(1)/85-III dated 27-3-85, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.2773 dated 4-3-85.

yours faithfully,

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

DA:-Nil.

No.85/WDO/ORI/10/Part-III New Delhi, Dated 13-5-1985.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, Bangalore - 560 009, with reference to his letter No.2773 dated 4-3-1985.

2) The General Manager, South Central Railway, Works Construction Branch, Secunderabad with reference to his letter No. W.Con.347.C.51 dated 22-11-84. It is requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

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

DA:-Nil.

R.Narayanan/WDO-I/9-5-85.

(113)/C

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

No. 85/WDO/ORI/11. New Delhi, Dated 10-5-1985.

To

The Chief Project Manager,
Railway Electrification,
Chandrapura Complex,
RANCHI

Sub:- Introduction of Electric Traction on the tracks falling under Chandrapura Complex (Eastern and South Eastern Railways).

With reference to your letter No.CCRE/EL/94/14 dated 5-1-1985 sent through the Chief Commissioner of Railway Safety, Lucknow, I am directed to communicate Railway Ministry's sanction to the commissioning of 25 kV 50 cycles system for Electric Traction installations on the sections under Chandrapura Complex of Eastern and South Eastern Railways which are shown on the reverse 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, South Eastern Circle, Calcutta as per Rules for individual section as and when completed and all Safety Certificates etc., being furnished to him as per Rules and as mentioned in Railway Electrification, Chandrapura Complex, Ranchi's application. In regard to sections Chandrapura (Ex) to Gumia including all washery extensions the matter is still under consideration of the Board.

It is further desired that suitable action on CRS's recommendations and suggestions as may be referred by him in the report prior to the commissioning of electric traction on the sections mentioned on the reverse may please be taken and CRS informed accordingly under advice to the Railway Ministry in an interleaved copy. The date of commissioning of the traction installations in the sections mentioned on the reverse may please be informed to this office.

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

DA:-Nil.

P.T.O.

(113)/(2)

No.85/WDO/ORI/11. New Delhi, Dated 10-5-1985.

Copy forwarded for information to:-

i) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow - 226 001, with reference to his Endorsement No.RS.8-T(1)/84 dated 2-2-1985.

ii) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta with reference to his letter No.1952 dated 24-1-1985.

iii) Shri.Ranbir Singh, Dy.CEE(HQ), Railway Electrification, Ranchi with reference to his D.O.No.CORE/EL/94/14 dated 01.05.1985.

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

DA:-Nil.

Sections of Eastern and South Eastern Railways:

1) Gomoh(Part Incl.)-Chandrapura-Rajabera (Incl.) -Dhanbad Divn. E./Rly.

2) Rajabera (Excl)-Bokaro Steel City(Incl.) - Adra Divn./ S.E.Railway

3) Chandrapura (Excl)-Mohuda (Excl) -Adra Divn./ S.E.Railway

4) Rajabera (Ex)-Bhandaridah (Ex) -Dhanbad Divn./E.Rly.

5) Gomoh(Ex)-Khanoodih-Mohuda-Rajudih (Part Incl.) -Adra Divn./ S.E.Rly.

R.Narayanan/WDO-I/8-5-1985.

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10-05-1985

CENTRAL RAILWAY

R.K. Jain
General Manager

GENERAL MANAGER'S OFFICE
VICTORIA TERMINUS,
DATE: 7th June 1985

D.O. No.W.739/P/1761

Dear Shri Balachandran,

Sub: Introduction of EMU Rakes
on Delhi-Palwal Section.

The Position with regard to the infringements pertaining to various departments has been examined and it is as follows:-

(a) Civil Engineering: There is one infringement due to the existence of a Water Column in Faridabad Yard which will be got shifted immediately. However, the platform of Asoati Station is low level and will have to be raised to high level platform to enable detraining of passengers from the EMU rakes. The cost of the works involved is approximately Rs.7 lakhs.

(b) S&T: There are 46 signals which have a clearance of 7'-3" and less than 7'-9" and 29 signals which have a clearance of less than 7'-3" but over 7'-0". The repositioning of signals which have a clearance of less than 7'-3" is being examined urgently and the Board will be advised after a detailed field survey. In the meanwhile, it is recommended that pending shifting of these signals, the EMU rakes may be run with a speed restriction of 15kmph while passing these signals. The cost for shifting is approximately Rs.5.5 lakhs.

(c) Electrical: There are 18 electrical infringements for running of the EMU rakes, but Board's condonation for these infringements has already been obtained as per Board's letter No.83/WDO/SD/16 dated 2.2.84. However, I would like to mention that Central Railway does not have AC EMUs nor has facilities for maintaining the same. It is, therefore, preferable that EMU service is introduced by Northern Railway with its rakes as an extension to the suburban section of New Delhi and the staff for running the same should also be nominated by Northern Railway. A small office for TSMT will have to be constructed at Palwal and improved lighting provided for attentions to EMU rakes in stabling line. The estimated cost for the same is approximately Rs.1lakh. Northern Railway will have to provide TSMT staff at Palwal.

2. It is expected that the work of removal of infringements, raising of platform, improved lighting etc.can be completed

within a period of 2 months, at an estimated total cost of Rs. 13.5 lakhs.

With regards,

Yours sincerely,

Sd/-

(R.K. JAIN)

Shri K Balachandran,
Member Engineering,
Railway Board,
New Delhi.

Copy for information to

Shri H.K. Khosla,
General Manager,
Northern Railway,
Baroda House,
New Delhi.

(R.K. JAIN)
GENERAL MANAGER.

(116)

No.82/MDO/ONL/3. 8-5-85.

To

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

Sub:- Conversion of the UP (South) line of the existing Metre Gauge double line between Sompur and Chhapra Kacheri into Broad Gauge on North Eastern Railway's Sompur Division for the public carriage of passengers.

Sir,

I am directed to forward herewith one copy each of the Index Plan and Section of the above mentioned section of the Railway for information and your office record. The said section was opened to passenger traffic on 4.2.1981.

yours faithfully,

DA:- Three copies bearing Railway Board's D.O.No.PS/NE/1114; PS/NE/1114/1; PS/NE/1114/2.

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

No. 82/MDO/ONL/3. New Delhi, Dated -5-1985.

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, referred above.

copy each of
DA:-One Index Plan and Section.

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

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No. 80/WRS/ACRS/IR/4. 8-5-85

To

The Chief Engineer,
Southern Railway,
Headquarters Office,
Works Branch,
Park Town,
Madras - 600 003.

Sub:- Commissioner of Railway Safety's Report for the following sections for the year ending 31.3.1980.

i) Ernakulam Jn. to Tiruvalla

ii) Tiruvalla to Trivandrum Central.

Ref:- Your Office letter No.W.26/II/101 dated 4-3-1985.

(Kind Attention of Shri.T.S.Natarajan)

While going through the reply sent to Commissioner of Railway Safety, Southern Circle, Bangalore it appears that comments have been sent by Chief Transportation & Safety Superintendent without consulting the S&T Branch of your railway as is evident from the last line of para 8.1.1.

The Board do not appreciate such type of replies and desire that revised reply should be sent to Commissioner of Railway Safety and to this office for para 8.1.1 after consulting S&T Branch and in future it may be ensured that a consolidated reply sent to Commissioner of Railway Safety with copy to this office after consulting all the concerned departments.

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

DA:-Nil.

(118)

No.85/NDO/CR1/11

8-5 85.

Chief Project Manager,
Railway Electrification,
Chandrapara Complex,
Ranchi.

Sub: Introduction of Electric Traction on the tracks falling under Chandrapura Complex(E & S.E. Rly.s).

Ref: Your letter No.CCRE/E4/74/14 dated 5.1.85

In Annexure ~~II~~ 3, Para 11, it has been stated that the Telecommunication Circuits will be worked from the Control Office at Kota Divl. Headquarters. Since the two Headquarters involved are Adra and Dhanbad, you are requested to amend this para and advise all concerned. The word "separating" in the first line of para 3 of Annexure ~~II~~ 3 may also be amended to read as "operating".

(R. Dayal)
Addl. Director, RE(S&T),
Railway Board.

DA: Nil.

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

No.84/WDO/SD/8 New Delhi, dt. 6.5.85

The General Manager,
Southern Railway,
Headquarters Office,
(Railway Electrification)
Egmore, Madras-600 008

Sub: Railway Eletrification-Group 52-Arakkonam-Jolarpettai Section-Condonation of Infringement-Katpadi-Latteri Section.

With reference to your letter No.ETR 252/RE/52/1022 dt.16.2.85 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry convey the following sanction/approval.

1. Permanent condonation for the provision of vertical clearance of 5540 mm under the MG Fly over bridge at Km.131/13-14(Item 1)

2. General administrative approval for the adoption of the existing clearance for item 2 which is less than that prescribed for running 3660 mm wide/at a later stage, if any.

/stock

The above sanction/approval are detailed in Annexure-I shown on the reverse. Annexure-I is based on Form XI and Sk No.CEE/RE/AJJ-JTJ/4 and Sk No.CEE/RE/AJJ-JTJ/5 accompanying your letter referred to above.

The above sanction is subject to the condition that railway will ensure achievement ofvertical/horizontal clearances in terms of provision of para 2307 of AC Traction Manual. The Railway should however again approach/CRS/CCRS for necessary sanction at the time of introduction of 3660mm wide stock.

/
Rly.
Board
through

(G. P . Garg)
Jt. Director Civil Engg.(G)
Railway Board

No.84/WDO/SD/8 New Delhi, dt. 6.5.85

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala, House, Lucknow with reference to his letter No.RSB-T(4)/84 dt.19.3.85.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to hisletter No.2722 dt.28.2.85.

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

Annexure-I

S.No.	Location	Name of structure which infringe	Chapter & item of schedule	Prescribed dimension	Existing Actual dimension	Amount of infringement.
1.	K.M.131/13-14 between Katpadi & Latteri	MG fly over bridge	Chapter-I item 10(iii) (b)	5870mm	5540 mm for Up & Dn main lines.	330 mm for Up and Dn main lines.
2.	Km.129/11-12 Katpadi yard	Goods shed wall	Chapter-I item 13(ii) (b)	1905mm to 2360 mm	MAS and 2170 mm	JTJ and 2130 mm	MAS and 0 mm to 190 mm	JTJ and 0 mm to 230 mm
			item 13(ii) (c)	2360 mm	2225 mm	2185 mm	135 mm	175 mm

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

No.85/WDO/SD/10 New Delhi, dt. 6.5.85

The Chief Engineer(Const)
Central Railway,
Office of the Chief Administrative Officer(Const),
New Administrative Office Bldg.,
Dadabhai Naoroji Road,
Bombay-400 001

Sub: Construction of third line between Karjat and Lonavla- Condonation of grade infringement in Monkey Hill and Khandala Yards.

With reference to your letter No.EW/223/WI/SECL/yds/IV dt.1-2-85 sent through the Chief Commissioner of Railway Safety Lucknow, the Railway Ministry sanction the infringements as a permanent measure to item 2(b) Chapter II of BG Metric Schedule of Dimensions(1973) as mentioned in the Annexure on the reverse, involved in the above mentioned work. Annexure-I is based on Form XI and sketch No.GM(E)BB/SK 1254 and 1255 accompanying your letter referred to above.

(G.P. GARG) 2/5/85
Joint Director Civil Engg(G),
Railway Board

No.85/WDO/SD/10 New Delhi, dt. 6.5.85

1. The Chief Commissioner of Railway Safety, 164, Ashok Marg, Patiala House, Lucknow-226001 with reference to his letter No.RS.18-I(2)/84 dt.28.2.85.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate station Building Annexe, M.K. Road, Bombay-400 020 with reference to his letter No.156 dt.4.2.85.

(G.P. GARG) 2/5/85
for Secretary, Railway Board.

Annexure-I

S.No.	Location	Structure which infringe	Chapter & item of schedule	Prescribed dimension	Existing actual dimension	Amount of infringement.
1.	Monkey Hill cabin on Karjat Lonavla section of Bombay division kms.118.89	Proposed gradients of New Dn Main line. i) Rise 1in37 between ch.21952 and ch.22052	Chapter II Item 2(b) of station yards schedule of dimensions BG(1973).	Maximum 1in400 (0.25%) without safety devices.	1 in 37 (2.70%)	2.45%
2.	Khandala station on Karjat Lonavla section of Bombay division. kms.124.00 from BBVT.	1) Gradients of proposed Dn main line.	Chapter II Item 2(b) of station yards, schedule of dimensions. BG (1973)	Maximum 1 in 400 (0.25%) without safety devices.	1)	
		i) Rise 1 in 37 bet. ES.123/4 & PS.123/18			i) 1 in 37 (2.70%)	2.45%
		ii) Rise 1 in 70 bet. ch.25000 & ch.25150			ii) 1 in 70 (1.43%)	1.18%
		iii) Rise 1 in 40 bet. Ch.25150 to Ch.25346			iii) 1 in 40 (2.50%)	2.25%
		2) Existing grades of Dn main (Prop.Up & Dn Middle line) and Up main line.			2)	
		i) Rise 1 in 37 bet ES.123/4 and ES.123/18			i) 1 in 37 (2.70%)	2.45%
		ii) Rise 1 in 40 bet ES.124/8 & ES.124/18			ii) 1in 40 (2.50%)	2.25%.

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

.....

No.82/WDO/SR/25 New Delhi, dt.30.4.85

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

Sub: Running of EMU Services on Delhi-Sahibabad-Ghaziabad-Tilakbridge-New Delhi-Delhi sections.

Ref: Your letter No.519-W/270 dt.27-4-85.

