GUARD

FILE

1983 Pt.III

(Volume – 2)

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

No. 83/WDO/SD/2. New Delhi, Dated 29th June, 1983.
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To

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

Subject:- Opening of crossing station at Sarbahara between Khodri and Pendra stations on Bilaspur - Katni Section of South Eastern Railway.

Reference:- Your office letter No.4/1773/PV/3404 dated 13.6.83

Please refer this office letter of even number dated 30.5.83 in terms of which your Railway, apart from sending the relevant drawings, was also requested to examine the following alternatives depending upon their technical feasibility and the costs involved:-

i) Provision of a symmetrical split with 1 in 12 curved switches or flatter.

ii) A three line station.

But it is seen from your above quoted letter that only the drawings have been sent and the results of your examination on the above two alternatives have not been advised to this office. It is, therefore, requested that the same may please be advised without any further delay. Two copies of the Index Section of Khodri-Pendra Road may also please be sent along with the reply.

CCRS's reply to Board's letter dated 28.5.83 has also been received now, and a copy of his reply sent under his letter No. RS.4-T(1)/79 dated 25-6-83 is enclosed herewith. You are also requested to send your comments on CCRS's latest observations.

29/6/83

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

DA:-One (aatached).

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P.M.N. MURTHY
CHIEF COMMISSIONER OF
RAILWAY SAFETY.

MINISTRY OF TOURISM AND CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

Patiala House, 16-A Ashok Marg.
D.O.No.RS.4-T(1)/79. Lucknow, Dated: 25th June, 1983.

My dear Tirath Prakash,

Sub:- A crossing station at Sarbahara on the S.E.Railway provision of snag dead-end on the main line.

Ref:- Your D.O. No.83/WDO/SD/2 dated 28.5.83.

It has been stated in the concluding para of your letter that the Railway Board consider that the situation obtaining at Sarbahara 'is a proper one where the provision of a snag dead-end on the main line should be allowed as a special case'. There appears to be little purpose in obtaining my views at this stage when the Railway Board have already reached this conclusion. However, I have the following observations to make:

2. At the outset, I would like to draw the Railway Board's attention to their letter No.62/W5/LCT/61 dated 23.10.64 laying down the policy in regard to the provision of isolation turn-outs on the main line. It was made clear in that letter that not withstanding the additional safe-guards specified in their earlier letter on the subject, the Railway Board were 'of the opinion that provision of sand humps on the main line for providing simultaneous reception facilities at two line stations should, in future, be avoided as far as possible', and that 'normally it should be possible to provide 3 line stations where such facilities are required'. A copy of this letter is enclosed for ready reference.

2.1 The South Eastern Railway should have been aware of these instructions. I understand from the C.R.S./ South Eastern Circle that the terrain involved is not difficult and entirely permits of a 3-line station being constructed in the normal manner. Some additional expenditure over that of a 2-line station would of course be involved. This is however inescapable if the prescribed threshold of safety is to be maintained.

2.2 I also discussed this matter with the C.R.S./South Eastern Circle after the receipt of your letter and I was told that some of the operational difficulties expressed by the Railway might have been sorted out in a further discussion, but the Railway

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did not pursue the same, stating that it would be getting the Commission over-ruled by the Railway Board and obtain their approval for providing a snag dead-end on the main line.

3. Some of the points which are relevant in this context are mentioned below:-

(i) Now that work on the two-line station is complete and the long block section has been split into two providing for increased through-put, is the facility of simultaneous reception an absolute necessity at this station ?

(ii) Holding up an Up Goods train (at Signals) while permitting the reception of a Down Goods train on the loop line was in fact suggested by the Railway itself, as would be seen from the stipulation in the SWRs incorporated by the Railway which appears in page 2 of the enclosure to your letter. Surprisingly the possibility of the Up train parting or stalling was not envisaged by the Railway then.

(iii) The condition suggested by the C.R.S. that no Down train should be received on the main line unless the blick section Sabarmara-Khodri is clear, was based on the experience that we have had on the Indian Railways of drivers losing control of their trains on long down gradients of the order 1 in 100 and even flatter and ending up with disastrous collisions after running past Signals- The collision between a Passenger train and a Goods train on the Bhavaninagar-Takari section of the South Central Railway on 11.10.1978 in which 10people were killed and 35 were injured when the goods train after negotiating a long gradiant of 1 in 100 went out of control and passing the departure signals of Bhavaninagar at danger rammed into the passenger train in the block section, and more recently, the Collision Accident on the Central Railway between a Diesel Goods train and a Parcel Passenger at Madha station on 23.10.80 in which 4 people were killed and 17 injured, are some of the examples. In fact, a diesel-hauled Goods train went out of control in this very section on the 1 in 100 gradient and led to a tragic accident - I am referring to the Collision between a Goods train and No.35 Down 'Indore-Bilaspur Express' between Bhanwartonk and Khongsara stations on 16.7.1981 in which 50 persons were killed and 49 injured.

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4. The Commission is of the considered view that it should be the endeavour to maintain the prescribed threshold ~~kn~~ of safety at least while dealing with a new work such as the one under reference and considerations of undue expedition or the incurrence of additional expenditure of a small magnitude which is well justified should not be the guiding factor in granting a relaxation from the policy enunciated by the Railway Board vide their letter of 23.10.1964 alluded to above.

4.1 I understand that this is a heavily worked section and the risk potential is therefore correspondingly high.

With best wishes,

Yours sincerely,

Sd/-
25.6.83

(P.M.N. Murthy)

DA: As above.

Shri Tirath Prakash,
Director, Civil Engineering,
Ministry of Railways,
(Railway Board),
Rail Bhavan,
New Delhi.

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COPY

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 62/W5/LCT/61 New Delhi, dt. 23.10.64

To

The General Managers,
All Indian Railways.

Subject: Isolation turnouts on the Main Line.

Ref: Board's letter No. 63/WDO/OHI/1
dt. 8th March, 1963.

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A number of proposals for providing simultaneous reception facilities on two-line stations are being received from the Railways. Although this facility exists on certain stations and some additional coditions were specified in Board's letter mentioned above, with a view to improve the safety factor at these stations, Board are of the opinion that provision of sand humps on main line for providing simultaneous reception facilities at two line stations should, in future, be avoided as far as possible. Normally it should be possible to overcome the difficulty by providing three line stations where shuch facilities are required.

This disposes of General Manager, Eastern Railway's letter No. W/PR/755/eP/1566 dt. 7.6.64.

sd/-
(K.C. Sood)
Director, Civil Engineering
Railway Board.

DA: Nil

Copy to W.D.O. I Branch of the Board's Office.

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No.80/WDO/OHI/26. 27/6/ 83.

To

The Addl.Chief Engineer/S/BNC,
Office of the Chief Engineer,(Construction)
Southern Railway,
18, Millers Road,
Bangalore - 560 046.

(Attention : Shri.M.R.NARASIMHACHAR).

Sub:- Opening of the new second line between Nakkanadoddi and Gooty stations on Guntakal-Renigunta BG Section South Central Railway on 26-8-1981.

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With reference to your office letter No.W.347/HQ-GTL/FP dated 21.6.83, it is to inform you that the interleaved copy on the CRS's Inspection Report stated to have sent under your office letter No.347/HQ-GTL/FP dated 19.3.83 has not so far been received in this office. It is therefore requested that a copy of the same may please be sent to this office at an early date.

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

DA:-Nil.

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Record Note of discussion held by Member Engineering, Railway Board in his room with DG/RDSO, Dir, Research, Dir.Stds.(Civil), Dir,Stds(Wagons)/ RDSO and Dir. Civil Engg.,Rly.Board.

Introduction of short diameter wheel wagons on Indian Railways, suggested by World Bank Team.

The different aspects of the case were discussed with particular reference to the recommemdations put forth by the Committee, consisting of Shri M.N.Prasad, C.E.(Const),Bangalore, Shri T.N.Tandon, Dir(Stds), wagon and Shri N.K.Rewari, D.F.(B), Rly. Board, set up by Railway Board for looking into this question and also the recommendations of Dr.Sato of JNR at the initiation of World Bank in this connection.

2. The following are the important highlights:

(a) That as per the investigations of the ORE question C-53 on this issue, it was quite necessary to go in for high strength rails to facilitate introduction of smaller diameter wheels. This was particularly important from the point of view of the fact that the present track structure of the medium manganese variety is not geared to meet the punishment imposed on the same by the present day wagon fleet with one metre dia. wheels with the dynamic augments being much in excess of what the track structure can bear. Keeping this very point in view serious efforts are in progress at Board's level to go in for high strength rails even for the present conditions and suitable inter-ministerial discussions in this context are in progress.

(b) Quite a lot of fields like the, -

- .1 Cumulative fatigue damage;
- .2 Rate of growth of rail defects and their contribution to rail fractures;
- .3 Angle of attack of the axles of the vehicles and the resulting wear rate of both track and wheels;
- .4 Relative optimal combination of the hardness of the track rails and wheels.
- .5 The contact fatigue phenomena and its effect on the life of rails;
- .6 Way in which the rail wheel interaction phenomena can be used for a better appreciation of the design and maintenance aspects of the track vehicle system with the above constraints,

are some of the areas which are absolutely grey and no proper information is also available

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in any substantial measure in any of the research investigations that have been carried out and it is imperative that RDSO takes up these studies seriously so that they will be in a position to give suitable answers to these problems in not too distant a future.

(c) With the above view point it was considered necessary to progress in a delinked fashion with the proposals of the track strengthening of Korba-Rewa-Katni-Bhopal-Ahmedabad route, as decided by the Board in their 24th meeting held on 9.11.82, and the investigations being planned for better clarification of the effects due to these smaller diameter wheels.

3. With the above emphasis on the problem, the following decisions were taken:-

3.1 It was agreed that arrangement should be made for drawing out of a blue print for reinforcing of the track structure and upgrading of track maintenance on the Up line of Korba-Rewa-Ahmedabad route, as in the present state it was causing concern both with regard to maintainability of track and vehicles. In this connection, the Memorandum prepared as linked up, wherein only Rail renewals at a cost of Rs.56.30 crores were proposed in 3 years for Up line alone. It was, however, felt that where complete track renewal is necessary, it should be planned as such in which case cost may be about Rs 100 crores. The time for strengthening may be four years, if necessary.

3.2 It was considered necessary to undertake trials on a test track, where only the cumulative tonnage could be achieved within an accelerated period time for studying the effects of cumulative fatigue damage, etc. The light density section of Unnao-Balamau was considered as a suitable stretch, wherein it was decided that test track of a small length could be planned for.

3.3 Investigations were required to cover various aspects like the dynamic augment phenomena, the wear cumulative damage criteria, spectrum estimates of accelerations in the various components of the vehicle and track, track geometry deterioration and extra maintenance efforts required, etc. about which no information was available on date. It was also considered necessary that the suitably required number of track structure combinations should be incorporated in the stretch of the test track for conducting the required various investigations.

