

**GUARD**

**FILE**

**1982 Pt. I**

①

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 81/WDO/ORI/15.

New Delhi, dated // -1-1982.

To

The Chief Commissioner of Railway Safety,  
16-A, Ashok Marg, Patiala House,  
Lucknow-1.

Sir,

Sub:- Doubling of track between Pudukad and  
Irinjalakuda - opening of the new  
second line between Pudukad and  
Irinjalakuda stations on Shoranur-  
Cochin Harbour Terminus section.

With reference to your Endorsement No.  
RS.10-T(29)/81 dated 1.12.81, I am directed to confirm the  
action of Commissioner of Railway Safety, Southern Circle,  
Bangalore in authorising the opening of the above section  
for the public carriage of passengers as per his letter No.  
2409 dated 13.11.1981.

Yours faithfully,

*Pap*  
(S.D. Jain) 8/1/82

DA:-Nil.

for, Secretary, Railway Board.

No. 81/WDO/ORI/15.

New Delhi, dated // -1-1982.

Copy forwarded for information to:-

- 1) The Commissioner of Railway Safety, Southern Circle,  
Bangalore-9 with reference to his letter No. 2409  
dated 13.11.1981.
- 2) The General Manager, Southern Railway, Park Town,  
Madras - 600003 with the request that the suitable  
action on CRS's recommendations and suggestions referred  
to in the report prior to the opening of the above line  
may please be taken and CRS informed accordingly under  
advice to the Board in an interleaved copy. It is  
further requested that the date of opening of the above  
section may please be intimated as and when the same is  
commissioned to passenger traffic. One more copy of the  
Index Plan and Section may please be sent to this office.

*Pap*  
(S.D. Jain) 8/1/82

DA:-Nil.

for, Secretary, Railway Board.



②

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

No. 81/WDO/ORI/23.

New Delhi, dated 20-1-1982.

To,

The Chief Commissioner of Railway Safety,  
16-A, Ashok Marg, Patiala House,  
Lucknow - 1.

Sir,

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

With reference to your Endorsement No. RS.10-T(28)/81 dated 7.12.81, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No. 1485/30/I/81, dated 24.11.1981.

Yours faithfully,

*Ref 14/1/82*  
( S.D.Jain )

DA:-Nil.

for, Secretary, Railway Board.

No. 81/WDO/ORI/23.

New Delhi, dated 20-1-82.

Copy forwarded for information to:-

- 1) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No. 1485/30/I/81, dated 24.11.81.
- 2) The General Manager, Eastern Railway, Calcutta with the request that the suitable action on Commissioner of Railway Safety's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advice to the Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One more copy of the Index Plan and Section may please be sent to this office.

DA:-Nil.

*Ref 14/1/81*  
( S.D.Jain )  
for, Secretary, Railway Board.



(3)

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

WDO/ORI/6.

New Delhi, dated 30 -1-1982.

The Chief Commissioner of Railway Safety,  
16-A, Ashok Marg, Patiala House,  
Lucknow - 1.

Sir,

Subject:- Doubling between Kanwalpura and Dara  
on Kota Jn. - Nagda Jn. section (B.G.)  
of the Western Railway.

With reference to your Endorsement No. RS.10-T(31)/81  
dated 31/12/81, I am directed to confirm the action of  
Commissioner of Railway Safety, Western Circle, Bombay in  
authorising the opening of the above section for the public  
carriage of passengers as per his letter No.16-5/196/1125  
dated 10-12-81.

Yours faithfully,

*Sep 29/1*  
(S.D.Jain)

DA:-Nil.

For, Secretary, Railway Board.

5.80/WDO/ORI/6.

New Delhi, dated 30 -1-1982.

Copy forwarded for information to:-

- 1) The Commissioner of Railway Safety, Western Circle, Bombay with  
reference to his letter No.16-5/196/1125 dated 10/12/81.
- 2) The General Manager, Western Railway, Bombay with the request  
that the suitable action on CRS's recommendations and  
suggestions referred to in the report prior to the opening of  
the above line may please be taken and CRS informed accordingly  
under advice to the Railway Ministry in an interleaved copy. It  
is further requested that the date of opening of the above  
section may please be intimated as and when the same is  
commissioned to passenger traffic.

DA:-Nil.

*Sep 29/1*  
(S.D.Jain)  
For Secretary, Railway Board.

Narayanan/WDO-I/29.1.82.



(4)

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

No. 82/WDO/SD/1.

New Delhi, dated 5-2-82.

To

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

Sub:- Waltair - Kirandul Railway Electrifi-  
cation - Jagdalpur - Koraput and  
Araku - Waltair sections - sanction  
of infringement - Removal - Review.

With reference to Chief Engineer (Construction),  
Southeastern Railway, Calcutta's letter No. RE/EW/397/23/1  
Pt. II dated 23rd December, 1981 sent through the Commissioner  
of Railway Safety, South Eastern Circle, Calcutta, Railway  
Ministry sanction the 48 and 88 cases of infringements on  
the Jagdalpur-Koraput Road and Araku-Waltair sections  
respectively as per item 13(ii)(c) of Chapter-I of the B.G.  
Metric Schedule of Dimensions (1973), as stated in Form-XI  
(Annexure-VIII) accompanying CE (Const.), Southeastern Railway  
Calcutta's letter No. RE/EW/397/23/1 Pt. II/1791 dated  
4.4.81 letter No. RE/EW/397/23/1 Pt. III, dated 24.6.81 dated  
4th July, 1981, as a Permanent Measure (except for OHE  
infringements between Jagdalpur and Koraput which have  
since been removed).

*Refer 4/2/82*  
(S.D. Jain)

Addl. Director, Civil Engineering,  
Railway Board.

DL/Nil.

No. 82/WDO/SD/1.

New Delhi, dated 5-2-82.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-L, Ashok  
Marg, Patiala House, Lucknow-1, with reference to his  
Endorsement No. RS.18-T(17)/8 dated 4.1.1982.
- 2) The Commissioner of Railway Safety, South Eastern Circle,  
14, Strand Road (12th Floor), Calcutta-700001, with  
reference to his letter No. 1331/19/47 dated 29.12.81.
- 3) The Chief Engineer (Con), S.E. Railway, Garden Reach,  
Calcutta with reference to his letter No. RE/EW/397/23/  
1 Pt. II dated 23rd December, 1981.

DL/Nil.

*Refer 4/2/82*  
(S.D. Jain)

for Secretary, Railway Board.

0-I/4-2-82.



(5)

04-03-1982

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 82/WDO/SD/6.

New Delhi, dated 4th March, 1982.

To

The General Manager,  
South Eastern Railway,  
Calcutta.

Sub:- Additional facilities on Muri-BKSC  
Section in connection with the  
expansion of Bokaro Steel Plant -

- 1) Patch doubling between Bokaro & Pundang  
including looping of existing spur  
near 'A' Cabin and
- 2) Twin Single line working between  
Radhagaon and Bokaro Marshalling Yard  
'A' Cabin.

Ref:- Dispensation of vertical clearance  
and free board to minor bridges.

With reference to Chief Engineer(Con)., Bilaspur's  
letter No. DRG/BR/124/44 dated 20.1.1982 sent through Commis-  
sioner of Railway Safety, South Eastern Circle, Calcutta,  
Railway Ministry condone the provision of vertical clearance  
and lesser free board for the bridges as stated in Annexure 'A'  
accompanying your letter referred to above.

Railway Ministry also approve the vertical  
clearance of 0.170 M as against minimum requirement of 0.305  
M on bridge No. 57 (1 x 4'-0" F.T.) as a special case.

Di:- Nil.

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

P.T.O.



6

-2-

No. 82/WDO/SD/6.

New Delhi, dated 4th March, 82.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his letter No. RS.25-T(1)/82, dated 30-1-82.
- 2) The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No. 1546, dated 27.1.82.
- 3) The Chief Engineer (Gen.), South Eastern Railway, Bilaspur with reference to his letter No. DRG/BR/124/44 dated 20.1.82.
- 4) The Deputy Chief Engineer(C)-II, South Eastern Railway, Bilaspur.