With reference to the Commissioner of Railway Safety, Northern Circle's letter No.30/1339/EMU dt.29.4.85 sent through the Chief Commissioner of Railway Safety, Lucknow, it is noted that Northern Railway Administration has been coming up to Board in piecemeal for sanction to condonation of infringments on Delhi-Sahibabad-Ghaziabad-Tilak Bridge-New Delhi-Delhi double line sections in connection with running of EMU services(3660mm wide stock). It is also noted from the consolidated list of infringements now furnished by the Railway vide their letter quoted above that the total number of infringements is 323 and the department-wise break-up of the same is as follows:-

Department	No. of infringements	
	More than 150mm (Annexure A)	Less than 150mm-Annexure B
Civil Engg.	8	26
Electrical(OHE)	6	190
Signalling	Nil	93

2. It is further noted that infringement to the specified lateral distance to an adjacent structure(which can constitute a hazard to passengers protruding outside the profile of the coach body) exceeding the limit laid-down for unrestricted speeds for EMU stock in terms of Board's letter No.59/WDO/SD/40 dt.11.6.64, occurs only on the North Line of the Yamuna Bridge No.249 between Delhi and Delhi Shahdara, and in the case of six traction masts in the Delhi and New Delhi Yards. The infringements in Delhi/New Delhi Yard are covered by the existing permanent speed restriction of 10 kmph for all the passenger trains due to turnouts and curves. As regards the speed restriction of 30 kmph on North Line of Yamuna Bridge No.249, sanctioned by Board vide their letter of even number dt.3.4.84, Board have carefully considered the recommendation of CRS contained in para 4 of his letter No.30/1339/EMU dt.29.4.85 and have decided that in the initial stages the speed may be further restricted to 15 kmph on this bridge. Following introduction of these services

...2/-

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and public becoming more aware of the hazards of leaning out of these wider coaches, Railway may come up for Board's sanction for raising the speed at a later date, through CRS.

3. The remaining 309 infringements have a lateral distance to the adjacent fixed structure between 2.21 metres & 2.36 metres. Sanction to the condonation of all these infringements is hereby given subject to the following condition:-

(1) All infringements may be examined afresh by the Railway Administration with a view to remove them and the result advised to Board in six months.

(2) All infringements more than 150 mm should be conspicuously marked by luminous paint.

(3) A speed restriction of 10 kmph will be observed in Delhi/ New Delhi yards and of 15 kmph on North Line of Yamuna Bridge No.249.

(4) Adequate publicity should be given by means of handbills to passengers, in the newspapers, on the radio and TV to the existence of these infringements and the hazards of leaning out of compartments.

(5) The distance to the nearest rail (gauge face) should be marked on all infringing structures and routine checks shall be enforced by the Railway to ensure that the infringement does not exceed currently measured values or that fresh infringements do not occur in future.

(G.P. Garg)
Jt. Director Civil Engg(G)
Railway Board.

No.82/CDO/SR/25 New Delhi, dt.30.4.85

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No.RS.18-T(4)/83 dt.29.4.85.

2. The Commissioner of Railway Safety, Northern Circle, Charbagh Station Building, Lucknow-226001 with reference to his letter No.30/1339/ENU dt.29.4.85.

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

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

New Delhi, dt. 26.4.85

No.82/WDO/SR/16

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

Sub: Infringements in the running of 180-T BG special wagon type 'BWZ' on Northern Railway.

Ref:- Your office Endorsement No.RS.18-T(14)/82 dated 24.5.82.

The Drawing Number WD-5-6808-S/2 Alt.4 appearing in line 8 of this office letter of even number dt.16.6.82 is a typographical error and may please be corrected to read as drawing number WD-5-6808-S/2 Alt.4.

The receipt of this letter may please be acknowledged.

(G.P. GARG) 22/4/85
for Secretary Railway Board

New Delhi, dt. 26.4.85

No.82/WDO/SR/16

Copy forwarded to:

1. The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No.60/1339/BWZ dt.15.5.82.
2. The General Manager, Northern Railway, Baroda House, New Delhi with reference to his letter No.519-W/328 dt.2.4.85.

(G.P. GARG) 22/4/85
for Secretary Railway Board

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

No. 85/WDO/ORI/10/Part-II. New Delhi, Dated 25-4-85.

To

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
Lucknow - 226 001.

Sir,

Sub:- Balharshah-Kazipet Section - Doubling of track between Sirpur Town and Sirpur Kaghaznagar - Diversion of Main line between Vemgalli and Sirpur Kaghaznagar (Km 200/2 to Km 201/14) Authorisation for opening to passenger traffic.

With reference to your Endorsement No.RS.10-T(1)/85-II dated 27-3-85, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.2772 dated 4-3-85.

yours faithfully,

(G.P.Garg) 24/4/85
for Secretary, Railway Board.

DA:-Nil.

No. 85/WDO/ORI/10/Part-II. New Delhi, Dated 25-4-85.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, Bangalore - 560 009, with reference to his letter No.2772 dated 4-3-85.

2) The General Manager, South Central Railway, Headquarters Office, Works Construction Branch, Secunderabad - 500 371 with reference to his letter No.W/Con/347.C.51 dated 4-2-85. It is requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

(G.P.Garg) 24/4/85
for Secretary, Railway Board.

DA/Nil.

R.N./WDO-I/24th April,85.

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

New Delhi, dt. 25.4.85

No.84/WDO/SR/2

The General Manager,
Southern Railway,
Madras.

Sub: Running of bogie container flat type 'EKI' to Drg.No.CONTR-8107-S/1 (modified BFR/BR wagons) on various BG sections.

With reference to your letter No.W.439/4 dt.10/11.10.84 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the running of bogie container flat type 'EKI' to RDSO Drg.No.CONTR-8107-S/1 modified from IRS BFR/BR wagon loaded with ISO containers 8'X 8' and 8'X 8'-6" on the various BG sections at a maximum speed mentioned against each section in your Joint Safety Certificate No.430 BG subject to observance of all permanent and temporary speed restrictions already in force and those that may be imposed from time to time. The sanction is further subject to the conditions/restrictions mentioned in the Joint Safety Certificate and all other certificates referred to in your letter. The action of Commissioner of Railway Safety Bangalore in according his sanction for running of 'EKI' flats loaded with ISO containers on Royapuram-Bangalore city section under his letter No.1790 dt.13.9.82 is also confirmed.

The Railway Ministry also sanction the infringements to clause 31 and 32 chapter IV(A) and to the profile of maximum moving dimensions shown in Diagram No.1A(modified) of BG Metric Schedule of dimensions (1973) involved in the running of these flats loaded with ISO containers, on BG sections of Southern Railway.

(G.P. GARG)
Jt. Director Civil Engg(C)
Railway Board.

..2/-

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-2-

New Delhi dt. 25.4.85

No.84/WDO/SR/2

Copy forwarded for information and necessary action to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No. RS.18-T(16)/82 dated 1.12.84.

2. The Commissioner of Railway Safety, Southern Circle, 7 Shesadari Road, Gandhi Nagar P.O. Bangalore City with reference to his letter No. 1672 dated 15.10.84.

25/4/85

(G.P. GARG)
for Secretary Railway Board.

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

No.85/WDO/SD/9 New Delhi, dt.23.4.85

The General Manager,
Eastern Railway,
CALCUTTA

Sub: Dum Dum Junction station in Sealdah Division of Eastern Railway- Infringement of horizontal dimension with structures on high level passenger platform under proposed remodelling of yard.

With reference to your letter No.CE/CON/W/193/Pt.III dt.16.1.85 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the infringement to item 7(ii) Chapter-II of BG Metric Schedule of Dimensions(1973) involved in connection with the above mentioned work as shown in Annexure-I on the reverse. Annexure-I is based on Form XI and CE(Con) sketch Plan No.3-85 accompanying your letter referred to above.

This sanction is subject to observance of a permanent speed restriction of 15 kmph for all trains passing through lines adjoining platform Nos.4, 5, 6 and 7.

18/4/85

(G.P. Garg)
Jt. Director Civil Engg(G),
Railway Board

No.85/WDO/SD/9 New Delhi, dt.23.4.85

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 16-A Ashok Marg, Patiala House, Lucknow 226001 with reference to his letter No.RS 18-T(4)/84 dt.19.3.85.
2. The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.1645 dt.11.2.85

18/4/85

(G.P. Garg)
for Secretary Railway Board

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Annexure-I

Location	Structure which infringes	Chapter & item of Schedule	Prescribed dimension	Existing Dimension	Amount of infringemer
Km.6/28 to 6/32 Main line Sealdah Division E. Rly.	Stair case on platforms to connect sub-way No.1	Chapter-II item 7(ii)	5330 mm	4200 mm	21.20 %

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

New Delhi, Dated 17-4-1985.

No. 85/WDO/ORI/9.

To

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
Lucknow - 226 001.

Sir,

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

With reference to your Endorsement No.RS.10-T(17)/84 dated 19-3-1985, I am directed to confirm the action of Commissioner of Railway Safety, Northern Circle, Lucknow in authorising the opening of the above section for the public carriage of passengers as per his letter No.238/GI/G/I/OPG/PT dated 19-2-1985.

Yours faithfully,

(G.P.Garg) 16/4/85

for Secretary, Railway Board.

DA:-Nil.

New Delhi, Dated 17-4-85.

No. 85/WDO/ORI/9.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northern Circle, Ist Floor, Station Building (B.G.), Charbagh, Lucknow; with reference to his letter No.238/GI/G/I/OPG/PT dated 19-2-1985.

2) The General Manager, Northern Railway, Baroda House, New Delhi-110001 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 Ministry 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. No Ferro copies of the Index Plan and

P.T.O.

(129)/(2)

Section of the above line has been received with Commissioner of Railway Safety, Northern Circle, Lucknow's Inspection Report. It is therefore requested that two sets of Ferro copies of the Index Plan and Section may also please be sent to this office.

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

16/4/85

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

DA: Nil.

R.N./MDO-I/15-4-1985.

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

No. 85/WDO/ORI/8. New Delhi, Dated 17-4-1985.

To

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
Lucknow - 226 001.

Sir,

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

With reference to your Endorsement No.RS.10-T(16)/84 dated 19.3.85, I am directed to confirm the action of Commissioner of Railway Safety, Northern Circle, Lucknow in authorising the opening of the above section for the public carriage of passengers as per his letter No.237/GI/F/I/OPG/PT dated 19.2.85.

Yours faithfully,

(G.P.Garg) 16/4/85
for Secretary, Railway Board.

DA:-Nil.

No.85/WDO/ORI/8. New Delhi, Dated 17-4-1985.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northern Circle, Ist Floor, Station Building (B.G.) Charbagh, Lucknow, with reference to his letter No.237/GI/F/I/OPG/PT dated 19.2.85.

2) The General Manager, Northern Railway, Baroda House, New Delhi 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 Ministry in an interleaved copy. The Board desire that the remarks against Para 6(b) regarding Bridge No.234(8x6.10m RCC T.beam) at Km.193/13-14 may however be advised on priority to this office. It is further requested that the

P.T.O.

date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One more set of Xerox copies of the Index Plan and Section of the above section may please be sent to this office.

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

(G.P. Garg) 16/4/85

for Secretary, Railway Board.

DA:-Nil.

R.E./II.P.C.I/ 16th April,85.

(131)/0

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

No.85/WDO/BR/1 New Delhi, dt: 10.4.85

The General Managers,
All Indian Railways.

Sub: Major and Minor Bridges on
Indian Railways as on 31.3.85.

The Board desire to be furnished with a statement of Major and Minor Bridges (proforma on the reverse) as on 31.3.85 on your Railway for the Draft para in the Administrative Report of Indian Railways.

The required information may please be sent to this office latest by 30th June 1985. If there is any increase(+) or decrease(-) in the No. of bridges as on 31.3.85 vis a vis as on 31.3.84 the same may be suitably explained in the foot notes.

Shyam Kumar

(Shyam Kumar)
Jt. Director Civil Engg(B&S)
Railway Board

(131)/2

STATEMENT 'A' -----Total Number of Bridges.
----------Railway.

Position as on	No. of Major Bridges	No. of Minor bridges	Total
31.3.84			
31.3.85			

Increase/Decrease over previous year figure.

Reasons for Increase/Decrease

STATEMENT 'B' ------No. of bridges with Waterways.
----------Railway.

Position as on	100 ft and above	60 ft and above to less than 100ft	20 ft and above to less than 60ft.	Less than 20 ft.	Total
31.3.84					
31.3.85					

Increase/Decrease over previous year fig.

Reasons for increase/Decrease.

Note: 1. A bridge which has a total waterway of 18m (60 lineal feet) or more or which has a clear opening of 12m (40 lineal feet) or more in any one span is classed as Major Bridge otherwise a Minor.

2. Statement 'A' represents the total number of bridges with waterways as also those which are other than Waterways.

3. Statement 'B' represents bridges with Waterways only.

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

No. 84/WDO/SR/7 New Delhi, dt. 4-4-85

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

Sub:- Design development of over Head Equipment Car.

.....

With reference to your letter No. CT/DIL/CHE/Car dated 9/17.5.84 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the following infringements to Chapter-IWA of BG Metric Schedule of Dimensions(1973), involved in the design of the four wheeled over head equipment car with section as shown in RDSO drawing No. SK-84085 and detailed out in Annexure-I accompanying your letter referred to above. This self propelled vehicle is proposed to be used for inspection and maintenance of over head equipment on electrified sections.

1. Infringement to item 26(a) concerning the proposed width which varies from 3050mm from a height of 993 mm above rail level to 3160.51mm at a height of 1145mm above rail level in fully loaded condition in lieu of Max. width of 3050mm over all projection from a height of 840mm above rail level to 1145mm above rail level in fully loaded condition in the case of 3200mm wide 4-wheeled vehicle as per schedule.

