GUARD FILE 1992 Pt. II

(1)

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

No.91/CEDO/ORI/3. Rail Bhawan, New Delhi-110001, dated 4-8-92. ~~July,92.~~

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Doubling of track between Jukehi and Pakaria Road Station on Itarsi-Allahabad section of Jabalpur Division of Central Railway.

With reference to your Endorsement No.RS.10-T(2)/91 dated 6th July,92, I am directed to confirm the action of Commissioner of Railway Safety, Central Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No.HE/268 dated 22-7-91.

yours faithfully,

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

No.91/CEDO/ORI/3. New Delhi, Dated 4-8-92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.HS/268 dated 22-7-91.

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

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

(2)

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

No.91/CRDO/ORI/4. New Delhi, Dated 5-8-92.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Doubling of track between Krishna and Chegunta stations on Wadi-Raichur BG Section on the Guntakal Division of South Central Railway.

With reference to your Endorsement No.RS.10-T(16)/91 dated 1st July,92, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the New Second line as Down line for the public carriage of passengers as per his letter No.6/SC/20 dated 28.6.91.

yours faithfully,

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

No.91/CRDO/ORI/4. New Delhi, Dated 5-8-92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad with reference to his letter No.6/SC/20 dated 28.6.91
2) The General Manager, South Central Railway, Secunderabad-500371, with the request that suitable action on Commissioner of Railway Safety, South Central Circle, Secunderabad's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advice to Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. Two ferro copies of the Index Plan and Section may also be sent to this office.

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

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

No.91/CEDO/ORI/4. New Delhi, Dated 5-8-92.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Doubling of track between Krishna and Chegunta stations on Wadi-Raichur BG Section of the Guntakal Division of South Central Railway.

With reference to your Endorsement No.RS.10-T(16)/91 dated 1st July,92, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the New Second line as Down line for the public carriage of passengers as per his letter No.6/SC/20 dated 28.6.91.

yours faithfully,

4.8.92

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

No.91/CEDO/ORI/4. New Delhi, Dated 5-8-92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad with reference to his letter No.6/SC/20 dated 28.6.91
2) The General Manager, South Central Railway, Secunderabad-500371, with the request that suitable action on Commissioner of Railway Safety, South Central Circle, Secunderabad's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advice to Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. Two ferro copies of the Index Plan and Section may also be sent to this office.

4.8.92

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

(3)

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

No.66/WDO/SR/19. New Delhi, dated 5.8.1992.

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

Sub: Review of BG/MG Schedule of Dimensions.

Ref: Your office letter No.CT/SD/REV/BGMG dated 17.7.91, 7.8.91, 10.9.91 and 17.10.91.

****

In supersession of this office letter of even number dated 6.9.90, Ministry of Railways approve the substitution of 1929 profile by EDO/T-1043 profile and continuance of 'X' class profile in dotted line in the B.G. Schedule under revision. RDSO should obtain the condonation of infringements for new design of Rolling Stock proposed to be built to EDO/T-1043 profile and other standards in the Schedule wherever infringed by new design of Rolling Stock and specifically the clearance arising between the newly manufactured Rolling Stock to EDO/T-1043 and the platform coping on straight as against 152 mm minimum clearance required between the vehicle and the platform coping shown at page 94 of the existing BG Schedule. As and when New Rolling Stock is designed to suit this profile, RDSO should liaise with the Safety Commission as heretofore and necessary Oscillation trials etc. would have to precede the approval of prototypes for bulk manufacture. Railways shall also impose suitable speed restrictions at such of the locations where infringements to EDO/T-1043 still exist, till such time these infringements are completely removed.

Revision of M.G. profile is not necessary and the M.G. Schedule may simply be updated incorporating all the corrections issued so far, in view of the unigauge policy at present.

Board also desires that RDSO should examine the issue of revising fixed structure gauge and maximum dimension gauge and come up with their proposal through the Chief Commissioner of Railway Safety Lucknow for consideration in due course of time.

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

(4)

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

No.92/CEDO/BR/1. New Delhi, Dated 6th August,92.

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

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,1992. SNo 8

Ref:- Your office letter No.W.71/19 dated 24-6-1992.

As per para 2 of this office letter of even number dated 10-4-92, Southern Railway was asked to explain suitably the difference in the 'total number of Major and Minor Bridges excluding ROBs and RUBs' and 'total number of bridges with waterways' if any in the forwarding letter. But, it appears that while forwarding the information to the Board, the relevant para has not be taken into consideration.

Ministry of Railways therefore desire that the difference in the two sets of figures may now be suitably explained.

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

(5)

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

No.92/CEDO/BR/1. New Delhi, Dated 6-8-92.

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

Attention: Shri.Satyen Bhaumik, Chief Bridge Engineer.

Sub:- Major and Minor Bridges on Indian Railways as on 31-3-92.

Ref:- Your letter No.W.65/12 Vol.2 dated 27/7/92. SNo7

The reply furnished under your letter dated 27-7-92 quoted above is not in order. The information pertaining to total number of Major and Minor Bridges excl.ROBs and RUBs vis-a-vis Bridges with waterways furnished under your letter No. W(3)/65/62 Vol.II dated 11-6-92 is reproduced below:-

Position as on	Major and Minor Bridges excluding ROBs and RUBs.	Bridges with Waterways.
31-3-91	8167	8051
31-3-92	8167	8051

Ministry of Railways desire that the difference between the figure 8167 and 8051 may be explained suitably interms of para 2 of this office letter of even number dated 10-4-92.

The required reply may please be sent immediately.

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

(6)

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

No.92/CEDO/BR/1. New Delhi, Dated 6th August,92.

1. The General Manager,
Central Railway,
Bombay.

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

3. The General Manager,
North Eastern Railway,
Gorakhpur.

4. The General Manager,
North East Frontier Railway,
Maligaon, Guwahati.

5. The General Manager,
South Central Railway,
Secunderabad-500371.

6. The General Manager,
Western Railway,
Churchgate,
Bombay - 400420.

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,1992.

A reference is invited to this office letter of even number dated 10-4-92 (Copy enclosed for ready reference) interms of which your railway was asked to furnish the information pertaining to number of Major and Minor Bridges on your railway as on 31-3-92 so as to reach this office latest by 30th June,92. But, it is regretted that the required information has not so far reached this office.

Ministry of Railways therefore desire that the necessary information may please be sent immediately as the same is required for printing in Board's Annual Report.

The Receipt of this letter may please be acknowledged.

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

June 92
10/4/92

SNo 1 ⑦

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

No.92/CEDO/BR/1.

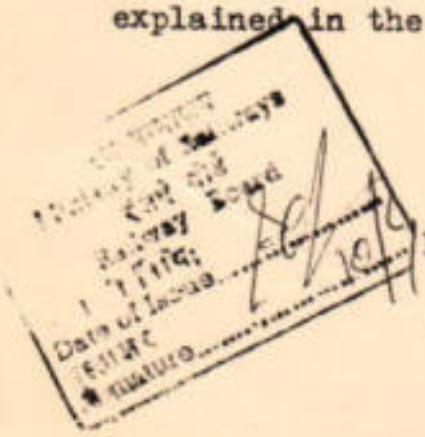
रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan New Delhi-110001, dated 10-4-1992.

The General Managers (Bridges),
All Indian Railways.

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,1992.

The Board desire to be furnished with Statement 'A' of Major and Minor Bridges and Statement 'B' of number of Bridges with Waterways (Proforma enclosed herewith) as on 31st March,1992 on your railway for the Draft Para in the Annual Administrative Report of Indian Railways. The required information may please be sent to this office latest by 30th June,1992. If there is any increase (+) or decrease (-) in the number of bridges as on 31st March,1992 vis-a-vis as on 31st March,1991 the same may suitably be explained in the foot note in Statement 'A' and Statement 'B'.

While furnishing the information, it may please be invariably ensured that the difference in the total number of Major and Minor Bridges, excluding ROBs and RUBs, and the total number of bridges with Waterways, if any, is suitably explained in the forwarding letter.



(ARVIND KUMAR) 9/4/92
Executive Director Civil Engineering (B&S),
Railway Board.

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

Position as on	No. of Major Bridges (inclusive of ROBs & RUBs)				No. of Minor Bridges (inclusive of ROBs & RUBs)				Total Col.4 Col.9
	Railway Bridges	ROBs	RUBs	Total	Railway Bridges	ROBs	RUBs	Total	
1	2	3	4	5	6	7	8	9	10
31 - 3 - 1991									
31 - 3 - 1992									
Increase/Decrease over previous year figure									
Reasons for Increase/Decrease									

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

Position as on	Span in metres/feet				
	30.5 m (100 ft)& Above	18.3 m (60 ft)& Above to less than 30.5m (100ft	6.1 m (20 ft) & Above to less than 18.3m (60ft	Less than 6.1m (20ft)	Total
1	2	3	4	5	6
31 - 3 - 1991					
31 - 3 - 1992					
Increase/Decrease over previous year figure					
Reasons for Increase/Decrease					

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

G. file (9)

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

No.91/CEDO/SR/7. रेल भवन, नई दिल्ली-110001, दिनांक 7-8-1992.
Rail Bhawan, New Delhi-110001, dated

1. The General Manager(Engg.),
Central Railway,
Bombay V.I.

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

Sub: Proposed restrictions in the running of 'BOBR' wagon.

Ministry of Railways have identified the following BG routes for running of bogie open rapid discharge hopper wagon type 'BOBR' to RDSO's Sketch No.WD-86013-S-01 Alt.3 (Copy enclosed).

	Thermal power station	Linked coalfield	Route	Whether Single/ Double line	Route falling in the Jurisdiction of:
1.	Vijayawada	Singareni	Singareni-Karepalle	Single	S.C.Rly.
2.	Chandrapura	Niljai on Western Coalfield	i) Ghu[illegible]-Tadali ii) Tadali-[illegible]ra-pura	Double	C.Rly.

According to RDSO, the above wagon infringes the BG Schedule of Dimensions (1973) as per details given in Annexure-I and II enclosed. You may please examine the possibility of running of this wagon on the above sections falling in the jurisdiction of your railway and advise the details of infringements and the restrictions proposed to be imposed as per proforma enclosed. The information may please be furnished within a month from the date of issue of this letter. indicating clearly if minimum 4570 mm (15'-0") track Centres and minimum 2135 mm (7'-0") structure clearances available on curves.

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

DA : As above.

(10)

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

No.91/CEDO/SR/7.

रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 7-8-1992.

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

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

Sub: Proposed restrictions in the running of 'BCBR' wagon.

Ministry of Railways have identified the following BG routes for running of bogie open rapid discharge hopper wagon type 'BCBR' to RDSO's Sketch No.WD-86013-S-01 Alt.3 (Copy enclosed).

	Thermal power station	Linked coalfield	Route	Whether Single/ Double line	Route falling in the Jurisdiction of:
1.	Vijayawada	Singareni	Singareni-Karepalle	Single	S.C.Rly.
2.	Chandrapura	Niljai on Western Coalfield	i) Ghughus-Tadali ii) Tadali-Chandrapura	Double	C.Rly.

According to RDSO, the above wagon infringes the BG Schedule of Dimensions (1973) as per details given in Annexure-I and II enclosed. You may please examine the possibility of running of this wagon on the above sections falling in the jurisdiction of your railway and advise the details of infringements and the restrictions proposed to be imposed as per proforma enclosed. The information may please be furnished within a month from the date of issue of this letter, **indicating clearly if minimum 4570 mm (15'-0") track centres and minimum 2135 mm (7'-0") structure distances are available enroute.**

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

DA : As above.

(11)

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

No.91/CEDO/SD/10. New Delhi, Dated 12th August,92.

The General Manager (Construction),
Eastern Railway,
No.14, Strand Road, (4th Floor)
Calcutta-700 001.

Sub:- Infringement of gradient in Station yard of Bariarpur Station under Malda Division of Eastern Railway.

Ref:- Your application No.CE/Con/W/193 Pt.III dated 11th June,1992.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 600 from Km:347.063 to Km:348.375 at Bariarpur Station yard shown in Form-XI and Drawing No.CE/S&C SK.No.7-91 accompanying your letter referred to above, as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89. It is noted that the sanction is required in connection with conversion of the existing passenger loop into 'DN.Main line', renaming the existing main line as 'UP Main line' and provision of a new common loop which has been connected with the proposed Down Main line at both ends with CAL 686 M and Sand humps at either ends on Bariarpur Station yard which is situated at Bhagalpur-Jamalpur-Kajra Section under Malda Division of Eastern Railway.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line.

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

(12)

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

No.92/CEDO/ORI/8. New Delhi, Dated 12-8-1992.

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

Sub:- Bye-pass line connecting Rajpura-Bhatinda line with Delhi-Bathinda line by linking Phusmandi (Bathinda Cantt.) with Katarsinghwala on the Northern Railway.

Reference may be made to Commissioner of Railway Safety's letter No.215/64/I/A/CPG/PT dated 10-7-91 on the above noted subject.

Ministry of Railways desire to know whether the requirements enumerated in the Commissioner of Railway Safety's letter at the concluding para have been complied with before opening of the Bye-pass line for public carriage of passengers. Specific comments against each sub para may be furnished immediately in an interleaved copy to enable this office to confirm the action of Commissioner of Railway Safety in authorising the opening of the Bye-pass line.

An early reply is requested.

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

No.92/CEDO/ORI/8. New Delhi, Dated 12-8-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Ghanakyapuri, Near C.R.I.S., Delhi Safdarjung Station, New Delhi-110021 with reference to his letter No.215/64/I/A/CPG/PT., dated 10-7-91.

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

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA) (13)
(RAILWAY BOARD)

No.91/CEDO/SD/10. New Delhi, 12th August,92.

The General Manager (Construction),
Eastern Railway,
No.14, Strand Road, (4th Floor),
Calcutta-700 001.

Sub:- Infringement of gradient in Station yard of Murarpur Station under Malda Division of Eastern Railway.

Ref:- Your application No.CE/Con/W/193 Pt.III dated 8th July,92.

Reference may be made to your application dated 8-7-92 referred to above seeking Administrative approval for adoption of 1 in 1000 grade in lieu of 1 in 1200 grade at Murarpur Station yard. It is seen from the diagram No.CE/SEC SK.No.5-91 enclosed with your application that Murarpur Station yard is going to be converted with a 'Flag Station'.

Ministry of Railways therefore do not consider it necessary to communicate for the Administrative approval for adoption of 1 in 1000 grade from Km:313.295 to Km:314.941 at Murarpur Station yard.

Please acknowledge the receipt of this letter.

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

(14/1)

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

No.92/CEDO/SR/5.

रेल भवन, नई दिल्ली-110001, दिनांक 12-8-1992.
Rail Bhawan, New Delhi-110001, dated ....."

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

Sub: Condonation fo infringements of 2600 h.p. Co-Co Diesel Electric Locomotives manufactured by M/s. BHEL for movement on Indian Railways.

.....

With reference to your application No.CT/DDL/DECDS dated 8.7.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of the following infringements involved in the design of 2600 h.p. Co-Co Diesel Electric Locomotives manufactured by M/s. BHEL/Jhansi to item 12 and 13 of BG Schedule of Dimensions (1973) as shown in Annexure-I and Drawing No.SK.DL-4349 accompanying your application referred to above.

S.No.	Item No.	Description	Dimensions as per Schedule of Dimensions	Dimensions of the proposed loco.
1.	12	Max. height above rail level for a width of 305 mm on either side of centre of empty locomotives.		
	i)	Max. height at a distance of 305 mm from centre line.	3999.00	4134.00
	ii)	Max. height at a distance of 300 mm from centre line.	4115.00	4137.00
	iii)	Max. height at a distance of 300 mm from centre line.	4115.00	4194.00
	iv)	Max. height at the centre line.	4115.00	4194.00
2.	13	Max. height above rail level at sides of empty locomotives at a distance of 1450 mm from centre line.	3562.00	3580.00

The sanction is subject to observance of suitable speed restrictions at such of the locations which are not clear for movement of 'X' class engines. Para 2.3.7 of RDSO's speed certificate No.SD.Project.124 dated 1/4.2.91 regarding condonation of infringements may now be suitably modified.

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

Contd...2/-

(14)/(2)

No.92/CEDO/SR/5. New Delhi, dated 12 -8-1992.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Mar, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/90 dated 20.7.92.

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

(15)/0

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

No.92/CEDO/SR/9. 12 -8-1992.

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

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

Sub: Running of WAP/3 class of AC Electric Locomotive fitted with flexi-coil Mark-IV strengthened bogies and provided with conventional axle box at the middle axle with horn arrangements in place of guide links, upto a maximum speed of 80 Kmph on:
i) Igatpuri-Bhusaval-Khandwa-Itarsi.
ii) Bhusaval-Badnera-Wardha and
iii) Tuglakabad-Jhansi-Itarsi-Nagpur-Wardha-Balharshah
BG sections over Central Railway.

.....

In view of the position explained in your application No.681/Y-93/BR dated 12.5.92 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 22.7.92, the sanction of Ministry of Railways is hereby communicated for the running of WAP/3 class 4000 h.p. AC electric locomotive manufactured to RDSO's Drg.No.SK.DL-3946 fitted with flexicoil Mark-IV strengthened bogies, HETT 3900 transformer with 6P permanent connection with axle hung, nose suspended TAO 659 traction motors and conventional axle box arrangement at the middle axle with horn arrangement in place of guide links, having a maximum axle load of 18.8t on the BG sections of your Railway as mentioned in the subject heading above upto a maximum provisional speed of 80 Kmph for haulage of passenger carrying trains.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your revised Joint Safety Certificate No.5-5/92 B.G., RDSO's Speed Certificate No.SD.WAP3.11 dated 22.1.92 incorporating amendment dated 20.4.92 and all other certificates accompanying your application referred to above.

The locomotive infringes clause 12 and 13 Chapter IV(C) of BG Schedule of Dimensions (1973). It is noted that profile of WAP3 locomotives is the same as that of WAP1 (WAM4R) locomotive and the infringements in the case of WAP1 (WAM4R) locomotive have already been condoned under this office letter No.89/CEDO/SR/6 dated 7/11.4.79.

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

Contd...2/-

(15)/(2)

No.92/CEDO/SR/9. New Delhi, Dated 12-8-92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No. RS.17-T(3)/90 dated 23-6-92 and 30-7-92.

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.390 dated 5-6-90 and No.545 dated 24-7-92.

3) The Director General (Motive Power), R.D.S.O., Lucknow-226011.

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

(16)

12th August,92.

No.92/CEDO/BR/1.

The General Manager (W),
Central Railway,
(Engineering Branch),
Bombay V.T.

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,1992.

Ref:- Your office letter No.W.131.BR.76/IV dated 3-8-92.

As per para 2 of this office letter of even number dated 10-4-92, Central Railway was asked to explain suitably the difference in the 'total number of Major and Minor Bridges exoluding ROBs and RUBs and 'total number of bridges with Waterways' if any in the forwarding letter. But, it appears that while forwarding the information to the Board, the relevant para has not be taken into consideration.

Ministry of Railways therefore desire that the difference in the two sets of figures may now be suitably explained.

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

(17)

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

No.92/CEDO/ORI/9. New Delhi, Dated 12th August,92.

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

Sub:- New line between Nangal Dam-Una Himachal Section on the Northern Railway.

Reference may be made to Commissioner of Railway Safety's letter No.203/NLDM/UNA/OPNG/PT., dated 10-7-91 on the above noted subject.

Ministry of Railways desire to know whether the requirements enumerated in the Commissioner of Railway Safety's letter at the concluding para have been complied with before opening of the section for public carriage of passengers. Specific comments against each sub para may be furnished immediately in an interleaved copy to enable this office to confirm the action of Commissioner of Railway Safety in authorising the opening of the section.

An early reply is requested.

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

No.92/CEDO/ORI/9. New Delhi, Dated 12th August,92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, Near C.R.I.S., Delhi Safdarjung Station, New Delhi-110021, with reference to his letter No.203/NLDM/UNA/OPNG/PT., dated 10-7-91.

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

(18)

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

No.89/CEDO/SR/19. 17-8-1992.

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

Sub: Movement of 'BCN' Wagons on Katihar - Kumedpur Section of N.F. Railway.

.....

In view of the position explained in your application No.W/341/0/3/Pt.VI/W-7 dated 11.7.90 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 17.7.92, the sanction of Ministry of Railways is hereby communicated for the running of 'BCN' wagon to RDSO's Drg.No. WD-84014-S/1 provided with BCX Mk.II type of body but fitted with modified CASNUB 22 W(M) bogies with maximum axle load of 20.3t, non-transition centre buffer couplers and twin pipe graduated release air brake system, on Katihar - Kumedpur Section of your Railway at a maximum speed of 65 Kmph.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate, RDSO's Final Speed Certificate No.MW/BCN dated 16.9.88 with amendments dated 8.12.88 as well as 9.12.88 and Board's letter No.83/M(N)/951/12 dated 27.12.84 regarding system of train examination and brake power certificate for 'BCXN' wagon and other certificates accompanying your application referred to above. The Railway have quoted RDSO's Provisional Speed Certificate for 'BCN' wagon which is incorrect. RDSO have issued the final Speed Certificate also. The sanction has accordingly been based on the Final Speed Certificate.

Your earlier application No.W/341/0/3/Pt.VI/W-7 dated 14.1.88 has been superseded. The revised application No.W/341/0/3/Pt.VI/W-7 dated 18.2.91 submitted by you without CRS and CCRS forwarding letters for running of 'BCN' wagons at a maximum speed of 60 Kmph on Malda Town - New Guwahati Section may be treated as cancelled and withdrawn. The sanction for running of 'BCN' wagons on this section may be obtained direct from CRS in terms of para 2(a) Chapter V of the Rules for Opening of a Railway which provides that in persuance of the orders contained in Railway Board's Notification No.350 of 26.11.1913, the Commissioners of Railway Safety can sanction the use of locomotive or other motive power and rolling stock on new lines of the Railway within their respective Circles; the implication being that when a particular loco or rolling stock is already in operation on one of the secctions of the Railway, its use on other sections of the same railway can be permitted by CRS without approaching the Board.

Contd....2/-

The BCN wagon infringes item No.13(b) Chapter-VI A and the profile for maximum moving dimensions of 1929 as shown in Diagram No.1A and others of the BG Schedule of Dimensions (1973). It is however noted from para 2.3.2 of RDSO's Speed Certificate No.MW/BCN dated 16.9.88 that the infringements in the design of BCN wagon are exactly the same as in the case of BCXCS wagon which have already been condoned under Board's letter No.84/WDO/SR/5 dated 15/20.11.84.

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

No.89/CEDO/SR/19. New Delhi, dated 17-8-1992.

Copy forwarded for infromation to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.17-T(1)/90 dated 24.9.90.

2. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur - 273 012 with reference to his letter No.331/257/11/90 dated 11.9.90.

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

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

(20)

No.91/CEDO/SD/10. 18-8-1992.

The General Manager (Contsn.),
Eastern Railway,
14, Strand Road (4th Floor),
Calcutta - 700 001.

Sub: Infringement of gradient in Station Yard of Nathnagar Station under Malda Division of Eastern Railway.

Ref: Your application No.CE/Con/W/193 Pt.III dated 8th July, 1992.

.....

In view of the position explained in your above quoted application, Administrative Approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 800 from Km: 308.278 to Km: 309.729 & 1 in 400 from Km: 309.729 to 310.034 at Nathnagar Station Yard shown in Form-XI and Drg. No.CE/S&C's SK No.15-92 accompanying your letter referred to above, as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6.9.89. It is noted that the sanction is required in connection with conversion of the existing passenger loop as 'DN Main line' the intermediate line as 'UP Main line', the third line at the southern end as common loop and rearrangement of existing Cross-overs to suit doubling at Nathnagar Station Yard which is situated on Bhagalpur - Jamalpur - Kajra Section under Malda Division of Eastern Railway.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the main line.

17/8

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

(21)

IMMEDIATE

No.90/CEDO/ORI/3. 18th August,92.

The General Manager (Works),
South Central Railway,
Works Branch,
Secunderabad-500371.

Sub:- Opening of New line between Bhadrachallam Road and Manuguru Stations.

Ref:- Your office letter No.W.465/CRS dated 1-11-91.

Please refer to this office letter of even number dated 15-11-91 (Copy enclosed for ready reference) followed by reminder dated 3rd June,92 and expedite the reply.

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

18th August,92.

No.91/CEDO/ORI/11.

The General Manager (Con-II),
Eastern Railway,
Calcutta.

Attention:- Sh.S.R.Chaudhuri, SE(Con)-II, Eastern Rly.

Sub:- Doubling of Broad Gauge line between Ganganiyan and Kalyanpur Road stations on Jamalpur-Bhagalpur Section of Eastern Railway.

Ref:- Your Office letter No.CE/Con/W/1600/Pt.II/30 dated 21st February,92.

Please refer to Endorsement No.2 of this office letter of even number dated 26-6-92 (Copy enclosed for ready reference) followed by reminder dated 28-4-92. The action taken on Commissioner of Railway Safety, Eastern Circle's recommendations and suggestions referred to in his report prior to opening of the above line has not so far been advised to him under advice to this office.

Ministry of Railways therefore desire that action on Commissioner of Railway Safety, Eastern Circle, Calcutta's recommendations and suggestions may please be taken early and compliance report be sent to this office.

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

IMMEDIATE.

No.88/CEDO/CRS/IR/6. 18/8/92.

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

Attention:- Sh.M.K.Batra, Chief Planning & Design Enggr.

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

Ref:- Your office letter No.TC/INSP/CRS/CKP/ Pt.II/88/2725 dated 17-7-1991.

Reference may be made to this office letter of even number dated 19-8-91 (Copy enclosed for ready reference) followed by two reminders of even number dated 20-2-92 and 3-6-92 and expedite the reply.

DA/One.

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

(24)

No.92/CEDO/SR/8. 18-8-1992.

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

Sub: Provisional Speed Certificate for movement of BG "Permaquip overhead machine" manufactured by M/s Permanent Way Equipment Co. Ltd., Giltway, Gilthrook, Nottingham NG 16 2 GQ, U.K.

Ref: Speed Certificate No.ETI/CHE/MV/PERMAQUIP dated 16.4.91.

.....

Please refer to para 2.3.3 of your above quoted Speed Certificate regarding condonation of infringements involved in the use of 406mm dia new wheels of BG Permaquip overhead machine as against the prescribed 914mm dia as per clause 2(ii) Chapter IV(C) of BG Schedule of Dimensions (1973). It is seen that you have not enclosed the necessary Annexure with the Speed Certificate showing full justification for condonation of infringement in terms of para 2 of the Director General (Track) RDSO's letter No.CT/TM/SC/RGM dated 10.12.90 (copy enclosed for your ready reference). It may also be confirmed that the design of the machine is within maximum moving dimensions of 1929.

Para 2.3.6 from RDSO's Speed Certificate No.ETI/CHE/MV/PERMAQUIP dated 16.4.91 is also reproduced below :-

" The vehicle should be treated a a rail-lorry for which the rules for working are contained in para 15(18) to 15(27) of Chapter XV-B of General Rules (1976), supplemented by the subsidiary rules issued by individual Railways. Under these rules attachment of such vehicles to trains is prohibited."

Adviser(Electrical) Railway Board on the above para has commented that while machine is off trackable, it may be unsafe to treat it as a rail lorry. He is of the view that it should be treated as a train. Ministry of Railways therefore desire that the point raised by Adviser(Electrical) may be studied in detail and if necessary para 2.3.6 of the Speed Certificate modified suitably.

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

No.90/CEDO/SR/3. 19-8-1992.

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

Sub: Sanction for running of 12 axle "Modified Kaveri B.G. special wagon of M/s.BHEL Tiruchirapalli in empty and loaded condition at a maximum speed of 40 Kmph and 30 Kmph respectively on various B.G. Section of Central Railway.

Ref: Your letter No.T.607/M-3/WY/BR/XIV dated 4.8.92.

.....

The sanction for running of M/s BHEL's modified Kaveri wagon in empty condition to Drg.No.WD-88117-S-02 (Alt.2) and in loaded condition to Drg.No. WD-92014-S-01 (Alt.I) when loaded with 250 MW Boiler Drum weighing 139t may be obtained from the Secretary (Civil Engg.) Railway Board New Delhi through CRS and CCRS alongwith all the necessary certificates and the relevant drawings.

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

(26)

G/File

No.90/CEDO/SR/3. 19-8-1992.

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

Sub: Sanction for running of 12 axle "Modified Kaveri B.G. special wagon of M/s.BHEL Tiruchirapalli in empty and loaded condition at a maximum speed of 40 Kmph and 30 Kmph respectively on various B.G. Section of Central Railway.

Ref: Your letter No.T.607/M-3/WY/BR/XIV dated 4.8.92.

.....

