GUARD FILE 1992 Pt. I

(1)
GT/File

No.91/CEDO/SR/14.

6th Jan.1992.

The General Manager (Engg:),
Northern Railway,
Headquarters Office,
Baroda House,
New Delhi - 110 001.

Sub:- Running of Light on TRACK-TAMPER, Model "PHOOLTAS" 6 LDT, manufactured by M/s.Speed Crafts Private Limited,Patna on Northern Railway.

Ref:- Your letter No.519-W/602 dated 20-12-1991.

Your application to obtain the sanction for running of the above tamper on various B.G.Sections of Northern Railway has not so far been received in this office duly forwarded through Commissioner of Railway Safety,Northern Circle, Lucknow and Chief Commissioner of Railway Safety Lucknow. It appears that the same has been lost somewhere during transit.

It is therefore requested that a duly attested photocopy of your application and all its enclosures may please be sent to this office alongwith CRS and CCRS's forwarding letters to enable this office to consider the issue of necessary sanction required by you.

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

(2)

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

No.90/CEDO/SD/18. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 8-1-92. 19

The Chief Project Manager,
Railway Electrification,
Bilaspur.

Sub:- Durg-Nagpur Railway Electrification - Introduction of Electric Traction - Condonation regarding horizontal clearance to be adopted for fixed structures from centre line of track.

With reference to your office letter No.DNRE/EL/T/14/2095 dated 19-11-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) involved in the installation of 2 OHE Structures No. 1111/31 and 1111/32 at kanhan station yard on Tumsur Road-Nagpur section of your railway as shown in Form-XI accompanying your application referred to above.

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

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

No.90/CEDO/SD/18. New Delhi, Dated 8-1-92.

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(4)/90 dated 27-12-1991.
2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta -700001, with reference to his letter No.939/19/65 dated 20-11-91.

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

(3)

No. 88/CEDO/SD/8. 10-1-1992.

The General Manager,
Northern Railway,
Head Quarters Office,
Baroda House,
New Delhi - 110 001.

Sub:- Gradient in Station Yards.

Ref:- Your office letter No.579-W/O/Policy dated 6-1-92.

A reference may be made to your office letter quoted above. This is to clarify that the words 'all new constructions/remodelling' are inclusive of Gauge Conversions also. Therefore, at the time of Gauge Conversions work also the instructions pertaining to provision of minimum gradient of 1 in 1200 in station yards are applicable.

Sd/-

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

(4)

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

No.91/CEDO/SD/10.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 10-1-92.

The Chief Engineer(Con)/South,
South Central Railway,
Secunderabad -500 371.

Sub:- Wadi-Raichur Section, Doubling of track between Thangundi-Chegunta proposed yard arrangements, Request for the 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/G/172.Vol.II dated 31-12-1991.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of grades as under:-

S.No.	Station yard.	Chainage	Grade.
1.	Thangundi Km.634.14	From Ch:160 M to Ch:600 M.	1 in 450
2.	Yadgir Km:643.50	From Ch:8700 M to Ch:8990.0M.	1 in 518
	-do-	From Ch:9850 M to Ch:10162 M	1 in 660
3.	Lingiri Km:654.08	From Ch:19074.4 M to Ch:20474 M.	1 in 400
4.	Narayanpet Rd. Km:666.68	From Ch:31850 M to Ch:32350 M	1 in 950
	-do -	From Ch:32650 M to Ch:33227 M.	1 in 594.

The above approval is granted as against 1 in 1200 gradient decided by Ministry of Railways in terms of Board's letter No. 88/CEDO/SD/8 dated 6-9-89 in connection with doubling between Thangundi-Chegunta on Wadi-Raichur section of Guntakal Division of South Central 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 main line.

9.1.92

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

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(5)

No.89/CEDO/SD/12.

रेल भवन, नई दिल्ली-110001, तिथि ____ 19

Rail Bhavan, New Delhi-110001, dated

14th Jan.1992.

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

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

Ref:- Your application No.CPM/BPL/Engg./W/30/11 dated 17-3-1989 and letter No.RE/Engg:/W-I/27 dated 4-1-1991 and 12-12-1991.

In view of the circumstances explained in your above quoted application sent through the Chief Commissioner of Railway Safety Lucknow, further modified under your application No.RE/Engg./W-I/27 dated 4-1-91 and 12-12-91, the Ministry of Railways accord their approval for condonation of infringement to Note (c) under item 10(iii)(b) Chapter-I of B.G.Schedule of Dimensions (1973) involved in raising the various existing clearances under Khandwa ROB on Itarsi-Bhusawal Section of Bhusawal Division of Central Railway by 440 mm. Sanction is also accorded for adoption of lower values of overhead clearances shown under column 8 of the revised Form-XI and Drawing No. RE/CIVIL/BPL/30-89 and RE/CIVIL/BPL/11-88 accompanying your application dated 12-12-91 referred to above.

It is noted that Up loop No.6 is a sick line with dead end and there is a proposal to construct a new ROB in future about 55 metres away from existing bridge by State P.W.D. and Central Railway.

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

P.T.O.

(8)

No.89/CEDO/SD/12 New Delhi, Dated 14-1-1992

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(2)/84-Vol.II dated 10-4-09 and RS.18-T(3)/90 dated 19th June,91.

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.151 dated 23-3-89 and 390 dated 28-5-91.

3) The Deputy Chief Engineer, Railway Electrification, Bhopal with reference to his letter No.CPM/BPL/Engg./W/30/11/336 dated 15-11-91.

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

(7)
(7)

No.92/CEDO/SB/1. 14th Jan.92.

The Chief Project Manager,
Railway Electrification,
Pratap Nagar,
Vadodara - 390 004.

Sub:- Railway Electrification of Nagda-Bhopal section - Group 64 - Condonation of horizontal setting distance of OHE mast at Km:97 in Maksi-Pirumrod Section on Ratlam Division of Western Railway.

Ref:- Your application No.WRNE/EL-D/1/0 dated 28-08-1991.

Please refer to your application quoted above. The likely date by which the track will be raised by Western Railway to remove the infringement may be advised for information of this office. A Plan showing the implantation of the four OHE structures in question may also be sent for reference and use in this office.

Sd/-

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

(8)

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

No.90/CEDO/SD/18.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 17th Jan. 92. 19

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras - 600 008.

Sub:- Railway Electrification - Group 72 - Jolarpettai - Bangalore Section - Wiring of track in PCI Siding at Whitefield - condonation from Railway Board.

Ref:- Your application No.ETR 252/RE/0140 dated 26-11-1991.

In view of the position explained in your application quoted above sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by implantation of 58 OHE Structures having setting distances varying from 2217 mm to 2360 mm, in connection with wiring of tracks in PCI Siding at Whitefield Station yard on Jolarpettai-Bangalore City Section of Southern Railway as against 2360 + Curve allowance required as per item 13(ii) (d) Chapter-I of B.G.Schedule of Dimensions (1973), indicated under column 8(b) in Form-XI accompanying your application referred to above.

The sanction is subject to the condition that the staff working in PCI Siding are strictly instructed to ensure that the doors of wagons are closed before shunting or moving the wagons so as to prevent the open doors hitting the masts.

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

(9)

No.90/CEDO/SD/18.

New Delhi, Dated 17-1-92

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 31-12-91.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore - 560 009, with reference to his letter No.1079 dated 6-12-91.

16.1.92

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

(10)

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

No.92/CEDO/SD/3. रेल भवन, नई दिल्ली-110001, तिथि 28-01-1992.
Rail Bhavan, New Delhi-110001, dated 19.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Condonation of infringement to B.G. Schedule of Dimensions by the passenger platform shelter over main platform at Aunrihar Junction in connection with gauge conversion of Chhapra-Aunrihar from Metre Gauge to Broad Gauge.

*****

With reference to your letter No.W/Con/520/3/W-I/Pt.II dated 26.11.91 sent through the Chief Commissionef of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringement to item 7(iii) Chapter-II of BG Schedule of Dimensions (1973) as shown in Annexure-I enclosed. These infringements are involved in retention of existing passenger platform shelter at Aunrihar Junction im connection with conversion of Chhapra-Aunrihar Section from Metre Gauge to Broad Gauge. Annexure-I is based on Form-XI and drawing No.S/35/1091 accompanying your letter referred to above.

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

No.92/CEDO/SD/3. New Delhi, dated 28-01-1992.

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(8)/90 dated 1.1.1992.
2. The Commissioner of RailwaysSafety, North Eastern Circle, Gorakhpur-273 012 with reference to his letter No. 783/3493/Pt.IV dated 27.11.1991.

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

ANNEXURE-I

S.No.	Location	Name of the Structure which infringes.	Chapter and Item No.	Prescribed Dimensions.	Existing Actual Dimensions.	Amount of infringement
1	2	3	4	5	6	7
1.	Varanasi Division Aunrihar Station.	Passenger platform shelter on main platform (CE/Con's Plan No. S/35/1091)	Chapter-II Item 7(iii)	Minimum horizontal distance from centre line of track. 5330 mm at 3430 mm above rail level decreasing uniformly to 3810 mm at 4115 mm above rail level.	5330 mm at 3430 mm above rail level, 5194 mm reducing to 4762 mm at 3438 mm above rail level, decreasing uniformly to 3460 mm at 4115 mm above rail level.	Nil at 3430 mm above rail level, 432 mm at 3438 mm above rail level decreasing uniformly to 350 mm at 4115 mm above rail level.

(12)

No. 91/CEDO/GKI/8. 28th-Jan.92.

The General Manager (Construction),
Northeast Frontier Railway,
Maligaon,
Guwahati - 781 011.

Sub:- Extension of M.G.line between Jamira and Bairabi stations on Lumding Division of Northeast Frontier Rly.

Ref:- Your office letter No.W/247/CON/L-B/2/Pt.II dated 4-6-91.

Please refer to Endorsement No.2 of this office letter of even number dated 22-5-91. The action taken on Commissioner of Railway Safety, North Eastern Circle's recommendations and suggestions referred to in his report prior to the opening of the above line has not so far been advised to him under advice to this office. The date of opening of the above section and two ferro copies of Index Plan and Section have also not been sent to this office.

Ministry of Railways therefore desire that action on Commissioner of Railway Safety, North Eastern Circle's recommendations and suggestions may please be taken early. Necessary arrangements may also be made to advise the date of opening of the above section and send two ferro copies of Index Plan and Section to this office.

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

(13)

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No.92/CHDO/SD/2.

रेल भवन, नई दिल्ली-110001, दिनांक 19

Rail Bhavan New Delhi-110001, dated 29-1-92.

The Chief Project Manager,
Railway Electrification,
Pratapnagar,
Vadodara-4.

Sub:- NSRE - Group 64 - Condonation for horizontal setting distance of CHE Structures in Kalapipal yard.

With reference to your office letter No.NSRE/EL-2/1/0 dated 26-8-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to item 13(ii)(d) of Chapter-I of BG Schedule of Dimensions (1973) as a temporary measure involved in implantation of one CHE Structure between Line No.2 (Main line) and Line No.3 (Loop line) at Km:171/8 (Ch:171/215.6) at Kalapipal yard on Nagda-Bhopal section of Western Railway as shown in Form-II and Drawing No. RE/64/LO/KM/170-172 accompanying your letter referred to above.

It is noted that Line No.3 is likely to be completly removed within a period of six months during Sujalpur-Kalapipal doubling work.

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

No.92/CHDO/SD/2. New Delhi, Dated 29-1-92.

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 3rd Jan.92.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bangalore-560009, with reference to his letter No.221/209 dated 10-9-91.

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

(14)

No. 91/CEDO/ORI/11. 30th Jan.1992.

The General Manager (S&C),
Eastern Railway,
Calcutta.

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

Please refer to Endorsement No.2 of this office letter of even number dated 26-6-91 (Copy enclosed for ready reference). The action taken on Commissioner of Railway Safety, Eastern Circle's recommendations and suggestions referred to in his report prior to the opening of the above line has not so far been advised to him under advice to this office. The date of opening of the above section and one ferro copy each of Index Plan and Section have also not been sent 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. Necessary arrangements may also be made to advise the date of opening of the above section and send one ferro copy each of the Index Plan Section to this office.

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

(15)

No.91/CEDO/ORI/10. 30th Jan.1992.

The General Manager (S&C),
Eastern Railway,
Calcutta.

Sub:- Opening of Down line between Mamudan and Barhara in Malda Division of Eastern Railway for the public carriage of passengers.

Ref:- Chief Engineer (S&C)'s D.O.No.CE/CON/W/1600 Pt.II/65 dated 22nd July,91

Please refer to Endorsement No.2 of this office letter of even number dated 21-8-91 (Copy enclosed for ready reference). The action taken on Commissioner of Railway Safety, Eastern Circle's recommendations and suggestions referred to in his report prior to the opening of the above line has not so far been advised to him under advice to this office. One ferro copy each of the Index Plan and Section has also not been sent to this office.

Ministry of Railways therefore desire that the action on Commissioner of Railway Safety, Eastern Circle's recommendations and suggestions may please be taken early. Necessary arrangements may also be made to send one ferro copy each of the Index Plan and Section to this office.

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

DA:-One.

(16)

No.91/CEDO/GKI/4. 30th Jan.1992.

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

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 14-6-1991.

Please refer to Endorsement No.2 of this office letter of even number dated 23-5-91. The action taken on Commissioner of Railway Safety, South Central Circle's recommendations and suggestions referred to in his report prior to the 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, South Central Circle's recommendations and suggestions may please be taken early.

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

(17)

No.91/CEDO/ORI/9. 30th Jan.92.

The Chief Project Manager,
Metropolitan Transport Project,
Periyar EVR High Road,
Egmore,
Madras - 600008.

Sub:- Doubling of track between Tambaram and Chengalpattu - Opening of the New Second Main line between Singaperumal Koil and Chengalpattu stations (8.36 Kms.) for the public carriage of passengers, with electric traction.

Please refer to Endorsement No.2 of this office letter of even number dated 10-7-91 (Copy enclosed for ready reference). The action taken on Commissioner of Railway Safety, Southern Circle's recommendations and suggestions referred to in his report prior to the opening of the above line has not so far been advised to him under advice to this office. The date of opening of the above section and one ferro copy each of Index Plan and Section have also not been sent to this office.

Ministry of Railways therefore desire that action on Commissioner of Railway Safety, Southern Circle, Bangalore's recommendations and suggestions may please be taken early. Necessary arrangements may also be made to advise the date of opening of the above section and send one ferro copy each of the Index Plan and Section to this office.

The Receipt of this letter may please be acknowledged.

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

(18)

No.91/CEDO/ORI/1. 30th Jan.1992.

The Chief Engineer (S&C),
Eastern Railway,
Calcutta - 700 001.

Sub:- Opening of Electrified Up line No.2 between Bhadreshwar and Mankundu in Howrah Division of Eastern Railway for the public carriage of passengers.

Please refer to this office letter of even number dated 18-11-1991 (Copy enclosed for ready reference) and expedite the reply.

The receipt of this letter may please be acknowledged.

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

DA:-One.

(19)

No.90/CEDO/OKI/4. 30th-Jan.92.

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

Sub:- Report of Inspection prior to opening to passenger traffic of permanent diversion between Km:112/3 and 113/3 of the existing non-energised BG Single line track between Gullaguda and Vikrabad in Wadi-Secunderabad Division of South Central Railway.

Please refer to this office letter of even number dated 27-6-90 (Copy enclosed for ready reference) and subsequent reminders of even number dated 12-12-90, 5-2-91 and 11-7-91. The action taken on Commissioner of Railway Safety, South Central Circle's recommendations and suggestions referred to in his report prior to the opening of the above line has not so far been advised to him under advice to this office. The date of opening of the above section and Two ferro copies of Index Plan and Section have also not been sent to this office.

Ministry of Railways therefore desire that action on Commissioner of Railway Safety, South Central Circle's recommendations and suggestions may please be taken early. Necessary arrangements may also be made to advise the date of opening of the above section and send two ferro copies of the Index Plan and Section to this office.

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

(20)

No.89/CEDO/ORI/6. 30th January 92.

The Chief Engineer (P&C),
Eastern Railway,
No.14, Strand Road,
Calcutta - 700 001.

Sub:- Opening of new down line from Dasarathpur to Jamalpur stations in Bhagalpur-Kiul section of Sahibganj loop - Malda Division of Eastern Railway for the public carriage of passengers.

Ref:- Your office letter No.CE/CON/W/1600/Pt.II/27 dated 25th February,91.

Please refer to this office letter of even number dated 19-3-91 (copy enclosed for ready reference) followed by a reminder of even number dated 10-10-91 and expedite the reply.

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

(21)

No. 91/CEDO/OHI/7. 30thJanuary,92.

The General Manager (S&C),
Eastern Railway,
Calcutta - 700 001.

Attention : Chief Engineer (S&C)

Sub:- Opening of Up line between Kalyanpur Road and Bariarpur stations in Malda Division of Eastern Railway for the public carriage of passengers.

Please refer to this office letter of even number dated 10-6-91 (copy enclosed for ready reference) followed by a reminder of even number dated 18-11-91 and expedite the reply.

The Receipt of this letter may please be acknowledged.

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

DA:-One.

(22)

No. 91/CHDO/OHI/3. 31st January, 92.

The General Manager (Constn.),
Central Railway,
Bombay.-400020.

Attention:- Chief Engineer (Constn.)/East.

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

Necessary reply to this office letter of even number dated 11-6-91 (Copy enclosed for ready reference) is still awaited from your railway inspite of reminder of even number dated 18.11.91. Since the issue of confirmation of the action of Commissioner of Railway Safety, Central Circle, Bombay in authorising the opening of the above section is still held up in this office for want of reply from your railway, it is requested that the required reply may please be sent immediately.

The Receipt of this letter may please be acknowledged.

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

DA:-One.

G/File

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

(23)

No.92/CEDO/SR/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan New Delhi-110001, dated 31st Jan. 19 1992.

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

(25)

Sub:- Design of 23350 mm long BG Coach with 3250 mm width - Condonation of infringements.

With reference to your application No.CT/LC/BG dated 17-9-91 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways condone the following infringements to the BG Schedule of Dimensions (1973) involved in the design of 23350 mm long coach with 3250 mm width to RDSO Sketch No.911071 Alt.Nil as detailed in Annexure-I accompanying your application referred to above.

S.No.	Clause No.of Chapter-IV(A)	Description	Dimensions laid down in the Schedule (mm)	Dimensions as per drawings (mm)
1.	16	Minimum distance apart of bogie centres for bogie vehicles.	2/3rd of length of body of the vehicle (i.e. 15567 mm for 23350 mm long coach)	15241
2.	17	Maximum distance apart bogie vehicles 3250 mm wide.	14785	15241
3.	19(b)	Maximum length of body of roof for bogie Vehicles 3250 mm wide.	21340	23350
4.	20(b)	Maximum length of underframe over head stocks for bogie vehicles 3250 mm wide.	21030	23040
5.	21(b)	Maximum length over side buffer for bogie vehicles 3250 mm wide.	22300	24310
6.	22	Maximum distance apart between any two adjacent axles.	11890	12345

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

P.t.o.

(24)

No.92/CEDO/SR/1 New Delhi, dated 31 -01-1992.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(2)/90 dated 3.1.1992.

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

G/File

(25)

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

No.91/CEDO/SR/14.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 2-1-1992.

The General Manager (Works),
Northeast Frontier Railway,
Maligaon,
Guwahati - 781011.

Sub:- Running of Light on TRACK-TAMPER, Model "PHOOLTAS" 6-LDT on Malda Town-New Guwahati & Katihar Jn. to Kumedpur Jn. (BG) Section.

In view of the position explained in your application No.W/260/Track Machine/W-7 dated 17-9-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Light on "TRACK-TAMPER", Model "PHOOLTAS",6 LDT manufactured by M/s.Speed Crafts Private Limited, Patna to RDSO's General arrangement diagram No.EDO/T-2160 with maximum axle load of 5.0t at a provisional maximum speed of 15 Kmph or at a maximum sectional speed whichever is lower when running on its own power on Malda Town-New Guwahati and Katihar-Kumedpur B.G.Sections This machine cannot be attached to a running train for the purpose of movement from one station to another but has to be moved loaded in a suitable wagon.

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 conditions/stipulations made in the Joint Safety Certificate No.196, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The Ministry of Railways also condone the infringements to Clause 2(ii) and 3 of Chapter IV(A) of BG Schedule of Dimensions (1973) involved in the design of Track Tamper Machine as detailed in Form-XI accompanying your application.

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

P.T.O.

(26)

No.91/CEDO/SR/14. New Delhi, Dated 2 - 1 - 1992.

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(2)/90-Pt. dated 16-12-91.

2) The Commissioner of Railway Safety, Northeast Frontier Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001, with reference to his letter No.49 dated 19-11-1991.

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

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

(27)

No.91/CEDO/SD/10. 3-1-92.

The General Manager (Con-II),
Northeast Frontier Railway,
Maligaon,
Guwahati - 781011.

Sub:- Application for condonation for infringing grades steeper than 1 in 1200 in Station yard at Old Malda on Katihar Division of Northeast Frontier Railway.

Ref:- Your application No.W/260/CON/P-D Project/Pt.II dated 20-12-1991.

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 700 from CH:13885 to 14245 & 1 in 400 from CH:14245 to 14700 at Old Malda Station yard as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.CC/CEDO/SD/5 dated 6-9-1989 in connection with doubling between New Jalpaiguri and Malda Town Section of Katihar Division of Northeast Frontier 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.

(28)

31-12-92.

No. 92/CEDO/CE1/24.

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

Sub:- Doubling of track between Mantatti and Tandur Stations on Wadi-Secunderabad Section of Secunderabad Division of South Central Railway for Public Carriage of Passengers.

Reference may be made to Commissioner of Railway Safety's letter No.6/SC/20/513 dated 10-12-1992 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/CE1/24. New Delhi, Dated 31-12-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Central Circle, Secunderabad, with reference to his letter No.6/SC/20/513 dated 10-12-92.

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

(29)

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

S.No. 283

Machine No.PCIV/91/02/121/24. R.B.E.No. 169/93.

No.PC-IV/87/Increment/3 New Delhi, dt. 30.11.93

The General Managers,
All Indian Railways &
Production Units etc.
(as per mailing list)

Sub : Recommendation of the Fourth Central Pay Commission - Grant of adhoc increment to employees stagnating at the maximum of their scale of pay.

Reference Board's letter of even number dated 25.9.90 wherein stagnation increment was allowed to be treated as pay for all purposes other than for fixation of pay on promotion on the basis of a decision taken by the Government consequent to discussions in the National Council.

The staff side subsequently raised a demand that stagnation increment should also be taken into account for the purpose of fixation of pay on promotion. The matter has been examined and the President is now pleased to decide that stagnation increment shall be taken into account for fixation of pay on promotion to the higher post.

These orders will take effect from 30.9.1993.

(R.Sarathy)
Deputy Director, Pay Commission
Railway Board.

No.PC-IV/87/Increment/3 New Delhi, dt. 30.11.93

Copy (with 40 spares) forwarded to ADAI(Railways), New Delhi.

for Financial Commissioner/Rly.

.../-

(30)

No.PC-IV/97/Increment/3 New Delhi, dt. 30.11.93

Copy forwarded to:- (1)The FA&CAOs (a) All Indian Railways (b) CLW, DLW, ICF &RCW(COMetro Railway, Calcutta (d) Wheel & Axle plant, Bangalore(e) MTP-R-Delhi, Bombay & Madras(f) COFMOW, Rly. office Complex, Tilak Bridge, New Delhi (g) RCF Project office Railway office Complex, Tilak Bridge, New Delhi.
2. FA&CAOs(Const.)N.F.Railway, Guwahati & Southern Railway, Bangalore.
3. The Pay Accounts Officer, Ministry of Railways, Railway Board, New Delhi.
4. The General Secretary, IRCA, New Delhi for information.
5. The Commissioner, Railway Safety, Lucknow.
6. The Managing Directors(a) RITES, New Delhi House, 27, Barakhamba Road, New Delhi and(b)IRCON, Palika Bhawan, Sector XIII, R.K.Puram, New Delhi.
7. Joint Director(Finance), RDSO, Lucknow.

(R.Sarathy)
Dy.Director, Pay Commission
Railway Board

No.PC-IV/97/Increment/3 New Delhi, dt. 30 .11.93

Copy to: (1) The General Secretaries(a) AIRF, 4, State Entry Road, New Delhi & (b) NFIR, 3-Chelmsford Road, New Delhi (with 35 spares each).

(2) All Members of the National Council, Department Council and Secretary, Staff Side, National Council, 13-0 Ferozshah Road, New Delhi.

for Secretary, Railway Board

Copy to :

1. The Railway Board Class I Officers Association(Room No.256)
2. The Railway Board Cntt. Service Class II Officers Association (Room No.521)
3. The Railway Board Ministerial Staff Association (R.No.359)
4. The Railway Board Class IV staff Association (Room No.70)
5. The Federation of Railway Officers Association(R.No.334)
6. The Indian Railway Class II Officers Association, Rail Nilayam, Secunderabad.

Copy to :-

PSs/ PPS.PAs/PAs to:- CRB, FC, ME, MS, MT, ML, Adv.(S), Adv.(F), DG/INS, DS(G), DE(W), DE(E), DE(P&A), DDF(E)I, DDF(E)II, DDS(LR)I, DDF(E)III and DDE(E)II.

Cash-I, Cash-II, Cash-III, Cash-IV, Budget, E(P&A)I, E(P&A)II, E(I), E(G), E(NG)I, E(Trg.), Spec.(E), E(NG)II, PC-III, PC-IV, E(LR)I, E(LR)II and Accounts-III Br. E(RB)I, E(RB)II, E(RB)III, E(RB)IV and E(RB)V.

(31)

No.91/CEDO/CLW/1. 3rd February,92.

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

Sub:- (i) New lines opened/Doublings opened/
Conversions opened/Dismantle lines
restored during the year 1990-91.

(ii) Lines dismantled during 1990-91.

(iii) New lines/Doublings/Conversions in
progress as on 31st March,1991.

Ref:- South Eastern Railway's letter No.
AP/Kilometrage/1988-89 dated 4-12-89.

Reference may be made to this office letter of even number dated 5-4-91 (Copy enclosed for ready reference) followed by reminders of even number dated 27-6-91 and 9-10-91. Since the necessary reply from your railway is immediately required for reference and use in this office, it is requested that the same may please be expedited.

The Receipt of this letter may please be acknowledged.

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

DA/One.

(32)

No.91/CEDO/Axle/1. 04 -02-1992.

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

Sub: Axle load diagrams.

Ref: Your letter No.W/340/0/AL/A/Pt.II/
4-A dated 18/22.3.91.

****

The required information and the drawings on the above noted subject in response to this office letter of even number dated 13.3.91 and reminder dated 30.7.91 are still awaited from your railway. It is therefore requested that the despatch of the same may please be expedited.

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

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

92/CEDO/SM/1. रेल भवन, नई दिल्ली-110001, तिथि 11-02-1992 19
Rail Bhavan, New Delhi-110001, dated

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

Sub: System Maps.

Ref: i) This office letter No.82/WDO/SM/1 dated 12.4.82.

ii)This office letter No.83/WDO/SM/1 dated 13.5.83.

iii) This office letter No.83/WDO/SM/1 dated 14.6.83.

iv) This office letter No.85/WDO/SM/1 dated 7.5.85.

****

In supersession of all earlier instructions in connection with preparation of System Maps of your railway system (BG,MG and NG) circulated under this office letters quoted above, the Board have decided that the System Maps on all Zonal railways should be prepared to the same standard, as per guide lines given below:-

1. The size of the map should be 75 cms x 60 cms.
2. The system maps should be prepared to the scale 1 cm= 15.00 Kms.
3. Legend to be used on the system maps should be as per specimen enclosed.
4. State boundaries should be shown on the map as indicated in the specimen Legend and shaded in different colours prominently. The map should also show the divisional jurisdiction by way of colouring the railway lines in different colours.
5. The statistical information pertaining to 'Route Kilometres' and 'Running Track Kilometres' should be tabulated as per format enclosed on the right hand side of the map in a table of about 15 cms x 60 cms.
6. It may be ensured that the information in respect of 'Route Kilometres' and 'Running Track Kilometres' to be shown on the system map tallies with the Kilometrage Statement No.8 being furnished by your railway to the Secretary (Statistics), Railway Board for printing in Indian Railways Annual Books of Statistical Statements and Proforma 'D' in Final Works Programme Vol.III - Track Renewal.

Contd..2/-

(33)

7. Works-in-progress pertaining to New lines, Doublings and Conversions should also be shown on the system map as per the legend.

8. System Maps should be updated every year as on 31st March and 20 copies submitted by 31st July every year for use in the Board's Office. Fifteen copies of the Public Time Table maps of your railway (Ten plain and five showing divisional jurisdiction and State boundaries in different colours) correct as on 31st March may also be sent alongwith the system maps.

9. The railways should submit only the printed maps.

10. System Maps submitted to Board should be signed by one S.A. Grade Officer of the Works Branch only and need not bear any other signatures.

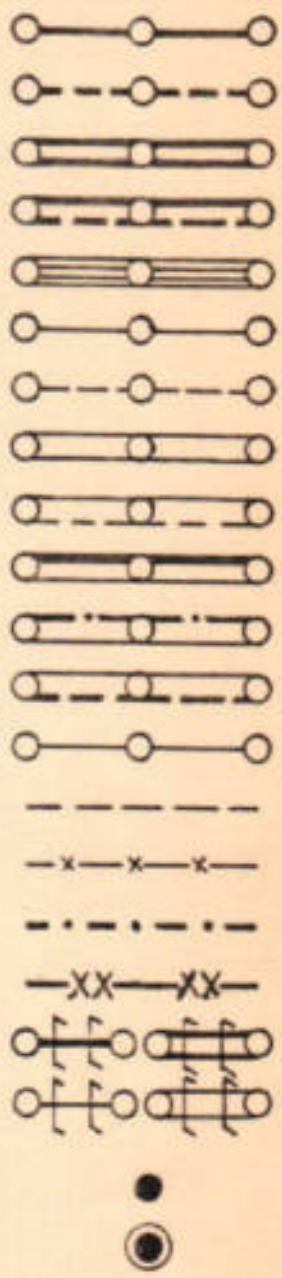
The receipt of this letter may please be acknowledged.