3.4 It was also considered necessary that simultaneously along with work of setting up of test track, development of facilities for laboratory studies for investigations of contact stress phenomenon fatigue and wear data could be taken up in consultation with Prof. Sudhir Kumar, Director, Rail Road

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Engineering Laboratory IIT, Chicago who was expected at RDSO in August'83.

3.5 While these facilities and actual investigations are planned for as enumerated in the above paragraphs, action should be taken to procure a test rake of 50 Box 'N' wagon with short dia wheels for trials on test track.

3.6 Simultaneously, work on finalising the design of bogies with lower unsprung mass using primary stage suspension was required to be considered urgently. It was stressed that this aspect required urgent attention.

4. Conclusions: Following were the important recommendations:-

.1 Planning for upgrading of track structure on Korea-Rewa-Ahmedabad section within the next 4 years.

.2 Obtain one trial rake of BOX 'N' wagon fitted with small diameter wheels and bogies of 1800 mm wheel base, for trials on test track.

.3 Setting up of test track on the Unnao-Balamau section should be taken up.

.4 Developing of necessary laboratory facilities for conducting investigations on the contract stress and fatigue/wear data for the rail and wheel.

.5 Pursuing better design of a wagon, viz. Primary Stage Suspension.

.6 Trials with short dia.wheels on Test track and laboratory and evaluation of the results.

.7 Introduction of short wheel dia. on Indian Railways to be decided on the basis of evaluation above.

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Position
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Running of BOX wagons with 22.5T axle loads.

POINT	R E P L Y
(A) Are all the bridges on Indian Rlys. fit to take 22.5t axle-loads?	(A) No. BGML standard loading permits 22.5 t axle-loading, but all the bridges are not to BGML loading. There are about 1.12 lakh bridges on Indian Railways, most of which were constructed when loading standards were much lower. While details of the number of bridges to BGML standard is not available readily for all Indian Railways, an analysis of 227 important bridges (bridges of more than 1000 ft. long water-way) indicates that 53% of the bridges are of standard lower than BGML. Similar must be the case in respect of other bridges too. Moreover, axle-load is not the sole criteria for suitability of a bridge for permitting the running of rolling stock. There are two other important factors, namely trailing load density and the longitudinal forces. The maximum permissible trailing load density for BGML loading is 7.67 tonnes/m. Therefore, unless full details of the proposed new wagons are known, it cannot be said that it would be permissible to run it on bridges, if the axle-loads are within 22.5 t. It may also be mentioned that about 2,500 bridges are already in distressed category at present.
(B) Can 22.5 t axle-load wagons permitted to run at normal speed on track laid with 90 lbs. rails with increased sleeper density?	(B) No. 22.5 t axle-load wagon cannot be permitted at the normal speeds on track laid with 90-R rails. Even with increased sleeper density, the track stresses and contact stresses are very excessive. Ther will be the following adverse affects : (a) Track will have to be renewed prematurely. The contact stresses on the existing medium manganese rails is already beyond permissible limits. It has been estimated that 3% increase in the contact stresses could reduce the life of rails by 50% in fatigue. (b) Rail surface and rail ends will suffer serious damage.

even now are beyond permissible limits in certain circumstances. It may be mentioned that the rail fractures have increased from about 1,162 in 1971-72 to 5,600 in 1982-83. This is largely attributed to introduction of Box wagons with heavy axle-load of 20.3 tonnes. Further increase in axle-load will create unmanageable damage.

(d) Formations of Indian Railways' track will not be able to stand to higher axle-loads.

(e) It will not be possible to maintain proper track geometry even with increased maintenance, suitable for running of Mail/Express and super-fast trains.

(C) Large scale improvements are required in the Indian Railway track structure even for keeping with the existing axle-loads and speeds, i.e. minimum 52 Kg. rails, better quality rails of minimum 90 Kg./mm^2 UTS rails, concrete/steel sleepers with elastic fastenings and increased ballast cushion with formation treatment, etc. It is our considered view that22.5-t axle-load wagons should not be and cannot be permitted in general service on Indian Railways even with the improved track structure.

(C) If 90 lbs. rails even with increased sleeper densit are not enough what improvements to track are necessary to run BOX wagons of 22.5 axle-load at their present permissible speeds?

Indian Railway track carry mixed traffic, i.e. goods and passenger traffic and have to meet the requirements of both. It will not be possible to maintain good track geometry for fast passenger traffic in Indian conditions with 22.5-t axle-load wagons. It will be appreciated that rail alone does not constitute the track. It has various elements formation, ballast, sleepers, fastening and rails and their joints, and Points & Crossings.

An exclusively goods line for close circuit movement of 22.5-t axle-load wagons (without passenger traffic running over it), can, however, be designed and the minimum track structure required would be 52 Kg. rails with UTS of 90 Kg./mm^2, M+7 sleeper density, minimum 250 mm depth ballast cushion and properly constructed formation. In India, 90 kg. mm^2/UTS rails are not rolled so far.

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(D) What percentage of B.G. track of running line is laid with 52 Kg.rails?

(D) About 34% of the track is laid only with 52 Kg. and above section of rails and that too of medium manganese rails of 72 Kg/mm^2 UTS. Thus, out of 45,167 B.G. running Track Kilometres only about 16,000 KMs is laid with 52 Kg and above rails.

(E) What is the policy of the Railway Board about replacing existing 90 lbs. rails of running track by 52 Kg. and above and time span envisaged for the same ?

(E) According to extant standards laid down in 1972, 52 Kg. or heavier rail sections are to be used on Groups 'A', 'B' and 'C' routes on Indian Railways. In respect of Group 'D' routes if the traffic density is more than 10 GMT, 52 Kg. rails are to be used, otherwise only 90 lbs. rails are to be used. On Group 'E' routes generally secondary renewals are carried out mostly with 90 lbs. rails. The Railway Reforms Committee have recently recommended that all primary renewals on B.G. should be with 52 Kg. rails and this is under consideration.

There is a heavy backlog of arrears of track renewals. It is estimated to be about 18,000 to 19,000 KMs at present. So far the pace of renewals due to inadequate availability of funds and steep increase in the cost of P.way material is even less than arisings and, therefore, the arrears are continuing to increase. About 2,765 KMs of track is under speed restriction. It is difficult to envisage a time span for replacement of 90 lbs. rails as it entirely depends on resources being made available for track renewal by the Planning Commission. As would be seen from the position indicated in reply to Para 'D', 29,167 KMs of 90 lbs. track is in existence on Indian Railways at present. In 1982-83 the Indian Railways carried out total primary renewals of 988 KMs on B.G., some of it with 90 lbs. rails and some of the renewals were of existing 52 Kg/60 lbs. rails. Even if it is assumed that it is possible to increase resources and 1,500 KMs of 90 lbs. rails are renewed per annum, it will take 20 years to eliminate 90 lbs. rails, completely.

(F) In case such change over under given track conditions have to be done specially for the general use of 22.5 t axle-load Box

(F) As has already been explained, it is not considered feasible/desirable to introduce 22.5 t axle-load wagons on Indian Railways for general service.

The cost of renewal of track with 52 Kg. rails and concrete sleepers is of the order of Rs.16 to Rs. 17 lakhs per KM(Gross) and about

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Rs. 12.5 lakhs per KM nett. The total cost of renewals of 29,167 KMs of track at these rates would be Rs.3,646 crores. The Railway Reforms Committee has estimated a gross annual allotment of Rs.430 crores per annum for the next 10 years at the present rate of prices for clearing the arrears and normal arisings of renewals. The gross allocation of funds in 1982-83 is Rs.268 crores. Assuming that 15,000 KMs of 90 lbs. track could be renewed in next 10 years if 430 crores per annum is allotted, additional funds needed over the next years, over and above the Rs.430 crores per annum recommended by R.R.C., would be Rs.1,750 crores, i.e. Rs.175 crores per annum. This is a very approximate assessment.

wagons, what would be the approximate investment involved over and above their normal track renewal programme

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GOVERNMENT OF INDIA (RAILWAY BOARD)
MINISTRY OF RAILWAYS (RAIL [illegible])
(RAILWAY BOARD)

No. 83/WDO/SR/13

New Delhi, dt.22.6.83

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

Sub: Running of MG 16 axle special wagon to RDSO's Drg.No. WCS-7903-S/3(Alt.5)of M/S F(P&D)II, Sindri for transport of urea reactors.

Ref: Your application No.W/340/RS/BG/Pt II/W-4A dt. 8/11-4-83.

From the contents of your above application, it is observed that it has nowhere been mentioned that the condonation of infringements of the above wagon to the M.G. metric schedule of Dimensions (1963) has ever been obtained from Railway Ministry. All the certificates enclosed with the application are also silent about this issue. It is however seen from the endorsements on the drawing that the wagon does infringe the schedule of dimensions(MG) in certain repects.

Under the circumstances, it is requested that if the condonation of infringements has ever been obtained from the Railway Ministry then the relevent authority may please be quoted enclosing a copy thereof, and if not, Form-XI showing the list of infringements may please be submitted to the Secretary(Civil Engg) Railway Board duly forwarded through CRS/CCRS for condonation of infringements as well in order to enable this office to take further necessary action in the matter.

Please acknowledge receipt.

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

No. 83/WDO/SR/13

New Delhi,dt. 22.6.83

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16A, Ashok Marg, Patiala House ,Lucknow with reference ti his letter No. RS.17-T(1)/82 Voll.(6) dt. 7.6.83.

2. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No. 265/3505/83 dt.28.5.83.

3. The Director General(wagon),RDSO, Lucknow with reference to speed certificate No. MW/CS/FCI/D dt 3.8.82 Normally they should have obtained the condonation, and quoted the reference in the speed certificate itself to avoid duplication by all Railways.

(S.D Jain)

Rajesh/WDO

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

No.83/WDO/SR/12 New Delhi, dt.21-6-83

The General Manager,
Central Railway,
Bombay VT.

Sub: Sanction for the running of BOX'N' Goods Train with air brakes, trailing load of 4500 tonnes, hauled by double headed WDM/2 diesel electric locomotives, modified for air brake operation, on Bhopal-Bina-Katni/New Katni Jn. double line B.G. Section.

With reference to your Railway's letter No. W.444.M2.BR IV dt.30-10-1982, sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry confirm the action of Commissioner of Railway Safety Central Circle in according the provisional sanction for the running of goods trains comprising of 55 number of 20.32t BG open wagons type 'BOXN' to RDSO drg.No. SK.WD8007-S/00 (alt 1) (with inside body height of 1950mm, equipped with CASNUB '22W' cast steel planked High Speed bogies and air brakes) with a trailing load of 4500 tonnes hauled by double headed WDM/2 diesel electric locomotives on Bhopal-Bina-Katni/New Katni Jn. double line B.G. sections at a maximum speed of 75km/h in both empty as well as loaded conditions, as usual, subject to/conditions laid /the down in joint safety cetificate No. W22/82 and observance of permanent and temporary speed restrictions in force and that those may be imposed from time to time. Theconfirmation for running of 4500t goods train at a maximum speed of 75 kmph/observance of all /is other restriction/conditions laid down in the CRS's letter No. 1277 dt. 1.9.82 reproduced below and those mentioned in all other certificates accompanying your letter referred to above. fur the sub jec to

i) The standard BVGT 4-wheeler brake van shall have been duly modified for the twin pipe graduated release air brake system.

ii) As the uprated High tensile coupler of 120t capacity is known to be fully interchangeable CBC, it shall be scrupulously ensured that at no stage a standard CBC gets fitted on to 'BOXN' stock.

iii) It shall be ensured that cross connection is not possible between the twin piped adjacent BOXN wagons, as such cross connection would render the braking system ineffective; and ...

