GUARD

FILE

1983 Pt.I

(1)

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

No.82/WDO/SD/23. New Delhi, Dated 28-12-83.

To

The Chief Project Manager (RE),
Pratap Nagar,
Vadodara - 390004.

Sub:- Schedule of Dimensions-Infringements to signal structures in Anand-Godhra Section.

Ref:- Your letter No. SG/RE/Plans/1 dated 11-8-1983 and dated 26th November, 1983.

In connection with electrification of Baroda-Godhra and Anand-Godhra sections, you have approached the Board for dispensation to provide signal ladders/signal posts at 32 locations as listed in the Annexure to your above quoted letter, at horizontal distance of less than 2360mm from the existing track centres. In view of the position explained by you in the letter dated November, 1983 quoted above, the Board have examined the matter and agree that the signal ladder/signal posts may be located at distances between 2.210 metres and 2.360 metres, as per details already given by the Railway.

As already advised in Board's letter No. 82/WDO/SD/12 dated 18-6-1982, a list of all the locations where signal ladders/ signal posts are finally located with a setting distance of less than 2.36 metres may be submitted as an enclosure to the statement of infringements while obtaining CRS's sanction for commissioning of the signal ladders/signal posts (though a formal condonation for provision of such setting distances would only be needed if and when a proposal to introduce 12'-0" wide stock is considered).

Please acknowledge receipt

(M.M. GOYAL)
Addl. Director Civil Engg.
Railway Board.

DA; Nil

No. 82/WDO/SD/23 New Delhi dt. 28-12-83

Copy to RE(E) Branch, Room No.114, Railway Board.

(2)

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

No. 83/WDO/EV/1 New Delhi dt.28-12-83

The General Managers,
All Indian Railways.

Sub:- Location of cabins at elevated level.

During the course of enquiry into a head-on-collision of Mail train into a goods train at major Railway yard, the Commissioner of Railway Safety observed that the cabin had not been provided at a high enough level to provide maximum visibility all around. An extract of his recommendation is reproduced below:-

"72. Cabins to be constructed invariably at a raised elevation and also to provide the maximum visibility of the yard from within-

In this case, the relay room could have been positioned at the ground floor level with the cabin located above, which is almost a standard practice all over. It is recommended that the construction of future cabins should invariably be so planned as to provide the panel room at the highest possible elevation that may be commensurate with the actual requirements. Such cabins should also provide for the widest possible range of overview of the yard to enable the CASM to profit by using his perceptive knowledge of the movements taking place to supplement the information already indicated on the panel. To the extent possible, it is desirable that this facility be provided via all-round glazing which obviates any need for the CASM to go outside the panel room as, for instance, he would have to, if instead a balcony is provided skirting around it."

2. Board have accepted the above recommendation and desire that in all cases in future, the construction of cabins should be planned invariably at raised elevation commensurate with the actual requirements. The route relay cabins also must be located at suitable higher elevation, and subsidiary provisions like the relays etc. may be housed at lower levels. All-round glazing should be considered to be provided to the extent necessary and practicable, to obviate any need for the cabin ASM to go outside the panel room for a view of the yard.

3. Please acknowledge receipt.

Tirath Prakash

DA:-Nil.

(Tirath Prakash)
Director, Civil engg.
Railway Board.

P.T.O.

(3)

No. 83/WDO/EV/1 New Delhi dt. 28-12-83

Copy forwarded to:-

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

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

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

4. The Commissioner of Railway Safety, Northern Circle, Ist floor, Station Bldg.(B.G.) Charbagh, Lucknow.

5. The Commissioner of Railway Safety, North Eastern Circle, North Eastern Railway Head Qrs. Bldg., Gorakhpur.

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

7. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th floor, Multistoreyed Bldg. of Eastern Railway, Calcutta.