DA: As above.

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

LEGEND

- BROAD GAUGE SINGLE LINE.
- BROAD GAUGE NEW LINE UNDER CONSTRUCTION.
- BROAD GAUGE DOUBLE LINE.
- BROAD GAUGE DOUBLING UNDER CONSTRUCTION.
- BROAD GAUGE MULTIPLE LINE.
- METRE GAUGE SINGLE LINE.
- METRE GAUGE SINGLE LINE UNDER CONSTRUCTION.
- METRE GAUGE DOUBLE LINE.
- METRE GAUGE DOUBLING UNDER CONSTRUCTION.
- BROAD GAUGE METRE GAUGE MIXED LINE.
- BROAD GAUGE METRE GAUGE PARALLEL LINE
- UNDER CONVERSION METRE GAUGE TO BROAD GAUGE.
- NARROW GAUGE SINGLE LINE.
- DISTRICT BOUNDARY.
- STATE BOUNDARY.
- INTERNATIONAL BOUNDARY.
- OTHER RAILWAY.
- ELECTRIFIED LINE. SINGLE. DOUBLE B.G.
- ELECTRIFIED LINE SINGLE DOUBLE M.G.
- DIVISIONAL HEAD QUARTER
- RAILWAY HEAD QUARTER



SAMPLE PROFORMA

ROUTE KILOMETRES

GROUP	B.G. 1·676 m.	M.G. 1·00 m	N.G.		TOTAL
			0·762 m	0·610 m	
GROUP - A GROUP - B GROUP - C GROUP - D GROUP - E					
TOTAL					

TRACK KILOMETRES

GROUP	B.G. 1·676 m	M.G. 1·00 m	N.G.		TOTAL
			0·762 m	0·610 m	
GROUP - A GROUP - B GROUP - C GROUP - D GROUP - E					
TOTAL					

STATE WISE ROUTE KMS / TRACK KMS

STATES	COLOUR SHOWING JURISDICTION	B.G. 1·676 m	M.G. 1·00 m	N.G.		TOTAL
				0·762 m	0·610 m	
TOTAL						

DIVISION WISE ROUTE KMS / TRACK KMS

DIVISION	COLOUR SHOWING JURISDICTION	B.G. 1·676 m	M.G. 1·00 m	N.G.		TOTAL
				0·762 m	0·610 m	
TOTAL						

SECTIONS GROUP WISE

B.G.	SECTIONS	ROUTE KMS
GROUP - A GROUP - B GROUP - C GROUP - D GROUP - E		

M.G.	SECTIONS	ROUTE KMS
Q ROUTE R_1 ROUTE R_2 ROUTE R_3 ROUTE S_1 ROUTE S_2 ROUTE S_3 ROUTE		

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(37)

No. 92/CEDO/ED/1.

रेल भवन, नई दिल्ली-110001, दिनांक 19

Rail Bhavan New Delhi-110001, dated 11-2-1992.

The Chief Project Manager,
Railway Electrification,
Vadodara - 390 004.

Sub:- Railway Electrification of Nagda-Bhopal Section - Group - 64 - Condonation of horizontal setting distance of OHE Mast at Km:97 in Maksi-Pirumred Section on Ratlam Division of Western Railway.

With reference to your office letter No.NBRE/EL-D/1-0 dated 28-8-91 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 30-1-92, the sanction of Ministry of Railways is hereby communicated for condonation of temporary infringement to item 13(ii)(b&C) Chapter-I of B.G.Schedule of Dimensions (1973) involved in implantation of four OHE Structures with longer masts and raised foundations at Km:97 on Maksi-Pirumred section as shown in drawing and Annexure - 'B' accompanying your application referred to above. It is noted that the infringement will vanish after the track is raised.

The sanction is purely temporary and is valid for a period of 12 months from the date of issue of this letter or till completion of the work of raising the track whichever is earlier.

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

No.92/CEDO/ED/1. New Delhi, Dated 11-2-92.

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 3rd January,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.221/208 dated 10-9-91.

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

(38)

No. 89/CEDO/OKI/8. 13 Feb.92.

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

Sub:- Guna-Shivpuri Section - Opening of new line between Kolaras and Shivpuri stations of Bhopal Division of Central Railway.

A copy ~~each~~ of the Index Plan and Section of the above line is sent herewith for information and your office record. The said line was opened for passenger traffic on 8-2-91.

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

Encl:- 2 Plans bearing No. Ps/C/167 & Ps/C/167/1.

No.89/CEDO/OKI/8. New Delhi, Dated 13 Feb.92.

Copy forwarded for information & necessary action to:-

Statistical Drawing Branch, Room No.156, Rail Bhawan, New Delhi alongwith a copy of the Index Plan and Section of the above section.

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

(39)

No.91/CEDO/SM/1. 14.02.1992.

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

Attention : Shri R.K. Goyal Chief General Engineer.

Sub: System Maps.

Ref: Your office letter No.W/523/S.MAP/7 dated 5.8.1991.

****

Twenty copies of System Map of your Railway correct as on 31.3.1991 were required to reach this office by 31.7.1991 in terms of this office letter of even number dated 21.3.1991, but the same have not so far been received inspite of reminders dated 16.7.1991 and 26.11.1991.

Since the System Maps of North Eastern Railway are immediately required for reference and use in this office, it is requested that the same may please be sent without any further delay at your end.

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

(40)

No.91/CEDO/ORI/13. 18/2/92.

The Chief Engineer (Construction),
Southern Railway,
18, Millers Road,
Bangalore - 560 046.

Sub:- Opening of the Non-electrified Metre Gauge single line between Chitradurg and Challakere station being a part of Chitradurg-Royadurg in Mysore Division of Southern Railway for the public carriage of passengers - Authorisation.

Ref:- Your office letter No.W.347/CTA-RDD/CN dated 25-10-91.

Please refer to this office letter of even number dated 14-11-91 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(41)

No.91/CEDO/SD/10. 19th February,92.

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

Sub:- Infringement of gradient in Station yard at Hydernagar & Kesairah Stations in Garwa Road-Sonnagar Section in Mughalsarai Division of Eastern Railway.

Ref:- Your application No.CE/Con/W/193 Pt.III/17 dated 22/28-1-92.

In view of the position explained in your above Quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of 1 in 500 gradient at Hyder Nagar Station yard and /gradients 1 in 400, 1 in 416, 1 in 500 and 1 in 900/at Kesairah Station yard on Garwa Road-Sonnagar Section of your railway as shown in Form-XI accompanying your letter referred to above. So far as 1 in 333 gradient in Kesairah Station yard is concerned, you may approach the concerned Commissioner of Railway Safety for condonation of infringement.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of the above mentioned Station yards 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.89/CEDO/SR/8. 19-2-1992.

The Chief Engineer (Construction-II),
South Eastern Railway,
Visakhapatnam - 530 004.

Sub:- Condonation for retention of 1 in 150 gradient in yard limits between Kottapalem and Gopalapatnam Cabins (New Gopalapatnam yard Cabins).

Ref:- Your application No.CAO/C/VSKP/R/GPT-KAPM/660 dated 22-11-1991.

Before your proposal for condonation of grade infringements is agreed to, it is necessary that railway should commit the date by which block clearance by axle counters shall be provided. It is also observed that panel interlocking plan No.P.I.VSKP/04 of Gopalapatnam shows a separate building for last vehicle check which is not desirable. This equipment should be located within RRI building only.

Ministry of Railways therefore desire that a confirmed date by which block clearance by axle counters shall be provided may be advised and your comments on the use of a separate building for last vehicle check may also be furnished immediately.

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

(43)

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

No.92/CEDO/SR/2. रेल भवन, नई दिल्ली-110001, तिथि 19-02-1992.
Rail Bhavan, New Delhi-110001, dated

(26)

The General Manager(W),
Central Railway
Victoria Terminus
Bombay - 400 001

Sub: Running/working of "Plasser (India)'s Ballast Cleaning Machine RM-76-UHR on various BG Sections of Central Railway upto a maximum speed of 40 Kmph, when running on its own power and at 30 Kmph when running in train formation as a dead vehicle.

****

With reference to your application No.W.681/Y-61/BR dated 11.12.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Ballast Cleaning Machine RM-76-UHR as per RDSO's Diagram No.RDO/T-2169 having a maximum axle load of 19.0t on the 20 BG Sections of your railway indicated in the Joint Safety Certificate at a maximum provisional speed of 40 Kmph when running on its own power and 30 Kmph when running in train formation as a dead vehicle.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance to all other conditions/stipulations made in your application, Joint Safety Certificate No.M.16/91 BG and all other certificates accompanying your application referred to above.

The Ministry of Railways also condone the infringements to item No.2(ii), 17, 19(b), 20(b), 21(b) and 22 of Chapter IV A of BG Schedule of Dimensions (1973) involved in the design of the above machine as detailed in Form-AI accompanying your application referred to above.

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

No.92/CEDO/SR/2. New Delhi, dated 19-02-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(2)/90 dated 20.1.92.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bldg. Annexure, Maharshi Karve Road, Bombay - 20 with reference to his letter No.C-11(100)/88-890 dated 12.12.91.
3. The Director Standards(Track), RDSO, Lucknow-226 011.

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

(44)

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

No.92/CEDO/SR/2. रेल भवन, नई दिल्ली-110001, तिथि 19-02-1992, 19
Rail Bhavan, New Delhi-110001, dated

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

Sub: Running of Ballast Cleaning Machine RM-76-UHR on Northern Railway.

****

In view of the position explained in your application No. 519-W/612 dated 6.12.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Plasser (India)'s Ballast Cleaning Machine RM-76-UHR as per RDSO's Diagram No.RDO/T-2169 having a maximum axle load of 19.0t on the 56 BG sections of your railway at a maximum provisional speed shown against each section when running on its own power and when running in train formation as a dead vehicle as shown in the application.

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. SUC/BG/58/91 and all other certificates accompanying your application referred to above.

The Ministry of Railways also condone the infringements to item No.2(ii), 17, 19(b), 20(b), 21(b) and 22 of Chapter IV A of BG Schedule of Dimensions (1973) involved in the design of above machine as detailed in Form-XI accompanying your application referred to above.

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

No.92/CEDO/SR/2. New Delhi, dated 19-02-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(2)/90 dated 20.1.92.
2. The Commissioner of Railway Safety, Northern Circle, Delhi Safdarjang Railway Station, Near CRIS Chanakyapuri, N.Delhi - 21 with reference to his letter No.1339/RM-76-UHR Ballast Cleaning Machine/31 dated 26.12.91.
3. The Director Standards(Track), R.D.S.O., Lucknow - 226 011.

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

(45)

No. 91/CEDO/SD/10.

21st February, 92.

The General Manager (Construction-I),
Northeast Frontier Railway,
Maligaon,
Guwahati - 781 011.

Sub:- Condonation of grades in Amguri-Tuli Railway Project.

Ref:- Your letter No.W/247/CON/A-T dated 11-2-92.

Instructions issued vide this office letter No. 88/CEDO/SD/8 dated 6-9-1989 are applicable to B.G.yards only. Your above quoted application is therefore not required and no condonation is necessary.

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

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

(46)

No. 92/CEDO/SD/4.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 26-2-1992.19

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

Sub:- Bombay V.T. - Suburban Yard Remodelling to provide Double Discharge facilities for 9 Car rakes -Dispensation of infringement to B.G.Schedule of Dimensions.

With reference to your application No.EW/861/W.38N/VI dated 25-6-91 and No.EW/861/W-38/A/VIII dated 12-12-91 sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 13(ii)(d) Chapter-I of B.G.Schedule concerning the clearance of 2485 metres on either side of Signal Structure No.S-47 in between UP Sub. and DN.Sub. in Bombay V.T.yard as shown in Form-XI accompanying your application dated 25-6-91. It is noted that a speed restriction of 25 Kmph already exists in the yard.

Similar sanction for condonation of infringements to item 13(i) Chapter-I of B.G.Schedule of Dimensions (1973) concerning the track centres as shown against S.No.1 to 10 of Form-XI, to item 13(ii)(d) Chapter-I concerning the clearance of Signal gantry No.1 and OHE Structure No. TW-HT/15+70 (modified) from centre line of track as shown against S.No.11 and 12 respectively of Form-XI and item 8 Chapter-II concerning the clearance from centre of Platform line No.3 and 4 to Column of cover over Platform on Island Platform between line No.3 and 4 as shown against S.No.13 of Form-XI and infringement Drawing No.GM(E)BB/SK-1479/A accompanying your application dated 12-12-91 referred to above. The sanction is subject to the observance of a speed restriction of 15 Kmph at infringing locations.

The sanction for condonation of infringement to OHE Structure No. TW-HT/15+70 (modified) is valid only after approval of Central Railway modification Plan No.GM(E)BB-54407 by RDSO.

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

Contd 2/

(47)

No.92/CEDO/SD/4. New Delhi, dated 24-02-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 011 with reference to his Endorsement No.RS.18-T(3)/90 dated 24.1.1992.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bldg Annexe, Maharshi Karve Road, Bombay - 400 020, with reference to his letter No.893 dated 13.12.1991.

3. The Chief Administrative Officer (Constn), Central Railway, New Administrative Office Bldg, Dadabhai Naoroji Road, 6th Floor, Bombay VT - 400 001 with reference to his letter No.EW/861/W/38/A/VIII dated 19.1.1992.

4. The Director General(T.I), RDSO, Lucknow - 226 011.

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

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

G/File
(48)

No.91/CEDO/SR/10. रेल भवन, नई दिल्ली-110001 दिनांक 24-02-1992.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Condonation of infringements involved in the movement of SAN diesel electric slewing type rail crane Model EDK-300/2.

****

With reference to your application No.CT/DG/LW/CRANES dated 24.7.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the following infringements of maximum moving dimensions of 1929 involved in the design of SAN diesel electric slewing type BG rail crane Model EDK-300/2 under manufacture with M/s. SAN Engineering and Locomotive Co. Ltd. Bangalore to their drawing No.10400 for supply of one crane each to M/s. TISCO, Jamshedpur and M/s. SAIL, Durgapur respectively. The infringements are based on the Annexure and Company's infringement drawing No.SNSK-2212 accompanying your application referred to above.

S. No.	Item of Schedule of Dimensions	Description	Dimension as per BG Schedule in mm (Ref:SNSK-2212)	Actual Dimension in mm (Ref:SNSK-2212)	Infringement in mm
1.	Profile for max.moving dimensions of 1929as shown in Diagram No. 1A and others, for Goods stock	A. Max.height above rail level at sides:			
		i) Max.height at a distance of 1250mm from centre line	3638	3638	Nil
		ii) Max.height at a distance of 930mm from centre line	3760	4025	265
		iii) Max.height at a distance of 400mm from centre line	3963	4264	301
		iv) Max.height at a distance of 305mm from centre line	3999/ 4115	4264	265/ 149
		B. Max.height above rail level at centre.	4115	4264	149

Contd..2/-

(49)

It is noted that the moving dimensions of the diesel electric slewing type BG rail crane are within 'X' class locomotive dimensions and the condonation is required for the limited purpose of single movement of the cranes without jib and match truck at a restricted speed of 40 Kmph maximum on the undernoted routes:

i) Bangalore Satellite Loading Terminus to Tatanagar via Bangarupet, Jollarpettai, Katpadi, Malpakam Bye Pass, Renigunta, Gudur, Bezewada, Gopalapatnam, Cuttack, Kharagpur Jn.

ii) Bangalore Satellite Loading Terminus to Durgapur via Bangarupet, Jollarpettai, Katpadi, Malpakam Bye Pass, Renigunta, Gudur, Bezewada, Gopalapatnam, Cuttack, Kharagpur Jn.

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

No.91/CEDO/SR/10. New Delhi, dated 24-02-1992.

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(2)/90 dated 7.2.1992.

2. Shri K.G. Balliappa, SAN Engineering & Locomotive Co. Ltd., Post Box No.4802, Whitefield Road Bangalore - 560 048 with reference to his D.O. letter No.Nil dated 1.6.91 to Shri Y.P. Anand, Member Engineering, Railway Board in continuation of this office letter of even number dated 17.6.1991.

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

Guard file (50)

No.92/CEDO/SR/1. 28.02.1992.

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

Sub: Design of 23350mm long BG Coach with 3250mm width - Condonation of infringements.

Ref: Your letter No.CT/LC/BG dated 13.2.1992.

******

Please refer to para-I of this office letter of even number dated 31.1.1992 on the above noted subject. "RDSO Sketch No.911071 Alt.Nil" appearing in line 5 is a typographical error which may be corrected to read as "RDSO Sketch No.91107 Alt.Nil".

Similarly, the wording "Maximum distance apart of bogie vehicles 3250mm wide" appearing under the description column against S.No.2 is also a typographical error which may be corrected to read as "Maximum distance apart of bogie centres for bogie vehicles 3250mm wide".

The receipt of this letter may be acknowledged.

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

No.92/CEDO/SR/1, New Delhi, dated 28.02.1992.

Copy forwarded for information and necessary action to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(2)/90 dated 3.1.1992.

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

Gr/File
(51)/1

S.M. SINGLA
EXECUTIVE DIRECTOR CIVIL ENGINEERING(G)

D.O. No. 89/CNDO/SE/4. New Delhi, dated 04-03-1992.

My dear SUDHIR CHANDRA,

Sub: Running of 140t diesel hydraulic break down crane supplied by M/s Jessop & Co. Calcutta.

*****

Kindly refer to your telephonic conversation regarding restriction of permitting 140t B.G. diesel hydraulic break down crane to run on bridges under its own power with or without load. In this connection please find herewith a photocopy of Director Standards (B&S) RDSO's D.O. letter No. CBS/Crane/125t-130t/BG dated 25-7-1989 which is self explanatory.

With best wishes,

Yours sincerely,

(S.N. SINGLA)

Shri SUDHIR CHANDRA,
Chief Track Engineer,
Western Railway,
Churchgate,
Bombay - 400 020

(51)/(2)

No.91/CEDO/SD/14. 4th March,1992.

The Chief Engineer (Construction)South,
South Central Railway,
Works (Construction) Branch,
Secunderabad - 500 371 (A.P.)

Sub:- Wadi-Raichur Section - Doubling of track between Wadi-Thangundi and Chegunta-Krishna Wadi Junction Proposed Yard arrangements - request for condonation for the infringing gradient of 1 in 161 from KM:605/5-6 to KM:605/11-12 in the yard.

Ref:- Your letter No.W.Con.182/G/154/Vol.VIII dated 31-1-1992.

While going through Drawing No.CAO/C/SK/TR/9-91, the following discrepencies have been noticed:-

1) Infringing grade 1 in 161 and 1 in 300 have been shown in chainage. This may be shown in Kms. also.

2) The rail levels of proposed UP Main line and proposed DN Main line have not been shown at other than Bridge locations.

3) It is not clear as to why the gradient of 1 in 161 starting from CH:863.30 has been continued upto CH:1200.00 and not stopped at CH:1023.60.

4) The 1 in 300 gradient ranges from CH:1200.00 to CH:1950.00. It is not clear as to why this gradient could not range upto 606.2 Kms. only.

5) It is observed that yard remodelling is being done as per approved Plan No.CAO/C/SK/TR/9-91. It may therefore be advised as to why the condonation of grade infringement was not sought for at the time of approval of the Plan. To seek condonation of infringements after completion of the work is not in order.

6) 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 where 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 accidents.

Contd ... 2/-

(52)

Ministry of Railways therefore desire that the above discrepencies may please be clarified early. The action taken by your railway to prevent accidents may please be advised and necessary corrections proposed to be issued to Station Working instructions before bringing the line into commission explained fully to enable this office to process the case further for condonation of 1 in 161 grade infringement in Wadi yard.

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

G/File (58)

No. 91/CEDO/SR/13. 04 March, 1992.

The General Manager(W),
Northeast Frontier Railway,
Maligaon,
Guwahati - 781 011.

Sub:- Movement of 2438 mm (8'-0") wide x 2591 mm (8'-6" high ISO Container loaded on MG flat wagon (MBR) on Guwahati-Dibrugarh Section.

Ref:- Your letter No.W/341/0/4/ISO/W-7 dated 22-11-91. S.No 3

It is noticed from the photocopy of your application dated 16-5-91 and its enclosures sent to this office under your above quoted letter that you have not enclosed the necessary Form-XI, Joint Safety Certificate, Track Certificate, Bridge Certificate and RDSO's Speed Certificate with the application sent to Commissioner of Railway Safety, North Eastern Circle, Gorakhpur. In the absence of these documents it will not be possible for this office to consider your application for issue of sanction for running of ISO Container loaded on MG flat wagon (MBR) on Guwahati-Dibrugarh Section. The Speed Certificate has not so far been issued by RDSO. S.No 3/1

Ministry of Railways therefore desire that you may move a fresh application to Commissioner of Railway Safety, Northeast Frontier Circle, Calcutta in supersession of your previous application dated 16-5-91 only after the Speed Certificate for running of ISO Container loaded on flat wagon type (MBR) is issued by RDSO. The application should be based on the drawing to be indicated by RDSO in their Speed Certificate and should also indicate the speed at which it is proposed to run the ISO Container loaded on MG flat wagon (MBR) on Guwahati-Dibrugarh Section. It may also be ensured that all the above certificates, Drawing and Form-XI for condonation of infringements are invariably enclosed with the application.

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

PTO

(54)

No.91/CEDO/SR/13. New Delhi, Dated 04 March,92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northeast Frontier Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 for information. As stated by General Manager, Northeast Frontier Railway in his letter No.W/341/0/4/ISO/W-7 dated 22-11-91 the application of Northeast Frontier Railway dated 16-5-91 for movement of 2591 mm (8'-6") high x 2438 mm (8'-0") wide ISO Containers loaded on MG flat wagon (MBR) is lying with Commissioner of Railway Safety, North Eastern Circle, Gorakhpur.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur-273 012. As stated by General Manager, Northeast Frontier Railway in his letter No.W/341/0/4/ISO/W-7 dated 22-11-91, the application of Northeast Frontier Railway for movement of 2592 mm (8'-6") high x 2438 mm (8'-0") wide ISO Containers loaded on MG flat wagon (MBR) is lying in his office for want of Speed Certificate from RDSO.

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

c/c

(55)

No.91/CEDO/SD/10.

6/7 March, 1992.

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

Sub:- Provision of 1 in 400 gradient in Sadashibpur Station yard situated at KM:454.835 from Howrah on Nergundi-Talcher Branch line of South Eastern Railway in Khurda Road Division.

Ref:- Your application No.CE/C/CTC/FWP/1990-91/00649 dated 17-2-92.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of gradient of 1 in 400 as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Sadabhipur Station yard in connection with doubling of Joranda Road-Hindol Road Section on Nergundi-Talcher branch line in Khurda Road Division of South Eastern Railway as shown in CE(C)/CTC Drawing No.SY/81/90 accompanying your application referred to above.

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.

5/3

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

(56)

Printed at S.C. Rly Press

जी. एल. 20/बड़ा
G. L. 20/Large

कार्यालय
HEADQUARTERS OFFICE
WORKS (CONSTRUCTION) BRANCH
SECUNDERABAD. दक्षिण मध्य रेलवे
SOUTH CENTRAL RAILWAY

No:W.Con.347/Y/52.,

Dt. 6 .. 3 ..1992.

The Commissioner of Railway Safety,
South Central Circle,
Secunderabad - 500 371.

Sir,

Sub: Hyderabad Division - Manmad-Aurangabad section - conversion from MG to BG - opening of newly converted track(B.G) between Manmad and Ankai stations from Km.1.00 to 13.53.

...

Manmad-Aurangabad section on South Central Railway is in important M.G.route giving a connection to Bombay from district headquarters towns of Aurangabad, Parbhani, Nanded (of Maharashtra state) Adilabad, Nizamabad districts of Andhra Pradesh.

The project work of conversion from MG to BG between Manmad-Aurangabad was sanctioned as Phase-I vide Railway Board's sanction No.73/W4/CONL/SC-1/Pt.II dt.26.5.1981 at a cost of Rs.13,00,28,000 including junction arrangements at Aurangabad but excluding junction arrangements at Manmad. Subsequently, a revised estimate for the amount of Rs.40,87,33,562, was also prepared and got it sanctioned by the Railway Board vide letter No:73/W5/CONL/SC/1 dt. 4.1.1988.

The work was physically started on 3.11.1978 and the newly converted BG track between Ankai and Aurangabad stations has already been opened for passenger traffic on 3.2.92 and now, it is proposed to open the newly converted BG track from Km.1.00 to km.13.53 between Manmad and Ankai stations for passenger traffic with a speed of 100 Km.p.h. However, for yard arrangements at Ankai and Manmad and its approaches upto 1.00 km necessary sanction will be obtained by Central Railway from CRS, Central Circle, Bombay as these works are being carried out by Central Railway.

In this connection, the following documents relating to the works are submitted herewith in accordance with Para-3, Chapter-I of 'Rules for opening of Railway for Public Carriage of Passengers."

....2/-

(57)

i) Tabulated details - Form-I to VIII.

ii) List of questions and answers - Form-IX.

iii) Certificates - Form - X.

iv) List of infringements to Maximum and Minimum dimensions - Form-XI.

v) Deflection tests of girders - Form-XII.

vi) Index plan in cloth tracing with 4 prints - No:CAO/C/TR/176 -92.

vii) Index section in cloth tracing with 4 prints - No:CAO/C/TR/177 -92.

viii) Diagram of engine for testing - No:CAO/C/TR/31 -92.

ix) Bridge completion plan - ENCLOSED.

x) Signalling plans - NIL.

xi) Station working instructions - NIL.

xii) 20 Point programme of check. (Enclosed).

The application is being submitted solicing your sanction for opening the above said newly converted B.G. track for public carriage of passengers. It is proposed to commission the line by 2nd week of March, 1992.

CRS is requested to intimate this office the day on which he proposes to inspect the above line.

DA: as above.

Yours faithfully,

(J.R. JYOTI)
CHIEF ENGINEER(CONSTRUCTION-II)/SC.
for GENERAL MANAGER.

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

(J.R.Jyoti)
Chief Engineer/Con.II/SC.
for General Manager

(58)

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

No.91/CEDO/ORI/3.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 9th March, 1992.

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

Sir,

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

With reference to your Endorsement No.RS.10-T(10)/90 dated 29th April,91, 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.C-12(79)/91-115 dated 20-2-1991.

yours faithfully,

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

No.91/CEDO/ORI/3. New Delhi, Dated 9thMarch,1992.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Central Circle,Bombay with reference to his letter No.C-12(79)/91-115 dated 20-2-91.
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 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 each of the Index Plan and Section may also be sent to this office.

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

(59)

IMMEDIATE

No.91/CKDO/SD/10. 18th March,92.

The Chief Administrative Officer (C),
South Central Railway,
Head Quarters Office,
Works Construction Branch,
Secunderabad - 500371.

Sub:- Secunderabad - Wadi Junction - Doubling of track between Malkhaid Road and Wadi Junction - Proposed entry arrangements at Wadi Junction including doubling of existing bye-pass line.

Reference may be made to your office letter No. W.Con.182/C/169/Vol.III dated 12-3-92. The application for administrative approval on the above noted subject has not so far been received in this office and appears to have been lost somewhere during transit.

It is therefore requested that a duly attested photocopy of your application alongwith all its enclosures may please be sent at an early date to enable this office to take further necessary action in the matter.

Jaliwal

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

(68)

No.91/CEDO/Axle/1. 18-03-1992.

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

Sub: Axle Load Diagram/Statement.

Ref: Your letter No. 510-W/2 dated 29.7.91.

****

Para 2 from your above quoted letter is reproduced below :-

> " The other information is being collected from Divisons of this Railway. As soon as the information received in this office, the same will be sent to Board's Office in due course."

As the information pertaining to section wise axle load in the prescribed proforma has not so far been received in this office, it is requested that the same may please be sent immediately.

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

(61)

H.K.L. JAGGI,
ADVISER CIVIL ENGINEERING.

D.O. No.88/CEDO/SD/8. New Delhi, dated 23-03-1992.

My dear RAIZADA,

Sub: Gradient in Station Yards.

Ref: Your D.O. No.579-W/O/Policy dated 9/10.3.1992.

******

Adoption of 1 in 1200 grade in yards to be remodelled is required. If, however, the flattening of grades is not feasible or involves exhorbitant costs, the Railway should seek dispensation on case by case basis furnishing the necessary justification.

With best wishes,

Yours sincerely,

(H.K.L. JAGGI)

Shri V.K. RAIZADA,
Chief Engineer,
Northern Railway,
New Delhi.

(52)

No.91/CEDO/SD/10. 22nd March,92.

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

Sub:- Provision of 1 in 400 grade in the Meramandali Station yard situated at KM:477.520 from Howrah on Nergundi-Talcher Branch line of South Eastern Railway in Khurda Road Division.

Ref:- Your application No.CE/C/CTC/PWP/1991-92/00654 dated 17-2-92.

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 as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Meramandali Station yard in connection with proposed doubling of Talcher Branch line in Khurda Road Divisi of South Eastern Railway as shown in CE(C)/CTC's Drawing No. SY/89/90 accompanying your application referred to above.

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.

(63)

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

No.91/CEDO/SR/11. रेल भवन, नई दिल्ली-110001, तिथि 24-02-1992.
Rail Bhavan, New Delhi-110001, dated 19

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

(23)

Sub: Condonation of infringements of WAG1, WAG3 and WAG4 type of locomotives with pantograph in locked down condition for running on non-electrified sections.

******

With reference to your application No.CT/DEL/WAG1 dated 2/3.1.92 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 WAG1, WAG3 and WAG4 types of locomotives with pantograph in locked down condition as shown in RDSO Drg.No.SK.DL-4303 and as detailed in Annexure Statement accompanying your application for movement on non-electrified sections. It is noted that the moving profile of these locomotives with pantograph in locked down condition are within 'X' class engine. The sanction is subject to the condition that necessary speed restrictions shall be imposed by the railways based on ODC stipulations at such of the locations where 'X' class locomotive dimensions are not permitted.