DA/Nil.

*S.D. Jain*  
( S.D. Jain )  
for Secretary, Railway Board.

R. Narayanan/WDO-I  
3rd March, 82.



⑦

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 81/EB-1/400/1

New Delhi, dt. 11.3.1982

The General Manager(Operating),  
All Indian Railways.

Sub: Speedier sanction and movement of ODCs.

The Board have been receiving complaints about delay in the issue of sanction and movement of ODCs especially in respect of heavier type of well wagons. It has accordingly been decided that for 'A' and 'B' class of ODCs, the loading Railway should give sanction for the entire route of the movement of the ODC including its movement over other Zonal Railways. For this purpose Railways have already been directed vide this office D.O. letter No. 80/WDO/ODC/5 dt. 22.1.1982 addressed to the Chief Engineers of all Indian Railways, to prepare booklets indicating limiting profiles in respect of routes on which ODCs ply on their system. Railways have been advised to ensure that the booklets are exchanged early to enable the new system to come into force w.e.f. 1.4.1982

2. In this revised procedure, the loading railway, on receipt of the application from the consignor, will examine the drawings of the consignment with respect to the limiting structures over its own routes, and routes of other Railways over which the ODC is to move. If the consignment is likely to remain within 'A'/'B' class of ODC over the entire route, sanction shall be given for the entire route. A copy of this sanction along with the relevant drawings etc. will be sent promptly to the concerned Railways over which the consignment is due to move.
3. The concerned Railways, on receiving a message in respect of sanction by the loading Railway over their systems, shall check up the correctness of the sanction and if any omission is found in the sanction, it would promptly be brought to the notice of the loading Railway, so that the loading of the consignment is held back.
4. The loading Railway would go ahead with the loading of the consignment, unless they receive any specific objections from any of the Zonal Railways over which the consignment is due to move. After loading the Railway shall issue movement instructions over its own system indicating sizes, wagon number etc. and a copy would be marked to COPS of concerned Zonal Railways over which the consignment is due to move.
5. The other concerned Railways on receiving such instructions; will examine the sizes etc. of the consignment and issue detailed instructions for movement of the consignment on their own system.
6. For 'B' class consignments, Railways on receipt of the wagons carrying the consignment must compare sizes (through their TXRs) at the interchange points with the sizes etc. mentioned in the movement instructions and allow movement over their systems when the sizes, on ground are as indicated in the movement instructions. It is clarified that although the loading Railway would issue sanction in respect of movement of the consignment over other zonal Railways, the final responsibility for the safe movement of the consignment would lie on the respective Railways on their own Zonal systems. It is necessary, that when sanction is issued by another Railway, the concerned Railway



over which the consignment is to move must verify the sizes/ drawings etc. vis-a vis their own limiting structures before issue of movement instructions over their system and allowing movement of that ODC on their system.

7. Any new works etc. which may lead to change in the size of the limiting structures on any of the route indicated in the diagrams must be brought immediately to the notice of all Zonal Railways in the form of an amendment to the existing drawings. Since the booklets of other Zonal Railways will be kept in the COPS' office, the amendment also should be issued by the COPS' office, although the draft would be provided by the Chief Engineers just as the booklets will be prepared by the chief Engineer's office. As far as possible, any temporary changes must be avoided.
8. The diagrams will be revalidated before expiry of every six months for which a meeting shall be held on the first of April and first of October, where the concerned officials dealing with the clearance of ODCs and checking up of drawing-s etc./ and also discuss any problems that may be having in respect of issuing sanction. The meeting shall be held by rotation on each zonal railway for this purpose.
9. The Railways will not give clearance in respect of other Railways for movement over electrified sections where the gross clearance between the consignment and the contact wire is less than 390 mm i.e. wherever restriction of speed/switching off of OHE is involved. In such a situation i.e. where the clearance is less than 390mm, prior clearance would be required from concerned Railways before the loading Railway issues sanction for the movement of the ODC.
10. As mentioned above, the revised procedure shall come into force from 1.4.1982.
11. Special care should be taken in issue of sanctions wherever change of gauge is involved from BG to MG. If on MG the consignment changes its class of ODC from A/B to 'C', then prior clearance would be ~~required~~ required from the concerned Zonal Railways before issue of sanction. Any doubts should be got clarified on phone with the other Railways before the final sanction is issued. No risk should be taken with safety, but keeping that in view the sanction and movement of ODCs must be expedited.

DA:N11

sd/-  
(R.P. Singh)  
Director Traffic Transportation  
Railway Board

Will communicate  
the changes  
over their  
system due to  
any new works  
etc



GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 81/EB-1/400/1

Dated 11-3-1982.

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

Sub: ODC movement.

Ref: D.O.No. 81/WDO/ODC/5 dated 22-1-1982 from  
Addl. Director, Civil Engineering(G) to  
Chief Engineers of Indian Railways.

Please refer to the above quoted letter through which Railways were directed to circulate booklets containing diagrams for all the routes involved on their systems showing the limiting fixed structures (and any salient instructions required to be followed) so that it becomes possible for the loading Railway to issue sanctions in respect of 'A' and 'B' class ODC consignments for the entire route of the ODC, including its movement over other Railways. It is expected that action would have already been taken to circulate the existing booklets to other Zonal Railway by your office.

2. It has now further been decided that each Railway should prepare fresh booklets on a standard format, samples of which are enclosed. Following guidelines should be followed for preparation of these booklets:

- i) First page should contain a key plan of the Railway with numbering of routes on which ODCs usually ply, especially ODCs received from other Zonal Railways.
- ii) Another page should show the standard moving dimensions of 1929.
- iii) Third page should consist of a common set of instructions/notes for all routes contained in the booklet.


...2.



- iv) Fourth page should show the floor height from rail level, width, carrying capacity, tare weight, axle load and other salient features of various types of stock used for movement of QDCs indicating the sections on which the stock is permitted to run. This should specifically contain information about routes on which 90 tonnes, 130 tonnes, 180 tonnes well wagons are permitted on the Railway.
- v) Subsequent pages should consist of diagrams in the chronological order of route number indicated in the key plan. Routes should be numbered keeping in view the convenience of other Railways who have to issue sanctions in respect of QDCs terminating on the Railway issuing the booklet.
- vi) Diagrams of individual routes shall be as per the specimen enclosed. 'Notes' should indicate any specific instructions to be followed (in respect of the particular diagram/over and above the instructions common to all routes) and any other information that will be required by the foreign Railway for giving clearance for movement of consignments over the route.
- vii) The diagrams need not carry avoidable information which may be required only for issue of local instructions for actual movement.
- viii) If separate dimensions are relevant for Up and Dn lines the diagrams should be preferably separate.
- ix) Green colour should be used to indicate the maximum dimensions permitted in respect of 'A' class QDC, amber colour for 'B' class and red for 'C' class. These should have minimum net clearance of 9", 6" and 3" respectively from fixed structures. It should be noted that clearances shown in the diagrams are the net clearances after making allowance for lurch bounce and curves as stipulated in para 1 of Board's letter No. 5780-W of 12.9.1946 and schedule of dimensions. Fixed structures should be shown by hatching the limiting profiles. Dimensions should be indicated in millimeters with feet and inches in brackets. The scale of diagrams should be 1:36 (1/3 inch to a foot).
- x) On electrified routes, clearances from contact wire should be clearly indicated in the diagram.