2. Infringement to item 28(a) concerning the width of 3350mm from a ht. of 1300mm to 3355mm above rail level under tare in lieu of the max. width 3200mm over all projections from a height of 1170mm above rail level when fully loaded to a height of 3505mm when empty in the case of 3200mm wide 4-wheeled vehicle as per

3. Infringement to item 31 concerning proposed height of 4265mm in lieu of max.height of 4115mm above rail level for a width of 305mm on either side of centre of unloaded vehicle as per schedule.

4. Infringement to item 32(a) concerning the proposed height of 3715mm in lieu of max. height of 3505mm above rail level at sides of unloaded 3200mm wide 4-wheeled vehicle as per schedule.

22/3/85

(G.P. GARG)
Jt. Director Civil Engg.(G)
Railway Board.

No. 84/WDO/SR/7 New Delhi, dt. 4-4-85.

Copy forwarded to:-

1 The Chief Commissioner of Railway safety, Patiala House, 16-A, Ashok Marg, Lucknow with reference to his endorsement No. RS. 18-T(7)/84 dated 15.9.84

28/3/85

(G.P. GARG)
for Secretary Railway Board.

(133)/(1)

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

New Delhi, dt 21.3.85

No.85/WDO/SD/5

The General Manager,
North Eastern Railway,
GORAKHPUR.

Sub: Condonation of infringement to the BG Schedule of Dimensions by vertical and diagonal members of open web girder of Br. No.39(1x30.48 MG) at Km.204/1-2 on Ghazipur-Varanasi section between Varanasi and Varanasi Cantt. stations in connection with gauge conversion of Shahganj-Varanasi section from Metre gauge to Broad gauge.

With reference to your letter No.W/Con/520/3/W-1(pt.I.) dt.19.12.84 sent through the Chief Commissioner of Railway Safety, Lucknow the Railway Ministry sanction the infringement as a permanent measure to item 13(ii)(b), (c) and (d) of chapter I of BG Metric Schedule of Dimensions (1973) involved in retaining Br.No.39 as shown in Annexure-I on the reverse. Annexure-I is based on Form XI and Chief Engineer(Con)'s Plan No.B/90/1284 accompanying your letter referred to above.

The sanction is subject to observance of a permanent speed restriction for BG trains at 30 KMPH. It is further subject to the condition that the size of sleepers and sleepers spacings for carrying MG track will be so provided that the stresses in timber are within permissible limits.

18/3/85

(G.P. Garg)
Jt. Director Civil Engg(G),
Railway Board.

(133)/(2)

No.85/WDO/SD/5 New Delhi, dt. 21.3.85

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.CS.18-I (6)/84 dt.17.1.85.

2. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.1849/3493/Pt.III dt.22.12.84.

3. The Chief Engineer(Construction), North Eastern Railway, Gorakhpur with reference to his D.O. No.W/Con/520/3/W-1(pt II) dt.26.2.85.

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

Annexure - I

Location	Structure which infringes	Chapter & item of Schedule	Prescribed Dimension	Existing actual dimension	Amount of infringement.
Km. 204/1-2 at Varanasi station.	Girder of Br.No.39 (1x30.48 m) between Varanasi City and Varanasi Cantt. stations (CE/Const's Plan No. B/90/1284)	Chapter-I	Minimum horizontal distance from centre of track to any structure.		
		item 13 (i) b	1905 mm at 305 mm above rail level increasing to 2360 mm at 1065 mm above rail level.	2160 mm at 305 mm above rail level and 2160 mm at 1065 mm above rail level.	Nil mm from 305 mm above rail level to 725 mm above rail level and increasing uniformly to 200 mm at 1065 mm above rail level
		item 13 (ii) c	2360 mm at 1065 mm above rail level and 2360 mm at 3355 mm above rail level.	2160 mm at 1065 mm above rail level and 2160 mm at 3355 mm above rail level.	200 mm at 1065 mm above rail level and 200 mm upto 3355 mm above rail level
		item 13 (ii) d	2360 mm at 3355 mm above rail level decreasing to 2135 mm at 4420 mm above rail level.	2160 mm at 3355 mm above rail level and 2160 mm at 4420 mm above rail level.	200 mm at 3355 mm above rail level decreasing uniformly to zero mm at 4320 mm above rail level

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

No. 84/WDO/SR/2 New Delhi dated 13.3.85

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

Sub:- Running of bogie container flat type 'BKI' to Drg. No. CONTR-8107-S/1 (modified BFR/BR wagon) on various BG sections.

Ref:- Your letter No. W.439/4 dated 6.3.1985.

.....

In connection with infringement of 'BKI' flats loaded with ISO containers it is stated that infringement in respect of item 13(b) Chapter IVA for coupler height has not been applied for in Form-XI sent with your above quoted letter even though it was specifically asked to be clarified vide this office letter of even number dated 17.1.85 if there is any infringement to item 13(b) Chapter IV A of the BG Schedule of Dimensions. It is seen from RDSO's general arrangement Drg. No. CONTR-8107-S/1 for 'BKI' that coupler height as shown on the drawing is 1105mm as against 1080mm prescribed as per item 13(b) of Chapter IV A. You are therefore requested to please reexamine if there is any infringement with respect to item 13(b) Chapter IV A also and if so a revised Form-XI may please be submitted accordingly.

The track certificate and Bridge certificate which have not been sent alongwith your original application dated 10/11.10.84 may also be sent as enclosure to your reply.

22/3/85

(G.P. GARG)
Jt. Director Civil Engg.(G)
Railway Board.

DA:Nil

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

22-03-1985

No.83/[illegible]/SD/15 New Delhi, dt.2.3.85

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

Sub: Providing siding facilities for LPG Bottling plants.

Ref: Your letter No.[illegible]
dt.14.3.85

The matter has been referred to the Ministry of Energy for their views. A copy of this office 'Memorandum' of even number dt.2.3.85 addressed to Ministry of Energy is enclosed herewith for your information. The views of the Ministry of Energy are still awaited.

21/3/85

(G.P. Garg)
for Secretary Railway Board

Dt.As above

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No.83/WDO/SD/15 2.3.85

MEMORANDUM

The undersigned is directed to refer to Ministry of Energy(Deptt. of Petroleum)'s D.O. No.P17011/4/84-SKT dt.5th March/84 on the basis of para 4.3.3 of the report of the Vasudevan committee set up by Ministry of Energy "To review safety and operating procedures in LPG filling, transportation and distribution " and clarification received vide above letter, Ministry of Railways issued general guidelines to be observed by all the Zonal Railways while providing siding facilities for LPG Bottling Plants. A copy of letter containing these guidlines is enclosed.

The Chief Commissioner of Railway Safety, Lucknow has made certain observations on these guidlines and a copy of his letter is also enclosed. It is requested that additional safeguards, such as provision of blister proof perimetre walls around the Bottling Plants etc., suggested by Chief Commissioner of Railway Safety, Lucknow as also his suggestion for prescribing safety requirements for Agents' sub-depot for storage of gas cylinders in proximity of railway installations may kindly be examined and your Ministry's views advised to this Ministry for further necessary action.

(G.P. Garg)
for Secretary Railway Board

D/As above.

Ministry of Energy,
(Deptt. of Petroleum),
Shastri Bhavan,
NEW DELHI.

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

No. 85 / WDC / ORI / 7. New Delhi, Dated 15-3-85.

To

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

Sir,

Sub:- Opening of Broad Gauge Electrified IIIrd line between Simhachalam North and Kottavalasa of Waltair Division of South Eastern Railway for the public carriage of passengers.

With reference to your Endorsement No. RS.8-T(1)/84 dated 15-2-85, I am directed to confirm the action of Commissioner of Railway Safety, South Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No. 2004/19/55 dated 01/2/85.

Yours faithfully,

(G.P. Garg) 14/3/85
for Secretary, Railway Board.

DA:-Nil.

No. 85 / WDC / ORI / 7. New Delhi, Dated 15-3-85.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, Calcutta with reference to his letter No. 2004/19/55 dated 01/2/85.

2) The General Manager, South Eastern Railway, Calcutta 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 Ministry 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.

(G.P. Garg) 14/3/85
for Secretary, Railway Board.

DA:-Nil.

R.N./WDC/ 12-3-1985.

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ANNEXURE - I

Location	Structure which infringes	Chapter & item of Schedule	Prescribed Dimension	Existing actual dimension	Amount of infringement.
Km. 204/1-2 at Varanasi station.	Girder of Br.No.39 (1x30.48 m) between Varanasi City and Varanasi Cantt. stations (CE/Const's Plan No. B/90/1284)	Chapter-I	Minimum horizontal distance from centre of track to any structure.		
		item 13 (i) b	1905 mm at 305 mm above rail level increasing to 2360 mm at 1065 mm above rail level.	2160 mm at 305 mm above rail level and 2160 mm at 1065 mm above rail level.	Nil mm from 305 mm above rail level to 725 mm above rail level and increasing uniformly to 200 mm at 1065 mm above rail level
		item 13 (ii) c	2360 mm at 1065 mm above rail level and 2360 mm at 3355 mm above rail level.	2160 mm at 1065 mm above rail level and 2160 mm at 3355 mm above rail level.	200 mm at 1065 mm above rail level and 200 mm upto 3355 mm above rail level
		item 13 (ii) d	2360 mm at 3355 mm above rail level decreasing to 2135 mm at 4420 mm above rail level.	2160 mm at 3355 mm above rail level and 2160 mm at 4420 mm above rail level.	200 mm at 3355 mm above rail level decreasing uniformly to zero mm at 4320 mm above rail level

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

No.85/WDO/SD/7 New Delhi, dt. 12/13.3.85

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Rebuilding of damaged foot overbridge at Ratlam station- sanction to infringements.

With reference to your letter No.W.421/10/16 dt.5.12.84 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction the infringements to item No.7 chapter II of BG Metric Schedule of Dimensions(1973) involved in rebuilding of the damaged foot over bridge at Ratlam station as stated in Form-XI and shown in plan No.CE(W) SK.603/HQ-84 accompanying your letter referred to above.

DA:-Nil.

(G. P. Garg) 12/3/85
Jt. Director Civil Engg(G)
Railway Board

No.85/WDO/SD/7 New Delhi, dt. 12/13 .3.85

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.18-T (8)/84 dt. 20.12.84.

2. The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.221/951 dt.15.12.84.

DA:- Nil.

(G.P. Garg) 12/3/85
for Secretary Railway Board.

(139)

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

No. 84 / WDO / ORI / 5. New Delhi, Dated // -3-1985.

To

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

Sir,

Sub:- Opening of the New Broad Gauge Single line between Tala and Ultadanga Road Stations in Sealdah Division of Eastern Railway for the public carriage of passengers.

With reference to your Endorsement No. RS.10-T(23)/84 dated 20-2-85, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No. 1601/3600/I/B/85 dated 04/2/1985.

Yours faithfully,

(G.P. Garg) 5/3/85
for Secretary, Railway Board.

DA:-Nil.

No. 84 / WDO / ORI / 5. New Delhi, Dated // -3-1985.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.1601/3600/I/B/85 dated 04/2/1985.

2) The General Manager, Eastern Railway, Calcutta 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 Ministry in an interleaved copy. The Date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. It is further requested that the Tracing Cloth Drawing of the Index Plan and Section No.C.E.(Con.) Drg. No. 366-84 Sheet No.1 and 2 which has not been received through CRS, Eastern Circle, Calcutta as well as through CCRS, Lucknow's letter. The same may please be sent alongwith one more ferro copy each of the Index Plan and Section to this office at an early date.

(G.P. Garg) 5/3/85
for Secretary, Railway Board.

DA/Nil.

R.N./WDO-I/5-3-1985.

(140)/(1)

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

No.85/WDO/SD/3 New Delhi,dt. 27.2.85

The General Manager,
Central Railway,
Headquarters Office,
(Engineering Branch)
Bombay VT.

Sub: Masjid-Extension of the overhead booking office and concourse at Bombay end and provision of an additional passage connecting to BMC FOB.

With reference to your letter No.W.104.P.1027 dt. 2.1.85 received through the Chief Commissioner of Railway Safety Lucknow, the Railway Ministry sanction the infringements to item 13(ii) (c) (d) of Chapter-I of BG Metric Schedule of Dimensions(1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drg.No.GM(W)BB 6172 accompanying your letter referred to above.

(G.P. Garg)
Jt. Director Civil Engg(G)
Railway board

No.85/WDO/SD/3 New Delhi, dt. 27.2.85

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 18-T(2)/84 dt.22.1.85.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate station Bldg. Annexe, Maharashi Karve Road, Bombay-400020 with reference to his letter No.45 dt. 5.1.85.