Sl. No.	Item of SOD of Chapter IV(C)	Description	Dimensions as per Std. Schedule 1929 profile (mm)	Actual Dimension (mm)	Infringement (mm)
1.	Item No.13	Max.height above rail level at sides of empty locomotives.			
	i)	Max.height at a distance of 900mm from centre line.	3772	4042	270
	ii)	Max.height at a distahce of 520mm from centre line.	3917	4165	248
	iii)	Max.height at a distance of 305mm from centre line.	3999/ 4115	4165	166/ 50
2.	Item No.12	Max.height above rail level for a width of 305mm on either side of centre fo empty locomotives.	4115	4165	50

In view of the above, necessary amendment to the relevant paragraph appearing in connection with condonation of infringements of pantograph in locked down condition on non-electrified sections, in the Speed Certificate of various classes of WAG1, WAG3 and WAG4 locos may therefore be issued under advice to this office.

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

Contd 2/-

(64)

No.91/CEDO/SR/11. New Delhi, dated 24-02-1992.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.19-T(2)/86 dated 7.2.1992.

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

(65)

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

No.89/CEDO/SR/5. रेल भवन, नई दिल्ली-110001, दिनांक 24-03-1992.
Rail Bhavan, New Delhi-110001, dated 19

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

(69)

Sub: Condonation of infringements of WAM4 type of locomotives with pantograph in locked down conditions for running on non-electrified sections.

*****

With reference to your application No.CT/DEL/WAM4 dated 6.11.1990 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 WAM4 type of AC Electric locomotive with pantograph in locked down condition as shown in RDSO Drg.No.SK.DL.4128 and as detailed in Annexure Statement accompanying your application for movement on non-electrified sections. It is noted that the moving profile of this locomotive with pantograph in locked down condition is within 'X' class engine. The sanction is subject to the condition that necessary speed restrictions based on ODC stipulations shall be imposed by the railways at such of the locations where 'X' class locomotive dimensions are not permitted.

Sl. No.	Item of SOD of Chapter IV(C)	Description	Dimensions as per Std. Schedule 1929 profile(mm)	Actual Dimensions (mm)	Infringement (mm)
1.	Item No.13	Max.height above rail level at sides of empty locomotives.			
	i)	Max.height at a distance of 900mm from centre line.	3772	4042	270
	ii)	Max.height at a distance of 520mm from centre line	3917	4165	248
	iii)	Max.height at a distance of 305mm from centre line	3999/ 4115	4165	165/ 50
2.	Item No.12	Max.height above rail level for a width of 305mm on either side of centre of empty locomotives	4115	4165	50

In view of the above, necessary amendment to the relevant paragraph appearing in connection with condonation of infringements of pantograph in locked down condition on non-electrified sections, in the Speed Certificate of WAM4 loco may therefore be issued under advice to this office.

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

Contd..2/-

(56)

No.89/CEDO/SR/5 New Delhi, dated 24-02-1992.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.19-T(2)/86 dated 7.2.1992.

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

(67)

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

No.91/CEDO/SR/10. रेल भवन, नई दिल्ली-110001, तिथि 25-03-1992.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Movement of SAN Diesel Electric Slewing type rail crane model - 300/2 from Whitefield to Renigunta via Melpakkam bye-pass enroute to Tatanagar and Durgpur.

Ref: Your application No.W.438/1/Vol.X dated 20.6.91.

*****

The sanction for condonation of infringements involved in the design of the above rail crane has already been issued to RDSO under this office letter of even number dated 26.2.1992 a copy which is enclosed herewith for your reference and use. RDSO will now be modifying para 2.8 of their Speed Certificate No.SD.Project.116 dated 12/27.2.1991.

In view of the above, issue of separate sanction for condonation of infringements is not considered necessary.

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

No.91/CEDO/SR/10 New Delhi, dated 25-03-1992.

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 6.3.1992.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Bangalore - 560 009 with reference to his letter No.415 dated 8th July 1991.

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

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

(68)

No.91/CEDO/SR/10. रेल भवन, नई दिल्ली-110001, तिथि 24-02-1992.
Rail Bhavan, New Delhi-110001, dated 19

(30)

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

Sub: Condonation of infringements involved in the movement of SAN diesel electric slewing type rail crane Model EDK-300/2.

****

With reference to your application No.CT/DG/LW/CRANES dated 24.7.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the following infringements of maximum moving dimensions of 1929 involved in the design of SAN diesel electric slewing type BG rail crane Model EDK-300/2 under manufacture with M/s. SAN Engineering and Locomotive Co. Ltd. Bangalore to their drawing No.10400 for supply of one crane each to M/s. TISCO, Jamshedpur and M/s. SAIL, Durgapur respectively. The infringements are based on the Annexure and Company's infringement drawing No.SNSK-2212 accompanying your application referred to above.

S. No.	Item of Schedule of Dimensions	Description	Dimension as per BG Schedule in mm (Ref: SNSK-2212)	Actual Dimension in mm (Ref: SNSK-2212)	Infringement in mm
1.	Profile for max.moving dimensions of 1929as shown in Diagram No. 1A and others, for Goods stock	A. Max.height above rail level at sides:			
		i) Max.height at a distance of 1250mm from centre line	3638	3638	Nil
		ii) Max.height at a distance of 930mm from centre line	3760	4025	265
		iii) Max.height at a distance of 400mm from centre line	3963	4264	301
		iv) Max.height at a distance of 305mm from centre line	3999/ 4115	4264	265/ 149
		B. Max.height above rail level at centre.	4115	4264	149

Contd..2/-

(69)

It is noted that the moving dimensions of the diesel electric slewing type BG rail crane are within 'X' class locomotive dimensions and the condonation is required for the limited purpose of single movement of the cranes without jib and match truck at a restricted speed of 40 Kmph maximum on the undernoted routes:

i) Bangalore Satellite Loading Terminus to Tatanagar via Bangarupet, Jollarpettai, Katpadi, Malpakam Bye Pass, Renigunta, Gudur, Bezewada, Gopalapatnam, Cuttack, Kharagpur Jn.

ii) Bangalore Satellite Loading Terminus to Durgapur via Bangarupet, Jollarpettai, Katpadi, Malpakam Bye Pass, Renigunta, Gudur, Bezewada, Gopalapatnam, Cuttack, Kharagpur Jn.

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

No.91/CEDO/SR/10. New Delhi, dated 24-02-1992.

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(2)/90 dated 7.2.1992.

2. Shri K.G. Balliappa, SAN Engineering & Locomotive Co. Ltd., Post Box No.4802, Whitefield Road Bangalore - 560 048 with reference to his D.O. letter No.Nil dated 1.6.91 to Shri Y.P. Anand, Member Engineering, Railway Board in continuation of this office letter of even number dated 17.6.1991.

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

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SOUTHERN RAILWAY

Headquarters Office,
Works Construction Branch,
Egmore, MADRAS 600 008.

No. W.347/XXI/3/CN

dated 27/3 March 1992.

The Commissioner of Railway Safety,
Southern Circle,
BANGALORE - 9.

Sir,

Sub: Opening of Railways - Opening of Extension of Ernakulam-Alleppey new B.G. line to Kayankulam for public carriage of passengers.

...

The Government of Kerala, local public and M.Ps have been persistently demanding for construction of a new Coastal Railway line connecting the Alleppey District. During the Informal Consultative Committee Meeting of M.Ps held at New Delhi on 7.5.70, the Ministry of Railways agreed for undertaking a Traffic Survey for connecting Ernakulam-Cochin sector with Alleppey and extending it to a convenient point on the existing Ernakulam-Quilon Railway line. The Traffic Survey Report was submitted to Railway Board during September 1971 which indicated that the new line will not be financially remunerative. In terms of Board's directive during September 72, a preliminary appreciation was done for a simple connection to Alleppey from a convenient and closeby station on the Ernakulam-Trivandrum line and suggested for undertaking a detailed study of an alternative alignment connecting Ernakulam to Alleppey (via) Shertallai.

2. Ministry of Railways approved the construction of a new B.G. line between Ernakulam and Alleppey in 1979-80. The work on this new B.G. line was completed and opened to traffic on 15.10.1989.

3. After completion of the Conversion of Ernakulam-Trivandrum section to B.G. and further extension of the B.G. line beyond Trivandrum to Cape Comorin and Tirunelveli, rail traffic in this region has grown very fast and heavy pressure on the existing single line route between Ernakulam and Trivandrum warranted doubling of the section. It was therefore considered that construction of a new B.G. line from Ernakulam to Alleppey and further extension of this new line to Kayankulam would obviate the need for investments on the doubling of existing single line and would also serve as an alternative route to carry the anticipated traffic. Further the return on the investment on the new line was also expected to be more than 10% under DCF method affording a favourable consideration for sanctioning this project.

contd.....2

(71)

4. The Railway Board in their letter No.80/M4/CNL/S/13 of 6.11.80 has ordered a final location survey along with traffic survey to be conducted for extension of Ernakulam-Alleppey new B.G. line to Kayankulam. Final location-cum-Traffic Survey was completed and the report was submitted to Board under Railway's letter No.W.337/1/46/CN/Vol. II dated 24.8.81 with an estimated cost of Rs.1111.71 lakhs revealing a return of 19.33% under DCF technique. An Urgency Certificate for Rs.140 lakhs for construction of Alleppey-Kayankulam new B.G. line was sanctioned in Board's letter No.80/W4/CNL/S/B dated 16.4.82. Sanction to Project Estimate amounting to Rs.1111.71 lakhs was conveyed in Board's letter No.80/W4/CNL/S/13 dated 28.6.84.

5. The work on the new B.G. line is completed. It is now proposed to offer the new B.G. line from Alleppey to Kayankulam for your inspection before opening the section for public carriage of passengers. The length of the new B.G. line is 43.34 Km as measured from centre line of Alleppey to Kayankulam station.

6. The standard of construction adopted for the above line is 'D' Group.

7. In this connection, the following details are furnished:

(a) The new B.G. line is situated in the District of Alleppey.

(b) The nature of the country traversed by the new line is plains.

(c) The new line runs generally from North to South and is situated on the western side of the existing Ernakulam-Quilon line.

(d) 112 hectares of land have been acquired for laying this new B.G. line.

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

(f) The maximum height of bank is 7.29 metres at Km 82.10.

(g) The earthwork for new B.G. line was commenced on July 86 and completed on February 92. The earthwork in bank has been mechanically compacted and the side slope is not steeper than 1½ to 1.

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

contd.....3

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

(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 offsets at centre is enclosed as Annexure II.

(k) The ruling gradient of the new B.G. line is 1 in 150.

(l) There are 79 level crossings in the section. Out of which only 15 are 'C' class manned. A list of level crossings is enclosed as Form VIII (a).

(m) A list of bridges showing the bridge numbers, kilometreage, description of bridges is enclosed as Annexure III.

(n) A ballast chart showing the depth of cushion is enclosed as Annexure IV.

(o) The certificates for the rails used in the section will be made available during the inspection. Creeps posts have been planted at every kilometre.

(p) A statement showing the rainfall statistics for the year 1980 to 1991 is enclosed as Annexure V.

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

(r) The following documents in terms of Paragraph 3 of Chapter I of the Rules for opening of 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 Infringements to Maximum and Minimum Dimensions: Form XI.

(v) Deflection tests of bridges : Form XII.

(vi) Diagram of Engine for testing track. : Plan No.CN 45-92.

contd....4

(vii) Index Plan in cloth tracing with four ferro prints: Plan No.CN 46-92.

(viii) Index section in cloth tracing with four ferro prints. Plan No.CN 47-92.

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

9. X Yard plans and Completion plans for bridges will follow.

10. Kindly indicate a suitable date for inspection of the section after 15.4.92.

Yours faithfully,

for General Manager.

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

Copy to The Secretary (Works), Railway Board, New Delhi.
AGM/MAS, CAO/C/MS, CE, CPDE, COPS, CCS
CSTs, CSTs/CN/MAC/MAS, CME, CPO, CBE, CEE,
CSC/RPF/MAC CMO/MAS.

The Secretary to GM/MAS for kind information of G.M.

DRM/TVC. On hearing from CRS, the Programme for Inspection will be advised.

Dy.CE/CN/CRS, AEN/CN/KYJ & AEN/CN/ALLP for necessary action.

IRM25.

G/File

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

No.91/CEDO/SR/14.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 31 March, 1992.

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

Sub:- Running of light on Track Tamper, Model "PHOOLTAS" 6 LDT, manufactured by M/s.Speed Crafts Private Limited, Patna on Northern Railway.

In view of the position explained in your application No. 519-W/602 dated 22-7-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of light on Track Tamper, Model "PHOOLTAS" 6 LDT manufactured by M/s.Speed Crafts Private Limited Patna to RDSO's General arrangement diagram No.EDO/T-2160 with a maximum axle load of 5.0t on the 76 BG Sections at a provisional maximum speed shown against each section in your Joint Safety Certificate when running on its own power. This machine cannot be attached to a running train for the purpose of movement from one station to another but has to be moved loaded in a suitable wagon.

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 the Joint Safety Certificate No. SLC/BG/49/91, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The Ministry of Railways also condone the infringements to Clause 2(ii) and 3 of Chapter IV(A) of BG Schedule of Dimensions (1973) involved in the design of Track Tamper Machine as detailed in Form-XI accompanying your application subject to the condition that fixed diamond crossings are avoided on the sections where the machine is going to run in service.

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

P.T.O.

(75)

No.91/GEDO/SR/14. New Delhi, Dated 31 -March,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(2)/90-Vol.II dated 10-2-92.

2) The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow-226001, with reference to his letter No. 243/1339/RS/86 dated 12-8-91.

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

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

STATEMENT OF MAJOR BRIDGES, MINOR BRIDGES & BRIDGES WITH WATERWAYS AS ON 31.3.92

(Authority:File No.92/CEDO/BR/1)

STATEMENT 'A' - Major & Minor Bridges

RAILWAYS	MAJOR BRIDGES (Incl.of ROBs & RUBs)	MINOR BRIDGES (Incl.of ROBs & RUBs)	TOTAL
1	2	3	4
CENTRAL	1309	13017	14326
EASTERN	827	7548	8375
NORTHERN	1065	15556	16621
NORTH EASTERN	668	4767	5435
NORTHEAST FRONTIER	1017	4777	5794
SOUTHERN	1300	17132	18432
SOUTH CENTRAL	1250	13189	14439
SOUTH EASTERN	1485	17479	18964
WESTERN	1362	13290	14652
TOTAL	10283	106755	117038

STATEMENT 'B' - Bridges with Waterways

RAILWAYS	30.5m (100'-0") & ABOVE	18.3m (60'-0") & above to less than 30.5m (100'-0")	6.1m(20'-0") and above to less than 18.3m (60'-0")	Less than 6.1m (20'-0")	TOTAL
CENTRAL	604	444	1768	11261	14077
EASTERN	465	187	843	6556	8051
NORTHERN	516	341	1334	14249	16440
N.EASTERN	411	180	497	4283	5371
NORTHEAST FRONTIER	582	274	709	4159	5724
SOUTHERN	544	376	1570	15301	17791
SOUTH CENTRAL	605	593	1707	11141	14046
SOUTH EASTERN	783	508	2068	15315	18674
WESTERN	691	288	2135	11468	14582
TOTAL	5201	3191	12631	93733	114756

IMMEDIATE

(11)

No.91/CEDO/SD/14.

6th April,1992.

The Chief Engineer (Survey),
Eastern Railway,
14, Strand Road,
Calcutta.

Sub:- Infringement of gradient in the station yard of Kajoragram Station under Asansol Division of Eastern Railway.

Ref:- Your D.O.No.CE//Con/W/1404/Pt.I dated 30-3-92 addressed to Shri.S.M.Singla, Executive Director Civil Engineering(G), Railway Board.

A thorough search has been made in Central Registry and other Civil Engineering Branches in Board's office but your application in question for condonation of infringement in Kajoragram Station is not readily traceable in this office.

It is therefore requested that a duly attested photocopy of your application alongwith CRS and CCRS's forwarding letters, Form-XI and the relevant drawing may please be sent immediately to enable this office to take further necessary action in the matter.

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

(78)

No.91/CEDO/SD/10. 6th April,1992.

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

Sub:- Secunderabad Division - Wadi-Secunderabad Section - Doubling of track between Wadi-Malkhaid Road stations - Proposed yard arrangements at Sulehalli Station - Administrative approval for infringements of grades.

Ref:- Your application No.W.Con.182/C/169/Vil.III dated 24-3-92.

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 at Sulehalli Station yard as against 1 in 1200 decided by Ministry of Railways vide their letter No.88/CEDO/SD/8 dated 6-9-89 involved in connection with proposed yard arrangements at Sulehalli Station on Wadi-Secunderabad Section on Secunderabad Division of South Central Railway as shown in Drawing No.CAO/C/TR/427-90 accompanying your application referred to above.

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.

3/4

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

(79)

No.91/CEDO/SD/10. 6th April,92.

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

Sub:- Secunderabad-Wadi Section - Doubling of track between Malkhai Road and Wadi Junction - Proposed entry arrangements at Wadi Junction including doubling of existing bye-pass line. Administrative approval for infringements of grades.

Ref:- Your application No.W/CON/182/C/169/Vol.III dated 24-3-92.

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 and 1 in 1000 at Wadi Junction yard as against 1 in 1200 decided by Ministry of Railways vide their letter No.88/CEDO/SD/8 dated 6-9-1989 involved in remodelling of Wadi yard on Secunderabad-Wadi Section on Secunderabad Division of South Central Railway as shown in Drawing No.CAO/C/TR/431/90 accompanying your application referred to above. So far as 1 in 300 gradient in Wadi Junction yard is concerned, you may approach the concerned Commissioner of Railway Safety for condonation of infringement.

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.

3/4

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

(80)

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

D.O.No.89/CEDO/SR/4. New Delhi, dated 8/5 April 1992.

My dear VARSHNEY,

Sub: Speed Certificate for 140t B.G. Diesel Hydraulic break-down crane supplied by M/s. Jessop & Co., Calcutta.

Ref: Your letter No.SL/CR/SPD/140t/Jessop dated 25.2.1991.

*****

As per para 3.2.1(b) of RDSO's Speed Certificate,,the above cranes are prohibited to run on MBG 87, RBG or BGML Standard bridges driven on its own power with or without load. This stipulation is considered to be too restrictive and in certain emergency situations may cause delay in the restoration of traffic. The Railways therefore desire that this stipulation may be reviewed by RDSO and at least 5 Kmph speed may be permitted on the bridges for this crane when travelling on its own power with or without load as in the case of other normal track.

You are therefore requested to come fully prepared after study alongwith all the necessary papers to discuss the problem with me on your next visit to Railway Board.

With best wishes,

Yours faithfully,

Sd/-

(ARVIND KUMAR)

Shri R.S. VARSHNEY,
Director Standards(B&S),
R.D.S.O., Lucknow - 226 011.

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

(81)

No.90/CEDO/SR/17.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 8th April, 1992.

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

Sub:- Introduction of ZDM-5 Class Diesel Locomotive on i) Barddhaman-Katwa(NG) ii)Ahmadpur-Katwa(NG) Section of Eastern Railway in regular services.

*****

In view of the position explained in your application No. W.552/10/2 dated 4-7-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of ZDM-5 Class Diesel Hydraulic N.G.Locomotives to RDSO's Drawing No.SKMP-103 (Alt.Nil) having a Maximum axle load of 5.5t Kirloskar Cummins Diesel Engine type KTA-1150L rated 450 hp B'-B' type power pack and Voith hydraulically reversible transmission type L4r2U2-450, on the following Narrow Gauge (762 mm) Sections at a maximum speed of 30 Kmph.

S.No.	Sections
1.	Barddhaman-Katwa (NG)
2.	Ahmadpur -Katwa (NG)

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.2/91 and all other certificates accompanying your application referred to above.

It is however noted from Form-XI and para 2.3.2 of RDSO's Speed Certificate that there is no infringement involved in the design of ZDM-5 loco to Schedule of Dimensions (1963) for 762 mm (2'-6") Gauge.

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

P.T.O.

(82)

No.90/CEDO/SR/17. New Delhi, dated 8-4-1992.

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-Vol.II dated 16.3.1992.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No. 1225 dated 3.2.92.

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

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

भारत सरकार

रेल मन्त्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(83)

No.92/CEDO/BR/1.

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

The Receipt of this letter may please be acknowledged.

Arvind Kumar 9/4/92

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

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

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

31 - 3 - ~~1990~~ 1991

31 - 3 - ~~1991~~ 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 (100f	6.1 m (20 ft) & Above to less than 18.3m (60ft	Less than 6.1m (20ft	Total
1	2	3	4	5	6

1 - 3 - ~~1990~~ 1991

1 - 3 - ~~1991~~ 1992

ncrease/Decrease
ver previous year
igure

easons for
ncrease/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

(85)

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

No.91/CEDO/SD/14. 10-4-92.

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

Attention: Shri.G.N.Sahay, C.E.(Survey)

Sub:- Infringement of gradient in the station yard of Kajoragram station under Asansol Division of Eastern Railway.

Ref:- Your application No.CE/Con/W/193/Pt.III/73 dated 6-12-91.

The following discrepencies have been noted in your above quoted application. :-

1. The grade of Kajoragram station in para 3 has been shown as 1 in 200 and 212.12 whereas in Form-XI under the column of 'Reasons for infringement and remarks', it is shown as 1 in 200 and 212.28. The discrepency may be reconciled.
2. In para 4 provision of a 'Service line' and Service loop have been shown whereas in Drawing No.CE(SEC)SK.No.28-91 location of a'Service line' and 'Goods Loop' have been shown. The reason for indicating service loop in the application and Goods Loop in the drawing may be advised.
3. The condonation of infringement asked for in Form-XI in Kajoragram station is to item 2 whereas it should be to item 2 Note(b).
4. The 'Service line' between Kajoragram and Siduli stations takes off from the East line near the West Cabin of Kajoragram Station and extends beyond the centre line of Siduli station. Condonation of grade infringement in Siduli Station has not been applied for.
5. In terms of item 2 Note(b) Chapter-II of B.G.Schedule, no station yard should be constructed nor should any siding join a passenger line on steeper grade than 1 in 260, except where 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. It is seen that the safety arrangements made by your railway have not been advised. On the other hand a Slip Siding at Kajoragram station is proposed to be taken out.

(86)

6. Drawing No.CE(SEC)SK.No.28-91 enclosed with the application has not been coloured in RED to show the proposed work.

7. Ministry of Railways therefore desire that the above discrepencies may please be clarified early. The action taken by your railway to prevent accidents may please be advised and necessary corrections proposed to be issued to Station Working Rules, if any, before bringing the Service line and Service loop into commission may please be advised to process the case further for condonation of infringement.

The reply may please be sent through CRS/CCRS.

Ministry of Railways
Railway Board

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

No.91/CEDO/SD/14. New Delhi, Dated 10-4-1992.

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(9)/90 dated 6-3-1992.

2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.1018/11/10/VIII/91-Infringement dated 13-12-91.

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

G. File. (87)

No.92/CEDO/SM/1. 16-4-1992.

The General Manager(Engg),
Central Railway,
Head Quarters Office
(Engineering Branch),
Victoria Terminus,
Bombay.

Sub: System Maps.

Ref: Your letter No.G.445/WPI/SM/IV dated 6.3.92.

****

The prescribed scale for preparation of the maps should not be changed. The system maps may be prepared on 1 cm = 15 Kms. scale only and the size of the map may be relaxed to suit your requirement.

The maps are not required on ferro/xerox copies. Only printed copies of the maps may be supplied.

16/4

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

G.File (88)

No.92/CEDO/SM/1. 16-4-1992.

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

Sub: System Maps.

Ref: Your letter No.DG/MAP/Pt.XX dated 10.3.92.

******

The prescribed scale for preparation of the maps should not be changed. The system maps may be prepared on 1 cm = 15 Kms. scale only and the size of the map may be relaxed to suit your requirement.

16/4

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

Cr/File

(89)

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

No.90/CEDO/SR/11. रेल भवन, नई दिल्ली-110001, दिनांक 21-4-1992.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Running of Ballast Regulator - Model 56-3 of M/s. 'KERSHAW' on BG sections of W.Rly.

Ref: Your application No.W 641/23(W1) dated 31.7.91.

****

RDSO vide their letter No.CT/TM/SC/BR dated 8/9.5.1991 have issued an amendment to the Speed Certificate No.CT/TM/SC/BR dated 31.1.1990 issued by them, requiring that "Model 66-2" wherever mentioned be corrected to read as "Model 56-3". Sketch No.EDO/T-2157 has also been amended accordingly.

Sanction issued by this office vide letter of even number dated 10/13.8.90 may be amended accordingly.

The receipt of this letter may please be acknowledged.

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

No.90/CEDO/SR/11. New Delhi, dated 21-4-1992.

Copy forwarded for information and similar action to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(2)/90-Vol.II dated 13.3.1992.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay-400 020 with reference to his letter No.12-5/277-162 dt. 12.8.91.
3. The Director Standards (Track), RDSO, Lucknow-226 011.

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

(90)

No.91/CEDO/SD/14. 22-4-1992.

The Chief Administrative Officer(Construction)

South Central Railway,
Works Construction Branch,
Secunderabad - 500 371.

Attention : Shri. G.P. Mallikharjun,
Chief Project Manager(G), C - II

Sub: Wadi-Raichur Section - doubling of track between Wadi and Thangundi and Chegunta-Krishna - Wadi Junction proposed arrangements - request for condonation for the infringing gradient of 1 in 161 from Km:605/5-6 to Km:605/11-12 in the yard.

Ref:- Your office letter No.W.Con.182/G/154/Vol.VIII dated 30-3-1992.

Please refer to your office letter quoted above. This is to acknowledge receipt of your office application No.W.Con.182/G/154/Vol.VII dated 11-4-91 and No.W.Con.182/G/154/Vol.VIII dated 31-1-92. So far as issue of sanction of the Board for the proposed infringing gradient of 1 in 161 is concerned it is to advise you that Ministry of Railways vide their letter of even number dated 4-3-92 have sought for certain clarifications on the above noted subject. It appears that the letter in question has not so far been received in your office. A photocopy of the said letter is therefore being enclosed herewith for information and necessary action at your end.

It is therefore requested that the necessary reply to this office letter dated 4-3-92 may please be sent immediately to enable this office to consider the issue of sanction for condonation of grade infringement in Wadi Junction yard.

The Receipt of this letter may please be acknowledged.

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

DA:-One.

G. File (91)

IMMEDIATE

No.91/CEDO/ORI/6. 23-4-92.

The General Manager (S&C),
Eastern Railway,
Calcutta - 700 001.

Attention:- Shri.A.Sengupta, Chief Engineer (Survey & Construction).

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

Please refer to this office letter of even number dated 7-6-91 (Copy enclosed for ready reference) followed by a reminder of even number dated 18-11-91 and expedite the reply.

The receipt of this letter may please be acknowledged.

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

DA/One.

Ay. Feb (92)

IMMEDIATE.

No. 91/CEDO/ORI/7. 23 - 4 - 92.

The General Manager (S&C),
Eastern Railway,
Calcutta - 700 001.

Attention:-Sh.A.Sengupta, Chief Engineer (Survey & Construction).

Sub:- Opening of Up line between Kalyanpur Road and Beriarpur stations in Malda Division of Eastern Railway for the public carriage of passengers.

Please refer to this office letter of even number dated 10-6-91 (Copy enclosed for ready reference) followed by two reminders of even number dated 18-11-91 and 30-1-92 and expedite the reply.

The receipt of this letter may please be acknowledged.

Machiwal

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

DA:-One.

a file (93)

IMMEDIATE.

No.91/CEDO/ORI/5. 23-4-92.

The General Manager (S&C),
Eastern Railway,
Calcutta - 700 001.

Attention:- Shri.A.Sengupta, Chief Engineer (Survey & Construction).

Sub:- Opening of the new electrified Up line No.2 between Pahlesa and Karwandiya Stations of Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Please refer to this office letter of even number dated 13-6-91 (Copy enclosed for ready reference) followed by a reminder dated 15-11-91 and expedite the reply.

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

DA:-One.

G. File (94)

IMMEDIATE.

No.91/CEDO/ORI/1. 24th April,92.

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

Sub:- Opening of electrified Up line No.2 between Bhadreshwar and Mankundu in Howrah Division of Eastern Railway for the public carriage of passengers.

Ref:- Your office letter No.CE/CON/W/1411 Pt.III/185 dated 3-2-92.

Please refer to this office letter of even number dated 20-2-92 (copy enclosed for ready reference) and expedite the reply.

sd/-

(D.N.Machiwal)
for Executive Director Land Management,
Railway Board.

G.Fdn (95)

IMMEDIATE

No.91/CEDO/ORI/4. 24/4/92.

The Chief Administrative Officer/Con/South,
South Central Railway,
Works Construction Branch,
Secunderabad - 500371.

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 14-6-1991.

Please refer to this office letter of even number dated 30th January,1992 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(96)

No.91/CEDO/ORI/4. 30th January,92.

The Chief Administrative Officer/Con/South,
South Central Railway,
Works Construction Branch,
Secunderabad-500371.

Sub:- Guntakal-Raichur Section - Doubling of track between Matmari and Raichur Stations - Opening of new double line for Orthodox doubling between Matmari and Marichetal Station (KM:546/12-13 to KM:554/2-3).

Ref:- Your office letter No.W/Con./347/G/64 dated 14-6-91.

Please refer to Endorsement No.2 of this office letter of even number dated 23-5-91. The action taken on Commissioner of Railway Safety, South Central Circle's recommendations and suggestions referred to in his report prior to the 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, South Central Circle's recommendations and suggestions may please be taken early.

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

(97)

No.91/CEDO/ORI/13. 24 April,92.

The Chief Engineer (Construction),
Southern Railway,
18, Millers Road,
Bangalore - 560 046.

Sub:- Opening of the new non-electrified Metre Gauge single line between Chittradurg and Challakere station being a part of Chittradurg-Royadurg in Mysore Division of Southern Railway for the public carriage of passengers - Authorisation.

Ref:- Your office letter No.W.347/CTA-RDG/CN dated 25-10-91.