The sanction for running of M/s BHEL's modified Kaveri wagon in empty condition to Drg.No.WD-88117-S-02 (Alt.2) and in loaded condition to Drg.No. WD-92014-S-01 (Alt.I) when loaded with 250 MW Boiler Drum weighing 139t may be obtained from the Secretary (Civil Engg.) Railway Board New Delhi through CRS and CCRS alongwith all the necessary certificates and the relevant drawings.

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

(27)/0

No.92/CEDO/SD/7. 20th August 92.

The General Manager (S&T)(Construction),
Central Railway,
Bombay V.I.

Sub:- Mathura Junction - (1)Replacement of aged signalling equipments by provision of Route Relay Interlocking (RRI).
(2)Remodelling of yard (Phase-I) for additional facilities required in connection with Mathura-Alwar New BG rail line - Infringements from recommended standard dimensions.

Ref:- Your application No.N.107/S/RRI/MTJ/V/34 dated 27-4-1992.

It is seen from item 3 of Form-XI enclosed with your application that Signal No.SH-37 is located in between Tourist Siding and Parcel Siding having a clearance of 2160 mm (7'-1") from centre line of both the sidings. But, the Station yard Diagram of Mathura Junction enclosed shows that Signal No.SH-37 is located outside the Tourist Siding and not in between Tourist Siding and Parcel Siding. As such the setting distance shown in Form-XI with respect to Tourist Siding is understood but with respect to Parcel Siding it is not at all clear. Either the Drawing is wrong or Form-XI is wrong.

Ministry of Railways therefore desire that the position of Signal No.SH-37 as shown in the drawing and Form-XI may be reconciled and if minimum 2210 mm (7'-3") clearance is not possible to be achieved, detailed reasons may be furnished. However, on reexamination, if it is found that Signal is actually located in between the two sidings, it may be advised for information of this office as to why the Signal cannot be installed outside the Tourist Siding so as to completely eliminate the infringement.

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

(27)/(2)

No.92/CEDO/SD/7. New Delhi, Dated August,92

The General Manager (S&T)(Construction),
Central Railway,
Bombay V.T.

Sub:- Mathura Jn. - (1)Replacement of aged signalling equipments by provision of Route Relay Interlocking (RRI)
(2)Remodelling of yard (Phase-I) for additional facilities required in connection with Mathura-Alwar New BG rail line - Infringements from recommended standard dimensions. S/No.14/2

Ref:- Your application No.N.107/S/RRI/MTJ/V/34 dated 27-4-1992.

It is seen from item 3 of Form-XI enclosed with your application that Signal No.SH-37 is located in between Tourist Siding and Parcel Siding having a clearance of 2160 mm (7'-1") from centre line of both the sidings. But, the station yard diagram of Mathura Jn. enclosed shows that Signal No.SH-37 is located outside the Tourist Siding and not in between Tourist Siding and Parcel Siding. As such the setting distance shown in Form-XI with respect to Tourist Siding is understood but with respect to Parcel Siding it is not at all clear. Either the Drawing is wrong or Form-XI is wrong.

Ministry of Railways therefore desire that the position of Signal No.SH-37 as shown in the drawing and Form-XI may be reconciled and if minimum 2210 mm(7'-3") clearance is not possible to be achieved, detailed reasons may be furnished. However, on reexamination, if it is found that Signal is actually located in between the two sidings, it may be advised for information of this office as to why the Signal cannot be installed outside the Tourist Siding so as to completely eliminate the infringement.

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

(28)

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

No.92/CEDO/ORI/3. रेल भवन, नई दिल्ली-110001, दिनांक 20 August,92.
Rail Bhawan, New Delhi-110001, dated

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Opening of New Double Broad Gauge line between Barsoi and Harishchandrapur stations of New Jalpaiguri-Malda Town Section of Northeast Frontier Railway.

With reference to your Endorsement No.RS.10-T(2)/91 dated 24th April,92, 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. 78/708/I/Opening/P.T. dated 12-4-91.

Yours faithfully,

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

No.92/CEDO/ORI/3. New Delhi, Dated 20-8-92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, North Eastern Circle, North Eastern Railway Complex Building, Gorakhpur with reference to his letter No.78/708/I/Opening/P.T.dated 12.4.91.
2) The General Manager (Construction), Northeast Frontier Railway, Maligaon, Guwahati with the request that suitable action on Commissioner of Railway Safety, North Eastern Circle, Gorakhpur's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advice to Railway Board in an interleaved copy. It is further requested that the date of opening of the above line may please be intimated as and when the same is commissioned to passenger traffic. Two ferro copies of the Index Plan and Section may also be sent to this office. Necessary urgent action may also be taken by Northeast Frontier Railway for maintenance of the above section by Open line.

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

(29)

No.92/CEDO/ORI/3. 20th August,92.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Opening of New Double Broad Gauge line between Barsoi and Harishchandrapur stations of New Jalpaiguri-Malda Town Section of Northeast Frontier Railway.

With reference to your Endorsement No.RS.10-T(2)/91 dated 24th April,92, 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. 78/708/I/Opening/P.T. dated 12-4-91.

yours faithfully,

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

No.92/CEDO/ORI/3. New Delhi, Dated 20 -8-92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, North Eastern Circle, North Eastern Railway Complex Building, Gorakhpur with reference to his letter No.78/708/I/Opening/P.T.dated 12.4.91.

2) The General Manager (Construction), Northeast Frontier Railway, Maligaon, Guwahati with the request that suitable action on Commissioner of Railway Safety, North Eastern Circle, Gorakhpur's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advice to Railway Board in an interleaved copy. It is further requested that the date of opening of the above line may please be intimated as and when the same is commissioned to passenger traffic. Two ferro copies of the Index Plan and Section may also be sent to this office. Necessary urgent action may also be taken by Northeast Frontier Railway for maintenance of the above section by Open line.

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

(30)

No.92/CEDO/ORI/ New Delhi, Dated 20-8-92.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Opening of New double BG line between Barsoi and Harishchandrapur stations of New Jalpaiguri-Malda Town section of N.F.Railway.

With reference to your Endorsement No.RS.10-T(2)/91 dated 24th April,92, 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. 78/708/I/Opening/P.T. dated 12-4-91.

yours faithfully,

19/8/92

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

No.92/CEDO/ORI/3. New Delhi, Dated 20 -8-92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.78/708/I/Opening/P.T dated 12-4-91.

2) The General Manager (Construction), Northeast Frontier Rly, Maligaon, Guwahati with request that suitable action on Commissioner of Railway Safety, North Eastern Circle, Gorakhpur's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. It is further requested that the date of opening of the above line may please be intimated as and when the same is commissioned to passenger traffic. Two ferro copies of Index Plan and Section may also be sent to this office. Necessary urgent action may also be taken by Northeast Frontier Railway for maintenance of the above section by Open line.

19/8

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

No.91/CEDO/ORI/7. 20-8-1992.

The General Manager(Constn.),
Eastern Railway
No.17, Netaji Subhas Road,
Calcutta - 700 001.

Sub: Opening of the new Down line between Ratanpur and Bariarpur in Malda Division of Eastern Railway for passenger traffic.

Ref: Your office letter No.CE/Con/W/1600/ Pt.III/56 dated 17th June, 1992.

.....

In connection with the compliance on Commissioner of Railway Safety's Inspection Report of Ratanpur and Bariarpur B.G. Section sent to him under your above quoted letter, the following discrepencies have been noted :-

Para of CRS's Report	Comments on Railway's compliance
9.2(i) Permanent steps are to be provided upto the river bed for proper inspection of the piers and abutments.	Only kutcha steps have so far been provided by the Railway. Compliance for provision of permanent steps may be advised.
9.2(vi) Sand bins are required to be provided.	The Railway have advised that sand bins are being provided. Full compliance may be reported.
9.3(i) Permanent steps tp be provided upto bridge floor.	The Railway have advised that kutcha steps have so far been provided. Full compliance may be reported.
9.4(i) Permanent steps tp be provided up to bridge floor.	The Railway have advised that kutcha steps have so far been provided. Compliance for provision of permanent steps may be reported.
9.4(iv) Wing wall not done. This should be completed before the coming monsoons	The Railway have advised that approach bank on wing wall side has been pitched with boulder. C.C. wing wall has been planned and will be constructed shortly. Since the wing wall has not been done as yet and the monsoons have already arrived, necessary spped restrictions may be imposed by the railway and a target date for completion of the wing wall may be indicated.

Contd....2/-

(32)

12.(i) In view of incomplete signalling works, the section is to be opened with 'Line Clear Ticket'. Block Working with Advanced Starter should be introduced as early as possible.	It is not clear whether block working with Advanced Starter has been introduced or not.
Para 12.(ii). The track circuit for replacement of Main line Starter should be provided within one month. It is surprising that requisition for sleepers for track circuiting has not been placed by the Signalling Department on the Engineering Department upto the date of inspection. DSTE/Con was specially directed to submit the requisition to the Engineering Department on 28.3.91 and Dy.CE/Con agreed to supply the sleepers within 15 days. The date of submission of requisition may be intimated.	The date of submission of the requisition has not been intimated.

Ministry of Railways therefore desire that the necessary action may be taken up by the Railway on the above mentioned paras and full compliance reported to CRS Eastern Circle direct under advice to this office.

19.8.92

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

(33)
(33)

No.92/CEDO/BR/1.

25th August,92.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Major and Minor Bridges on Indian Railways as on 31.3.1992.

Ref:- Your office letter No.W/29/1/2/3/W-I dated 8/8/1992.

As per para 2 of this office letter of even number dated 10-4-92, North Eastern Railway was asked to explain suitably the difference in the 'total number of Major and Minor Bridges excluding ROBs and RUBs and 'total number of bridges with waterways' if any in the forwarding letter. But, it appears that while forwarding the information to the Board, the relevant para has not be taken into consideration.

Ministry of Railways therefore desire that the difference in the two sets of figures may now be suitably explained.

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

(34)

No.92/CEDO/SD/13. 26-8-92.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sub:- Providing additional loop at Bajaranggarh - Approval of infringement of grade in Bajaranggarh Station Yard.

Ref:- Your office letter No.RS.18-T(6)/90 dated 7.8.92

While persuing your above quoted letter, it is seen that you had made a back reference to Western Railway to advise the shunting restrictions if any proposed to be imposed in view of the steep gradients.

To enable this office to consider Western Railway's application No.221/144 dated 31-7-91 for condonation of grade infringement in Bajaranggarh Station Yard, a photocopy of your letter and the reply thereto received from Western Railway may please be sent for information of this office.

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

(35)

G/File

No.89/CEDO/SR/4. 27-8-1992.

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

Sub: Running of 140t BG Diesel Hydraulic Breakdown crane Manufactured by M/s. Jessop & Co. Calcutta on various BG Sections of Central Railway.

Ref: Your letter No.M.190.RC.WY.BR.IV dated 20.7.1992.

xxxx

RDSO have also issued a correction slip No.SL/CR/SPD/140 T/Jessop dated 1.5.1992 (copy enclosed) to their original Speed Certificate dated 25.2.1992 to permit running of 140t Jessop's Crane over bridges on its own power.

Ministry of Railways therefore desire that it may be ensured that your revised application and the relevant certificates do include the impact of the correction slip dated 1.7.1992.

S/d

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

DA : Two

(36)

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

No.91/CEDO/SD/10. New Delhi, August,92.

The General Manager (Construction),
Eastern Railway,
No.14, Strand Road, (4th Floor),
Calcutta-700 001.

Sub:- Infringement of gradient in Station yard of Murarpur Station under Malda Division of Eastern Railway.

Ref:- Your application No.CE/Con/W/193 Pt.III dated 8th July,92.

Reference may be made to your application dated 8-7-92 referred to above seeking Administrative approval for adoption of 1 in 1000 grade in lieu of 1 in 1200 grade at Murarpur Station yard It is seen from the diagram No.CE/S&C SK.No.5-91 enclosed with your application that Murarpur Station yard is going to be converted with a'Flag Station!

Ministry of Railways therefore do not consider it necessary to communicate for the Administrative approval for adoption of 1 in 1000 grade from Km:313.295 to Km:314.941 at Murarpur Station yard.

Please acknowledge the receipt of this letter.

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

(37)

No.91/CEDO/SD/10. New Delhi, Dated August,92

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

Sub:- Infringement of gradient in Station yard of Bariarpur Station under Malda Division of Eastern Railway.

Ref:- Your application No.CE/Con/W/193 Pt.III dated 11th June,1992.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 600 from Km:347.063 to Km:348.375 at Bariarpur Station yard as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6.9.89. It is noted that the sanction is required in connection with conversion of the existing passenger loop into 'DN.Main line', renaming the existing main line as 'UP Main line' and provision of a new common loop which has been connected with the proposed Down Main line at both ends with CAL of 686 M and Sand humps at either ends on Bariarpur Station yard which is situated at Bhagalpur-Jamalpur-Kajra Section under Malda Division of Eastern Railway.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the main line.

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

1 - 9 - 92.

No.92/CEDO/ORI/10.

The Chief Administrative Officer (Con)/SC,
South Central Railway,
Secunderabad-500371.

Sub:- Doubling of track between Malwar and Thangundi stations on Wadi-Raichur-Guntakal section of Guntakal Division of South Central Railway for public carriage of passengers.

Ref:- Your Office letter No.W/Con/347/G/66 dated 11-8-92.

Please refer to endorsement of your above quoted letter made to Secretary(civil Engineering), Ministry of Railways Railway Board, New Delhi wherein it is stated that Railway Board's confirmation of the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the above section is noted.

Ministry of Railways therefore desire that a photo copy of this office letter which confirms the opening of the above section may please be sent to this office by return post for reference and use in this office.

Jaiswal

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

No.91/CEDO/ORI/6. 1st September,92.

The General Manager(Con),
Eastern Railway,
No.17, Netaji Subhas Road,
Calcutta-700 001.

Attention:Shri.S.R.Chaudhary, CE(Con)II, Eastern Railway, Calcutta.

Sub:- Opening of the New Down line between Kajra-Abhaipur in Malda Division of Eastern Railway for the public carriage of passengers.

Ref:- Your office letter No.CE/CON/W/1600/Pt.III/74 dated 17-8-92.

Please refer to this office letter of even number dated 27-7-92 wherein your railway was asked to send the following documents:-

1) Original Inspection Report of Commissioner of Railway Safety prior to opening of New Down line between Kajra and Abhaipur.
2) Opening Documents i.e., Form-I to XII on the Opening of the above section duly filled in.
3) Original copies of Index Plan and Section drawn on Tracing Cloth in ink.
4) Forwarding letter of Chief Commissioner of Railway Safety Lucknow.

The above documents are sent by the concerned Commissioner of Railway Safety to Secretary (Civil Engineering), Railway Board, New Delhi duly forwarded through Chief Commissioner of Railway Safety Lucknow. But, the same has not been received in this office and appear to have been lost somewhere during transit. The Eastern Railway was therefore asked to send the above documents vide this office letter dated 27-7-92. Instead of sending the required documents in reply to this office letter dated 27-7-92 your railway have sent the interleaved copy of the action taken on CRS's Inspection Report vide your letter dated 17.8.92 referred to above. It is once again stressed that interleaved copy is not required. It is already available in this office. The required document are listed at item 1 to 4 above.

Ministry of Railways again desire that the required documents may be sent to this office immediately to enable this office to confirm the action of Commissioner of Railway Safety in authorising the opening of the above section.

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

40/0

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

M.G. Schedule of Dimensions - 1963

Addendum & Corrigendum Slip No. 12

Chapter I - General, Schedule I - Maximum distance apart of trolley refuges.

Page 26

Delete item 15 (iii) at page 26 Chapter I - General, Schedule I, of M.G. Schedule of Dimensions (1963) concerning provision of trolley refuges on ballasted deck bridges at 50 metres (160 ft.) distance apart.

NEW DELHI
Dated 4th SEPT., 1992.
Case No. 80/CEDO/SD/10.

BY ORDER
S.M. SINGLA
EXECUTIVE DIRECTOR CIVIL ENGINEERING(G)
RAILWAY BOARD

(40/2)

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

B.G. Schedule of Dimensions - 1973

Addendum & Corrigendum Slip No. 13

Chapter I - General, Schedule I - Maximum distance apart of trolley refuges.

Page 23

Delete item 15(iii) at page 23 Chapter I - General, Schedule I, of B.G. Schedule of Dimensions (1973) concerning provision of trolley refuges on ballasted deck bridges at 50 metres (160 ft.) distance apart.

NEW DELHI
Dated 4th SEPT., 1992.
Case No. 80/CEDO/SD/10.

BY ORDER
S.M. SINGLA
EXECUTIVE DIRECTOR CIVIL ENGINEERING(G)
RAILWAY BOARD

(41)

2 -9-1992.

No.91/CEDO/SD/10.

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

Sub:- Proposed remodelling of Nipania Station Yard in connection with private siding to serve the Cement Plant at Sonadih for M/s.TISCO on Howrah-Nagpur Main line of Bilaspur Division of South Eastern Railway.

Ref:- Your application No.DRG/SID/NPI/34/102 dated 22-7-1992.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 and 1 in 492 at Nipania Station Yard situated on Bilaspur-Durg Section shown in Drawing accompanying your letter referred to above, as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No. 88/CEDO/SD/8 dated 6-9-89. It is noted that the approval is required in connection with linking of private siding at both ends of the yard to serve the Cement Plant at Sonadih for M/s.TISCO on Howrah-Nagpur Main line of Bilaspur Division of South Eastern Railway.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line.

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

(42)

No.91/CEDO/ORI/3. 3rd September92.

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

Attention:Sh.S.S.Sharma, Chief Engineer(C)East,C.Rly.

Sub:- Doubling of track between Jukehi and Pakaria Road station on Itarsi-Allahabad section of Jabalpur Division of Central Railway.

Ref:- Your office letter No.EW.223.W.42/OD dated 28-8-92.

Please refer to your office letter quoted above. Your railway have sent only one ferro copy of the Index Plan and Section of Jukehi and Pakaria Road Station on Itarsi-Allahabad section whereas interms of endorsement of this office letter of even number dated 4-8-92 two ferro copies were required to be sent to this office alongwith interleaved copy showing the action taken in juxtaposition on Commissioner of Railway Safety's recommendations and suggestions made in his Inspection Report of the above section.

Ministry of Railways therefore desire that the interleaved copy showing the action taken in juxtaposition on Commissioner of Railway Safety's recommendations and suggestions made in his report may be sent direct to Commissioner of Railway Safety with copy to this office alongwith one more ferro copy of Index Plan and Section.

Agrawal

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

(43)

No.91/CEDO/CRI/2. 4-9-1992.

The General Manager (S&C),
Eastern Railway,
No.14, Strand Road (4th Floor),
Calcutta-700 001.

Sub:- Opening of the New UP Line between Kosiara and Haidernagar Stations in Garwa Road - Sonnagar Section of Mughalsarai Division of Eastern Railway for public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.16/N/I/Z/92 dated 4-8-1992 on the above noted subject. It may be advised whether requirements enumerated in the CRS's letter have been complied with before opening of the section for public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.91/CEDO/CRI/2. New Delhi, Dated 4-9-1992.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road (12th Floor), Calcutta-700 001.

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

(44)

No. 91/CEDO/ORI/3. 4-9-92.

The General Manager (Con),
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay - 400 001.

Attention: Shri.S.S.Sharma, Chief Engineer(C)East, C.Rly.

Sub:- Katni-Satna B.G.Section - Doubling of track between Amdara and Bhadanpur Stations of Jabalpur Division on Bombay-Allahabad route in Central Railway.

Ref:- Your office letter No.EM/223/W/36/CD dated 19-2-1992.

Please refer to Endorsement No.2 of this office letter of even number dated 9-3-92 (Copy enclosed for ready reference).

Ministry of Railways desire that complete interleaved copy showing the action taken in juxtaposition on all the paras of Commissioner of Railway Safety's recommendations and suggestions made in his Inspection Report may be sent ~~to~~ direct to Commissioner of Railway Safety with copy to this office alongwith two ferro copies of Index Plan and Section.

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

(45)

No.91/CEDO/ORI/11. 7-9-92.

The General Manager (S&C),
Eastern Railway,
No.14, Strand Road, (4th Floor),
Calcutta-700 001.

Sub:- Opening of the New UP Line between Bhagalpur and Nathnagar Stations in Kiul-Jamalpur-Bhagalpur Section of Malda Division of Eastern Railway for the public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.6/I/X/92 dated 28th July,1992 on the above noted subject. It may be advised whether requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.91/CEDO/ORI/11. New Delhi, Dated 7-9-92.

Copy forwarded for information to:-

1)The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road,(12th Floor), Calcutta-700 001.

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

From Jt. 7/9

G/File (46)

No.85/CEDO/SR/1. 7.9.1992.

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

Sub: Running of 'BOBR' Wagons for Andal - Kolaghat (S.E. Rly) circuit.

Ref: Your letter No.W(8)/552/7/4 Vol.3 dated 14.8.1992.

....

The information sent in proforma I to III does not reflect the complete picture so far as running of BOBR wagons on routes is concerned. It does not give the details of the speed restrictions with which BOBR wagons can be permitted to move on account of available inadequate track centres and inadequate structure distance. Your proposals to remove the speed restrictions/infringements alongwith cost and time frame involved are also not indicated.

Ministry of Railways therefore desire that the information pertaining to the suggested routes may be given in proforma-I and proforma-II now being enclosed with this letter. It may also be confirmed that 3500 mm wide BOBR wagons can be run on these routes to enable this office to take an immediate action in the matter.

4/9/92

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

DA: As Above

(47)

No.91/CEDO/ORI/4. 8-9-92.

The Chief Administrative Officer/C,
South Central Railway,
Works Construction Branch,
Secunderabad-500 371.(A.P.)

Sub:- Guntakal-Raichur Section - doubling of track between Matmari-and Raichur stations - opening of new double line for orthodox doubling between Matmari and Marichethal stations (KM:546/12-13 to KM:554/2-3).

Ref:- Your office letter No.W.Con.347/G/64 dated 10-8-92.

In connection with the compliance on Commissioner of Railway Safety's Inspection Report of Matmari and Raichur B.G.Secti sent to him under your above quoted letter, the following discrepencies have been noted:-

Para of CRS's Inspection Report.	Railway's compliance as reported.
5.6 - Cess requires to be made up in some locations in KM:545 where the moorum blanketing has settle down. There are also rain cuts and cracks in the embankement at locations between KM:547 and 551 which need to be repaired.	Cess and rain cuts and cracks in embankement at locations between KM.547 and 551 where repairs are required are attended departmentally.
8.2(b) - Inspected the 'C' Class Level Crossing No.214 at KM.549/15. The check rail blocks provided with the check rails have not been bolted through as a result of which check rail clearances could not even be verified. More-over, no accompanying Official had a sleigh gauge with which clearances could be correctly measured. It is necessary that check blocks are provided with bolts and correct check rail clearances provided. Road surface at this level crossing is made of precast CC blocks and the road approach is of 5m.width.	Attended.

(48)

8.2(c) - Level Crossing No.215 at KM:552/10-11 was inspected. In this case, though the check blocks have been provided with bolts, there is a kink in the check rail on the western side as a result of which, the check rail clearance goes beyond 57 mm. The kinky check rail should be removed and a proper check rail used in its place with correct clearance. Road surface has been made only by filling with ballast which should be replaced with Cement Concrete blocks. Attended.

It has been noted with regret that the remarks "Attended" given against para 8.2(b) & 8.2(c) and remarks "Attention being done departmentally" given against para 5.6 are all vague and do not convey whether the required action has been taken. unambiguous.

Ministry of Railways therefore desire that exhaustive compliance may be advised to Commissioner of Railway Safety, South Central Circle, Secunderabad against para 5.6, 8.2(b) and 8.2(c) of his Inspection Report under advice to this office.

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

Front Pg 879

S.No. 10 (49)

No.91/CEDO/CRI/4. 8-9-92.

The Chief Administrative Officer/C,
South Central Railway,
Works Construction Branch,
Secunderabad-500 371.(A.P.)

Sub:- Guntakal-Raichur Section - doubling of track between Matmari-and Raichur stations - opening of new double line for orthodox doubling between Matmari and Marichethal stations (KM:546/12-13 to KM:554/2-3).

Ref:- Your office letter No.W.Con.347/G/64 dated 10-8-92. S.No 9

In connection with the compliance on Commissioner of Railway Safety's Inspection Report of Matmari and Raichur B.G.Section sent to him under your above quoted letter, the following discrepencies have been noted:-

Para of CRS's Inspection Report.	Railway's compliance as reported.
5.6 - Cess requires to be made up in some locations in KM:545 where the moorum blanketing has settle down. There are also rain cuts and cracks in the embankement at locations between KM:547 and 551 which need to be repaired.	Cess and rain cuts and cracks in embankement at locations between KM.547 and 551 where repairs are required are attended departmentally.
8.2(b) - Inspected the 'C' Class Level Crossing No.214 at KM.549/15. The check rail blocks provided with the check rails have not been bolted through as a result of which check rail clearances could not even be verified. More-over, no accompanying Official had a sleigh gauge with which clearances could be correctly measured. It is necessary that check blocks are provided with bolts and correct check rail clearances provided. Road surface at this level crossing is made of precast CC blocks and the road approach is of 5m.width.	Attended.

(56)

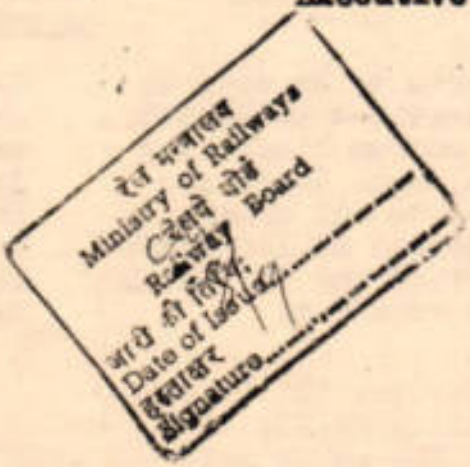
8v 8.2(c) - Level Crossing No.215 at KM:552/10-11 was inspected. In this case, though the check blocks have been provided with bolts, there is a kink in the check rail on the western side as a result of which, the check rail clearance goes beyond 57 mm. The kinky check rail should be removed and a proper check rail used in its place with correct clearance. Road surface has been made only by filling with ballast which should be replaced with Cement Concrete blocks. Attended.

It has been noted with regret that the remarks "Attended" given against para 8.2(b) & 8.2(c) and remarks "Attention being done departmentally" given against para 5.6 are all vague and do not convey whether the required action has been taken.

Ministry of Railways therefore desire that unambiguous compliance may be advised to Commissioner of Railway Safety, South Central Circle, Secunderabad against para 5.6, 8.2(b) and 8.2(c) of his Inspection Report under advice to this office.

7.9.92

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



(51)

No.90/CEDO/ORI/4. 9-9-92.

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

Sub:- Opening of track between Wadi 'E'Cabin (Km.1.800) and Sulebalii (Km.9.186) stations on Wadi-Secunderabad (BG) Section on Secunderabad Division of South Central Railway for the public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.6/SC/20/846 dated 31-3-92 on the above noted subject. It may be advised whether requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.90/CEDO/ORI/4. New Delhi, Dated 9-9-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Central Circle, Rail Nilayam, Secunderabad-500371 with reference to his letter No.6/SC/20/846 dated 31-3-92.

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

(52)

IMMEDIATE

No.92/CEDO/BR/1. 9-9-92.

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

Attention:- Sh.PHOOL SINGH, Dy.Chief Engineer(W).

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,1992.

Please refer to this office letter of even number dated 10-4-92 (Copy enclosed for ready reference) and a subsequent reminder dated 6th August 1992.

Ministry of Railways desire that the necessary information may please be sent immediately as the same is required for printing in Board's Annual Report.

The Receipt of this letter may please be acknowledged.

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

(53)

IMMEDIATE

No.92/CEDO/BR/1. 9-9-92.

The General Manager (Works),
South Central Railway,
Secunderabad-500371.(A.P.)

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,1992.

Please refer to this office letter of even number dated 10-4-92 (Copy enclosed for ready reference) and a subsequent reminder dated 6th August,1992.

Ministry of Railways desire that the necessary information may please be sent immediately as the same is required for printing in Board's Annual Report.

The Receipt of this letter may please be acknowledged.

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

(54)

IMMEDIATE

No.92/CEDO/BR/1. 9-9-92.

The General Manager (Bridges),
Western Railway,
Churchgate,
Bombay-400020.

Attention:- Sh. R.K.Goyal, Chief Bridge Engineer.

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,1992.

Please refer to this office letter of even number dated 10-4-1992 (Copy enclosed for ready reference) and a subsequent reminder dated 6th August,1992.

Ministry of Railways desire that the necessary information may please be sent immediately as the same is required for printing in Board's Annual Report.

The Receipt of this letter may please be acknowledged.