3. On electrified routes, sanction in respect of other Railways should be given only where clearance between the consignment and contact wire is more than 390 mm. Wherever the clearance is less than this and may involve either restricting the speed with power on, or shutting off OHE power, prior clearance should be obtained from the concerned Railways before issuing sanctions.
4. Instructions issued to COPS's of Zonal Railways liberalising the system of sanction/movement of ODCs (A&B) are also enclosed for your information. As has been clarified in these, the system of sanction of 'C' class ODCs is not being changed and prior sanction of CRS would continue to be required.
5. The revised procedure is to come in force from 1.4.82. Kindly therefore ensure that the booklets as per the standard format mentioned above are made ready and despatched to the Zonal Railways latest by 15th of March 1982. Six copies each of these booklets should also be sent to Railway Board quoting reference of this letter.
6. It would be necessary to revalidate these booklets before expiry of every six months i.e. before 31st March and 30th September every year. Also any works undertaken in between, involving change of limiting dimensions on any of the routes will have to be promptly informed to all Zonal Railways through issue of amended drawings. The amendments should be serially numbered as is done in the case of other rule books/codes. Temporary changes should not be made as far as possible. The booklet should be bound in such a way as to make it easy for an existing drawing to be replaced by an amended drawing.
7. Railways should anticipate routes over which heavier well wagons are likely to ply in future and such routes should be got cleared well in advance.

  
(Tirath Prakash)  
Director Civil Engineering  
Railway Board

DA/As above

Copy to: ✓ ✓ ✓ ✓

CMEs, COPSs, CEs and CEs: All Railways.

*[Handwritten signatures and initials follow, including a large signature on the left and a date '11/6/82' on the right.]*



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

No. 82/WDO/SR/3.

New Delhi, dated 16-3-1982.

To

The General Manager,  
South Central Railway,  
Secunderabad.

Sub:- Running of HEML Coaches fitted with  
all coil ICF type Bogies.

With reference to your letter No. W/4469/1/15 dated 9/1/82, sent through Commissioner of Railway Safety, Southern Circle, Bangalore, Railway Ministry sanction the running of HEML Coaches fitted with all coil ICF type Bogies DA/QA valves slack adjusters and maintained as RDSO's technical pamphlet No. 7103, on all B.G. Sections of your railway except on branch lines at a maximum permissible speed of 110 Km.p.h. and 100 Km.p.h. as mentioned in the Joint Safety Certificates Nos. W.82 BG and 83 BG subject to the observance of all speed restrictions now in force or that may be imposed from time to time and further subject to the conditions as stipulated in the above mentioned Joint Safety Certificate accompanying your letter referred to above.

( S.D.Jain )

Additional Director, Civil Engineering  
Railway Board.

DA:-Nil.

No. 82/WDO/SR/3.

New Delhi, dated 16-3-82.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow, with reference to his Endorsement No. RS.17-T(2)/82, dated 29-1-82.
- 2) The Commissioner of Railway Safety, Southern Circle, Bangalore, with reference to his letter No. 3176 dated 13-1-1982.
- 3) The Director General, R.D.S.O., Alambagh, Lucknow-5.

( S.D.Jain )

for Secretary, Railway Board.

DA:-Nil.  
12.3.82.



(13)

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

No.81/WDO/SD/2.

New Delhi, dated 01-4-1982.

To

The General Managers,  
All Indian Railways.

2) The Director General,  
R.D.S.O., Alambagh,  
Lucknow-5.

Sub:- Unusual occurrence resulting in  
grievous injuries to some passengers  
of No.AN-3 DN local train between  
Vasind-Asangaon stations on Kalyan-  
Igatpuri Broad Gauge Section of  
Central Railway on 30.6.1979.

Ref:- Board's letter No.79/W6/PRA/17  
dated 1st March, 1980.

The RDSO had been asked vide endorsement of the above  
quoted letter to carry out investigations/trials in order to fix  
certain specific guidelines regarding the speed restrictions  
required to be imposed in vicinity of structures infringing the  
Schedule of standard dimensions, for which unrestricted speeds  
could be permitted. Instructions already exist under Board's  
letter No.59/WDO/SD/40 dated 10-6-1964 that, for 12 ft.(3660 mm)  
wide EMU stock, unrestricted speeds can be permitted where the  
horizontal clearance of structures from the centre line of track  
is atleast 2.211 mm (7.3").

Board have carefully considered the necessity of  
laying down uniform instructions in regard to actual speed  
restrictions which may be imposed at places where the  
horizontal clearance available is less than the minimum  
required for permitting unrestricted speeds. It has been  
decided that there is no need for laying down a guideline in  
this regard, and the Railways may take decision in each  
individual case taking into account all the relevant factors,  
and local conditions prevailing.

DA:-Nil.

*Pooja 3/13/82*  
( S.D.Jain )  
Addl. Director, Civil Engineering (G),  
Railway Board.

R. Narayanan/WDO-I



Some  
1.4.82

S No 10  
(14)

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

No.81/WDO/SD/2.

New Delhi, dated 05-4-1982.

To

The General Managers,  
All Indian Railways.

2) The Director General,  
R.D.S.O., Alambagh,  
Lucknow-5.

Sub:- Unusual occurrence resulting in  
grievous injuries to some passengers  
of No. AN-3 DN local train between  
Vasind-Asangaon stations on Kalyan-  
Igatpuri Broad Gauge Section of  
Central Railway on 30.6.1979.

Ref:- Board's letter No.79/W6/PRA/17  
dated 1st March, 1980.

The RDSO had been asked vide endorsement of the above  
quoted letter to carry out investigations/trials in order to fix  
certain specific guidelines regarding the speed restrictions  
required to be imposed in vicinity of structures infringing the  
Schedule of standard dimensions, for which unrestricted speeds  
could be permitted. Instructions already exist under Board's  
letter No.59/WDO/SD/40 dated 10-6-1964 that, for 12 ft.(3660 mm)  
wide EMU stock, unrestricted speeds can be permitted where the  
horizontal clearance of structures from the centre line of track  
is atleast 2.211 mm (7.3").

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laying down uniform instructions in regard to actual speed  
restrictions which may be imposed at places where the  
horizontal clearance available is less than the minimum  
required for permitting unrestricted speeds. It has been  
decided that there is no need for laying down a guideline in  
this regard, and the Railways may take decision in each  
individual case taking into account all the relevant factors,  
and local conditions prevailing.

DA:-Nil.

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

R. Narayanan/WDO-I

Copy 4 CERS  
& all cers.

Pay



Jane  
Pm  
5/4/82

(15)

No. 81/WDO/SD/2.

New Delhi, dated 5-4-1982.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow - 1.
- 2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Building Annexe, Maharishi Karve Road, Bombay - 400 020
- 3) The Commissioner of Railway Safety, Eastern Circle, Strand Road, Churchgate 12th Floor, Multistoreyed Building of Eastern Railway, Calcutta.
- 4) The Commissioner of Railway Safety, Northern Circle, 1st Floor, Station Building (BG), Charbag, Lucknow.
- 5) The Commissioner of Railway Safety, Northeastern Circle, Northeastern Railway Head Quarter Building, Gorakhpur.
- 6) The Commissioner of Railway Safety, Southern Circle, 7, Shesadari Road, Gandhi Nagar P.O., Bangalore City - 9.
- 7) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Multi storeyed building of Eastern Railway, Calcutta - 1.
- 8) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Maharishi Karve Road, Bombay - 400 020.

DA:-Nil.

*S.D. Jain*  
( S.D.Jain )  
for Secretary, Railway Board.





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

No.82/WDO/SR/8.

New Delhi, dated 13-4-1982.

To

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

Subject:- Movement of 20 tonnes B.G. Diesel  
Prototype Crane manufactured by  
Jamalpur workshop on South Central  
Railway.

With reference to your letter No.W.368/1/6/Vol.II dated March, 82 Sent through Commissioner of Railway Safety, Southern Circle, Bangalore, Ministry of Railways (Railway Board) sanction the running of 20 tonnes B.G. Diesel Prototype Crane manufactured by Jamalpur workshop to Drawing No.1 WD.20 CR Alt.2 on the various B.G. sections of your railway at a maximum permissible speed as shown against each sections in the Joint Safety Certificate No.C.11.BG. subject to the observance of all speed restrictions now in force or that may be imposed from time to time and further subject to the conditions as mentioned in the above Joint Safety Certificate and RDSO's letter No.SL/CR/SPD/20T/BG dated 28/29-8-80 accompanying your letter referred to above.