.....

Please refer to this office letter of even number dated 14-11-91 (Copy enclosed for ready reference) and expedite the reply.

Jaiswal

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

(98)

No.91/CEDO/ORI/13. 14-11-91.

The Chief Engineer (Con),
Southern Railway,
18, Millers Road,
Bangalore - 560 046.

Sub:- Opening of the new non-electrified Metre Gauge single line between Chittradurg-and Challakere station being a part of Chittradurg-Royadurg in Mysore Division of Southern Railway for the public carriage of passengers - Authorisation.

Ref:- Your office letter No.W.347/CTA-RDG/CN dated 25-10-91.

.....

Commissioner of Railway Safety, Southern Circle in para 9.1.3 of his inspection report on the above section, has raised a specific point that the documents submitted by Southern Railway do not make it clear whether Waterways for the bridges on the above section are computed for flood discharge with a probable recurrence of 50 years in terms of IRS Code of practice for design of sub-structure and foundation of bridges. But, it is seen from the compliance report against para 9.1.3 furnished vide your above quoted letter that the issue raised by CRS has not been clarified.

Ministry of Railways therefore desire that clarification on the issue raised by Commissioner of Railway Safety, Southern Circle, may please be furnished immediately.

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

(99)

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

No. 89/CEDO/SD/8.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan New Delhi-110001, dated 24 March, 1992.

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

Sub:- Condonation for retention of 1 in 150 gradient in yard limits between Kottapalem and Gopalapatnam Cabins (New Gopalapatanam Station yard limits).

Ref:- Your letters No. i) CE/S&C/WAT/D/VSP/KAPM-GPT/3069 dated 21-4-1988.
ii) CE/S&C/WAT/D/VSP/GPT-KAPM/1384 dated 30-9-1988.
iii) CE/S&C/WAT/D/VSP/GPT-KAPM/4344 dated 3-1-1989.
iv) D.O.No.CE/S&C/WAT/D/VSP/KAPM-GPT/8933 dated 7-8-1989.
v) CAO/C/VSKP/D/GPT-KAPM/660 dated 22-11-1991.

*****

With reference to your above quoted letters sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of grade infringements of 1 in 150 due to constraint of space and non-availability of headway clearance below flyovers in yard limits of combined New Gopalapatnam Station formed as a result of merging of two independent Block Stations Gopalapatnam & Kottapalem as shown in Annexure-I enclosed. Annexure-I is based on Form-XI and Drawing No.DY(C)/VSP/WAT/SY/07/1985 accompanying your letter referred to above. The sanction regarding introduction of Route relay interlocking at New Gopalapatnam Station has separately been issued by S&T Directorate under their letter No.89/Sig/WP/8 dated 7-8-1989.

Contd.....2/-

(100)

The sanction is subject to observance of the following conditions:-

1. A careful study being undertaken by associating CEE under the two flyovers where overhead clearances are presently adequate but may require some change if higher rail sections, concrete sleepers and deeper ballast cushions are used in future. The line from ELS to Steel Plant is already electrified and the study is to be undertaken keeping in view the electrification of remaining lines.

2. No trains being booked to stop within the Station yard.

3. The trains being able to stop and start without any difficulty from the yard in case of unforeseen stoppages due to unavoidable retentions such as failure etc.

4. The trains normally being received only after conditions for run through are satisfied.

5. Safety precautions covering the contigencies of any unusual/unforeseen stoppages of trains and details of meticulous last vehicle check and similar other details being incorporated in Station Working Rules.

6. Provision of Axle Conters in the ultimate stage for providing Block clearance.

7. The dispensation for provision of Axle Counters is for a short interim period only in order that the railway may be able to complete the necessary planned works.

8. The Axle Counters have to be provided as early as possible but not at so distant a date by way of inclusion in the Works Programme.

9. The last vehicle check meticulously being carried out as per details given in the Railway's application.

It is noted that no additional safety devices are considered necessary as no trains are booked to stop within the Station yard and the infringing grades are for short lengths. It is also noted that it is not possible to regrade the New Station yard limits due to constraint of space and non-availability of headway clearance below the flyovers.

The receipt of this letter may please be acknowledged.

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

PTO

(101)

No.89/CEDO/SD/8. New Delhi, Dated 24 March,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(5)/84 dated 17-5-88, 18-11-88, 8-5-89 and RS.18-T(4)/90 dated 17-1-1992.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter Nos.109 dated 27-4-88, 488/160 dated 28-10-88, 52/160/26 dated 19-4-89 and 977/160/23 dated 11-12-91.

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

(102)

ANNEXURE-I

S.No.	Location & Kilometre.	Name of the structure which infringes.	Chapter & item	Prescribed Dimensions.	Existing Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Visakhapatnam - Duvvada section of S.E.Railway. KMs 871.825 (from HWH) (New location of combined cabin of Gopalapatnam & Kottapalem.)	1) Steeper grade within the station yard limits on VSKP-HAS Main lines & VSKP-VSP Line.	Chapter-II item 2(a) (iii)(b)	Maximum is 1 in 400 - with CRS's sanction Steeper than 1 in 260. Minimum is level grade.	At four locations in the yard 1) between Ch.331.87 to 696.	1 in 150 for 364.13 mt. on HAS-UP ADV.Main line.
2.	-do-	2) -do-	-do-		2) between Ch.1102.32 to 1177.32.	1 in 150 for 75 mt. (Considered upto UP Advance Starter on UP HAS Main Line.)
3.	Visakhapatnam - Vizianagaram section of S.E.Railway. KMs 871.825 (From HWH) (New location of combined cabin of Gopalapatnam & Kottapalem)	3) Steeper grade within station yard limits on VSKP-HWH up main line.	-do-		3) From ch.468 to 710.	1 in 150 for 290 mt. (Considered upto BSLB on UP HWH Main line).
4.	-do-	4) -do- on Down main line.	-do-		4) From Ch.468 to 522.	1 in 150 for 54 mt. (Considered upto Advance Starter on Down Main line).

(103)

No.91/CEDO/SD/10. 24th March,92.

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

Sub:- Provision of 1 in 400 gradient in Rajathagarh Station yard situated at KM:423.375 from Howrah on Nergundi-Talcher Branch line of South Eastern Railway in Khurda Road Division.

Ref:- Your application No.CE/C/CTC/FWP/1988-89/00648 dated 17-2-1992.

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 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 involved in remodelling of Rajathagarh Station yard in connection with proposed doubling of Rajathagarh-Joranda Road Section on Talcher branch line in Khurda Road Division of South Eastern Railway as shown inCE(C)/CTC's Drawing No.SY/134/91accompanying your application referred to above.

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.

(104)

No.91/CEDO/SD/10. 24th March,92.

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

Sub:- Provision of Block rake Handling facilities at Gondia

Ref:- Your application No.DRG/SY/18/282 dated 25-2-92.

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 as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No. 88/CEDO/SD/8 dated 5-9-89 involved in providing Block rake Handling facilities at Gondia Station yard on Nagpur-Howrah Main line as shown in CE(Con)BSP Drawing No. 4332/90 accompanying yotr application referred to above.

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.

(105)

No.91/CEDO/SD/10. 24th March,92.

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

Sub:- Provision of a combined grade of 1 in 1000 and level in the Hindol Road Station yard situated at KM:464.15 from Howrah on Nergundi-Talcher Branch line of S.E.Rly. in the Khurda Road Division.

Ref:- Your application No.CE/C/CTC/PWP/1990-91/00653 dated 17-2-1992.

In view of the position explained in your above quoted application, administrative approval of Ministry of Railway is hereby communicated for adoption of gradient of 1 in 1000 as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Hindol Road Station yard in connection with doubling of Joranda Road-Hindol Road Section on Talcher Branch line in Khurda Road Division of South Eastern Railway as shown in CE/C/CTC's Drawing No.SY/82/90 accompanying your application referred to above.

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.

(106)

No.91/CEDO/SD/10.

24/5 March,92.

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

Sub:- Doubling of Bharatwada - Metpanja - Remodelling of Kalmeshwar yard.

Ref:- Your application No.EM/223/W/41/Yds. dated 5-2-1992.

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 1021.727 for a length of 767.31 m as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Kalmeshwar yard in connection with doubling of Bharatwada-Metpanja section of Central Railway as shown in Proposal No.2 of Annexure-I and Drawing No.GM(E)BB-22178/A accompanying your application referred to above. For adoption of a grade of 1 in 260, you may approach the Commissioner of Railway Safety, Central Circle, Bombay in this connection.

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.

(107)

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

No.92/CEDO/Axle/1.

रेल भवन, नई दिल्ली-110001, दिनांक 27-4-1992.
Rail Bhavan, New Delhi-110001, dated 19

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.

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

Previous references

1. Central Railway letter No.C.653.BR.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/K/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.

(108)

No.91/CEDO/ORI/11. 28th April,92.

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

Sub:- Doubling of Broad Gauge line between Ganganiyen 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,1992.

Please refer to Endorsement No.2 of this office letter of even number dated 26-6-91. The action taken on Commissioner of Railway Safety, Eastern Circle's recommendations and suggestions referred to in his report prior to the 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
Railway Board. (G).

Gfile
(109)

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

No.92/CEDO/Density Chart. रेल भवन, नई दिल्ली-110001, दिनांक 28-4-1992
Rail Bhavan, New Delhi-110001, dated

The General Manager(Engg),
All Indian Railways.

Sub: Density Chart.

****

The chart showing the Traffic Density on various routes in 'GMT' are very frequently required for reference and use in the Board's Office.

Ministry of Railways therefore desire that the 'GMT' figures during 1991- 92 may be indicated on various sections on a system map of your railway and five copies of the same furnished to this office at an early date. It is observed that some of the railways are indicating on Charts figures in GTKM and not in 'GMT'. In order to have the information in Board's office on uniform basis, it may please be ensured that the density of the section on chart is indicated in Gross Million Tonnes only and not in Gross Tonne Kilometres. A statement showing the density as per the proforma enclosed may also please be furnished in duplicate.

The receipt of this letter may be acknowledged.

SMSingla
27.4.92
(S.M. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

(P-II)

_____ RAILWAY.

DENSITY IN GROSS MILLION TONNES PER ANNUM DURING 1991-92

SECTION	ROUTE KILOMETRAGE OF THE SECTION.	WHETHER THE SECTION IS SINGLE/DOUBLE/ TREBLE.	WHETHER ELECTRIFIED/ NON ELECTRIFIED.	DENSITY IN GROSS MILLION TONNES PER ANNUM 91 - 92	
				UP	DN.

Note:- Three separate statements are required to be furnished in this proforma for BG, MG and NG. Each statement should indicate the break up of the various routes as under:-

BG	MG	NG
Group 'A' Routes	O Routes	NG Routes.
Group 'B' Routes	R_1 Routes	
Group 'C' Routes	R_2 Routes	
Group 'D' Routes	R_3 Routes	
Group 'E' Routes	S Routes.	

(111)

वाई. पी. 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-1100001

D.O. 88/CEDO/SD/8

30th April, 1992

My dear Raj Kumar,

Sub: Gradient in Station Yards.

Ref: Your letter No. 579-W/O/Policy of 23.04.92.

The need for flatter gradients in station yards has been felt after the introduction of roller bearing stock. As a result of cases of rolling of vehicles into the block section, Northern Railway recommended vide Letter No. 10-T/39/DLI/V/86 (Safety-II) dated 27.04.87 to restrict maximum permissible gradient in yards to 1 in 1000. In consultation with RDSO, Board decided to restrict the gradient in station yards to 1 in 1200.

2. You will appreciate that the gradient stipulated in the yards is based on safety considerations and it is essential that an effort is made to provide graidents flatter than 1 in 1200 generally and between 1 in 1200 and 400 in special cases where heavy cost or time is involved in meeting with the specified gradient.

3. In case you feel any specific relaxation is required in Gauge Conversion projects, now in progress on Northern Railway, please arrange to send specific proposals for relaxation together with plans showing actual gradients prevailing and the gradient proposed to be provided. I may assure you that the references received from the railway would be cleared expeditiously.

Yours sincerely,

(Y.P. Anand)

3-4-92

Shri Raj Kumar,
General Manager,
Northern Railway,
Baroda House,
New Delhi.

(112)

No.91/CEDO/SR/11. 30.4.1992

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

Sub: Maximum permissible speed of WAG1, WAG3 and WAG4 class of locomotives.

Ref: Your letter NO.SD.WAG1.11 dated 21.4.92.

****

Please arrange to send a photocopy of your office letter No. SD.WAG1.11 dated 10.10.91 for reference and use in this office.

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

(113)

G/File

No.90/CEDO/SR/8. 1-5-1992.

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

Attention : Shri M. Dinamani, Chief Bridge Engineer.

Sub: Running of BG bogie Ammonia Tank Wagon type 'BTALM' on South Central Railway.

Ref: Your application No.W.368/1/10/Vol.II dated 6.9.1991.

******

A reference is invited to Annexure 'A' enclosed with your Joint Safety Certificate No.W/166/BG for BG Bogie Ammonia Tank Wagon type 'BTALM'. This certificate shows maximum speed in Kmph against 34 BG Sections at which 'BTALM' wagon is proposed to be run.

It may please be confirmed that the maximum speed in Kmph indicated against each section in Annexure-I enclosed with the Joint Safety Certificate is applicable for empty and loaded condition both. Necessary reply may pleasebe sent immediately to enable this office to consider the issue of the sanction for running of 'BTALM' Wagon.

S/d

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

(114)

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

No.90/CEDO/SR/9.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 5-5-92.

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

Sub:- Movement of modified 12 axle 120t RAPP wagon in empty condition as well as when loaded with 110t steam generator (with trunion bands removed) on different specified routes of Eastern Railway.

In view of the position explained in your application No. W.552/7/Vol.4 dated 31-12-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of modified 12 axle 120t RAPP Special wagon to RDSO's Drg.No.WD.89032-S-02 Alt.Nil on the 9 B.G. Sections of your railway as shown in the Joint Safety Certificate at a maximum speed of 15 Kmph in loaded and 25 Kmph in empty condition for transport of 110t steam generator (with trunion bands removed).

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.14/91 alongwith Annexure 'A' and all other certificates accompanying your application referred to above. As the consignment when loaded on the wagon infringes the Maximum Moving Dimensions of 1929. The sanction of Competent Authority on your railway shall however be separately obtained for every ODC movement as detailed in para 2.3.6 of RDSO's Speed Certificate.

The Ministry of Railways also condone the infringements to item 16 of Chapter IV(A) of B.G.Schedule of Dimensions (1973) involved in the movement of the wagon as detailed in Form-XI accompanying your application referred to above.

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

P.T.O.

(115)

No.90/CEDO/SR/9. New Delhi, Dated 5-5-1992.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No. RS.17-T(1)/90 dated 16-3-92.

2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No.1120/3648/92 dated 13-1-92.

3) The Director Standards (Wagon), R.D.S.O., Lucknow- 226011.

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

(116)

G.File

No.90/CEDO/SR/9. 5-5-92.

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

Sub:- Movement of modified 12 axle 120t RAPP wagon in empty condition as well as when loaded with 110t steam generator (with trunion bands removed) on different specified routes of Eastern Railway.

In view of the position explained in your application No. W.552/7/Vol.4 dated 31-12-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of modified 12 axle 120t RAPP special wagon to RDSO's Drg.No.WD.89032-S-02 Alt.Nil on the 9 B.G. Sections of your railway as shown in the Joint Safety Certificate at a maximum speed of 15 Kmph in loaded and 25 Kmph in empty condition for transport of 110t steam generator (with trunion bands removed).

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.14/91 alongwith Annexure 'A' and all other certificates accompanying your application referred to above. As the consignment when loaded on the wagon infringes the Maximum Moving Dimensions of 1929. The sanction of Competent Authority on your railway shall however be separately obtained for every ODC movement as detailed in para 2.3.6 of RDSO's Speed Certificate.

The Ministry of Railways also condone the infringements to item 16 of Chapter IV(A) of B.G.Schedule of Dimensions (1973) involved in the movement of the wagon as detailed in Form-XI accompanying your application referred to above.

Sd/-5/5

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

P.T.O.

(117)
(117)

No.90/CEDO/SR/9. New Delhi, Dated 5-5-1992.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No. RS.17-T(1)/90 dated 16-3-92.

2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No.1120/3648/92 dated 13-1-92.

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

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

(118)

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

No.92/CEDO/SR/3.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 6-5-92.

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

Sub:- Movement of 2438 mm (8'-0") wide and 2591 mm (8'-6") high ISO Containers on MG system of Indian Railways - Condonation of infringements.

Ref:- Your application No.CT/CONTN/BG/MG dated 26-11-91.

Chief Commissioner of Railway Safety Lucknow while forwading your above quoted application for condonation of infringements in the movement of 2438 mm (8'-0") wide x 2591 mm (8'-6") high ISO Container loaded on modified MBR Wagon, the four identified routes of MG system, has observed as under :-

"The Engg.Deptt. of concerned Railways should confirm that necessary clearances are available throughout in the sections where containers are to be run."

As the top corners of the container loaded on modified MBR Wagon as per RDSO Sketch No.CONTR-9019-S/1 basically infringe even the fixed structure lime by 188 mm x 60 mm, it may be confirmed that before moving the application dated 26-11-91 for condonation of infringements to Secretary (Civil Engineering) Railway Board, the observation made by CCRS has already been confirmed by RDSO from the concerned Zonal Railways in whose jurisdiction the identified routes fall, as explained in para 2 of the application. It may also be confirmed that although the top corners of the ISO Container when loaded on modified 'MBR' Wagon infringe the structural profile but as a result of actual survey made on the routes it has been found that the top corners do not at all infringe the structural profile, and clearances upto 200 mm or more are available between the top corners of the container and the structural profile on the identified routes.

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

(119)

G. File

S.M.SINGLA
Exe.Direc- Civil Engg:(G)

D.O.No.70/WDO/ORI/RO/1. New Delhi, Dated 6 -5-92.

Dear Shri.Subramanian,

Sub:- Revision of Rules for opening of Railways.
Ref:- Your letter No.RS.9-T(1)/80 dated 6-5-91. SNo 31

Shri.M.N.Prasad the then Member Engineering vide his D.O.of even number dated 16-3-89 had desired that CCRS may revise the draft chapters for the book titled 'Rules for opening of a Railway for the public carriage of passengers'. The subject matter for an early finalisation of the draft chapters was further followe up under this office letter of even number dated 7-6-89, 23-8-89, 28-12-89, 26-6-90, 16-4-91 and 4-11-91. I regret to bring it to your kind notice that there appears to be no progress in the matter

* SNo 2.

@ SNo 5, 6, 9, 22, 23, 24, 30 & 32.

L 13-3-90, 15-3-90,

Rajya Sabha Committee on Subordinate Legislation have been assured that this will be finalised early and Hindi translation issued to all concerned. As the finalisation of the chapters of the book has been considerably delayed and there is an imperative need for an early finalisation, I would request you to kindly look into the matter personally and ensure the finalisation of chapters at the earliest. Kindly advise the date by which it is likely to be received in Board's Office.

With regards,

yours faithfully,

sd/-

(S.M.Singla)

Shri.S.Subramanian,
Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226 001.

M/c

(120)

No.90/CEDO/ORI/5. 6-5-92.

The Chief Administrative Officer/SC,
South Central Railway,
Headquarters Office,
Works(Construction)Branch,
Secunderabad - 500371 (A.P.)

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

Ref:- Your office letter No.W.Con.347/B/67/Vol.II dated 19-8-91.

Please refer to this office letter of even number dated 15-10-91 (copy enclosed for ready reference) followed by a reminder of even number dated 24/2/92 and expedite the reply.

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

DA:-One.

(121)

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

S.M.SINGLA
Exe.Director Civil Engg;(G)

D.O.No.70/WDO/CRI/RO/1. New Delhi, Dated 7-5-92.

Dear Shri.Subramanian,

Sub:- Revision of Rules for opening of Railways.
Ref:- Your letter No.RS.9-T(1)/80 dated 6-5-91.

Shri.M.N.Prasad the then Member Engineering vide his D.O.of even number dated 16-3-89 had desired that CCRS may revise the draft chapters for the book titled 'Rules for opening of a Railway for the public carriage of passengers'. The subject matter for an early finalisation of the draft chapters was further followed up under this office letter of even number dated 7-6-89, 23-8-89, 28-12-89, 26-6-90, 16-4-91 and 4-11-91. I regret to bring it to your kind notice that there appears to be no progress in the matter.

13-3-90, 15-3-90,

Rajya Sabha Committee on Subordinate Legislation have been assured that this will be finalised early and Hindi translation issued to all concerned. As the finalisation of the chapters of the book has been considerably delayed and there is an imperative need for an early finalisation, I would request you to kindly look into the matter personally and ensure the finalisation of chapters at the earliest. Kindly advise the date by which it is likely to be received in Board's Office.

With regards,

yours faithfully,

(S.M.Singla)

Shri.S.Subramanian,
Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226 001.

(122)
CT/File

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

No.90/CEDO/SR/7. Rail Bhavan, New Delhi-110001, dated 11-5-92.

The General Manager (Engg.),
Northern Railway,
Baroda House,
New Delhi - 110 001.

Sub:- Running of 16 axle 245t B.G.DAE Wagon for transport of 110t steam generator on Northern Railway.

In view of the position explained in your application No. 519-W/549 dated 6-2-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of 16 axle 245t B.G.DAE Wagon to RDSO Diagram No.WD5-7411-S/10 Alt.3 in empty condition at a maximum speed of 40 Kmph to RDSO Diagram No.WD-89032-S-01 Alt.Nil in loaded condition at a maximum speed of 25 Kmph for transport of 110t steam generator (with triunion bands removed) on Ghaziabad-Mughalsarai section on your railway. The sanction for running of this wagon on the remaining sections shall be issued by Commissioner of Railway Safety, Northern Circle, New Delhi direct after issue of the sanction from Railway Board in terms of his letter No.139/1337/Axle/245/BG/DAE Wagon dated 17-2-92.

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 other conditions/stipulations laid down in your Joint Safety Certificate No,SLC/BG/36/91 accompanying your application referred to above. As the consignment in loaded condition infringes the Maximum Moving Dimensions of 1929 a separate sanction from the Competent authority on your railway will be essential in terms of para 2.3.6 of RDSO's Speed Certificate for every ODC movement.

The sanction of Ministry of Railways for condonation of infringements to item 20(b), 21(b) and item 16 of Chapter IV-A of B.G.Schedule of Dimensions (1973) has already been conveyed under this office letter No.78/WDO/SR/3 dated 24-2-88 and No.90/CEDO/SR/5 dated 11-5-90/8-6-90 respectively.

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

(123)

No.90/CEDO/SR/7. New Delhi, dated 11 -5-1992.

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 16.3.1992.

2. The Commissioner of Railway Safety, Northern Circle, Delhi Safdarjung Station, Near C.R.I.S., Chanakyapuri, New Delhi - 110 021 with reference to his letter No.139/1337/Axle 245/BG/DAE Wagon dated 17.2.92. The sanction for running on the remaining 94 sections may be issued by you direct in terms of concluding para of your letter.

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

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

(124)/(1)

No. 91/CHDO/GRI/7. 22-5-92.

The General Manager (S&C),
Eastern Railway,
Calcutta.

Sub:- Opening of the new Down line between Ratanpur station (Km:352.07) and Bariarpur station (Km:346.46) in Malda Division of Eastern Railway for public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.JMP/1 dated 28-3-91 on the above noted subject:

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

An early reply is requested.

21/5/92

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

(124)/(2)

No.91/CEDO/ORI/7. 22-5-92.

The General Manager (S&C),
Eastern Railway,
Calcutta.

Sub:- Opening of the new Down line between Ratanpur station (Km:352.07) and Bariarpur station (Km:346.46) in Malda Division of Eastern Railway for public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.JMP/1 dated 28-3-91 on the above noted subject.

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

An early reply is requested.

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

No./CEDO/ORI/7. New Delhi, Dated 22-5-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, (12th Floor), Calcutta-700001.

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

(125)

No.91/CEDO/CRI/2. 22-5-92.

The General Manager (S&C),
Eastern Railway,
Calcutta.

Sub:- Opening of the new Up line between Untari Road and Satbahini stations in Mughalsarai Division of Eastern Railway for public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.Nil dated 26-3-91 on the above noted subject.

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

An early reply is requested.

21/5

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

(126)

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

No.90/CEDO/SR/8.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 25-5-92.

27

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

Sub:- Running of B.G.Bogie Ammonia Tank Wagons of Type 'BTALM' over B.G.Sections of South Central Railway.

In view of the position explained in your application No. W.368/1/10/Vol.II dated 6-9-91 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 11-5-92, the sanction of Ministry of Railways is hereby communicated for the 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 20.3t on the 34 B.G.Sections of your railway in empty and loaded condition at a maximum speed shown against each section in Annexure-I enclosed.

The sanction is subject to the observance of all permanent & 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 laid down in your Railway's Joint Safety Certificate No.W/166/BG 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 of Dimensions (1973). These infringements have however already been condoned under this office letter No.88/CEDO/SR/26 dated 22-11-88.

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

P.T.O.

(127)

No.90/CEDO/SR/8. New Delhi, Dated 25.[illegible]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(1)/90 dated 16-3-92.

2) The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad-500371, with reference to his letter No.6/SC/22/2/520 dated 26-11-91.

3) The Director Standards (Wagon), R.D.S.O., Manak Nagar, Lucknow-226011.

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

ANNEXURE-I

S.No.	Sections	Max.Speed in Kmph.
1.	Duvvada-Vijayawada	65 Kmph.
2.	Vijayawada-Kazipet	65 "
3.	Kazipet-Balharshah	65 "
4.	Kazipet-Secunderabad-Wadi	65 "
5.	Wadi-Guntakal-Renigunta	65 "
6.	Gooty-Dharmavaram	65 "
7.	Pune-Miraj-Kolhapur	65 "
8.	Gudur-Renigunta-Tirupati	65 "
9.	Samalkot-Kakinada Port	65 "
10.	Vijayawada-Gudur	65 "
11.	Nidadavolu-Bhimavaram	65 "
12.	Vijayawada-Gudivada	65 "
13.	Krishna Canal-Guntur-Tenali	65 "
14.	Dornakal-Bhadrachalam Road	65 "
15.	Guntur-Nadikude-Bibinagar	65 "
16.	Nadikude-Macherla	65 "
17.	Hussain Sagar-Hyderabad	65 "
18.	Hyderabad- Begumpet	65 "
19.	Motumari-Jaggayyapet	65 "
20.	Bhimavaram-Narsapur	65 "
21.	Gudivada-Masulipatam Port.	65 "
22.	Gudivada-Bhimavaram	65 "
23.	Tenali-Repalle	30 "
24.	Manikgarh-Chandur	30 "
25.	Bhadrachalam Road-Manuguru	50 "
26.	Hospet-Guntakal	55 "
27.	Bye-Pass at Ramavarapadu Gate	30 "
28.	-do- at Kazipet	30 "
29.	-do- at Wadi	30 "
30.	-do- at Bhimavaram	30 "
31.	Kovvur-Rajamundry	55 "
32.	Karepalli-Singareni Collieries	55 "
33.	Vikarabad - Parli Vaijanath	55 "
34.	Toranagallu-Ranjitpura	35 "

(128)

No.92/CEDO/ORI/2. New Delhi, Dated 25-5-92.

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

Sub:- New Double line between Jind & Barsola Stations on Delhi-Bhatinda Section on Northern Railway.

Reference may be made to concluding para 16 of Commissioner of Railway Safety's letter No.122/63/I/B/OPG/Pt. dated 29-5-91 on the above noted subject.

Ministry of Railways desire to know whether the requirements enumerated in the concluding para 16 of CRS's Inspection Report have been complied with before opening of the section for the Public carriage of passengers. Specific comments against each para may be furnished immediately in an interleaved copy to enable this office to confirm the action of CRS in authorising the opening of the section.

An early reply is requested.

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

No.92/CEDO/ORI/2. New Delhi, Dated 25-5-92.

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.122/63/I/B/OPG/Pt. dated 29-5-91.

Sd/-
(S.M.SINGLA)
for Secretary Railway Board.

No.92/CEDO/ORI/3. 26-5-92.

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

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

Reference may be made to Commissioner of Railway Safety's letter No.938/708/I/Opening/P.T. dated 27-3-91 on the above noted subject.

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

An early reply is requested.

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

No.92/CEDO/ORI/3. New Delhi, dated 26-5-92.

Copy forwarded for information to:-

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.

Sd/-
(S.M.SINGLA)
for Secretary Railway Board.

(130)

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

D.O. No. 70/WDO/ORI/RO/1 New Delhi, dated 27th May, 1992

My dear Subramanian,

Sub: REVISION OF RULES FOR OPENING OF RAILWAYS

Your predecessor, Shri N.P. Vithal, had offered to make a revised draft of the 'Rules for opening of Railway for public carriage of passengers' in March, 1989. For some reason, he was unable to complete the job by September, 1990, when he relinquished the charge and on your assuming charge as CCRS, you had kindly agreed to complete the task by June, 1991, as advised in your letter No. RS.9-T(1)/80 dated 6.5.1991.

I understand that some work on the Rules still remains to be done. Issuing of the revised Rules is a commitment to the Parliamentary Committee on Subordinate Legislation, and the delay in their finalisation is becoming embarrassing. May I request that the task may be given priority for early completion.

With best wishes,

Yours sincerely,

(Y.P. Anand)
25/5/92

Shri S. Subramanian,
Chief Commissioner for Railway Safety,
Ashok Marg,
Lucknow.

(131)

H.K.L. Jaggi,
Adviser(Civil Engineering).

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

DO No.91/CEDO/ORI/7

New Delhi, the 27-5-92.

Dear Shri Bhatnagar,

Sub: Opening of Up line between Kalyanpur Road and Berhiarpur Stations in Malda Division of Eastern Railway for the public carriage of passengers.

.....