(G.P. Garg)
for Secretary Railway Board

(140)/(2)

Annexure-I

S.No.	Location	Structure which infringes	Chapter & item of schedule	Prescribed dimensions	Existing actual dimensions		Amount of infringement	
					Dn Local mm	Up Harbour mm	Dn Local mm	Up Harbour mm
1.	Between E.S.O/5 E.S.O/7 at Masjid station of Bombay division.	Proposed RSJ columns for extended concourse & additional passage.						
		A1	Chapter I item 13(ii) (c) (d)	2360	2340	2340	20	20
		A	"	"	2295	2295	65	65
		B	"	"	2275	2275	85	85
		C	"	"	2255	2255	105	105
		D	"	"	2240	2240	120	120
		E	"	"	2280	2280	80	80

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(141)

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

सं085/डब्लू डी ओ/जी आर आई/6 नयी दिल्ली, दिनांक 16-2-1985
26

रेलवे परिषा के मुख्य आयुक्त,
16-ए, अशोक मार्ग,
पटियाला हाउस,
लखनऊ ।

विषय:- दक्षिण- मध्य रेलवे के बल्हारशाह-काजीपेट खंड पर चेपलीवाड़ा और रेचनी रोड स्टेशनों के बीच 225/8-9 कि0मी0 से 229/12-13 कि0मी0 तक की मुख्य लाइन के लिए बड़े आमाप की स्थायी विद्युतीकृत लाइन (ओवरहेड) खोलना - यात्री यातायात हेतु खोलने के लिए प्राधिकार ।

आपके 19 जनवरी, 1985 के पत्रांक सं0 आर एस 10-टी(21)/84 के संदर्भ में मुझे रेलवे परिषा आयुक्त दक्षिण सर्कल, बैंगलुरु के 19-12-84 के पत्र सं0 2226 के अनुसार उपर्युक्त खंड को यात्रियों की आवा-जाही के लिए खोलने के लिए प्राधिकृत करने के सम्बन्ध में की गयी कार्यवाई को पुष्टि करने का निदेश हुआ है ।

भवदीय,

(जी पी गर्ग)
कृते सचिव, रेलवे बोर्ड ।

संलग्न कुछ नहीं

सं085/डब्लू डी ओ/जी आर आई/6 नयी दिल्ली, दिनांक 16-2-1985
26

प्रतिलिपि निम्नलिखित को सूचनार्थ प्रेषित :-

1) रेलवे परिषा आयुक्त, दक्षिण सर्कल, बैंगलुरु-560009 को उनके 19-12-84 के पत्र सं0 2226 के संदर्भ में ।

2) महाप्रबन्धक, दक्षिण, मध्य रेलवे, संकर्म निर्माण शाखा, सिकन्दराबाद को उनके 22-11-84 के पत्र के संदर्भ में प्रेषित । यह भी अनुरोध है कि जब भी उपर्युक्त खंड को यात्री यातायात के लिए खोला जाए, उनको तारीख की सूचना दी जाए ।

(जी पी गर्ग)
कृते सचिव, रेलवे बोर्ड ।

संलग्न / कुछ नहीं

(142)

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

No. 85 / WDO / ORI / 1. New Delhi, Dated 19-2-1985.

To

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

Sir,

Subject:- Opening of the newly constructed (BG) by pass line at Kumedpur linking Katihar to Kumedpur Section with Main Line (BG) towards Jalpaiguri Station on Northeast Frontier Railway.

With reference to your Endoresement No. RS.10-T(20)/84 dated 21.11.84, I am directed to confirm the action of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur in authorising the opening of the above section for the public carriage of passengers as per his letter No. 1469/708/5/VIII dated 26.10.84.

Yours faithfully,

16/1/85

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

Dy:-Nil.

No. 85 / WDO / ORI / 1. New Delhi, Dated 19-2-1985.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No. 1469/708/5/VIII dated 26-10-84.

2) The General Manager, Northeast Frontier Railway, Gorakhpur 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 Ministry in an interleaved copy. The date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. It is further requested that the tracing cloth drawing of the Index Plan CE's No.Y/10/80 which has not been received with your letter No.W/260/KIR/W-7 dated 29.1.85 may also be sent to this office.

16/1/85

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

Dy:-Nil.

R.N./WDO-I/ 16.2.85.

(143)

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

No. 85 / WDO / ORI / 6. New Delhi, Dated 16 -2-1985.

To

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

Sir,

Subject:- Opening of Permanent BG Diversion of Main Line from Km. 225/8-9 to Km. 229/12-13 between Repalliwada and Rechni Road stations on Balharshah-Kazipet Section of South Central Railway - Authorisation for opening to Passenger Traffic.

With reference to your Endorsement No. RS.10-T(31)/84 dated 19-1-85, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.2226 dated 19-12-84.

yours faithfully,

(G.P.Garg) 15/2/85
for Secretary, Railway Board.

DA:-Nil.

No. 85 / WDO / ORI / 6. New Delhi, Dated 16 -2-1985.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, Bangalore - 560 009, with reference to his letter No.2226 dated 19.12. 1984.

2) The General Manager, South Central Railway, Works Construction Branch, Secunderabad with reference to your letter No. W.Con.347.C.47 dated 22.11.84. 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.

(G.P.Garg) 15/2/85
for Secretary, Railway Board.

DA:-Nil.

R.N./WDO-I/15.2.1985.

(144)

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

No. 85/WDO/ORI/2. New Delhi, Dated 15-2-1985

To

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

Sir,

Sub:- Opening of the New Broad Gauge Dumjur-Bargachia Section Electrified for 25 KV AC Electric Traction for passenger services.

With reference to your Endorsement No.RS.S-T(1)/84 dated 26-11-84, I am directed to confirm the action of Commissioner of Railway Safety, South Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.1190/19/51 dated 29-9-84.

Yours faithfully,

(G.P.Garg) 15/2/85
for Secretary, Railway Board.

Dy.No.Nil.

No.85/WDO/ORI/2. New Delhi, Dated 15-2-1985.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.1190/19/51 dated 29-9-84.

2) The General Manager, South Eastern Railway, Calcutta 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 Ministry 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.

(G.P.Garg) 15/2/85
for Secretary, Railway Board.

Dy.No.Nil.

R.N./WDO-I/13-2-1985.

(145)/C

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

No. 84/WDO/SD/22. New Delhi, Dated 15-2-1985.

To

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

Subject:- Location of point on 1 in 50 Grade at proposed crossing station at Tupadih of Bondamunda-Kiriburu BG Branch line section of Chakradharpur Division of South Eastern Railway - Special Dispensation.

With reference to your letter No.DRG/SID/5/Pt.3/62 dated 29-9-84 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction the infringement to item 2(Note b) of Chapter-II of B.G.Metric Schedule of Dimensions (1973) as a Permanent Measure involved in connection with the provision of a slip siding at Rengra end of proposed crossing station at Tupadih as indicated in Annexure-I on the reverse. Annexure-I is based on the Form-XI and C.E.(C)BSP's Sketch Nos. 419/84, 424/84, 430/84 and 431/84 accompanying your letter referred to above.

The sanction is subject to incorporation of suitable safety provisions, in the Station Working Rules by the Railway.

14/2/85

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

DA/Nil.

No. 84/WDO/SD/22. New Delhi, Dated 15-2-1985.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his Endorsement No. RS.18-I(5)/84 dated 26-11-84.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No.1449/160/18 dated 9-11-1984.

3) The Chief Engineer(Construction), South Eastern Railway, Bilaspur with reference to his D.O.No.DRG/SID/5/Pt.3/A dated 22.01.1985.

14/2/85

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

DA:-Nil.

(143/2)

Annexure-I

Location	Structure which infringes	Chapter & item of schedule	Prescribed Dimension	Existing actual dimension	Amount of infringement.
Bimlagarh-Kiriburu section of Chakradharpur division of SE Rly. Km.481.60.	Slip siding at Rangra end of proposed crossing station at Tupadih Km.482.11 on 1 in 50 gradient.	Chapter-II item 2 (Note b)	1 in 400 and level	Points & crossings on 1 in 50 gradient.	Grade 1 in 50 against 1 in 400.

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(146/D)

15-02-1985

Government of India
Ministry of Railways
(Railway Board)

OFFICE ORDER NO. 16 OF 1985

Attention is invited to Office Order No.67 of 1983, advising all Officers and Staff in this Ministry to ensure strict observance of proper decorum during the lunch break, particularly, to the following two requirements:-

i) No Government employee should play cards on the lawns and other places inside or outside office buildings; and

ii) The game of cards should be confined only to the Recreation Rooms or other places approved for such purpose.

2. It has been pointed out by the Department of Personnel & Administrative Reforms that these instructions are not being observed strictly thus reflecting poorly on the functioning of various Ministries/Departments of the Government.

3. All concerned are accordingly advised to ensure proper observance of office decorum including the prescribed half-an-hour lunch break. Lapses will be seriously viewed.

Jt.Secretary, Railway Board.

No.85/O&M/1/1
Dated: 15-2-1985.

To

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

(146) 10

भारत सरकार

रेल मंत्रालय (रेलवे बोर्ड)

1985 का कार्यालय आदेश संख्या 16

1983 के कार्यालय आदेश सं0 67 की ओर ध्यान दिलाया जाता है जिसमें इस मंत्रालय के सभी अधिकारियों और कर्मचारियों को कहा गया था कि वे भोजनावकाश के दौरान समुचित मर्यादा, विशेष रूप से निम्नलिखित दो अपेक्षाओं, का कड़ाई से अनुपालन सुनिश्चित करें :-

I) कोई भी सरकारी कर्मचारी लॉन में और कार्यालय की इमारत के अन्दर या बाहर अन्य स्थानों पर ताश न खेले ; और

II) ताश का खेल केवल मनोरंजन क्लबों या इस प्रयोजन के लिए अनुमोदित अन्य स्थानों तक ही सीमित रखा जाये ।

2 कार्मिक और प्रशासनिक सुधार विभाग द्वारा यह बताया गया है कि अनुदेशों का कड़ाई से अनुपालन नहीं किया जा रहा है और इस प्रकार सरकार के विभिन्न मंत्रालयों/विभागों के काम को अच्छी झलक नहीं मिलती ।

3 तदनुसार, सर्वसम्बन्धित को सूचित किया जाता है कि वे कार्यालय की मर्यादा और निर्धारित आधे घण्टे के भोजनावकाश का समुचित अनुपालन सुनिश्चित करें । इस सम्बन्ध में हुई भूलों को गंभीर समझा जायेगा ।

संयुक्त सचिव, रेलवे बोर्ड ।

सं085/ओ एण्ड एम/1/1

दिनांक 15-2-1985

प्रति:-

बोर्ड कार्यालय में सभी अधिकारी और शाखाएं ।

सी0(आ0) और ओ एण्ड एम को 10-10 अतिरिक्त प्रतियों सहित ।

डीएवी/14285

(147)/C

Civil Design Directorate

Note No.CT/FSD Dt. 15-2.1985

Sub: Review of BG standards - Moving and fixed structure Gauges.

Ref: Your Note No.RM1/CI/11 dated 18.1.1985.

Kindly refer to the note cited above in which comments of this Directorate have been asked for. In this connection, it may be mentioned that this is a subject involving far-reaching implications and hence a detailed study is called for before any remarks can be offered. It is also seen that the comments already given by this office vide note of even number dated 29.11.84/12.12.84 have not even been taken into consideration.

2. Both January and February are very busy months in which this Directorate has to concentrate on Safety Seminar, Safety Inspections, the Sub-Committees of ESCAP for standardisation, UN ESCAP Seminar being held at Vadodara and New Delhi (for which this Directorate has been asked to shoulder the responsibility of compiling the articles and presenting papers at the Seminar), visit of British Steel Corporation, special briefs required by MSR, CMB, meeting with Bhilai Steel Plant etc. It is, therefore, not possible to offer exhaustive comments, unless an in-depth study of the subject is made. The intention to finalise such a major issue involving several disciplines within a short span of a few days does not give adequate opportunity to various Directorates to give their comments after an in-depth study.

3. It is felt that logical sequence in arriving at a profile should be as under:-

i) To assume a rational future moving dimension profile.

ii) To evaluate the various clearances required in the worst condition theoretically and validate by actual field trials.

iii) To work out the kinematic profile based on(i) above.

iv) To fix up the fixed structure profile.

v) To examine the existing fixed structures on various routes for assessing the modifications required to suit (iv) above.

vi) To find out the feasibility of carrying out these alterations to existing fixed structures including financial implications involved.

..2/-

(147) /2

(viii) To finalise the profile, if it is feasible or to modify the profiles and repeat all the operations ab-initio.

Such an exercise would clearly decide the feasibility of adopting a new moving dimension profile.

4. The Report proposes to standardise the FMD profile which is already given in the Schedule of Dimensions as a standard profile, without examining the implications of moving the same even on the nominated routes. The corresponding kinematic profile taking into account the FMD profile should also have been furnished, to enable any meaningful comments to be offered. In evolving the kinematic profile, the contribution of each of the following should be taken into consideration:-

(i) Track

(a) Track alignment error (laying).
(b) Track alignment tolerance(maintenance).
(c) Maximum radius of horizontal curve
(d) Minimum radius of vertical curve
(e) Track unevenness (laying)
(f) Track uneveness (maintenance).
(g) Gauge tolerances.
(h) Super-elevation.

(ii) Rolling stock

(a) Tolerances on the stock above the dimensions laid down in construction drawings.

(b) Bolster sway.

(c) Additional Bolster sway on curves.

(d) Length of the rolling stock.

(e) Distance between bogie pivots.

(f) Maximum primary spring deflection.

(g) Maximum primary spring off-loading.

(h) Maximum secondary off-loading.

(i) Maximum secondary deflection upto stops.

(j) Bolster spring base.

(k) Primary spring base.

(l) Simultaneous breakage of primary and secondary springs for roll and tilt.

(m) Rolling of coach due to variation in X -level of track from normal value.

(147)/3

The contribution of each of these factors should have been first spelt out, so that the examination of the fixed structures could be undertaken, ~~xxiix~~ realistically.

5. It may be relevant to mention that there are numerous instances wherein even the existing rolling stock are causing damage to fixed structures like signal posts, columns of foot-over bridges, OHE masts etc., due to open doors/shifting of consignments. When there is a question of inadequacy of the existing clearances even with the present moving dimensions, the question of reducing these clearances arbitrarily for increased FMD profile does not arise.

6. The philosophy of adopting various clearances at the time of incorporation of the Schedule of Dimensions should have been gone into in detail and the reasons why such clearances are proposed to be modified should have been spelt out instead of adopting adhoc reduced clearances based on certain specific provisions.