8. The Commissioner of Railway Safety, Western Circle, 2nd floor, Maharashi Kneve Road, Bombay-400020.

9. The Safety (A&R) Branch Rail Bhavan New Delhi for their file No. 80/Safety(A&R)/1/16.

D As-Nil.

Tirath Prakash

(Tirath Prakash)
Director, Civil Engg.
Railway Board.

A.R.Saini, WDO-I.
26-12-83.

(4)

Tirath Prakash,
Director, Civil Engineering.

20-12-1983

D.O.No.75/Elect.I/165/19
New Delhi, 20 Dec. 1983

My dear Prasad,

Sub: Limitation of the maximum moving profile of MG coaches to allow for the extra clearance required on conversion project

....

Ref; Your D.O.letter No.W.347/GB/CN/Vol.II dt.2.12.83

....

I am enclosing herewith a copy of Board's letter No.75.ElecI/19 dt.16.12.83, for your information.

Yours sincerely,

sd/-
(Tirath Prakash)

D.A. One

Shri M.N. Prasad,
Chief Engineer (Const),
Southern Railway,
Madras.

(5)

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

No. 82/WDO/SR/12. New Delhi, Dated 19-12-1983.

To

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

Subject:- WDM-6 Class Diesel Electric Locomotives-Introduction in regular services on various sections of Howrah and Sealdah Divisions.

With reference to your letter No.W.552/5/Vol.3 dated 9th November 83, sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the running of WDM-6 Class Diesel Electric Locomotives (type BO-BO with a maximum axle load of 17.3 t) to RDSO's Drawing No.SK-DL.1767 Alt.2, manufactured at DLW/Varanasi on the various B.G.Sections of Howrah and Sealdah Divisions of your Railway as mentioned in the Joint Safety Certificate No.33/83 at a maximum permissible speed indicated against each section (reproduced on the reverse) on track laid with minimum standard of 90R rail on sleepers to M+4 density and depth of ballast cushion below sleeper not lower than 200 mm (including minimum clear cushion of 75 mm) and bridges to BGML/RBG Standard, subject to the observance of all restrictions in force or those that may be imposed from time to time and fulfilment of all other conditions laid down in the Joint Safety Certificate and all other Certificates accompanying your letter referred to above.

The sanction is further subject to the condition that all the WDM-6 Class of Diesel Electric Locomotives should be fitted with Speedometers in good working condition and in a case where Speedometer goes defective during the run, the maximum speed of the train should be restricted to 50 Kmph. or the maximum permissible speed indicated on the reverse whichever is less.

Pegan 17/12/83

DA:-Nil.

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

P.T.O.

(6)

No.82/WDO/SR/12. New Delhi, Dated 19-12-83.

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.17-T(4)/82-Vol.II dated 6th December,83.

2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700001 with reference to his letter No.951/1020/WDM-6/83 dated 11th November,83.

3) The Director Standards (Motive Power), Research Designs & Standards Organisation, Lucknow-226011, with reference to his letter No.SD.WDM6.11 dated 4-8-1981.

Copy 17/12/83

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

DA:-Nil.

S.No.	Section	Maximum permissible speed of WDM6 Class Diesel Electric Locomotives. (Kmph.)
1	2	3
	A. HOWRAH DIVISION	
1.	Howrah-Barddhaman (via H.B.Chord/Main line)	60
2.	Serampore-Sheoraphuli (Up Main No.2)	55
3.	Bhadreswar-Serampore (Dn.Main No.2)	55
4.	Serampore-Banaras R.O.B.(Dn.Main No.1)	55
5.	Banaras-R.O.B.-Howrah (Dn.Main No.1)	50
6.	C.C.Link between H.B.Chord & C.C.Railway	20
7.	Barddhaman - Khana	
	a) via Main line.	60
	b) via Slow line.	55
8.	Khana-Kiul (Via SBG Loop)	55
9.	Bandel-Barharwa Loop	
	a) Bandel-Ballalpore Halt.	55
	b) Ballalpore Halt - Tildanga	50
	c) Tildanga-Barharwa	55
10)	Ballalpore Halt - New Farakka	50
11)	New Farakka - Tildanga	50
12)	New Farakka - Chamagram - Malda Town	50
13)	Sheoraphuli - Tarakeswar (TAK Branch)	55
14)	Bhagalpur - Mandar Hill (Mandar Hill Branch)	50
15)	Nalhati-Azimganj (AZ Branch)	30
16)	Tinpahar - Rajmahal (Rajmahal Branch)	15