CRS authorised the opening of the above-mentioned section for the public carriage of passengers vide his letter No. 796/6/I/S/90 dated 6-12-90 subject to certain conditions as mentioned in the letter. Full Inspection Report had been sent to Eastern Railway with the CRS's letter No.848/6/I/S/90 dated 17-12-90. Compliance Report from the Railway on the remarks of CRS was requested to be furnished vide this office letter of even number dated 10-6-91 followed by reminders on 18-11-91, 30-1-92 and 24-4-92. In absence of the Railway's Compliance Report/remarks on the CRS's Inspection Report, the confirmation of CRS's action is held up in this office.

Will you kindly look into the matter and expedite the comments.

With best wishes,

Yours sincerely,

(H.K.L. Jaggi)

Shri A. Bhatnagar,
General Manager,
Eastern Railway,
CALCUTTA.

(132)

H.K.L. Jaggi,
Adviser(Civil Engineering).

DO No.91/CEDO/ORI/7 New Delhi, the 27-5-92.

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Will you kindly look into the matter and expedite the comments.

With best wishes,

Yours sincerely,

(H.K.L. Jaggi)

Shri A. Bhatnagar,
General Manager,
Eastern Railway,
CALCUTTA.

(133)

GOVT MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.92/CEDO/SD/5. Rail Bhawan, New Delhi-110001, dated 28-5-1992.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Condonation of infringement to BG Schedule of Dimensions of existing curve No.3 on running line and 14 & 15 on non-running lines of Lucknow Jn.yard.

Ref:- Your office letter No.W/340/Infringement/LJN-4A dated 6/7-5-92.

North Eastern Railway vide their letter No.W/340/Infringement/LJN-4A dated 9-8-91 sent through CRS & CCRS had applied for extension in time for a further period of 3 years with effect from 31st March,91 in connection with condonation of infringements to Curve No.3 on running line and Curve No.14 & 15 on non-running lines in Lucknow Junction yard which was conveyed to North Eastern Railway vide this office letter No. 88/CEDO/SD/20 dated 9-1-89 and was valid upto 31st March,91 only.

The above infringements have since been removed by your railway as per your letter dated 6/7-5-92, Ministry of Railways desire that you may send a formal letter addressed to Secretary (Civil Engineering), Railway Board direct with copy to Commissioner of Railway Safety and Chief Commissioner of Railway Safety treating your application dated 9-8-91 for extension in time as cancelled and withdrawn.

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

No.92/CEDO/SD/5. New Delhi, Dated 28-5-1992.

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(8)/90 dated 10th October,91.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur, with reference to his letter No.452/3493/Pt.IV dated 16-8-91.

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

(134)

No.92/CEDO/SD/5. 28-5-1992.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Condonation of infringement to BG Schedule of Dimensions of existing curve No.3 on running line and 14 & 15 on non-running lines of Lucknow Jn.yard.

Ref:- Your office letter No.W/340/Infringement/LJN-4A dated 6/7-5-92.

North Eastern Railway vide their letter No.W/340/Infringement/LJN-4A dated 9-8-91 sent through CRS & CCRS had applied for extension in time for a further period of 3 years with effect from 31st March,91 in connection with condonation of infringements to Curve No.3 on running line and Curve No.14 & 15 on non-running lines in Lucknow Junction yard which was conveyed to North Eastern Railway vide this office letter No. 88/CEDO/SD/20 dated 9-1-89 and was valid upto 31st March,91 only.

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27/5

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

No.92/CEDO/SD/5. New Delhi, Dated 28-5-1992.

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(8)/90 dated 10th October,91.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur, with reference to his letter No.452/3493/Pt.IV dated 16-8-91.

27/5

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

135/C

No.92/CEDO/SD/5. New Delhi, Dated 28-5-92.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Condonation of infringement to BG Schedule of Dimensions of existing Curve No.3 on Running line and 14 & 15 on Non-Running lines of Lucknow Jn.yard.

SNo 1 (Pwe)

Ref:- Your office letter No.W/340/Infringement/LJN-4A dated 6/7-5-92.

SNo 1/2

North Eastern Railway vide their letter No. W/340/Infringement/LJN-4A dated 9-8-91 sent through CRS & CCRS had applied for extension in time for a further period of 3 years with effect from 31st March,91 in connection with condonation of infringements to Curve No.3 on running line and Curve No.14 & 15 on non-running line in Lucknow Junction yard, conveyed to North Eastern Railway vide this office letter No. 88/CEDO/SD/20 dated 9-1-89 which was valid upto 31st March,91 only.

F/A

SNo 1 (Pwe)

The above infringements have since been removed by your railway as per your letter dated 6/7-5-92, Ministry of Railways desire that you may send a formal letter addressed to Secretary (Civil Engineering), Railway Board direct with copy to Commissioner of Railway Safety and Chief Commissioner of Railway Safety treating your application dated 9-8-91 for extension in time as cancelling and withdrawn.

SNo 1/2

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

No.92/CEDO/SD/5. New Delhi, Dated 28-5-92.

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(8)/90 dated 10th October,91. — SNo 5

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No. 452/3493/Pt.IV dated 16-8-91. — SNo 1/1

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

(135)/(2)

No.92/CEDO/ORI/4. 28-5-92.

The General Manager (Con)/East,
North Eastern Railway,
Gorakhpur.

Sub:- Opening of the new Broad Gauge Up line between Ujiarpur (Km:25.35) and Pitaujia (Km:41.84) stations on Barauni-Muzaffarpur Section in Sonepur Division of N.E.Rly.

Reference may be made to Commissioner of Railway Safety's letter No.859/413/I/D/Opening/P.T. dated 25-2-91 on the above noted subject.

Ministry of Railways desire to know whether the requirements enumerated in the CRS's Authorisation letter have been complied with before opening of the section for public carriage of passengers. Specific comments against each para may be furnished immediately in an interleaved copy to enable this office to confirm the action of CRS 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/4. New Delhi, Dated 28-5-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.99/413/I/D/Opening dated 19-4-91.

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

(136)

No.92/CEDO/ORI/1. New Delhi, Dated -5-92.

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

Sir,

Sub:- Introduction of 25 kV, 50 Cycles A.C.Single phase traction in the section Jolarpettai(excl.)(Km.217.835 both Up and Down lines)-Morappur(incl.)(Km.268/801.80 on Up line and Km.268/716.30 on down line) on Jolarpettai-Erode Double line Broad Gauge section, Palghat Division of Southern Railway for passenger and goods services.

SNo 1

With reference to your Endorsement No.RS.8-T(2)/91 dated 24.4.92, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the commissioning of 25 kV 50 Cycles Single Phase AC Electric Traction on the above section for the public carriage of passengers and Goods services as per his letter No.47 dated 11.10.90.

SNo 1/1

yours faithfully,

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

No.92/CEDO/ORI/1. New Delhi, Dated -5-92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Bangalore-560 009 with reference to his letter No.47 dated 10th October,90. SNo 1/1

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

3) The Chief Electrical Engineer (Railway Electrification), Southern Railway, Madras Egmore. Necessary action on CRS's recommendations and Suggestions referred to in the report may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is desired that the date of commissioning 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.

IMMEDIATE

(137) 6(1)

No.91/CEDO/SD/14. /-6-92.

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

Kind attention: Shri.P.B.Singh, CE(Constn.),SE Rly.

Sub:- Remodelling of Tunia Station yard in connection with provision of UP Loop and DN.Common Loop - Location of Points and Crossings on 1 in 150 grade at Nagpur end of Tunia Station yard.

Ref:- Your office letter No.DRG/SY/142/Pt.2/116 dated 1-4-92.

A through search has been made in Central Registry and other Civil Engineering Branches in Board's ffice but your application in question for condonation of infringement in Tunia Station yard is not readily traceable in this office.

It is therefore requested that a duly attested photocopy of your application alongwith CRS and CCRS's forwarding letters, Form-XI and the relevant drawing may please be sent immediately to enable this office to take further necessary action in the matter.

Machiwal

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

IMMEDIATE

137/2

No.91/CEDO/SD/14.

/-6-92.

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

Kind attention: Shri.P.B.Singh, CE(Constn.),SE Rly.

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It is therefore requested that a duly attested photocopy of your application alongwith CRS and CCRS's forwarding letters, Form-XI and the relevant drawing may please be sent immediately to enable this office to take further necessary action in the matter.

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

(138)

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

No.92/CEDO/ORI/1. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001, dated 1-6-92

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

Sir,

Sub:- Introduction of 25 kV, 50 Cycles A.C.Single phase traction in the Section Jolarpettai (excl.)(Km:217.835 both Up and Down lines) - Morappur (incl.)(Km:268/801.80 on Up line and Km:268/716.30 on Down line) on Jolarpettai-Erode Double line Broad Gauge Section, Palghat Division of Southern Railway for Passenger & Goods services.

With reference to your Endorsement No.RS.8-T(2)/91 dated 24-4-92, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the Commissioning of 25 kV, 50 Cycles Single phase A.C.Electric Traction on the above section for Public Carriage of Passengers and Goods services as per his letter No.47 dated 11-10-90.

yours faithfully,

(Arvind Kumar) 1/6/92
for Secretary Railway Board.

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

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.47 dated 10th October,1990.
2) The General Manager, Southern Railway, Park Town, Madras-600 003.
3) The Chief Electrical Engineer (Railway Electrification), Southern Railway, Egmore, Madras. The necessary action on CRS's recommendations and Suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is desired that the date of commissioning of the above section may please be intimated as and when the same is commissioned to passenger traffic.

(Arvind Kumar) 1/6/92
for Secretary Railway Board.

(139)

No.92/CEDO/CRI/1. 1-6-92

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

Sir,

Sub:- Introduction of 25 kV, 50 Cycles A.C.Single phase traction in the Section Jolarpettai (excl.)(Km:217.835 both Up and Down lines) - Morappur (incl.)(Km:268/801.80 on Up line and Km:268/716.30 on Down line) on Jolarpettai-Erode Double line Broad Gauge Section, Palghat Division of Southern Railway for Passenger & Goods services.

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yours faithfully,

Akumar 1/6

(Arvind Kumar)
for Secretary Railway Board.

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

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.47 dated 10th October,1990.
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Akumar 1/6/92

(Arvind Kumar)
for Secretary Railway Board.

(140)

No.92/CEDO/ORI/3. 1-6-92.

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

Sub:- Opening of New double Broad Gauge line between New Jalpaiguri and Alunbari Road Stations on New Jalpaiguri-Malda Town of Northeast Frontier Railway.

Reference may be made to Commissioner of Railway Safety's letter No.20/714/I/Opening/P.T. dated 5-4-91 on the above noted subject.

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

An early reply is requested.

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

No.92/CEDO/ORI/3. New Delhi, Dated 1-6- 92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur, with reference to his letter No.29/714/I/Opening/P.T. dated 5-4-91.

(ARVIND KUMAR)
for Secretary Railway Board.

(141)

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 17 June, 92.

The Chief Signal & Telecommunication
Engineer (Construction),
Central Railway,
Victoria Terminus Annexe Building,
Bombay - 400 001.

Sub:- Provision of panel interlocking at Harda Station on section Khandwa-Itarsi of Bhopal Division of Central Railway.

With reference to your application No.N.426.REPL.LF.BSL. ET.86-87/Pt.V dated 12-3-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 1 Stop Board and 1 Shunt 12 having setting distances of 2250 mm & 2220 mm respectively from Primary and Secondary track at Harda Station on Khandwa - Itarsi section of Central Railway to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) involved in connection with replacement of aged and worn out signalling gears by CLS with panel interlocking as shown in Form-XI accompanying your letter referred to above.

The sanction is not applicable for running of 3660 mm (12'-0") wide EMU Stock for which a separate application will be necessary.

(ARVIND KUMAR) 16/6
Executive Director Civil Engineering (B&S),
Railway Board.

No. 92/CEDO/SD/7. New Delhi, Dated 17th June, 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 1-6-1992.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400020 with reference to his letter No. 239 dated 23-3-92.

16/6
(ARVIND KUMAR)
Executive Director Civil Engineering (B&S),
Railway Board.

(142)/(1)

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

No.92/CEDC/SD/6. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 18-6-1992.

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

Sub: Statement of infringement of Dimensions on BG system of Eastern Railway.

*****

With reference to your application No.W.591/9/Vol.2 dated 20.3.92 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways approve the retention of 32 infringements as mentioned in Annexure-I details shown with Red circle in Eastern Railway engineering Departments printed Appendix 'E' (Statement of infringements of Dimensions)-1978 accompanying your letter referred to above, for a further period upto 31.12.96 or till these are removed whichever is earlier.

(ARVIND KUMAR) 17/6
Executive Director Civil Engineering(B&S),
Railway Board.

No.92/CEDO/SD/6. New Delhi, dated 18-6-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(9)/90 dated 29.5.92.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No.57 dated 7.4.92.

(ARVIND KUMAR) 17/6
for Secretary, Railway Board.

(142)/2

No.92/CEDO/SD/6. 18-6-1992.

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

Sub: Statement of infringement of Dimensions on BG system of Eastern Railway.

*****

With reference to your application No.W.591/9/Vol.2 dated 20.3.92 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways approve the retention of 32 infringements as mentioned in Annexure-I details shown with Red circle in Eastern Railway engineering Departments printed Appendix 'E' (Statement of infringements of Dimensions)-1978 accompanying your letter referred to above, for a further period upto 31.12.96 or till these are removed whichever is earlier.

(ARVIND KUMAR) 17/6
Executive Director Civil Engineering(B&S),
Railway Board.

No.92/CEDO/SD/6. New Delhi, dated 18-6-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(9)/90 dated 29.5.92.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No.57 dated 7.4.92.

(ARVIND KUMAR) 17/6
for Secretary, Railway Board.

(142)/(3)

No.92/CEDO/SD/6. New Delhi, Dated 18-6-92.

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

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

With reference to your application No.W.591/9/Vol.2 dated 20-3-92 sent through Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways approve the retention of 32 infringements as mentioned in Annexure-I details shown with Red ~~ink marked therein~~ circle in Eastern Railway Engineering Departments printed Appendix 'E' (Statement of infringements of Dimensions)-1978 accompanying your letter referred to above, for a further period upto 31/12/96 or till these are removed whichever is earlier.

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

No.92/CEDO/SD/6. New Delhi, Dated 18-6-92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(9)/90 dated 29-5-92.

2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.57 dated 7-4-92.

(ARVIND KUMAR)
for Secretary Railway Board.

(143)

No.91/CEDO/SD/10. 19th June,92.

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

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

Ref:- Your application No.CE/CON/W/1292 dated 28th April,92.

While going through the Sketch No.CE/S&C SK No.9-92 enclosed with your application, it appears that there are only two 1 in 8½ points on running line which are on 1 in 400 grade and about 180 metres of track is involved. Raising involved to achieve 1 in 1200 grade would be to the extent of one foot at best. This is only an assumption based on your sketch which is not to scale.

Ministry of Railways therefore desire that a detailed report be sent immediately to this office justifying the inability of the Railway to bring the small stretch of yard to 1 in 1200 grade. A Scale Plan of this area may also be sent to appreciate the problem.

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

(144)/(1)

No.91/CEDO/SD/10.

22 June,92.

The Chief Engineer (Con),
South Eastern Railway,
Garden Reach,
Calcutta - 43.

Sub:- Request for condonation of Railway Board in terms of Railway Board's letter No. 88/CEDO/SD/8 dated 6-9-89 for the stations - (1)Godapiasal (2)Chandrakona Ghatal Road (3)Garbeta (4)Bishnupur and (5)Shantipahari 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.

While going through the statement of gradients in the yards enclosed with your above quoted letter it is seen that in Godapiasal, Chandrakona Ghatal Road, and Garbeta yards the existing gradient is 1 in 1000. In an effort to adopt 1 in 1200 gradient, the resultant proposed gradients in the yards are as under:-

S.No.	Station yard	KM:	Existing gradient.	proposed gradients
1.	Godapiasal	140.62	1 in 1000	Level 1 in 2000 1 in 400
2.	Chandrakona Ghatal Road	163.57	1 in 1000	1 in 800 1 in 2000 1 in 575
3.	Garbeta	175.319	1 in 1000	1 in 667 Level 1 in 650

Ministry of Railways desire to know as to why the existing gradient of 1 in 1000, which was fairly good enough compared to the proposed fragmented gradients, could not be maintained. The utility likely to be achieved by the Railway with the use of proposed fragmented gradients particularly which are steeper than 1 in 1000 may be given in detail clearly indicating the length & location of these proposed gradients in each station yard. The neat and clean drawings for these yards showing the existing and proposed gradients with clear references may be sent as the drawings already sent are ambiguous and not clearly understood. It would be appreciated if someone conversant with the case is deputed to explain the details in person to expedite the case.

Sd/-

(ARVIND KUMAR)
Executive Director Civil Engineering(B&S

(144)/(2)

No.91/CEDO/SD/10. New Delhi, Dated 22nd June,92.

The Chief Engineer (Con),
South Eastern Railway,
Garden Reach,
Calcutta-

Sub:- Request for condonation of Railway Board in terms of Railway Board's letter No. 88/CEDO/SD/8 dated 6-9-89 for the stations- (1)Godapiasal (2)Chandrakona Ghatal Road (3)Garbeta (4)Bishnupur and (5)Jhantipahari in Kharagpur-Adra Section of South Eastern Railway.

Ref:- Your office letter No.PD/DRG/113/00411 dated 14-1-92 and (2)PD/DRG/113/002963 dated 8-5-92.

While going through the statement of gradients in the yards enclosed with your above quoted letter it is seen that in Godapiasal, Chandrakona Ghatal Road and Garbeta yards the existing gradient is 1 in 1000. In an effort to adopt 1 in 1200 gradient, the resultant proposed gradients in the yards are as under:-

S.No.	Station yard	Km:	Existing gradient	Prposed gradient.
1.	Godapiasal	140.62	1 in 1000	Level, 1 in 2000, 1 in 400
2.	Chandrakona Ghatal Road.	163.57	1 in 1000	1 in 800, 1 in 2000, 1 in 575
3.	Garbeta	175.319	1 in 1000	1 in 667, Level, 1 in 650.

Ministry of Railways desire to know as to why the existing gradient of 1 in 1000, which was ~~finally~~ fairly good enough compared to the proposed fragmented gradients, could not be maintained. The utility likely to be achieved by the railway with the use of ~~fragmented~~ steeper gradients may be given in detail clearly indicating the length of these proposed gradients in each station yard. The neat and clean drawings for these yards showing the existing and proposed gradients with clear references may be sent as the drawings already sent are ambiguous and not clearly understood. It would be appreciated if a ~~senior Subordinate Officer~~ someone conversant with the case is deputed to explain the details in person. to expedite the case.

Issued on 22/6/92 at 11 A.M. through EM Prakash

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

(145)

IMMEDIATE.

No.88/CEDO/ORI/20. 30 June,92.

The Chief Engineer (Construction),
South Central Railway,
Secunderabad - 500371.

Sub:- Opening of New Double line (Down line) between Hussainsagar Junction and Khairatabad stations for passenger traffic.

Ref:- Your office letter No.W.Con.347/C/60 dated 26-10-89.

Please refer to this office D.O.letter No.88/CEDO/ORI/20 dated 9-12-91 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(146)

IMMEDIATE.

No.88/CEDO/ORI/20. 30 June,92.

The Chief Engineer (Construction),
South Central Railway,
Secunderabad - 500371.

Sub:- Doubling of track between Hyderabad and Telapur - Opening of a new line between Hussainsagar Junction and Lingampalli for public carriage of passengers on the Secunderabad (BG) Division of South Central Railway.

Ref:- Your office letter No.W.Con.182/C/148/Vol.VI dated 16-1-89 and W.Con.347/C/57 dated 13-11-89.

Please refer this office D.O.letter No.88/CEDO/ORI/20 dated 9-12-91 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(147)

No. 88/CEDO/CRS/IR/6. 3rd June,92.

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

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

Ref:- Your 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 a reminder of even number dated 20-2-92 and expedite the reply.

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

DA:-One.

No. 89/CEDO/ORI/6.

3rd June,92.

The Chief Engineer (S&C),
Eastern Railway,
No.14, Strand Road,
Calcutta - 700 001.

Kind attention of Shri.S.R.Chaudhuri, CE(Con)-II,E.Rly.

Sub:- Opening of new down line from Dasarathpur to Jamalpur stations in Bhagalpur-Kiul section of Sahibganj loop - Malda Division of Eastern Railway for the public carriage of passengers.

Ref:- Your office letter No.CE/CON/W/1600/Pt.II/27 dated 25th February,91.

Please refer to this office letter of even number dated 19-3-91 (Copy enclosed for ready reference) followed by two reminders of even number dated 10-10-91 and 30-1-92 and expedite the reply.

Machiwal

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

DA:-One.

(149)

No.89/CEDO/ORI/6. New Delhi, Dated 19-3-1991.

The Chief Engineer (S&C),
Eastern Railway,
No.14, Strand Road,
Calcutta - 700 001.

Sub:- Opening of new down line from Dasarathpur to Jamalpur stations in Bhagalpur-Kiul section of Sahibganj loop - Malda Division of Eastern Railway for the public carriage of passengers.

Ref:- Your office letter No.CE/COM/W/1600/Pt.II/27 dated 25th February.1991.

Please refer to Para 8 of the interleaved copy of CRS's Inspection Report sent under your above quoted letter.

Ministry of Railways desire that the target date for providing telephone, recommended by the CRS, be indicated, if not already provided. It may also be confirmed if the standard of road surface between the level crossing gates has been made consistent with that of the approaches as observed by CRS.

The leaf gates of the level crossing should also be replaced by lifting barriers, so as to facilitate simultaneous closing of both the approaches.

Sd/-

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

(150)

IMMEDIATE.

No. 90/CEDO/CRI/3. 3rd June, 92.

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

Sub:- Opening of New line 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) and expedite the reply.

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

DA:-One.

(151)

No.90/CEDO/CRI/3. New Delhi, Dated 15-11-91.

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

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

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

Please refer to your office letter quoted above. You have already sent the compliance report for para X and XI of CRS's Inspection Report to this office and CRS vide your letter No.W.465/CRS dated 4-9-91 and 31-10-91 respectively.

Ministry of Railways therefore desire that the compliance report in respect of the remaining paras of CRS's Inspection Report may also be sent in an interleaved copy to CRS, South Central Circle direct under advice to this office. It is also requested that the date of opening of the above section may also be sent to this office alongwith a copy of Index Plan and Section.

Sd/-
(D.N.Machiwal)
Executive Director Civil Engineering (G),
Railway Board.

(152)

No.92/CEDO/SD/7. 5th June,92.

The Chief Signal & Telecommunication
Engineer,(Construction)
Central Railway,
Victoria Terminus Annexe Building,
Bombay - 400 001.

Sub:- Provision of panel interlocking at Harda Station on section Khandwa-Itarsi Bhopal Division of Central Railway.

Ref:- Your office letter No.N.426.REPL.LF.BSL.ET 86-87/Pt.V dated 12-3-92.

Please refer to your office letter quoted above and arrange to send a copy of Board's letter No. 89/MDO/SD/22 dated -2-90 immediately to enable this office to consider your application for condonation of infringements.

Machiwal

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

(153) G/File

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

No. 92/CEDO/SR/4/0 New Delhi, dated 10-6-1992.

The Director General,
R.D.S.O.,
[illegible],
Lucknow.

Sub: Procedure for certification of maximum speed permissible 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/9/0 of 8.7.1980. The copy of the circular was endorsed to RDSO. The above policy circular was approved by the Board on the basis of the recommendations made by the RDSO.

2. According to para 2.4 of the policy circular, the issue of a joint safety certificate by the Chief Engineer and CME for all rolling stock is a statutory obligation. In the case of straight electric locomotives and EMUs, however, the certificate is required to be signed also by the Chief Electric Engineer. One of the Zonal Railways have suggested that in case of straight electric locos and EMUs, the joint safety certificate should be signed only by the CE and CEE. In examining the suggestion, it is noted that the basic certification for speed is done by the RDSO; the Railways' certification relates to specific routes and sections, based on the RDSO's general certification.

3. In view of the above, the Board desire that the suggestion made in regard to the joint safety certificates in respect of Straight Electric Locos and EMUs is examined in the RDSO and the considered views of RDSO furnished in regard to suggested amendment to the certification procedure.

(H.K.L. Jaggi)
Adviser, Civil Engg.

(154)
G/File

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

No.92/CEDO/SR/3. रेल भवन, नई दिल्ली-110001, दिनांक 10-6-1992.
Rail Bhavan, New Delhi-110001, dated

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

Sub: Movement of 2438 mm (8'-0") and 2591 mm (8'-6") high ISC containers on MG system of Indian Railways.

Ref: Your letter No.CT/Contn/BG/MG dated 20.5.1992.

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It may please be advised for information of this office if the infringements on Delli bridge No. 549 (5x60' + 1x150') between Borhat - Namrup and Dehing bridge No.561 (7'x150') between Naharkatia - Duliajan sections on N.F. Railway pertaining to existing portal bracings which were targetted to be removed by 31.12.91 have so far been removed or not.

The reply may be sent immediately to enable this office to consider your application dated 26.11.91 for condonation of infringements.

Akumar 9/6/92
(ARVIND KUMAR)
Executive Director Civil Engineering(BG.S),
Railway Board.

No.92/CEDO/SR/3. New Delhi, dated 10-6-1992.

Copy to the General Manager(Works), N.F. Railway, Maligaon, [illegible] with reference to his letter No. 0/4/ISC/W-7 dated 4.10.[illegible] to the Director General (Carriage) RDSO Lucknow for information and necessary action.

Akumar 9/6/92
(ARVIND KUMAR)
Executive Director Civil Engineering(BG.S),
Railway Board.

(155)/(1)

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

No.92/CEDO/OLW/1. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 10th June, 92.

The General Managers,
All Indian Railways/

Sub:- i)New lines opened/Doublings opened/
Conversions opened/Dismantled lines
restored during the year 1991-92.

ii)Lines dismantled during 1991-92.

iii)New Lines/Doublings/Conversions in
progress as on 31st March,1992.

Reference is invited to this office letter No. 91/CEDO/OLW/1 dated 5-4-91 in response to which this office was furnished with statement and plan showing the works as mentioned in the subject noted above during the year 1990-91 under your reference mentioned below.

The Ministry of Railways desire that one copy of the statement and the plan as mentioned at item i), ii) and iii) in the subject noted above may please be furnished for the year 1991-92 also at the earliest.

The receipt of this letter may please be acknowledged.

Akumar 9/6/92
(ARVIND KUMAR)
Executive Director Civil Engineering(B&S),
Railway Board.

1) Central Railway's letter No.EW/481/G/51 dated 3-7-91.
2) Eastern Railway's letter No.CE/Con/W/16 Pt.III/50 dated 27/5/91.
3) North Eastern Railway's letter No.W/Con/286/5/Pt.I/W-2/1502 dated 18-4-91.
4) Northeast Frontier Railway's letter No.W/260/0/Pt.VI/W-7 dated 3-7-91.
5) Southern Railway's letter No.W 347/1/CN dated 19-6-91.
6) South Central Railway's letter No.W/Con/387/61/Vol.III dated 24-2-92.
7) South Eastern Railway's letter No.AB/Kilometrage/90-91 dated 16-3-92
8) Western Railway's letter No.WNC 415/5 dated 3-6-91.

(155)/(2)

No.92/CEDO/OLW/1.

10th June,92.

The General Managers,
All Indian Railways. (except N. Rly.)

Sub:- i) New lines opened/Doublings opened/ Conversions opened/Dismantled lines restored during the year 1991-92.

ii) Lines dismantled during 1991-92.

iii) New Lines/Doublings/Conversions in progress as on 31st March,1992.

S.No.2 of linked file No.4/CEDO/OLW/1

Reference is invited to this office letter No. 91/CEDO/OLW/1 dated 5-4-91 in response to which this office was furnished with statement and plan showing the works as mentioned in the subject noted above during the year 1990-91 under your reference mentioned below.

The Ministry of Railways desire that one copy of the statement and the plan as mentioned at item i), ii) and iii) in the subject noted above may please be furnished for the year 1991-92 also at the earliest.

The receipt of this letter may please be acknowledged.

9/6/92

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

1) Central Railway's letter No.EW/481/G/51 dated 3-7-91. S.No.14
2) Eastern Railway's letter No.CE/Con/W/16 Pt.III/50 dated 27/5/91. S.No.7
3) North Eastern Railway's letter No.W/Con/286/5/Pt.I/W-2/1502 dated 18-4-91. S.No.4
4) Northeast Frontier Railway's letter No.W/260/0/Pt.VI/W-7 dated 3-7-91. S.No.15
5) Southern Railway's letter No.W 347/1/CN dated 19-6-91. S.No.11
6) South Central Railway's letter No.W/Con/387/61/Vol.III dated 24-2-92. S.No.21
7) South Eastern Railway's letter No.AB/Kilometrage/90-91 dated 16-3-92 S.No.22
8) Western Railway's letter No.WNC 415/5 dated 3-6-91. S.No.9

G/File
(156)

No.89/CEDO/SR/4. 10th June 1992.

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

Sub: Speed Certificate for 140t BG Diesel Hydraulic Breakdown Cranes supplied by M/s. Jessop & Co., Calcutta.

Ref: Your letter No.SL/CR/SPD/140t/Jessop dated 1/25.2.91.

****

As per clause 3.2.1(b) of the above Speed Certificate, running of 140 t B.G. Diesel Hydraulic Breakdown Crane on its power with or without load is prohibited on bridges. It is understood that RDSO have issued an amendment to this clause.

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

(D.N. MACHIWAL)
for Exe. Director Civil Engg.(B&S),
Railway Board.

(157)

(5)

No.89/CEDO/SR/4. 11th June, 1992.

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

Sub: Running of 140t BG Diesel Hydraulic Breakdown Crane manufactured by M/s. Jessop & Co., Calcutta over various BG sections of Central Railway.

Ref: Your office letter No.M.190.RC.WY.BR. IV dated 6.5.92.

****

A thorough search has been made in Central Registry and other Civil Engineering Branches in Board's office but your application in question for running of B.G. diesel hydraulic Break down Crane is not readily traceable in this office.

It is therefore requested that a duly attested photocopy of your application alongwith CRS and CCRS forwarding letters, necessary certificates and the relevant drawing may please be sent immediately to enable this office to take further necessary action in the matter.