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

(55)

तार पता : संकेत विद्या सिकन्दराबाद
Tele address : Sanket Vidya
Secunderabad
820 315
P & T. Phone : ~~75515~~
Rly. Phone: 9486

भारत सरकार–परिवहन मंत्रालय रेल विभाग
भारतीय रेल सिगनल इंजीनियरिंग और दूर संचार संस्थान
सिकंदराबाद–500017
GOVT. OF INDIA - MINISTRY OF ~~TRANSPORT~~ OF RAILWAYS
The Indian Railways Institute of Signal Engineering & Telecommunications
SECUNDERABAD - 500 017.

No.LRG/V/197
Dt. 9.9.92.

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

Sub: Printing of Rules for opening of a Railway for the Public Carriage of Passengers.

Ref:(1) Boards letter No.63/WDO/ORI/Metric of 2.2.70, No.70/WDO/ORI/RO/1 of 22.10.74 & No.70/WDO/ORI/RO/1 of 16.8.82.

(2) This Office letter No.LRG/II of 22.5.73, 12.9.73, 27.7.74, 7.9.76, No.LRG/III of 4.9.82 and LRG/V/of 29.4.92 & 3.7.92.

* * *

We were informed that the "Rules for Opening of Railway for the Public Carriage of Passengers" is under revision. Kindly arrange to supply 10 Copies of the same early for the use in the Technical Library of this Institute.

for Director.

(5) (56)

10-9-1992.

No. 92/CEDO/SR/3.

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

Sub:- Movement of 2438 mm (8'-0") Wide and 2591 mm (8'-6") High I.S.O.Containers on M.G.System of Indian Railways.
Ref:- Your letter No.CT/Contn./BG/MG dated 20-5-1992.

In para 3 of your above quoted letter, it is stated that the actual clearance in the top corners have not been given by the railways but the railways concerned will be able to run the said stock on the four specified routes.

To enable the Board to consider the issue of sanction for condonation of infringements, it is imperative that RDSO shall obtain from the Engineering Departments of the concerned Zonal Railways except Northeast Frontier Railway the actual available gross clearance between the top of the M.G. I.S.O.Container loaded on modified MBR Wagon and the actual structural profile available on the identified routes. The position of actual gross clearance available on routes may be obtained direct from the railways and advised to this office immediately. Northeast Frontier Railway have confirmed vide their letter No.W/341/0/4/150/Pt.II/W-7 dated 29-6-92 (copy enclosed) that since Guwahati-Dibrugar Section is under conversion from M.G. to B.G. running of I.S.O. Containers loaded on modified MBR may be kept pending on this sectio

RDSO's application dated 20-5-92 therefore stands modified to this extent.

The Receipt of this letter may please be acknowledged.

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

DA:-One.

(57)

No.92/CEDO/ORI/11. 10-9-1992

The General Manager (S&C),
Eastern Railway,
No.14, Strand Road, (4th Floor),
Calcutta - 700 001.

Sub:- Opening of the New B.G.Line between Lakshmikantapur and Kulpi Stations on Lakshmikantapur-Namkhana Section of Sealdah Division of Eastern Railway for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety's letter No.562/613/I/92 dated 14th August,1992 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/ORI/11. New Delhi, Dated 10-9-1992.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Eastern Circle,
14, Strand Road (12th Floor), Calcutta-700 001.

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

(58)

SOUTHERN RAILWAY

Headquarters Office,
Works Construction Branch,
Egmore, MADRAS 600 008.
dated 11th September 92.

No.W.347/CC/3/Ch

The Commissioner of Railway Safety,
Southern Circle,
BANGALORE 560 009.

Sir,

Sub: Karur-Dindigul-Madurai-Tuticorin Project- Phase I Stage (iii) - Parallel B.G. line from Dindigul to Madurai - Opening of the line for Public Carriage of Passengers. ....

At the instance of Planning Commission, National Council of Applied Economic Research conducted a survey for the transport requirements of nine districts of the then Madras State and Pondicherry and an analysis of the transport capacities on the various M.G. sections of the Southern Railway identified that the immediate needs of the traffic by the end of the Fourth Plan and during the Fifth Plan periods could be met by providing a new BG line from Salem to Madurai via Karur and Dindigul and conversion of Madurai-Tuticorin-Tirunelveli M.G. sections into B.G. Accordingly, the Railway Board vide their letter No.64/W4/CONL/S/1 of 31.7.66 decided that engineering and Traffic Survey should be carried out for a new B.G. line from Karur to Madurai via Dindigul and conversion of Madurai-Tuticorin-Tirunelveli M.G. section into B.G. The engineering and Traffic survey estimate was sanctioned in Board's letter No.64/W4/CONL/S/1 of 4.2.67 and 25.4.67. The Engineering and Traffic Survey were completed and the reports were forwarded to Railway Board during October 1969. The project report envisaged construction of a new B.G.line from Karur to Madurai and conversion of Madurai-Tuticorin and Maniyachchi-Tirunelveli sections into B.G. In view of severe constraint of funds position and the traffic projections, requiring further scrutiny, the Board during May 1975 decided to shelve the project for the time being.

2. The Government of Tamil Nadu and various other agencies interested in the speedier development of the State, had been pointing out one basic factor which has been militating against dispersal of industries and balanced development of State as a whole is lack of direct BG facilities connecting South to North and repeatedly pressing the Railway Ministry for the sanctioning of the scheme.

3. By this time, Ernakulam-Quilon-Trivandrum Central M.G. section was converted into BG and commissioned to traffic in 1976. Further construction of a new BG line from Trivandrum Central to Tirunelveli via Nagercoil and a branch line from Nagercoil to Kanniyakumari was sanctioned in which, the new BG

contd.....2

IRN7.

line between Trivandrum-Nagercoil-Kanniyakumari was opened to traffic in April, 1979 and Negercoil-Tirunelveli Section was also expected to be commissioned during 1981. In view of the /and latest development/expected change in the pattern of movement of goods traffic, the Railway Board sanctioned during February 1979 an estimate for re-assessment of traffic and re-examination of Engineering aspects including updating the cost of the Karur-Dindigul-Madurai-Tuticorin BG line Project.

4. The surveys were completed and the reports were sent to Board in March, 1980. The survey report recommended the construction of a new BG line from Karur to Dindigul parallel BG line from Dindigul to Madurai, conversion of Madurai-Maniyachchi-section into BG and Parallel BG line between Maniyachchi-Tuticorin and Maniyachchi-Tirunelveli. The aim of the project line was to provide a suitable BG outlet for the Tuticorin Port and Industries in Tuticorin area and its hinter-land towards the Northern States, the goods traffic to/which areas had to suffer delays and transhipment hazards at the several break-of-gauge points situated on the existing peripheral BG arterial route bordering Tamilnadu State. Further, provision of BG facility would result not only in free and unhindered through flow of traffic, but would also assist the process of industrialisation by way of establishment of new industries/ expansion of existing industries.

5. The Railway Board, therefore, approved the construction of the project in 1981-82 and sanctioned an Urgency Certificate for Rs.50 lakhs videtheir letter No.80/W4/CNL/S/8 of 23.7.81.The project is being implemented in two phases and Phase-I, comprising the following sections was initially taken up and sanctioned by Railway Board as noted against each.

Stage (i) : Parallel BG line from Maniyachchi to Talaiyuthu and from Maniyachchi to Tuticorin (53 Kms) cost Rs.1192.98 lakhs sanctioned in Board's letter No.80/W5/NL/S/27 of 9.7.86.

Stage (ii) New BG line from Karur to Dindigul (72.90 Kms) cost of Rs.2672.88 lakhs sanctioned in Board's letter No.80/W5/NL/S/27 of 24-10-86.

Stage (iii): Parallel BG line from Dindigul to Madurai (64.32 Kms) Cost Rs.1908.16 lakhs sanctioned in Board's letter No.83/W5/NL/S/12 of 25-6-85.

6. The work on Stage (i) has already been completed and opened to goods traffic during May 1985. The work on construction of a new BG line between Karur and Dindigul under stage(ii) of the scheme has also been opened on 6-8-1988 for the passenger traffic.

pk

Contd.

7. The section at present is proposed to be classified under 'D' Group. However, the standard of construction and transition lengths are given for 160 Kmph which will a suit for 'A' Group standard.

8. It is now proposed to offer the perellel B.G. line between Dindigul and Madurai - Stage (iii) of Phase - I of the above project for your inspection prior to opening of the section for public carriage of passenger. The length of the section is 65.95 km. as measured from the centre of Dindigul station to Madurai station.

9. In this connection the following details are furnished:

a) The New BG line is situated in the districts of Dindigul Anna and Madurai district.

b) The nature of the country traversed by the new line is Plains and Plateau.

c) The new line runs generally North to South and on the western side of the existing Dindigul-Madurai MG alignment upto Km.457/5-6(Ch.102056.95 and afterwards on the Eastern side ofthe MG alignment upto Madurai duly crossing the MG alignment by a fly over (BG over MG).

d) 286hectares ofland have been acquired for laying this new BG line.

e) Land Bounderies have been demarcated as laid down in Paragraphs 3715 and 3716 of Indian Railway Way and Works Manual.

f) The Maximum height of Bank is 13.50 metres at KM.458/7-8 (Ch.103300) and the Maximum depth of cutting is 23.25 metres at Ch.89050 (in detour).

g) The earthwork for New BG line was commenced on 19.5.87 and completed on August '92. The earthwork in bank has been mechanically compacted. For banks side slopes not steeper than 2 to 1 except at locations where MG track or National Highways are closer and for cuttings side slopes of 1:1 have been provided except for track portions.

h)Section is fully ballasted having cushion of 250mm.

i)All the curves in the section have been transitioned as laid down in Paragraphs 407 of Permenent Way Manual and have been super-elevated for a equilibrium speed of 75 kmph . A list of curves showing the location, radius, transition length and super-elevation is enclosed as Annexure-I.

contd..

(61)

j) Vertical curves have been provided where required as per Railway Board's letter No. 82/W6/TS/6 dated 5.4.82. A list of vertical curves with their location and off sets at centre is enclosed as Annexure II.

k) The Ruling Gradient of the New BG line is 1 in 200.

l) There are 30 level crossings in the section, out of which 2 are special class, 5 are 'A' class including one temporary and 18 are 'C' class manned including one temporary. A list of level crossings is enclosed as Form VIII (a).

m) A list of bridges showing the Bridge numbers, kilometreege, description of bridges is enclosed as Annexure III.

n) A ballast Chart showing the depth cushion is enclosed as Annexure IV.

o) The certificates for the rails used in the section will be made available during the inspection.

p) Section speed in Station yards is maximum permissible speed due to introduction of standard III signalling except in Kuded nagar where the speed is restricted to 50 kmph due to the standard of Signalling.

q) A statement showing the rainfall statistics for the year 1987-1991 is enclosed for Annexure V.

r) A sketch showing the chronological details of earthwork done in embankment is enclosed as Annexure VI.

s) The following documents in t-erms of paragraphs of Chapter I of the Rules for Opening of a Railway for the public carriage of passengers as far as relevant to the above mentioned section are enclosed.

i)	Tabulated details.	: Forms I to VIII(a).
ii)	List of Questions and Answers	: Form IX.
iii)	Certificates by G.M.	: Form X.
iv)	List of infringement to Maximum and Minimum dimensions.	: Form XI.
v)	Deflection tests for bridges:	Form XII.
vi)	Diagram of Engine for testing track.	: Plan No.CN.431-92.
vii)	Index plan in cloth tracing	: Plan No.CN.432-92.
viii)	Index section in cloth tracing with four ferro prints.	: Plan No.CN.433-92.

contd..

ix) Completion plan for Vellodu and Karupatti yards.are enclosed. For the other stations, the yard plans are enclosed and the completion plans will follow. /approved

x) Completion plans for 140 bridges as per list at Annexure are enclosed. Plans for the balance will be submitted shortly.

Station Working Instructions together with Signalling plans and locking tables relating to the stations will follow.

Kindly indicate a suitable date for inspection of the section at any time after 15.9.92.

Encl: 3 copies of Opening Documents Annexures as stated Cloth tracings as stated.

Yours faithfully,

for General Manager.

Copy to: The Secretary(Works), Railway Board, New Delhi.

CE CPDE COPS CCS CSTE CSTE/CN CME CPO CBE.

CEE CSC CMO/MAS.
CAO/C/BNC
AGM/T/MAS. AGM/G/MAS.

The Secretary to GM/MAS for kind information to GM.

DRM/MDU on hearing from CRS the programme for inspection will be advised.

Dy.CE/CN/MDU. XEN/CN/MDU and XEN/Conv/MDU for necessary action.

(63)
G/File

WIRELESS

DATED . 14-9-1992.

THE GENERAL MANAGER(ENGG.)
SOUTH EASTERN RAILWAY
GARDEN REACH
CALCUTTA

NO.85/EDO/SR/1 (.) REFER YOUR LETTER NO. G/WAGON/ BOBR DATED 24.8.92 REGARDING APPROVAL FOR PERMITTING 3500 MM W IDE BOBR WAGONS ON BHATTANAGAR-ANDUL FLY OVER - MECHADA SECTION(.) INDICATE THERMAL POWER STATION AND LINKED COAL FIELDS FOR THIS ROUTE AND CONFIRM THAT 3500 MM WIDE BOBR WAGONS CAN BE RUN ON THIS ROUTE (.) SECTIONS OF S.E. RAILWAY ALREADY PERMITTED BY RAILWAY BOARD FOR RUNNING OF BOBR WAGONS MAY ALSO BE ADVISED INDICATING RAILWAY BOARD'S AUTHORITY (.) ALSO SEND MAP ALONGWITH INFORMATION PERTAINING TO NON-AVAILABILITY OF MINIMUM 4570 MM (15'-0") TRACK CENTRES AND MINIMUM 2135 mm (7'-0") STRUCTURE DISTANCE ON THE PROPOSED ROUTE IN PROFORMA I & PROFORMA II ALREDAY SENT TO GM(ENGG) EASTERN RAILWAY UNDER THIS OFFICE LETTER OF EVEN NUMBER DATED 7.9.92 (.) PHOTOCOPIES OF THESE PROFORMAE CAN BE OBTAINED FROM SHRI S.K. JAIN DY. CE/ BRIDGES EASTERN RAILWAY (.) EXPEDITE (.) ENSILE (.)

SINGLA
RAILWAYS

No.85/WDO/SR/1. New Delhi, dated 14-9-1992.

copy by post in confirmation.

SMSla

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

(64)

No. 92/CEDO/CLW/1. 14-9-92

The Chief Engineer(Open Line),
Western Railway,
Churchgate,
Bombay-400 020.

Sub:- New Lines/Doublings opened
New Lines/Doubling under
construction and lines
dismantled for the year
ending 31.3.1992.

Ref:- CAO(C), Churchgate Bombay's
letter No.WNC/415/5/Vol.IV
dated 3.9.92.

Chief Administrative Officer (Construction), Western Railway, Bombay vide this office letter of even number dated 29.7.92 was requested to furnish the information pertaining to 'Lines restored' and 'Lines dismantled' on Western Railway during the year 1991-92. In reply, Chief Administrative Officer (Construction), vide his letter (copy enclosed) quoted above has stated that the required information shall be submitted direct to Railway Board by Chief Engineer (Open Line).

Ministry of Railways therefore desire that the information pertaining to 'Lines restored' and 'Lines dismantled' on Western Railway during the year 1991-92 may please be furnished immediately.

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

DA:-One.

(65)

No.92/CEDO/ORI/12. 14-9-92.

The General Manager (Engg.),
Northern Railway,
Baroda House,
New Delhi-110001.

Sub:- Opening of the Jammu Tawi-Bajalta New B.G.Line on Ferozepur Division for public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.340/89/1/B/Opening dated 28-7-92 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/ORI/12. New Delhi, Dated 14-9-92.

Copy forwarded for information to :-

The Commissioner of Railway Safety, Northern Circle, Near C.R.I.S., Delhi Safdarjung Station, Chankyapuri, New Delhi - 110021 with reference to his letter No. 340/89/1/B/Opening dated 28-7-92.

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

(66/1)

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

No.92/CEDO/SD/7.

रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 15-9-92. 19

The General Manager (S&T)(Construction),
Central Railway,
Victoria Terminius Annexe Building,
Bombay - 400 001.

Sub:- Mathura Jn. - (1) Replacement of aged Signalling equipments by provision of Route Relay Interlocking (RRI)
(2) Remodelling of yard (Phase-I) for additional facilities required in connection with Mathura-Alwar New BG Rail Line - Infringements from recommended standard dimensions.

With reference to your application No.N.107/S/RRI/MTJ/V/34 dated 27-4-92 sent through the Chief Commissioner of Railway Safty Lucknow and Letter No.N.107/S/RRI/MTJ/V/69 dated 28-8-92, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 19 Signal Structures having setting distances varying from 2210 mm to 2352 mm from Primary and Secondary track and one Signal Structure No.SG-37 in between the two sidings having a setting distance of 2160 mm from Tourist Siding as well as Parcel Siding at Mathura Junction Yard of Central Railway to item 13(ii)(d) Chapter-I of B.G.Schedule of Dimensions (1973) as shown in Form-XI and Drawing accompanaying your letter referred to above. It is noted that sanction is required in connection with Replacement of aged Signalling equipments by providing Route Relay Interlocking and Remodelling of Mathura Junction Yard to give additional facilities for constructing Mathura-Alwar New Broad Gauge Rail Line of Central Railway.

The sanction is applicable only to condonation of infringements to clearances so far as 20 Signal Structures are concerned. A separate sanction from the Competent Authority will however be necessary before introducing 3660 mm (12'-0") Wide Stock in future as per extant rules.

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

(66/2)

No.92/CEDO/SD/7. New Delhi, Dated15thSeptember,92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(3)/90 dated 30-7-1992.

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.466 dated 3-7-92.

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

(57)

No.92/CEDO/ORI/13. 15-9-92.

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

Sub:- Opening of New Double Line for a length of 12.075 KM. between Rajatgarh (Km:423.375) and Joranda/(Km:435.450) on Nergundi-Talcher branch line in Khurda Road Division of South Eastern Railway for passenger traffic.

/Road

Reference may be made to Commissioner of Railway Safety's letter No.XXR Camp/Cuttack dated 5.3.92 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/ORI/13. New Delhi, Dated 15-9-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Eastern Circle, 14-Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.XXR Camp/Cuttack dated 5-3-1992.

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

(68)

No.92/CEDO/SD/7. 15-9-92.

The General Manager (S&T)(Construction),
Central Railway,
Victoria Terminius Annexe Building,
Bombay - 400 001.

Sub:- Mathura Jn. - (1) Replacement of aged Signalling equipments by provision of Route Relay Interlocking (RRI)
(2) Remodelling of yard (Phase-I) for additional facilities required in connection with Mathura-Alwar New BG Rail Line - Infringements from recommended standard dimensions.

Stn 14/2

With reference to your application No.N.107/S/RRI/MTJ/V/34 dated 27-4-92 sent through the Chief Commissioner of Railway Safety Lucknow and Letter No.N.107/S/RRI/MTJ/V/69 dated 28-8-92, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 19 Signal Structures having setting distances varying from 2210 mm to 2352 mm from Primary and Secondary track and one Signal Structure No.SG-37 in between the two sidings having a setting distance of 2160 mm from Tourist Siding as well as Parcel Siding at Mathura Junction Yard of Central Railway to item 13(ii)(d) Chapter-I of B.G.Schedule of Dimensions (1973) as shown in Form-XI and Drawing accompanaying your letter referred to above. It is noted that sanction is required in connection with Replacement of aged Signalling equipments by providing Route Relay Interlocking and Remodelling of Mathura Junction Yard to give additional facilities for constructing Mathura-Alwar New Broad Gauge Rail Line of Central Railway.

Stn 14/2

The sanction is applicable only to condonation of infringements to clearances so far as 20 Signal Structures are concerned. A separate sanction from the Competent Authority will however be necessary before introducing 3660 mm (12'-0") Wide Stock in future as per extant rules.

14/9

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

(69)

No.92/CEDO/SD/7. New Delhi, Dated 15 September,92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(3)/90 dated 30-7-1992. — SNo 14

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.466 dated 3-7-92. — SNo 14/1

14/9

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

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

(68)
(70)

No.85/WDO/SR/1

New Delhi,
Date : 15.09.1992

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

Subject: Running of BOBR wagons on Eastern Rly,
Reference: Ypur letter No.TP 183/197 dt.10.7.92.

....

GM (Optg.) Eastern Railway vide his letter dated 10.7.92 quoted above, has applied for permission of the Board for movement of 3500 mm wide BOBR wagon on Phusro-Gomoh-Gaya-Sonnagar section. The running of BOBR wagon on Mughalsarai-Sonnagar-Gaya-Gomoh section was in the past turned down by GM(Engg.) Eastern Railway itself vide his letter No. W552/7/4/vol. 2 dated 21.12.67 (copy enclosed) due to existence of three tunnels between Dilwa BH and Baskatwa BH.

Ministry of Railways therefore desire that it may please be clearifi-ed if the infringments in these three tunnels have been removed to permit running of BOBR wagons through these tunnels. If not, the circumstances leadin-g to apply fot the permission of the Board for running of BOBR wagons on Phusro-Gomoh-Gaya-Sonnagar section may explained in full for information of the Board.

This be treated as immediated.

DA: As above

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

(71)

No.92/CEDO/GRI/14. 17-9-1992.

The General Manager (Works),
Northern Railway,
Baroda House,
New Delhi - 110001.

Sub:- Opening of regraded Section from KM:611/10 to 615/15 between Benar and Raikabagh Palace Stations on the Merta Road-Jodhpur Section in Jodhpur Division of Northern Railway for the Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety's letter No.SANC/150/J/3/VIII/PTI dated 22-7-92 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/GRI/14. New Delhi, Dated 17-9-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near C.R.I.S., Chanakyapuri, Delhi Safdarjung Station, New Delhi-110021 with reference to his letter No. SANC/150/J/3/VIII/PTI dated 22-7-92.

(S.M.SINGLA)
for Secretary Railway Board

(72)

No.92/CEDO/SD/7. New Delhi, Dated 18-9-92.

The Chief Project Manager,
Railway Electrification,
Vijayawada.

Sub:- Kazipet-Sanathnagar Railway Electrification Project - Introduction of Electric Traction between Kazipet Jn.(Excl.)-Bibinagar (Incl.) Section-Clearance to the fixed structure condonation.

Ref:- Your Application No.E.252/KSRE/4039/ Infringe dated 18-6-1992. Sno 19

While going through Form-XI showing the location of 13 infringing Signal Structures, it is seen that the infringements have been worked out with respect to item 11(iii) Chapter-II of B.G.Schedule of Dimensions (1973).

In this connection your attention is invited to Correction Slip No.11 dated 1-5-82 of B.G.Schedule. As per this Correction Slip Note(2) under Chapter-II at page 24 of the Schedule stands revised as under:-

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

In view of the above, reference of item 11(iii) in Form-XI stands superseded by item 13 Chapter-I. Moreover, the infringements with respect to item 13(ii)(c) Chapter-I for running of 3660 mm Wide Stock have not been correctly worked out. Taking into consideration the Curve allowance, the prescribed dimensions as per item 13(ii)(c) Chapter-I work out to2360 mm + Curve allowance and the minimum clearance required for running of 3660 mm Wide Stock at location of curves works out to 2210 mm + Curve allowance interms of Board's letter No. 59/WDO/SD/40 dated 11-6-64. The infringements shown in Form-XI are therefore all wrong. not correct. Sno 1/4

Ministry of Railways therefore desire that all infringements should again be worked out correctly and revised Form-XI sent only for infringing signal structures for the limited purpose ofElectrification works and not for running of ~~3200 mm and~~ 3660 mm Wide Stock, through CRS/CCRS cancelling your earlier application No.E.252/KSRE/4039/Infringe dated 18-6-92. The actual available clearances should not be less than 2210 mm on straight and 2210 mm + Curve allowance at location of curves as Board are not inclined to issue sanction for condonation Sno 19/2

of such infringements. However, in case it is not possible to do so the condonation should be justified in detail keeping in view the safety aspects and ~~also~~ also furnish estimated cost of removal of infringement ~~furnished~~ alongwith the time frame for its removal ~~of the infringement.~~

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

92/CE(G)7-SD/7 18-9-92

Copy forwarded for information to:-

(1) The chief commissioner of Railway Safety, Ashok Marg Lucknow-226001 with reference to Endorsement No. RS. 18-T(1)/90 dated 1/9/92.

(2) The commissioner of Railway Safety, South central circle, Sarojini devi Road, Secunderabad-500371 with reference to his letter No. 6/SC/7/200 dated 15-07-92.

(SM Singla)
for Secretary RB

(74)

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

No.80/CEDO/SD/10. 18-9-1992.

The Dy. Director (Printing),
Directorate of Printing,
Government of India,
'B' Wing, Nirman Bhavan,
New Delhi.

Sub: i) Addendum & Corrigendum Slip No.12 to M.G. Schedule of Dimensions printed in 1963.

ii) Addendum & Corrigendum Slip No.13 to B.G. Schedule of Dimensions printed in 1973.

.....

The requisition form No. S-99A duly filled in triplicate for printing of Addendum & Corrigendum Slip No.12 for M.G. Schedule of Dimensions 1963 and Addendum & Corrigendum Slip No.13 for B.G. Schedule of Dimensions 1973 are enclosed herewith. Printing of A & C Slips is essential and is being issued by the order of Executive Director Civil Engineering (General) Railway Board who may be addressed direct for all further correspondence on this subject.

The receipt of the printing indent may be acknowledged and the name of the press to whom the job is alloted may be advised for information of this office.

Yours faithfully,

(D.N. MACHIWAL)
Asstt. Design Engineer (Civil)
Railway Board.

DA : As above.

No.80/CEDO/SD/10. New Delhi, dated 18-9-1992.

Copy together with an advance copy of Corrigendum Slip No.12 and 13 forwarded for information to :-

1. The General Manager, All Indian Railways, I.C.F., D.L.W., C.L.W., Southern Railway(Constn.), Bangalore - 560 046 , N.F.Railway(Constn.), Maligaon, Guwahati-781 011, M.T.P.(R) Calcutta.
2. The Director General, RDSO, Manak Nagar, Lucknow - 226 011.
3. The CAO(R), MTP(R) Bombay and Madras, CAO(Constn), Bombay.
4. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001.

Contd...2/-

(15)

5. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay-400 020.

6. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001.

7. The Commissioner of Railway Safety, Northern Circel, Delhi Safdarjung Station, Near C.R.I.S., Chanakyapuri, New Delhi - 110 021.

8. The Commissioner of Railway Safety, North Eastern Circle, DRM's Office Bldg., Hazratganj, Lucknow - 226 001.

9. The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore - 560 009.

10. The Commissioner of Railway Safety, South Central Circle, Secunderabad.

11. The Commissioner of Railway Safety, South Eastern Circle, No.14, Strand Road, 12th Floor, Multi-storyed Bldg. of Eastern Railway, Calcutta.

12. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Maharshi Karve Road, Bombay - 400 020.

13. The Principal, Indian Railway Institute of Advance Track Technology, Pune.

14. The Principal, Railway Staff College, BARODA.

15. The Principal, Indian Railways Insitute of Signal Engineering & Telecommunications, Secunderabad - 500 017.

16. The Manager of Publication, Civil Lines, Delhi - 110 006. The number of M.G. correction slips for printing has been indicated as 1000 in the printing requisition in line with the requirement of 1000 numbers of B.G. correction slips in terms of Asstt. Controller(Business)'s letter No.P.256/2/84 dated 17.10.84 (copy enclosed). It may be advised whether 1000 numbers of M.G. correction slips will suffice for sale purpose.

(D.N. MACHIWAL)
Asstt. Design Engineer(Civil)
Railway Board.

(76)

R-No 134-A
CEDO

RAI111

055400
ZCZC RBWLXA0009 SVH RBWLXA
INPUT ON 20-SEP-1992 00:06 HRS

BB FOUR (FIRST PAGE)

XXR 1500 19/09/1992

G. RAM MOHAN COMMISSIONER OF RAILWAY SAFETY , SOUTHERN CIRCLE,
BANGALORE - 560009
TO IMMDTE
1. THE SECRETARY (ENGINEERING) , RAILWAY BOARD, NEWDELHI.
2. THE CHIEF COMMISSIONER OF RAILWAY SAFETY , LUCKNOW
3. THE GENERAL MANAGER SOUTHERN RAILWAY , MADRAS.
4. THE GENERAL MANAGER (SAFETY) , SOUTHERN RAILWAY
MADRAS
5. THE CHIEF ENGINEER (CONST)
SOUTHERN RAILWAY ,
MADRAS EGMORE
6. THE CHIEF ADMINISTRATIVE OFFICE (CONSTRUCTION) , SOUTHERN
RAILWAY BANGALORE CONTONMENT
7. THE DIVISIONAL RAILWAY MANAGER SOUTHERN RAILWAY TRIVANDRUM

NO. 981 DATE 19/09/1992.
SUB - OPENING OF NEW BG LINE BETWEEN ALLEPEY
AND KAYANKULAM STATIONS IN THE TRIVANDRUM DIVISION OF
SOUTHERN RAILWAY FOR THE PUBLIC CARRIAGE OF PASSENGERS.