7. The following aspects also require elucidation:-

a) The studies conducted, if any, on the nominated routes, with the proposed FMD and the constraints in the removal of infringements may be furnished.

b) The experience of the Railways which are already running 12' stock together with their existing clearances may also be made available.

c) It is not understood, how the increase in the rolling stock profile alone will ensure automatically increase in the carrying capacity, when there is limitation of axle loads.

d) Profile of tunnels and girder bridges cannot be taken as a permissible profile without evaluating its repercussions on the open sections.

e) Increasing the height of the rolling stock would result in increase in the centre of gravity and consequently affect the riding characteristics and hence the implications of this would have to be weighed.

f) Adoption of these moving dimensions would result in close-circuit movement of the rolling stock and consequently the problems of transhipment etc. at the destination may arise. This needs investigation.

8. Since comments have been asked for urgently, the following observations are made. Further comments will be given as and when clarifications and details on the above points are furnished.

i) This profile is larger than the 'X' class loco profile on Indian Railways, for which also it has been stipulated that it shall not be adopted without obtaining prior approval of the Railway Board. It may be relevant to mention that even 'X' class loco profile is not cleared on all routes of Indian Railways.

(147)/4

(ii) RDSO has already proposed revised profile vide letter No.CTP/MS/SD/BG/3 dated 3.8.1970, which is pending in Board's office for the last 15 years for decision because of difficulty in removing the infringements. Even if this profile is approved in the first instance, further headway can be made in the proposal for a still large profile in FMD.

(iii) Traffic research Directorate in their report No.RTT/ Miving Dimension (P.S.1) have indicated that operation of FMD profile with a height of 4725 mm of rolling stock is not feasible.

(iv) The criteria of the FMD profile is for providing increased height for new constructions so that discretion of future generation in designing new rolling stock with increased height is unfettered.

Sd/-
(N.Gopalan)
DS(C)

D.M.

Copy to JDM(I/c).

(148)

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

No. 81/WBO/CRS/IR/2. New Delhi, Dated 14 - 2 - 1985.

To

The Chief Engineer,
Public Works Department,
Government of Goa, Daman & Diu,
Altinho, Panaji - GOA.

Subject:- CRS's Inspection Report for the year ending 31st March, 1981 (Metre Gauge .....3 Nos.).

Please refer to this office letter of even number, dated 30-7-84 (Copy enclosed for ready reference) and expedite your reply.

The receipt of this letter may please be acknowledged.

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

DA:-as above.

(149)

No. 81/WOO/CRS/IR/2. New Delhi, Dated 30-7-84.

To

The Chief Engineer,
Public Works Department,
Government of Goa, Daman & Diu,
Altinho, Panaji - Goa.

Sub:- CRS's Inspection Report for the year ending 31st March,1981 (Metre Gauge ..... 3 Kms.)

Please refer Chief Engineer, Mormugao Port Trust, Mormugao, Vasco-da-Gama's letter No.EB/G.387 A/5197 dated 1.2.83 (copy enclosed for ready reference). It is seen that no action has so far been taken by your office to cover the ceiling of the road over bridge above the Railway line near Al-Mante theatre at Major Bandar Vasco-da-Gama in order to prevent the smoke from the locomotives affecting the bridge concrete. This arrangement is required to be provided in terms of para 6.1 of Commissioner of Railway Safety, Southern Circle, Bangalore's inspection report of Mormugao Port Trust Railway for the year ending 31st March,1981 (extracts enclosed).

As the Bridge belongs to the Public Works Department and the matter is pending since long it is requested that an immediate action may please be taken to complete the above work in consultation with the Chief Engineer, Mormugao Port Trust if necessary, and the action taken may please be advised to the Chief Engineer, Mormugao Port Trust, Vasco-da-Gama and this office.

The receipt of this letter may please be acknowledged.

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

Encl: as above (attached).

(150)

No. 81/[illegible]/CRS/III/2. New Delhi, Dated 30 - 7 - 84.

Copy forwarded to:-

The Chief Engineer, Mormugao Port Trust, Mormugao, Vasco-De-Gama with reference to his letter No. [illegible]/G.287-A/2049 dated 25.6.84. The matter may be pursued vigourously with the Chief Engineer, P.W.D. and on receipt of the compliance report from him the same may please be advised to the Commissioner of Railway Safety, Southern Circle, Bangalore and this office.

The action taken on para 6.2 of the Commissioner of Railway Safety's Inspection Report may also be advised clearly indicating if the proper liaison among the Engineers of the Port Trust Railway and PWD has been established to ensure timely action in the event of emergency.

Sd/-
(G.P.Garg)
Joint Director, Civil Engineering(C),
Railway Board.

Dy.No.[illegible].

(151)

Copy of the letter No.RD/G.287 A/5197 dated 1.2.83 from Chief Engineer, Mormugao Port Trust Railway, Mormugao, Vasco-Da-Gama to the Chief Engineer, Public Works Department, Government of Goa, Daman & Diu Altinho, Panaji-GOA and Copy to the Director Civil Engineering, Ministry of Railways, Railway Board, New Delhi.

Sub:- CRS's Inspection Report for the year ending 31.3.8
(Metre Gauge ..... 3 Nos.)

Please refer to this office letter No.RD/G.287 A/1894 dated 9/12th July,1982, forwarding a copy of letter No. 81/WD/CRS/IR/2 dated 30.6.82 received from Additional Director Civil Engineering, Railway Board, requesting you to intimate us the action taken by you to cover with plain G.I.Sheets, the ceiling of the road over bridge above the Railway line near Al-Monte theatre at Major Bandar, Vasco-Da-Gama.

We shall be thankful if an early reply is sent to us intimating the action taken in the matter since the Railways are pressing us for the Compliance Report.

Thanking you,

Yours faithfully,

Sd/-
Chief Engineer

Copy to the Director, Civil Engineering, Railway Board, New Delhi for information. Necessary action in the matter will be taken as soon as we receive a reply from the Chief Engineer, P.W.D., Panaji. It is stated that the reference No.W-5(1)/81/1213 dated 16.10.81 quoted by you pertaining to the Traffic Manager, Mormugao Port Trust, Mormugao. Hence a copy of the above letter is sent to him for further necessary action in t matter.

Copy to TM alongwith the copy of letters under reference for necessary action regarding sending of the interleaved copy to CRS, Southern Circle, Bangalore.

Copy to AEN (Railways).

(152)

Extracts of paras 6.1 & 6.2 of the CRS's Inspection Report on mm.2.

6. BRIDGES

6.1. There are a few culverts catering for surface drainage. The only bridge of some consequence on the Railway is a road-over-bridge crossing the track at Km.2/1-2. The condition of the concrete in piers and abutments as observed superficially was generally satisfactory. It would be desirable to have an arrangement to prevent smoke from the locomotive chimneys touching the underside concrete roadway which may be weakening it gradually.

6.2. It is understood that the Road-over bridge structure in the Railway premises is under the maintenance of the public works department of the Administration of Goa, Diu and Daman. While this arrangement may continue liaison between the Port Trust Railway Engineers and the Public Works Department Officials should be established to ensure timely action in the event of emergency.

(153)

MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

No. 84/WCO/CRS/IR/2. New Delhi, Dated 13 - 2 - 1985.

To

The General Manager (Works),
North East Frontier Railway,
Maligaon,
Gauhati.

Sub:- Inspection Report for the year ending 31.3.84 by Shri.V.R.Vasudevan, CRS, N.F.Circle, Gorakhpur.

Please refer this office letter of even number, dated 26-7-84 (Copy enclosed for ready reference) and expedite your reply.

The receipt of this letter may please be acknowledged.

(B.N.Nachiwal)
for Director Civil Engineering,
Railway Board.

Encl:-One (attached).

(154)

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

No. 84/WRO/CRS/IR/6. New Delhi, Dated 26 - 7 - 84.

To

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

Subject:- Inspection Report for the year ending 31.3.84 by Shri.V.R.Vasudevan, CRS, N.F.Circle, Gorakhpur.

A copy of the above inspection report of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur issued under his letter No.338/7/3/3/80-81 dated 18.5.84 and sent to this office by CRS, Lucknow under his Endorsement No. RS.14-2(5)/83 dated 7.6.84 is sent herewith.

The Board desire that the action taken on various recommendations/suggestions made by the CRS, on the above report may please be furnished to CRS direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

Sd/-
(G.P.Garg)
Jt.Director,Civil Engg.,(G),
Railway Board.

Encl:-As above.

(155)

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

No. 84/[illegible]/CRS/IR/6. New Delhi, Dated 10-8-1985.

To

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

Subject:- Inspection Report Part-II for the year ending 31st March,84 of the Broad Gauge section of Bilaspur Division of South Eastern Railway.

Please refer this office letter of even number, dated 5.7.84 (copy enclosed for ready reference) and expedite your reply.

The receipt of this letter may please be acknowledged.

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

DN/One(attached).

(156)

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

5.7.84

No. 84/WCW/CRS/IR/6. New Delhi, Dated ~~12-2-1985~~.

To

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

Subject:- Inspection Report Part-II for the year ending 31st March, 84 of the Broad Gauge sections of Bilaspur Division of South Eastern Railway.

A copy of the above Inspection Report forwarded by the Ministry of Tourism and Civil Aviation (Commissioner of Railway Safety) Lucknow on the above noted subject under their reference No. RS.14-T(4)/83 dated 4-2-84 is sent herewith.

Chief

Board desire that the action taken on various recommendations/suggestions made by the Commissioner of Railway Safety on the above cited report may please be furnished to Commissioner of Railway Safety, South Eastern Circle, Calcutta direct under advice to this office at an early date. Your remarks may please be furnished in an interleaved copy.

Sd/-
(G.P.Garg)
Jt. Director, Civil Engineering(C),
Railway Board.

Encl:- One(attached).

(157)

G.P.Garg,
Jt.Dir., Civil Engg:(G)

D.O.No. 80/CE0/CRI/9. New Delhi, Dated 12-2-85.

Dear Shri.Kaul,

Sub:- New Double Line between Sonepat and Ganaur stations of Northern Railway.

Ref:- CRS's, Northern Circle, Lucknow Inspection Report No. 13/N/K/L/CRS/2.2. dated 5-4-1980.

Kindly refer to Chief Engineer (Construction), Northern Railway, Kashmere Gate, Delhi's letter No.133-W/114/6/N.I/83 dated 14.8.84 (copy enclosed) addressed to General Manager (Engg.), Northern Railway, Baroda House, New Delhi. In this letter General Manager (Engg.), Northern Railway has been requested to send the interleaved copy on CRS, Northern Circle's inspection report dated 5.4.80 referred above direct to him under advice to Railway Board. Since no reply has so far been received in this office inspite of reminders of even number dated 10.3.81, 4.4.81, 29.6.81, 24.7.82, 17/18.4.84 and 4.8.84. I shall be thankful if you would kindly personally look into the matter and get the reply expedited.

With regards,

Yours sincerely,

Encl:- One (attached).

(G.P.Garg)

Shri. J.L.Kaul,
Chief Engineer (R&D),
Northern Railway,
Baroda House,
New Delhi.

(158)

Northern Railway

No.133-W/114/6/W.I/63.
Dated, the 14/8/81.

Headquarters Office,
Kashmere Gate,
Delhi - 110 006.

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

Subt- New double line between Sonepat and Gannaur stations of Northern Railway.

Kindly refer to this office DO letter of even number dated 16.3.81 under which a copy of reply to C.R.S./LKO's Inspection Note dated 21.2.80 on the above noted subject, pertaining to this Organisation was sent for further submission to C.R.S./LKO, as well as to Railway Board.

2. Since the Railway Board is pressing hard for early submission of the interleaved copy of C.R.S./LKO Inspection Report. It is requested to kindly send the same direct to C.R.S./LKO and Railway Board without further delay as desired by Railway Board, vide letter No. 80/W00/0NI/9, dated 29.6.81 (Copy enclosed) under advice to this office.

Sd/-
for Chief Engineer/Construction.

DA/One.

Copy to:-

Director Civil Engineering, Ministry of Railways, Rail Bhavan, New Delhi in reference to their letter No. 80/W00/0NI/9, dated 29.6.81 for information. It is, however, intimated that necessary information regarding the date of open of Sonepat-Gannaur stations has already been conveyed vide this office letter of even number dated 7.7.80.

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(159)

INTERIM

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

No. 80/W0/ACCTS/IR/5. New Delhi, Dated 12 - 2 - 1985.

To

The General Manager,
South Central Railway,
Headquarter's Office,
Works Branch,
Secunderabad

Subject:- Inspection Report on South Central Railway - Vijayawada Division for the year ending 31-3-80 - Part-II.

Reference:- Your Office letter No.W.247/X/16 dated 21-7-1984.

No remarks against the remaining items of Commissioner of Railway Safety, Southern Circle, Bangalore's Inspection Report as asked for under this office letter of even number dated 3-5-84 have not so far been received in this office. It is therefore requested that the same may please be expedited without any further delay.

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

Dy.No.Vii.

(160)

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

No. 84/[illegible]/CBS/IR/5. New Delhi, Dated 12 - 2 - 1985.

To

The General Manager,
North Eastern Railway,
Gorakhpur

Subject:- Inspection Report for the year ending 31st March 83, of the MG section from Kaspur Anandganj to Nathura Junction on the Izzatnagar Division (352.06 Kms.) on North Eastern Railway.

Please refer this office letter of even number, dated 12-7-84 (Copy enclosed for ready reference) and expedite your reply.

The receipt of this letter may please be acknowledged.

Encl:-One(attached).

(S.N.Nachiwal)
for Director Civil Engineering,
Railway Board.

(161)

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

No. 54/[illegible]/CRS/IR/5. New Delhi, Dated 12 - 7 - 1954.

To

The General Manager,
North Eastern Railway,
Gorakhpur.