DA:Nil

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

No.82/WDO/SR/8

New Delhi, dated 13-4-1982.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow with reference to his endorsement No.RS.17-T(3)/82 dated 23.3.1982.
2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.3823 dated 9.3.1982.
3. The Director General, RDSO, Alambagh, Lucknow.

DA:Nil

*S.D. Jain*  
( S.D. Jain )  
for Secretary, Railway Board.



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

No. 82/WDO/ORI/2

New Delhi, dated /3-4-1982.

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

Sir,

Sub: Opening of Chhapra Kacheri-Gorakhpur  
Section of Varanasi and Lucknow Divis-  
ions of North Eastern Railway, after  
conversion from the existing Metre  
Gauge to Broad Gauge, for Goods and  
Passenger Traffic.

.....

With reference to your endorsement No. RS.10-T(15)/81  
dated 9.3.1982 I am directed to confirm the action of CRS,  
North Eastern Circle, Gorakhpur in authorising the opening  
of the above section for the public carriage of passengers  
as per his letter No. 157/402/I/B/opening/PT.dt. 16.2.1982.

Yours faithfully,

*S.D. Jain*  
( S.D. Jain )

for Secretary, Railway Board.

DA:NIL

No. 82/WDO/ORI/2

New Delhi, dated /3-4-1982.

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, North Eastern Circle,  
Gorakhpur with reference to his letter No. 157/402/I/B/  
opening/PT. dated 16.2.1982.
2. The General Manager, North Eastern Railway, Gorakhpur  
with the request that the suitable action on CRS's recom-  
mendations and suggestions referred to in the report prior to  
the opening of the above line may please be taken and  
CRS informed accordingly under advice to the Railway  
Ministry in an interleaved copy. It is further requested  
that the date of opening of the above section may please  
be intimated as and when the same is commissioned to  
passenger traffic. One more ferro copy both of the Index  
plan and section may please be sent, as only one copy  
has been received in this office.

*S.D. Jain*  
( S.D. Jain )

For Secretary, Railway Board

DA:NIL



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

No. 82/WDO/SR/10

New Delhi, dated 14/4-1982

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

Sub: Running of B.G. Bogie Milk Van of 40,000  
litre capacity type VVN of Indian Dairy  
Corporation of Northern Railway.

.....

With reference to your letter No. 519-W/321(WT) dated October 1982, sent through the Commissioner of Railway Safety, Northern Circle, Lucknow Railway Ministry sanction the infringement of Item No. 16 of Chapter IV(A) of the B.G. Metric Schedule of Dimensions 1973, involved in the running of B.G. Bogie Milk Van of 40,000 litres capacity type VVN to RDSO's Drg. No. 76128 Alt. No. I on your Railway as mentioned in form XI accompanying your letter referred to above.

*Page 14/4/82*

( S.D. Jain )

DL: Nil

Addl. Director, Civil Engg.,  
Railway Board

No. 82/WDO/SR/10

New Delhi, dated 14-1982

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17-T(20)/80 dated 26.11.1981.
2. The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No. 197/1339/VVN (Milk Van) dated 16.11.1981

*Page 14/4/82*

( S.D. Jain )

DL: Nil

for Secretary, Railway Board



(19)

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

No. 81/WDO/ORI/20

New Delhi, dated 17-4-82

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

Sir,

Sub: New double line between Patel Nagar and  
Dayabasti stations on Northern Railway.

With reference to your endorsement No. RS.10-T(2)/  
82 dated 6.3.1982 I am directed to confirm the action of  
CRS, Northern Circle, Lucknow in authorising the opening  
of the above section for the public carriage of passengers  
as per his letter No. 4301/60/A/P/I/OPG/Pt. dt. 24.2.1982.

Yours faithfully,

DA: NIL

*Doj 14/4/82*  
( S.D. Jain )  
for Secretary, Railway Board

No. 81/WDO/ORI/20

New Delhi, dated 17-4-1982.

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Northern Circle,  
Lucknow with reference to his letter No. 4301/60/A/P/I/  
OPG/Pt. dated 24.2.1982.
2. The General Manager, Northern Railway, Baroda House, N. Delhi  
with the request that the suitable action on CRS's recom-  
mendations and suggestions referred to in the report prior  
to the opening of the above line may please be taken and  
CRS informed accordingly under advice to the Railway  
Ministry in an interleaved copy. It is further requested  
that the date of opening of the above section may please  
be intimated as and when the same is commissioned to  
passengers traffic.

As per extent rules, the Index Plan and section  
should be on tracing cloth and not on tracing paper. It  
is therefore requested that the same may please be sent  
to this office at an early date and along with Ferro Copy  
each of the Index Plan and Section.

DA: NIL

*Doj 14/4/82*  
( S.D. Jain )  
for Secretary, Railway Board



GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
( RAILWAY BOARD )

27-04-1982

No. 81/WDO/SR/13.

New Delhi, dt. 27 April, 1982.

The General Managers,  
All Indian Railways.

(BWS)

Sub: Running of 130 tonne BG Well/Wagons  
on Indian Railways.

.....  
Ref: Board's letter of even number dated  
21st July, 1981.  
.....

Under Board's letter referred to above, revised consolidated instructions for running of 130 tonne B.G. well wagons were circulated for the guidance of the Railways. The main departure from the earlier instructions was that empty running of well wagons could be permitted upto 75 kmph instead of 30 kmph on 90 lbs. M+4 sleeper density and 200 mm ballast cushioned track and B.G.M.L. standard bridges.

The Chief Commissioner of Railway Safety has brought to the notice of the Railway Board that one of the Railway administrations has permitted empty running of well wagons at 75 kmph without obtaining sanction of C.R.S. This is not correct. It is clarified that the above instructions were administrative instructions on the basis of RDSO's letter No. M(W)/WW/BWS dated 13th April 1970 so that the Railways could take advantage of the higher permissible speed on empty running obtaining necessary sanction of C.R.S. Board desires that wherever C.R.S.'s sanction has not been obtained for empty running of 130 tonne Well Wagons at 75 kmph, the same should be obtained and only then such speed permitted.

Tirath Prakash  
( TIRATH PRAKASH )  
Director, Civil Engineering,  
Railway Board.

DA: Nil.

No. 81/WDO/SR/13. New Delhi, dt. 27 April, 1982.

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

Copy to Commissioner of Railway Safety, Southern  
Circle, Ministry of Tourism and Civil Aviation, Bangalore for  
information.

Tirath Prakash  
(Tirath Prakash)  
Director, Civil Engineering, Rly.Bd.

DA: Nil.



(21)

- 2 -

NO. 81/WDO/SR/13.

New Delhi, dt. 27 April, 1982.

Copy to Shri R. Balasubramaniam, Chief Engineer, South Central Railway, Secunderabad for information and immediate necessary action. This has also reference to Shri S.D. Jain, Addl. Director Civil Engineer(G)'s d.o. letter of even number dated 23-4-1982 addressed to Bhaskar Rao, clarifying the position.

*Prakash*

( TIRATH PRAKASH )

Director, Civil Engineering,  
Railway Board.

.....



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

No. 82/WDO/SD/12

New Delhi, dated 18.6.1982

The General Managers,  
All Indian Railways.

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

Ref:- Board's letter Nos.

- (i) 59/WDO/SD/40 dated 11.6.1964
- (ii) 66/WDO/SD/58 dated 15.4.1969
- (iii) Addendum and Corrigendum slip  
No. 4 issued under Board's letter  
No. 75/WDO/SD/11 dated 11.11.1975.
- (iv) 79/WDO/SD/22 dated 28/29-2-1980.

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

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

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



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

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

Please acknowledge receipt.

DA: As above

*Deja*  
( S.D. Jait )  
Addl. Director, Civil Engg.(G),  
Railway Board.