====

HAVING INSPECTED ON 16TH AND 17TH SEPTEMBER 1992 , THE NEW BROAD
GAUGE SINCLE LINE OF ROUTE LENGTH 43.34 KILOMETRES FROM
ALLEPPEY STATION TO KAYANKULAM STATION ON THE TRIVANDRUM DIVISION
OF SOUTHERN RAILWAY AND THE VARIOUS SUB-
XXX YES
XXX YES BBVT DR. YYY
GRADE AND
ACCOMMODATION WORKS PERTAINING THERETO , FOLLOWED BY A SPEED
TRIAL CONDUCTED AT A MAXIMUM SPEED OF 80 KMPH.
ON 17TH SEPT , 1992 , I AM SATISFIED
THAT THE PROVISIONS
OF SECTION 22(1) OF THE RAILWAYS ACT , 1989, HAVE BEEN SUBSTANTIAL
LY
COMPLIED WITH IN THE CONSTRUCTION. I HAVE ACCORDINGLY
AUTHORISED , UNDER THE POWERS DELEGATED TO ME UNDER
RAILWAY BOARD'S NOTIFICATION NO 152- P
DATED 21.1.1916 ,
THE OPENING OF THE SAID LINE FOR PUBLIC CARRIAGE OF
PASSENGERS AT A MAXIMUM PERMISSIBLE SPEED OF 70 KMPH
SUBJECT TO THE FOLLOWING CONDITIONS:-

==========
MESSAGE CONTINUE'S IN PAGE TWO TO BE GIVEN IN ANOTHER SEQUENCE
==========

DELIVERED ON 20-SEP-1992 00:11 HRS
===MASXXX0035
===PROCON0005
===BBRTOX0004
RCVD. BY TELEMEX ON 2009/00:24 === XMTD. BY TELEMEX ON 2109/00:33
NNNN

(77)

वेतार कार्यालय
WIRELESS OFFICE
21 SEP 1992
रेलवे बोर्ड, नई दिल्ली
Railway Board, New Delhi

RAI113

060209
ZCZC RBWLXA0011 SVH RBWLXA
INPUT ON 20-SEP-1992 00:07 HRS

BB FOUR (SECOND PAGE)
(MESSAGE FROM G RAMMOHAN COMMISSIONER OF RAILWAY SAFETY
SOUTHERN CIRCLE BANGALORE 560009 DATED 19/09/92

========== SECOND PAGE ======

1. OBSERVANCE OF A TEMPORARY SPEED RESTRICTION
OF 15 KMPH BY ALL UP AND DOWN TRAINS AT THE UNMANNED LEVEL
CROSSINGS AT KM 85/11-12 ,KM .88/9-10
KM. 92/9-10 AND KM. 95/11-12
DUE TO RESTICTED
VISIBILITY DISTANCE OF TRAINS IN BOTH DIRECTIONS TO
ROAD USERS.

2) OBSERVANCE OF A TEMPORARY SPEED RESTRICTION OF 15 KMPH.
BY ALL UP TRAINS AT THE UNMANNED LEVEL CROSSINGS AT
KM. 6/15-16 , KM. 72/15-16 , KM. 91/12-13 AND KM. 93/12-13
DUE TO RESTRICTED VISIDILITY DISTANCE OF UP TRAINS
TO ROAD USERS.

3) OBSERVANCE OF A TEMPORARY SPEED RESTRICTION OF 15 KMPH
BY ALL DOWN TRAINS AT THE UNMANNED LEVEL CROSSINGS AT KM.
84/9-10 AND KM 93/21-94/1 DUE TO RESTRICTED VISIBILITY
DISTANCE OF DOWN TRAINS TO ROAD USERS.
4. OBSERVANCE OF A TEIIUPMJGLDOWN TRAINS AT THE UNMANNED LEVEL CRO
SSINGS
AT KM. 62/16-17 , KM. 65/13-14 , KM. 70/5-6 , KM. 74/2-3,
KM. 85/15-16 , KM. 92/9-10 AND KM . 97/1-2
DUE TO RESTRICTED VISIBILITY DISTANCE OF TRAIN

IN BOTH DIRECTIONS TO ROAD USERS.

5. OBSERVANCE OF A TEMPORARY SPEED RESTRICTION OF 30 KMPH.
BY ALL UP TRAINS AT THE UNMANNED LEVEL CROSSINGS AT KM.
69/18-19 , AND KM. 83/19-84/1 DUE TO RESTRICTED VISIBILITY
DISTANCE OF UP TRAINS TO ROAD USERS.

6. SPEED BOARDS FOR THE TEMPORARY SPEED RESTRICTIONS AS AT
(1) TO (5) ABOVE BEING FIXED AT 120 METRES FROM THE EDGE OF
THE LEVEL CORS
O EAIK)15 KMPH. RESTRICTIONS
AND 250 METRES FROM THE EDGE OF LEVEL CROSSINGS
IN INRESPECT OF
30 KMPH. 8 RESTRICTION WITH
CORRESPONDING LOCATION OF CAUTION AND TERMINATIONS BOARDS.

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MESSAGE CONTINUE'S IN NEXT PAGE======

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रेलवार कार्यालय
WIRELESS OFFICE
21 SEP 1992
बोर्ड, नई दिल्ली
Board, New Delhi

THIRD PAGE OF MY BB 4 /19/09/92

PAGE THREE -----

ITEM 7 ONWARDS.

7) THE TEMPORARY SPEED RESTRICTIONS AS AT (1) TO (5) ABOVE BEING RELAXABLE ONLY AFTER EITHER THE VISIBILITY DISTANCES ARE INCREASED TO
STEIDASD CODZOWH
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EI FNT
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L CORSSINGS
ARE SUITABLY MANNED.
8) OBSERVANCE OF ALL OTHER TEMPORARY AND PERMANENT SPEED RESTRICTI ON
IN FORCE OR MAY BE IMPOSED FROM TIME TO TIME.
9) PERMANENT WAY AND SIGNALLING WORKS BEING COMPLETED AT ALLEPPEY , AMBALAPUZHA , HARIPPADU AND KAYANKULAM STATIONS AS PER SANCTIONS COMMUNICATED BY THIS OFFICE AND SAFETY CERTIFINAT ES
THER
EINTAINGIUSUED BY ENGINEERING AND SIGNALLING OFFICERS OF THE CONSTRICTION BRANCE.
10) MAINTENANCE OF PERMANENT WAY AND BRIDGES ON THE NEW LINE BEING CONTINUED UNDER THE CONSTRUCTION BRANCH UNTIL THE SAME IS TAKEN OVER BY THE OPEN LINE BRANCH.
11) FULL COMPLEMENT OF OPERATING STAFF BEING POSTED AT THE NEW CORSSING STATIONS OF AMBALAPUZHA AND HARIPPADU.

12) ALL LOCOMOTIVES AND ROLLING STOCK CLEARED FOR PLYING ON THE BROAD GAUGE SECTIONS OF TRIVANDRUM DIVISION BEING PERMITTED TO TURN ON THE NEW BG LINE ALSO AT THEIR RESPECTIVE PERMISSIBLE SPEEDS, OR THE SPEEDS PERMITTED FROM TIME TO TIME ON THE NEW LINE WHICH WHICHEVER IS THE LEAST.

2. THE MAXIMUM PERMISSIBLE SPEED ON THE ALLEPPEY- KAYANKULAM NEW BG LINE CAN BE SUITABLY RAISED IN STAGES UPTO 90 KMPH. BY THE DEPUTY CHIEF ENGINEER/ CONSTRUCTION AFTER PERSONAL INSPECTION AND ON BEING SATISFIED REGARDING THE CONSOLIDATION OF TRACK.

=== COMMISSIONER OF RAILWAY SAFETY ===

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END OF PAGE THREE OF BB4/19/9
.28,,,,,,,,,,,,,,,,,95NOTE MESSAGE ENDS (SENT IN THREE PARTS/SEQ NOS)

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(78)

No.90/CEDO/GRI/3. 22-9-92.

The General Manager (Works),
South Central Railway,
Works Branch,
Secunderabad-500371.

Sub:- Opening of the New Line between Bhadrachell.. Road and Manuguru Stations.

Ref:- Your office letter No.W.465/CRS dated 3/9/1992.

Please refer to your office letter quoted above. Your letter letter dated 15-11-1991 has not been received in this office and appears to have been lost somewhere during transit.

It is therefore requested that a photo set copy of your letter dated 15-11-91 alongwith enclosures may please be sent to this office at an early date.

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

(80)

21-9-1992.

No.92/CEDO/ORI/15.

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

Sub:- Opening of Double Line between Ghaso and Dhamtansahib on Rohtak-Jakhal Section of Northern Railway for the Public Carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.142/63/I/C/Opening dated 26/2/92 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/ORI/15. New Delhi, Dated 21-9-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near C.R.I.S., Chanakyapuri, Delhi Safdarjung Station New Delhi-110021, with reference to his letter No. 143/63/I/C/Opening dated 26-2-1992.

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

(81)

No.92/CEDO/BR/1. 23-9-92.

The General Manager,
Western Railway,
Headquarters Office,
Churchgate,
Bombay-400 020.

Sub:- Major and Minor Bridges on Indian Railways as on 31.3.92.

Ref:- Your office letter No.W.65/12 Vol.IV(W3) dated 18-9-1992.

As per para 2 of this office letter of even number dated 10-4-92, Western Railway was asked to explain suitably the difference in the 'total number of Major and Minor Bridges excluding ROBs and RUBs and 'total number of Bridges with Waterways' if any in the forwarding letter. But, it appears that while forwarding the information to the Board, the relevant para not be taken into consideration.

Ministry of Railways therefore desire that the difference in the two sets of figures may now be suitably explained.

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

(82)

Spares

Government of India
Ministry of Railways
(Railway Board)

****

No.92/CEDO/SD/12 New Delhi, dt. 23-9-1992.

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

Sub:- Condonation for provision of Skew Level Crossing at an angle less than 45° for Level X-ing No.89- Special class at Km. 42.567 between Kaushalganj and Rudrapur Road stations on Rampur-Haldwani Project.

With reference to your appliaation No.W/Con/520/3/W-I/Pt.II dated 25-11-91 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 18-8-92 and 20-8-92, the sanction of Ministry of Railways is hereby communicated for condonation of infringement involved in provision of Special Class Level Crossing No.89 at Km:42.567 at an angle of 30°-27' as against not less than 45° between centre line of Road and Railway as per item 3 Annexure 9/1 of Classification and Standard Specification of Special Class Level Crossing given in IRPW Manual between Kaushalganj and Rudrapur Road BG Stations on Rampur-Haldwani Project.

The sanction is purely temproary subject to provision of a ROB and is valid for a period of four years from the date of issue of this letter or until the ROB is constructed at this location whichever is earlier. It is also subject to provision of a suitable Vertical Curve on the Road and provision of Speed Breakers on the Road as per Board's letter No. 92/CE-I/LX/26 dated 29-7-92 in lieu of rumble strips proposed as per CE's Plan No. 3/1985.

Sd/-
(ARVIND KUMAR)
Executive Director Civil Engineering(B&S)
Railway Board.

No:92/CEDO/SD/12. New Delhi, Dated 23-9-92.
Copy forwarded for information to: -

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his EndoresementNo No. RS. 18-T(8)/90 datød 1-1-92.

2) The Commissioner of Railway Safety, North Eastern Circle Northern Railway DRM's Office Building, Hazratganj, Lucknow-226001, with reference to his letter No.774/3493/Pt.IV dated 25-11-91.

Sd-
(ARVIND KUMAR)
for Secretary Railway Board.

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

No. 80/CEDO/SD/10 New Delhi, Dated 24-09-92

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

Subject : Doubling between Tambaram and Chengalpattu in Madras Division-Height of the proposed passenger platforms.

Reference: Your letter No.RS.18-T(1)/84 dt.8.1.88.

A reference is invited to concluding lines of your above quoted letter regarding introduction of a new item in M.G.Schedule of Dimensions (1963) in respect of provision of a height of 685 mm for high level platform serving EMU Trains.

The matter has been examined in detail in Board's office and it has been decided that keeping in view the safety considerations no correction to item 5 Chapter-II of M.G. Schedule is considered necessary. Each individual case for condonation of infringements to M.G.Platform height for running of EMU Trains when received will be examined and dealt with on its own merits.

(S.M.SINGLA)
for Secretary Railway Board

No. 80/CEDO/SD/10 New Delhi, Dated 24-09-92

Copy forwarded for information to :-
The Director General (Track), Lucknow-226 011, with reference to his letter No.CT/MS/SD/BG dated 2/12/88.

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

(84)

No.80/CEDO/SD/10. New Delhi, Dated 24-9-1992.

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

Sub:-Doubling between Tambaram & Chengalpattu in Madras Division - Height of the proposed passenger platforms. SNo. 95/4

Ref:- Your letter No.RS.18-T(1)/84 dated 8-1-1988.

A reference is invited to concluding lines of your above quoted letter regarding introduction of a new item in M.G.Schedule of Dimensions (1963) in respect of provision of a height of 685 mm for high level platform serving EMU Trains.

The matter has been examined in detail in Board's office and it has been decided that keeping in view the safety considerations no correction to item 5 Chapter-II of M.G.Schedule is considered necessary. Each individual case for condonation of infringements to M.G.Platform height for running of EMU Trains when received will be examined and dealt with on its own merits.

22/9

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

No.80/CEDO/SD/10. New Delhi, Dated 24-9-92.

Copy forwarded for information to:-

The Director General(Track), RDSO, Lucknow-226011, SNo 98
with reference to his letter No.CT/MS/SD/BG dated 2/12/88.

22/9

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

(85)

G/File

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

No. 90/CEDO/SR/8

New Delhi, Dateed: 24-09-92

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

Subject: Introduction of B.G. Bogie Ammonia Tank Wagon type 'BTALM' in regular service on different sections of Eastern Railway.

.....

In view of the position explained in your application No. W.552/7/vol.4 dated 13.02.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of B.G. Bogie Ammonia Tank Wagon type 'BTALM' to RDSO's Drawing No. WD-88035-S-01 Alt.2 fitted with welded design of underframe 'Z' section centre sill, 'UIC' type bogies, vacuum brakes and having an axle load of 20.3 t. on the twelve B.G. sections of your Railway in empty and loaded condition at a maximum permissible speed shown against each section in the Joint Safety Certificate.

The sanction is subject to observance of all permanent and temporary speed restrictions inforce and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations laid down in your Railway's Joint Safety Certificate No.25/90, RDSO's latest speed certificate and all other certificates accompanying your application referred to above.

The design of the above B.G.Bogie Ammonia Tank Wagon type 'BTALM' infringes the maximum moving dimensions of 1929 as shown in the diagram no.1A and others of B.G.Schedule ofDimensions (1987).These infringements have already been condoned under this office letter no.88/CEDO/SR/26 dated 22-11-88.

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

No. 90/CEDO/SR/8 New Delhi, Dated -09-1992

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with refernce to his Endorsement No. RS.17-T(1)/90-Pt dated 1.9.92.

2) The Commissioner of Railway Safety, Eastern Circle, 14 Strand Road, 12th floor, Calcutta-700 001, with reference to his letter no. 467 dated 29.7.92.

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

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

Ca | fail (87)

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

No.92/CEDO/Axle/1 New Delhi, Dated 24-09-92
25

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

Subject : Axle load diagram.

Reference: Your letter No.W/81/5/Pt.IV/W-7 dated 20.5.92

.....

Please refer to this office letter of even number dated 27.4.92 in terms of which your Railway was required to supply four copies of Axle load diagram and one copy of statement in prescribed proforma corrected upto 31.3.92. The target date for supply of these Axle load diagram and statement was indicated as June 1992. But it is regretted that the required Axle load diagrams and statement have not so far been received in this office.

Ministry of Railways therefore desire that the required Axle load diagrams and statement of your Railway may be sent to this office immediately.

(D.N.MACHIWAL)
FOR Executive Director Civil Engg.(G),
Railway Board.

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

G/TF/1 (88)

No. 92/CEDO/Axle/1 New Delhi, Dated 24.09.92
25

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

Subject : Axle load diagram.
Reference: Your letter No.510-W/2 dt.29.7.91
.....

Please refer to this office letter of even number dated 27.4.1992 (copy enclosed) on the above noted subject. In terms of this letter, your Railway was requested to acknowledge the receipt and supply four copies of the Axle load diagram in accordance with the specimen diagram and one copy of the statement corrected upto 31.3.92 in the prescribed proforma. The target date for supply of these Axle load diagrams and statement was indicated as June 1992. But it is regretted that neither any acknowledgement nor the required required Axle load diagrams and statement have so far been received in this office.

Ministry of Railways therefore desire that the receipt of letter dated 27.4.92 may be acknowledge and the required Axle load diagrams and statement sent to this office immediately.

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

S No. 2 (89)

Issue fair Please
27/4

No.92/CEDO/Axle/1. 27-4-1992.

The General Manager(Engg),
All Indian Railways.

Sub: Axle Load Diagram.

Ref: Your letter number as indicated below.

******

Please refer to this office letter No.91/CEDO/AXL/1 dated 13.3.1991 and arrange to furnish four copies of the axle load diagram and one copy of the information in the prescribed proforma by June, 1992.

The receipt of this letter may be acknowledged.

24/4

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

O/C

Previous references

1. Central Railway letter No.C.653.HR.V dated 25.6.91.
2. Eastern Railway letter No.W.33/2/Vol.I dated 23.9.91.
3. Northern Railway letter No.510-W/2 dated 29.7.91.
4. N.E. Railway letter No. W/340/0/AL/R/Pt.II/W-4A dated 27.2.92.
5. N.F. Railway W/81/1/Pt-X/W-7 dated 9.10.91.
6. Southern Railway letter No.W.368/1/Vol.V dated 7/13.6.91.
7. S.C. Railway letter No.W.368/1/Vol.IV dated 16.8.91.
8. S.E. Railway No.DG/Axle load Diagram/Pt.2 dated 4.9.91.
9. Western Railway No. W.162/9/2 vol.II dated 17.7.91.



(90)

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

No.91/CEDO/SD/14. रेल भवन, नई दिल्ली-110001, दिनांक 29 -9-92.
Rail Bhavan, New Delhi-110001, dated

The General Manager (C&S),
Western Railway,
Churchgate,
Bombay-400 020.

Sub:- Providing additional loops at Bildi - Approval of infringement of grade in Bildi Station yard.

With reference to your application No.WNC.635/4/9/Vol.II dated 10-7-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of grade infringement of 1 in 205 for UP loop and 1 in 200 for DN.loop at KM:634.60 of Bildi Station yard to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) involved in connection with provision of additional loops connecting UP & DN. lines at Bildi Station yard on Godhra-Ratlam Section of Western Railway as shown in Form-XI and Drawing No.CE(S&C)15138/R1 accompanying your application referred to above. F-ICW

The sanction is subject to insertion of an additional Clause in the Station Working Rules of Bildi Station that no train will be stabled without a live engine on the main line and UP & DN.additional loops and all suitable arrangements being made by the railway to prevent accidents.

It is noted that shunting instructions for operation on 1 in 200 grade as per Annexure-II enclosed with the application have already been incorporated in General & Subsidary Rules.

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

No.91/CEDO/SD/14. New Delhi, Dated 29 -9-92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No. RS.18-T(6)/90-Pt. dated 1-9-1992.
2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400020, with reference to his letter No.221/210 dated 14-7-1992.

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

No.88/CBDO/CRS/IR/6. 29 September,92

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

Subject : CRS's Inspection Report on Chakradharpur Division for the year ending on 31st March,88.

Reference: Your office letter No.TC/INSP/CRS/CKP/88/Pt.II (Loose)/3481 dated 8/9-9-1992.

.....

CRS South Eastern Circle, Calcutta in his annual inspection of Bano Station of Chakradharpur division for the year ending 31-3-88 had remarked as under against para 8.4(a) of his Inspection Report.

"Slip Siding ends in a buffer. The lead appears to be shorter in length then what is shown in the plan. As a result the fouling mark protection is not possibly achieved."

To enable this office to examine the action taken by the railway, the following clarifications may be sent.

1. The Plan with which CRS compared the actual lead of the siding in Bano Station may be indicated. Your letter does not clarify whether it is the plan of the Slip Siding which has been incorporated in CE's approved plans of Station yards or the plan of the Slip Siding shown in Station yard plan of Bano Station enclosed with your above quoted letter.

2. The lead of the Slip Siding in Bano Station may be compared with the lead shown in the plan which was with CRS at the time of inspection. The result of your examination may be conveyed to this office indicating whether in the Slip Siding at Bano Station, the fouling mark protection is actually achieved or not. If not, what are the remedial measures which have so far been taken/are proposed to be taken for the protection of the fouling mark.

3. The Bano Station yard is on 1 in 400 grade. The need of providing a Slip Siding on this grade is not clear.

..../ 2.

4. The remark at para 8.4(a) of CRS's Inspection Report relate to the annual inspection. Some CRS at the time of opening of the section which includes Bano Station must have inspected the section. Did the earlier CRS not point out any ambigdty in the actual construction of Slip Siding at Bano Station.

5. The calculations may be made afresh and justification for provision of a length of 78.70 metres for the Slip Siding at Bano Station furnished.

An early action is requested.

sd/-

(S.M.SINGLA)

Executive Director Civil Engineering (G),

Railway Board.

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

(93)

No.85/WDO/SR/1

New Delhi,
Date : .09.1992

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

Subject: Running of BOBR wagons on Eastern Rly,
Reference: Ypur letter No.TP 183/197 dt.10.7.92.

....

GM (Optg.) Eastern Railway vide his letter dated 10.7.92 quoted above, has applied for permission of the Board for movement of 3500 mm wide BOBR wagon on Phusro-Gomoh-Gaya-Sonnagar section. The running of BOBR wagon on Mughalsarai-Sonnagar-Gaya-Gomoh section was in the past turned down by GM(Engg.) Eastern Railway itself vide his letter No. W552/7/4/vol. 2 dated 21.12.87 (copy enclosed) due to existence of three tunnels between Dilwa BH and Baskatwa BH.

Ministry of Railways therefore desire that it may please be clearifi-ed if the infringments in these three tunnels have been removed to permit running of BOBR wagons through these tunnels. If not,the circumstances leadin-g to apply fot the permission of the Board for running of BOBR wagons on Phusro-Gomoh-Gaya-Sonnagar section may explained in full for information of the Board.

This may be treated as immediated.

DA: As above

(S.M. SINGLA)
Executive Dir.CivilEngg(G)
Railway Board.

(94)

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

No.92/CEDO/BS/1

रेल भवन, नई दिल्ली-110001, दिनांक 30th September, 92
Rail Bhawan, New Delhi-110001, dated

The General Manager,
Western Railway,
Head Quarters office,
Churchgate,
Bombay-400 020.

Subject : Rebuilding of Bridge No.3 on the Up road at KM:470/33-35 in the Vadodara-Godhra Section in the Vadodara Division of Western Railway from the existing 1x6.1 m Girder to 1x5.6 m RCC Box + 2x1200 mm dia. RCC pipe.

With reference to your application No.W.65/21/339 dated 24-7-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to provision of a free board of 70 mm only as against a free board of 1000mm required as per Clause 4.9.1 of IRS Bridge Sub-Structure and Foundation Code involved in rebuilding of Bridge No.3 on the Up road at KM:470/33-35 on Vadodara-Godhra Section as shown in Drawing No. CE(W)SK-794 HQ-92 accompanying your application referred to above.

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

(ARVIND KUMAR)
Executive Director Civil Engineering(B&S),
Railway Board.

No.92/CEDO/BS/1. New Delhi, Dated 30-9-92.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his Endorsement No. RS.18-T(6)/90-Pt. dated 1-9-1992.

2) The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020, with reference to his letter No.221/1/223 dated 27-7-1992.

(ARVIND KUMAR)
for Secretary Railway Board.

(95)

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

No. 92/CEDO/SD/14 New Delhi, Dated 30th September, 1992

The Chief Bridge Engineer,
Western Railway,
Headquarter Office,
Churchgate,
Bombay.

Subject : Mangal Mahudi - Providing Emergency Cross Over at Godhra end in Mangal Mahudi Yard on Godhra-Ratlam section of Western Railway.

Reference : Western Railway's letter No.W 722/2/43/1 (E-XOVA) dated 25.9.1992.

.....

The reference quoted in your letter is not Railway Board's letter. In any case reference of year 1956 regarding condonation of grade is not available in Board's office.

Sd/-

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

(96)

No.92/CEDO/SR/5 5 October 92

The General Manager,
Central Railway,
Bombay.

Subject: Condonation of Infringements to the standard maximum moving dimensions of 1929 Profile for single movement of 2600 h.p. co-co diesel electric locomotive manufactured by M/s.BHEL JHS for NTPC Kahalgaon over C.Rly from Jhansi to Manikpur via. Khairar-Banda, as a dead Loco attached to Goods Train upto a maximum speed of 60 Kmph.

Reference: Your application No. W.681.Y.70.BR.IV dt.14.9.92.

.....

Reference may be made to your above quoted application received in this office from CRS Bombay directly. In this connection your attention is drawn to this office letter of even number dated 12.9.92 (copy enclosed) wherein condonation of infringement to 2600 h.p. co-co diesel loco to RDSO Drawing No.SK.DL.4349 has already been issued to Director General (Track) RDSO. RDSO should therefore issue an amendment to para 2.3.7 of their speed certificate No.SD.Project.124 dated 1/4.2.91.A copy of this office letter of even number dated 29.7.92 is also enclosed herewith for your information. Your application is filed in this office.

Ministry of Railways therefore desire that you may address a letter to CRS explaining the reason for treating your application dated 14.9.92 as cancelled and withdrawn with copy to this office and persue RDSO for an early issue of the amendment in order that other railways may make use of the same and issue sanction for single movement.

DA : as above

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

No.92/CEDO/SR/5 New Delhi, Dated 5 October, 1992

Copy forwarded for information and necessary action to :-

1) The General Manager (Engg.) Eastern Railway, Fairlie Place, Calcutta. ~~with his reference to para 2.3.7 of RDSO's speed certificate No.SD.Project.124 dt.1/4.2.91~~

2) ~~The General Manager (Engg.) Northern Railway, Baroda House, New Delhi with reference to para 2.3.7 of RDSO's speed certificate~~

3/ Director Genl. (Mechl. Power) RDSO.

a/File (97)

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

No.92/CEDO/SF/4/0. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 8-10-1992.

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

Sub: Procedure for certification of maximum permissible speed for rolling stock.

******

The procedure for certification of maximum permissible speed for rolling stock was laid down by the Board in their policy circular No.6 issued under Railway Board's letter No.73/WDO/SR/5/0 of 8.7.1980. The above policy circular was approved by the Board on the basis of the recommendation made by RDSO in consultation with CCRS.

According to para 2.4. and 3.0. of the policy circular, the issue of a Joint Safety Certificate by the CE and CME for rolling stock is a statutory obligation. In the case of straight Electric Locomotives and EMUs, however, the certificate is also required to be signed by the CEE. Southern Railway vide their D.O. letter No. TP42/1/BG-Vol.III dated 7/10.2.92 (copy enclosed) have suggested that in case of straight electric locos, and EMUs, the Joint Safety Certificate should be signed only by CE and CEE. While examining the suggestion, it is noted that the basic certification for speed is done by the RDSO and the Railways' certification relates to specific routes and sections, based on RDSO's general certification. RDSO's view on Southern Railway's suggestion may be seen in their letter No.CT/Policy dated 15.9.92 (copy enclosed).

In view of the above, the Board desire that the suggestion made in regard to the Joint Safety Certificate in respect straight Electric Locos and EMUs is examined in CCRS's office keeping in view RDSO's letter dated 15.9.92 and considered opinion of CCRS furnished in regard to suggested amendment to the certification procedure.

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

DA : As above.

(78)

No.92/CEDO/BR/1. 9-10-92.

The General Manager,
South Central Railway,
Head Quarters Office,
Works Branch,
Rail Nilayam,
Secunderabad-500371.(A.P.)

Sub:- Major and Minor Bridges on In dian Railways as on 31st March,92.

Ref:- Your Office letter No.W.71/1/4/Vol.IV dated 21/9/92.

As per para 2 of this office letter of even number dated 10-4-92, South Central Railway was asked to explain suitably the difference in the 'total number of Majpr and Minor Bridges excluding ROBs and RUBs and 'total number of Bridges with Waterways' if any in the forwarding letter. But, it appears that while forwarding the information to the Board, the relevant para not be taken into consideration.