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iv) As regards the train crew, only those drivers, Diesel Assistants and Guards who had prior training in working trains with air brake system shall be allowed to operate these trains.

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

No. 83/TO0/SR/12 New Delhi, dt. 21.6.83

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety 16A, Ashok Marg Patiala House Lucknow with reference to his letter No.RS.17-T(1)/82 dt. 2.5.83.

2. The Commissioner of Railway Safety Central Circle, 2nd floor, Karve Road, Bombay with reference to his letter No. 1277 dt. 1.11.1982.

3. The General Manager (Motive Power) RDSO Lucknow, with reference to his letter No. MP/30X/ITP dt. 30/8/82, revising the earlier speed certificate for empty running upto 90 kmph on 90 lbs M+4 track CRS has pointed out that no rationale behind the increase in speed has been given, and CCRS has observed that for operation of goods at speeds above 75 Kmph all the cognate aspects need to be examined. Board desire that question of speed higher than 75 Kmph be examined accordingly.

/Director

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

TIRATH PRAKASH
DIRECTOR CIVIL ENGINEERING

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D.O.No.83/WDO/SD/4. NEW DELHI, the 20th June'83.

My dear Ranganath,

Sub: Kankurgachi Chord High Level Goods line - Sanction to running of 12'-0" wide EMU stock for passenger traffic.

Ref: Board's letter of even no. dated 13/14.6.1983 to General Manager, Eastern Railway.

Although Board have issued sanction for running of 12'-0" wide EMU stock for passenger traffic on the Kankurgachi Chord under Board's letter referred to above, yet it has caused considerable embarrassment to them. The question of introduction of EMU stock from Kankurgachi Chord has been under consideration for quite sometime and the Railway should have known the problem of infringements and should have attempted to remove the infringements to the extent of at least 7'-3" (4.420 metres) which the Railway would now have to remove in the next two months.

2. It is further observed that there are a number of other infringements on Sealdah-Naihati main line and Sealdah-Diamond Harbour, Ballygung-Budge Budge, Canning Branch etc. In these cases, the infringements were initially sanctioned by the Railway Board as a temporary measure. The Railway has not taken any action to remove these infringements and to plan modifications or replacements of girders. Vide Board's letter No. 66/WDO/SD/23 dated 8.4.1966, copy enclosed for ready reference, the Board had desired that the Railways should make a survey of the clearances available at all overhead structures, tunnels, overbridges, etc. in all sections where 12' wide rolling stock are being run. In some of these cases perhaps there have been fatal injuries to commuters travelling on foot board, etc., e.g. girder bridge No.16 at Ultadanga referred to by the Commissioner of Railway Safety.

3. Board (Member Engineering) has desired me to specifically bring these aspects to your notice. I shall be thankful if an immediate action is taken to plan for the removal of such of the infringements which are safety hazards.

With regards,

Yours sincerely,

Tirath

(TIRATH PRAKASH)

DA: As above

Shri M.R. Ranganath,
Chief Engineer,
Eastern Railway,
Fairlie Place, Calcutta

DA: As above.

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

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No.66/WDO/SD/23.

New Delhi, Dated 8.4.66.

To

The General Managers,
All Indian Railways except Central Railway.

Sub:- Recommendations of the Additional Commissioner of Railway Safety, Western Circle, Bombay on the accident of A.21 Dn. Bombay VT-Ambarnath Suburban train at Roadover Bridge, Km.3/7-8, between Sandhurst Road and Byculla Stations, Central Railway at about 17.48 hours on 31st May, 1965.

The Additional Commissioner of Railway Safety in his report on the above noted accident has inter alia made the following recommendations:-

Recommendation No.1.

The spacing of tracks below the over ~~the~~ line girders spanning the Down Through and the Up Through Lines at the Ollivant Bridge were measured to be as below:-

Horizontal distance from West stanchions to centre line of Down Through Track.	7'-3½"
Horizontal distance centre to centre of Down Through & Up Through Tracks.	17'-1"
Horizontal distance from east stanchions to centre line of Up Through Track.	8'-4"

Considering the wide spacing between the Down and Up Through Tracks and the curvature at the site, it is suggested, in special reference to 12' wide rolling stock, that the Down Through line should be slewed away from the fixed structure to afford an appreciably greater dimension than 7'-3½" the slew being limited by the dimension, centre to centre of tracks, not being less than nominal 15'-6".

Recommendation No.2.

A rapid survey should be made of the horizontal dimensions, as referred in Recommendation No.1 above, at all overline structures and prompt measures should be taken to obtain, as far as feasible, increased clearances to fixed structures alongside the track, i.e., more than the specified dimensions.

As per Schedule of Dimensions (BG) the following clearances are required in case of lines where EMUs and other 3660 mm (12' stock) are required to be run :

1) ~~Minimum~~ Minimum distance centre to centre of tracks. 4725 mm (15'.

2) Minimum horizontal distance from centre of track to any structure having heights from 1065 mm (3'-6") to 3355 mm (11'-0") above rail level. 2360 mm (7'-9"

3. The Board desire that Railways should make a survey of the clearances available at all overhead structures, tunnels, overbridges etc. in all sections where 12' wide rolling stock are being run/likely to be run in the foreseeable future and arrange to provide increased clearances to enhance safety. An even distribution of clearances would obviously increase the margins of safety.

4. CRS has also suggested that as a preventive propaganda measure following action as now taken by Central Railway may also be taken by other Railways:-

(i) Warning notices have been prominently put up at the end of platforms of stations immediately in rear of vulnerable points where previous accidents have taken place due to passengers leaning out of compartments coming in contact with fixed structures.

(ii) Advertisements have been issued in the local Newspapers and are being inserted in the public 30-paise and suburban time table pointing out the dangers of footboard travel and leaning out of trains.

(iii) Warning notices have also been displayed inside the compartments of suburban trains.

(iv) Frequent announcements are being made on the public address system warning passengers of the hazards of footboard travel and leaning out of suburban trains.

5. Board desire that measures adopted by Central Railway as stated in para 4 above may be adopted by other Railways also.

Please acknowledge the receipt.

Sd/-
(B.S.B.Baliga)
Director, Civil Engineering, Railway Boar

DA:-Nil.

No.66/WDO/SD/23. New Delhi, Dated 8.4.1966.

Copy forwarded to General Manager, Central Railway, Bombay

(95)

With reference to his letter No.T.102 P 26 dated 29-9-65, He is requested to advise the Board whether their sanction was obtainedto the condonation of the infringement.

In this case as the horizontal distance from west stanchions to centre line of down Through track was only 7'-3½" against 7'-9" normally required.

Sd/-
(B.S.D.Baligа)
Director, Civil Engineering,
Railway Board.

DA:-Nil.

(96)

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

No. 82/WDO/ORI/5. New Delhi, Dated 20-6-1983.

To

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

Sir,

Subject:- Doubling between Ghat-Ka-Varana (Km.954.54) and Laban (Km.973.90) on Kota Jn.-Gangapur City section (Broad Gauge) on Western Railway.

With reference to your Endorsement No.RS.10-T(7)/83, dated 24-5-83, I am directed to confirm the action of the 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.16-5/207/596, dated 9th May,1983.

yours faithfully,

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

DA:-Nil.

No.82/WDO/ORI/5. New Delhi, Dated 20-6-1983.

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.16-5/207/596 dated 9.5.83.

2) The General Manager, Western Railway, Churchgate, Bombay, with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly, under advice to the Railway 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. Only one Ferro copy each of the Index Plan and Section have been received with the Inspection Report. The cloth tracings of the Index Plan and Section

P.T.O.

(97) ✓

which constitute an enclosure to the Report have not been received in this office and it appears that these have been lost somewhere in the transaction. It is, therefore, requested that the cloth tracings alongwith one more Ferro Copy each of the Index Plan and Section may please be sent to this office at an early date.

Pojo 18/6/83

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

DA:-Nil.

R.Narayanan/WDO-I/17th June,83.

(98)

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

No.83/WDO/SR/10

New Delhi, dt.16.6.83
17

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

Sub: Running of 6-axled B.G. stub-end wagon on N.Rly- Condonation of Infringements.

With reference to your letter No. 519-W/366 dt. 1-10-82 sent through the Chief Commissioner of Railway Safety/Lucknow Railway Ministry sanction the infringement to Item No. 16 of Chapter IV-(A) of B.G. Metric Schedule of Dimensions(1973) involved in the design of the 6-axled BG stub-end wagon of M/S FPDIL, Sindri in empty condition to RDSO drawing No. SK-78581 alt nil as stated in form -XI accompanying your letter referred above subject to the implementation of the condition laid down in RDSO's letter No. MW/CS/FCI dt. 13/14-4-81.

Pdjn 14/6/83
(S.D. JAIN)
Addl. Director Civil Engg.(G),
Railway Board.

DA:NIL

No. 83/WDO/SR/10

New Delhi, dt 16/17 -6-83

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Lucknow, with reference to his endorsement No. RS-17-T(1)/82 Vol-II dt. 30.4.83.

2. The Commissioner of Railway Safety, Northern Circle, Lucknow, with reference to his letter No. 241/1339/6 axled stub-end wagon(BG) dt. 18.10.82.

3. Director General, RDSO, Lucknow.

Pdjn 14/6/83
(S.D. JAIN)
for Secretary Railway Board.

DA:NIL.-

.....

99

No.83/WDO/SD/3. New Delhi, Dated 15.6.83.

The Chief Administrative Officer (Const.,),
Metropolitan Transport Project (Railways),
2nd Floor, Churchgate Station Building.,
Bombay - 400 020.

Sub:- Construction of a flyover between Bandra and Khar Road stations on Western Railway - Condonation of infringements.

Ref:- Your Railway's letter No.MT/W/C/374 dated 13.6.1983.

In order to enable Board to take a decision in the matter, it is requested that your application for condonation of infringements in this specific case may please be routed through the C.R.S. and the C.C.R.S. It may please be noted that the suggestion now made in your present letter is substantially different from those contained in your earlier letter of 7.3.1983 which had been forwarded under CCRS's letter of 23.4.1983. Accordingly a fresh application would have to be routed through the Commissioner of Railway Safety.

2. While sending the proposal it is suggested that the same may be self-contained alongwith the plan of the revised proposal, and the actual speed restriction/safety stipulations which the Railway would impose for the running of EMUs on the flyover. It would also be desirable to conduct full scale trials at the proposed speed on similar flyover obtaining on the Railway elsewhere, Viz. between Sandhurst and Masjid, and the actual conditions existing/stipulations made, if any, in this similar section may also be highlighted in your application. It would also be desirable if the Chief Electrical Engineer of the open line is also consulted and his views incorporated in your application.