No. 82/WDO/SD/12

New Delhi dated 8-6-1982

1. Copy to the Dy. Controller of Printing, Office of the Controller of Printing & Stationary, India, New Delhi together with printed requisition slip in duplicate for printing of the Addendum & Corrigendum Slip No. 11 to B.G. Schedule of Dimensions printed in 1973. Printing of the Addendum & Corrigendum Slip No. 11 is essential and is being issued by the order of Director Civil Engg., Railway Board. The receipt of the printing indent may kindly be acknowledged.
2. Copy together with an advance copy of the Addendum & Corrigendum Slip No. 11 forwarded for information to:-
  - (i) The General Manager ICF, CLW, DM, Southern Railway (Const.), NF Rly. (Const.), and MTP (R) Calcutta.
  - (ii) The Director General RDSO Alambagh Lucknow.
  - (iii) The CAO (R), MTP (R) Bombay & Madras; CAO (Const.) Bombay.
  - (iv) The Chief Commissioner of Railway Safety, Patiala House, 16A, Ashok Marg, Lucknow.
  - (v) The Commissioner of Railway Safety, Central Circle,



- 2nd floor Churchgate Station Bldg. Annexe, Maharishi Karve Road, Bombay-400 020.
- (vi) The Commissioner of Railway Safety, Eastern Circle 14 Strand Road, 12th floor, Multistoreyed Bldg. of Eastern Railway, Calcutta.
  - (vii) The Commissioner of Railway Safety, Northern Circle, 1st floor, Station Bldg.(B.G.) Charbagh, Lucknow.
  - (viii) The Commissioner of Railway Safety, North Eastern Circle, North Eastern Rly. Head Qrs. Bldg., Gorakhpur.
  - (ix) The Commissioner of Railway Safety, Southern Circle 7, Shesadari Road, Gandhi Nagar P. O., Bangalore City-9.
  - (x) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Maharishi Karve Road, Bombay-400020.
  - (xi) The Principal, Railway Staff College, Baroda.  
Railway
  - (xii) The Principal, Indian Institute of Advanced Track Technology, Pune.
  - (xiii) The Principal, Indian Railway Institute of S&T, Secunderabad.
  - (xiv) The Manager of Publications, Civil Lines, Delhi-6.

*14/6/82*  
(S.D.Jain)

Additional Director, Civil Engineering(G),  
Railway Board.

DA:-as above.



(25)

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

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B.G. METRIC SCHEDULE OF DIMENSIONS - 1973

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Addendum and Corrigendum Slip No. 11

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- (1) Replace sub para under para 9 of the forwarding letter at page 8 by the following.
- The clearances prescribed in item 13 of Chapter I  
Girder  
"Tunnels through and semi through/bridges" should be adopted for all structures and not only for  
Tunnels and through Girder bridges at the time of new construction or additions/alterations to the existing structures. If, however, in cases where 3660 mm (12ft.0 in.) stock is not expected to be introduced, and adoption of these dimensions would entail heavy expenditure, an administrative reference should be made to the Board, individually in each case, before execution of the work, for adopting less clearances.
- (2) Schedule I Chapter I- General Page 13.
- Replace Note 2 by the following note.
- (2) For running EMU and other 3660 mm (12ft.0 in.) stock, clearances prescribed in item 13 of Chapter I "Tunnels through and semi through Girder bridges" shall also be required for all structures governed by items 1, 7, 8 and 12 of this Chapter, and not only for Tunnels and through Girder bridges.
- (3) Schedule I, Chapter II - Page No. 24
- Replace Note (2) by the following.
- (2) For running EMU and other 3660 mm (12ft.0 in.) stock clearances prescribed in item 13 of Chapter I, Tunnels, through and semi through Girder bridges" shall also be required for all structures governed by items 1 and 11 of this Chapter, and not only for Tunnels and ~~through~~ Girder bridges.
- However, a platform shelter may infringe item 13 (ii) (e) of Chapter I and edge of the platform shelter may be kept at a minimum horizontal distance of 1600 mm (5ft.3 in.) from centre line of track and at a minimum height of 4610 (15ft.1½ in.) above rail level.



(4)

Schedule II - Chapter I - R General at page 65.

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

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

(5)

Schedule II, Chapter-II R, item IR at page 74

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

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

By Order

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

New Delhi.  
Dated: May 1982.  
Case No. 62/WDO/SD/12.



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

No. 82/WDO/ORI/4.

New Delhi, dated 2-7-1982.

To

The Chief Commissioner of Railway Safety,  
16-A, Ashok Marg, Patiala House, Lucknow-1.

Sir,

Subject:- Permanent diversion between Kanauta and  
Khatipura stations on Bandikui-Jaipur  
Metre Gauge section of Western Railway.

With reference to your Endorsement No. RS. 10-T(10)/82 dated  
4th June, 82, I am directed to confirm the action of Commissioner of  
Railway Safety, Western Circle, Bombay, in authorising the opening of  
the above section for the public carriage of passengers as per his  
letter No. 16-5/201-1558 dated 24.5.82.

yours faithfully,

*[Signature]*  
(S.D. Jain)

for Secretary, Railway Board.

DA:-Nil.

No. 82/WDO/ORI/4.

New Delhi, dated 2-7-1982.

Copy forwarded for information to:-

- 1) The Commissioner of Railway Safety, Western Circle, Bombay,  
with reference to his letter No. 16-5/201-1558 dated 24.5.82
- 2) The General Manager, Western Railway, Bombay with the  
request that suitable action on CRS's recommendations and  
suggestions referred to in the report prior to the opening of  
the above line may please be taken and CRS informed accordin-  
gly under advice to the Railway Ministry in an interleaved  
copy. It is further requested that the date of opening of the  
above section may please be intimated as and when the same is  
commissioned to passenger traffic. The Index Plan and Section  
received through CCRS/Lucknow alongwith your application have  
been drawn on tracing paper whereas these are required to be  
sent as drawn on tracing cloth. It is therefore desired that  
the same may please be supplied as drawn on tracing cloth at  
an early date alongwith two ferro copies.

*[Signature]*  
(S.D. Jain)

for Secretary, Railway Board.

DA:-Nil.

R.N./WDO-I/30.6.82.



GOVERNMENT OF INDIA (BRAHMA SUTRA)  
 MINISTRY OF RAILWAYS (RAIL MINISTRY)  
 (RAILWAY BOARD)

No. 82/WDO/SR/22.

New Delhi, dated 2-7-1982.

To

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

Subject:- Running of 6-Axle B.G. stub-end wagon of M/s. FPDIL Sindri in empty condition on the entire Broad Gauge system of South Eastern Railway.

With reference to your letter No. G/6-Axle/stub-end wagon dated 13-5-1982, sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the running of 6-Axle B.G. stub-end wagon of M/s. Fertiliser (Planning & Development) India Ltd., Sindri to RDSO's Drawing No. SK.78581 in empty condition at a maximum speed of 40 Kmph. in special train movement over the B.G. system of your railway subject to the observance of all local and other speed restrictions which are in force or may be imposed from time to time and further subject to the conditions as mentioned in the RDSO's letter No. MW/CS/FCI dated 13/14-4-81 and your Railway's Safety Certificate No. 259.

The Railway Ministry also sanction the Infringement of item 16 of Chapter IV-A of the B.G. Metric Schedule of Dimensions (1973) involved in the running of the above wagon as mentioned in Form-XI accompanying your letter referred to above.

DA/Nil.

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

No. 82/WDO/SR/22.

New Delhi, dated 2-7-1982.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow-1, with reference to his Endorsement No. RS.17-T(1)/82 dated 11-6-82.
- 2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, Calcutta-700001, with reference to his letter No. 307/250/V, dated 31st May, 82.
- 3) The Director General (Wagon), R.D.S.O., Alambagh, Lucknow-5.

DA:-Nil.

( S.D.Jain )  
 for Secretary, Railway Board.

R.N./WDO-I/30/6/82.



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

New Delhi, dated 2-7-1982.

No. 82/WDO/SD/2.

To

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

Subject:- Thane Station - Widening of ramps of  
foot over bridge on Platform No.  
1, 2, 3, 4 and 5 at Kalyan end.

With reference to your letter No. W.739.P/Petty Works/BB/  
III dated 6th May, 1982, sent through the Commissioner of  
Railway Safety, Central Circle, Bombay, Railway Ministry  
sanction the Infringement to item 7(i), (ii) and (iii) of  
Chapter-II of the B.G. Metric Schedule of Dimensions (1973),  
involved in connection with the above mentioned work, as  
stated in Form-XI accompanying your letter referred to above.