Subject:- Inspection Report for the year ending 31st March,53 of the MG section from Kanpur Anwarganj to Nathura Junction on the Izzatnagar Division (352.06 Km) on North Eastern Railway.

A copy of the above noted inspection report forwarded by the Ministry of Civil Aviation (Chief Commissioner of Railway Safety) on the above noted subject is sent herewith.

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

Sd/-
(O.P.Garg)
Joint Director, Civil Engineering(G),
Railway Board.

Dis-As above.

(162)

IMMEDIATE

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

No. 85/W30/ACRS/IR/4. New Delhi, Dated 11 - 2 - 1985.

To

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

Subject:- CRS's Inspection Report for the following sections for the year ending 31.3.1980.

i) Ernakulam Jn. to Tiruvella
ii) Tiruvella to Trivandrum Central

References:- Chief Engineer, Southern Railway, Madras's letter No. W.36/II/101 dated 21 - 8 - 81.

The remarks on Para 8.2 to 13.5 (except para 10.1 and 10.2) have not so far been received from your Railway. It is ~~therefore~~ therefore requested that the same may please be sent immediately to Commissioner of Railway Safety, Southern Circle, Bangalore with copy to this office. It may also please be advised if a copy of your letter dated 21-8-81 quoted above has also been sent to Commissioner of Railway Safety, Southern Circle, Bangalore. If not a copy may now be sent to him alongwith enclosures under advice to this office.

The receipt of this letter may please be acknowledged.

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

Encl:-Nil.

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

No. 79/M&O/ACRS/IR/4. New Delhi, Dated 9-2-85.

To

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

Subject:- ACRS Inspection notes recorded on GM's Inspection Special on FOR-AGC and AGC-JHS on 17.1.79 to 18.1.79.

Reference:- (i) Your office letter No.G.302-WG/2/ dated 3.4.81

(ii) Your office letter No.G.450.TF/2/ 78-79 dated 19.10.84.

With reference to your letters Nos. referred to above, it is to state that the remarks for certain paras of the Additional Commissioner of Railway Safety, Central Circle, Bombay's Inspection Report No.239 dated 7-2-1979 namely para 5.5, 6.2.5(i), (ii), (iv) and (v), 9.5(b), 10.3, 11(a), 11.2 ~~xxxxxxx~~(a), 11.2(b), 11.5(a) 11.5(b) have not so far been furnished to Commissioner of Railway Safety, Central Circle, Bombay under advice to this office. It is therefore requested that the remarks on the above items may please be sent immediately.

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

DA:-Nil.

(164)

URGENT

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

No. 81/NDO/GRI/7. New Delhi, Dated 7 - 2 - 1985.

To

The General Manager,
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.

ii) New Double line between Panipat and Gharaunda stations on Northern Railway.

Please refer this office letters of even number dated 25-10-82 and 3-6-83 (Copy enclosed for ready reference). The interleaved copy and date of opening of the above two sections has not so far been received in this office even a subsequent reminder of even number dated 16.4.84. It is therefore requested that the same may please be sent to this office at an early date.

Encl:- Two copies (attached).

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

(165)

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

No. 81/WDO/ORI/7. New Delhi, Dated 25-10-1982.

To

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

Sir,

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

With reference to your Endorsement No.RS.10-T(16)/82, dated 7-9-82 I am directed to confirm the action of Commissioner of Railway Safety, Northern Circle, Lucknow in authorising the opening of the above section for the public carriage of passengers as per his letter No. 162/61/D/I/OPG/PT dated 31-3-82.

yours faithfully,

(S.D.Jain)
for Secretary, Railway Board.

DA:-Nil.

No.81/WDO/ORI/7. New Delhi, dated 25-10-1982.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No.162/61/D/I/OPG/PT dated 31-8-82.

2) The General Manager, Northern Railway, Baroda House, New Delhi, 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 Ministry in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One more copy of the Index Plan and Section of the above section may also be furnished to this office at an early date.

3) The Chief Engineer (Construction), Northern Railway, Kashmere Gate, Delhi - 110006.

(S.D. Jain)
for Secretary, Railway Board.

DA:-Nil.

(166)

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

No. 81/WDO/ORI/7 New Delhi, dt. 3-6-83

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

Sir,

Sub: New double line between Panipat and Gharaunda Stations on Northern Railway.

With reference to your Endorsement No. RS.10-T(4)/83 dt. 26.3.83, I am directed to confirm the action of Commissioner of Railway Safety, Northern Circle, Lucknow in authorising the opening of the above section for the public carriage of passengers as per his letter No. 391/61/E/I/OPG/Pt. dt. 14.3.83

Yours faithfully,

(S.D. Jain) 1/6/83
for Secretary, Railway Board.

D.: NIL

No. 81/WDO/ORI/7 New Delhi, dt. 3-6-83

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow-226001 with reference to his letter No. 391/61/E/I/OPG/PT dt. 14th March, 1983.

2. The General Manager, Northern Railway, Baroda House, New Delhi, with the request that the suitable action on CRS's recommendation 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 Ministry 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. The ferro copies of the Index Plan and section of the above section have not been received with the report. It is requested/that two ferro copies each of the Index plan and section may please be furnished to this office at an early date.

3. The Chief Engineer(Const.), Northern Railway Kashmere Gate, Delhi.

(S.D. Jain) 1/6/83
for Secretary Railway Board

D.: NIL

(167)

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

No.82/WDO/SD/22 New Delhi, dt. 7.2.1985

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

Sub: Provision of check rails on sharp curves on Darjeeling Himalayan Railway section.

In the report on derailment of 10 D Down passenger between Darjeeling and Ghum stations of D.H. Railway on 16.6.81, CRS N.F. Circle had recommended the need for provision of check rails on curved track of this Railway section. NF Railway had also recommended for provision of check rails on curves sharpter then 95° , in the draft schedule of dimensions for DH Railway section, sent under their letter No.W/341/1/NG/W-9 dt.12.10.65.

The Board therefore desire that NF Railway should take immediate steps to provide check rails on all curves sharper then 95° on DH Railway section.

The Board further desire that NF Railway should also approach the Board through CRS/CCRS without any further delay for condonation of infringements existing on Siliguri-Darjeeling section, to existing 610mm NG Schedule of Dimensions (1964 print) as already advised under Board's letter of even number dt.18.1.84 followed by reminders dt.20.7.84 and 22.1.85.

(G.P. Garg) 6/2/85
Jt. Director Civil Engg(G),
Railway Board.

No.82/WDO/SD/22 New Delhi, dt.7.2.85

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 164-Ashok Marg, Patiala House Lucknow.
2. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur.
3. Safety(A&R) Branch for case No.81/Safety(A&R)/1/27.

(G.P. Garg) 6/2/85
for Secretary Railway Board.

(168)

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

No. 79/[illegible]/ACRS/IR/4. New Delhi, Dated 6-3-80.

To

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

Subt- ACRS Inspection notes recorded on GM's Inspection Special on TKR-AGC and AGC-JHS on 17.1.79 to 18.1.79.

Ref:- Your Office letter No.G.450.TP/2/78-79 dated 19.10.79.

Please refer your office letter quoted above and advise if a copy of the same was sent to Commissioner of Railway Safety, Central Circle, Bombay also with reference to his No.239 dated 7-2-79. If not, a copy may now be sent for his information under advise to this office.

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

Dy.No.Mil.

(169)

(RAILWAY BOARD)

No. 79/[illegible]/ACMS/TH/4. New Delhi, Dated 6-2-85.

To

The General Manager (Works)
Central Railway,
Headquarters Office,
(Engineering Branch)
Victoria Terminus,
Bombay.

Sub:- Central Railway - CMS's Inspection Report for the year ending 31-3-1979.

Please refer this office letter of even number dated 12.9.84 (Copy enclosed for ready reference) and expedite your reply.

(D.V.Vachhvni)
for Director Civil Engineering,
Railway Board.

Encl:-One.(attached).

(170)

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

No. 79/WOO/ACSR/IR/4. New Delhi, Dated 12 - 9 - 1984.

To

The General Manager (Works),
Central Railway,
Headquarters Office,
(Engineering Branch)
Victoria Terminus,
Bombay.

Sub:- Central Railway - CRS's Inspection Report for the year ending 31-3-1979.

Ref:- Your office letter No.G.302.WG/2/IX dated 3.4.1981.

Please refer your office letter quoted above and advise if a copy of the memo was sent to Commissioner of Railway Safety, Central Circle, Bombay also with reference to his No.239 dated 7-2-1979. If not, a copy may now be sent for his information under advice to this office.

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

DA:-Nil.

(171)

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

No. 84/WRS/CRS/IR/4. New Delhi, Dated 6 - 2 - 1985.

To

The General Manager,
Western Railway,
Bombay.

Subject:- Inspection Report on Western Railway (Vadodara Division) for the year ending 31.3.84 - Part II.

Please refer this office letter of even number, dated 3.7.84 (Copy enclosed for ready reference) and expedite your reply.

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

Enc:-One(attached).

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

No. 84/[illegible]/CRS/IR/4. New Delhi, Dated 3.7.84.

To

The General Manager,
Western Railway,
Bombay.

Sub:- Inspection Report on Western Railway (Vadodara Division) for the year ending 31.3.84 - Part-II.

A copy of the above noted Inspection Report forwarded by the Ministry of Civil Aviation (Chief Commissioner of Railway Safety) on the above noted subject is sent herewith.

The Board desire that the action taken on various recommendations/suggestions by the CRS on the above cited report may please be furnished to CRS directly under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

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

DA/as above.

(123)/C

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

No.82/WDO/SD/23 New Delhi, dt. 6.2.85

The Chief Project Manager,
Railway Electrification,
Post Box 2,
Mathura-281002.

Sub: Adoption of implantations less than 2.36 Mts. for OHE structures located between yard lines but supporting main lines OHE.

Ref: i) Your letter No.RE/MTJ/W-247(MR), dt.31.10.84.

ii) Your letter No.RE/MTJ/Design/D-591 dt.11.1.85.

In connection with the electrification of Mathura-Gangapur City section of Western Railway, you have approached the Board for approval to adoption of setting distances of less than 2.36 metres for three OHE structures of UP saloon siding located in Bayana yard as mentioned in your letter dt.11.1.85 referred at ii) above. The Board have examined the matter and agree that the OHE structures may be located at distances as per details given in your letter at reference ii) above and reproduced on the reverse in Annexure-I.

As already advised in Board's letter No.82/WDO/SD/12 dt.18.6.82, a list of all the locations where OHE structures are finally located with a setting distance of less than 2.36 metres may be submitted as an enclosures to the statement of infringments while obtaining CRS's sanction for commissioning of the electric traction on this section.

Please acknowledge receipt.

(G.P. Garg) 4/2/85
Jt. Director Civil Engg(G)
Railway Board

Copy to RE(E) Branch, Room No.114, Railway Board, New Delhi.

(173)/(2)

Annexure-I

Location No.	Item No. Chapter No. of schedule	Prescribed dimension as per schedule (metres)	Proposed Implantations (metres)	
			UP loop	UP saloon siding
1169/276.30	Item No.13(ii)d Chapter-I	2.36	2.36	2.24
1169/712.80	-do-	2.36	2.36	2.29
1169/762.30	-do-	2.36	2.36	2.21

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

No.82/WDO/SD/22 New Delhi, dt. 6.2.1985

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

Sub: Provision of check rails on sharp curves on Darjeeling Himalayan Railway section.

In the report on derailment of 10 D Down passenger between Darjeeling and Ghum stations of D.H. Railway on 16.6.81, CRS N.E. Circle had recommended the need for provision of check rails on curved track of this Railway section. NF Railway had also recommended for provision of check rails on curves sharpter than 95°, in the draft schedule of dimensions for DH Railway section, sent under their letter No.W/341/1/NG/W-9 dt.12.10.65.

The Board therefore desire that NF Railway should take immediate steps to provide check rails on all curves sharper than 95° on DH Railway section.

The Board further desire that NF Railway should also approach the Board through CRS/CCRS without any further delay for condontion of infringements existing on Siliguri-Darjeeling section, to existing 610mm NG Schedule of Dimensions (1964 print) as already advised under Board's letter of even number dt.18.1.84 followed by reminders dt.20.7.84 and 22.1.85.

(G.P. Garg) 6/2/85
Jt. Director Civil Engg(G),
Railway Board.

No.82/WDO/SD/22 New Delhi, dt. .2.85

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 164-Ashok Marg, Patiala House Lucknow.
2. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur.
3. Safety(J&R) Branch for case No.81/Safety(J&R)/1/27.

(G.P. Garg) 6/2/85
for Secretary Railway Board.

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GOVERNMENT OF INDIA
MINISTRY OF TOURISM AND CIVIL AVIATION
(COMMISSIONER OF RAILWAY SAFETY)

Patiala House, 16-A, Ashok Marg,
Lucknow - 226001.

No. RS.29-T(5)/83-I

Dated 5-2-1985.

To

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

Subject:- Correction & addition in Indian Railways Way and Works Manual.

Reference:- Your office letter No.83/WDO/RO/1/0 dated 26.10.84.

Sir,

Kindly refer to your above letter. It is suggested that the provision in this letter may kindly be incorporated as addendum to Indian Railway, way and Works Manual Para 2102.

Yours faithfully,

(S.C.Gupta)
Deputy Commissioner of Railway Safety(G)
for Chief Commissioner of Railway Safety.

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

No. 84 / WDO / ORI / 8. New Delhi, Dated 5 - 2 - 85

To

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

Sir,

Sub:- Electrification of North Line of the Broad Gauge Double line section from Sindri Town - 1.92 Kms. - in Dhanbad Division of Eastern Railway.