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

Original handed over to Shri [illegible]

[illegible]

(100)

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

NO: 83/WDO/SD/4. NEW DELHI, the 13th/14th June, 1983.

The General Manager,
Eastern Railway,
17-Netaji Subhash Road,
CALCUTTA

Sub: Kankurgachi Chord High Level Goods line - Sanction to running of 12'-0" wide EMU Stock for passenger traffic.

Ref: Your application No.W.552/8/1 dated 9th June 1983 forwarded under CRS's letter No. 305 dated 9.6.1983 and CCRS's Lucknow's Endorsement No. RS-18-T(4)/83 dated 13.6.1983.

1. The Railway Ministry have carefully considered your application for running of 12'-0" wide EMU stock on the Kankurgachi Chord High Level Goods line and the CRS/CCRS's observations thereon.

2. The Railway Ministry note that the B.G. Metric Schedule of Dimensions (1973) Schedule-III under item 3(b) permits the infringements upto 7'-0" from Centre line of track to any fixed structure from 3'-6" above rail level to 11'-0" above rail level for existing structure for running of 12'-0" stock subject to suitable speed restrictions. It is also noted that in the past, for running of 12 ft. stock minimum clearance of 7'-3" has been permitted without speed restriction, and clearances less than 7'-3" upto 7'-0" were permitted with suitable speed restrictions.

3. The Ministry of Railways, therefore, in exercise of powers conferred under Section 19 of Indian Railways Act, hereby confirm the opening of the section for public carriage of passengers as authorised by CRS/Eastern Circle under his Sanction No. 299 dated 7/8-6-1983 and also sanction the running of 12'-0" wide EMU services at a maximum speed of 30 Kmph subject to the following conditions:-

(1) Observance of all conditions/stipulations by C.R.S. for opening of the section for running of 10'-8" wide conventional coaching stock.

(2) Observance of following conditions stipulated in Board's letter of even number dated 31.5.1983 issued while condoning the infringements :-

( )

...p.2.

(a) The minimum track centres required to be maintained on curved portion of the tracks, on the basis of the minimum of 14'-6" plus extra clearance required on curves, being conspicuously painted on adjacent O.H.E. masts, or rail posts to be fixed for this purpose. The P.W.I. of the section should physically check and record the track centres at critical locations on the section every month in a register to be maintained for this purpose to ensure that minimum 14'-6" track centres are maintained.

(b) The sanction to the condonation of infringement in respect of bridge No. X/23 and X/26 is only for a period of two years during which period Railway should remove these infringements.

(3) A speed restriction of 15 Kmph being observed on bridge No. X/9 and X/23 as stipulated in Board's letter of even number dated 31.5.1983.

4. Following precautions and safety measures being taken in regard to bridge No. X/26 :-

(a) Stop dead and proceed at 8 Kmph restriction being imposed;

(b) Special whistle warning being given by the guard to the passengers and the motorman continuously sounding his whistle/horn.

(c) The minimum clearance of 7'-3" being achieved by suitable modification to the end rakers of the girders as early as possible but not later than two months from the date of issue of this sanction.

(d) Warning notices being prominently put up at the end of platforms of stations immediately in rear of vulnerable points.

(e) Advertisements being issued in the local Newspapers pointing out the dangers of footboard travel and leaning out of trains.

(f) Warning notices being displayed inside the compartments of suburban trains.

(g) Frequent announcements being made on the public address system warning passengers of the hazards of footboard travel and leaning out of suburban trains.

...p.3.

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5. The sanction is subject to observance of all the permanent and temporary speed restrictions already in force and those that may be imposed from time to time. This is further subject to all other conditions and restrictions mentioned in the Safety Certificate and all other certificates accompanying your application referred to above.

T Prakash

(TIRATH PRAKASH)
DIRECTOR CIVIL ENGINEERING
RAILWAY BOARD

NO: 83/WDO/SD/4. NEW DELHI, the ~~13th~~ 14th June, 1983.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his Endorsement No. RS/18-T(4)83 dated 13.6.1983.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001, with reference to his letter No.305 dated 9.6.1983.

T Prakash

(TIRATH PRAKASH)
DIRECTOR CIVIL ENGINEERING
RAILWAY BOARD

General file

(103)

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

No. 83/WDO/CRS/IR/1 New Delhi, dt. 10.6.83

To
The General Manager,
Western Railway,
Bombay.

(Part-I)

Sub: CRS's Inspection Report for the year ending 31st March, 1983 of the M.G. sections of the Rajkot and Ajmer Divisions of the Western Railway.

A copy of the above nited inspection report forwarded by the Ministry of Tourism & Civil Aviation (~~CRS~~ Commissioner of Railway Safety) Lucknow on the above noted subject under their reference No. 14-T(2)/82 dt. 12.5.83 is sent herewith.

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

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

DA:-One (in 11 pages).

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

.....

No.70/WD0/0RI/R0/1.Pt. Dated: 7-6- 1983.

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

Sub: Rules for opening of a Railway - Chapter XI - Level Crossing.

Ref: Your letter No.RS9-T(1)80 Dt August 9, 1982.

Please refer to your letter mentioned above wherein you had made certain suggestions in the proposed draft of Chapter-XI of the "Rules for opening of Railways for public carriage of passengers" pertaining to level crossings. Taking into consideration these suggestions and some of the recent instructions issued by the Board, this Chapter has been redrafted and is enclosed with this letter as annexure 'I' in duplicate.

2. Simultaneously the Board has also been revising the Indian Railways Way & Works Manual (IRWWM) and in connection with that Chapter of level crossings has been redrafted taking into consideration the suggestions received from the various Railways to ensure that similarity remains between the instructions issued in both the cases the revision of this chapter for rule for opening of Railways has been based on the revised chapter of Way & Works Manual. A copy of the revised chapter of Way & Works Manual ~~x xxxx xx xxx xxxxxxx~~ which is under finalisation is also enclosed for ready reference as an annexure II.

3. It will be very much appreciated if you could kindly offer suggestion of this revised draft for proposed Chapter X of Rules for opening of Railways for incorporating in the final draft.

Shyam Kumar

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

(105)

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

No. 83/WDO/ORI/2(A) New Delhi, dt. 4-6-83.

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

Sir,

Sub: Opening of the New Non-Electrified Broad Gauge single line between Dharmavaram and Gooty on South Central Railway's Guntakal Division for public carriage of passengers.

With reference to your endorsement No. RS.10-T(3)/83 dt. 8.4.83, I am directed to confirm the action of CRS, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No. 2899 dt. 25/1/83.

Yours faithfully,

Dated 4/6/83

DA: Nil

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

No. 83/WDO/ORI/2(A). New Delhi, dt. 4-6-83

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Southern Circle, Bangalore 560009 with reference to his letter No. 2899 dt. 25.1.83.

2. The General Manager, Southern Railway, Park Town, Madras600003 with 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.

Dated 4/6/83

DA: Nil

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

(106)

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

No. 80/WDO/ORI/6 New Delhi, dt. 4-6-83.

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

Sir,

Sub: Doubling between Suwasra (km. 773.69) and Shamgarh (km.787.39) on the Nagda Junction-Kota Junction BG section of the Western Railway.

With reference to your endorsement No. RS.10-T(6)/83 dt. 16/4/83 I am directed to confirm the action of CRS, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers asper his letter No. 16-5/205/412 dt. 2.4.83.

Yours fiathfully,

Dey 2/6/83
(S.D. Jain)
for Secretary, Railway Board

DA: Nil

No. 80/WDO/ORI/6 New Delhi, dt. 4-6-83

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Western Circle Bombay with reference to his letter No. 16-5/205/412 dt. 2.4.83.
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.

Dey 2/6/83
(S.D. Jain)
for Secretary Railway Board

DA: Nil

(107)

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

No. 82/WDO/SD/25. New Delhi, dated: 31.5.1983.

The General Manager,
South Eastern Railway,
Calcutta.

Sub:- Provision of catch siding
in ghat sections.

The question of the need of providing catch sidings at locations as indicated in your Railway's D.O.No.TC/Catch Sidings/Pt.IV/3420 dated 6.12.1982 is still under examination in consultation with R.D.S.O.

In order to examine the specific case of the Section Khodri-Khongsara on the South Eastern Railway, it is requested that statistical particulars may be furnished of actual instances that have come to notice, or accidents that have been reported on this section, of trains or engins having lost control on the long down gradients, and resulting in accidents/collisions, or signals having been crossed at danger. The information may be furnished for the previous few years, clearly indicating the period for which the information is available, and supplied. An early reply is requested.

Please acknowledge receipt.

Pey 31/5/83
(S.D. Jain)
Addl. Director, Civil Engg.,
Railway Board.

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

No. 83/WBO/SD/5. New Delhi, dt: 31.5.1983.

The Chief Project Manager,
Railway Electrification,
Vijayawada-520001.

Sub:- Vijayawada-Gudur Railway Electrification wiring of additional lines-infringement of structures to the schedule of Dimensions-condonation requested.

Ref:- Your letter No.E.252/VGNE/5418/A, dated 7.4.1983. SNOI

As your above quoted letter has not so far been received duly forwarded through the Commissioner of Railway Safety, Southern Circle, Bangalore and Chief Commissioner of Railway Safety, Lucknow, it is requested that the same may please be sent duly forwarded alongwith the Drawings if any available in order to enable this office to take further necessary action in the matter.

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

C/c.

(109)

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

No. 83/WDO/SD/2 New Delhi, dt.30-5-83

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

Sub: Opening of crossing station at Sarbahara between Khodri and Pendra stations on Bilaspur-Katni section of S.E. Railway.

Ref: i) G.M. S.E.Rly's D.O. No. 4/1773/W/III/4808 dt. 16.9.82.

ii) This office D.O. of even No. dt. 15-4-83.

The information requested under this office D.O. quoted at ii) above is still awaited from your railway. The position has however further been examined and Board have observed that in view of steep falling gradient on the approach of the proposed crossing station in this case, some precautions are necessary. Board have however desired that the Railway should also examine the following alternatives depending on their technical feasibility and the costs involved.

(i) Provision of a symmetrical split with 1 in 12 curved switches or flatter.

(ii) A three-line station.

The Board have observed that in the Book titled "Rules for opening of Railways"(Chapter VIII- III note under item 2)- provisio of a snag dead end on Main Line is permitted in special circumstanc as in the present case. A reference has been made to CCRS/Lucknow for this end to obtain his views whether a snag dead end on the Main Line as in the present case may be permitted in view of Safety requirements. A copy of the reference made(letter No. 83/WDO/SD/2 dt. 28.5.83) is enclosed herewith. You shall be advised as soon as the views of CCRS are known.

In the meanwhile , you are requested to send two copies each of the drawings for the proposed crossing station at Sarbahara both the Engineering and Signalling plans and the extract of the Index Plan and Section between Khodri and Pendra stations. The plans supplied by you earlier have been sent to CCRS for his examination and no copies are left in this office for reference and record.