(D.N. MACHIWAL)
for Exe. Director Civil Engg.(B&S),
Railway Board.

G/File

(158)

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

No.91/CEDO/SR/11.

रेल भवन, नई दिल्ली-110001, दिनांक 19.6.1992.
Rail Bhawan, New Delhi-110001, dated 19

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

Sub: Running of WAG4 BG AC Electric Locomotives on BG Sections of Western Railway.

******

In view of the position explained in your application No.W.636/9/1/19 Vol.II(W3) dated 29.7.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of WAG4 AC Electric locomotives having an axle load of 22.3t to Sketch No.SEL.721 on the eight BG sections of your railway at a maximum speed shown against each section in Annexure 'A' enclosed with the Joint Safety Certificate.

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 and observance of additional speed restrictions as may be imposed by CEE due to condition of OHE or any other reason. It is further subject to observance of all other conditions/stipulations made in the Joint Safety Certificate No.13 of 1991, RDSO's latest Speed Certificate and all other certificates accompanying your application referred to above.

The locomotive infringes item 12 and 13 of Chapter-IV(C) of BG Schedule of Dimensions (1973) with pantograph in locked down condition in non-electrified sections. These infringements have already been condoned under Board's letter No.91/CEDO/SR/11 dated 24.3.92 as per para 2.5.2 of RDSO's Speed Certificate.

Kumar 17/6/92

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

Contd...2/-

(159)

No.91/CEDO/SR/11. New Delhi, Dated 19-6-92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(3)/90 dated 22nd October,91.

2) The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020, with reference to his letter No.12-5/282/200 dated 30-8-91.

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

(ARVIND KUMAR) 17/6
for Secretary Railway Board.

(160)

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

H. K. L. JAGGI
Adviser (Civil Engg.)

D.O.No.66/WDO/SR/19.

New Delhi, dated 24.6.1992.

My dear Gupta,

Sub:Adoption of new BG profile to RDSO sketch No.EDO/T-1043.

In the context of introductionof the new profile to RDSO sketch No.EDO/T-1043, your Railway furnished the list of infringements vide your letter No.444/M2/BR/VI-A/107 dated 10.12.1991. 16 of the infringements were shown on account of platform shelters. Since removal of these infringements involved only minor works, they should have been removed by now.

There is an urgency about introduction of the new profile. Will you kindly let me have by 15.7.1992 the list of infringements that remain to be tackled alongwith your programme. The break-up may be given in the following proforma :-

INFRINGEMENTS IN O.D.C. CATEGORY

	A	B	C
- R O B			
- Tunnel			
- Through Girders-Bridges			
- Platform Shelters			
- Water Columns/Signal posts			
TOTAL :			

Two of the tunnels on Central Railway were reported to have profile for which stock to profile EDO/T-1043 profile would constitute as 'C' class ODC. Particulars and locations of the two tunnels may kindly be furnished.

Yours faithfully,

(H. K. L. JAGGI)

Shri S. K. Gupta
Chief Engineer
Central Railway
BOMBAY V.T.

(161)

No.92/CEDO/BR/1. 25 June,92.

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

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

Ref:- Your Office letter No.W(3)/65/12 Vol.II dated 11-6-92.

As per para 2 of this office letter of even number dated 10-4-92, Eastern Railway was asked to explain suitably the difference in the 'total number of Major and Minor Bridges excluding ROBs & RUBs' and 'total 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 been taken into consideration.

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

Akumar 24/6

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

(162)

No.92/CEDO/BR/1. New Delhi, Dated 25 June,92.

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

Sub:- Major & Minor Bridges on Indian Railways as on 31st March,92.

Ref:- Your office letter No.W(3)/65/12 Vol.II dated 11-6-92.

As per para 2 of this office letter of even number dated 10-4-92, Eastern Railway was asked to explain suitably the difference in the 'total number of Major and Minor bridges excl.ROBs & RUBs' and 'total 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 been taken into consideration.

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

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

(163)

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.

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.

(164)

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.

(165)

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 - 400020.

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.

Jchiwal

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

(166)

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, ROBs and RUBs as under :-

	Rly Bridges	ROBs	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.

(167)

No.92/CEDO/ORI/2. 25-5-92.

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

Sub:- New Double line between Jind & Barsola stations on Delhi-Bhatinda section on the Northern Railway.

Reference may be made to concluding para 16 of Commissioner of Railway Safety's letter No.122/63/I/B/OPG/Pt. dated 29-5-91 on the above noted subject.

Ministry of Railways desire to know whether the requirements enumerated in the concluding para 16 of CRS's Report have been complied with before opening of the section for public carriage of passengers. Specific comments against each para may be furnished immediately in an interleaved copy to enable this office to confirm the action of CRS 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/2. New Delhi, Dated 25-5-92.

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. 122/63/I/B/OPG/PT dated 29-5-91.

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

(168)

No.92/CEDO/SD/10. 26-6-1992.

The Chief Project Manager,
Railway Electrification,
Southern Railway,
Egmore, Madras - 8.

Sub: Railway Electrification - Group 72 - Jolarpettai - Bangalore Section - Foot over bridge at Bangalore Cantonment station - Condonation of infringements.

Ref: Your application No.ETR/252/RE/72/1015 dated 27.5.1992.

******

Please refer to your above quoted application sent through the Chief Commissioner of Railway Safety Lucknow, seeking Ministry of Railways' sanction for the condonation of infringement on the above mentioned subject. It is seen that the relevant drawing has not been enclosed with your application.

Ministry of Railways therefore desire that the relevent drawing may please be sent early to enable this office to consider your application for condonation of infringements.

(D.N. MACHIWAL)
for Exe. Director Civil Engg.(B&S),
Railway Board.

G/File (169)

No.92/CEDO/SR/9. 29.6.1992.

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

Sub: Provisional Speed Certificate fpr WAP3 Class of locomotives fitted with flexi-coil Mark-IV bogies.

Ref: Your Speed Certificate No.5D.WAP3.11 dated 22.1.92.

****

Please arrange to send a copy of RDSO Drg. No.SK.D.1. 3946 fitted with flexi coil Mark-IV bogies for WAP 3 class of AC electric locomotive. This drawing is required for reference and use in this office and may therefore be sent by return post.

(D.N. MACHIWAL)
for Exe. Director Civil Engg.(B&S),
Railway Board.

(170)

No.92/CEDO/SD/9. New Delhi, Dated June,92.

The Chief Administrative Officer (Construction),
Southern Railway,
18, Millers Road,
Bangalore-560 046.

Sub:- Bangalore City - Mysore Conversion from MG to BG - Condonation of infringements.

With reference to your application No.W.153/1/17 dated 8th May,92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements in 4 ROBs, 6 Platform Shelters and One FOB on Bangalore City-Mysore section under conversion from M.G. to B.G. as shown in Form-XI and the relevant drawings accompanying your application referred to above.

The sanction is subject to the following conditions:-

1. The condonation of vertical infringement of 340 mm at ROB No.439.A at Kms.5/4-5 is purely temporary and is valid for a period of three years from the date of opening of B.G.Section or till the infringement is removed whichever is earlier. The vertical infringement should be removed by the Construction Organisation within this period and necessary instructions should be issued to the Drivers of all trains that where passengers are found to travel on the roof, they should stop short of the bridge and proceed at dead slow speed and resume normal speed only after whole of the train has cleared the infringing structure in terms of Railway Board's D.O.Circular letter No.67/Safety/II/2/63 dated 17-4-69.

2. Similarly, condonation of horizontal infringement of 225 mm on ROB No.462A at Km:13/6 is purely temporary and is valid for a period of three years from the date of opening of the B.G.Section or till the infringement is removed whichever is earlier. The infringement should be removed by the Construction Organisation within a period of three years and all necessary precautions including imposition of such speed restriction may be taken so as to ensure that the curvature does not get sharper than 8.19 degrees.

3. The condonation of vertical infringement of 1580 mm of FOB at Km:138.25 at Mysore Station is purely temporary and is valid upto 31.12.92. The FOB shall be dismantled and a new FOB built within this period. There will be no steam traction under the FOB.

4. Suitable Speed restrictions shall be imposed at infringing ROBs and described with reasons in the Working Time Table. It shall also be mentioned in Working Time Table that Cant shall not be increased without a reference to CRS.

5. At site an indication shall be given that Cant should not be increased.

6. Sleeper Chokes shall be fixed on both inside and outside the track to ensure that track does not get shifted.

7. The curve and section registers shall also carry the instructions ~~shall also carry the instruction~~ at item 4 to 6 above.

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

No.92/CEDO/SD/9. New Delhi, Dated July,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 23-6-92.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009 with reference to his letter No.321 dated 26th May,92.

(ARVIND KUMAR)
for Secretary Railway Board.

(172)

No.91/CEDO/SD/14. New Delhi, Dated June,92.

The General Manager (Con),
Eastern Railway,
14, Strand Road,
Calcutta - 700 001.

Sub:- Infringement of gradient in the Station yard of Kajoragram Station under Asansol Division of Eastern Railway.

SMo 10/3

With reference to your letter No.CE/Con/W/193/Pt.III/73 dated 6-12-91 and letter No.CE/Con/W/1404/Pt.I/44 dated 23/28-4-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to condonation of grade infringement of 1 in 200 and 1 in 212.28 ~~at Km:191.72 from Howrah~~ to item 2 Note(i) Chapter-II of B.G.Schedule of Dimensions (1973) involved in ~~connection with~~ provision of a Service line between Kajoragram & Sidauli Station and ~~provision of~~ a ~~Service~~ Goods loop at Kajoragram Station on Andal-Ukhra section under Asansol Division of Eastern Railway as shown in Form-XI and Drawing No.CE(SE'C)SK.No.28-91 accompanying your letter referred to above.

The sanction is subject to provision of a Slip Siding on the East line beyond Andal end point of the proposed Goods loop and correction to Station Working Rules of Kajoragram Station as shown per Annexure-'A' accompanying your letter No.CE/Con/W/1404/Pt.I/44 dated 23/28-4-92 and also insertion of an additional Clause that no train will be stabled without a live engine on the Main line [and the proposed Goods loop] and all necessary precaution such as chaining the wheels at least with two safety chains, and fully tightening the brakes while stabling the train on Goods loop to avoid accidents due to rolling.

SMo 15/2

SMo 15/2

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

Taken

PTO

(173)

No. 91/CEDO/SD/14. New Delhi, Dated June,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(9)/90 dated 6.3.92 and 21-5-92.

SNo 15 → SNo 10/1

2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No. 1018/11/10/VIII/91-Infringement dated 13-12-91 and 137/11/10/VIII/92-Infringement dated 1-5-92

SNo 10/2

SNo 15/1

(ARVIND KUMAR)
for Secretary Railway Board.

(174)/(1)

No. 92/CEDO/SD/7. 3rd July,92.

The Chief Project Manager (S&T),
Railway Electrification,
DRM, Central Railway Office Building,
2nd Floor Extension,
Kingsway,
Nagpur-1.

Sub:- Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at Ajni Yard on Bhusaval-Nagpur Section of Central Railway.

With reference to your application No.CPM/N/ST/SIG/11 dated 18-5-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 2 Signal Post/ladder at Ajni Yard on Bhusaval-Nagpur Section of Central Railway to item 13(II)(c) Chapter-I of B.G.Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

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

No.92/CEDO/SD/7. New Delhi, Dated 3rd July,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 23-6-92.
2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400020, with reference to his letter No.386 dated 5-6-92.

(ARVIND KUMAR)
for Secretary Railway Board.

ANNEXURE-I

S.No.	Location with Km. Chainage.	Nature of Structure which is infringing.	Item No. & Chapter of BG Schedule.	Prescribed Dimensions	Existing actual Dimensions		Amount of infringement	
					Primary Track	Sec. Track.	Primary Track.	Secondary Track.
1	2	3	4	5	6		7	
1.	AQ 'B' CABIN S-5 at 833/2	Signal Post/ ladder	Item 13(11)(c) Chapter-I	2360 mm	2320	2280	40	80
2.	AQ 'D' CABIN S-2 at 834/9	-do-	-do-	-do-	2250	2245	110	115

(78/2)

(175)/(2)

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 Bhavan, New Delhi-110001, dated 3rd July,92.

The Chief Project Manager (S&T),
Railway Electrification,
DRM, Central Railway Office Building,
2nd Floor Extension,
Kingsway,
Nagpur-1.

Sub:- Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at Ajni Yard on Bhusaval-Nagpur Section of Central Railway.

With reference to your application No.CPM/N/ST/SIG/11 dated 18-5-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 2 Signal Post/ladder at Ajni Yard on Bhusaval-Nagpur Section of Central Railway to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

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

No.92/CEDO/SD/7. New Delhi, Dated 3rd July,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 23-6-92.
2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400020, with reference to his letter No.386 dated 5-6-92.

(ARVIND KUMAR)
for Secretary Railway Board.

P.T.O.

ANNEXURE-I

S.No.	Location with Km. Chainage.	Nature of Structure which is infringing.	Item No. & Chapter of BG Schedule.	Prescribed Dimensions	Existing actual Dimensions		Amount of infringement	
					Primary Track	Sec. Track.	Primary Track.	Secondary Track.
1	2	3	4	5	6		7	
1.	AQ 'B' CABIN S-5 at 833/2	Signal Post/ ladder	Item 13(ii)(c) Chapter-I	2360 mm	2320	2280	40	80
2.	AQ 'D' CABIN S-2 at 834/9	-do-	-do-	-do-	2250	2245	110	115

(2)/75

(176)/(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 Bhavan, New Delhi-110001, dated 3rd July, 92.

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras - 600 008.

Sub:- Railway Electrification - Group 72
JTJ-SBC Section - Wiring of tracks
in Baiyyappanahalli Marshalling yard
Condonation from Railway Board.

With reference to your application No.ETR/252/RE/0140/Vol.III dated 20-4-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement caused by one OHE Portal between Road No.5 and 5A having setting distance of 2248 mm from Road No.5A only in Baiyyappanahalli Marshalling yard of Jolarpettai-Bangalore Section of Southern Railway to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) in connection with electrification in Baiyyappanahalli Marshalling yard as shown in Form-XI and Drawing No.SR/RE/OHE/G/672 accompanying your letter referred to above.

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

It is noted that the tracks are meant for Goods Traffic only.

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

P.T.O.

(176)(2)

No.92/CEDO/SD/7. New Delhi, Dated 3-7-92.

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 11-6-92.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore-560009, with reference to his letter No.190 dated 4th May,92.

(ARVIND KUMAR)
for Secretary Railway Board.

(177)

No.92/CEDO/SD/7. 3rd July.92.

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras - 600 008.

Sub:- Railway Electrification - Group 72
JTJ-SBC Section - Wiring of tracks
in Baiyyappannhalli Marshalling yard
Condonation from Railway Board.

With reference to your application No.STR/252/RE/0140/Vol.III dated 20-4-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement caused by one OHE Portal between Road No.5 and 5A having setting distance of 2248 mm from Road No.5A only in Baiyyappenahalli Marshalling yard of Jolarpettai-Bangalore Section of Southern Railway to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) in connection with electrification in Baiyyappannahalli Marshalling yard as shown in Form-XI and Drawing No.SR/RE/OHE/G/672 accompanying your letter referred to above.

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

It is noted that the tracks are meant for Goods Traffic only.

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

P.T.O.

178

No.92/CEDO/SD/7. New Delhi, Dated 3-7-92.

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 11-6-92.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore-560009, with reference to his letter No.190 dated 4th May,92.

(ARVIND KUMAR)
for Secretary Railway Board.

(179)

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 Rail Bhavan, New Delhi-110001, dated 6th July, 92.

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

Sir,

Sub:- Opening of new double Broad Gauge line between New Jalpaiguri and Aluabari on New Jalpaiguri-Malda Town of Northeast Frontier Railway.

With reference to your Endorsement No.RS.10-T(5)/91 dated 10th June,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. 29/714/I/Opening/P.T. dated 5-4-91.

yours faithfully,

(ARVIND KUMAR) 3/7
for Secretary Railway Board.

No.92/CEDO/ORI/3. New Delhi, Dated 6th July,92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, North Eastern Circle, North Eastern Railway Building Complex, Gorakhpur with reference to his letter No.29/714/I/Opening/P.T. dated 5.4.91.
2) The General Manager (Construction), Northeast Frontier Railway, Maligaon, Guwahati-11 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 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 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.

(ARVIND KUMAR) 3/7
FOR Secretary Railway Board.

(180)

No.92/CEDO/ORI/3. 6th July,92.

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

Sir,

Sub:- Opening of new double Broad Gauge line between New Jalpaiguri and Aluabari on New Jalpaiguri-Malda Town of Northeast Frontier Railway.

With reference to your Endorsement No.RS.10-T(5)/91 dated 10th June,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. 29/714/I/Opening/P.T. dated 5-4-91.

yours faithfully,

Akumar 3/7
(ARVIND KUMAR)
for Secretary Railway Board.

No.92/CEDO/ORI/3. New Delhi, Dated 6th July,92.

Copy forwarded for information to:-

1) The Commissionar of Railway Safety, North Eastern Circle, North Eastern Railway Building Complex, Gorakhpur with reference to his letter No.29/714/I/Opening/P.T. dated 5.4.91.
2) The General Manager (Construction), Northeast Frontier Railway, Maligaon, Guwahati-11 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 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 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 sectio by Open line.

Akumar 3/7
(ARVIND KUMAR)
FOR Secretary Railway Board.

(187) 6th July

No.92/CEDO/ORI/3. New Delhi, Dated ~~June~~ 92.

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

Sir,

Sub:- Opening of new double Broad Gauge line between New Jalpaiguri and Alunabari on New Jalpaiguri-Malda Town of Northeast Frontier Railway.

Sno 3

With reference to your Endorsement No.RS.10-T(5)/91 dated 10th June,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. 29/714/I/Opening/P.T. dated 5-4-91.

Sno 3/1

youre faithfully,

(ARVIND KUMAR)
for Secretary Railway Board.

No.92/CEDO/ORI/3. New Delhi, Dated 6th July ~~June~~,92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.29/714/I/Opening /P.T. dated 5-4-91.

2) The General Manager (Construction), Northeast Frontier Railway, Maligaon, Guwahati-11 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 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 comfort certificate may also be taken by N.F.Rly for maintenance of the above section by open line.

(ARVIND KUMAR)
for Secretary Railway Board.

(182) 10

No.92/CEDO/SD/8. 7-7-1992.

The Chief Engineer(Construction),
Southern Railway,
Egmore,
Madras-600 008.

Sub: Karur-Dindigul-Madurai-Tuticorin Project-Proposed parallel Broad Gauge line between Dindigul and Madurai-Condonation of infringements at Madurai Station.

Ref: Your application No.W.262/XX/4/CN dated 22.4.1992.

****

While going through Form-XI enclosed with your application, it is seen that RRI Cabin on Platform No.2 infringes item 7(ii) of Chapter-II but the maximum horizontal distance of any building on a passenger platform from centre line of track shown in Form-XI under the column of prescribed maximum dimension is 3.66 m whereas as per item 7(ii) Chapter-II of BG Schedule it should be 5.330 m for a building from 305 mm (1 ft.) above platform level to 3430 mm (11ft.3in.) above rail level. The figure of 3.66 m has been adopted by the railway from Drg.No.SK 9-92 which shows the available clearance from the edge of MG platform to the nearest edge of existing RRI Cabin. Adoption of the figure of 3.66 m from the drawing is not correct. The figure should be 5.330 m as indicated against item 7(ii) Chapter-II in BG Schedule and not 3.66 m as shown in Form-XI which has been adopted from the drawing. Thus the prescribed dimension should be 5330 mm and existing actual dimension should be 4815 mm (3139 mm + 1676 mm), resulting an infringement of 415 mm.

Similarly, against S.No.2 in Form-XI the prescribed maximum height of FOB for 25 KV electric traction should be 6250 mm (20'-6") as per item 10(iii) Chapter-I of BG Schedule, whereas the railway have adopted the height of 5410 mm from item 10 Schedule -III forgetting altogether that Schedule-III does not prescribe the required dimensions it only prescribes the existing infringements to Schedule-I which may be permitted to continue on 1676 mm Gauge Railways. Moreover, it is also seen from the drawing that the platform covering on platform No.1 and 2 are infringing the side slopes of 'X' Class loco profile. It may be advised for information of this office whether these infringements have already been removed or are yet to be removed by the railway.

Contd....2/-

(182)/(2)

In view of the above, Ministry of Railways desire that you may consider cancelling your application dated 22.4.92 and move a fresh application through Commissioner of Railway Safety and Chief Commissioner of Railway Safety alongwith revised Form-XI and the revised drawing. The revised drawing should indicate the prescribed dimension and the existing actual dimension clearly showing the amount of infringements involved to enable this office to consider your revised application for condonation of infringements.

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

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

(182)/(1)

No.91/CEDO/SD/14.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 7th July, 92.

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

Sub:- Remodelling of Tunia Station Yard in connection with provision of UP Loop and Dn.Common Loop - Location of Points and Crossings on 1 in 150 grade at Nagpur end of Tunia Station yard.

In view of the position explained in your office letter No. DRG/SY/142/Pt.2/15 dated 3-9-1991 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements in connection with provision of part yard on 1 in 150 grade from Ch.654.00 to Ch.904.00 in Tunia Station yard as against 1 in 400 gradient required as per item 2 Chapter-II of B.G.Schedule of Dimensions (1973) and provision of 1 in 12 Cross-Over on 1 in 150 grade between Ch.684.00 M and 771.00 M involving extension of the yard limit upto Ch.816.00 M (45 Mts. beyond the outermost point of proposed emergency Cross-Over at Ch.771.00 M at Nagpur end).

The sanction is subject to the observance of the following precautions and the precautions as detailed in General Rules 5.13 to 5.23 and the relevant Subsidary Rules.

(i) Vehicles unattached to an engine shall not be stabled on the main line.

(ii) In an emergency, if any vehicle(s) is/are required to be stabled on the loop line, the SM on duty shall ensure securing of vehicle(s) as per rules before despatching the engine and the loop line shall be set towards the sand humps & derailing switch.

(iii) In case of shunting, the engine is to be attached towards the falling side of the gradient in addition to all other precautions as per rules.

It is noted that the Cross-Over is although located on 1 in 150 gradient but is protected by a rising gradient of 1 in 166 beyond the point thus eliminating the possibility of rolling down and the Block Section is fully protected.

Akumar 9/7

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

P.T.O.

(183)/(2)

No.91/CEDO/SD/14. New Delhi, Dated 7th July,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(4)/90 dated 11-6-92.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.923/160/39 dated 18-11-91.

(ARVIND KUMAR)
for Secretary Railway Board.

(184)/(1)

No.91/CEDO/SD/14. 7th July,92.

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

Sub:- Remodelling of Tunia Station Yard in connection with provision of UP Loop and Dn.Common Loop - Location of Points and Crossings on 1 in 150 grade at Nagpur end of Tunia Station yard.

In view of the position explained in your office letter No. DRG/SY/142/Pt.2/15 dated 3-9-1991 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements in connection with provision of part yard on 1 in 150 grade from Ch.654.00 to Ch.904.00 in Tunia Station yard as against 1 in 400 gradient required as per item 2 Chapter-II of B.G.Schedule of Dimensions (1973) and provision of 1 in 12 Cross-Over on 1 in 150 grade between Ch.684.00 M and 771.00 M involving extension of the yard limit upto Ch.816.00 M (45 Mts. beyond the outermost point of proposed emergency Cross-Over at Ch.771.00 M at Nagpur end.).

The sanction is subject to the observance of the following precautions and the precautions as detailed in General Rules 5.13 to 5.23 and the relevant Subsidary Rules.

(i) Vehicles unattached to an engine shall not be stabled on the main line.

(ii) In an emergency, if any vehicle(s) is/are required to be stabled on the loop line, the SM on duty shall ensure securing of vehicle(s) as per rules before despatching the engine and the loop line shall be set towards the sand humps & derailing switch.

(iii) In case of shunting, the engine is to be attached towards the falling side of the gradient in addition to all other precautions as per rules.

It is noted that the Cross-Over is although located on 1 in 150 gradient but is protected by a rising gradient of 1 in 166 beyond the point thus eliminating the possibility of rolling down and the Block Section is fully protected.

Akumar 7/7

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

(84)/(2)

No.91/CEDO/SD/14. New Delhi, Dated 7th July,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(4)/90 dated 11-6-92.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.923/160/39 dated 18-11-91.

(ARVIND KUMAR)
for Secretary Railway Board.

(185)

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

No.92/CEDO/SD/9.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhawan, New Delhi-110001, dated 7th July,92.

The Chief Administrative Officer (Construction),
Southern Railway,
18, Millers Road,
Bangalore-560 046.

Sub:- Bangalore City - Mysore Conversion from M.G. to B.G. - Condonation of infringements.

With reference to your application No.W.153/1/17 dated 8th May,92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements in 4 ROBs, 6 Platform Shelters and one FOB on Bangalore City-Mysore Section under Conversion from M.G. to B.G. as shown in Form-XI and the relevant drawings accompanying your application referred to above.

The sanction is subject to the following conditions:-

1) The condonation of vertical infringement of 340 mm at ROB No. 439 A at Kms.5/4-5 is purely temporary and is valid for a period of three years from the date of opening of B.G.Section or till the infringement is removed whichever is earlier. The vertical infringement should be removed by the Construction Organisation within this period and necessary instructions should be issued to the Drivers of all trains that where passengers are found to travel on the roof, they should stop short of the bridge and proceed at dead slow speed and resume normal speed only after whole of the train has cleared the infringing structure interms of Railway Board's D.O.Circular No.67/Safety-II/2/63 dated 17.4.69

2) Similarly, condonation of horizontal infringement of 225 mm on ROB No.462A at Km:13/5-6is purely temporary and is valid for a period of three years from the date of opening of the B.G.Section or till the infringement is removed whichever is earlier. The infringement should be removed by the Construction Organisation within a period of three years and all necessary precautions including imposition of such speed restriction may be taken so as to ensure that the curvature does not get sharper than 8.19 degrees.

3) The condonation of vertical infringement of 1580 mm of FOB at KM:138.25 at Mysore Station is purely temporary and is valid upto 31.12.92. The FOB shall be dismantled and a new FOB built within this period. There will be no Steam traction under the FOB.

P.T.O.

4) Suitable speed restrictions shall be imposed at infringing ROBs and described with reasons in the Working Time Table. It shall also be mentioned in Working Time Table that Cant shall not be increased without a reference to CRS.

5) At Site an indication shall be given that Cant should not be increased.

6) Sleeper Chokes shall be fixed on both inside and outside the track to ensure that track does not get shifted.

7) The Curve and Section registers shall also carry the instructions at item 4 to 6 above.

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

No.92/CEDO/SD/9. New Delhi, Dated 7thJuly,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 25-6-92.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore - 560009, with reference to his letter No.321 dated 26th May,92.

(ARVIND KUMAR))
for Secretary Railway Board.

(187)

No.92/CEDO/SD/9. 7th July,92.

The Chief Administrative Officer (Construction),
Southern Railway,
18, Millers Road,
Bangalore-560 046.

Sub:- Bangalore City - Mysore Conversion from M.G. to B.G. - Condonation of infringements.

With reference to your application No.W.153/1/17 dated 8th May,92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements in 4 ROBs, 6 Platform Shelters and one FOB on Bangalore City-Mysore Section under Conversion from M.G. to B.G. as shown in Form-XI and the relevant drawings accompanying your application referred to above.

The sanction is subject to the following conditions:-

1) The condonation of vertical infringement of 340 mm at ROB No. 439 A at Kms.5/4-5 is purely temporary and is valid for a period of three years from the date of opening of B.G.Section or till the infringement is removed whichever is earlier. The vertical infringement should be removed by the Construction Organisation within this period and necessary instructions should be issued to the Drivers of all trains that where passengers are found to travel on the roof, they should stop short of the bridge and proceed at dead slow speed and resume normal speed only after whole of the train has cleared the infringing structure interms of Railway Board's D.O.Circular No.67/Safety-II/2/63 dated 17.4.69

2) Similarly, condonation of horizontal infringement of 225 mm on ROB No.462A at Km:13/5-6 is purely temporary and is valid for a period of three years from the date of opening of the B.G.Section or till the infringement is removed whichever is earlier. The infringement should be removed by the Construction Organisation within a period of three years and all necessary precautions including imposition of such speed restriction may be taken so as to ensure that the curvature does not get sharper than 8.19 degrees.

3) The condonation of vertical infringement of 1580 mm of FOB at KM:138.25 at Mysore Station is purely temporary and is valid upto 31.12.92. The FOB shall be dismantled and a new FOB built within this period. There will be no Steam traction under the FOB.

P.T.O.

4) Suitable speed restrictions shall be imposed at infringing ROBs and described with reasons in the Working Time Table. It shall also be mentioned in Working Time Table that Cant shall not be increased without a reference to CRS.

5) At Site an indication shall be given that Cant should not be increased.

6) Sleeper Chokes shall be fixed on both inside and outside the track to ensure that track does not get shifted.

7) The Curve and Section registers shall also carry the instructions at item 4 to 6 above.

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

No.92/CEDO/SD/9. New Delhi, Dated 7th July,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 25-6-92.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, P.B., Bangalore - 560009, with reference to his letter No.321 dated 26th May,92.

(ARVIND KUMAR)
for Secretary Railway Board.

(189)

No.92/CEDO/SD/11. 7th July92

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

Sub:- Railway Electrification- Group 72-
Jolarpettai-Bangalore Section -
Condonation of infringement requested-reg.

Ref:- Your office letter No.STR/252/RE/72/1022
dated 16-4-92.

While going through your above quoted application and its enclosures, it is seen that you have not enclosed the drawing showing the infringement to the existing platform shelter over platform No.2 at Bangalore Cantonment Station, and the details of the special study made by you to establish the adequacy and clearance of 1.45 m.

Ministry of Railways therefore desire that the required drawing and the details of study undertaken may please be sent immediately to enable this office to consider condonation of infringement applied for by you. This may please be treated as immediate.

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

(188) (190)

No. 92/CEDO/SD/11. 7th July92.