DA:-Nil.

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

No. 82/WDO/SD/2.

New Delhi, dated 2-7-1982.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg  
Patiala House, Lucknow with reference to his Endorsement  
No. RS. 18-T(13)/82 dated 20-5-82.
- 2) The Commissioner of Railway Safety, Central Circle,  
Churchgate Station Building Annexe, Maharshi Karve Road,  
Bombay - 400020, with reference to his letter No. 591  
dated 15th May, 1982.

DA:-Nil.

( S.D.Jain )  
for Secretary, Railway Board.

R.N./WDO-I/2.7.82.



(30)

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

82/WDO/SR/25

New Delhi,

Dated:- 14-7-1982.

The Chief Administrative Officer,  
Metropolitan Transport Project (Rlys)  
Tilak Marg, New Delhi-110002.

*Bridge*

Sub:- Running of EMU services on Delhi ring  
Railway (New Delhi-Tilak Bridge via third  
line- Nizamuddin-Dayabasti (D&L)-New Delhi,  
Okhla-Lajpat Nagar, Patel Nagar-Rampure  
Cabin, Dayabasti-Sakurbasti and Nizamuddin/  
Tilak Bridge-Gaziabad-Chippiana Buzurg (for  
empty haulage only) sections of Northern  
Railway.

With reference to your letter No. MTP/EL/RS-15  
dated 27.6.82 sent through Chief Commissioner of Railway  
Safety Lucknow, Railway Ministry sanction the running of  
EMU Stock on the above sections of Northern Railway at a  
maximum permissible speed shown against each section in  
the joint safety certificate of Northern Railway subject to  
the observance of all permanent and temporary speed restri-  
ctions already inforce or those that may be imposed from  
time to time, and the conditions as indicated in the RDS's  
speed certificate, and other conditions mentioned in your  
letter as well as all other certificates enclosed therewith.

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ig  
(lway)

*Pop*  
(S. D. Jain)

Addl. Director Civil Engg.  
Railway Board.

82/WDO/SR/25

New Delhi dt: 4-7-1982

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok  
Marg, Patiala House, Lucknow with reference to his Endorsement  
No. RS.8-T(2)/82 dated 29.6.82
- 2) The Commissioner of Railway Safety, Northern Circle,  
Lucknow, with reference to his letter No. 98/1339/EMU  
dated 29.6.82
- 3) The Director General, RDSO., Alambagh, Lucknow.
- 4) The General Manager, Northern Railway, Baroda House,  
New Delhi - 110001.

*Pop*  
(S. D. Jain)

for Secretary, Railway Board.



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

80/WDO/ORI/6.

New Delhi, dated 15-7-1982.

The Chief Commissioner of Railway Safety,  
16-A, Ashok Marg, Patiala House,  
Lucknow - 1.

Sir,

Subject:- Doubling between Shamgarh (Km. 787.38) and  
Garot (Km. 797.94) on the Nagda Jn. -  
Kota Jn. B.G. Section of Western Railway.

With reference to your Endorsement No. RS.10-T(2)/82 dated  
31st May, 1982, I am directed to confirm the action of Commissioner of  
Railway Safety, Western Circle, Bombay in authorising the opening of  
the above section for the public carriage of passengers as per his  
letter No. 16-5/200/1500 dated 20th May, 1982.

yours faithfully,

( S. D. Jain )

DA:-Nil.

for Secretary, Railway Board.

80/WDO/ORI/6.

New Delhi, dated 15-7-1982.

Copy forwarded for information to:-

- 1) The Commissioner of Railway Safety, Western Circle, Bombay  
with reference to his letter No. 16-5/200/1500 dated 20th May, 82
- 2) The General Manager, Western Railway, Bombay with the request  
that the suitable action on CRS's recommendations and  
suggestions referred to in the report prior to the opening of  
the above line may please be taken and CRS informed accordingly  
under advice to the Railway Ministry in an interleaved copy. It  
is further requested that the date of opening of the above section  
may please be intimated as and when the same is commissioned  
to passenger traffic.

( S. D. Jain )

DA:-Nil.

for Secretary, Railway Board.

R. Narayanan/WDO-I/13.7.1982.



(32)

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

No. 82/WDO/SR/24

New Delhi, dated 19-7-82

The General Manager,  
Western Railway,  
Bombay.

Subj: Introduction of WAG-I AC Locomotive on Virar-Sabarmati Electrified Section.  
-----

With reference to your letter No. W636/9/1/19 dated 8-2-82 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the introduction of WAG-1 AC Locomotive having a maximum axle load of 22.3 tonnes at a maximum permissible speed of 75km/h on Virar-Sabarmati section of your Railway subject to the observance of all permanent speed restrictions notified in Appendix VII of the current working time table and all other temporary speed restrictions in force or those that may be enforced from time to time and further subject to the restrictions and other conditions as mentioned in all the certificates accompanying your letter referred to above.

Your specific attention is drawn to the criteria laid down in RDSO's letter NO. CBS/C-57 dt. 15-2-79 forwarding 57th Bridge & Structures Standard Committee recommendation in regard to item 668 stipulating that for running of locomotive with tractive effort up to 37.5 tonnes, bridge substructure having overstress beyond 100% should be kept under watch for any physical distress and bridge already indicating such signs of physical distress should be rebuilt under priority.

DA: Nil

(S.D. JAIN) 19/7  
Addl. Director Civil Engrs;  
Railway Board

No. 82/WDO/SR/24

New Delhi, dated 19-7-82

Copy Forwarded to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No. 17-T(3)/82 dt. 22-6-82.
2. The Commissioner of Railway Safety, Western Circle Bombay with his letter No. 12-5/189/1281-a dated 25-3-1982.

DA/Nil

(S.D. Jain) 19/7  
for Secretary Rlr. Bd.



(33)

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

TIRATH PRAKASH  
DIRECTOR CIVIL ENGG.

No. 80/WDO/SR/7

New Delhi, dt 22-7-82

My dear Rama Rao/Sikka/Vaish/Ananthanarayanan/  
Balasubramaniam/Aggarwal.

Sub: Running of 'BOX-N' wagon with air brakes.

Please refer my D.O. of even number dt. 19-6-82 wherein you were requested to send me the assessment of inputs required for bringing the track up on the sections identified for running of BOX-N wagon (list enclosed with the D.O. quoted above) with a view to achieve 52 kg track maintained to standards stipulated in RDSO's report No. C & M-I, by 15th of July '82. Since a reply is still awaited from your end, I would request you to kindly despatch the same at an early date.

Yours faithfully,

*Tirath Prakash*

(TIRATH PRAKASH)

- |  |  |
|--|--|
| 1. Shri B.V. Rama Rao,<br>Chief Engineer,<br>Central Railway,<br>Bombay V.T. | 4. Shri S. Ananthanarayanan,<br>Chief Engineer,<br>Southern Railway,<br>Madras.          |
| 2. Shri N.R. Sikka,<br>Chief Engineer,<br>Eastern Railway,<br>Calcutta.      | 5. Shri R. Balasubramaniam,<br>Chief Engineer,<br>South Central Railway,<br>Secundrabad. |
| 3. Shri S.M. Vaish,<br>Chief Engineer,<br>Northern Railway,<br>New Delhi.    | 6. Shri A.S. Aggarwal,<br>Chief Engineer,<br>Western Railway,<br>Bombay.                 |



(24)

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

No. 82/WDO/ORI/1.

New Delhi, dated 27-7-1982.

To

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

Sir,

Subject:- Opening of the diverted Up Main  
/ and line commissioning of overhead A/C  
Traction installations between  
Vatva at Km. 488.285 and New  
Geratpur stations at Km. 481.75 on  
Ahmedabad-Anand B.G. section of  
Western Railway.