An early reply is requested.

Page 18/

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

DA: As above.

Sub: Opening of crossing station at Sarbahara between Khodri and Pendra Road station on Bilaspur-Katni section of S. E. Railway.

(110)

CASE HISTORY

On the application for sanction for the opening of above mentioned panel interlocked crossing station, CRS, South Eastern Circle, Calcutta, interalia, asked the Railway on 6.12.80 to explain how para 2006 of Chapter XX of Signal Engineering Manual is fulfilled since Approach Track Circuit has not been provided.

CRS was informed that in view of general scarcity of wooden sleepers, dead approach locking, which is more restrictive in nature, has been provided in lieu of approach locking with approach track circuit.

CRS did not accept this and advised that a uniform policy for approach locking and back locking at panel interlocked stations should be provided on this Railway.

It was explained to CRS that the uniform policy adopted by this Railway is to provide approach locking with approach track wherever wooden sleepers are available and dead approach locking where wooden sleepers are not available which is accepted and an equally effective substitute of approach locking with approach track. The examples of quite a large number of stations on this railway where panel interlocking has been commissioned with dead approach locking after obtaining sanction of CRS was made known to CRS. However, CRS commented that dead approach locking is in no way as safe as approach locking and back locking with continuous track circuiting as laid down in para 2006 of Signal Engineering Manual vide his No.2311/122/12/VIII dt. 14.1.81 (copy enclosed).

On receipt of CRS's observation, the issue was referred to the Board and Board's approval for providing dead approach locking instead of approach locking at small panel interlocked stations subject to minimum 120 seconds time delay being ensured was communicated vide Board's letter No.80/W3/SG/G/2 dt. 20.4.81 (copy enclosed). CRS was advised of Board's approval for dead approach locking and requested to accord his sanction. CRS did not agree to accord his sanction on the plea that it is essential to provide adequate length of continuously effective back locking track circuit upto a length of 300 metres in rear of facing points which would mean that the back locking track circuit would extend from the toe of the facing points to a point in rear of Home signal which is a contrary to normal practice.

The Board vide their letter No.80/W3/SG/G/2 dated 28.5.81 (copy enclosed) stated that the arrangements of approach locking/back locking proposed by the railway for Sarbahara station is in conformity with the general practice followed in this regard.

contd..2.

(111)

The genesis to extend the back locking upto a point of 300 metres in rear of the first facing point is not clear and does not appear to achieve any additional margin of safety.

CRS was informed accordingly and further observations made by him were clarified. However, on 20.11.81 CRS vide his letter No.1185/122/12/VIII (copy enclosed) made the following observations :

"In view of the existence of a down grade between Pendra Road and Sarbahara, it is considered desirable, in the interest of safety that the Station Working Rules for Sarbahara should provide for the following :

"When it becomes necessary to grant 'line clear' simultaneously to an Up train and a Down train, it should be ensured that the line is always set for the loop line at the Pendra Road end before granting line clear to either train. Where line clear is already granted to an Up train and it is proposed to receive that Up train on the loop line, no line clear should be granted to a Down train, until after the former has actually come into the loop line and the points set for the main line. A similar procedure should be followed if a down train has to be admitted to the main line. It is also desirable to provide a sand hump at the Bilaspur end of Sarbahara in view of the overrun line and in view of the existence of steep down gradient from Pendra Road."

The railway then incorporated the following stipulations in Station Working Rules :

"When two goods trains are to cross at the station, the down goods ~~train~~ train will be permitted first on the loop line after which the Up goods train will be received. When a down goods train and an up Passenger train are to cross at the station, the down goods train will be stopped at the outer signal and the up passenger train received on the loop line after which the down goods train will be received".

When the papers were sent to CRS, he stated that the proposals of the operating branch mentioned above, do not meet the full requirement of Safety and stated that the following minimum provisions would have to be ensured :-

i) No down train should be received on the main line unless the block section Sarbahara-Khodri is clear;

ii) In all cases where trains have to cross it should be ensured that the route is set for the down loop and to the sand hump before granting line clear for Pendra Road for a down train.

The Railway could not agree to stoppage of Up goods trains at the outer as this would have problems in starting on up gradient with the possibility of trains parting or stalling.

In order to accommodate CRS condition of directional movement as well as to afford the facility of simultaneous reception - overcoming stoppage of up trains at the up outer Engineering and Interlocking plans were amended as per SI Plan No.SI 9475 Alt.'B'(copy enclosed).

(112)

Application was then sent from CE(Con)/Bilaspur vide his No. DRG/SY/127/Pt.2/198 dt. 1.5.82 with provision of snag dead end on the main line. CE(Con)/Bilaspur discussed the case with CRS, who verbally instructed him that the station be either converted to 3-line station with snag dead end on the loop lines to effect simultaneous reception or to change the lay out providing symmetrical split points so that there would be no run through main line. The application was returned unsanctioned vide CRS's No. 612/122/12/III dated 29.7.82.

On this railway a number of similar stations with 1 in 100 approach gradient are existing with no restrictive feature as desired by CRS.

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(113) ✓

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

New Delhi
No.80/WDO/SR/7 Pt. Dated 23-5-83

The General Managers(E),
W,C and SE Rlys.

Sub: Coal loading - Movement of BOX'N' rakes.

An extract of para 7.1 of the minutes of the COPSs meeting held with the Board at Rail Bhawan on 28th and 29th April, 83 is furnished below:-

"7. Coal Loading

7.1 The strategy for achieveing loading of 99 million tonnes of coal was discussed in detail. During the current year about 3250 BOX'N' wagons would be available which would be injected into the CIC circuit. At present the infras tructur both for loading and unloading of these wagons is totally inadequate. It is necessary that the Zonal Railway particularly Western, Central and South Eastern Railways obtain the requring sanction for running BOX'N' wagons on the trunk routes besides ensuring that the terminals at both despatching and receiving ends are geared to handle BOX'N' rakes. DME and DTT will will coordinate and chalk out a time bound plan of action."

It is requested that action may immediately be initiated for identifying the routes on which BOX'N' rakes have to be run for obtaining sanction of the competent authority for running BOX'N' wagon on these routes in consultantion with the Optg. Branch of your Railway.

Attention of the Central and South Eastern Railways in this connection is also invited to DCE's D.O. of even number dt. 19.5.83 addressed to the CEs which would have been already received on these Railways.

Action taken may please be advised to this office for Board's information at the earliest.

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

DA:NIL.

(114)

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

No. 83/WDO/SR/5 New Delhi, dt. 23-5-83

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

Sub:- Design of Bogie open Military wagon type 'BOM/A' - Condonation of infringements to the B.G. Metric Schedule of Dimensions (1973)

.....

With reference to your letter No. CT/DG/LW/BOM dated 12-4-1983, sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the following infringements to B.G. Metric Schedule of Dimensions (1973) involved in the design of B.G. Bogie open Military wagon type 'BOM/A' to RDSO drg. No. WD-82060-S-02 Alt. Nil for Ministry of Defence as mentioned in Annexure-1 accompanying your letter referred to above:-

1. Infringement to item 13(b) of Chapter-IV (A) - concerning proposed height of 1105mm for centres of buffers from rail level in lieu of 1080mm maximum height for unloaded vehicles with ACB couplers prescribed as per Schedule.

2. Infringement to profile for maximum moving Dimensions of 1929 as shown in diagram No. 1A and others-concerning proposed width of 3120mm of the wagon from 944mm to 1145mm above rail level as detailed in drg. No. WD-82060-S-02 Alt. Nil in lieu of 3050mm (Max. width over all projections from 305mm to 1145mm above rail level.)

Dey 23/5/83

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

No. 83/WDO/SR/5 New Delhi, dt. 23-5-83

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Lucknow with reference to his endorsement No. RS.18-T(6)/82 dt. 5.5.83

2. The Director General (Wagons) RDSO., Lucknow.

Dey 23/5/83

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

Pard copy

(115)

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

No. 82/WM0/SP/29 New Delhi, dt. 2/-5-83

The General Managers

1. Eastern Railway
Fairlie place,
Calcutta-700001

2. North Eastern Railway,
Gorakhpur-273001.

3. South Eastern Railway,
Garden Reach,
Calcutta-700043.

Sub:- Permission for running of 150 ton
B.G. Wagon on Indian Railways
.....

Please refer this office letter of even number dated 23-3-1983(Copy enclosed for ready reference). The acknowledgement of the letter and the action taken there on is still awaited from your railway. It is therefore requested that the same may please be expedited.

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

DA/As above.

(116)

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

No. 82/WDO/SR/29. New Delhi, Dated 21-3-1983.

The General Managers,
All Indian Railways.

Subject:- Permission for running of 150 ton B.G. Wagon on Indian Railways.

Reference:- M/s.BHEL., Bhopal's letter No. TEX/Plg./101(7) dated 8-1-1983.

The RDSO vide their letter No.MW/CS/BHEL dated 5-9-79 have forwarded to you four copies of the provisional speed certificate alongwith Annexure-I and two copies of the Drawing for 12 axle 150 ton Special Wagon with the request to obtain sanction of the Commissioner of Railway Safety for the movement of this wagon on your Railway. Further M/s.BHEL., Bhopal also vide their letter quoted above have forwarded to you the copies of RDSO's above mentioned letter requesting you to accord permission to run this wagon on your system.

The Board desire that the Operating and Engineering Departments of your Railway may be instructed to obtain the sanction of the Competent authority for movement of the wagon on your systen at an early date unless they have already done so. If the sanction of the Competent authority has been obtained earlier the reference number and date may please be advised to this office immediately.

Please acknowledge receipt.

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

DA:-Nil.

No.82/WDO/SR/29. New Delhi, Dated 21-3-1983.

Copy forwarded to:-

1) M/s. Bharat Heavy Electricals Limited., Bhopal (Traffic Despatch & Disposal Department) with reference to their letter No. TEX/Plg./101(7) dated 27-2-1983.

It is observed that the sections of the individual Railways on which you propose to run 150 ton wagon have not been advised to the General Managers, All Indian Railways. The same may kindly be advised immediately under advice to this office, if not advised so far. In case

P.T.O.

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the sections have already been advised the fact may be confirmed to this office. It may also be confirmed that you have not received any sanction for running of this wagon on any of the Railways so far.

Dated 10/3/83

DA:-Nil.

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

R.N./WDO-I/19.3.83.

(118)

No. 82/WDO/ORI/3. 21/5/83

To

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Conversion of the UP(South line of the existing Metre Gauge double line between Sonpur and Chhapra Kacheri into Broad Gauge on North Eastern Railway's Sonpur Division for public carriage of passengers.

Ref:- Your office letter No. W/Con/520/2/SNE-CI/W-I/1600 dated 8/13-10-1982.

Please refer Endorsement No.2 to this office letter of even number, dated 7.6.82(Copy enclosed) in terms of which an interleaved copy on the Commissioner of Railway Safety's recommendations and suggestions was required to be sent to him under advice to this office. Since the interleaved copy has not so far been received in this office, it is requested that the same may please be sent to this office without any further delay.