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

Sub:- Railway Electrification - Group 72 - Jolarpettai-Bangalore Section - Condonation of infringement - requested-reg.

Please arrange to send by return post a ferro copy of RDSO Drawing No.RE/33/0/00183 for reference and use in this office. This may please be treated as immediate.

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

(191)

IMMEDIATE

8th July,92.

No.91/CEDO/ORI/2.

The General Manager (S&C),
Eastern Railway,
Calcutta.

Attention:-Sh.S.R.Chaudhury, Chief Engineer/Con-2.

Sub:- Opening of the new Up line between Untari Road and Satbahini stations in Mughalsarai Division of Eastern Railway for public carriage of passengers.

Please refer to this office letter of even number dated 22-5-92 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(192)

No.91/CEDO/ORI/2. 8-7-92

The General Manager (S&C),
Eastern Railway,
Calcutta.

Attention: Sh.S.R.Chaudhury, Chief Engineer/Con-2.

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 expedite the reply.

The Receipt of this letter may please be acknowledged.

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

DA:-One.

(193)

IMMEDIATE

No.91/CEDO/ORI/2.

8th July,92

The General Manager (S&C),
Eastern Railway,
Calcutta.

Attention:Sh.S.R.Chaudhury, Chief Engineer/Con-2.

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.

Please refer Endorsement No.2 of this office letter of even number dated 29-5-91 (Copy enclosed for ready reference) followed by a reminder dated 19-12-91 and expedite the reply.

The Receipt of this letter may please be acknowledged.

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

DA:-One.

(194)

No.91/CEDO/SD/14. 8-7-1992.

The General Manager(Con.),
Eastern Railway,
14, Strand Road,
Calcutta - 700 001.

Sub: Infringement of gradient in the Station Yard of Kajoragram Station under Asansol Division of Eastern Railway.

++++++

With reference to your letter No.CE/Con/W/193/Pt.III/73 dated 6.12.91 and letter No.CE/Con/W/1404/Pt.I/44 dated 23/28-4-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to condonation of grade infringement of 1 in 200 and 1 in 212.28 to item 2 Note (b) Chapter-II of BG Schedule of Dimensions (1973) involved in provision of a Service line between Kajoragram & Sidauli Station and a Goods loop at Kajoragram Station on Andal - Ukhra section under Asansol Division of Eastern Railway as shown in Form-XI and drawing No.CE(SE'C)SK.No.28-91 accompanying your letter referred to above.

The sanction is subject to provision of a Slip Siding on the East line beyond Andal end point of the proposed Goods loop and correction to Station Working Rules of Kajoragram Station as shown in Annexure-'A' accompanying your letter No.CE/Con/W/1404/Pt.I/44 dated 23/28.4.92 and also insertion of an additional Clause that no train will be stabled without a live engine on the Main line and all necessary precautions such as chaining the wheels at least with two safety chains and fully tightening the brakes, taken while stabling the train on Goods loop to avoid accidents due to rolling.

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

No.91/CEDO/SD/14. New Delhi, dated 8-7-1992.

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(9)/90 dated 6.3.92 and 21.5.92.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter 1018/11/10/VIII/91-Infringement dated 13.12.91 and 137/11/10/VIII/92-Infringement dated 1.5.92.

(ARVIND KUMAR)
for Secretary Railway Board.

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

(195)

No.91/CEDO/SD/14.

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

The General Manager(Con.),
Eastern Railway,
14, Strand Road,
Calcutta - 700 001.

Sub: Infringement of gradient in the Station Yard of Kajoragram Station under Asansol Division of Eastern Railway.

++++++

With reference to your letter No.CE/Con/W/193/Pt.III/73 dated 6.12.91 and letter No.CE/Con/W/1404/Pt.I/44 dated 23/28-4-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to condonation of grade infringement of 1 in 200 and 1 in 212.28 to item 2 Note (b) Chapter-II of BG Schedule of Dimensions (1973) involved in provision of a Service line between Kajoragram & Sidauli Station and a Goods loop at Kajoragram Station on Andal - Ukhra section under Asansol Division of Eastern Railway as shown in Form-XI and drawing No.CE(SE'C)SK.No.28-91 accompanying your letter referred to above.

The sanction is subject to provision of a Slip Siding on the East line beyond Andal end point of the proposed Goods loop and correction to Station Working Rules of Kajoragram Station as shown in Annexure-'A' accompanying your letter No.CE/Con/W/1404/Pt.I/44 dated 23/28.4.92 and also insertion of an additional Clause that no train will be stabled without a live engine on the Main line and all necessary precautions such as chaining the wheels at least with two safety chains and fully tightening the brakes, taken while stabling the train on Goods loop to avoid accidents due to rolling.

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

No.91/CEDO/SD/14. New Delhi, dated 8-7-1992.

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(9)/90 dated 6.3.92 and 21.5.92.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter 1018/11/10/VIII/91-Infringement dated 13.12.91 and 137/11/10/VIII/92-Infringement dated 1.5.92.

(ARVIND KUMAR)
for Secretary Railway Board.

(196)

No.92/CEDO/GRI/3.

9th July,92.

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

Attention:-Shri.K.Prasad, Chief Engineer/Con/I.

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

Please refer to this office letter of even number dated 26-5-92 (Copy enclosed for ready reference) and expedite the reply.

The Receipt of this letter may please be acknowledged.

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

DA:-One.

(197)

No.91/CEDO/ORI/2. 10 July,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 Section on Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's Inspection Report circulated under his letter No.402/16/A/I/R/91 dated 9-7-91 on the opening of the above section. It may be advised whether all the seven requirements enumerated under para 17 of the Inspection Report have been complied with before opening of the section for public carriage of passengers. Specific comments each requirement be given for information of this office.

An early reply is requested.

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

No.91/CEDO/ORI/2. New Delhi, Dated 10 July,92.

Copy forwarded for information to:-

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

(ARVIND KUMAR)
for Secretary Railway Board.

(198)

No.91/CEDO/ORI/2. 10 July,92.

The General Manager (S&C),
Eastern Railway,
Calcutta.

Sub:- Opening of the New Double line between Baghabishunpur and Sonnagar stations on the Garwah Road-Sonnagar Section on Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's Inspection Report circulated under his letter No.403/16/A/I/S/91 dated 9-7-91 on the opening of the above section. It may be advised whether all the ten requirements enumerated under para 18 of the Inspection Report have been complied with before opening of the section for public carriage of passengers. Specific comments against each requirement be given for information of this office.

An early reply is requested.

(ARVIND KUMAR) 9/7
Executive Director Civil Engineering(B&S),
Railway Board.

No.91/CEDO/ORI/2. New Delhi, Dated 10 July,92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, (12th Floor), Calcutta-700001.

(ARVIND KUMAR) 9/7
for Secretary Railway Board.

(199)

AFFIDAVIT A.B.

No.91/CEDO/ORI/5. 13-7-92.

The General Manager (S&C),
Eastern Railway,
Calcutta - 700 001.

Attention: Shri.A.Sengupta, Chief Engineer
Survey and Construction.

Sub:- Opening of the new electrified Up line No.2 between Pahleza and Kasrwandiya Stations of Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Please refer to this office letter of even number dated 13-6-91 (Copy enclosed for ready reference) followed by two reminders dated 15-11-91 and 24-4-92 and expedite the reply.

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

DA:-One.

(200)

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

No.91/CEDO/ORI/5.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 19
14th July,92.

The General Manager (S&C),
Eastern Railway,
Calcutta-

Sub:- Opening of the electrified Up line No.2 between Dhanaichha and Karamnasa Stations of Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.Nil dated 25-7-91 on the above noted subject.

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

An early reply is requested.

Kumar 13/7
(ARVIND KUMAR)
Executive Director Civil Engineering (B&S),
Railway Board.

(201)

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
Rail Bhavan, New Delhi-110001, dated 14th July, 92.

The General Manager (S&C),
Eastern Railway,
Calcutta.

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.

Reference may be made to Commissioner of Railway Safety's Inspection Report circulated under his letter No. 404/16/A/I/T/91 dated 9-7-91 on the opening of the above section. It may be advised whether all the requirements enumerated under para 18 of the Inspection Report have been complied with before opening of the section for public carriage of passengers.

Specific comments against each requirement be given for information of this office.

An early reply is requested.

(ARVIND KUMAR) 13/7
Executive Director Civil Engineering (B&S),
Railway Board.

(201)

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

No.91/CEDO/CRI/2

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 14th July, 92.

The General Manager (S&C),
Eastern Railway,
Calcutta.

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.

Reference may be made to Commissioner of Railway Safety's Inspection Report circulated under his letter No. 404/16/A/I/T/91 dated 9-7-91 on the opening of the above section. It may be advised whether all the requirements enumerated under para 18 of the Inspection Report have been complied with before opening of the section for public carriage of passengers.

Specific comments against each requirement be given for information of this office.

An early reply is requested.

Akumar 13/7

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

(202)

No.91/CEDC/GRI/2

14th July,92.

The General Manager (S&C),
Eastern Railway,
Calcutta.

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.

Reference may be made to Commissioner of Railway Safety's Inspection Report circulated under his letter No. 404/16/A/I/I/91 dated 9-7-91 on the opening of the above section. It may be advised whether all the requirements enumerated under para 18 of the Inspection Report have been complied with before opening of the section for public carriage of passengers. Specific comments against each requirement be given for information of this office.

An early reply is requested.

(ARVIND KUMAR) 13/7
Executive Director Civil Engineering (B&C),
Railway Board.

No.91/CEDC/GRI/2. New Delhi, Dated 14-7-92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Eastern Circle, No.14, Strand Road, (12th Floor), Calcutta-700001.

(ARVIND KUMAR) 13/7
for Secretary Railway Board.

(203)

No.91/CEDO/ORI/5.

14th July,92.

The General Manager (S&C),
Eastern Railway,
Calcutta-

Sub:- Opening of the electrified Up line No.2 between Dhanaichha and Karamnasa Stations of Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Reference may be made to Commissioner of Railway Safety's letter No.Nil dated 25-7-91 on the above noted subject.

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

An early reply is requested.

(ARVIND KUMAR) 13/7
Executive Director Civil Engineering (B&S),
Railway Board.

No.91/CEDO/ORI/5. New Delhi, Dated 14th July,92

Copy forwarded for information to:-

The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, (12th Floor), Calcutta-700001.

(ARVIND KUMAR) 13/7
for Secretary Railway Board.

(204)

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

No.91/CEDO/SD/14.

रेल भवन, नई दिल्ली-110001, दि. Rail Bhawan, New Delhi-110001, dt. 15th July,92.

The Chief Administrative Officer (Construction),
South Central Railway,
Works Construction Branch,
Secunderabad-500371.

Sub:- Wadi-Raichur Section - Doubling of track between Wadi-Thangundi and Chegunta-Krishna-Wadi Jn. - Proposed yard arrangements - request for condonation for the infringing gradient of 1 in 161 from Km:605/5-6 to Km:605/11-12 in the yard.

With reference to your letter No.W/Con/182/G/154/Vol.VII dated 11-4-91 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 31-1-92 and 5-5-92, the sanction of Ministry of Railways is hereby communicated of grade infringement of 1 in 161 from Km:605/5-6 to Km:605/11-12 to item 2 Note(b) Chapter-II of B.G.Schedule of Dimensions (1973) involved in connection with doubling of track between Wadi-Thangundi Section of Guntakal Division of South Central Railway as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.CAO/C/SK/TR/9-91 accompanying your letter referred to above.

The sanction is subject to suitable safety arrangements being made by the Railway to prevent accidents and necessary corrections to Station Working Rules being made to incorporate that no train will be stabled without a live engine on the Main line.

Akumar 14/7
(ARVIND KUMAR)
Executive Director Civil Engineering (B&S),
Railway Board.

No.91/CEDO/SD/14. New Delhi, Dated 15th July,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(1)/90 dated 13th May,91.

2) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371, with reference to his letter No. 6/SC/7/24 dated 12-4-91.

14/7
(ARVIND KUMAR)
for Secretary Railway Board.

ANNEXURE-I

S.No.	Location with Kilometrage.	Name of the structure which infringes.	Chapter No. & item No.	Prescribed Dimensions.	Existing actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Wadi Junction Km:604.62 on Wadi-Raichur Section at Km:605/5-6 to Km:605/11-12.	1 in 161	Chapter-II item-2 Note(b)	1 in 400 0.25% (Mini)	1 in 161 0.621%	0.37 %

(25)

No.91/CEDO/SD/14. New Delhi, Dated 15 July,92.

The Chief Administrative Officer (Construction),
South Central Railway,
Works (Construction) Branch,
Secunderabad-500371.

Sub:- Wadi-Raichur Section - Doubling of track between Wadi-Thangundi and Chegunta-Krishna-Wadi Jn.- Proposed yard arrangements- request for condonation for the infringing gradient of 1 in 161 from Km.605/5-6 to Km.605/11-12 in the yard.

SNo 6/3 → With reference to your letter No.W/Con/182/G/154/Vol.VII dated 11-4-91 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 31-1-92 and 5-5-92, the sanction of Ministry of Railways is hereby communicated for grade infringement of 1 in 161 from Km:605/5-6 to Km.605/11-12 to item 2 Note(b) Chapter-II of B.G. Schedule of Dimensions (1973) involved in connection with doubling of track between Wadi-Thangundi Section of Guntakal Division of South Central Railway as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.CAO/C/SK/TR/9-91 accompanying your letter referred to above.

& SNo 6 and SNo 21

The sanction is subject to suitable safety arrangements being made by the railway to prevent accidents and necessary corrections to Station Working Rules being made to incorporate that no train will be stabled without a live engine on the Main line.

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

No.91/CEDO/SD/14. New Delhi, Dated 15 July,92.

Copy forwarded for information to:-

SNo 6/1 → 1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(1)/90 dated 13th May,91.

SNo 6/2 → 2) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371, with reference to his letter No. 6/SC/7/24 dated 12-4-91.

(ARVIND KUMAR)
for Secretary Railway Board.

PTO

ANNEXURE-I

S.No.	Location with Kilometrage.	Name of the structure which infringes.	Chapter No. & Item No.	Prescribed Dimensions.	Existing actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Wadi Jn. Km.604.62 on Wadi-Raichur Section at Km.605/5-6 to Km.605/11-12.	1 in 161	Chapter-II item-2 Note(b)	1 in 400 0.25%(Mini)	1 in 161 0.621%	0.37%

(208)

No.91/CEDO/SD/14. 15th July,92.

The Chief Administrative Officer (Construction),
South Central Railway,
Works Construction Branch,
Secunderabad-500371.

Sub:- Wadi-Raichur Section - Doubling of track between Wadi-Thangundi and Chegunta-Krishna-Wadi Jn. - Proposed yard arrangements - request for condonation for the infringing gradient of 1 in 161 from Km:605/5-6 to Km:605/11-12 in the yard.

With reference to your letter No.W/Con/182/G/154/Vol.VII dated 11-4-91 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 31-1-92 and 5-5-92, the sanction of Ministry of Railways is hereby communicated of grade infringement of 1 in 161 from Km:605/5-6 to Km:605/11-12 to item 2 Note(b) Chapter-II of B.G.Schedule of Dimensions (1973) involved in connection with doubling of track between Wadi-Thangundi Section of Guntakal Division of South Central Railway as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.CAO/C/SK/TR/9-91 accompanying your letter referred to above.

The sanction is subject to suitable safety arrangements being made by the Railway to prevent accidents and necessary corrections to Station Working Rules being made to incorporate that no train will be stabled without a live engine on the Main line.

Akumar 14/7

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

No.91/CEDO/SD/14. New Delhi, Dated 15th July,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(1)/90 dated 13th May,91.

2) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371, with reference to his letter No. 6/SC/7/24 dated 12-4-91.

Akumar 14/7

(ARVIND KUMAR)
for Secretary Railway Board.

P.T.O.

(205)

ANNEXURE-I

S.No.	Location with Kilometrage.	Name of the structure which infringes.	Chapter No. & item No.	Prescribed Dimensions.	Existing actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Wadi Junction Km:604.62 on Wadi-Raichur Section at Km:605/5-6 to Km:605/11-12.	1 in 161	Chapter-II item-2 Note(b)	1 in 400 0.25% (Mini)	1 in 161 0.621%	0.37 %

(210)

20th July,92.

No.91/CEDO/ORI/4.

The Chief Administrative Officer/Con/South,
South Central Railway,
Works Construction Branch,
Secunderabad-500371.

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 14-6-91.

Please refer to Endorsement No.2 of this office letter of even number dated 23-5-91. The action taken on Commissioner of Railway Safety, South Central Circle's recommendations and suggestions referred to in his report prior to the opening of the above line has not so far been advised to him under advice to this office inspite of reminders of even number dated 30-1-92 and 24-4-92.

Ministry of Railways therefore desire that action on Commissioner of Railway Safety, South Central Circle's recommendations and suggestions may please be taken early.

The receipt of this letter may please be acknowledged.

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

(211)

No.90/CEDO/ORI/4. 21 July,92.

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

Sub:- Doubling of track between Hyderabad and Khairatabad Stations on Hyderabad-Hussaisagar Junction on Hyderabad-Wadi route of Secunderabad Division of South Central Railwey for public carriage of passengers.

*****

Reference may be made to Commissioner of Railwey Safety's Inspection Report circulated under his letter No.6/SC/20/271 dated 18-7-91 on the opening of the above section. It may be advised whether all requirements enumerated under para 18 of the Inspection Report have been complied with before opening of the section for public carriage of passengers. Specific comments against each requirement be given for information of this office.

An early reply is requested.

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

No. 90/CEDO/ORI/4. New Delhi, Dated 21 July,92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, South Central Circle, Rail Nilayam, Secunderabad-500371.

(ARVIND KUMAR)
for Secretary Railwey Board.

(212)

No.92/CEDO/SD/7. New Delhi, Dated 21 July,92.

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras-600 008.

Sub:- Railway Electrification - Gr.72 Bangarapet (Excl.) - Whitefield (Incl.) section in Jolarpettai-Bangalore Section.

With reference to your application No. ETR/252/RE/4618 dated 18/26.03.92 sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 2 Colour Light Signal posts at Whitefield Station on Jolarpettai-Bangalore Section of Southern Railway to item 13(ii)(d) Chapter-I of B.G.Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

S No 8/3

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, as per extant rules.

in future

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

No.92/CEDO/SD/7. New Delhi, Dated 21 July,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 25-6-1992.

S No 8

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.72 dated 9.4.92.

S No 8/1

(ARVIND KUMAR)
for Secretary Railway Board.

PTO

ANNEXURE-I

S.No.	Location	Name of the structure which infringes.	Chapter No. & item No.	Prescribed Dimensions.	Existing Actual Dimensions	Amount of infringement.
1	2	3	4	5	6	7
1.	Whitefield at 333 Km.	Down Main line starter No.5 (Road 3)	Chapter-I item 13(ii)(d)	2360 mm	2.24 from Road 4	120 mm fo Road 4.
2.	Whitefield at 333 Km.	Down starter No.3 (Road 5).	-do-	-do-	2.28 from Road 5	80 mm fo Road 5
					2.32 from Road 6	40 mm fo Road 6.

(214)

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

No.92/CEDO/SD/7. रेल भवन, नई दिल्ली-110001, दि. 21st July, 92.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras-600 008.

Sub:- Railway Electrification - Gr.72
Bangarapet (Excl.)-Whitefield (Incl.)
Section in Jolarpettai-Bangalore Section.

With reference to your application No.ETR/252/RE/4618 dated 18/26.03.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 2 Colour Light Signal Posts at Whitefield Station on Jolarpettai-Bangalore Section of Southern Railway to item 13(ii)(d) Chapter-I of B.G.Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

The sanction is applicable only to condonation of infringements to clearances so far as 2 Colour Light Signal Posts 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.

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

No.92/CEDO/SD/7. New Delhi, Dated21st July,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 25-6-92.
2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009, with reference to his letter No.72 dated 9-4-92.

(ARVIND KUMAR)
for Secretary Railway Board.

(23)

ANNEXURE- I

S.No.	Location	Name of the structure which infringes.	Chapter No. & item No.	Prescribed Dimensions.	Existing actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Whitefield at 333 Km.	Down Main line starter No.5 (Road 3)	Chapter-I item 13(ii)(d)	2360 mm	2.24 from Road 4	120 mm for Road 4.
2.	Whitefield at 333 Km.	Down starter No.3 (Road No.5)	-do-	-do-	2.28 from Road 5 2.32 from Road 6	80 mm for Road 5. 40 mm for Road 6.

(216)

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

No.90/CEDO/ORI/4.

रेल भवन, नई दिल्ली-110001, दिनांक 21st July, 92.
Rail Bhavan, New Delhi-110001, dated

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

Sub:- Doubling of track between Hyderabad and Khairatabad Stations on Hyderabad-Hussaisagar Junction on Hyderabad-Wadi route of Secunderabad Division of South Central Railway for public carriage of passengers.

.....

Reference may be made to Commissioner of Railway Safety's Inspection Report circulated under his letter No.6/SC/20/271 dated 18-7-91 on the opening of the above section. It may be advised whether all requirements enumerated under para 18 of the Inspection Report have been complied with before opening of the section for public carriage of passengers. Specific comments against each requirement be given for information of this office.

An early reply is requested.

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

(217)

No.91/GEDO/ORI/10. 22nd July,92.

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

Sub:- Opening of Down line between Masudan and Darbara in Malda Division of Eastern Railway for public carriage of passengers.

Ref:- Your office letter No.CE/Con/W/1600/Pt.III/57 dated 17-6-1992.

In connection with the compliance on Commissioner of Railway Safety's Inspection Report of Masudan-Darbara Section sent to him under your above quoted letter, Commissioner of Railway Safety under his letter No. 342/6/I/T/92 dated 25th June,92 has brought out certain discrepencies in your reply to para 8.3, 8.5, 10.1 and 12(i) of his Inspection Report.

Ministry of Railways therefore desire the discrepencies pointed out may be sorted out and full compliance report of the above mentioned paras may please be sent to him immediately under advice to this office.

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

(218)/(1)

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

No.92/CEDO/SR/6.

रेल भवन, नई दिल्ली-110001, दिनांक 22-7-1992.
Rail Bhawan, New Delhi-110001, dated

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

Sub: Running of Shoulder Ballast Cleaning Machine - FRM - 80 on BG Sections of Central Railway.

******

In view of the position explained in your application No.W/681/Y-61/BR/11 dated 8.4.1992 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Shoulder Ballast Cleaning Machine FRM-80 supplied by M/s. Plasser (India) having a maximum axle load of 20t to RDSO's Diagram No.EDO/T-2173 and 2173/1 at a maximum provisional speed of 40 Kmph when running on its own power and at 30 Kmph when running in train formation as a dead vehicle on the 13 BG Sections of your railway as shown in the Joint Safety Certificate.

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.M-4192.B.G. and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 2(ii), 17, 19(b), 20(b), 21(b) & 22 of Chapter IV(A) and profile of maximum moving dimensions of 1929 as shown in Diagram No.1A (Modified) and others of BG Schedule of Dimensions (1973) involved in the design of above machine. Since the profile of the machine is within 'X' class moving dimensions, suitable speed restrictions shall therefore be imposed at such of the locations which are not clear for movement of 'X' class engines.

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

(218)/(2)

No.92/CEDO/SR/6. New Delhi, dated 22-7-1992.

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-Vol.II dated 29.5.1992.

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.289 dated 16.4.92.

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

25/7/92

(ARVIND KUMAR)
for Secretary, Railway Board.

(219/1)

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

No.92/CEDO/SR/6.

रेल भवन, नई दिल्ली-110001, दिनांक 22 -7-1992.
Rail Bhawan, New Delhi-110001, dated

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

Sub: Running of Shoulder Ballast Cleaning Machine FRM-80 on BG Sections of Northern Railway.

****

In view of the position explained in your application No.519/W/615 dated 29.4.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Shoulder Ballast Cleaning Machine FRM-80 having a maximum axle load of 20t to RDSO's Diagram No.EDO/T-2173 and 2173/1, on the 56 BG Sections of your railway at a maximum permissible speed when running on its own power and when running in train formation as a dead vehicle as shown against each section in the Joint Safety Certificate.

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.52 C/BG/3/1992 and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 2(ii), 17, 19(b), 20(b), 21(b) & 22 of Chapter IV(A) and profile of maximum moving dimensions of 1929 as shown in Diagram No.1A (Modified) and others of BG Schedule of Dimensions(1973), involved in the design of above machine. Since, the profile of the machine is within 'X' class moving dimensions, suitable speed restrictions shall therefore be imposed at such of the locations shich are not clear for movement of 'X' class engines.

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

Contd...2/-

(219)/(2)

No.92/CEDO/SF/6. New Delhi, dated 22-7-1992.

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 23.6.1992.

2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, Near C.B.I.S., Delhi Safdarjung Station, New Delhi - 110 021 with reference to his letter No.243/1130-SBCW FNW-90 dated 27.5.92.

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

(ARVIND KUMAR)
for Secretary Railway Board.

(220)

ARVIND KUMAR
Exec.Director,Civil Engg(B&S).

D.O.No.91/CEDO/SD/14. New Delhi, Dated 22 July,92.

Dear Shri
~~My dear~~ Bhatnagar,

Sub:- Infringement of gradient in the station yard of Kajoragram station under Asansol Division of Eastern Rly.

Ref:- Your D.O.No.CE/Con/W/1404 Pt.I/59 dated 22nd June,92. SM 24

The sanction for condonation of infringements in Kajoragram station yard has already been conveyed vide this office letter of even number dated 8-7-92. A copy of ~~the said letter is however again being~~ enclosed for ~~your~~ information, ~~and ready reference.~~ SM 16

With regards,

yours sincerely,

(ARVIND KUMAR)

Shri.Ashok Bhatnagar,
General Manager,
Eastern Railway,
Calcutta-700 001.

(221)

ARVIND KUMAR
Executive Director Civil Engg:(B&S).

D.O.No.91/CEDO/SD/14. 22nd July,1992.

Dear Shri.Bhatnagar,

Sub:- Infringement of gradient in the station yard of Kajoragram station under Asansol Division of Eastern Railway.

Ref:- Your D.O.No.CE/Con/W/1404 Pt.I/59 dated 22nd June,1992.

The sanction for condonation of infringements in Kajoragram Station yard has already been conveyed vide this office letter of even number dated 8-7-92. A copy is enclosed for information.

With regards,

yours sincerely,

DA:-One.

(ARVIND KUMAR)

Shri.Ashok Bhatnagar,
General Manager,
Eastern Railway,
Calcutta-700 001.

(222)

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

रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 27th July,92

No. 91/CEDO/ORI/6.

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

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

Ref:- Your office letter No.CE/Con/W/1600Pt.III/58 dated 19-6-92.

Please refer to your office letter quoted above. It is seen that only Railway's compliance on Commissioner of Railway Safety's Inspection Report has been received in this office under your above quoted letter. The original Inspection Report of Commissioner of Railway Safety, Eastern Circle, Calcutta on the above noted subject alongwith the opening documents and cloth Tracings of Index Plan and Section duly forwarded through Chief Commissioner of Railway Safety Lucknow is still awaited from your railway. It appears that the same has been lost somewhere during transit.

It is therefore requested that a photocopy of the above Inspection Report alongwith the necessary opening documents and photocopy of Chief Commissioner of Railway Safety's forwarding letter may please be sent to this office at an early date.

The Receipt of this letter may please be acknowledged.

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

No.91/CEDO/ORI/6. New Delhi, Dated July,92.

Copy forwarded for information & necessary action to:-

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

2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Rd (12th Floor), Calcutta-700001, with reference to his letter No. 340/6/I/10/92 dated 25th June,92.

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

(223)

27th July,92.

No. 91/CEDO/ORI/6.

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

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

Ref:- Your office letter No.CE/Con/W/1600Pt.III/58 dated 19-6-92.

Please refer to your office letter quoted above. It is seen that only Railway's compliance on Commissioner of Railway Safety's Inspection Report has been received in this office under your above quoted letter. The original Inspection Report of Commissioner of Railway Safety, Eastern Circle, Calcutta on the above noted subject alongwith the opening documents and cloth Tracings of Index Plan and Section duly forwarded through Chief Commissioner of Railway Safety Lucknow is still awaited from your railway. It appears that the same has been lost somewhere during transit.

It is therefore requested that a photocopy of the above Inspection Report alongwith the necessary opening documents and photocopy of Chief Commissioner of Railway Safety's forwarding letter may please be sent to this office at an early date.

The Receipt of this letter may please be acknowledged.

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

No.91/CEDO/ORI/6. New Delhi, Dated July,92.

Copy forwarded for information & necessary action to:-

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

2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Rd., (12th Floor), Calcutta-700001, with reference to his letter No. 340/6/I/10/92 dated 25th June,92.

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

(224)

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

No.92/CEDO/ORI/6. रेल भवन, नई दिल्ली-110001, दिनांक 28/5 July, 92.
Rail Bhawan, New Delhi-110001, dated

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

Sir,

Sub:- Opening of New Up Main line between Hetampur Station and Gher 'A' Panel Cabin on Gwalior-Agra Cantt., Section of Jhansi Division of Central Railway.

With reference to your Endorsement No.RS.10-T(18)/91 dated 6-7-92, I am directed to confirm the action of Commissioner of Railway Safety, Central Circle, Bombay in authorising the opening of the above section for public carriage of passengers as per his letter No.HE/204 dated 27-5-91.

yours faithfully,

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

No.92/CEDO/ORI/6. New Delhi, Dated 28/5 July, 92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.HE/204 dated 27-5-91.
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 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.

(225)

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

No.92/CEDO/ORI/5.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 28 July,92.

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

Sir,

Sub:- Opening of Permanent Diversion Line between Km.290.535 and Km.314.600 (Km.321.293 New) of existing Chandil-Muri Section of Adra Division of South Eastern Railway for the public carriage of passengers.

With reference to your Endorsement No.RS.10-T(17)/91 dated 1st July,92 I am directed to confirm the action of Commissioner of Railway Safety, South Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.415/118/D/I/V dated 24-7-91.

yours faithfully,

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

No.92/CEDO/ORI/5. New Delhi, dated 28/15 July,92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, (12th Floor), Calcutta-700 001, with reference to his letter No.415/118/D/I/V dated 24-7-91.