Ministry of Railways therefore desire that the difference in the two sets of figures may now be suitably explained.

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

(99)

9-10-1992
September, 92

No.92/CEDO/SR/12.

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

Subject : Running of " Light on Track Tamper Model "
'PHOOLTAS' 6-LDT-M.G. on Katihar Jn. to
Tinsukia Jn.(MG) section.
....

In view of the position explained in your application No.W/260/Track Machine/W-7 dated 7.7.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of light on track tamper,model 'PHOOLTAS' 6-LDT-MG, manufactured by M/sSpeed Crafts Pvt. Ltd.,Patna to RDSO's general arrangement Drg.No.EDO/T-2157 having an axle load of 5t on Katihar-Tinsukia MG section at a provisional maximum speed of 15Kmph when running on its power.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all conditions/stipulations made in Joint Safety Certificate No. 198, RDSO's provisionalSpeed Certificate and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to Clause 2(ii) of Chapter IV (A) of M.G. Schedule of Dimensions (1963) involved in the design of Track Tamper Machine as detailed in Form-XI accompanying your application referred to above.

Sd/-

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

(100)

No.92/CEDO/SR/12 New Delhi, Dated -09-1992

940-92

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with reference to his Endorsement No. RS.17-T(2)/9 dated 1-9-92.

2) The Commissioner of Railway Safety, N.F.Circle, Calcutta-700 001, with reference to his letter No. 105, dated 14.8.92.

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

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

(101)

दक्षिण रेल/SOUTHERN RAILWAY

मुख्यालय कार्यालय/Headquarters Office,
इंजीनियरी निर्माण शाखा/Works Construction Branch,
एगमोर, मद्रास-600008/Egmore, Madras-600008

इस पत्र का उत्तर इस संदर्भ पर भेजें/In reply please quote—

टेलिफोन/Telephone : 36595 सं./No. W 347/XX/3/CRS दिनांक/Date 9-10-92.

Shri K.P. Singh,
Executive Director/Works,
Railway Board,
New Delhi.

Re: Opening of New Lines etc. -
Opening of the new parallel B.G.
line from Dindigul Jn. to Madurai Jn.
to Goods Traffic.
--

The new parallel B.G. line between Dindigul Junction and Madurai Junction, forming stage(iii) of Karur-Dindigul-Madurai-Tuticorin Project, has been opened to Goods Traffic on 29.9.92.

2. The details of the opening the above section are furnished below, as required in Board's letter No.91/W-1/Genl/0/15 dated 20.6.91.

(a) Section Opened - New parallel B.G. line from Dindigul Junction to Madurai Junction in Madurai Division of Southern Railway. - Opened to Goods Traffic on 29.9.92.

(b) Speed of Application on line and on turnouts. - Speed on line is 90 KMPH.
Speed on Turnouts is 25 and 40 KMPH.

(c) Speed sanctioned by CRS on line and on Turnouts. - Speed on Line - 65 KMPH bet. Dindigul Junction and Ambaturai &
50 kmph between Ambaturai and Madurai Junction stations, for passenger Traffic.
Speed on turnouts - Not specifically mentioned by the CRS. However, speed of 25 kmph and 40 kmph applicable to curved switches, as per Board's Circular will be observed.

(d) Whether final formation Inspection Certificate of RDSO was attached to the application. - Yes.

Chief Project Manager/CC.

CEDO for information

Perused
21/10/92

D.F.A.

(102)

No.92/CEDO/SD/15. New Delhi, dated 12-10-1992.

The Chief Electrical Engineer(Constn.),
Northern Railway,
Tilak Bridge,
New Delhi.

Sub: Infringement to Schedule of Dimensions due to erection of temporary masts in connection with widening of Lothian Bridge.

Ref: Your application No. ~~91/CEDO/SD/11~~ 14-Elect/WK/350/DL/CW/23(0284) F/A dated ~~1.10.1991~~. 28.9.92

****

In view of the position explained in your above quoted application, the validity of the sanction for condonation of infringement involved in implantation of an alternative arrangement at location 1021 A on Lothian Bridge near Delhi Main Station made by erecting two BFB masts 15 cm x 15 cm on girders laid in between North Main track and ~~XXXXX~~ South Main track having a clearance of 2.21 metres from tracks on either side, issued under this office letter No. 91/CEDO/SD/11 dated 1-10-91 and valid upto 30.9.92 is further extended upto 31.3.93.

All other contents of the sanction however remain unchanged.

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

No.92/CEDO/SD/15. New Delhi, dated 12-10-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his endorsement No. RS.18-T(5)/90 dated 9.1.91.
2. The Commissioner of Railway Safety, Northern Circle, near CRIS, Chanakyapuri, Delhi Safdarjung Station, New Delhi - 110 021 with reference to his letter No.421 dated 20.12.90.
3. EDRE, Room No. 145, Railway Board, New Delhi.
4. ED(Safety), Room No.353, Railway Board, New Delhi.

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

(103)

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

No.92/CEDO/SD/15. Rail Bhawan, New Delhi-110001, dated 12-10-92.

The Chief Electrical Engineer(Construction),
Northern Railway,
Tilak Bridge,
New Delhi.

Sub:- Infringement to Schedule of Dimensions due to erection of temporary masts in connection with widening of Lothian Bridge.

Ref:- Your application No.14-Elect/WK/350/DLI/CW/23(83-84) dated 28-9-1992.

In view of the position explained in your above quoted application, the validity of the sanction for condonation of infringement involved in implantation of an alternative arrangement at location 1021 A on Lothian Bridge near Delhi Main Station made by erecting two BFB masts 15 cm x 15 cm on girders laid in between North Main track and South Main track having a clearance of 2.21 metres from tracks on either side, issued under this office letter No.91/CEDO/SD/11 dated 1-10-91 and valid upto 30-9-1992 is further extended upto 31-3-1993.

All other contents of the sanction however remain unchanged.

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

No.92/CEDO/SD/15. New Delhi, Dated 12-10-1992.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No. RS.18-T(5)/90 dated 9-1-1991.
2) The Commissioner of Railway Safety, Northern Circle, near C.R.I.S., Chanakyapuri, Delhi Safdarjung Station, New Delhi-110021 with reference to his letter No.421 dated 20-12-90.
3) The Executive Director Railway Electrification, Room No.145, Railway Board, New Delhi.
4) The Executive Director(safety), Room No.353, Railway Board, New Delhi.

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

(104)

No.92/CEDO/~~CRI~~/SD/15. 12-10-92.

The Chief Electrical Engineer(Construction),
Northern Railway,
Tilak Bridge,
New Delhi.

Sub:- Infringement to Schedule of Dimensions due to erection of temporary masts in connection with widening of Lothian Bridge.

Ref:- Your application No.14-Elect/WK/350/DLI/CW/23(83-84) dated 28-9-1992. STR 1

In view of the position explained in your above quoted application, the validity of the sanction for condonation of infringement involved in implantation of an alternative arrangement at location 1021 A on Lothian Bridge near Delhi Main Station made by erecting two BFB masts 15 cm x 15 cm on girders laid in between North Main track and South Main track having a clearance of 2.21 metres from tracks on either side, issued under this office letter No.91/CEDO/SD/11 dated 1-10-91 and valid upto 30-9-1992 is further extended upto 31-3-1993.

All other contents of the sanction however remain unchanged.

9/10/92

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

No.92/CEDO/SD/15. New Delhi, Dated 12-10-1992.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No. RS.18-T(5)/90 dated 9-1-1991.
2) The Commissioner of Railway Safety, Northern Circle, near C.R.I.S., Chanakyapuri, Delhi Safdarjung Station, New Delhi-110021 with reference to his letter No.421 dated 20-12-90.
3) The Executive Director Railway Electrification, Room No.145, Railway Board, New Delhi.
4) The Executive Director(safety), Room No.353, Railway Board, New Delhi.

9/10/92

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

(105)

No.92/CEDO/ORI/16. 12-10-92.

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

Sub:- Opening of the B.G.Line Newly converted from Metre Gauge to Broad Gauge between Bangalore City and Maddu stations on the Bangalore-Mysore Section of Southern Railwey for the public carriage of passengers.

Reference may be made to Commissioner of Railwey Safety's letter No.855 dated 27th August,92 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

sd/-

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

No.92/CEDO/ORI/16. New Delhi, Dated 12-10-92.

Copy forwarded for information to:-

The Commissioner of Railwey Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009 with reference to his letter No.855 dated 27-8-92.

sd/-

(S.M.SINGLA)

for Secretary Railwey Board.

(106)

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

No.90/CEDO/ORI/3. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 13th October, 1992.

The General Manager(Works),
South Central Railway,
Works Branch,
Secunderabad-500371 (A.P.)

Sub:- Opening of the New Line between Bhadrachellam Road and Manuguru Stations.

Ref:- Your Office letter No.W.465/CRS dated 3/9/92.

In connection with the compliance of item 10.1(d) and 10.2 on Commissioner of Railway Safety's Inspection Report of Bhadrachellam Road and Manuguru Stations sent to him under your above quoted letter, the following discrepancies have been noted:-

Para of Commissioner of Railway Safety's Report.	Comments of Railway's compliance.
10.1(d) Visibility of the track on either side for the road user was less than 600 m. at the following level crossings: L.Cs.No.19,20,21,22,24,25, 26,27,28,29,30,31, 32,34 and 35. At several of the above level crossings, visibility is presently impaired by growth of bushes and jungle. Special action is necessary to improve the visibility by cutting bushes and jungle, if necessary in liaison with the Forest Department.	The visibility of the level crossings has been improved to 350 m. for the maximum.
10.2. Level Crossing No.31 at KM:92/5-6: This level crossing is having pucca Road on either side. Visibility to road user is restricted. A suitable speed restriction for the trains is necessary for this unmanned level crossing till manning is done.	As visibility is restricted to less than 350 m. as directed by CRS, a speed restriction of 30 Kmph. is imposed.

(107)

Ministry of Railways desire to know the reasons as to why the visibility at level crossings cannot be improved to 600 metres. The Railway should give case by case reasons and also what they propose to do to ensure safety.

The reply may please be sent at an early date.

(ARVIND KUMAR 12/5
Executive Director Civil Engineering (B&S),
Railway Board.

x S no. 1/1 PUC,

This case has been received through Chasing Branch. Shri Vijay Kumar Chowdhry, Congress (I) Whip in the Bihar Assembly, has forwarded a representation from the General Secretary, Puravottar Railway Dainik Yatri Sanch, Dalsingh Sarai, wherein it has been requested that the existing over bridge at Dalsingh Sarai may be shifted to the centre of the platform, Full sheds on the platform, drinking water, benches and toilet facilities may also be provided at this station. Only these points pertain to LM Directorate.

NE Railway's detailed report and further clarifications are filed at S.Nos. 3 & 5 respectively. List of available passenger amenities at this station is at S.No. 3/5. Based on the information furnished by the railway, a draft Brief is submitted for EDLM's consideration please.

@ flagged.

9/10/92

DDLM

DLM

EDCE(G) may kindly see remark against item no 6.

9/10/92

DLM 9.10.92

5/ 12/10

12/10/92

EDCE(G)

[LM(B)]

Please see S No. 3/1 and put up position

13.10.92
EDCE/G

CE/BO H.Q.N 13/10

PTO

No such application has so far been received in CEDO Branch. A photo copy of the application has however been retained in CEDO on case No.92/CEDO/SD/16 for persuing the matter with the Railway and CCRS's office.

EDCE(G)

EDLM

(108)

No.92/CEDO/SD/13. 13th October,92.

The Chief Administrative Officer(Construction),
Western Railway,
Churchgate,
Boubay-400 020.

Sub:- Providing additional loop at Bajaranggarh - Approval of infringement of grade in Bajaranggarh Station Yard.

Ref:- Your application No.WNC.360/8/98 dated 15/7/91.

It is gathered from Chief Commissioner of Railway Safety's letter No.RS.18-T(6)/90 dated 7-8-92 that Chief Commissioner of Railway Safety had made a back reference to Western Railway to advise the shunting restrictions if any proposed to be imposed in view of the steep gradient.

To enable this office to consider your application No.WNC.360/8/98 dated 15-7-91 for condonation of grade infringement in Bajranggarh Station yard, a photocopy of Chief Commissioner of Railway Safety's above referred letter and reply thereto from Western Railway may please be sent to this office early.

A photocopy of Board's letter No.59/WDO/SD/16 dated 30-6-60 referred to in para 2 of your application No.WNC.360/8/98 dated 15-7-91 and photocopy of 1 in 200 grade infringement sanctioned by Board under list of infringement Diagram No.1 & 2 vide No.MISC/1/12/ART/12-B as referred under column 9 of Form-XI enclosed with your application may also be sent to this office.

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

(III)

No.92/CEDO/SD/13. 13-10-92.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sub:- Providing additional loop at Bajarangarh - Approval of infringement of grade in Bajaranggarh Station yard.

Ref:- Your office letter No.RS.18-T(6)/90 dated 7-8-92.

Please refer to this office letter of even number dated 26-8-92 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(112)

No.91/CEDO/SD/14. 14-10-92.

The General Manager,
Southern Railway,
Works Construction Branch,
Egmore,
Madras-600008.

Sub:- New Broad Gauge line between Trichur and Guruvayur, Punkunnam Stations- Condonation of infringements.

Ref:- Your office letter No.W.262/XXIII/1/CN dated 2-9-92. *****

As per item 2(b) Chapter-II of B.G.Schedule of Dimensions, no station yard should be constructed nor should any siding join a passenger line on a steeper grade than 1 in 260 except when it is unavoidable and then only with the previous sanction of the Railway Board obtained through the Commissioner of Railway Safety when a Slip Siding or other arrangement is made sufficient to prevent accident.

Ministry of Railways therefore desire that the safety arrangements made by your railway to prevent accident on such steeper gradients may please be advised for information of this office. So far as, condonation of grade infringement of 1 in 300 from KM:30/10-30/15 in Punkunnan station is concerned, Commissioner of Railway Safety, Southern Circle, Bangalore may be approached direct to condone the same at his own level.

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

(113)

No.92/CEDO/BR/1. 14-10-1992.

The General Manager,
Western Railway,
Bombay.

Sub: Major and Minor Bridges on Indian Railways as on 31.3.92.

Ref: Your letter No.W.65/12 Vol.IV(W3) dated 18.9.92.

****

Reference may be made to Statement 'A' enclosed with your above quoted application and furnish the break-up of the figure of 1362 Major and 13290 Minor Bridges into Railway Bridges, RCBs and RUBs as under :-

	Rly Bridges	RCBs	RUBs	Total
Major Bridges				1363
Minor Bridges				13290

The reply may be sent by return post.

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

(114)

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

No.91/CEDO/SD/14. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated /4-10-92.

The General Manager,
Southern Railway,
Works Construction Branch,
Egmore,
Madras-600008.

Sub:- New Broad Gauge line between Trichur and Guruvayur, Punkunnam Stations- Condonation of infringements.

Ref:- Your office letter No.W.262/XXIII/1/CN dated 2-9-92.

*****

As per item 2(b) Chapter-II of B.G.Schedule of Dimensions, no station yard should be constructed nor should any siding join a passenger line on a steeper grade than 1 in 260 except when it is unavoidable and then only with the previous sanction of the Railway Board obtained through the Commissioner of Railway Safety when a Slip Siding or other arrangement is made sufficient to prevent accident.

Ministry of Railways therefore desire that the safety arrangements made by your railway to prevent accident on such steeper gradients may please be advised for information of this office. So far as, condonation of grade infringement of 1 in 300 from KM:30/10-30/15 in Punkunnan station is concerned, Commissioner of Railway Safety, Southern Circle, Bangalore may be approached direct to condone the same at his own level.

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

(118)

No.91/

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Opening of the New Double Line between Ankorah and Bagha Bishnupur stations on Garwa Road-Sonnagar section on Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Sl No 15

With reference to your Endorsement No.RS.10-T(14)/91 dated 1st July,92, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of above section for the public carriage of passengers as per his letter No.404/16/A/E/T/91 dated 9-7-91.

Sl No 15/1

yours faithfully,

19/10

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

No.91/CEDO/ORI/2. New Delhi, Dated -10-1992.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No. 404/16/A/I/T/91 dated 9-7-91.

Sl No (2)/1

2) The General Manager([illegible]tion), Eastern Railway, Calcutta with the request that suitable action on Commissioner of Railway Safety, Eastern Circle, Calcutta's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advice to Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One more ferro copy of the Index Plan and Section may also be sent to this office.

19/10

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

(116)

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

No.91/CEDO/ORI/2. रेल भवन, नई दिल्ली-110001, दिनांक 20-10-92.
Rail Bhawan, New Delhi-110001, dated 19

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Opening of the New Double Line between Ankorah and Bagha Bishnupur stations on Garwa Road-Sonnagar section on Mughalsarai Division of Eastern Railway for the public carriage of passengers.

With reference to your Endorsement No.RS.10-T(14)/91 dated 1st July,92, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of above section for the public carriage of passengers as per his letter No.404/16/A/I/T/91 dated 9-7-91.

yours faithfully,

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

No.91/CEDO/ORI/2. New Delhi, Dated 20-10-1992.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No. 404/16/A/I/T/91 dated 9-7-91.

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

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

(117)

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

No.92/CEDO/CR I/10

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 27-10-92.

The Chief Engineer(Con.)/Central,
South Central Railway,
Works Construction Branch,
SECUNDERABAD-500371.

Sub: Doubling of track between Malwar and Thangundi Stations on Wadi-Raichur-Guntakal Section of Guntakal Division of South Central Railway for public carriage of passengers.

Ref: Your letter No.W.Con.347/G/66 dated 30-9-1992.

.....

As per your letter referred to above, the Commissioner of Railway Safety is authorised to issue Fitness Certificate for opening of newly laid track and not for opening of a section. Your contention therefore is not correct. Since Railway Board has not confirmed the opening of the section, it is not understood how the Railway has noted the same.

Railway Board will confirm or cancel any recommendatory sanction or orders given by Commissioner of Railway Safety on receipt of the results of his inspection in terms of Para 1 Chapter V of the Rules for Opening of a Railway. Railway Board's confirmation or otherwise is yet to be issued to Chief Commissioner of Railway Safety.

27/10/92
(G.M. Singla)
Exec. Director Civil Engineering(G)
Railway Board.

(118)

No.92/CEDO/CRI/3. 21 October,92.

The Chief Engineer(Con)I,
Northeast Frontier Railway,
Maligaon,
Guwhati-781011.

Sub:- Opening of new double BG line between Barsoi-Harishchandrapur Stations of New Jalpaiguri-Malda Town section of N.F.Railway.

Ref:- Your Office letter No.W/260/CON/N-DProject/ Pt.I dated 24-9-1992

The interleaved copy of the action taken on Commissioner of Railway Safety's Inspection Report stated to have been enclosed with your letter quoted above has not been received in this office and appears to have been lost somewhere during transit.

It is therefore requested that a photocopy of the above said interleaved copy may please be sent to this office immediately.

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

(119)

No.92/CEDO/Density Charts. 21-10-1992.

The General Managers (Engineering),
Central, Northern, South Central &
Western Railways.

Sub:- Density Charts.
Ref:- As given below.

Please refer to this office letter of even number dated 28-4-92 (Copy enclosed for ready reference). Five copies of the Density Charts alongwith two copies of the prescribed performa duly filled in may please be sent by return post as the same are required for immediate reference in this office.

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

References:-

1. Central Railway letter No.G/102/WA-2/TD dated 19-8-91.
2. Northern Railway letter No.571-W/O/XV/90-91 dated 16-1-92.
3. South Central Railway letter No.W.26/1/7/Vol.III dated 25-7-91.
4. Western Railway letter No.W.503/5/4 (W-I) dated 30th July,91.

(120)

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

No. 91/CEDO/ORI/6. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 22-10-92.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

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

With reference to your Endorsement No. RS.10-T(7)/90 dated 29th April,91, I am directed to confirm the acion 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.1143/6/I/U/91 dated 19-2-91.

Yours faithfully,

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

No.91/CEDO/ORI/6. New Delhi, Dated 22-10-92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, No.14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.1143/6/I/U/91 dated 19-2-91.

2) The General Manager(Con), Eastern Railway, Calcutta with reference to his letter No.CE/Con/W/1600Pt.III/1066 dated 26th June,92 and CE/Con/W/1600 Pt.III/88 dated 24th Septmber,1992.

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

(120)/(1)

No. 91/CEDO/ORI/6. 22-10-92.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

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

With reference to your Endorsement No. RS.10-T(7)/90 dated 29th April,91, I am directed to confirm the acion 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.1143/6/I/U/91 dated 19-2-91.

yours faithfully,

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

No.91/CEDO/ORI/6. New Delhi, Dated 22-10-92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, No.14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter NO.1143/6/I/U/91 dated 19-2-91.

2) The General Manager(Con), Eastern Railway, Calcutta with reference to his letter No.CE/Con/W/1600Pt.III/1066 dated 26th June,92 and CE/Con/W/1600 Pt.III/88 dated 24th Septmber,1992.

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

(121)

No.91/CEDO/SD/11. 22nd October, 92.

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras-600008.

Sub:- Railway Electrification - Group 72 - Jolarpettai-Bangalore Section - Condonation of infringement requested-reg.

Ref:- Your letter No. ETR/252/RE/72/1022 dated 19/20-11-1991.

Para 2(iv) of your above quoted letter indicates the maximum width of Pantograph as 1800 mm whereas item 5 Chapter-V at page 60 of B.G.Schedule of Dimensions indicates the maximum width of the pantograph as 2030 mm (6ft.8in). It may therefore be seen that there is a discrepency in adopting the width of the pantograph as 1800 mm. Similarly no authority has been quoted in this para for adopting 180 mm clearance for lurch and curves at the ends of platform. Reference may also be made to colimn 4 of Form-XI enclosed with your application No. ETR/252/RE/72/1022 dated 19/20-11-91 which shows the relevant Chapter and item No. as II, ii (iv) & Diagram No.2. In this connection your attention is invited to Correction Slip No.11 to B.G.Schedule of Dimensions interms of which item 11 of Chapter-II has been superseded by item 13 of Chapter-I and further restricted by Note(2) at page 24 of Chapter-II. The relevant Chapter and item No. quoted in Form-XI therefore needs a correction to be issued from your end.

Ministry of Railways therefore desire that the above points may be reexamined and the authority for adopting the width of pantograph as 1800 mm and the authority for adopting 180 mm clearance for lurch and curves at the ends of platforms advised alongwith correction to chapter and item No. quoted in Form-XI.

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

(122)

22nd October, 1992.

No.92/CEDO/SR/13.

The Chief Bridge Engineer,
South Central Railway,
Secunderabad-500371. (A.P.)

Sub:- Introduction of WAP.I Class AC Electric 4000 hp locomotive to haul Super Fast Express trains (Vacuum brake or Air Brake System) on the B.G.route of South Central Railway.

Ref:- Your application No.W.368/1/25/WAP [redacted]

dated 16-10-92 and CCRS's letter No. RS.17-T(3)/90 dated 19-10-92.

Reference may be made to para 1.1 of Chief Commissioner of Railway Safety's letter quoted above wherein he has stated that, from your letter it is not clear whether the Railway is asking for sanction to the running of a new type of locomotive or for sanction to the running of specific high speed trains hauled by this locomotive. These two are separate issues and have to be processed accordingly.

Please clarify and send complete papers as per standard proforma for the sanction required.

s/d

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

No.85/CEDO/Budget.

Sub:- Budget(Br.)'s Circular No.92-B-302(Annexure'F) dated 23-10-92.

The Printing requirements of CEDO Branch for Annexure 'F' to Demand No.2 Miscelleanous Expenditure for printing of the book 'Rules for opening of a Railway' are as under:-

Budget Estimate	92-93	Rs.40,000
Revised Estimate	92-93	Rs. 5,000
Budget Estimate	93-94	Rs.40,000.

EDCE(G)

4/11

3.11.92
ADE/Civil

Budget Branch.

(124)

IMMEDIATE

23 -10- 92

No. 85/MDO/SE/1

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

Attention : Shri S.K.Jain Dy.Chief Engineer (Bridges)

Sub : Running of 'BOBR' Wagons on Andal-Koilaghat Circuit (SE Rly) and Raw Coal Command Area of Patherdih & Dugda Washeries including Chandrapura T.P.S.Circuits.

Ref : Your letter No. W(S)/552/7/4 Vol.3 dated 14.8.92 and 18.9.92.

.....

Reference may be made to this office letters of even no. dated 7.9.92 and 1.10.92 on the above noted subject in which your Railway was asked to furnish the information in respect of available inadequate track centres and inadequate Structure distance in Proforma I & II for running of BOBR wagons on Andal-Koilaghat Circuit (SE Rly) and the additional routes indicated in your above quoted letters. It was also requested to confirm that 3500mm wide BOBR wagons can be run on the proposed routes and to send a map of the proposed routes indicating the relevant thermal power station and the linked coalfields.

The required information which was to reach this office by return post has not so far been recieved in this office. It is, therefore, requested that the same may please be sent without any further delay at your end to enable this office to take an immediate action in the matter.

The receipt of this letter may please be acknowledged.

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

(125)

No.91/CEDO/ORI/6. 23-10-92.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Opening of the New Down line between Kajra-Abhaipur in Malda Division of Eastern Railway for the public carriage of passengers.

Please arrange to send at an early date a photocopy of your forwarding letter under which CRS's letter No. 1053/6/I/W/91 dated 26-12-91 on the above noted subject alongwith enclosures has been forwarded to this office.

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

(126)/0

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

No.92/CEDO/SR/13. 28-10-92.

The General Manager(Works),
South Central Railway,
Secunderabad-500371 (A.P.)

Sub:- Introduction of WAP.I Class AC Electric 4000 h.p. locomotive on Balharshah - Vijayawada-Gudur-Renigunta B.G.Section of South Central Railway.

With reference to your application No.W.368/1/25/WAP.I dated 16-10-92 sent through the Chief Commissioner of Railway Safety Lucknow and your D.O.letter No.W.360/1/25/WAP.I dated 22-10-92, sanction of Ministry of Railways is hereby communicated for the introduction on your railway 4000 hp WAP.I AC Electric locomotive having an axle load of 18.8t, HETT 3900 transformer with 2S-3P permanent connection of the axle hung nose suspended TAO-659 traction motors and flexicoil bogies with two stage suspension, built to RDSO Sketch No.SK.DL-3031 Alt.5 at a maximum permissible speed of 100 Kmph on Balharshah-Vijayawada-Gudur-Renigunta BG Section of your railway.

The sanction is subject to strict observance of permanent and speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all stipulations laid down in the Joint Safety Certificate, Bridge Certificate and RDSO's Speed Certificate No.SD.WAP I.11 dated 26-8-92 and 9-10-92 so far as these are applicable to introduction of WAP-I Class of A.C.Electric Locomotive.

The sanction for condonation of infringements to item 12 and 13 of Chapter-IV(C) of B.G.Schedule of Dimensions (1973) involved in the design of WAP I loco has already been issued under Board's letter No.79/WDO/SR/6 dated 7-4-1979.

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

(126)/(2)

No.92/CEDO/SR/13. New Delhi, Dated 28-10-92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.17-T(3)/90 dated 19-10-92.

2) The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad-500371, with reference to his letter No.6/SC/22/4 dated 16-10-92.

3) The Director Standards (Motive Power), R.D.S.O., Lucknow-226011.

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

(127)/0

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

No.92/CEDO/SR/13. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 21st October, 92.

The General Manager (Works),
Southern Railway,
Park Town,
Madras-600003.

Sub:- Introduction of 4000 hp WAP I AC Electric Locomotive on Madras Central-Gudur B.G.Section of Southern Railway.

With reference to your application No.W.438/1/Ty.Vol.II dated 22-9-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the introduction on your railway 4000 hp WAP I AC Electric Locomotive having an axle load of 18.8t, HETT 3900 transformer with 2S-3P permanent connection of the axle hung nose suspended TAO-659 traction motors and flexicoil bogies/ with two stage suspension, built to RDSO Sketch No.SK.DL-3031 Alt.5, at a maximum permissible speed of 110 Kmph on Madras Central-Gudur Section of your railway.

The sanction is subject to strict observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all stipulations laid down in the Joint Safety Certificate and its Annexure, Track Certificate, Bridge Certificate and RDSO's Speed Certificate No.SD.PCL.12.6 dated 13-8-92 so far as these are applicable to introduction of WAP I Class of AC Electric Locomotive.

The sanction for condonation of infringements to item 12 and 13 of Chapter-IV(C) of B.G.Schedule of Dimensions (1973) involved in the design of WAP I loco has already been issued under Board's letter No.79/WDO/SR/6 dated 7-4-1979.