With reference to your Endorsement No. RS.8-T(5)/84 dated 17-1-85, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No. 1329/12/I/L/84 dated 10-12-84.

Yours faithfully,

(G.P.Garg) 7/2/85
for Secretary, Railway Board.

DA:-Nil.

No. 84 / WDO / ORI / 8. New Delhi, Dated 5-2-85.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No. 1329/12/I/L/84 dated 10-12-84.

2) The General Manager, Eastern Railway, Calcutta. It is requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

(G.P.Garg) 7/2/85
for Secretary, Railway Board.

DA:-Nil.

R.N./WDO-I/2.2.85.

(177)

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

No.85/NW0/CE/2 New Delhi dated 5.2.1985

The Chief Administrative Officer
(Construction)
New Administrative Office Building,
Dadabhai Naoroji Road,
Central Railway
Bombay VT.
PIN -400001.

Sub:Construction of Manikpur Bye-pass line gradients at Junction point at Chan Station.

With reference to your letter No.W/223/6/13/II dated 15.12.84 sent through the Chief Commissioner of Railway Safety, the Railway Ministry sanction the existing gradient infringement of 1 in 200 at Junction point at Chan station to Item 2 Chapter II of B.G. Metric Schedule of Dimensions(1973) involved in connection with construction of Manikpur bye-pass line as shown in Annexure I on the reverse. Annexure I is based on drawing No.BR(T)NW 21908/A and BR(T)NW/BE-1247 and Form XI accompanying your letter referred to above.

The sanction is subject to observance of station working rules No.1009 dated 20.11.84 for Chan station.

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

No.85/NW0/CE/2 New Delhi dated 5.2.1985

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety,16A Ashok Marg Patiala House,Lucknow with reference to his letter No.RS.18-T (2)/84 dated 18.1.1985.

2. The Commissioner of Railway Safety,Central Circle,Churchgate Station building Annexe,2nd floor,N.K.Road,Bombay-400020 with reference to his letter No.C-12(44)/1348 dated 19.12.84.

5/2/85

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

Annexure I.

Sr.No.	Location.	Structure which infringe.	Chapter & item of schedule.	Prescribed Dimensions	Existing actual Dimensions.	Amount of infringement.
1.	At Km.1258/790 from Bombay via Itarsi on Jhansi-Manikpur section of Jhansi Division.	Existing grade of 1 in 200 between Sb.1258/603 & Sb.1258/825 as per scale plan [illegible] 21903/A and Cotedatic Plan No.[illegible] E/1247.	Chapter II Item 2.	Maximum 1 in 400(0.25%) without safety devices.	1 in 200 (0.50%) fall towards Jhansi end.	(0.25%)

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WDO-I (179)

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

No. 84/NFR/WDO/ONI/2. New Delhi, Dated 2-2-1985.

To

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

Subject:- Opening of New Broad Gauge Line from New Bongaigaon to Gauhati/New Gauhati on Northeast Frontier Railway.

Please refer to endorsement No.2 of this office letter of even number, dated 1.6.84 (Copy enclosed for ready reference). The date of opening of the above section as well as the interleaved copy has not so far been received in this office. It is therefore requested that the same may please be sent immediately. Action taken on Para 14(c) and 14(d) may please be advised on priority.

The receipt of this letter may please be acknowledged.

(D.N.Nachiyal)
Encl:-One (attached). for Director Civil Engineering,
Railway Board.

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

No. 85/WDO/ORI/4. New Delhi, Dated 30-1-1985.

To

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

Sir,

Subject:- Opening of Barauni to Katihar Section of Sonepur Division of North Eastern Railway after conversion from the existing Metre Gauge to Broad Gauge for Passenger traffic.

With reference to your Endorsement No.RS.14-T(3)/84 dated 16-11-1984, I am directed to confirm the action of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur in authorising the opening of the above section for the public carriage of passengers as per his letter No. 400/I/D/Opening/PT/1479 dated 26.10.84.

Yours faithfully,

(G.P.Garg) 28/1/85
for Secretary, Railway Board.

DA:-Nil.

No. 85/WDO/ORI/4. New Delhi, Dated 30 -1-1985.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur, with reference to his letter No.400/I/D/Opening/PT/1479 dated 26.10.84.

2) The General Manager, North Eastern Railway, Gorakhpur 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 lane may please be taken and CRS informed accordingly under advice to the Railway Ministry 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.

(G.P.Garg) 28/1/85
for Secretary, Railway Board.

DA:-Nil.

R.N./WDO-I/28.1.85.

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

30-1-85

No.83/WCO/CRS/IR/1 New Delhi, dt. ~~6-2-85~~

The General Manager,
Eastern Railway,
Calcutta.

Sub: Inspection Report on Eastern Railway (Dhanbad division) for the year ending 31st March, 1983-Part-II.

A copy of the above noted inspection report forwarded by the ministry of Civil Aviation (CCRS) on the above noted subject is sent herwith.

The Board desire that the action taken on various recommendations/suggestions made by the CRS on the above cited report may please be furnished to CRS direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

(G.P. Garg)
Jt. Director Civil Engg.(G)
Railway Board

DA:As above.

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

No. 84 / WDO / ORI / 5. New Delhi, Dated 29-1-85.

To

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

Subject:- Opening of the new B.G. single line between Baghazar and Tala stations in Sealdah Division of Eastern Railway for public carriage of passengers.

With reference to your Endorsement No. RS.10-T(23)/84 dated 30-11-84, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.1210/3600/I/4/84 dated 20.11.84.

Yours faithfully,

(G.P. Garg) 29/1/85
for Secretary, Railway Board.

Dy:-Nil.

No. 84 / WDO / ORI / 5. New Delhi, Dated 29-1-85

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, Calcutta, with reference to his letter No.1210/3600/I/4/84 dated 20-11-84.

2) The General Manager, Eastern Railway, Calcutta 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 Ministry in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One more set of Ferro Copy of the Index Plan and Section of the above line may be sent to this office at an early date.

(G.P. Garg) 29/1/85
for Secretary, Railway Board.

Dy:-Nil.

[illegible]-I/25.1.85.

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

No. 85 / WDO/ ORI / 5. New Delhi, Dated 29 -1-85

To

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

Sir,

Subject:- Opening of Andul-Calcutta Chord Link between Calcutta Chord Link East and West Cabins on Ballyghat-Dankuni Section and Railway's limit Board near Belitikuri Neutral Section, in Howrah Division of Eastern Railway, for public carriage of passengers.

With reference to your Endorsement No.RS.8-T(5)/84 dated 29-12-84, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.1343/I/C/VIII/84 (Opening) dated 10-12-1984.

yours faithfully,

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

DA:-Nil.

No. 85/WDO/ORI/5. New Delhi, Dated 29-1-1985.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, Calcutta, with reference to his letter No.1343/I/C/VIII/84(Opening) dated 10-12-84.

2) The General Manager, Eastern Railway, Calcutta 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 Ministry in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One more set of Index Plan and Section of the above line may please be sent alongwith the date of opening of the above section.

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

DA:-Nil.

R.N./WDO-I/25-1-85.

(184)/(1)

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

New Delhi, dt. 21.1.85

No.84/WDO/SD/23

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Condonation of infringement to BG Schedule of Dimensions by the passenger platform shelter over main platform at Kashipur in connection with gauge conversion of Moradabad-Pan Nagar from MG to BG.

With reference to your letter No.W/Con/520/3/M-1 dt.22.9.84 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction the infringements to item Nos.8(i), 8(ii), 7(ii) and 7(iii) of Chapter II of BG Metric Schedule of Dimensions (1973) as a permanent measure, involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and CE/CON's plan No.S/39/0984 accompanying your letter referred to above.

7/1/85

(G.P. Garg)
Jt. Director Civil Engg(G)
Railway Board

New Delhi, dt. 21.1.85

No.84/WDO/SD/23

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 6-A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No.RS.18-T(6)/84 dt.19.11.84.

2. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.1341/3493/Pt.III dt.10.10.84.

7/1/85

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

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भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

सं084/डब्लू टी0ओ0/एस0डी0/23 नयी दिल्ली, दिनांक -1-85

महाप्रबन्धक,
पूर्वोत्तर रेलवे,
गोरखपुर।

विषय :- मुरादाबाद-रामनगर की मीटर लाइन को बड़ी लाइन में बदलने के सम्बन्ध में, ककरौड़ के मुख्य प्लेटफार्म एवं पार्सी प्लेटफार्म शेल्टर इत्यादि बड़ी लाइन आधार अनुसूची के अतिलंघन से छूट।

मुख्य रेल मैनेजर आ0प्रा0, लखनऊ के माध्यम से भेजे गये आपके 22-9-84 के पत्र सं0डब्लू/आ0नि0/520/3/अलाइन। के संदर्भ में रेल मंत्रालय, पीछे अनुच्छेद। में यथानिर्दिष्ट उपर्युक्त निर्माण-कार्य के सम्बन्ध में अन्तर्ग्रस्त, बड़ी लाइन मीटरगेज आधार अनुसूची (1973) के अध्याय II की मद सं08(i), 8(ii), 7 (ii) और 7(iii) के अतिलंघन की स्थायी रूप से स्वीकृति देता है। अनुच्छेद। पैरा II और आपके उपर्युक्त पत्र के बाद भेजे गये मुख्य इंजीनियर/निर्माण के कार्यालय सं0एस0/39/0984 पर आधारित है।

(जी0पी0मर्गन)
संयुक्त निदेशक, वित्त इंजी0(जी0),
रेलवे बोर्ड।
नयी दिल्ली, दिनांक 1-85

सं084/डब्लू टी0ओ0/एस0डी0/23

प्रतिलिपि निम्नलिखित को सूचनार्थ प्रेषित :-

1 मुख्य रेल मैनेजर आ0प्रा0, 16-ए अशोक मार्ग, पटियाला हाउस, लखनऊ को उनके 19-11-84 के पुर्वोक्त सं0आर0एस0-18-टी0(6) 84 के संदर्भ में

2 मुख्य रेल मैनेजर आ0प्रा0, पूर्वोत्तर सर्कल, गोरखपुर को, उनके 10-10-84 के पत्र सं0 1341/3493/पार्ट III के संदर्भ में।

(जी पी मर्गन)
कृते सचिव, रेलवे बोर्ड।

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Annexure-I

Location	Structure which infringes	Chapter & item of Schedule.	Prescribed Dimensions	Existing Actual Dimensions	Amount of infringement
Kashipur Station of Igatnagar division.	Passenger platform shelter on main platform.	Chapter II of BG Schedule of Dimensions.	Minimum horizontal distance from centre line of track.		
		Item-8(i)	4570mm at platform level increasing uniformly to 4720mm at 305mm above platform level.	4586mm at platform level to 305mm above platform level.	Zero mm at platform level to 32mm above platform level increasing uniformly to 134mm at 305 mm above platform level.
		(ii)	4720mm at 305 mm above platform level and 4720mm at 3705mm above rail level.	4586mm from 305 mm above platform level to 3290mm above rail level.	134mm from 305mm above platform level to 3290mm above rail level.
		Item-7(ii)	5330mm at 305 mm above platform level and 5330mm at 3430 mm above rail level.	4586mm at 3290mm above rail level decreasing uniformly to 4171mm at 3430mm above rail level.	744mm at 3290mm above rail level increasing uniformly to 1159mm at 3430mm above rail level.
		7(iii)	5330mm at 3430mm above rail level decreasing uniformly to 3810mm at 4115mm above rail level.	4171mm at 3430mm above rail level decreasing uniformly to 2540mm at 4115mm above rail level.	1159mm 3430mm above rail level increasing uniformly to 1270mm at 4115mm above rail level.

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अनुबन्ध-I

स्थान	संरचना जो अतिक्रमण करती है	अध्याय तथा अनुसूची की मद	निर्धारित परिमाप	वास्तविक वर्तमान परिमाप	अतिक्रमण की मात्रा
इज्जतनगर मंडल का बरेली स्टेशन	मुख्य प्लेटफार्म पैर यात्री प्लेटफार्म शेल्टर	परिमाप की बड़ी लाइन अनुसूची का अध्याय-II	रेलपथ की मध्य रेखा से न्यूनतम क्षैतिज दूरी		
		मद-6	(I) प्लेटफार्म स्तर पर 4570 मि०मी० जो प्लेटफार्म स्तर से ऊपर 305 मि०मी० पर बढ़कर एक समान 4720 मि०मी० हो जाये ।	प्लेटफार्म स्तर पर 4586 मि०मी० जो प्लेटफार्म स्तर से ऊपर 305 मि०मी० है।	प्लेटफार्म स्तर प जो 16 मि०मी० से 32 मि०मी० जो प्लेटफार्म स्त के ऊपर 305 पर 134 मि०म से बढ़कर एक समान है ।
			(II) 4720 मि०मी० प्लेटफार्म स्तर से 305 मि०मी० ऊपर तथा रेल स्तर से 3705 मि०मी० ऊपर 4720 मि०मी०	प्लेटफार्म स्तर से 305 मि०मी० से ऊपर 4586 मि० मी०, रेल स्तर से 3290 मि०मी०	305 मि०मी० से 134 मि०मी० प्लेटफार्म स्तर से ऊपर, 3200 मि० रेल स्तर से ऊ
		मद-7	(II) प्लेटफार्म स्तर से 5330 मि०मी० जो प्लेटफार्म स्तर से ऊपर 305 मि०मी० तथा रेल स्तर से 3430 मि०मी० से ऊपर 5330 हो जाये ।	रेल स्तर से 3290 मि०मी० से ऊपर 4586 मि०मी०, जो रेल स्तर से ऊपर 4171 मि०मी० से घटकर एक समान 3430 मि०मी० हो जाये ।	रेल स्तर से 3 मि०मी० से ऊ जो रेल स्तर से ऊपर 1159 मि० से बढ़कर एक समान 3430 मि० हो जाये ।
		मद- 7	(III) रेल स्तर से 3430 मि०मी० से ऊपर 5330 मि०मी० जो रेल स्तर से ऊपर 4115 मि०मी० से घटकर एक समान 3810 मि०मी० हो जाये ।	रेल स्तर से 3430 मि०मी० से ऊपर 4171 मि०मी०, जो रेल स्तर से ऊपर 4115 मि०मी० से घटकर एक समान 2540 हो जाये ।	रेल स्तर से 1 मि०मी० से ऊपर 3430 मि०मी० जो रेल स्तर से 1270 मि०मी० बढ़कर एक समा 4115 मि०मी० हो जाये ।

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

No. 82/WDO/ORI/1. New Delhi, Dated 18 -1-1985.