2) The General Manager, South Eastern Railway, Calcutta with the request that suitable action on Commissioner of Railway Safety, South 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 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.

(S.M.SINGLA) 27.7.92
for Secretary Railway Board.

(226)

28 July,92.

No.92/CEDO/ORI/1.

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

Sir,

Sub:- Commissioning of 25 kV AC Electric Traction to commercial service and for public carriage of passengers on Morappur (excl.)-Salem Junction (Incl.) section in Palghat Division of Southern Railway.

Sl No 3

With reference to your Endorsement No.RS.8-T(3)/91 dated 6th July,92, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the Commissioning of 25 kV, 50 Cycles Single Phase AC Electric Traction from Km.268/21 to Km.333/35 on the Up line and Km.268/18 to Km.333/36 on the Down line between Morappur (excl.) and Salem Jn. (incl.) in Jolarpettai-Erode Broad Gauge Double line section of Palghat Division of Southern Railway for public carriage of passengers and goods services as per his letter No.44 dated 13th September,1991.

Sl No 2/2

yours faithfully,

(S.M.SINGLA 27.7.92)
for Secretary Railway Board.

No.92/CEDO/ORI/1. New Delhi, Dated 28 July,92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009, with reference to his letter No.44 dated 13th September,92. Sl No 2/2

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

3) The Chief Electrical Engineer (Railway Electrification), Southern Railway, Egmore, Madras. Necessary action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is desired that the date of commissioning of the above section may please be intimated as and when the same is commissioned to passenger traffic.

(S.M.SINGLA 27.7.92)
for Secretary Railway Board.

(227)

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

रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhawan, New Delhi-110001, dated 28th July, 92.

No.92/CEDO/ORI/1.

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

Sir,

Sub:- Commissioning of 25 kV AC Electric Traction to commercial service and for public carriage of passengers on Morappur (excl.)-Salem Junction (incl.) section in Palghat Division of Southern Railway.

With reference to your Endorsement No.RS.8-T(3)/91 dated 6th July,92, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the Commissioning of 25 kV, 50 Cycles Single Phase AC Electric Traction from Km.268/21 to Km.333/35 on the Up line and Km.268/18 to Km.333/36 on the Down line between Morappur (excl.) and Salem Jn. (incl.) in Jolarpettai-Erode Broad Gauge Double line section of Palghat Division of Southern Railway for public carriage of passengers and goods services as per his letter No.44 dated 13th September,1991.

yours faithfully,

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

No.92/CEDO/ORI/1. New Delhi, Dated 28th July,92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009, with reference to his letter No.44 dated 13th September,92.

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

3) The Chief Electrical Engineer (Railway Electrification), Southern Railway, Egmore, Madras. Necessary action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is desired that the date of commissioning 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

(228)

No. 91/CEDO/ORI/12. 29th July,92.

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

Sub:- Opening of the New Line between Chittaurgarh (KM:165.917) to Nimach(KM:221.666) Stations on the Ratlam Division of Western Railway.

Reference may be made to Commissioner of Railway Safety's letter No.16-5/280/90 dated 2/5/1991 on the above noted subject.

Ministry of Railways desire to know whether the requirements enumerated in the Commissioner of Railway Safety's Authorisation letter have been complied with before opening of the section for public carriage of passengers. Specific comments against each 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.91/CEDO/ORI/12. New Delhi, Dated 29th July92.

Copy forwarded for information to:-

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

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

(229)/0

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

No.92/CEDO/SR/7.

रेल भवन, नई दिल्ली-110001, दिनांक 29-7-1992.
Rail Bhavan, New Delhi-110001, dated

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

Sub: Movement of 2900 mm(9'-6") high and 2438mm (8'-0") wide ISO containers on BG system - condonation of infringements.

****

With reference to your application No.CT/CONTN/BG/MG dated 23.1.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of the following infringements involved in the design of series-I BG ISO containers 2438 mm(8'-0") wide x 2900 (9'-6") high centrally loaded in a modified BOX wagon as shown in RDSO Diagram No.CONTR-9125-S/1 Alt.Nil and Annexure-I accompanying your application referred to above.

S.No.	Item No.of Schedule	Description	Dimension as per Schedule	Actual dimension	Infringement
1.	Profile for max. moving dimensions of 1929 as shown in Diagram No.1A and others.	i)Max. height above rail level at sides at a distance of 1219 mm from centre line.	3650 mm	4179 mm	529 mm
		ii)Max. height above rail level at centre.	4115 mm	4179 mm	64 mm

These containers will run as an CDC under extant stipulation but since the ISO container after being locked with the modified BOX wagon constitutes an integral part of the rolling stock thus completely eliminating the chances of its getting laterally shifted during the run, the speed restriction for 'A' Class CDC laid down in para 4(i) of Railway Board's letter No.82/WDO/CDC/1 dated 14.9.82 shall not be applicable to the movement of series-I ISO BG containers loaded centrally on modified 'BOX' wagon and can be run at speed upto which train carrying 4-wheelers are permitted to run on the section.

The sanction for condonation of infringements is granted subject to the instructions that the trains carrying

Contd.....2/-

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ISO containers loaded centrally on modified 'BOX' wagon, are allowed to move only on non-platform lines while passing through station yards on non-electrified sections. In case of non-availability of non-platform lines in non-electrified stations, fixed structure in station yards will have to be suitably modified or suitable speed restriction will have to be imposed.

A suitable clause to this effect may be inserted by RDSO in the Speed Certificate to be issued by them.

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

No.92/CEDO/SR/7. New Delhi, dated 29 -7-1992.

Copy forwarded to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(2)/90 dated 1.6.1992.

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

G. File (230) (1)

THE HIGH COURT OF INDIA
IN THE MINISTRY OF RAILWAYS
(Railway Board)

No. [illegible]/5

New Delhi, the 29-7-1991.

The Director General(Motive Power),
R...I.C.,
Lucknow - [illegible].

Sub: Movement of 2600 hp Co-Co diesel - electric locomotive manufactured by M/s.BHEL on Indian Railways.

Ref: Your letter No.SD.Project.124 dated 1/4.2.1991

******

M/s. BHEL Jhansi are manufacturing one 2600 hp. Co-Co Diesel Electric locomotive for supply to NTPC for haulage of coal trains on the "merry go round" system of their super thermal power station at Kahalgaon. This locomotive infringes the maximum moving dimensions of 1929 of B.G. Schedule of Dimensions (1973) as shown in Firms Drg. No.SK.318/027.1. RDSO have therefore in terms of clause 2.3.7 of their Speed Certificate asked Central, Eastern and Northern Railways to approach Railway Board for condonation of infringements before single movement of this locomotive as dead loco attached to a Goods train. There are three railways which are involved in single movement of this locomotive ex. BHEL/Jhansi to Kahalgaon via Mughalsarai, Patna and Kiul and each individual railway is required to apply for condonation of infringements to the Board before movement as per clause 2.3.7 of the Speed Certificate.

Ministry of Railways therefore desire that RDSO should apply to the Secretary (Civil Engg.), Railway Board direct for condonation of infringements in the design of the above loco with full justification through Chief Commissioner of Railway Safety Lucknow and suitably modify para 2.3.7 of their Speed Certificate after obtaining necessary sanction for condonation of infringements from the Board. It may also be ensured that in future in similar cases which involve single movement on the railways, the required condonation of infringements is obtained by RDSO from Railway Board in advance of the issue of speed Certificate in order that zonal railways concerned may issue single movement sanction without any delay.

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

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

No.92/CEDO/SR/5 Dated 29-7-1992.

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

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

Sub: Movement of 2600 hp Co-Co diesel - electric locomotive manufactured by M/s.BHEL on Indian Railways.

Ref: Your letter No.SD.Project.124 dated 1/4.2.1991

******

M/s. BHEL Jhansi are manufacturing one 2600 hp. Co-Co Diesel Electric locomotive for supply to NTPC for haulage of coal trains on the "merry go round" system of their super thermal power station at Kahalgaon. This locomotive infringes the maximum moving dimensions of 1929 of B.G. Schedule of Dimensions (1973) as shown in Firm's Drg. No.SK.318/027.1. RDSO have therefore in terms of clause 2.3.7 of their Speed Certificate asked Central, Eastern and Northern Railways to approach Railway Board for condonation of infringements before single movement of this locomotive as dead loco attached to a Goods train. There are three railways which are involved in single movement of this locomotive ex. BHEL/Jhansi to Kahalgaon via Mughalsarai, Patna and Kuil and each individual railway is required to apply for condonation of infringements to the Board before movement as per clause 2.3.7 of the Speed Certificate.

Ministry of Railways therefore desire that RDSO should apply to the Secretary (Civil Engg.), Railway Board direct for condonation of infringements in the design of the above loco with full justification through Chief Commissioner of Railway Safety Lucknow and suitably modify para 2.3.7 of their Speed Certificate after obtaining necessary sanction for condonation of infringements from the Board. **It may also be ensured that in future in similar cases which involve single movement on the railways, the required condonation of infringements is obtained by RDSO from Railway Board in advance of the issue of speed Certificate in order that zonal railways concerned may issue single movement sanction without any delay.**

Sd/-

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

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

No.92/CEDC/SR/10. New Delhi, dated 29 -7-1992.

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

Sub: Infringement to BG Schedule of Dimensions of BCNA wagon design -Condonation regarding -

*****

With reference to your application No.CT/DG/LW/BCN dated 12.3.1992, sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements involved in the design of BG covered wagon type BCNA fitted with CASNUB-22NL bogies, Non-transition couplers and having an axle load of 20.3 t to RDSO's Diagram No.WD-90030-S-01 Alt.3 as under and detailed in Annexure-I accompanying your application referred to above :-

S.No.	Chapter/ Clause No. of S.O.D.	Description	Dimension as per Schedule	Actual dimension proposed	Infringement
1.	Item 13(b) of Chapter IV(A)	Max. height above R.L.for centre of buffers for unloaded vehicles. (b) With ACB couplers	1080 mm	1101 mm	21 mm
2.	Profile for Max.moving dimensions of 1929 as shown in Diagram No.1A and others.		(a)3050mm max. width overall projections from 305 mm to 1145 mm above R.L.	i)Max.width over door check springs is 3070 mm and	a)(i)10mm each side.
				ii)3130 mm over hand brake wheels from 725mm to 1145 mm above R.L. under fully loaded conditions.	ii)40 mm each side.
			(b)Height on sides 3505 mm increasing gradually to 4115 mm at centre.	b)Dimensions varying in circular arc as shown in the cross sections in drawing.	b)215 and 160 as shown in the cross section in the drawing.

Contd.....2/-

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The sanction for condonation is being issued based on the clearance given to take up the design to moving dimensions as per EDO/T-1043 under Board's letter No.66/WDO/SR/19 dated 5.9.89. A clause will be inserted by RDSO in the Speed Certificate that suitable speed restrictions shall be imposed by the Railway at such of the locations on the route where the infringements to allow for the goods stock profile to EDO/T-1043 have not yet been removed by the railways.

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

No.92/CEDO/SR/10. New Delhi, dated 29-7-1992.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(2)/90 dated 25.6.1992.

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

(233)

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 27-7-1992.
Rail Bhavan, New Delhi-110001, dated

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

Sub: Condonation fo infringements to the standard maximum moving dimensions of 1929 profile for single movement of 2600 h.p. Co.Co. Diesel Electric Locomotive mfg. by M/s. BHEL/JHS for NTPC Kahalgaon. Single movement over CR from Jhansi to Naini via Khairar-Banda-Manikpur as dead loco attached to goods train upto a maximum speed of 60 Kmph.

With reference to your application No.W.681/Y.70/BR/IV dated 5.5.92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements to Maximum Moving Dimensions of 1929 as shown in Diagram No.1A (Modified) and others of BG Schedule of Dimensions (1973) detailed in From-XI accompanying your application referred to above involved in the design of 2600 h.p. Co.Co. Diesel Electric locomotive manufactured by M/s. BHEL Jhansi for NTPC Kahalgaon to BHEL's Drg.No. 318.01.01.

The sanction for single movement of this locomotive ex. manufacturer's works i.e. Jhansi to Naini Via Khairar - Banda - Manikpur as dead loco attached to Goods train shall however be issued by CE and CME of your railway in terms of para 2.6.1 of policy circular No.73/WEC/SR/9/0 dated 8.6.80. It is however noted that in view of the urgency expressed by the railway, CRS Central Circle Bombay has already accorded his provisional sanction for single movement of the above Diesel Electric loco as dead loco attached to Goods train upto a maximum speed of 60 Kmph and may be confirmed by Central Railway under advice to this office.

/ ex BHEL/

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

Contd....2/-

(234)

No.92/CEDO/SF/5. New Delhi, dated 29-7-1992.

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-I(3)/90 dated 21.5.1992.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay - 400 020, with reference to his letter No. 329 dated 11.5.92.

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

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

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No.92/CEDO/SD/10. New Delhi, Dated 29th July,92.

The Chief Project Manager,
Railway Electrification,
Southern Railway,
Egmore,
Madras-600 008.

Sub:- Railway Electrification - Group 72 -
Jolarpettai-Bangalore Section -
Foot over bridge at Bangalore Cantonment.
Condonation of infringements - reg.

SNo 1/1

With reference to your application No.ETR/252/RE/72/1015 dated 27-5-92, sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 13-7-92, SNo 3 the sanction of Ministry of Railways is hereby communicated for condonation of infringements concerning existing horizontal clearance of 5190 mm from centre line of Down line to Random rubble masonry structure on platform No.1 and another existing horizontal clearance of 4670 mm from centre line of Up line to Random rubble masonry structure on platform No.2 as against 5330 mm minimum horizontal clearance required as per item 7(ii) Chapter-II of B.G.Schedule of Dimensions (1973) at foot over bridge of Bangalore Cantonment Station. The sanction is required in connection with raising of the Gangway Girder of the above foot over bridge from Rail Level to a height of 6525 mm upto the bottom of foot over bridge for 25 kV AC Traction. The condonation is based on Form-XI and Drawing No.XE/RE/SBC/FOB/91 accompanying your application referred to above.

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

No.92/CEDO/SD/10. New Delhi, Dated 29 -7-92.

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 23-6-92.

SNo 1

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009, with reference to his letter No.354 dated 1-6-92. SNo 1/1

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

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

No.92/CEDO/SD/10. New Delhi, Dated 29 July,92.

The Chief Project Manager,
Railway Electrification,
Southern Railway,
Egmore,
Madras-600 008.

Sub:- Railway Electrification - Group 72 - Jolarpettai-Bangalore Section - Foot over bridge at Bangalore Cantonment. Condonation of infringements - reg.

With reference to your application No.ETR/252/RE/72/1015 dated 27-5-92 sent through the Chief Commissioner of Railway Safety Lucknow, and letter dated 13-7-92, the sanction of Ministry of Railways is hereby communicated for condonation of infringements concerning horizontal clearance of 5190 mm from centre line of Down line to Random rubble masonry structure on platform No.1 and another existing horizontal clearance of 4670 mm from centre line of Up line to Random rubble masonry structure on platform No.2 as against 5330 mm minimum horizontal clearance required as per item 7(ii) Chapter-II of B.G.Schedule of Dimensions (1973) at foot over bridge of Bangalore Cantonment Station. The sanction is required in connection with raising of the Gangway Girder of the above foot over bridge from Rail Level to a height of 6525 mm upto the bottom of foot over bridge for 25 kV AC Traction. The condonation is based on Form-XI and Drawing No.XE/RE/SBC/FOB/91 accompanying your application referred to above.

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

No.92/CEDO/SD/10. New Delhi, Dated 29th July,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 23-6-92.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.354 dated 1-6-92.

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

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

No.92/CEDO/SD/10. New Delhi, Dated 29th July,92.

The Chief Project Manager,
Railway Electrification,
Southern Railway,
Egmore,
Madras-600 008.

Sub:- Railway Electrification - Group 72 -
Jolarpettai-Bangalore Section -
Foot over bridge at Bangalore Cantonment.
Condonation of infringements - reg.

With reference to your application No.ETR/252/RE/72/1015 dated 27-5-92 sent through the Chief Commissioner of Railway Safety Lucknow, and letter dated 13-7-92, the sanction of Ministry of Railways is hereby communicated for condonation of infringements concerning horizontal clearance of 5190 mm from centre line of Down line to Random rubble masonry structure on platform No.1 and another existing horizontal clearance of 4670 mm from centre line of Up line to Random rubble masonry structure on platform No.2 as against 5330 mm minimum horizontal clearance required as per item 7(ii) Chapter-II of B.G.Schedule of Dimensions (1973) at foot over bridge of Bangalore Cantonment Station. The sanction is required in connection with raising of the Gangway Girder of the above foot over bridge from Rail Level to a height of 6525 mm upto the bottom of foot over bridge for 25 kV AC Traction. The condonation is based on Form-XI and Drawing No.XE/RE/SBC/FOB/91 accompanying your application referred to above.

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

No.92/CEDO/SD/10. New Delhi, Dated 29th July,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 23-6-92.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.354 dated 1-6-92.

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

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

No.91/CEDO/SD/14. New Delhi, Dated 29th July,92.

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

Attention: Sh.P.B.SINGH, Chief Engineer (Con),
South Eastern Railway, Bilaspur.

Sub:- Remodelling of Tunia Station yard in connection with provision of UP Loop and DN.Common Loop - Location of Points and Crossings on 1 in 150 gradient at Nagpur end of Tunia Station Yard.

Ref:- Your office letter No.DRG/SY/142/Pt.2/141 dated 08-7-1992.

The sanction for condonation of grade infringement in Tunia Station yard has already been issued under this office letter of even number dated 7-7-92. A copy of the same is however again being enclosed herewith for your information.

DA:-One.

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

(239)

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

No.92/CEDO/OLW/1. New Delhi, dated 29-7-1992.

The Chief Administrative Officer(Constn),
Western Railway,
Churchgate,
Bombay - 400 020.

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

Ref: Your Office letter No.WNC.415/5 dated 22.7.1992.

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Please refer to your office letter quoted above. The information regarding 'Conversions Opened', 'Doublings Opened', 'Lines Restored' and 'Lines Dismantled' during 1991-92 on your Railway has not been furnished in the statement enclosed with your above quoted letter. It is therefore requested that the same may be sent to this office at an early date.

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

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

No.91/CEDO/ORI/7. New Delhi, dated 30 -7-1992.

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

Sub: Opening of the new Down line between Kalyanpur Road and Bariarpur in Malda Division of Eastern Railway for Passenger traffic.

Ref: Your office letter No.CE/Con/W/1600 Pt.III/55 dated 17th June, 1992.

****

In connection with the compliance on CRS's Inspection Report of Kalyanpur Road and Bariarpur section sent to him under your above quoted letter, CRS under his letter No. 332/6/I/S/92 dated 25.6.92 has brought out the following discrepency in your reply to para 10.3 of his Inspection Report.

"It has not been indicated by the Railway as to whether the old cross-over at both the ends of Kalyanpur Road have been removed or not."

CRS has further stated in the same letter that no reply to paras 12.3, 12.4, 12.6, 12.7, 12.8 and 12.9 of his Inspection Report has been furnished by your railway.

Ministry of Railways therefore desire that the discrepency pointed out by CRS against para 10.3 of your reply may be sorted out and necessary reply to paras 12.3, 12.4, 12.6, 12.7 and 12.8 sent immediately to him direct under advice to this office.

30.7.92

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

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

No.91/CEDO/ORI/7. New Delhi, Dated 30th July,92.

The General Manager (Open line),
Eastern Railway,
Calcutta.

Sub:- Opening of the new Down line between Kalyanpur Road and Bariarpur in Malda Division of Eastern Railway for Passenger traffic.

Please refer to Chief Engineer (Con-II), Eastern Railway's letter No.CE/Con/W/1600 Pt.III/55 dated 17th June,92. The compliance against para 4 of Commissioner of Railway Safety's Inspection Report on the above noted subject as furnished in this letter is reproduced below:-

Para No.of CRS's Inspection Report.	CRS's Remarks	Compliance by Construction Organisation.
Para 4	No additional land has been acquired for the new lines. Railway land boundaries are not fenced, nor are there any boundary pillars. At least boundary pillars should be provided immediately.	Boundary pillars are being provided by Open line as a regular maintenance work in place of missing pillars.

Ministry of Railways therefore desire that full and final compliance against para 4 of Commissioner of Railway Safety's Inspection Report may please be reported to Commissioner of Railway Safety direct under advice to this office immediately.

The Receipt of this letter may please be acknowledged.

30.7.92

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

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Sro 2

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

No.92/CEDO/ORI/2/1. New Delhi, Dated 31 July,92.

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

Sub:- Opening of New Double line between Kinana, Bishanpura Haryana and Jind stations on Delhi-Bhatinda Section of Delhi Division of Northern Railway.

Reference may be made to Commissioner of Railway Safety's letter No.206/63/I/C/BPG/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.

31/7

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

No.92/CEDO/ORI/2/1. New Delhi, Dated 31 July,92.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, Near C.B.I.S., Delhi Safdarjung Station, New Delhi-110021, with reference to his letter No.206/63/I/C/BPG/PT dated 10-7-91.

31/7

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

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

No.92/CEDO/ORI/7. New Delhi, Dated 31 July,92.

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

Sub:- New Double line between Jataula Sampka and Pataudi Road stations on Delhi-Rewari section on the Northern Railway.

Reference may be made to Commissioner of Railway Safety's letter No.209/BKN/3/I/OPG/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/7. New Delhi, dated 31 July,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.209/BKN/3/I/OPG/PT dated 10-7-91.

sd/-

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

(244)/(1)

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

No.92/CEDO/SD/7. New Delhi, Dated 31st July,92.

The Chief Project Manager,
Railway Electrification,
Southern Railway,
Egmore,
Madras-600 008.

Sub:- Railway Electrification - List of infringements at Krishnarajapuram and Baiyyappanahalli station yards in Jolarpettai-Bangalore Section.

With reference to your application No.ETR/252/RE/4618 dated 18-3-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 3 Colour Light Signal posts at Krishnarajapuram Station yard and One Colour Light Signal post at Baiyyappanahalli Station yard in Jolarpettai-Bangalore Section to item 13(ii)(d) Chapter-I of B.G.Schedule of Dimensions (1973) involved in connection with the above work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and P.W.Plan No.CN/BNC/TR 230/85/2 and SIG.Plan No.SK.80/83.

The sanction is applicable only to condonation of infringements to clearances so far as 4 Colour Light Signal posts 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/CEDO/SD/7. New Delhi, Dated 31 July,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 25-6-92.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.171 dated 29-4-92.

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

P.T.O.

(244)/(2)

ANNEXURE-I

S.No.	Location with Km:	Name of the structure which infringes.	Chapter No. and item No.	Prescribed Dimensions.	Existing actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	KRISHNARAJAPURAM at Km:341/44 -342/2.	Up Starter No.13 (Road 2)	Chapter-I item 13(ii)(d)	2360 mm	2.30 from Road 2.	60 mm for Road 2.
2.	KRISHNARAJAPURAM at Km:342/20-22.	Dn.Starter No.4 Road 2.	-do-	-do-	2.30 from Road 3.	60 mm for Road 3.
3.	KRISHNARAJAPURAM at Km:342/20-22.	Dn.Starter No.5 Road 1.	-do-	-do-	2.30 from Road 1	60 mm for Road 1.
					2.30 from Road 2	60 mm for Road 2.
4.	BAIYYAPPANAHALLI at Km:345/8-10.	Dn.Starter No.34 Road 2.	-do-	-do-	2.26 from Road 1	100 mm for Road 1.

(245)

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

No.91/CEDO/SD/10. New Delhi, Dated31st July,92.

The General Manager (Construction),
Eastern Railway,
14, Strand Road,(4th Floor)
Calcutta-700001.

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

Ref:- Your office letter No.CE/Con/N/193 Pt.III dated 11th June,92.

Reference may be made to your application referred to above. In connection with adoption of 1 in 298 grade at Ratanpur Station yard of your railway you may approach the concerned Commissioner of Railway Safety for condonation of infringement. For 1 in 200 grade on Ratanpur yard your railway may however approach the Secretary (Civil Engineering), Railway Board for condonation of infringement to item 2 Note (b) of Chapter-II of B.G.Schedule through CRS/CCRS in terms of Board's letter No.88/CEDO/SD/8 dated 11-7-90.

The receipt of this letter may please be acknowledged.

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

(246)

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

No.91/CEDO/SD/10. New Delhi, Dated 31/7 July,92.

The General Manager (Construction),
Eastern Railway,
14, Strand Road,(4th Floor)
Calcutta-700001.

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

Ref:- Your office letter No.CE/Con/W/193 Pt.III dated 11th June,92.

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The receipt of this letter may please be acknowledged.

sd/-

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

(247)

No.92/CEDO/SD/7. New Delhi, Dated 31-7-92.

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras - 600 008.

Sub:- Railway Electrification - List of infringements at Krishnarajapuram & Baiyyappanahalli station yards in Jolarpettai-Bangalore Section.

SMo 12/2

With reference to your application No.ETR/252/RE/4618 dated 18-3-92 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 3 Colour Light Signal posts at Krishnarajapuram station yard and One Colour Light Signal post at Baiyyappanahalli station yard in Jolarpettai-Bangalore Section to item 13(ii)(d) Chapter-I of B.G.Schedule of Dimensions (1973) involved in connection with the above work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and P.W.Plan No.CN/BNC/TR 230/85/2 and SIG.Plan No.SK 80/83.

The sanction is applicable only to condonation of infringements to clearances so far as 4 Colour Light Signal posts 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/CEDO/SD/7. New Delhi, Dated 31-7-92.

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 25-6-92.

SMo 12

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.171 dated 29-4-92. SMo 12/1

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

P.T.O.

ANNEXURE-I

(248)

S.No.	Location with Kms.	Name of the structure which infringes.	Chapter No. and item No.	Prescribed Dimensions	Actual Existing Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	KRISHNA-RAJAPURAM at 341/44-342/2.	Up Starter No.13(Road 2)	Chapter-I item 13(ii)(d)	2360 mm	2.30 from Road 2	60 mm for Road 2
2.	KRISHNA-RAJAPURAM at 342/20-22	Dn.Starter No.4 Road 2.	-do-	-do-	2.30 from Road 3	60 mm for Road 3
3.	KRISHNA-RAJAPURAM at 342/20-22	Dn.Starter No.5 Road 1.	-do-	-do-	2.30 from Road 1 2.30 from Road 2	60 mm for Road 1 60 mm for Road 2
4.	BAIYYAPPANA-HALLI at 345/8-10.	Dn.Starter No.34 Road 2.	-do-	-do-	2.26 from Road 1	100 mm for Road 1.

(249)

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

No.92/CEDO/SD/7. New Delhi, Dated 31st July,92.

The Chief Project Manager,
Railway Electrification,
Southern Railway,
Egmore,
Madras-600 008.

Sub:- Railway Electrification - List of infringements at Krishnarajapuram and Baiyyappanahalli station yards in Jolarpettai-Bangalore Section.

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The sanction is applicable only to condonation of infringements to clearances so far as 4 Colour Light Signal posts 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.

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

No.92/CEDO/SD/7. New Delhi, Dated 31 July,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 25-6-92.
2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.171 dated 29-4-92.

Sd/-
(S.M.SINGLA)
for Secretary Railway Board.

P.T.O.

ANNEXURE-I

S.No.	Location with Km:	Name of the structure which infringes.	Chapter No. and item No.	Prescribed Dimensions.	Existing actual Dimensions.	Amount of infringement.
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2.	KRISHNARAJAPURAM at Km:342/20-22.	Dn.Starter No.4 Road 2.	-do-	-do-	2.30 from Road 3.	60 mm for Road 3.
3.	KRISHNARAJAPURAM at Km:342/20-22.	Dn.Starter No.5 Road 1.	-do-	-do-	2.30 from Road 1	60 mm for Road 1.
					2.30 from Road 2	60 mm for Road 2.
4.	BAIYYAPPANAHALLI at Km:345/8-10.	Dn.Starter No.34 Road 2.	-do-	-do	2.26 from Road 1	100 mm for Road 1.

259

(251)

No.92/CEDO/ORI/2. July,92.

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

Sub:- New Double line between Jind & Barsola Stations on Delhi-Bhatinda section on Northern Railway.

Please refer to this office letter of even number dated 25-5-92 (Copy enclosed for ready reference) and expedite the reply.

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

DA/One.

WIRELESS -- G.F.L.

THE GENERAL MANAGER,
EASTERN RAILWAY,
CALCUTTA.

Dated -7-1992. (252)

NO 85/WDO/SR/1 (.) REFER YOUR TELEMEX NO W(8)/552/7/4 VOL 2 DATED 28.7.1992 REGARDING APPROVAL FOR PERMITTING 3500M WIDE BOBR WAGONS ON KHANNA - BARDDHAMAN - SAKTIGARH (ALL THE FOUR LINES) AND DANKUNI - BHATTANAGAR (VIA BOTH DN HBC FLYOVER AND SURFACE CROSSING) (.) YOUR LETTER NO W(8)/552/7/4 VOL 2 DATED 23.6.92 AND MESSAGE DATED 17.7.92 NOT RECEIVED (.) SEND COPIES AND ALSO THE INFORMATION PERTAINING TO THE ABOVE ROUTES IN THE SAME PROFORMA AS ENCLOSED WITH YOUR EARLIER LETTER NO W 552/7/4/VOL I DATED 19.8.87 INDICATING CLEARLY THAT MINIMUM 4570 MM (15'-0") TRACK CENTRES AND MINIMUM 2135 MM (7'-0") STRUCTURE DISTANCES ARE AVAILABLE ON THE PROPOSED ROUTES FOR RUNNING OF BOBR WAGONS (.) INDICATE THERMAL POWER STATION AND LINKED COAL FIELD FOR THESE ROUTES (.) EXPEDITE (.) ENSILE (.)

SINGLA
RAILWAYS

No. 85/WDO/SR/1. New Delhi, dated -7-1992.

Copy by post in confirmation.

Singla

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