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

(127)/(2)

No.92/CEDO/SR/13. New Delhi, Dated 28 October, 92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.17-T(3)/90 dated 22-10-92.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Rd., Gandhi Nagar P.O. Bangalore with reference to his letter No.1068 dated 7-10-92.

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

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

(128)

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

No.89/TGIV/3/IR/4

New Delhi-110001
Dated: 29.10.92

C I R C U L A R

SUB: Amendments to the Indian Railways Act, 1989 and Statutory Rules
....

The Indian Railways Act, 1989 came into force w.e.f. 1.7.90. The concerned Directorates of the Railway Board were advised to issue administrative instructions or statutory rules where ver necessary to give effect to the provisions of the new Act vide circular of even number dated 22.6.90. (Copy enclosed for ready reference).

2. It is, however, noted that some of the Directorates and the legal Cell continue to route their files seeking amendments either in the Act or the statutory rules through the JDTC(M&RAR) on the ground that the Commercial Directorate is the nodal Directorate for the Indian Railways Act. Since the new Act has already come into effect any further amendments either to the Act or to the statutory rules has to be undertaken by the concerned Directorates independently.

(R.K. PURI)
Executive Director Traffic (Mktg.)
Railway Board

To

All Advisers/Railway Board

All Executive Directors/Railway Board

Copy to:- Adv(CE) 18/11

CE DO 19/11

EDCE(G) 19-11-92

भारत सरकार
रेल मंत्रालय(रेलवे बोर्ड)

सं. 89/टी. जी. IV/9/आई. आर./4 नई दिल्ली, दिनांक .10.92

परिपत्र

विषय:- भारतीय रेल अधिनियम, 1989 तथा संविधिक नियमों में आशोधन.

भारतीय रेल अधिनियम, 1989 दिनांक 1.7.90 से लागू हुआ। 22.6.90 के समसंख्यक परिपत्र द्वारा रेलवे बोर्ड के संबंधित निदेशालयों को यह सलाह दी गई थी कि वे इस नये अधिनियम के प्रावधानों को लागू करने के लिए जहां कहीं भी आवश्यक हों, प्रशासनिक अनुदेश अथवा संविधिक नियम जारी करें (तत्काल संदर्भ के लिए प्रतिलिपि संलग्न)

2. बहरहाल, यह नोट किया गया है, कि कुछ निदेशालय तथा विधि कक्ष द्वारा अधिनियम अथवा नियमों में आशोधन करने से संबंधित अपनी फाइलें सं. नि. या. वाणि. (वि. एव आर ए आर) से होकर इस आधार पर अब भी भेजी जाती है कि भारतीय रेलवे अधिनियम के लिए वाणिज्य निदेशालय नोडल निदेशालय है। चूंकि यह नया अधिनियम पहले से ही लागू हो चुका है, अतः इस अधिनियम, अथवा संविधिक नियमों में आगे कोई भी आशोधन संबंधित निदेशालयों द्वारा स्वतंत्ररूप से किया जाना है।

ह0/-
(आर. के. पुरी)
कार्यकारी निदेशक, याता. (विपणन)
रेलवे बोर्ड

सभी सलाहकार/रेलवे बोर्ड
सभी कार्यकारी निदेशक/ रेलवे बोर्ड को प्रेषित :

(130)

GOVERNMENT OF INDIA (BHARAT SARKAR)
Ministry of Railways (Rail Mantralaya)
(Railway Board)

No.89/TG-IV/9/IR/4 New Delhi, June 22, 1990.

The General Managers,
All Indian Railways, including
Production Units.

CAO/COFMOW.

DG/RDSO, Lucknow.

Principal, RSC, Vadodara.

Principal, IRIMEE, Jamalpur.

Principal, IRISET, Secunderabad.

Principal, IRIATT, Pune.

Principals of Zonal Training Schools.

Chief Commissioner of Railway Safety, Lucknow.

Secretary, Railway Rates Tribunal, Madras.

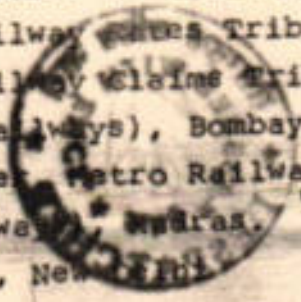
Registrar, Railway Claims Tribunal, Delhi.

CAO(C), MTP(Railways), Bombay.

General Manager, Metro Railway, Calcutta.

CPM, MTP(Railways), Madras.

MTP(Railways), New Delhi.





The new Railways Act, 1989, will come into force with effect from 1.7.1990. This Act repeals the existing Indian Railways Act, 1890.

2 A note explaining the important features and some of the changes made in the new Act is enclosed.

3 A copy of the new Act should be made available in every office and at every important station. For the purpose, adequate number of copies may be either purchased from the market, if available, or in the alternative, the same may be got printed locally by the Railways.

4 Section 200 of the new Act, inter-alia, envisages that any Rule made or any action taken under the repealed Act shall, in so far as it is not inconsistent with the provisions of the new Act, be deemed to have been done or taken under the corresponding provisions of the new Act. Hence, the rules framed under the old Act will remain valid till such time they are superseded by new rules notified under the new Act.

...2

(131)

5. Concerned Directorate of the Railway Board will separately issue administrative instructions or statutory rules wherever necessary to give effect to the provisions of the new Act.

(M.S.Bhanderi)
Adviser (Commercial)

ME, MM, MS, ML.
RHS, Secretary.
s/Railway Board.
ve Directors/Railway Board.



(132)

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

No.92/CEDO/SD/14. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 29th October, 92.

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

Sub:- Mangal Mahudi- Providing Emergency Cross-over at Godhra end in Mangal Mahudi yard on Godhra-Ratlam Section of Western Railway.

With reference to your application No.W.722/2/43/1 (E.X./Over) dated 20-8-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of grade infringement of 1 in 150 at Km:518.18 at Mangal Mahudi yard to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) involved in connection with provision of an Emergency Cross-over between UP & DN.Main lines at Mangal Mahudi yard on Godhra-Ratlam Section of Western Railway as shown in Form-XI and Drawing No.DRM/144/MAM/E-30 accompanying your application referred to above.

The sanction is subject to insertion of an additional Clause in the Station Working Rules of Mangal Mahudi Station that no train will be stabled without a live engine on the UP & DN.Main lines and all suitable arrangements being made by the railway to prevent accidents.

It is noted that shunting instructions for operation on 1 in 150 grade at Mangal Mahudi yard have already been incorporated in Station Working Rules as per Annexure enclosed with the application and the sanction for grade infringement already existing in the yard has already been conveyed by the Board under their letter No.59/WDO/SD/16 dated 8-2-60.

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

P.T.O.

(132)

No.92/CEDO/SD/14. October,92.

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

Sub:- Mangal Mahudi - Providing Emergency Cross-over at Godhra end in Mangal Mahudi yard on Godhra - Ratlam Section of Western Railway.

With reference to your application No.W.722/2/43/1 (E.X/ever) dated 20-8-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of grade infringement of 1 in 150 at Km:518.18 at Mangal Mahudi yard to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) involved in connection with provision of an Emergency Cross-over between UP & DN.Main lines at Mangal Mahudi yard on Godhra-Ratlam Section of Western Railway as shown in Form-XI and Drawing No. DPM/144/MAM/F-30 accompanying your application referred to above.

The sanction is subject to insertion of an additional Clause in the Station Working Rules of Mangal Mahudi Station that no train will be stabled without a live engine on the UP & DN.Main lines and all suitable arrangements being made by the railway to prevent accidents.

It is noted that shunting instructions for operation on 1 in 150 grade at Mangal Mahudi yard have already been incorporated in Station Working Rules as per Annexure enclosed with the application and the sanction for grade infringement already existing in the yard has already been conveyed by the Board under their letter No.59/WE0/SD/16 dated 8-2-1960.

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

No.92/CEDO/SD/14. New Delhi, Dated October,92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(6)/90 dated 19-10-92.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020, with reference to his letter No.221/277 dated 02-09-1992.

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

(134)

No.91/CEDO/SD/10. 29-10-92.

The Chief Project Manager,(C)
South Eastern Railway,
Rayagada

Sub:- Remodelling of Koraput Station yard in connection with provision of new BG Railway line from Koraput to Rayagada (Singapur Road) - Administrative approval for having stations yards on grades steeper than 1 in 1200.

Ref:- Your office letter No.CAO(C)/VSKP/D/Opening of lines/KR/7665 dated 24/29-9-92.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 822 and 1 in 400 in between a small stretch of 42.8 metres in Koraput Station yard on Koraput-Rayagada (Singapur Road) BG line of South Eastern Railway shown in your application and Drawing No.CAO(CON)/VSKP/SY/093/91 as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No. 88/CEDO/SD/8 dated 6-9-1989. It is noted that the approval is required in connection with remodelling of Koraput Station yard.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the main line.

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

(135)/0

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

No.92/CEDO/SL/13. रेल भवन, नई दिल्ली-110001, दिनांक 29th October, 1992.
Rail Bhawan, New Delhi-110001, dated

The General Manager,
Western Railway,
Churchgate,
Bombay-400020.

Sub:- Providing additional loop at Bajaranggarh - Approval of infringement of grade in Bajaranggarh Station yard.

*****

With reference to your application No.WNC.360/8/98 dated 15-7-91 sent through the Chief Chief Commissioner of Railway Safety Lucknow and letter dated 16-10-92 the sanction of Ministry of Railways is hereby communicated for condonation of grade infringement of 1 in 200 in connection with provision of additional loop at Bajaranggarh station yard, to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) on Godhra-Ratlam section as shown in Form-XI and Drawing No.CE(S&C)14992/F-BJG/R accompanying your application referred to above.

The sanction is subject to insertion of an additional Clause in the Station Working Rules of Bajaranggarh station yard that no train will be stabled without a live engine on the main line and the additional loop and all suitable arrangements being made by the railway to prevent accidents. It is also subject to incorporation of shunting instructions in the Station Working Rules of Bajaranggarh station as sent to Commissioner of Railway Safety, Western Circle, Bombay under Chief Administrative Officer (Construction)'s letter No. WNC.360/8/98 dated 8-6-92 resiting of the OHE Masts at location 588/25, 588/27, 588/29, 588/19 & 588/21 to clear the infringement.

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

P.T.O.

(135)/(2)

No.92/CEDO/SD/13. New Delhi, Dated 29/10 October, 92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(6)/90 dated 7-8-92 and 15-10-92.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400020 with reference to his letter No.221/144 dated 31-7-91

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

(135/3)

No.91/CEDO/SD/13. October, 1992.

The General Manager,
Western Railway,
Churchgate,
Bombay-400020.

Sub:- Providing additional loop at Bajaranggarh - Approval of infringement of grade in Bajaranggarh Station yard.

*****

With reference to your application No.WNC.360/8/98 dated 15-7-91 sent through the Chief Chief Commissioner of Railway Safety Lucknow and letter dated 16-10-92 the sanction of Ministry of Railways is hereby communicated for condonation of grade infringement of 1 in 200 in connection with provision of additional loop at Bajaranggarh station yard, to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) on Godhra-Ratlam section as shown in Form-XI and Drawing No.CE(S&C)14992/F-BJG/R accompanying your application referred to above.

The sanction is subject to insertion of an additional Clause in the Station Working Rules of Bajaranggarh station yard that no train will be stabled without a live engine on the main line and the additional loop and all suitable arrangements being made by the railway to prevent accidents. It is also subject to incorporation of shunting instructions in the Station Working Rules of Bajaranggarh station as sent to Commissioner of Railway Safety, Western Circle, Bombay under Chief Administrative Officer (Construction)'s letter No. WNC.360/8/98 dated 8-6-92 resiting of the OHE Masts at location 588/25, 588/27, 588/29, 588/19 & 588/21 to clear the infringement.

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

P.T.O.

(135)/(4)

No.92/CEDO/SD/13. New Delhi, Dated October,92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(6)/90 dated 7-8-92 and 15-10-92.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400020 with reference to his letter No.221/144 dated 31-7-91

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

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

(136)/10 C

No.89/CEDO/SR/4. रेल भवन, नई दिल्ली-110001, तिथि 29.10.1992.
Rail Bhavan, New Delhi-110001, dated

The General Manager,
Northern Railway,
New Delhi.

Sub: Running of 140t B.G. Diesel Hydraulic Break down Crane supplied by M/s. Jessop & Co. on Northern Railway.

.....

In view of the position explained in your application No.519-W/505 dated 17.10.1991 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 140 t B.G. diesel hydraulic Break down crane having an axle load of 20t supplied by M/s Jessop & Co. Limited Calcutta to RDSO's Drg.No.SK.CR.748(Alt.3) fitted with two six wheeled bogies and two four wheeler relieving bogies with a single stage laminated bearing spring suspension arrangement provided with a match truck with two four wheeler bogies and single stage suspension at the secondary stage and with a separate ballast carrier which is also fitted with four wheeler double bogies with single stage suspension at secondary stage, on Ghaziabad - Mughalsarai section at a maximum speed of 5 Kmph on its power and when hauled in a train by WDM2/WAM4 or any other electric locomotive or Diesel locomotive at a speed of 60 Kmph and when hauled by a single WG locomotive upto 40 Kmph.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/55/91 and all other certificates accompanying your application referred to above. RDSO have issued correction to their Speed Certificate vide their letter No.SL/CR/SPD/140t/Jessop dated 15.6.92 and 11.7.92. Moreover the Railway have indicated the three conditions of speed against 95 B.G. sections in their application and the Joint Safety Certificate and Track certificate. The first two conditions relate to the bridges indicated against para 3.2.1 (a)(i) and 3.2.1 (a)(ii) of the Speed Certificate and not to the track other than bridges. For the track other than bridges, the conditions are shown against para 3.1(a) and 3.1(b). The position of speed may be rechecked by the Railway and sanction for increase if any required, may be obtained direct from CRS. The sanction for running on the remaining sections shall however be issued by CRS direct in terms of para 3 of his letter No.598/1339/Diesel Crane dated 12.8.92.

Contd...2/-

(136)/(2)

The infringement to clause 11(ii) of Chapter IV(C) of B.G. Schedule of Dimensions (1973) involved in the design of break down Crane as detailed in Form-XI accompanying your application referred to above, has already been condoned under Board's letter No.88/CEDO/SR/29 dated 11.1.1989.

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

No.89/CEDO/SR/4. New Delhi, dated 29-10-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(4)/90 dated 1-9-92.
2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, Near C.R.I.S., Delhi Safdarjung Station, New Delhi-110021, with reference to his letter No. 598/1339/Diesel Crane/Pt.II dated 12-8-92.The sanction for running of 140t Diesel Hydraulic Break-down Crane on the remaining 94 B.G.Sections of Northern Railway as listed in the Joint Safety Certificate may be issued direct from your end interms of para 3 of your letter.
3. The Director Standards(Track), R.D.S.O., Lucknow-226011.

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

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

(137)/0(S)

No. 89/CEDC/SR/5 New Delhi, dated: 29-10-92

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

Subject: Running of WAG- 5H, WAG - 5HR, WAG -5HA and WAG -5HB class of locomotives fitted with Hitachi Motors on electrified B.G.portion of Northern Railway.

In view of the position explained in your application No. 519-W/522 dated 23-10-1991 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Single/ Double headed WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB class of A.C. Electric locomotives fitted with Hitachi Motors, having an axle load of 21 tonnes on the following B.G. electrified sections:

S.No.	SECTION	MAX.SPEED (in kmph)
1.	New Delhi - Delhi Kishanganj	35
2.	Delhi - Delhi Kishanganj	35
3.	Delhi - New Delhi	40
4.	New Delhi - Tughlakabad	80
5.	Hazrat Nizamuddin - Dayabasti (Alignment - I)	80
6.	Patel Nagar - Shakurbasti	80
7.	Okhla - Lajpat Nagar	35
8.	New Delhi - Sahibabad	80
9.	Delhi - Ghaziabad	80
10.	Ghaziabad - Mughalsarai	80
11.	Aligarh - Harduaganj	80

The sanction is subject to observance of the following conditions :

1. Observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time and observance of additional speed restrictions as may be imposed by CEE due to the condition of OHE or any other reason.

2. Observance of all other conditions/stipulations made in your Joint Safety Certificate No. SLC/BG/57/91 and RDSO's speed certificate No. SD.WAG 5-11 dated 23.3.90 and all other certificates accompanying your application referred to above.

3. Movement of WAG -5H, WAG -5HR, WAG -5HA and WAG -5HB

(137)/(2)

class locomotives on the sections under electrification is permitted only after completion of electrification work.

It is noted that the moving profile of WAG -5H, WAG -5HR, WAG -5HA and WAG -5HB class of locomotives is the same as that of WAM-4 locomotives as per para 2.4.1 of RDSO's speed certificate. The sanction for condonation of infringements of WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB class of locomotives with Pantograph in locked down condition with maximum moving dimension of 1929 on non-electrified sections has already been issued under this office letter of even number dated 18.6.90 and accordingly para 2.4.1 of the Speed Certificate has been modified by RDSO vide their letter No. SD.WAG.11 dated 7.9.90.

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

No. 89/CEDO/SR/5 New Delhi, dated 29-10-92

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his endrosement No. RSr RS. 17-T(3)/90 dated 1.9.92

2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110 021 with reference to his letter No. 333/1339/WAG.5H dated 27.07.92.

3. The Director Standards (Motive Power), RDSO Lucknow-226001

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

(138)

No.92/CEDO/SR/13. 29 IX October, 92.

The General Manager(Works),
South Central Railway,
Secunderabad-500371.

Sub:- Introduction of WAP I Class AC Electric 4000 hp locomotive to haul Superfast Express trains (Vacuum brake or Air Brake system) on the B.G.route of South Central Railway.

Ref:- Your application No.W.368/1/25/WAPI dated 16-10-92.

Necessary sanction has been issued under this office letter of even number dated 28-10-92 for introduction of WAPI loco on Balharshah-Vijayawada-Gudur-Renigunta Section of your railway. The sanction has been issued for running at a maximum permissible speed of 100 Kmph as cleared by Chief Commissioner of Railway Safety Lucknow.

For running of trains at higher speeds clearance of the concerned Directorates (Track, Bridges etc.) may be necessary for which the case may be processed separately with Executive Director Civil Engineering/P, Railway Board.

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

No.92/CEDO/CRI/17. 30th October,92.

The General Manager(Engg.),
Northern Railway,
Baroda House,
New Delhi - 110 001.

Sub:- Opening of permanent diversion of track from Ch.2.385 to Ch.5.794 (3.409 KM) between Lucknow and Amausi Station on Lucknow-Kanpur Section.

Reference may be made to Commissioner of Railway Safety's letter No.51/I/K/Opening/813 dated 30-9-1992 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/CRI/17. New Delhi, Dated 30-10-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near C.I.R.S., Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021 with reference to his letter No.51/I/K/Opening/813 dated 30-9-1992.

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

(140)

No.92/CEDO/SR/11. 30th October,92.

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

Sub:- Design of bottom discharge
Hopper Wagon type BOBR(CIMMCO)
- Sanction for infringements.

Please arrange to send a copy of RDSO's Speed Certificate No.MW/CS/SPL.W/BD dated 29.10/4-11-91 for reference and use in this office.

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

(141)
G/File

No.91/CEDO/SR/7. 30 October,92.

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

Sub:- Proposed restrictions in the running of BOBR Wagons.

Please refer to this office letter of even number dated 7-8-92 (Copy enclosed for ready reference) and expedite your reply.

The Receipt of this letter may please be acknowledged.

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

(142)

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

No. 92/ CEDO/SD/14 New Delhi, Dated .10.1992

The Chief Bridge Engineer,
Western Railway,
Headquarter Office,
Churchgate,
Bombay.

Subject : Mangal Mahudi - Providing Emergency Cross Over at Godhra end in Mangal Mahudi Yard on Godhra-Ratlam section of Western Railway.

Reference: Western Railways letter No.W 722/2/43/1(B-XOVA) dated 25.9.92.

....

A thorough search has been made in this office and it is found that the letter in question conveying the sanction for condonation of infringement to 1 in 150 grade in Mangal Mahudi Yard is not tracable in this office.

Sd/-

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

G/File (143)

No.92/CEDO/SR/5. 03-11-92.

The Director General (Motive Power),
R.D.S.O.,
Lucknow-226011.

Sub:- Condonation of infringements of 2600 hp. Co-Co Diesel Electric Locomotive manufactured by M/s.BHEL for movement on Indian Railways.

Please arrange to send a copy of your letter No. SD.Project-124 dated 20-8-92 for reference and use in this office.

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

(144)

No.91/CEDO/ORI/4.

3/11/92.

The General Manager,
South Central Railway,
Works Construction Branch,
Secunderabad-500371.

Sub:- Doubling of track between Krishna and Chengunta stations on Wadi-Raichur BG Section on the Guntakal Division of South Central Railway.

Ref:- Your office letter No.W.Con.347/G/62 dated 27-8-92.

In connection with the compliance of para 3.2.1 and para 3.3.2.3(v) of CRS's Inspection Report on Krishna-Chengunta section sent to him under your above quoted letter the following discrepencies have been noted:

Para of CRS's Report.		Comments of Railway's compliance.
3.2.1.	Part of Krishna yard for a length of 250M from Ch.9366.5 towards Raichur is in level with rising gradients on both sides.(1:260 Wadi end and 1:580 Raichur end) forming a trough where water accumulates from both sides. Adequate drainage arrangements be made to prevent inundation of track of Down Main and Down loop should be fully ballasted aligned and packed.	Permanent drainage arrangements in Krishna yard is in progress and likely to be completed shortly. The down main line and down loop has been fully ballasted, aligned and packed taking ballast from Raichur.
3.3.2.3(v)	The signal failure register has been checked. There were two failures one on 21.6.91 and the other on 23.6.91. These were stated to be due to earth/water covering the track in Krishna yard The drainage arrangements in Krishna yard are to be improved (Para 3.2.1).	The drainage arrangements in Krishna yard is in progress and will be completed by Feb'92.

The above mentioned section was opened in June,91 but the works mentioned above have not still been completed. Also in para 3.3.2.3(v) it has been mentioned that the likely date of completion is February,92. The date mentioned is incorrect. It should be February,93.

Ministry of Railways therefore desire that the reasons for such an abnormal delay in execution of the drainage work in Krishna yard may be clearly brought out for information of this office and the works when completed advised to Commissioner of Railway Safety direct under advice to this office.

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

(146)

No.91/CEDO/SD/10. 5-11-92.

The Chief Engineer (Con)/Central,
South Central Railway,
Works Construction Branch,
Secunderabad-500371. (A.P.)

Sub:- Secunderabad Division: Wadi-Secunderabad Section Doubling of track between Vikarabad and Tandur stations - Proposed yard arrangements at Dharur and Rukmapur. Request for Administrative approval for the grades steeper than 1 in 1200 and upto 1 in 400 in the station yards.

Ref:- Your application No.W/Con/182/C/170 dated 25-9-92.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 from Ch.22650 m to Ch.23985 m at Dharur Station yard and 1 in 400 from Ch.32250 m to Ch.32650 m & 1 in 495 from Ch.32650 m to Ch.33250 m at Rukmapur Station yard in connection with doubling of track between Vikarabad and Tandur stations as shown in CAO/C/O/SC/Drg.No.CAO/SK/TR/46-92 & 47-92 accompanying your letter referred to above, as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of Dharur and Rukmapur stations that no train will be stabled without a live engine on the main line.

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

(147)

No. 92/CEDO/ORI/10. 5-11-1992.

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

Sub:- Doubling of track between Nalwar-Thangundi stations on Wadi-Raichur-Guntakal section of Guntakal Division of South Central Railway for public carriage of passengers.

Please arrange to send at an early date a photocopy of your forwarding letter under which CRS's letter No. 6/SC/20/103 dated 19-8-91 on the above noted subject alongwith enclosures has been forwarded to this office.

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

(148)

No.91/CEDO/SD/14. 6th November,92.

The General Manager (Engineering),
South Eastern Railway,
Calcutta - 700 043.

Sub:- Condonation of infringement to the Schedule of Dimension due to the provision of additional Cross-over between UP Main and DN.Main of the Adra end of Tamna yard on Adra-Chandil Section of South Eastern Railway in Adra Division.

Ref:- Your Application No.AC/YR/TAO dated 19/20-10-92.

Interms of Clause 24 Chapter-V of Indian Railway Act 1989, for temporary additions and alterations to existing Tamna yard for restoration of traffic after floods, the railway are themselves responsible for the opening of the work under notice to Commissioner of Railway Safety. As such, Railway Board do not come into picture for sanction of grade infringement for provision of additional Cross-over between UP & DN. Main lines at Adra end of Tamna yard. In case anything further is required, the application should be routed through CRS/CCRS.

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

(149)

No.92/CEDO/SD/7. 6-11-92.

The Chief Project Manager,
Railway Electrification,
Bilaspur - 495004.

Sub:- Condonation of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at three stations i.e., Kalumna, Bhandara Road and Itwari on Gondia-Nagpur Section.

Ref:- Your letter No.Dy.CSTE/DNRE/ST/SIG/11/3/727 dated 3-11-92.

Your application No.Dy.CSTE/DNRE/ST/SIG/11/3/1209 dated 24-10-92 has not so far been received in this office duly forwarded through CRS and CCRS.

It is therefore requested that a duly attested photocopy of your application alongwith CRS and CCRS forwarding letters may please be sent to this office. A ferrocopy each of yard plans of Kalumna, Bhandara Road and Itwari stations showing the infringements may also be sent to enable this office to take further necessary action in the matter.

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

(150)

WIRELESS

Dated 11-11-1992

THE GENERAL MANAGER(ENGG.),
EASTERN RAILWAY,
CALCUTTA.

NO 85/WDO/SR/1 (.) ATTENTION S.K.JAIN DY CE (BRIDGES) (.) REFER THIS OFFICE LETTERS OF EVEN NUMBER DATED 7-9-92 AND 1-10-92 IN CONNECTION WITH RUNNING OF BOBR WAGONS ON CERTAIN ROUTES (.) THE INFORMATION FOR TRACK CENTRES AND STRUCTURE DISTANCES ON THE ROUTES REQUIRED IN PROFORMA - I & II NOT RECEIVED SO FAR (.) EXPEDITE (.) ENSILE (.)

SINGLA
RAILWAYS

NO. 85/WDO/SR/1. New Delhi, dated 11-11-92.

Copy by post in confirmation.

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

(151)

No.92/CEDO/CRI/19. 13th November,92.

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

Sub:- Conversion of MG line into BG between Palana and Surpura.

Reference may be made to Commissioner of Railway Safety's letter No.BKN/12/A/Opening/92 dated 23-10-92 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/CRI/19. New Delhi, Dated 13th Novebor,92

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Near C.R.I.S., Delhi Safdarjung Station, Chanakyapuri, New Delhi-110021, with reference to his letter No.BKN/12/A/Opening/92 dated 23-10-92.

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

(152)

No.92/CEDO/CRI/18. 13th November,92.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of Bilaspur Road-Rudrapur Road section of Izatnagar Division of North Eastern Railway for the public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.S/NC/187/504/OPG dated 14-10-92 on the above noted subject. It may be advised whether all the requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/CRI/18. New Delhi, Dated 13 -11-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, North Eastern Circle, Hazrat Ganj, Lucknow-226001, with reference to his letter No. S/NC/187/504/OPG dated 14-10-92.

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

(153)/0

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

No.91/CEDO/ORI/2. Rail Bhawan, New Delhi-110001, dated 13-11-92.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sub:- Opening of the new Down line between Baghabishunpur and Sonnagar Stations on Garwa Road-Sonnagar Section of Mughalsarai Division of Eastern Railway for the public carriage of passengers.

With reference to your Endorsement No.PS.10-T(15)/91 dated 1-7-92, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for public carriage of passengers as per his letter No.403/16/A/I/S/91 dated 9-7-91.

yours faithfully,

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

No.91/CEDO/ORI/2. New Delhi, Dated 13-11-92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, Calcutta-700001 with reference to his letter No. 403/16/A/I/S/91 dated 9-7-91.

2) The General Manager, Eastern Railway, Calcutta with reference to his letter No.CE/CON/W/1344/Pt.II/387 dated 8th September, 92. The date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

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

(153)/2

No.91/CEDO/GRI/2. 13th November,92.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Opening of the new Down line between Beghabishunpur and Sonnagar Stations on Garwa Road-Sonnagar Section of Mughalsarai Division of Eastern Railway for the public carriage of passengers.

With reference to your Endorsement No.RS.10-T(15)/91 dated 1-7-92, 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.403/16/A/I/S/91 dated 9-7-91.

youre faithfully,

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

No.91/CEDO/GRI/2. New Delhi, Dated 13th November,92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, No.14, Strand Road, Calcutta-700 001, with reference to his letter No. 403/16/A/I/S/91 dated 9-7-91.