With reference to your Endorsement No. RS. 10-T(9)/82 dated 10th May, 1982 forwarding Commissioner of Railway Safety, Western Circle, Bombay's Letter No. 16-5/198/1460 dated 11th May, 1982 Railway Ministry confirm the sanction accorded by Commissioner of Railway Safety for opening of the diverted Up Main line and commissioning of overhead A/C Traction Installations between Vatva at Km. 488.285 and New Geratpur stations at Km. 481.75 on Ahmedabad-Anand B.G. section of the Western Railway for the public carriage of passengers at an initial maximum speed of 80 Kmph subject to the observance of restrictions as mentioned in para 20(i) and 20(ii) of Chief Commissioner of Railway Safety, Western Circle, Bombay's report enclosed with his letter dated 1-5-1982 referred to above.

Yours faithfully,

DA:-Nil.

( S.D.Jain )

for Secretary, Railway Board.

No. 82/WDO/ORI/1.

New Delhi, dated 27-7-82.

Copy forwarded for information to:-

- 1) 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. 16-5/198/1460 dated 11th May, 1982.

P. T. O.



2. The General Manager, Western Railway, Bombay that the suitable action on Commissioner of Railway Safety's recommendations/observations 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 in interleaved copy in triplicate under advice to the Railway Ministry alongwith 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.

Dt:-Nil.

*Dep. Secy 16/7/52*  
( S.D.Jain )  
for Secretary, Railway Board.



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

82/WDO/SR/27

New Delhi, dt. 16-8-82

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

Sub: Running of Bogie wagon type 'BOX N'  
on various B.G. sections.

With reference to your letter No. 439/4/Vol XI dated 21-6-82 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the running of Bogie wagon type 'BOX N' to RDSO's Sk.No. WD 80007-S-00 Alt-1 on various B.G. sections of your Railway, in empty and loaded condition at the maximum permissible speed indicated in your Railway's Safety Certificate No. 401 B.G. dt. 15-6-82.

The Railway Ministry also sanction the infringement to the B.G. Metric Schedule of Dimensions (1973) involved in the running of above wagon as mentioned in form XI accompanying your letter referred to above.

DA: Nil

*[Signature]*  
(S.D. Jain)  
Addl. Director Civil Engg.  
Railway Board.

82/WDO/SR/27

New Delhi, dt. 16-8-82

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety, 16A, Ashok Marg, Patiala House, Lucknow with reference to his Endorsement No. RS 17-T(1)/82 dt. 14-7-82.
2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No. 959 dated 24-6-82.

*[Signature]*  
(S.D. Jain)  
for Secretary, Railway Bd.



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

81/WDO/WWM/Misc

New Delhi, dt.16-8-82

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

Sub: Salem-Bangalore Railway construction  
'A' class level crossing at KM 257/  
10-11 across National Highway No.7  
infringement with regard to angle  
of crossing-condonation as a permanent  
measure-requested.

Ref:- Board's letter No.81/WDO/WWM/Misc;  
dated 13-8-81.

With reference to your letter No. W.352/VII/4/CN/Vol.II  
dated 6-2-81 sent through Chief Commissioner of Railway  
safety, Lucknow, Railway Ministry approve of the extension  
of the condonation of the temporary infringement of para  
1603(a) and Item 11 sheet 5 Annexure I of the ways and  
works Manual involved in the level crossing at skew angle  
of 27° on National Highway No.7 for a further period of  
three years from 6-2-1981 or till the construction of road  
over bridge whichever is earlier treating the intervening  
period from 11-10-77 to 5-2-81 as status quo.

  
(SHYAM KUMAR)

Joint Director Civil Engg.(B&S)  
Railway Board

DA/NIL

No.81/WDO/WWM/Misc.

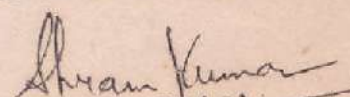
New Delhi, dated 16-8-82

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A,  
Ashok Marg, Patiala House, Lucknow with reference  
to his letter No. RS. 18-T(14)/81 dt. 4.4.81.
2. The Commissioner of Railway safety Southern Circle,  
Bangalore-9 with reference to his letter No. 5679  
dated 24-3-81.

DA/NIL.

WDO-I/ 11-6-82.

  
(SHYAM KUMAR)  
for secretary Rly. Board.



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

No. 81/WDO/WMM/Misc.

New Delhi, dt. 16-8-82

The General Manager,  
Southern Railway,  
Office of the Chief Engineer Construction,  
18 Millers Road, Bangalore-560 046.

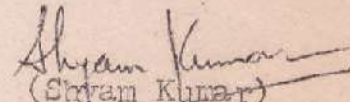
Sub: Guntakal-Bangalore city conversion  
from MG to BG - New BG line between  
Yelahanka-Baiyyappanahalli-conversion  
of the existing level crossing No. 12  
at KM 14/17-15/1 (National Highway  
No. 7) to BG standard.

Ref: Board's letter No. 81/WDO/WMM/Misc  
dt. 13/8/81.

Asent

With reference to your application No. W 573/GB/CN/  
Vol. V dated 3.7.1981 through Chief Commissioner of Railway  
Safety, Lucknow, Railway Ministry sanction infringement to  
item 15(a) of para 1601 Annexure I of Way & Works Manual  
involved in connection with the above mentioned work as  
stated in form XI accompanying your letter referred to above.

DA: Nil

  
(Shyam Kumar)  
Jt. Director, Civil Engg (B&S)  
Railway Board.

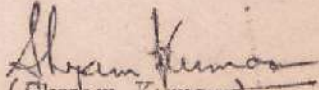
No. 81/WDO/WMM/Misc.

New Delhi, dt. 16-8-82

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg  
Patiala House, Lucknow 1. with reference to his Endoresent  
No. RS-18-T(27)/81 dt. 21.7.81.
2. The Commissioner of Railway Safety, Southern Circle,  
Bangalore, with reference to his letter No. 1086, dated  
6-7-81.

DA: Nil

  
(Shyam Kumar)  
for Secretary, Railway Bd.



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

82/WDO/SD/17.

New Delhi, dated 21/8/1982.

To

The General Manager,  
Western Railway,  
Churchgate,  
Bombay

Subs:- Virangam-Okha-Porbandar Conversion Project -  
(From M.G. to B.G.)-Permission for  
dispensation of the requirement of Schedule  
of Dimensions.

- (i) Retention of roof and wall of the  
existing goods shed on goods  
platform at Khambaliya station of  
Rajkot Division.

With reference to your letter No. T-401/2/VCP/ADI dated  
22nd June, 1982 sent through the Chief Commissioner of Railway  
Safety, Lucknow, Railway Ministry sanction the infringement of  
item 8 and 9 of the Chapter-II of the B.G. Metric Schedule of  
Dimensions (1973) involved in connection with above mentioned  
work, as stated in Form-XI, accompanying your letter referred to  
above.

DA:-Nil.

( S.D.Jain )

Additional Director, Civil Engineering (G),  
Railway Board.

82/WDO/SD/17.

New Delhi, dated 21-8-1982.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg,  
Patil House, Lucknow with reference to his Endorsement No.  
RS.18-T(4)/81 dated 21/22nd July, 1982.
- 2) The Commissioner of Railway Safety, Western Circle, Bombay,  
with reference to his letter No.1771 dated 8th July, 1982.
- 3) The Chief Engineer (Construction), Western Railway, 2nd Floor,  
B.G. Station Building, Railwaypura P.O., Ahmedabad -380002.

DA:-Nil.

( S.D.Jain )

for Secretary, Railway Board.

R. Narayanan/WDO-I/16-8-82.



J.C. Gupta  
Director/TI.

original at snr 2 of file no.

82/Elec I/148/8 linked with

84/Elec I/148/5

Government of India  
RESEARCH DESIGNS & STANDARDS ORGANISATION

D.O.No.ETI/OHE/SE/Reliability

Lucknow-23.8.82

My dear Sir,

Sub: Hitting of traction structures by  
open doors of wagons.  
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From the periodical statements regarding OHE failures you would observe that a large number of breakdowns are caused by hitting of masts by open doors of BOX wagons or shifted consignments, particularly timber logs or steel pipes and billets in the BFR wagons.