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

DA:-Nil.

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

No. 82/WDO/SR/12 New Delhi, dt. 17-5-83.

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

Sub:- Running of WDM 6 Class BO-BO type Diesel Locos on various sections of southern Railway.

.....

Ref:- Your No. SD/WDM6/11 dated 4-8-1981.

Please refer this letter of even number dated 9-6-82 addressed to the General Manager Southern Railway Madras; copy endorsed to you alongwith a copy of Chief Commissioner of Railway Safety, Lucknow's letter No. RS. 17-T(4)/82 dated 5-5-82 in which the Chief Commissioner of Railway Safety had made the following recommendations:-

> "In the first instance, running of WDM6 Locomotive may be confirmed to the haulage of goods trains on single line sections. It would be inadvisible to clear these locos for regular haulage of trains on an extended scale pending evaluation of their riding stability based on oscillation trials."

RSDO's trials conducted so far indicate that the WDM6 loco has a tendency for sustained oscillations in the vertical mode in the range of 70/75 kmph. A final report from RDSO is still awaited. RDSO was therefore requested to furnish the comments on the above mentioned recommendation made by CCRS and to expedite their final report on oscillation trials of WDM6 loco at the earliest and furnish the result to the Board for necessary decision being taken. Since no reply has so far been received in this office, it is requested that the same may please be expedited.

DA/NIL.

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

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

NEW DELHI, dt. 9.5.83

No. 83/WDO/ORI/2

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

Sub: Opening of the Non-Electrified B.G. single line constructed on a New-alignment from Baiyappanahalli to Yelahanka and converted from Meter Gauge from Yelahanka to Dharmavaram (incl.) on Southern Railway's Bangalore Division for the public carriage of passengers.

With reference to your endorsement No. RS.10-T(2)/83 dt.24.3.83 I am directed to confirm the action of CRS, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No. 3099 dt. 27.1.83/7.2.83.

(S.D. Jain)
for Secy. Railway Board.

DA:NIL

New Delhi, dt. 9-5-83

No. 83/WDO/ORI/2

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Souther circle, Bangalore with reference to his letter No. 3099 dt. 271.83/7.2.83.

2. The General Manager, Southern Railway Madras 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 pleease be intimated as and when the same is commissioned to passenger traffic.

(S.D. Jain)
for Secy. Railway Board.

DA: Nil.

Rajesh/WDO-I.

Guard file

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

No. 82/WDO/SR/12 New Delhi, dated -5-1983

The General Manager,
Southern Railway,
Madras.

Sub: Running of WDM6 class BO-BO type Diesel electric locos on various sections of Southern Railway.

Ref: Your letter No. W.438/1/Vol.III dt. 19/21-4-1983.

As the RDSO have not so far furnished their final oscillation trial report regarding the running of WDM6 class Diesel electric locos, the same may please be awaited.

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

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

No.82/WDC/SR/2 New Delhi, dt 2-5-83.

The General Manager,
S.E. Railway,
Garden Reach,
Calcutta-43.

Sub: Condonation of loading density - In connection with Trial running of BOBS Mk-II wagons on B.G. section of S.E. Railway.

Ref: Your letter No. G/BOBS/BOBX/Pt III dt. 18.3.82.

In continuation of this office letter of even number dt. 23.2.82 Railway Ministry, also sanction the infringement of loading density of 7.9t/m on the following three sections, which exeeds the loading density of 7.67t/m as per Bridge rules.

(i) Padapahar-Banspani
(ii) Bondamunda-Naugaon-Purnapani
(iii) Bhilai-Ahiwara

Dy 28/4/83
(S.D. Jain)
Addl. Director, Civil Engg.(G)
Railway Board.

No. 82/WDO/SR/2 New Delhi, dt. 2-5-83

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, 164, Ashok Marg Patiala House Lucknow with reference to his endorsement No. RS.18-T(S)/82 dt. 24.5.82.
2. The Commissioner of Railway Safety, S.E. Circle, Calcutta, with reference to his letter No. 1857/247/30 dt. 26.3.82.
3. The Director General, RDSO (B&S), Lucknow.

Dy 28/4/83
(S.D. Jain)
for Secretary, Railway Board.

Spare

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

No. 79/WDO/SD/28 New Delhi, dt.30-4-83

The Controller of Publications,
Ministry of Works & Housing,
Deptt. of Publication,
Civil Lines,
Delhi-110054.

Sir,

Sub: Printing of Addendum & Corrigendum slip No. 10 to B.G. Metric Schedule of Dimensions (1973).

The Govt. of India press Simla-4 vide their No. L.15017/4/83-AIII/645/8182/3013 dt. 26.3.83 have submitted their pre receipted Bill No. 695/81-82 for Rs. 1000/- for printing of the above mentioned Addendum & Corrigendum slip. Please confirm whether 4800 copies of the above A&C slip have been ~~mm~~ received by you.

It may also please be ensured that in future while acknowledgin the receipt of the printed A&C slip to the concerned press, a copy of the same is invariably endorsed to the Secretary (Civil Engg.) Railway Board Room No. 110A also.

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

No. 79/WDO/SD/28 New Delhi, dt. -4-83

The Asstt. Manager(Adm) Govt. of India Press Simla for information.

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

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

New Delhi, dt.29-4-83

83/WDO/Density chart/1

The General Manager(Engg.)
All Indian Railways.

Sub: Traffic Density charts.

Ref: Your previous reference as shown at the bottom.

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

The Board, therefore desire that the 'GMT' figs. as on 1.4.83 may be indicated on various sections on a system map of your Railway and four copies of the same furnished to this office at an early date.

Dept 27/4/83

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

Previous reference

Central Rly. letter No. G.102WM2/1982-83 dt. 22.1.83
Eastern Rly. D.O. letter No. W382/1/Vol III dt 21/28-1-83
Northern Rly. letter No. [illegible] dt. 17.1.83
NE Rly. letter No. W/275/47/1/Pt IV/W4A dt. 7.2.83
NF Rly. D.O. letter No. W/555/0/Pt III/W6 dt. 23.3.83
Southern Rly. D.O. No. W26/1/3/81.82 dt. 17.1.83
South Central Rly. letter No. W.26.1.7 Vol.II dt. 11-1-83
South Eastern Rly. letter No. TC/Axle load/430 dt.4/5-2-83.
Western Rly. letter No. W/162/24 Vol.III dt. 11-1-83.

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

D.O.No.82/WDO/SD/25. Dated New Delhi, 27-4-1983.

My dear Verma,

Sub:- Provision of catch siding
in ghat sections.

The South Eastern Railway had referred the problem in connection with provision of catch sidings on the foothill of a very long down gradient under their GM's D.O.No. TC/Catch Siding/Pt.III/3420 dated 06.12.1982 a copy of which is also endorsed to R.D.S.O. I understand the subject is being dealt with by you and Shri K.P. Singh, Addl. DS(Track) has also sent you a copy of my earlier letter No.82/WDO/SD/25 dated 3.2.82 under his No.CT/CS&SS dated 13.4.83.

I shall feel grateful if you could kindly let me have the considered views of R.D.S.O. on this subject in order to enable the Board to take a decision on the same.

With regards,

Yours sincerely,

Sd/-
(S.D. Jain)

Shri P.C. Verma,
Jt. Dir.(MP)II,
Research Designs and Standards Organisation,
Lucknow.

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

S.D. JAIN,
Addl.Director Civil Engg.(G)

D.O. No. 83/WDO/SR/9 New Delhi dt. 22-4-83

My dear Subramaniam,

Sub:- Movement of B.G. Container Flats type 'BFKI'
.....

With reference to your telephonic conversation on 19-4-1983 regarding the infringement of the above container flats, I am enclosing herewith a copy of this office letter of even number dated 22-4-83 for your information and guidance.

Yours faithfully,

DA/As above (S.D. JAIN)

Sh. P.G. Subramaniam
Dy. Chief Engineer,
Southern Railway,
Madras.

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

No. 83/WDO/SR/9 New Delhi, dated 22-4-1983

The Director General,
R.D.S.O., Alambagh,
LUCKNOW.

Sub: Movement of B.G. Container Flats type 'BFKX' on Indian Railways.

Ref:-

i) Board's letter No. 76/WDO/SR/1 dt. 15.7.1977

ii) Your letter No. CT/CONTR/BG/MG dt. 6/13-4-1977

iii) Shri K.C.A. Narayanan CMPS, Southern Rly's Telex No. Nil dt. 16.4.1983

This is to clarify that the sanction to the infringement of B.G. Metric Schedule of Dimensions in respect of the running of the above flats already issued vide this office letter referred above will equally apply to the 'BFKI' type container flats also, as these dual purpose container flats (capable of carrying both domestic as well as ISO series containers) are the same as 'BFKX' type container flats except that the dual purpose flats have been provided with two separate sets of retractable anchorage locks and falling end flaps, and were approved for being redesignated as 'BFKI' container flats under Board's subsequent letter number 73/M(W)/964/53 dt. 22.7.79 for distinguishing the same from those container flats which are used only for carrying domestic containers.

This disposes of Southern Rly's reference quoted at iii) above.

Please acknowledge receipt.

20/4/83

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

No. 83/WDO/SR/9 New Delhi, dt. 22-4-83

Copy forwarded to:

1. The Chief Commissioner of Railway Safety Lucknow with reference to his letter No. R18-N(9)/77 dt. 27.4.77.

...2/-

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2. The General Managers, All Indian Railways. It is requested that the receipt of this letter may please be acknowledged.

3. All Commissioners of Railway Safety.

4. TC(M&S) cell in Board's office Room No. 564, Rail Bhawan New Delhi.

Pg 5/1/83

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

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

New Delhi, Dated 16-4-1983.

No. 83/WDO-I/ORI/3.

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

Sir,

Sub:- Re-opening of Kallar-Coonoor Rack section of Palghat Division for passenger traffic.

With reference to your Endorsement No.RS.10-T(1)/83, dated 23/24-3-83, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the re-opening of the above section for the public carriage of passengers as per his letter No.2619 dated 28-12-82.

yours faithfully,

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

DA:-Nil.

New Delhi, Dated 16-4-1983.

No.83/WDO/ORI/3.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, Bangalore-9, with reference to his letter No.2619, Dated 28-12-82.

2) The General Manager, Southern Railway, Park Town, Madras-600 003, with the request that 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 CRS informed accordingly under advice to the Railway Ministry in an interleaved copy. It is requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

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

DA:-Nil.

R.Narayanan/WDO-I/14.4.83.

(130)

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

No. 83/WDO/SM/1 New Delhi, dt 16-4.83

The General Managers;
All Indian Railways.

Sub: System Maps

The Board desire that 15 copies of the system maps of your Railway system (BG, MG & NG) corrected upto 31st March 1983 may please be supplied to this office after incorporating the information as per proforma enclosed and also showing divisional jurisdiction in different colours.

The Board also desire to be furnished with 10 copies of public time table maps showing divisional jurisdictions and state boundaries in different colours.