To

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

Sir,

Sub:- Opening of the Electrification works between Anand - Godhra (Including Anand and Godhra yards) section of Western Railway.

With reference to your Endorsement No. RS.8-T(1)/82 dated 19.10.84, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No.16-5/206/709 dated 20/9/84.

yours faithfully,

(G.P.Garg) 15/1/85
for Secretary, Railway Board.

DA:-Nil.

No. 82/WDO/ORI/1. New Delhi, Dated 18 -1-85.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.16-5/206/709 dated 20/9/84.

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 Ministry 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.

(G.P.Garg) 19/1/85
for Secretary, Railway Board.

DA:-Nil.

R.N/WDO-I/15.1.85.

(186)

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

No. 84/WDO/ORI/3. New Delhi, Dated 15-1-1985.

To

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

Sir,

Subject:- Opening of the Up connection from KM:0.00 to KM:2.42 and Down connection from KM:0.49 to KM:2.76 of the A.C.C. link from Andul to Bankranayatai for passenger traffic.

With reference to your Endorsement No.RS.10-T(28)/84 dated 3.12.84, I am directed to confirm the action of Commissioner of Railway Safety, South Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.1495 dated 19.11.1984.

yours faithfully,

11/1/85

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

DA:-Nil.

No. 84/WDO/ORI/3. New Delhi, Dated 15-1-1985.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.1495 dated 19.11.84.

2) The General Manager, South Eastern Railway, Calcutta. It is requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

11/1/85

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

DA:-Nil.

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

No.84/WDO/SR/10 New Delhi, dt. 10.1.85

The Director General,
R.D.S.O., Alambagh,
Lucknow.

Sub: I. Design and Development of 23165mm(76') long BG Coaches.

II. Increase in width of 21340mm(70') long coaches from 3250mm (10'-8") to 3300mm (10'-10").

Ref: Your letter No.CT/LC/BG dt.10.10.77 and dt. .2.79.

Please refer this office letter No.78/WDO/SR/9 dt.16.5.78 and 79/WDO/SR/5 dt.21.4.78 on the above noted subjects respectively. Both these letters may please be corrected to include para-2 as under:-

"The sanction is subject to stipulation of suitable speed restriction at locations where the minimum horizontal distance of any structure from centre of the track is less than 2135mm (7'-0") or where track centres are less than 4270mm (14'-0")."

The receipt of this letter may please be acknowledged.

(G.P. GARG) 14/1/85
Jt. Director Civil Engg.(G)
Railway Board

No.84/WDO/SR/10 New Delhi, dt. 10.1.85

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety 16-A, Ashok Marg, Patiala House Lucknow with reference to his endorsement No.RS.18-T(32)/77 dt.20.4.79 and RS.18-T(9)/79 dt.13.3.79 respectively. This also disposes off his letter No.RS.18-T(9)/79 dt.12.11.84.

(G.P. GARG) 14/1/85
for Secretary Railway Board.

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भारत सरकार
रेल मंत्रालय(रेलवे बोर्ड)

सं० 84/डब्ल्यू डी ओ/एस डी/18 नयी दिल्ली, दिनांक 26-12-1984
15-1-1985

महाप्रबन्धक,
पूर्वोत्तर रेलवे,
गोरखपुर ।

विषय: भटनी-वाराणसी खंड की मीटर लाइन से बड़ी लाइन में बदलने के सम्बन्ध में सलेमपुर बेलथरा रोड स्टेशनों पर मुख्य यात्री प्लेटफार्म के सायबान से बड़ी लाइन के परिमाप अनुसूची में व्यवधान की मांग ।

2. भटनी-वाराणसी खंड के मीटर लाइन से बड़ी लाइन में आमान-परिवर्तन के सम्बन्ध में मुख्य रेल संरक्षा आयुक्त, लखनऊ के माध्यम से भेजे गये आपके 30-10-84 के पत्र सं० डब्ल्यू/आम/520/3/डब्ल्यू-1पार्ट-II के संदर्भ में रेल मंत्रालय इस पत्र के पीछे दर्शाये गये विवरण के अनुसार परिमापों की बड़ी लाइन मैट्रिक अनुसूची (1973) के अध्याय II की मद 7(II) एवं 7(III) के सम्बन्ध में सलेमपुर-बेलथरा रोड स्टेशनों पर मुख्य प्लेटफार्म के सायबानों से व्यवधान के लिए रेल मंत्रालय अपनी स्वीकृति देता है । यह विवरण आपके उपर्युक्त पत्र के साथ संलग्न प्लान x1 के अनुलेख-I और अनुलेख-II और मुख्य इंजीनियर, निर्माण के प्लान सं० एस 41/1084 और एस/42/1084 पर आधारित है ।

(जी०पी० गर्ग)
संयुक्त निदेशक, सिविल इंजीनियरी(ग०),
रेलवे बोर्ड ।

सं० 84/डब्ल्यू डी ओ/एस डी/18 नयी दिल्ली, दिनांक 26-12-1984
15-1-1985

प्रतिलिपि निम्नलिखित को सूचनार्थ प्रेषित:-

1. मुख्य रेल संरक्षा आयुक्त, 16-ए, अशोक मार्ग, हिन्दुस्तान बाग, लखनऊ को, उनके 22-11-84 के पत्र सं० आर एस 18-टी(6)/84 के संदर्भ में ।
2. रेल संरक्षा आयुक्त, पूर्वोत्तर क्षेत्र, गोरखपुर को, उनके 16-11-84 के पत्र सं० 1538/3405/पार्ट-III के संदर्भ में ।

(जी०पी० गर्ग)
उपसचिव, रेलवे बोर्ड ।

स्थान	व्यवधान उत्पन्न करने वाला ढाँचा	अनुसूची का अध्याय एवं मद	निर्धारित परिमाप	वर्तमान वास्तविक परिमाप	व्यवधान की सीमा
सलेमपुर स्टेशन	मुख्य प्लेटफार्म पर शेड प्लेटफार्म सायवान	परिभाषों के का0ला0अनुसूची का अध्याय II	(I) रेलवथ की मध्य रेखा से न्यूनतम क्षैतिज दूरी		
	मु0इं0/निर्माण योजना सं0 एस/41/1084	मद 7	(II) प्लेटफार्म स्तर से ऊपर 305 मि0मी0 पर 5330 मि0मी0 तथा रेल स्तर से ऊपर 3430 मि0मी0 पर 5330 मि0मी0	प्लेटफार्म स्तर से ऊपर 305 मि0मी0 पर 5330 मि0मी0 तथा रेल स्तर से ऊपर 3264 मि0मी0 पर 5330 मि0मी0 जो कि रेल स्तर से ऊपर 3420 पर समान रूप से 4768 मि0मी0 कम है	प्लेटफार्म स्तर से ऊपर 305 मि0मी0 पर शून्य मि0मी0 और रेल स्तर से 3264 मि0मी0 पर शून्य मि0मी0 जो कि रेल स्तर से ऊपर 3430 मि0मी0 पर समान रूप से 562 मि0मी0 अधिक है ।
			(III) रेल स्तर से ऊपर 3430 मि0मी0 पर 5330 मि0मी0 जोकि रेल स्तर से ऊपर 4115 मि0मी0 पर समान रूप से घटकर 3810 मि0मी0 हो जायेगा ।	रेल स्तर से ऊपर 3430 मि0मी0 पर 4768 मि0मी0 जोकि रेल स्तर से ऊपर 4115 मि0मी0 पर समान रूप से घटकर 2650 मि0मी0 हो जायेगा ।	रेल स्तर से ऊपर 3430 मि0मी0 पर 562 मि0मी0 जोकि रेल स्तर से ऊपर 4115 मि0मी0 पर समान रूप से 1150 मि0मी0 अधिक है ।

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

No.84/WDO/SD/8 New Delhi, dt. 11.1.85

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

Sub: Vijayawada-Balharshah Railway Electrification
Horizontal clearence to be adopted for fixed structure from centre of track condonation-regarding.

With reference to your letter No.E.252/VBRE/4039/infringement, dt.31.8.84 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction the infringements as a permanent measure to item 13(ii)(a) of Chapter I of BG Metric Schedule of Dimensions(1973) involved in connection with modification of existing carriage watering hydrants at Dornakal Jn. on Vijayawada-Balharshah section of S.C.Railway as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drg. No.VBRE/DKJ/11 accompanying your letter referred to above. The Railway will however have to review the position at the time of introduction of 12'-0" wide stock and fresh sanction to infringements will have to be obtained in case these are to be continued even thereafter.

The sanction is subject to observence of permanent speed restriction of 15 kmph.

(G.P. Garg) 9/1/85
Jt. Director Civil Engg(G)
Railway Board.

No.84/WDO/SD/8 New Delhi, dt. 11.1.85

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.18T(1)/84 dt.16.10.84.

2. The Commissioner of Railway Safety, Southern Circle, Bengalore with reference to his letter No.1391 dt.15.9.84.

(G.P. Garg) 9/1/85
for Secretary Railway Board.

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ANNEXURE-I

S.NO.	Location	Name of structure	Chapter No. and item No.	Prescribed Dimensions (mm)	Existing actual Dimensions (mm)	Infringement (mm)
1.	Between UP loop and UP main	Carriage watering hydrant-UP Main	Chapter-I 13(ii)(a)	2360	2183	177
2.	Between UP Main and DN Main	Carriage watering hydrant-DN Main	-do-	2360	2178	182

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

No. 85 / WDO / ORI / 3. New Delhi, Dated 8-1-85.

To

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

Sir,

Sub:- Howrah - Kharagpur Section -
Chord line at Panskura connecting
Howrah - Kharagpur Main Line to
Panskura - Haldia Branch line.

With reference to your Endorsement No.RS.10-T(29)/84 dated 3.12.84, I am directed to confirm the action of Commissioner of Railway Safety, South Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No. 1506 dated 19-11-84.

Yours faithfully,

(G.P. Garg) 5/1/85
for Secretary, Railway Board.

DA:-Nil.

No. 85 / WDO / ORI / 3. New Delhi, Dated 8-1-85.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, South Eastern Circle, Calcutta, with reference to his letter No.1506 dated 19-11-84.

2) The General Manager, South Eastern Railway, Calcutta, with the request that the suitable action on Para 4 of 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 Ministry. 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 alongwith one more Ferro copy of the Index Plan and Section of the above line.

(G.P. Garg) 5/1/85
for Secretary, Railway Board.

DA:-Nil

R.Narayanan/WDO-I/5.1.85.

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Headquarters Office
Works Branch,
Rail Nilayam
South Central Railway
Secunderabad - 500 371.

No. W/465/BG/HPT-GTL (GY-DNK)
Dated 4-1-1985.

To

The Secretary,(Civil Engg.,)
Railway Board
New Delhi - 110 001.

04-01-1985

Sub:- Opening of the non-electrified B.G. single line between Dharmavaram and Gooty on South Central Railway GTL Division for the public carriage of passengers.

Ref:- Board's Letter No.83/WRO/ORI/2 dated 18/10/84.

The above letter was acknowledged vide this Railway's letter of even number dated 1/11/84. The date on which the above section was opened was 26-1-83 (the section was taken over from S.Railway on 31/12/83 by the South Central Railway) and it was commissioned for passenger traffic on the same date, i.e.,26/1/83.

Even though this section is located on the South Central Railway, the work was excuted by the Chief Engineer/Construction, Southern Railway, Bangalore and as such he might have given the report to CRS on his recommendations and suggestions prior to opening of the line. A copy of this letter is being sent to the Chief Engineer/Construction/Bangalore. S.Rly advising him to send a copy of his report in this connection to the Board. Further correspondance in this connection may please be had with the Chief Engineer/Construction/S.Rly/Bangalore.

Sd/-4.1.85.
(H.V.Sanjeeva Rao)
for General Manager.

Copy to Chief Engineer/Construction/Southern Railway, Bangalore Cantt., Bangalore for information with a copy of Board's letter cited above. He is requested to furnish the copy of the report to the Board. He is however requested to furnish a copy to this Railway for information and record.

Sd/-
(H.V.Sanjeeva Rao)
for General Manager

Encl: One.

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

No.83/WS0/0XX/6. New Delhi, Dated 1-1-1985.

To

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

Sir,

Sub:- Opening of B.G. Iron Mine between Trichur and Ollur stations on Shoranur-Cochin section of Trivandrum Division of Southern Railway for passenger traffic-Authorisation.

With reference to your Endorsement No.83.10-T(27)/84 dated 21.11.84, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.1879 dated 9.11.84.

Yours faithfully,

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

Dy.No.Mil.

No.83/WS0/0XX/6. New Delhi, Dated 1-1-85.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, Bangalore 560 009 with reference to his letter No.1879, dated 9.11.84.

2) The General Manager, Southern Railway, Works Construction Organisation, Madras - 600 008 with reference to his letter No. WS/83/46/84 dated 30.11.84.

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

Dy.No.Mil.