2. Board in their letter No.80/Elec-1/148/5, dt.29.6.81 had asked the railways to keep a watch on such wagons and consignment and to report to traffic and TXR staff for necessary action. The problem was again discussed in the Chief Electrical Engineer's Conference held on 27th and 28th March, 1982 in Board's office when CRB emphasised in his opening address that problem of hitting of OHE masts should be tackled urgently.

3. The action taken in this regard by the railways is not known. However, Eastern and South Eastern railways were addressed in the matter vide RDSO's letter of even number dt.28.4.82, a copy of which was sent to Board vide this office letter of even number dt.19.5.82, to send the information with regard to the incidence of hitting of OHE masts by open doors of wagons in the last 12 months. The information furnished by the railways indicated 23 cases on S.E. Rly and 19 on E.Rly of hitting of OHE masts by open doors of wagons in 12 months from 1.4.81 to 31.3.82.

4. Investigations reveal that BOX wagons with top-hinged doors which were obtained during 1959-60, can hit a mast upto a distance of 2.54 m from the centre of the track. It is understood that Board had issued instructions to the railways several years back to seal(weld) these doors and use such BOX wagons only in close circuit with wagon tippers at the terminals. During the course of inspection tours, it has been observed that these instructions have not been followed and a large number of top-hinged BOX wagons are still operating.

5. As regards the BOX wagons with bottom hinged doors, the maximum distance upto which they can hit an OHE structure is 2.40m

...2½-



from the centre of the track (including the allowance for sway/lurch) But in view of the fact that implantation of mast of the structures in the South Eastern Railway and Eastern Railway is only 2.14 m, open doors of these wagons can still hit the mast. As a long term solution, RDSO have already recommended to Board to increase implantation from 2.36 m to 2.5 m. In this connection, reference is invited to RDSO's letter No. ETI/OHE/MS dated 6.5.82 and 23.6.82. As an ameliorative measure, wagon Directorate have been requested to examine the improvements in the doors of BOX wagons so that the doors do not open accidentally while on run and do not remain stuck in half open position.

6. In view of above, I request you to reiterate the earlier instructions to the Railways to seal (weld) the top hinged doors within a time limit and report the progress to the Board every month and also to communicate Board's orders regarding implantation of mast at a distance of not less than 2.5 m from the centre of the track to overcome this problem at least on the lines being electrified now.

With best wishes,

yours sincerely,

Sd/-  
( J.C. Gupta )

Shri. R.H. Buch,  
Director Electrical Engg.,  
Railway Board  
New Delhi.



(42)

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

No. 82/WDO/SR/9

New Delhi, dated 24 - 8 - 1982

To

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

Sub:- Movement of B.G.Brakevan 'BVZT' type  
to RDSO's Drawing No.SK 75522 and  
SK 79559 at a maximum speed of 100 Kmph.

With reference to your office letter No.W.368/1/22 dated March, 1982, sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the running of B.G. Goods brakevan 'BVZT' type to RDSO's Drawing No.SK.75522 and SK 79559 on the various B.G. sections of your Railway as mentioned in the Joint Safety Certificate No.W.84 BG upto a maximum speed of 100 Kmph on the permitted maximum speed of the trains of which they form part, subject to the observance of all speed restrictions now in force or that may be imposed from time to time as stated in the above Joint Safety Certificate and all other certificates accompanying your letter referred to above.

The Railway Ministry also sanction the infringement of item No.13(b) of Chapter-IV(A) of the B.G.Metric Schedule of Dimensions (1973) involved in the running of above Goods brake van on the various B.G. Sections of your Railway as mentioned in Form - XI accompanying your letter referred to above.

Recd 21/8/82  
( S. D. Jain )

DA:-Nil.

Additional Director, Civil Engineering (G),  
Railway Board.

No. 82/WDO/SR/9.

New Delhi, dated 24 - 8 - 82.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow, with reference to his Endorsement No.RS.17-T(1)/82, dated 23/3/82, 22-4-82 and 2/3/8/82.
- 2) The Commissioner of Railway Safety, Southern Circle, Bangalore-9, with reference to his letter No.3824 dated 9th March, 1982.
- 3) The Director General, R.D.S.O., Alambagh, Lucknow-5.

DA:-Nil.

Recd 21/8/82  
( S.D.Jain )  
for Secretary, Railway Board.

R.Narayanan/WDO-I/21-8-82.



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

No. 82/WDO/SD/19.

New Delhi, dated 25-8-1982.

To

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

Subject:- Masjid Station - Provision of staircases  
on platform Nos. 1-2, 3-4, 5-6 (island)  
to connect foot-over bridge of Bombay  
Municipal Corporation.

With reference to your office letter No. W.739.P/D/L/BB  
dated 6-7-1982, sent through the Chief Commissioner of Railway  
Safety, Lucknow Railway Ministry sanction the infringement of  
item No. 7(i), (ii) and (iii) of Chapter-II of the B.G. Metric  
Schedule of Dimensions (1973) involved in connection with the  
above mentioned work as stated in Form-XI accompanying your  
letter referred to above.

*Pag 22/8*  
( S.D. Jain )

DA:-Nil.

Additional Director, Civil Engineering(G),  
Railway Board.

No. 82/WDO/SD/19.

New Delhi, dated 25-8-1982.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg,  
Patiala House, Lucknow with reference to his Endorsement No.  
RS. 18-T(19)/82 dated 3rd August, 1982.
- 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. 845 dated 20-7-1982.

DA:-Nil.

*Pag 23/8*  
( S.D. Jain )

for Secretary, Railway Board.

R. Narayanan/WDO-I/23-8-1982.



(44)

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

No. 82/WDO/SD/18.

New Delhi, dated 1-9-82.

To

The General Manager (Construction),  
Southern Railway,  
18, Miller's Road,  
Bangalore - 560 046.

Subject:- Bangalore City-Guntakal Section -  
Conversion of existing M.G. to B.G.-  
Proposed yard arrangements at  
Hindupur (B.G.).

With reference to your letter No.W.573/GB/CN/Vol.VI dated 29-6-82 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the infringements to item 2(b) of Chapter-II of B.G.Metric Schedule of Dimensions (1973), involved in connection with the above mentioned work as stated in Form-XI accompanying your letter referred to above.

DA:-Nil.

(S.D.Jain)

Additional Director, Civil Engineering,  
Railway Board. (G)

No.82/WDO/SD/18.

New Delhi, dated 1-9-82.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his Endorsement No. RS.18-T(18)/82, dated 30-7-82.
- 2) The Commissioner of Railway Safety, Southern Circle, Bangalore - 560009, with reference to his letter No.1151 dated 14-7-82.

DA:-Nil.

(S.D.Jain)

for Secretary, Railway Board.

R.Narayanan/WDO-I/26-8-82.



(45)

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

No. 82/WDO/SD/21.

New Delhi, dated 10-9-1982.

To

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

Subject:- Bombay VT to Kalyan Section -  
footing to stanchions on platforms  
infringement thereof.  
\*\*\*\*\*

With reference to your letter No. W.737.P/A.L/BB,  
dated 31-7-1982, sent through the Chief Commissioner of  
Railway Safety, Lucknow, Railway Ministry sanction the infringement  
to item 7(i) and (ii) of Chapter-II of the B.G. Metric Schedule of  
Dimensions (1973), involved at the concrete footings around roof  
columns of cover over platforms of suburban stations in Bombay  
area, as mentioned in Form - XI accompanying your letter referred  
to above.

DA:-Nil.

( S. D. Jain )

Additional Director, Civil Engineering (G),  
Railway Board.

No. 82/WDO/SD/21.

New Delhi, dated 10-9-1982.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg,  
Patiala House, Lucknow, with reference to his Endorsement No.  
RS.18-T(20)/82, dated 21-8-82.
- 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.886, dated  
2nd August, 1982.

DA:-Nil.

( S. D. Jain )

for Secretary, Railway Board.

R. Narayanan/WDO-I/8-9-1982.