2) The General Manager, Eastern Railway, Calcutta with reference to his letter No.CE/CON/W/1344/Pt.II/387 dated 8th September,92. The date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

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

(154)

No. 91/CEDO/SD/10. 13-11-92.

The Chief Engineer(Con)/Central,
South Central Railway,
Works Construction Branch,
Secunderabad-500371 (A.P.).

Sub:- Secunderabad Division- Wadi-Secunderabad Section - Doubling of track between Wadi-Malhaid Road Stations - Proposed yard arrangements at Chittapur - Request for the grades steeper than 1 in 1200 and upto 1 in 400 in the station yard.

Ref:- Your application No.W/Con/182/C/169/Vol.III dated 25-9-1992.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 from Ch.15301.15 m to Ch.15798.00 m and 1 in 700 from Ch.15276.96 m to 15301.15 m at Chittapur Station yard in connection with doubling of track between Wadi and Malkhaid Road Stations as shown in Drawing No.CAO/C/SK/TR/45.92 accompanying your letter referred to above, as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-1989.

The approval is subject to the condition that a Clause will be inserted to the Station Working Rules of Chittapur Station that no train will be stabled without a live engine on the main line.

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

(155)

No.92/CEDO/SR/15. 16-11-92.

The General Manager,
Southern Railway,
Park Town,
Madras-600003.

Sub:- Introduction of air braked coaches on Bangalore-Dharmavaram B.G.Section.

With reference to your application No.W.368/B/1/Vol.I dated 7-11-92 sent through the Chief Commissioner of Railway Safety Lucknow, the post-facto sanction of Ministry of Railways is hereby communicated for introduction of WLRRM, WGSCZAC, WCBAC, WGSCZAC, WACCM, WFAC and WLRRM type of ICF air braked B.G.coaches at a maximum speed of 100 Kmph on Bangalore-Dharmavaram B.G.Section of your railway.

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in the Joint Safety Certificate No.537 BG dated 30-10-92, RDSO's Speed Certificate and stipulations given in para 2(i) to (v) of Commissioner of Railway Safety's letter No.1245 dated 2-11-92 and all other certificates accompanying your application referred to above so far as these are applicable to introduction of above mentioned ICF air braked BG Coaches.

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

No.92/CEDO/SR/15. New Delhi, Dated:- 16-11-92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.25-T(2)/92 dated 3-11-92.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009, with reference to his letter No.1245 dated 2-11-92.

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

Sd/-
(S.M.SINGLA)
for Secretary Railway Board.

(156)

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

No.92/CEDO/SR/15. New Delhi-110001, Dated 16.11.92.

The General Manager (Works),
South Central Railway,
Secunderabad-500371. (A.P.)

Sub:- Introduction of ICF air braked B.G.coaches on Belharshah-Dharmavaram B.G.Section.

With reference to your application No.W.568/Rajdhani/92 dated 31-10-92 sent through the Chief Commissioner of Railway Safety Lucknow, the post-facto sanction of Ministry of Railways is hereby communicated for introduction of all coil ICF air braked B.G.Coaches at a maximum speed of 100 Kmph. on Belharshah-Dharmavaram B.G.Section of your railway.

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all other conditions/stipulations made in the Joint Safety Certificate No.E/253/BG, RDSO's Speed Certificate No.SD.WDM2.11 dated 1-9-71, instructions for working Superfast trains with multiple unit operations and all other certificates accompanying your application referred to above so far as these are applicable to introduction of all coil ICF air braked coaches.

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

No.92/CEDO/SR/15. New Delhi, Dated 16-11-92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.25-T(2)/92 dated 3-11-1992.
2) The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad-500371, with reference to his letter No.6/SC/22/4/294 dated 1-11-92.
3) The Director Standards (Mechanical), RDSO, Lucknow-226011.

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

(157)/0

No.92/CEDG/SD/8. 17th November,92.

The Chief Project Manager/Gauge Conversion,
Southern Railway,
Egmore,
Madras-600008.

Sub:- Karur-Dindigul-Madurai-Tuticorin Project-Proposed parallel B.G.road between Dindigul-Madurai-Condonation of infringement at Madurai Station.

With reference to your application No.W.262/XX/4/GN dated 17-8-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement concerning the 4955 mm available clearance of RRI Cabin on platform No.2 from centre line of BG track, as against 5330 mm clearance required as per item 7(ii) Chapter-II and concerning the 5060 mm available vertical height of ROB above rail level on platform No.1 & 2 as against 6250 mm required as per item 10 Chapter-II of B.G.Schedule of Dimensions (1973) at Madurai Station in connection with construction of parallel Broad Gauge line between Dindigul and Madurai Station of your railway. The sanction is based on Form-XI and Drawing No.SK.6-92/1 and SK.9-92/1 accompanying your application referred to above. As the sanction is purely temporary, the railway may plan to remove the infringement at the ROB in a planned manner as and when the work is approved. The Cabin infringement may however be removed if and when the reconstruction of cabin is undertaken.

The sanction is subject to platform coverings being suitably modified to remove the infringements.

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

No.92/CEDG/SD/8. New Delhi, Dated 17th November,92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-I(7)/90 dated 15-10-92.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009, with reference to his letter No.957 dated 8-9-92.

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

(157)/2

No.92/CEDO/SD/8. New Delhi, Dated 17-11-92.

The Chief Project Manager/Gauge Conversion,
Southern Railway,
Egmore,
Madras-600008.

Sub:- Karur-Dindigul-Madurai - Tuticorin Project-
Proposed parallel B.G.road between
Dindigul-Madurai - Condonation of
infringement at Madurai Station.

S.No. 5/2

With reference to your application No.W.262/XX/4/CN dated 17-8-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement concerning the 4995 mm available clearance of RRI Cabin on platform No.2 from centre line of ~~converted~~ BG track, as against 5330 mm clearance required as per item 7(ii) Chapter-II and concerning the 5060 mm available vertical height of FOB above rail level on platform No.1 & 2 as against 6250 mm required as per item 10 Chapter-II of B.G.Schedule of Dimensions (1973) at Madurai Station in connection with construction of ~~proposed~~ parallel Broad Gauge line between Dindigul and Madurai station of your railway. The sanction is based on Form-XI and Drawing No.SK.6-92/1 and No.SK 9-92/1 accompanying your application referred to above. As the sanction is subject to platform coverings being suitably modified to remove the infringement,

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

No.92/CEDO/SD/8. New Delhi, dated 17-11-92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(7)/90 dated 15-10-92.
2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore-560009 with reference to his letter No.957 dated 8-9-92.

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

* is purely temporary, the railway may plan to remove the infringement at the FOB in a planned manner as and when the work is approved. The cabin infringement may be removed if and when the cabin is reconstructed/ cabin reconstruction is undertaken.

(157)/8

No.92/CEDO/SD/8. November,92.

The Chief Project Manager/Gauge Conversion,
Southern Railway,
Egmore,
Madras-600008.

Sub:- Karur-Dindigul-Madurai-Tuticorin Project-
proposed parallel B.G.road between
Dindigul-Madurai-Consideration of infringement
at Madurai Station.

With reference to your application No.C.362/XX/4/GM dated 14-8-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby conveyed for regularisation of infringement considering the 4955 mm available clearance of PRJ Cabin on platform No.2 from centre line of 3 track, as against 5330 mm clearance required as per item 7(ii) Chapter-II and considering the 5060 mm available vertical height of FOB above rail level on platform No.1 & 2 as against 6250 mm required as per item 10 Chapter-II of B.G.Schedule of Dimensions (1973) at Madurai Station in connection with construction of parallel Broad Gauge line between Dindigul and Madurai Station of your railway. The sanction is based on Form-XI and Drawing No.SK.6-92/1 and SK.9-92/1 accompanying your application referred to above. As the sanction is purely temporary, the railway may plan to remove the infringement at the FOB in a planned manner as and when the work is approved. The Cabin infringement may however be removed if and when the reconstruction of cabin is undertaken.

The sanction is subject to platform coverings being suitably modified to remove the infringements.

16/11

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

No.92/CEDO/SD/8. New Delhi, Dated 17th November,92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(7)/90 dated 15-10-92.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009, with reference to his letter No.957 dated 8-9-92.

16/11

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

17/11

9/c

(158)

No.90/CEDO/SR/3. 17 -11-1992.

M/s. BHEL,
High Pressure Boiler Plant,
Tiruchirapalli - 620 014.

Sub: Permanent sanction for running 12 axle Modified Kaveri BG Special Wagon of BHEL/Tiruchirapalli over various BG sections of C. Rly. - Reg.

Ref: Your letter No.BHE/SH/TFC/DRD dated 31.10.1992.

******

Attention is invited to the discussions held in my office on 2.9.92 with the two representatives of M/s BHEL who were apprised that Central Railway has already been advised to move a fresh application through CRS and CCRS to obtain the sanction for running of 12 axle modified Kaveri wagon vide this office letter of even number dated 19.8.92, copy enclosed for your ready reference.

Under the circumstances this office are not in a position to take any action unless the matter is persued with Central Railway direct to move a fresh application to the Secretary (Civil Engg.) Railway Board for movement of the above wagon through CRS and CCRS immediately. This office may be contacted further only when Central Railway have moved the said application.

Sd/-

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

No.90/CEDO/SR/3. New Delhi, dated 17 -11-1992.

The General Manager(Works) Central Railway, Bombay with reference to his letter No.T.607/M-3/WY/ER/XIV dated 4.8.92. The Central Railway vide this office letter of even number dated 19.8.92 was asked to move a fresh application for movement of the above wagon through CRS and CCRS. The latest position may be advised immediately for information of this office.

Sd/-

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

DA : As above.

(159)

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

No.90/CEDO/SR/10. 18-11-1992.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 19

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

Sub: Running of B.G. Bogie liquified petroleum gas tank wagon type 'BTPGL'.

******

In view of the position explained in your application No.519-W/511 dated 12.8.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of B.G. Bogie liquified petroleum gas tank wagon type 'BTPGL' to RDSO's Drawing No.85029-S-02(Alt.2) fitted with two axle 'UIC' type fabricated bogies and having a maximum axle load of 20.32t on Ghaziabad-Mughalsarai B.G. Section of your Railway at a maximum speed of 75 Kmph in empty and loaded condition both. The sanction for running of this wagon on the remaining 57 sections shall however be issued by the Commissioner of Railway Safety, Northern Circle, New Delhi direct in terms of para 2 of his letter No.745/1839/BTPGL dated 7.9.92.

The sanction is subject to the observance of the following conditions:-

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

2. Observance of all conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/18/92 and all other certificates accompanying your application.

3. The Railway ensuring that no stock which is overdue scheduled maintenance prescribed by the Railway Board in their letter No.83/M(N)/951/85 dated 2.6.1986 is permitted to run over the system.

4. The Railway issuing a set of safety precautions for guidance of people dealing with these wagons.

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

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

Contd...2/-

(160)

No.90/CEDO/SR/10. New Delhi, dated 18-11-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his endorsement No.RS.17-T(1)/90 dated 22.10.1992.

2. The Commissioner of Railway Safety, Northern Circle, Near CIRS, Delhi Safdarjung Station, Chanakyapuri, New Delhi - 110 021 with reference to his letter No.785/1339/BTPGL dated 7.9.1992. The sanction for running of BTPGL tank wagon on the remaining 57 B.G. sections of Northern Railway may be issued direct in terms of para 2 of your above quoted letter.

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

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

(161)

No.92/CEDO/GRI/20. 19 November,92.

The General Manager(Construction-II),
Northeast Frontier Railway,
Maligaon,
Guwahati.

Sub:- Opening of New M.G.Line between Balipara and Gamani of Balipara-Bhalukpong Project of N.F.Railway.

Reference may be made to Commissioner of Railway Safety's letter No.476/716/I/Opening/Pt. dated 21-8-1991 on the above noted subject. It may be advised whether requirements enumerated in the CRS's letter have been complied with before opening of the section for public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/GRI/20. New Delhi, Dated 19-11-92.

Copy forwarded for infor

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northeast Frontier circle, Calcutta. ~~Gorakhpur~~, with reference to his letter No.476/716/I/Opening/Pt. dated 21-8-1991.

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

(161)/①

No.92/CEDO/CRI/20. 20th November,92.

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

Sub:- Opening of New M.G.line between Gamani and Bhalukpong of Balipara-Bhalukpong Project of N.F.Railway.

Reference may be made to Commissioner of Railway Safety's letter No.466/716/I/A/Opening/Pt. dated 21-8-1991 on the above noted subject. It may be advised whether requirements enumerated in the CRS's letter have been complied with before opening of the section for public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/CRI/20. New Delhi, Dated 20-11-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northeast Frontier Circle, No.14, Strand Road, 12th Floor, Calcutta-700001, with reference to his letter No.466/716/I/A/Opening/Pt. dated 21-8-1991.

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

G. File (162)

No.92/CEDO/SR/8. 19-11-1992.

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

Sub: Provisional Speed Certificate for movement of BG "Permaquip overhead machine" manufactured by M/s Permanent Way Equipment Co. Ltd., Giltway, Gilthrook, Nottingham NG 16 2 GD, U.K.

Ref: Speed Certificate No.ET1/OHE/MV/PERMAQUIP dated 16.4.91.

.....

Please refer to this office letter of even number dated 18.8.92 a copy of which is enclosed for your ready reference. As the issue of sanction to Northern and S.C Railways for running of the above machine is pending in this office for want of reply from your end, it is requested that the required reply may please be sent without any further delay.

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

DA : As above.

(163)

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

No.92/CEDO/SR/14. रेल भवन, नई दिल्ली-110001, दिनांक 19-11-1992.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Running of MFS-40 Conveyor and hopper unit (Part of ballast-cleaning machine) on Northern Railway.

*****

In view of the position explained in your application No.519-W/614 dated 28.8.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of MFS-40 conveyor and hopper unit (Part of ballast cleaning machine) having a maximum axle load of 19.5t and built to RDSO's Diagram No.EDO/T-2179 at a maximum speed of 30 Kmph on Ghaziabad - Mughalsarai B.G. Section of your Railway. The sanction for running on the remaing 25 B.G. sections shall however be issued by the Commissioner of Railway Safety Northern Circle, New Delhi direct in terms of para 3 of his letter No.786/1339/MFS-40/BCM dated 25.9.92.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipuations made in your Joint Safety Certificate No.SLC/BG/21/92 and all other certificates accompanying your application referred to above.

The Ministry of Railways also condone the infringements to item 18(i) and 19(b) of Chapter IV(A) of B.G. Schedule of Dimensions (1973), involved in the design of above machine as shown in Form-XI accompanying your application reffered to above.

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

Contd...2/-

(164)

No.92/CEDO/SR/14. New Delhi, dated 19 -11-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.17-T(2)/90 dated 22.10.92.

2. The Commissioner of Railway Safety, Northern Circle, Near CRIS, Delhi Safdarjung Station Chanakyapuri, New Delhi - 110 021 with reference to his letter No.786/1339/MFS-40/ B.C.M. dated 25.9.92. The sanction for running of MFS-40 conveyor and hopper unit (Part of cleaning machine) on the remaining 25 BG sections of Northern Railway may be issued direct in terms of para 3 of your above quoted letter.

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

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

(165)

No.92/CEDC/SD/7. 20-11-1992.

The Chief Project Manager,
Railway Electrification,
South Eastern Railway,
3rd Floor, Kingsway,
Nagpur-440001.

Sub:- Condonation of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at three stations i.e., Bhandara Road, Kalumna and Itwari of South Eastern Railway.

In view of the position explained in your application No. Dy.CSTE/ENRE/ST/SIG/11/3/1209 dated 24-10-1991 sent through the Chief Commissioner of Railway Safety Lucknow and your letter No. Dy.CSTE/ENRE/ST/SIG/11/3/735 dated 14-11-92 the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by 12 Signal Structures (Excl.DN.loop starter of Bhandara yard needing reexamination by the CRM) having setting distances varying from 2210 mm to 2320 mm from centre line of Primary and Secondary track at Kalumna, Itwari and Bhandara Road stations on Gondia (Excl.)-Nagpur(Excl.) Section of your railway as against 2360 mm required as per item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions(1973) in connection with introduction of Multiple Aspect Colour Light Signalling at these three stations as shown in Form-XI and Drawing No.SI.10071, SI.10065 and SI.7017/RE accompanying your application referred to above.

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

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

No.92/CEDC/SD/7. New Delhi, dated 20-11-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS.18-T(4)/90-Pt.dt.8.1.92.
2. The Commissioner of Railway Safety, South Eastern Circle,14, Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No.925/160/32 dated 18.11.1991.

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

(166)

No.92/CEDO/ORI/4 20-11-92.

The General Manager(Con)/East,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of new Broad Gauge UP line between Ujiarpur(Km:25.35) and Pitaujia (Km:41.84) stations on Barauni-Muzaffarpur Section in Sonepur Division of North Eastern Railway.

Please refer to this office letter of even number dated 28/5/92 (Copy enclosed for ready reference) and expedite the reply.

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

DA/One.

(167)

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

No.92/CEDO/ORI/4. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 23-11-1992.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Opening of Broad Gauge Double line section from Barauni Jn. to Bachhwara Jn. after construction of new Board Gauge Up line.

*****

Reference may be made to the Commissioner of Railway Safety's letter No.557/400/I/D/Opening/P.T. dated 27.11.90 on the above noted subject. It may be advised whether requirements enumerated in the CRS's letter have been complied with before opening of the section for public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/ORI/4. New Delhi, dated 23-11-1992.

Copy forwarded for information to the Commissioner of Railway Safety, North Eastern Circle, D.R.M. Bldg., Lucknow - 226 001 with reference to his letter No.557/400/I/D/Opening/P.T. dated 27.11.90.

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

(S) (168)

No.92/CEDO/CRI/4. 23-11-1992.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Opening of Broad Gauge Double line section from Barauni Jn. to Bachhwara Jn. after construction of new Board Gauge Up line.

*****

Reference may be made to the Commissioner of Railway Safety's letter No.557/400/I/D/Opening/P.T. dated 27.11.90 on the above noted subject. It may be advised whether requirements enumerated in the CRS's letter have been complied with before opening of the section for public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/CRI/4. New Delhi, dated 23-11-1992.

Copy forwarded for information to the Commissioner of Railway Safety, North Eastern Circle, D.R.M. Bldg., Lucknow - 226 001 with reference to his letter No.557/400/I/D/Opening/P.T. dated 27.11.90.

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

(169)

No.92/CEDO/SR/3. 24.11.1992.

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

Sub: Movement of 2438 mm (8'-0") Wide and 2591 mm (8'-6") High I.S.O. Containers on M.G. System of Indian Railways.

Ref: Your letter No.CT/Contn./BG/MG dated 20.5.1992.

****

Please refer to this office letter of even number dated 10.9.92, a copy of which is enclosed herewith for your ready reference.

The latest position of the case may please be advised for information of this office.

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

DA : As above.

No.91/CEDO/CRI/2. Dated 26-11-92.

The Chief Commissioner of
Railway Safety,
Ashok Marg,
Lucknow-226001.

Sir,

Sub:- Opening of the new UP Line between Untari Road and Satbahini stations in Mughalsarai Division of Eastern Railway for the public carriage of passengers.

With reference to your Endorsement No. RS.10-T(3)/91 dated 24th April,1992, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of above section for the public carriage of passengers as per his letter No.27 dated 8-4-91.

* SM 6/1

yours faithfully,

Sd/-
(S.M.SINGLA)
for Secretary Railway Board.

No.91/CEDO/CRI/2. Dated 26-11-92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700001, with reference to his letter No.27 dated 8-4-91.

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

Sd/-
(S.M.SINGLA)
for Secretary Railway Board.

(171)

No.92/CEDO/ORI/22. 27-11-92.

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

Sub:- Opening of New M.G.line between Pencharthal and Kumarghat of Dharmanagar-Kumarghat Project of Lumding Division of N.F.Railway for the public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.486/722/I/A/Opening/PT dated 21-9-1991 on the above noted subject. It may be advised whether requirements enumerated in the CRS's letter have been complied with before opening of the section for public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/ORI/22. New Delhi, Dated 27-11-1992.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northeast Frontier Circle, No. 14, Strand Road, 12th Floor, Calcutta-700001, with reference to his letter No.486/722/I/A/Opening/PT dated 21-9-1991.

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

(172)

No.92/CEDO/GRI/21. 27-11-1992.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Opening of converted Broad Gauge line from Bhatni Junction to Mau Junction of N.E. Rly. for the public carriage of passengers.

******

Reference may be made to the Commissioner of Railway Safety's letter No.4020/435/I/A/Opening/P.T. dated 19.12.90 on the above noted subject. It may be advised whether requirements enumerated in the CRS's letter have been complied with before opening of the section for public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/GRI/21. New Delhi, dated 27-11-1992.

Copy forwarded for information to the Commissioner of Railway Safety, North Eastern Circle, D.R.M. Bldg, Lucknow - 226 001 with reference to his letter No.4020/435/I/A/Opening/P.T. dated 19.12.90.

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

(173)

No.91/CEDO/ORI/2. 27-11-92.

The General Manager(S&C),
Eastern Railway,
Calcutta.

Sub:- Opening of the New Double line between Sigsigi and Karkatta stations on the Garwa Road-Sonnagar stations on Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Please refer to this office letter of even number dated 10th July,92 (Copy enclosed for ready reference) and expedite the reply.

DA: As above

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

(174)

No.92/CEDO/GRI/21. 27-11-1992.

The General Manager(S&C),
North Eastern Railway,
Gorakhpur.

Sub:- Opening of newly constructed Broad Gauge line between Aunrihar Junction and Varanasi Cantt. of North Eastern Railway for the public carriage of passengers.

Reference may be made to the Commissioner of Railway Safety's letter No.245/436/I/Opening/PT dated 26.7.90 on the above noted subject. It may be advised whether requirements enumerated in the CRS's letter have been complied with before opening of the section for the public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/GRI/21. New Delhi, Dated 27-11-1992.

Copy forwarded for information to:-
The Commissioner of Railway Safety, North Eastern Circle, D.F.M.Building, Lucknow-226001 with reference to his letter No. 245/436/I/Opening/PT dated 26-7-90.

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

(175/D)

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

No.85/WDO/SR/1. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 27-11-92

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

Sub : Design of bottom discharge hopper wagon type 'BOBR' - sanction of infringements.

Ref : Your office letter No. CT/DG/LW/BOBR dated 9.6.1988.

In continuation of this office letter of even number dated 16.12.1988, 4.12.1989, 15.3.1990 and 23.8.1990, Ministry of Railways have identified the following additional routes for running of 'BOBR' wagons as a result of representation from the General Manager (Engg.) Eastern Railway vide his letter No.W(8)/552/7/4 Vol.3 dated 18.9.1992 and General Manager (Engg.) South Eastern Railway vide his letter No.G/W[illegible]/BOBR dated 24.8.1992.

Thermal Power Station	Linked Coal-fields	Routes Identified
Kolaghat on S.E.Rly.	Mugma on Eastern Railway	Mugma to Sitarampur (both Up & Dn main lines)
	Salanpur on E.Rly.	Khana-Bardhaman-Saktigarh (all the 4 lines)
	Raniganj on E.Rly.	a) Saktigarh-Chandanpur (Up & Dn HBC lines) b) Chandanpur-Dankuni (Up & Dn HBC & reversible lines) c) Dankuni-Bhattanagar (via both Dn HBC flyover and surface crossings) d) Dankuni-Belanagar-Liluah (Up & Dn avoiding lines)
Kahalgaon on E.Rly.	Rajmahal on E.Rly.	Pirpainti-Kahalgaon
Up country power houses like Unchahar, Dadri	Central Coalfield	Chainpur-Barkakana (including BRKA avoiding lines)
Obra on E.Rly.	Northern Coalfields	Saktinagar (Dudhichua)-Krishnashilla.
Patherdih Washery	Bharat Coking Coal	Jharia-Ledna-Patherdih Washery
Dugda Washery	-do-	Kusunda-Katrasgarh-Dugda Washery
Chandrapura	Bharat Coking Coal/ Central Coalfield	Phusro-Chandrapura-Dugda-Chandrapura STPS.

Contd. ...2/-

(175)/(2)

SOUTH EASTERN RAILWAY

Kolaghat	Ondal and other Coalfields	a) Bhattanagar-Andul (ACC link) b) Andul-Macheda (HWH-KGP section)

Accordingly, para 2.1 of the Speed Certificate for BOBR wagon issued by RDSO under their letter No.MW/CS/Spl.W/BD dated 29.10.91/4.11.91, superseding earlier Speed Certificate and its amendments, may be revised suitably to include the above routes. All other clauses of the Speed Certificate remaining unchanged.

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

No. 85/WDO/SR/1. New Delhi, dated 27-11-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. RS.18 - T (7)/84 dated 15.6.1988.

2. The Director General (Wagon), RDSO, Lucknow-226 011 for necessary action regarding revision of the Speed Certificate as detailed in para 1 above.

3. The General Manager(Engg.), Eastern Railway, Fairlie Place, Calcutta with reference to his letter No. W(8)/552/7/4 Vol.3 dated 18.9.1992.

4. The General Manager (Engg.), South Eastern Railway, Garden Reach, Calcutta-700 001 with reference to his wireless No.G/Wagon/BOBR dated 24.8.1992.

5. TT(V) Branch, Room No.257-B, Rail Bhavan for their case No.88/TT(V)/7/Yamuna Nagar.

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

(176)

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

No. 92/CEDO/SR/4/0

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 27th Nov. '92

The General Managers,
All Zonal Railways.

Sub:- Introduction of Rajdhani Type Express trains.

It has been brought to my notice that when new type of rolling stock have been introduced on the Railway system for running Rajdhani type Express trains in the recent past, the procedure laid down in Policy Circular No. 6 circulated vide Board's letter No. 73/WDO/SR/9/0 dated 8th July, 1990 has not been followed. The circular also lays down the procedure to be adopted when the speed of nominated trains on specific routes is to be increased.

It is reiterated that the instructions stipulated in the Policy Circular should be scrupulously followed and there should be no instance of by-passing the instructions which may result in the improper implementation/scrutiny of the requirements for introduction of new type of rolling stock or increasing the speeds of specific trains on specific routes.

Receipt of this letter may be acknowledged.

(V.P. ANAND)
Chairman Railway Board

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with 25 spares.

(77)

योगेन्द्र पाल आनन्द
Y. P. ANAND

अध्यक्ष, रेलवे बोर्ड
एवं
पदेन प्रमुख सचिव, भारत सरकार
रेल मंत्रालय
CHAIRMAN, RAILWAY BOARD
&
EX-OFFICIO PRINCIPAL SECRETARY
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
New Delhi-110001

DO No. 92/CEDO/SR/4/0

27th Nov., 1992

My dear Subramanian,

Sub:- Introduction of Rajdhani Type Express trains without prior sanction of the Railway Board.

Ref:- Your DO letter No. RS.25-I(2)/92 dated 5th November, 1992

Policy Circular No. 6 laying down the procedure for certification of maximum permissible speed for rolling stock also details the procedure to be followed for introduction of new rolling stock on the Railways. Southern, South Central and Central Railways have now obtained the postfacto sanction of Railway Board for introduction of Airbraked stock on their system, and there was a failure in obtaining Board's sanction even though Central Railway had obtained the sanction of CRS when Airbrake/ICF Coaching stock were introduced on their system earlier. Northern Railway had obtained Board's sanction in the past for the running of Air-braked stock. As per the Circular No. 6, once a new stock is introduced on a Railway system on a particular section for introduction of the same rolling stock on any other section of the Railway, CRS is competent to give sanction. Hence, Northern Railway did not need to obtain a fresh sanction from Board again for the running of air-braked stock on the train to Bangalore.

For increase of speeds on nominated trains on specific routes, CRS is competent to give the sanction as per para 6 of the Circular No. 6.

Regarding maintenance requirements of rolling stock, it has been ascertained from Southern and Northern Railways that instructions contained in RDSO's technical pamphlet No. C-7807 for maintenance of Rajdhani coaches are being followed during Primary and Secondary Maintenance at Bangalore and Hazrat-Nizamuddin respectively.

.../-

Diesel traction on the recently introduced Rajdhani Express between Hazrat-Nizamuddin and Bangalore is restricted to Southern and South Central Railways where this train is booked at a maximum speed of 100 Kmph and this does not warrant imparting of any special training to the crew. However, as and when it is decided to increase the speed to 120 kmph and beyond, Southern and South Central Railways would be directed timely to arrange for the specialised training to the crews.