It may be ensured that the system maps should be strictly as per sample proforma, properly coloured, readable and presentable to the minister and Board members along with kilometrage against each station for reference purposes.

These copies should reach this office immediately but not later then 1983.

(S.D. Jain) 8/4/83
Addl. Director Civil Engg(G),
Railway Board

D.O.No.

SAMPLE PROFORMA

AS ON 31·3·83 ✓

(131)

ROUTE KILOMETRES

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

STATE WISE ROUTE KILOMETRAGE

STATES	B.G. 1·676 m	M.G. 1·00 m	N.G. 0·762 m	N.G. 0·610 m	TOTAL
WEST BENGAL	—	—	—	—	—
ASSAM	—	—	—	—	—
BIHAR	—	—	—	—	—
TRIPURA etc.	—	—	—	—	—
TOTAL	—	—	—	—	—

JURISDICTION OF DIVISIONS

DIVISIONS	COLOUR	B.G. 1·676 m	M.G. 1·00 m	N.G. 0·762 m	N.G. 0·610 m	TOTAL
KATIHAR		—	—	—	—	—
ALIPURDUAR		—	—	—	—	—
LUMDING		—	—	—	—	—
TINSUKIA etc.		—	—	—	—	—
TOTAL		—	—	—	—	—

SECTIONS GROUP-WISE

GROUP	SECTIONS
GROUP - A	BOMBAY - NAGPUR
GROUP - B	BHUSAVAL - ITARSI
GROUP - C	BOMBAY V.T. - KALYAN
GROUP - D	JHANSI - KANPUR - MANIKPUR
GROUP - E	AMLA - PARASIA

M.G.	SECTIONS	Kms.
TRUNK ROUTE		—
MAIN LINE		—
BRANCH LINE		—

No. 83/WDO/SM/1

(132)

No. 82/WDO/SR/29 13- 4- 83

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

Sub:- Running of 12 axle wagon of M/S BHEL Hardwar to transport 200 MW TG Stators from Hardwar to various distinations.

.....

Please refer this Office letter of even No. dated 10.3.83 and Director Civil Engineering's D.O. of even no. dated 11.3.83 (copies enclosed for ready reference). The action taken at your end regarding the sanction for running of the 12 axle wagon of M/S BHEL/ Hardwar may please be advised immediately for information of the Board.

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

DA: As above.

(133)

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

No. 82/WDO/SR/2 New Delhi, dt. 12-4-83

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

Sub: Trial running of BOBS MK-II wagons on South Eastern Railway.

Ref: Your letter No. CBS/BOBX dt. 26.2.83

Please refer this office letter No. 76/WDO/SR/4 dated April'77. The following corrections may please be carried out there in :-

1) The 'subject'may be revised to read as:-
"Trial running of BOBS MK-II wagons on BG sections of South Eastern Railway."

instead of
"Speed certificate for 22.9t axle load BG bogie hopper wagon type BOBS MK-II with Casnub/ Amstead bogies."

11) The words"at a maximum permissible speed of 80km/h and subject to the observance of all speed restrictions now in force or that may be imposed from time to time" appearing in line No. 3,4, & 5 may be treated as deleted.

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

No. 82/WDO/SR/2 New Delhi, dt. 12-4-83.

Copy forwarded to:

1. The General Manager S.E. Railway Garden Reach, Calcutta with reference to their letter No.G/BOBS/BOBX/Pt. III dt. 23-2-83.
2. The Chief Commissioner of Railway Safety 16-A, Ashok Marg, Patiala House, Lucknow.
3. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700001.

DA:-Nil.

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

(134)

No. 82/WDO/SR/9 12-4-83.

The General Manager,
Northern Railway,
New Delhi.

Sub: Permission for running of 150 ton BG wagon of M/S BHEL/Bhopal on Indian Railways.

Please refer this office letter of even number dt. 21-3-1983 (copy enclosed for ready reference) on the above noted subject and acknowledge receipt. While acknowledging the receipt, the latest position of the case may also be advised immediately for the information of the Board.

Dft: As above

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

(135)

SHYAM KUMAR
JOINT DIRECTOR, CIVIL ENGINEERING(B&S)

D.O.No.80/WDO/SR/7 Dated 11-4-83.

Dear Sh. Bhatnagar,

Sub:- Running of BOXN Rakes on W.Rly.

Kindly refer to your DO Letter No.W.636/15/51(W3) dated 19th January,1983 addressed to Shri.Tirath Prakash, Director, Civil Engineering, the subject of running BOXN Wagons on the additional routes have been considered by the Traffic Transportation Directorate and they have issued a letter (Copy enclosed) indicating the additional sections which are being proposed for running of BOXN Wagons. In view of this revised decision, the Railway may take necessary action to carry out investigations of bridges. The Railway may submit for out of turn sanction, the proposal for carrying out survey for rehabilitation of the bridges on these sections.

with regards,

Yours sincerely,

Sd/-
(Shyam Kumar)

Sh.A.S.Bhatnagar,
Chief Bridge Engineer,
Western Railway,
Churchgate, Bombay.

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

No. 83.TT(I)/27/Working Group. New Delhi, Dated 19.2.83.

The General Managers,

1. Central Railway, Bombay V.T.

2. Western Railway, Churchgate, Bombay.

C/- General Manager, South Eastern Railway,
Garden Reach, Calcutta.

The BOX N type of wagons are now operating for carrying coal from the Central India Coal fields of S.E.Railway to destinations on Western Railway via Ujjain-Ratlam right upto Godhra. In the procurement scheme of these wagons by the Indian Railways, the fleet of BOX Ns is progressively increasing and we have to explore new sections and terminals for their proper utilisation.

2. It is, therefore, necessary that the following sections are cleared for operation of these wagons both from the movement and maintenance point of view;

1. Godhra-Baroda-Udhna.
2. Surat-Jalgaon
3. Bhopal-Itarsi-Bhusawal-Jalgaon
4. Ahmedabad-Viramgam-Hapa.

3. If arrangements to run BOX N trains on these sections are made, it will help not only towards the proper utilisation of these wagons but also towards the fluidity of movement by utilisation of alternative routes.

(M.K.Misra)
Jt.Dir.Traffic Transportation,
Railway Board.

(137)

Tirath Prakash
Director Civil Engineering

D.O.No.83/WDO/SR/7 New Delhi, the 7.4.83

My dear Gopalan,

Sub: Running of 'BOX' Wagons with 22.5T Axle loads.

-.-.-

Enclosed please find a copy of letter No.JUK:PC(TD)/Comm/73 dated 31st March, 1983 from Shri J.G.Kumaramangalam, Chairman, three men Committee appointed by the Planning Commission to examine the present system of loading/unloading of wagons with respect to Bulk Commodities at terminals. I shall be thankful if you could kindly send me a reply on the various questions raised therein at an early date.

Thanking you,

Yours faithfully,

Sd/-
(Tirath Prakash)

DA - As above

Shri N. Gopalan,
Director Standards(Civil),
R.D.S.O.,
Lucknow -5

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JG KUMARAMANGAIAM,
Chairman.

3-Men Committee appointed by the Planning Commission to examine the present system of loading /unloading of wagons with respect to bulk commodities at terminal

4, Fairlie Place(6th Floor),
Calcutta 700 001.

JGK:PC(TD)/Comm/73

March 31, 1983.

Dear Shri Prakash,

Re: Running of Box Wagons with 22.5 T. Axle loads.

The Railways have programmed for Box(N) wagons to increase the density of traffic per track kilometer. The Steel Plants as also a number of Industries have expressed their difficulties in handling these wagons shorter in length, and have suggested instead that the pay load of the existing Box wagons may be increased by 10 tonnes providing all-steel under frame, etc. The axle load of such wagons will be 22.5 tonnes and these wagons will move almost all over the Indian Railways.

The Committee would like to know your views whether the existing Bridge/Track conditions will permit running of such Box wagons with axle load of 22.5 T., and if not, the reasons for the same. The Committee would be interested to know particularly the following:-

a - Are all the bridges on Indian Railways fit to take 22.5 T. Axle loads?

b - Can 22.5 T. Axle load wagons be permitted to run at normal speed on track laid with 90 lbs. rails, with increased sleeper density?

c - If 90 lbs. rails even with increased sleeper density is not enough, what improvements to tracks are necessary to run Box wagons of 22.5 T. axle load, at their present permissible speed.

d - What percentage of BG Track on running lines are at present laid with 52 Kg. rails & above?

e - What is the policy of the Railway Board about replacing the existing 90 lbs. rails on the running tracks by 52Kgs. and above, and the time-span envisaged for the same?

f - In case such change-over or improvements to track conditions have to be done, specially for the general use of 22.5 T. axle load Box wagons, what would be the approximate investment involved, over and above the normal track renewal programmes.

As the Committee is in the final stage of its preparing the report, I shall be grateful, if the replies could be sent within a fortnight.

With kind regards,

Yours sincerely,
Sd/-
JG KUMARAMANGALAM.

Sh. Tirath Prakash,
Director, Civil Engg;
Ministry of Railways,
Rail Bhavan, New Delhi.

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

No. 82/WDO/SD/3. New Delhi, Dated 21-3-1983.

The General Manager,
Eastern Railway,
Calcutta.

Subject:- Karaila Road-Bina-Jayant Project.
(Length approx: 35.00 Kms.)

With reference to your letter No.CE/CON/W/900/2 dated 22.10.82, sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the infringement to item 2 of Chapter-II of B.G.Metric Schedule of Dimensions(1973) concerning the existing grade of 1 in 150(at Km.177.45 on Chopan-Katni line and at Km.1.450 on Karaila Road-Krishnashila section) in Karaila Road station yard in lieu of the maximum grade of 1 in 400 prescribed as per schedule as stated in Form-XI accompanying your letter referred to above.

It is noted that the Eastern Railway have clarified (Refer letter No.1195/16/A/J/I/83 dated 6-1-83) that they will ensure that no loaded down train is stopped on the outside of Down Home signal of Karaila Road station, by providing that it shall be possible to grant line clear to the station only after the Home Signal is taken off. This should be ensured through the working rules of the station.

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

DA:-Nil.

No. 82/WDO/SD/3. New Delhi, Dated 21-3-83.

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(2)/83, dated 1-2-83.

2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700001, with reference to his letter No. 1195/16/A/J/1/83 dated 6-1-83.

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

DA:-Nil.

R.Narayanan/WDO-I/19.3.83.

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

No. 82/WDO/SR/29. New Delhi, Dated 21-3-1983.

The General Managers,
All Indian Railways.

Subject:- Permission for running of 150 ton B.G. Wagon on Indian Railways.

Reference:- M/s.BHEL., Bhopal's letter No. TEX/Plg./101(7) dated 8-1-1983.

The RDSO vide their letter No.MW/CS/BHEL dated 5-9-79 have forwarded to you four copies of the provisional speed certificate alongwith Annexure-I and two copies of the Drawing for 12 axle 150 ton Special Wagon with the request to obtain sanction of the Commissioner of Railway Safety for the movement of this wagon on your Railway. Further M/s.BHEL., Bhopal also vide their letter quoted above have forwarded to you the copies of RDSO's above mentioned letter requesting you to accord permission to run this wagon on your system.