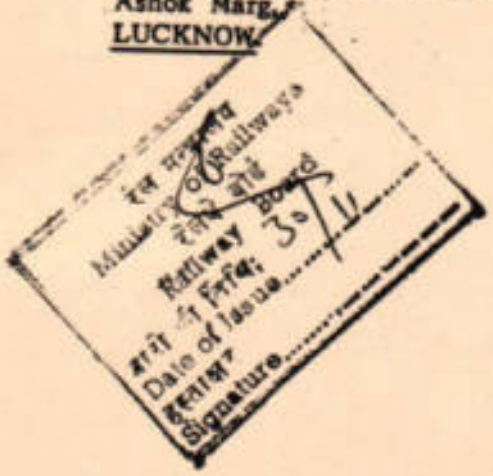
All General Managers have been advised to follow the instructions for introduction of new rolling stock or while increasing the speeds, as enjoined in Circular No. 6 scrupulously.

With regards,

Yours sincerely,

(R.P. ANAND)
29.11.92

Shri S. Subramanian,
Chief Commissioner of Railway Safety,
Ashok Marg,
LUCKNOW.



(179)

No.91/CEDO/ORI/2. 27-11-92.

The General Manager(S&C),
Eastern Railway,
Calcutta.

Attention:Sh.S.R.Chaudhury, Chief Engineer/Con-II.

Sub:- Opening of the New Up line between Kajrat Nawadih and Nabinagar Road stations on Garwa Road-Sonnagar Section of Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Please refer to this office letter of even number dated 27-12-91 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 8-7-92 and expedite the reply.

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

DA/One.

(180)

No.92/CEDO/ORI/23. 30th November, 1992.

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

Sub:- Opening of New M.G.Railway line between Arunachal and Jiribam of Silchar-Jiribam Project of N.F.Railway.

Reference may be made to Commissioner of Railway Safety's letter No.496/720/I/Opening/Pt. dated 21-8-91 on the above noted subject. It may be advised whether requirements enumerated in the CRS's letter have been complied with before opening of the section for public carriage of passengers. Specific comments against each item may be given for information of this office.

An early reply is requested.

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

No.92/CEDO/ORI/23. New Delhi, Dated 30-11-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northeast Frontier Circle, No.14, Strand Road, 12th Floor, Calcutta-700001, with reference to his letter No.496/720/I/Opening/PT dated 21-8-91.

Sd/-
(S.M.SINGLA)
for Secretary Railway Board.

(181)

No.91/CEDO/ORI/2. 1-11-92.

The General Manager(S&C),
Eastern Railway,
Chief Engineer(S&C)'s Office,
14, Strand Road, (4th Floor),
Calcutta-700001.

Sub:- Opening of the New Up line between Nabinagar Road-Barkisalaiya and Barkisalaiya-Ankorah stations on Sonnagar-Garwa Road section of Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Ref:- Your office letter No.CE/Con/W/1441 Pt.VI/126 dated 27-7-92.

/- Endorsement No.2 Please refer/~~to~~ this office letter of even number dated 29-5-91 followed by two reminders dated 19-12-91 and 8th July,92 and expedite the reply.

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

(182)

No.92/CEDO/ORI/10. 4th December,1992.

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

Sir,

Sub:- Doubling of track between Kalwar and Thangundi stations on Wadi-Raichur-Guntakal Section of Guntakal Division of South Central Railway for the public carriage of passengers.

With reference to your Endorsement No.RS.10-T(30)/91 dated 16-11-92, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the above section for the public carriage of passengers as per his letter No.6/SC/20/101 dated 19-8-1991.

Yours faithfully,

Sd-

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

No.92/CEDO/SD/10. New Delhi, Dated 4 December,1992.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad-500371, with reference to his letter No.6/SC/20/101 dated 19-8-91.

2) The Administrative Officer(Con)/SC, South Central Railway, Secunderabad-500371 (A.P.), with reference to his letter No.W/Con/347/0/66 dated 11-8-92.

Sd-

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

(183)

No.92/CEDO/ORI/10. 4th December,1992.

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

Sir,

Sub:- Doubling of track between Malwar and Thangundi stations on Wadi-Raichur-Guntakal Section of Guntakal Division of South Central Railway for the public carriage of passengers.

With reference to your Endorsement No.RS.10-T(30)/91 dated 16-11-92, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the above section for the public carriage of passengers as per his letter No.6/SC/20/101 dated 19-8-1991.

yours faithfully,

Sd-

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

No.92/CEDO/SD/10. New Delhi, Dated 4 December,1992.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad-500371, with reference to his letter No.6/SC/20/101 dated 19-8-91.

2) The Administrative Officer(Con)/SC, South Central Railway, Secunderabad-500371 (A.P.), with reference to his letter No.W/Con/347/G/66 dated 11-8-92.

Sd-

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

(184)

No.91/CEDO/SD/10. 4-12-1992.

The General Manager(Con),
Northeast Frontier Railway,
Maligaon,
Guwahati - 781 011.

Sub: Application for condonation of infringement in grade steeper than 1 in 1200 in stations in Gauge Conversion between Guwahati - Lumding.

Ref: Your application No.W/344/CON/GHY-LMG dated 25.11.92.

.....

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of R1 in 500 and F1 in 1000 at Narangi Station yard, F1 in 400, F1 in 1020, F1 in 625, F1 in 740 & F1 in 475 at Panikhati Station Yard, F1 in 400 and F1 in 400 at Patharkhola Station yard in connection with Gauge Conversion between Guwahati - Lumding Section of your railway as shown in Drawing No.CE/Y/95/92 of Narangi Station yard, CE/Con/G.L./Y/4/92 of Panikhati Station yard, CE/Y/98/92 of Patharkhola Station yard and Form-XI (excepting F1 in 150 grade at Patharkhola yard and Lumding R&D Goods yard with R1 in 150 grade) accompanying your application referred to above, as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6.9.89. So far as approval of grade of F1 in 150 in Patharkhola Station yard and R1 in 150 in Lumding R&D (Goods) yard are concerned, the Railway should approach the Secretary (Civil Engg.), Railway Board for condonation of these grades to item 2(b) Chapter-II of B.G. Schedule of Dimensions (1973) through CRS and CCRS.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of the above mentioned three stations that no train will be stabled without a live engine on the Main line.

3/12/92

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

(185)

No.88/CEDO/CRS/IR/6. 4th December,92.

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

Attention: Sh.Rajat Mitra, Chief Planning & Design Engineer

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

Ref:- Your office letter No.TC/INSP/CRS/CKP/88/Pt.II(Loose)/3481 dated 8/9-9-92.

Please refer to this office letter of even number dated 29th September,1992 (Copy enclosed for ready reference) and expedite the reply.

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

(186)

No.92/CEDO/SD/11. 4th December,92.

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras - 600 008.

Sub:- Railway Electrification - Group 72 -
Jolarpettai-Bangalore Section -
Condonation of infringement requested -reg.

Ref:- Your letter No.ETR/252/RE/72/1022
dated 19/20-11-91.

Please refer to this office letter of even number dated 22nd October,92 (Copy enclosed for ready reference) and expedite the reply.

DA:-One.

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

(187)

4 -12- 92

No. 85/WDO/SR/1.

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

Sub : Running of 'BOBR' Wagons over Eastern Railway for Raw Coal Command Area of Patherdih & Dugda Washeries including Chandrapura T.P.S. circuits.

Ref : Your letter No.W(S)/552/7/4 Vol.3 dated 12.11.92.

.....

The information regarding track centres and structure distance on Andul - Koilaghat (S.E.Rly) circuit has been received in this office in Proforma - I and Proforma - II under your letter quoted above.

Similar information in respect of the following additional routes asked for under para-2 of this office letter of even number dated 1.10.92 is still awaited from your railway.

1. Chainpur - Barkakana
   (incl. BRKA avoiding line)
2. Dudhichua - Saktinagar - Krishnashilla - Obra
3. Jharia - Ladna - Patherdih Washery
4. Kusunda - Katrasgarh - Dugda Washery
5. Phusro - Chandrapura - Dugda - Chandrapura STPS

Ministry of Railways, Therefore, desire that Proforma-I and II in respect of the above additional routes may also be sent immediately alongwith a map of the routes and indicating the relevent thermal power station and linked coal fields.

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

(188)

No.91/CEDO/SD/10. 7th December,92.

The Chief Engineer (Con),
South Eastern Railway,
Garden Reach,
Calcutta-43.

Sub:- Request for condonation of Railway Board interms of Railway Board's letter No.88/CEDO/SD/8 dated 6-9-89 for the stations - (1)Godapiasal (2)Chandrakona Road (3)Garbeta (4)Bishnupur and (5)Jhantipahari in Kharagpur-Adra Section of South Eastern Railway.

Ref:- Your office letter No.(1)PD/DRG/113/00411 dated 14-1-92 and (2)PD/DRG/113/002963 dated 8-5-92.

Please refer to this office letter of even number dated 22nd June,92 (Copy enclosed for ready reference) and expedite the reply.

Sd/-

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

DA:-One.

(189)

IMMEDIATE

No.88/CEDO/CRI/17. 7th December,92.

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

Sub:- New Double line between Bainkhuri and Amin stations on Delhi-Ambala Section of Northern Railway.

Ref:- Your office letter No.203 W/4/79 dated 10-4-91.

Please refer to this office letter of even number dated 25-4-91 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 18-2-92 and expedite the reply.

DA/One.

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

(190)

No.88/CEDO/ORI/17. New Delhi, Dated 25 - 4 - 91.

The General Manager (Engg.),
Northern Railway,
Baroda House,
New Delhi-110 001.

Sub:- New Double line between Bainkhurd and Amin Stations on Delhi-Ambala Section of Northern Railway.

Ref:- Your office letter No.203 W/4/279 dated 10-4-1991.

After the work of provision of lifting barrier on Level Crossing No.78-C is completed, the compliance Report may please sent to this office.

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

DA:-One.

(191)

Spare

No.92/CEDO/BS/1. 8th December,92.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow-226001.

Sub:- Rebuilding/strengthening of minor bridges in c/w Kotkapura-Fazilka - Gauge Conversion.

Ref:- Northern Railway's advance application No.78-W/38(W-I) dated 15-10-92.

The above quoted application of Northern Railway seeking relaxation to free board from Ministry of Railways for 32 number of minor bridges has not so far been received in this office duly forwarded through CRS and CCRS.

It is therefore requested that Northern Railway's above quoted application may please be sent to this office early alongwith CRS and CCRS's forwarding letters to enable this office to take further necessary action in the matter. In case the application has already been sent a photo copy of the application alongwith photocopy of CRS and CCRS's forwarding letters may please be sent immediately.

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

No.92/CEDO/BS/1. New Delhi, Dated 8th December,92.

Copy forwarded for information and necessary action to Chief Engineer/Survey/Construction, Northern Railway, Kashmere Gate, Delhi - 110006. The relevant item No.of Bridge Sub-Structure Code to which relaxation is sought for by the railway may please be indicated and the drawing showing the infringement may also be sent.

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

(192)

WIRELESS

THE GENERAL MANAGER (ENGG.),
EASTERN RAILWAY,
CALCUTTA.

NO.85/WDO/SR/1 (.) REFER YOUR LETTER NO. W(8)/552/7/4 VOL.2 DATED 23.6.92 (.) ADVISE RDSO DRAWING NO. ACCORDING TO WHICH BOBR WAGONS PROPOSED TO BE RUN ON ANDAL - KOLAGHAT CIRCUIT HAVE BEEN BUILT (.) EXPEDITE (.) ENSILE (.)

SINGLA
RAILWAYS

No.85/WDO/SR/1. New Delhi, dated 8.12.92.

Copy by post for confirmation.

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

(193)

No. 90/CEDO/ORI/3. 9 -12-92.

The General Manager (Works),
South Central Railway,
Works Branch,
Secunderabad-500371

Sub:- Opening of the New Line between Bhadrachellam Road and Manuguru Stations.

Ref:- Your Office letter No.W.465/CRS dated 3-9-92.

Please refer to this office letter of even number dated 13th October,92 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(194)/(1)
G/File

No.89/CEDO/ORI/8. 9th December,92.

The General Manager(Con)/North,
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay-400 020.

Sub:- Construction of New Railway Line between Gwalior and Panihar Stations as part of New Guna-Shivpuri-Gwalior-Bhind-Etawah B.G.Line on Central Railway - Report of Inspection prior to opening of New line for public carriage of passengers -

Ref:- Your office letter No.EW.689.W.37/IV dated 22-9-92.

Please refer to your office letter quoted above sending compliance of Commissioner of Railway Safety's Inspection Report in an interleaved copy on the above noted subject. It is noted that the following documents have not been received in this office through Chief Commissioner of Railway Safety Lucknow.

1. Original Inspection Report of Commissioner of Railway Safety prior to opening of New Railway line between Gwalior and Panihar Stations as part of New Guna-Shivpuri-Gwalior-Bhind-Etawah B.G.line on Central Railway.
2. Opening documents i.e., Form-I to XII on the opening of the above section duly filled in.
3. Original copies of Index Plan and Section drawn on Tracing Cloth in ink, with two ferro copies of the same.
4. Forwarding letter of Chief Commissioner of Railway Safety.

The above documents are sent by Commissioner of Railway Safety, Central Circle, Bombay to Secretary(Civil Engg.,), Railway Board, New Delhi through Chief Commissioner of Railway Safety Lucknow. But, the same have not so far been received in this office and appear to have been lost somewhere during transit.

Ministry of Railways therefore desire the above documents may please be sent immediately to enable this office to confirm the action of Commissioner of Railway Safety in authorising the opening of the above section.

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

(194)/(2)

No.89/CEDO/ORI/8. New Delhi, Dated -12-92.

Copy forwarded for information and necessary action to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow.

2) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.C-12(81)/92/19-128 dated 10-3-92 as quoted in Chief Engineer(Con)/North, Central Railway letter dated 22-9-92.

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

(195) G/File

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

No.92/CEDO/SR/16. 9.12.1992.

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

Sub: Design of 20-axle Stub End Wagon BG (230t) for M/s Nuclear Power Corperation - sanction for infringements.

*****

In view of the position explained in your application No.CT/CS/BARC/SEW dated 4.9.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of the following infringements to BG Schedule of Dimensions (1973) involved in the design of 20-axle special BG Stub-End wagon in empty condition to RDSO's Drg.No.WD-86066-S-02 Alt.3 having an axle load of 16.69 for transport of 500 MW steam generaters of M/s Nuclear Power Corporation :-

S.No.	Clause No. of Chapter-IV(A)	Description	Dimensions as per Schedule (mm)	Dimensions as per Drawing (mm)	Magnitude of infringements (mm)
1	16	Min. distance apart of bogie centres for bogie vehicles	2/3rd of length of body of vehicle(i.e.) as empty $31447 \times \frac{2}{3} = 20964.7$	16047 between main pivots	4917.7
2	17	Max. distance apart of bogies centres for bogie vehicles 3250 mm wide	14785	16047 between main pivots	1262
3	19(b)	Max. length of body or roof for bogie vehicles 3250 mm wide	21340	31447	10107
4	20(b)	Max. length of underframe over headstocks of bogie vehicles 3250 mm wide	21030	31447	10417
5	21(b)	Max. length over side buffers of bogie vehicles 3250 mm wide	22300	32717	10417
6.	Profile for max. moving dimensions of 1929 as shown in Diagram No. [illegible] and others.	-	-	With in max. moving dimensions 1929 except :-	
				a) from RL 3670 to 3715 from CL track 1100 to 1165	45 65
				b) from RL 3796 to 3978 from CL track 359 to 835	182 476

Contd..2/-

It is noted that the moving dimensions of the Stub Wagon are within EDO/T-1043 profile, A Clause shall therefore be inserted in the speed certificate of this wagon that suitable speed restrictions shall be imposed by the Railways at such of the locations which are not yet clear for movement of EDO/T-1043 profile.

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

No.92/CEDO/SR/16. New Delhi, Dated 9-12-92.

Copy forwarded for information to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(2)/90 Pt. dated 6-11-1992.

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

(197)

No.92/CEDO/SR/11. 10-12-1992.

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

Sub: Design of Bottom Discharge Coal Hopper Wagon type BOBR (CIMMCO) - sanction for infringements.

Ref: Your letter No.CT/DG/LW/BOBR dated 6.8.92.

*****

RDSO have approached the Board through CCRS Lucknow for condonation of infringements involved in the design of BOBR wagon to M/s CIMMCO's Drg. No.RDW-IR-36. BOBR wagons manufactured to RDSO Drg.No.WD-86012-S-01 Alt.3 which are presently on line have been cleared for running on limited routes as shown in RDSO's Speed Certificate No.MW/CS/SPL.W/BD dated 4.11.91.

It would therefore be necessary that RDSO should move a fresh application and approach Secretary (Civil Engg.), Railway Board alongwith the necessary routes where the proposed wagon is required to be run after ascertaining the position with respect to availability of minimum 4570mm (15'-0") track centre and minimum 2135 mm (7'-0") structure distance on these routes from the concerned zonal railways. In the absence of the information about the routes, it is not possible to consider your application for condonation of infringements.

The receipt of this letter may be acknowledged.

Sd/-

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

(198)

No.91/CEDO/SR/7. 10.12.1992.

The General Manager(Engg.),
Central Railwey,
Bombay.

Sub: Proposed restrictions in the running of BOBR wagons.

*****

Please refer to this office letter of even number dated 7.8.92 (copy enclosed) followed by reminder dated 30.10.92.

Your Railway was asked to examine the possibility of running of BOBR wagon to RDSO's Sketch No.WD-86013-S-01 Alt.3 on Ghughus - Tadali and Tadali - Chandrapura sections and send the proforma duly filled in, indicating clearly the locations where speed restrictions are proposed to be imposed over these sections on account of non-availability of minimum 4570 mm (15'-0") track centres and minimum 2135 mm (7'-0") structure distance. The information which was required to reach this office within one month from the date of issue of the letter of even number dated 7.8.92 has not so far been received in this office.

Ministry of Railways therefore desire that the required reply may be sent without any further delay.

The receipt of this letter may be acknowledged.

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

DA : As above.

(198)

14-12-92.

1) 88/CEDO/CRS/IR/3/1-15
2) 88/CEDO/Density Charts/1/1-11.
3) 88/CEDO/SM/4/1-12
4) 92/CEDO/EM/1
5) 89/CEDO/SR/Misc/1-2
6) 89/CEDO/Axle/1/1-17
7) 89/CEDO/Density Charts/1/1-17
8) 90/CEDO/SM/1/1-24
9) 88/CEDO/SR/9/Nil.
10) 90/CEDO/Axle/1/1-17
11) 90/CEDO/Density Charts/1-18
12/89/CEDO/SD/8/1-22
13) 91/CEDO/SD/10/1-37
14) 92/CEDO/SD/4/1-7
15) 92/CEDO/SD/5/1-3
16) 92/CEDO/SD/ 6/1-2
17) 92/CEDO/SD/8 /1-6
18) 92/CEDO/SD/9/1-2
19) 92/CEDO/SD/10/1-4
20) 92/CEDO/SD/13/1-8
21) 92/CEDO/SD/14/1-5
22) 92/CEDO/SD/15/1-3

14/12/92 91/CEDO/OLW/1/1-22

RECORD Branch.



(200)

No.91/CEDO/ORI/4. 15 -12-92.

The Chief Administrative Officer/C,
South Central Railway,
Works Construction Branch,
Secunderabad-500371 (AP).

Sub:- Guntakal-Raichur Section - doubling of track between Matmari and Raichur Stations - Opening of new double line for orthodox doubling between Matmari and Marichethal stations (KM:546/12-13 to KM:554/2-3).

Ref:- Your office letter No.W.Con.347/G/64 dated 10-8-92.

Please refer to this office letter of even number dated 8-9-1992 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(201)

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

No.92/CEDO/SI/4/0. New Delhi, dated 17.12.1992.

The General Managers,
All Indian Railways.

Sub: Violation of Statutory Provisions in carrying out structural alterations.

*****

Instances have come to the notice of the Chief Commissioner of Railway Safety where the Zonal Railways have not followed the statutory provisions under section 23 of the Indian Railway Act 1981 in terms of which on lines already opened for passenger traffic, no alteration or reconstruction affecting the structural character of any work should be carried out without obtaining the prior sanction of the Commissioner of Railway Safety. One of the Railways for example had removed a cross-over from the Main line on Rajdhani route without obtaining the prior sanction of the concerned Commissioner of Railway Safety and when the Commissioner decided to inspect the work for the purpose of granting his sanction, he found that the Railway had already removed the bulk of the cross-over, leaving only the switch portion intact. Any speed restriction was also not imposed by the Railway on the straight track on account of the partial dismantling of the cross-over.

Ministry of Railways have taken a serious view of the violations of statutory provisions and desire that for all works, requiring CRS's prior sanction, which are listed explicitely in P. Way Manual, there should be no lapse on the part of the Railways and works should be executed only after obtaining the sanction of the concerned CRS. Violation of statutory provisions and extant instructions on the subject by the Railways, if any, will be viewed seriously.

16.12.92

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

No.92/CEDO/SI/4/0. New Delhi, dated 17.12.1992.

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 for information with 25 spares.
2. ED(Safety), Railway Board with reference to his note No.92/Safety(AII)/11/1 dated 1.12.92 on draft annual report of the Safety Commission for the year 1991-92.

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

(202)

G/File

No.89/CELO/SR/32. 18th December,92.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Running of MG Duamatic Tie Tamping, Lining and Levelling Machine Model 08-32M 84(MG) with maximum axle load of 11.5t over North Eastern Railway.

Ref:- Your letter No.W/340/Duamatic/TT/MG/W4A dated 10/11-6-1992.

The sanction for the running of the above machine on Achhnera-Bhojipura and Mailani-Gonda-Gorakhpur Cantt. has correctly been issued keeping in view the sections which have been clearly mentioned in your application dated 9-2-90 and in the Track Certificate, Bridge Certificate and Joint Safety Certificate enclosed with your application.

Under the circumstances, in case you need further sanction for running of the machine on intermediatory Bhojipura-Mailani section, you may approach the concerned Commissioner of Railway Safety direct. Attention in this connection is drawn to para 2(a) 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 in operation on one section of the railway, its use on other sections of the same railway can be permitted by the Commissioner of Railway Safety without approaching Board.

17/12

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

(203)

No.92/CEDO/Axle/1. 21.12.92.

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

Sub: Axle Load Diagram.

Ref: Your letter No.510-W/2 dated 29.7.91.

******

Please refer to this office letter of even number dated 27.4.92 (copy enclosed) on the above noted subject. In terms of this letter, your Railway was requested to acknowledge receipt and supply four copies of the Axle Load Diagrams and one copy of the statement in priscribed proforma corrected upto 31.3.92. The target date for the supply of these axle load diagrams and statement was indicated as June, 1992. But it is regretted that neither any acknowledgement nor the axle load diagrams and statement have so far been received in this office inspite of reminder of even number dated 24/25.9.92.

Ministry of Railways therefore desire that the receipt of letter dated 27.4.92 may be acknowledged and required Axle Load Diagrams and statement sent to this office immediately.

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

9/c

(204)

No.90/CEDO/SD/13. 28-12-92.

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

Sub:- Review of B.G./M.G.Schedule of Dimensions.
Ref:- your letter No.CT/SD/REV/BG/MG dated 7-3-91.

A Committee consisting of 10 Joint Directors has been constituted to go into the revision of B.G.Schedule and to simply update the M.G.Schedule by way of incorporating all the Correction Slips issued so far.

While revising the B.G.Schedule, your letter No. CT/MS/SD/BG dated 13-9-88 forwarding the correction slip to BG Schedule of Dimensions to Railway Board in connection with implementation of Board's decision conveyed to you vide this office letter No.85/WDO/SD/12 dated 12-5-86, may also be kept in view. The said correction slip could not be issued from this office as while considering its issue it was decided to revise the B.G.Schedule as a whole. The Correction Slip may therefore now be considered while revising the B.G.Schedule.

The revised B.G. and updated M.G.Schedules may be finalised in bilingual form i.e., both in Hindi and English.

The receipt of this letter may be acknowledged.

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

21 - 12 - 1992.

1) 88/CEDO/SR/16.
2) 89/CEDO/SR/1.
3) 89/CEDO/SR/2.
4) 89/CEDO/SR/3.
5) 89/CEDO/SR/5.
6) 89/CEDO/SR/6.
7) 89/CEDO/SR/7.
8) 89/CEDO/SR/8.
9) 89/CEDO/SR/9.
10) 89/CEDO/SR/10.
11) 89/CEDO/SR/11.
12) 89/CEDO/SR/12.
13) 89/CEDO/SR/13.
14) 89/CEDO/SR/14.
15) 89/CEDO/SR/15.
16) 89/CEDO/SR/16.
17) 89/CEDO/SR/17.
18) 89/CEDO/SR/18.
19) 89/CEDO/SR/19.
20) 89/CEDO/SR/21.
21) 89/CEDO/SR/22.
22) 89/CEDO/SR/23.
23) 89/CEDO/SR/24.
24) 89/CEDO/SR/25.
25) 89/CEDO/SR/26.
26) 89/CEDO/SR/27.
27) 89/CEDO/SR/28.
28) 89/CEDO/SR/29.
29) 89/CEDO/SR/30.
30) 89/CEDO/SR/31.

(206)

No.92/CEDC/SD/17. 31-12-1992.

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

Sub:- Condonation of infringement 1 in 170 gradient for extension of Pune-Daund-Manmad passenger train to Igatpuri-Provision of additional 1 in 12 Cross-over between Up and Dn.Main lines at Bhusaval end of Igatpuri Station.

Ref:- Your application No.W.681/Y/IGI/BR dated 21-12-92.

Please refer to your application quoted above. To enable this office to consider the issue of sanction to condonation of 1 in 170 grade on Up & Dn.main lines to item 2 Note(b) of Chapter-II of BG Schedule of Dimensions (1973) at Bhusaval end of Igatpuri Station, it may please be advised whether interms of Note(b) of the Schedule any Slip Siding has been provided in the yard to avoid the possibility of accidents. Since the layout No.DRM(W)BSR-19164/4 submitted with your application is not complete, from this yard plan it is not possible to know whether any Slip Siding has been provided or not. In case no Slip Siding has been provided, it may be confirmed that the shunting restrictions already appearing in the station working rules are sufficient alternative arrangement to avoid any chances of accidents.

Para 2.1 of your application says that there are five more similar locations in the vicinity. But, you have not quoted the Board's reference number under which condonation of grade infringement has been obtained from the Board for these five locations. It appears that no such condonation is already available with your office and with the application for the present condonation you want to regularise all the six 1 in 12 Cross-overs as 1 in 170 grade. The kilometrage of 1 in 170 grade shown in Form-XI is 137/4 to 137/14. This is not consistant with the kilometrage shown in the Map and should be 137.05 to 137/14. The position with respect kilometrage of 1 in 170 grade may be reconciled and correct position advised.

This may please be treated as Urgent.

(S.M.SINGLA)

Executive Director Civil Engineering(G),
Railway Board.

Placed below are the Authorisation letters issued by Commissioner of Railway Safety, Eastern Circle, Calcutta and Commissioner of Railway Safety, Southern Circle, Bangalore authorising the Opening of the following Sections. :-

1. Opening of New UP Line between Kosiara and Haidernagar Stations in Garwa Road-Sonnagar Section.
2. Opening of B.G.Line newly converted from M.G. to B.G. between Bangalore City and Maddur Stations.

The above Sections have been authorised for opening subject to fulfilment of certain conditions by the railways as enumerated in the respective authorisation letters. One of the conditions stipulated at item(VIII) of Commissioner of Railway Safety, Eastern Circle, Calcutta and item 7 of Commissioner of Railway Safety, Southern Circle, Bangalore's authorisation letters is reproduced below:-

Item (VIII): Inspection of the UP track everyday by the Engineer/Last Vehicles by the Assitant Engineer till completion of ultrasonic testing.

Item 7 : Inspection of Entire length of the New Line being carried out by Officials of the Ranks of Permanent Way Inspectors, Chief Permanent Way Inspectors and Assitant Engineers, Each one preferably covering their own jurisdiction by engine/last vehicle on a programmed basis in such a manner that in totality such inspections cover the entire length from Bangalore City to Maddur at least once everyday. Till the Newly Machine-Tamped tracks consolidate adequately as certified by the concerned Chief Engineer (Construction) after personal Inspection, to need only the normal Schedule of Inspections.

In view of the above such conditions being imposed by Commissioner of Railway Safety, Chief Engineer (Construction), All Railways may be advised by the Works Directorate not to offer the New lines/Gauge Conversions and Doublings etc. for Inspection to Commissioner of Railway Safety until all the technical requirements have been fully complied with. Stipulations of such conditions in the authorisation letters of Commissioner of Railway Safetys will increase the work load on Permanent Way Inspectors and Assitant Engineers thus jeopardising their regular work.

Works Directorate may therefore take necessary extract for issue of necessary instructions to all Construction Organisations with copy to all CRSs and Civil Engineering Director of Board's Office.

EDCE(G)

EDW

Adviser (Works)