The Board desire that the Operating and Engineering Departments of your Railway may be instructed to obtain the sanction of the Competent authority for movement of the wagon on your system at an early date unless they have already done so. If the sanction of the Competent authority has been obtained earlier the reference number and date may please be advised to this office immediately.

Please acknowledge receipt.

21/3/83

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

DA:-Nil.

No.82/WDO/SR/29. New Delhi, Dated 21-3-1983.

Copy forwarded to:-

1) M/s. Bharat Heavy Electricals Limited., Bhopal (Traffic, Despatch & Disposal Department) with reference to their letter No.TEX/Plg./101(7) dated 27-2-1983.

It is observed that the sections of the individual Railways on which you propose to run 150 ton wagon have not been advised to the General Managers, All Indian Railways. The same may kindly be advised immediately under advice to this office, if not advised so far. In case

P.T.O.

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the sections have already been advised the fact may be confirmed to this office. It may also be confirmed that you have not received any sanction for running of this wagon on any of the Railways so far.

Dated 19/3/83

DA:-Nil.

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

R.N./WDO-I/19.3.83.

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Bharat Heavy Electricals Limited

K. L. PURI
Chairman and
Managing Director

D.O. No.AA:MM:120
D/ March 5, 1983

Dear Shri Raghavan,

Kindly accept my heartiest congratulations on your taking over as Chairman, Railway Board. I am sure, Railways will achieve further new heights in performance under your stewardship.

2. Our Hardwar Plant is experiencing inordinate delay in getting fast clearance from different zonal railways for moving finished 200 MW turbogenerator stators through BHEL owned wagons. We had got two additional wagons specially manufactured to meet scheduled requirements of commissioning programme of 200 MW thermal sets in the country. Necessary care was taken both by BHEL/Hardwar and RDSO to ensure that these wagons are identical and similar in construction to earlier used BWZ type of 12 axle wagon in so far as moving dimensions are concerned. This was done with a view to help expedite clearance for movement on different zonal railways. Now, it so happens, new regulations also require formal approval of Railway Board for any new wagon in respect of movement on any zonal railway. As four turbo-generator stators have yet to be despatched before 31st March and Hardwar has been able to get clearance only from Northern Railways so far, I am afraid getting further clearances from different Railways namely Central, South Central, South Eastern, Western region, Eastern Railway is going to delay timely shipment of these critical consignments because of long procedural channels not really applicable to this duplicate type of wagons. May I request you to issue urgent instructions to concerned Railways to expedite direct issue of running sanctions on the strength of certificate of similarity already issued by RDSO without their referring to Railway Board in each case. I should be thankful if this sanction is expeditiously issued for atleast four critical sites i.e. Raichur, Wanakbori, Korba and Bokaro. A self-contained note on the subject is also attached herewith for your ready reference.

With kind regards,

Yours sincerely,

(K L PURI)

Shri K.T.V. Raghavan,
Chairman,
Railway Board,
Rail Bhavan,
New Delhi

Encl: a/a.

18-20 Kasturba Gandhi Marg, New Delhi-110001 Phone : Off. 338433 Res. : 644069 Gram : BHARATELEC Telex 2389 & 3532

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

No. 82/WDO/SR/29. New Delhi, Dated 10-3-1983.

To

1. The Chief Engineer, Eastern Railway, Calcutta.
2. The Chief Engineer, South Central Railway, Secunderabad.
3. The Chief Engineer, South Eastern Railway, Garden Reach, Calcutta.
4. The Chief Engineer, Western Railway, Bombay.

Sub:- Running of 12 axle special wagon for the movement of 200 MW Turbo Generator stator of M/s. BHEL.

In continuation of this office letter of even number dated 5-3-83 requesting you to route the necessary papers of M/s. BHEL in connection with the above wagon through the CRS/CCRS, please find enclosed a copy of M/s. BHEL's letter No. TGE/P/T-32/B/83 dated 5-3-83 (with one enclosure only) for your information. It is requested that the necessary papers may please be processed to CRS/CCRS concerned without any further delay. The Board desire that the present position of the case may please be advised by return post in consultation with COPS of your Railway.

DA:-as above.

Dejan 9/3
(S.D.Jain)
Addl.Director, Civil Engineering (G),
Railway Board.

No.82/WDO/SR/29. New Delhi, dated 10-3-83.

Copy forwarded for information to:-

1) The C.O.P.S., Eastern Railway, Fairlie Place, Calcutta.
2) The C.O.P.S., South Central Railway, Secunderabad.
3) The C.O.P.S., South Eastern Railway, Garden Reach, Calcutta.
4) The C.O.P.S., Western Railway, Bombay.
5) M/s. Bharat Heavy Electricals Limited, Hardwar-249403 with reference to their letter No. TGE/P/T-32/B/83 dated 5-3-83.

DA:-Nil.

Dejan 9/3
(S.D.Jain)
Addl.Director, Civil Engineering (G),
Railway Board.

R.N./WDO-I/9.3.83.

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S.D.Jain
Addl.Dir.Civil Engg;

D.O.No. 80 / WDO / OHI / 11. New Delhi, dated 24-2-83.

Dear Shri.Vaish,

Sub:- Opening of Rohtak - Bhiwani B.G.Rail Link.
Ref:- CRS's Inspection Report No. 119/63/I/B/OPG/PT dated 25 - 7- 1980.

******

Chief Engineer (Construction), Kashmere Gate, Delhi has submitted an interleaved copy of the CRS's Inspection Report of the above mentioned section vide his letter No.133-W/113/Opening/W-I/Pt.II dated 22-1-82. As mentioned in the Endorsement to this letter reply to para 13.4(b) and 13.3 of the report was required to be sent direct by General Manager (Engg.)/Northern Railway to CRS/IKO with copy to Secretary(Works), Railway Board, but no reply to these paras has so far been issued inspite of several reminders from Chief Engineer(Construction) as advised by him under his letter No.133-W/113/W-I/Opening/Pt.II dated 18-11-1982.

Similarly, a letter of even number dated 24-3-82 was written to General Manager, Northern Railway, Baroda House, New Delhi (Copy Enclosed) to advise further clarification to the comments already given against para 8.2 & 13.4(b) of the interleaved copy whether DRM/DLI has considered the request of the Head Quarters regarding provision of the lifting barriers at level crossing No. 61/D-2 at Km. 1/5-6 at Bhatinda end of Rohtak yard and taking meaningful action taken by the DRM on Chief Engineer(Const.)'s letter No. 133.W/113/Opening/WI/Pt.II dt. 22.1.82.

I shall be thankful if you would look into the matter personally for an early reply.

Yours sincerely,

Shri S.M. Vaish,
Chief Engineer, Northern Rly,
Baroda House, New Delhi.

24-2-83

Copy to the Chief Engg.(Const), N. Rly. Kashmere Gate, Delhi with reference to his letter No. 133/113/W-I/Opening/Pt.II dt. 18.11.82.

Copy sd/

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

Spare

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

No. 83/WDO/SR/3 New Delhi, dt. 21-3-83:

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

Sub: Running of 24.5 ton 16 axle wagon in Chhalesar-Rajghat Narora section of Northern Railway.

....

Ref: Your letter No. 5194/360 dt. -1-1983.

The sanction for running of new rolling stock is accorded by the Ministry of Railways only when the application of the concerned Railway is received duly forwarded through CRS/CCRS. In the extnt case as referred above attention of the Board has been invited to CRS's letter No. 35/1339/axle dt. 8-4-82 which does not appear to have been recieved in this office. It is, therefore, requested that the photo copy of Railway's application along with all the necessary certificates duly forwarded through CRS/CCRS may please be sent in order to enable this office to take further necessary action in the matter.

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

No. 83/WDO/SR/3 New Delhi, dt. -3-83

Copy forwarded for information to:-

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

2. The Commissioner of Railway Safety, Northern Circle Northern Rly. Station Bld., Charbagh, Lucknow.

(S.D. Jain)
for Secretary Railway Board

For general file

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

No. 81/WDO/SR/7 New Delhi, the 18th February, 1983

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

Sub: Running of WDS-6 class diesel shunting locomotive on Indian Railways.

.....

Ref: Board's letter No. 81/WDO/SR/7 dated 14.12.82 addressed to Eastern Railway, and copy endorsed to you, and your endorsement No. RS.17-T(4)/82, dated 13.10.1982.

.....

As desired by you in your letter No. RS.17-T(4)/82 dated 12.1.1983, instructions have already been issued to Northern and Southern Railways under Board's letter of even number dt. 1.2.1983, advising that WDS-6 class diesel locomotives intended for main line duties are invariably provided with speedometers irrespective of whether they are used for passenger service or for goods haulage, and restricting the maximum speed to 55 kmph.

2. Board, however, wish to draw your kind attention to the RDSO's letter No. SD.WDS.11 dated 16.6.1982, in which is has been brought out in detail that WDS-6 class locomotives for the Indian Railways are fitted with the same type of 3-axle trimount bogies as used on the WDM2 diesel locomotives and the WAM4, WCAM1 and WCG2 class electric locomotives on which oscillation trials have previously been conducted at different speeds, and Indian Railways have enough experience on running of these locomotives on various sections for the last so many years. WDS6 class locomotive has been restricted for running only upto 65 kmph by the RDSO although on account of axle load. RDSO have felt that oscillation trials on this loco are not necessary.

3. It is requested that the position may kindly be reconsidered since the suspension and other relevant charactristics of this loco are similar to other locos like WDM2 & WAM4, already cleared for 100 kmph, dispensation with oscillation trials may kindly be agreed to.

4. An early reply is requested.

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

No. 81/WDO/SR/7 New Delhi, the 18 th Feb. 1983

Copy for information to Director General(Motive Power) RDSO, Lucknow with reference to his letter No. SD.WDS6.11 dated 16.6.1982 addressed to CCRS and copy endorsed to Board. Board

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desire that the subject matter may also be discussed with the Chief Commissioner of Railway Safety.

Papers 13/4/83

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

spare for guard file

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

No. 83/WDO/GR/2 New Delhi, dt.17-2-83.

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

Sub: Sanction for running of ZDM/4A Class Diesel Hydraulic Locomotives on Latur-Kurduwadi-Miraj N.G. Section on Solapur Division of Central Railway.

With reference to your letter No. 58 dt. 14/17.1.83 regarding provisional sanction conveyed by you to the Central Railway for the running of ZDM/4A class Diesel Hydraulic Locomotive on Latur-Kurduwadi-Miraj N.G. section on Solapur Division, it is requested that the application of the Railway alongwith all necessary certificates may please be sent to Secretary (Civil Engg.) Railway Board through Chief Commissioner of Railway Safety, Lucknow at an early date in order to enable this office to confirm the action taken at your end.

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

No. 83/WDO/GR/2 New Delhi, dt. 17-2-83

Copy forwarded for information to:-

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

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

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