...3/-

B. Sealdah Division.

1.	Dankuni - Dum Dum Jn. (via C.C.Railway)	55
2.	Sealdah - Naihati (Up & Dn Suburban Line)	55
3.	Kankurgachi Road - Kankinara (Up & Dn Main line)	55
4(a)	Kankinara - Naihati (Up Main - Common line)	55
(b)	Kankinara - Naihati (Dn Main line)	50
5.	Naihati-Ranaghat (Up & Dn.)	55
6.	Ranaghat - Gede (Up & Dn)	55
7.	Ranaghat-Krishnapur	55
8.	Krishnapur-Lalgola	15
9.	Dum Dum Jn. - Bangaon	55
10.	Ranaghat - Bangaon	50
11.	Barasat - Hasnabad	55
12.	Kalinarayanpur - Shantipur	55
13.	Sealdah (S) - Diamond Harbour	55
14.	Ballygaunge - Budge Budge.	
15.	Sonarpur - Canning	
16.	Baruipur - Lakhmikantapur	
17.	KGK Chord (between KGK Jn. Cabin & Ballygunge)	30

R.Narayanan/WDO-I/17-12-83.

(8)

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

No. 83/WDO/SR/19. New Delhi, Dated 17-12-83.

To

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

Subject:- Running of WAM-1 AC Electric Locomotives on Tughlakabad Jn. Cabin (Km. 1512/17-18)-Palwal (Km. 1477/11-12) Section of Jhansi Division on Central Railway.

With reference to your letter No.RE/MTJ/M-247 dated 2-8-83 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the running of WAM-1 AC Electric Locomotives having a maximum axle load of 18.64 t, on Tughlakabad Jn. Cabin (Km.1512/17-18)-Palwal (Km.1477/11-12) Section of Jhansi Division of Central Railway at a maximum speed of 100 Km/h subject to the observance of all permanent and temporary speed restrictions already in force or that those may be imposed from time to time. The sanction is further subject to all other conditions laid down in the Joint Safety Certificate and all other Certficates accompanying your letter referred to above.

The Railway Ministry also confirm the action of the Commissioner of Railway Safety, Central Circle, Bombay in according his provisional sanction to Chief Project Manager, Railway Electrification, Mathura under his letter No.C-13(43)/83-855 dated 8-8-83 for the running of WAM-1 AC Electric Locos at a maximum speed of 100 Km/h.

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

DA:-Nil.

No.83/WDO/SR/19. New Delhi, Dated 17-12-83.

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.17-T(3)/82 dated 25-8-83.
2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay, with reference to his letter No.C-13(43)/83-857 dated 8-8-83.
3) The General Manager, Central Railway, Bombay V.T.
4) The Chief Electrical Engineer, Central Railway, Bombay V.T.
5) The Divisional Railway Manager, Jhansi Division, Central Railway, Jhansi.

DA:- Nil.

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

(9)

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

सं0 83/डब्ल्यू डी ओ/एस आर/19 नयी दिल्ली, दिनांक -12-1983

मुख्य परियोजना प्रबन्धक,
रेल बिजलीकरण, पोस्ट बाक्स नं0 2,
मथुरा-281002

विषय: मध्य रेलवे पर झाँसी मंडल के तुगलकाबाद जं0 केबिन (कि0मी0 1512/17-18)-पलवल (कि0मी0 1477/11-12) खंड पर डब्ल्यू ए एम-1 ए सी बिजली रेल इंजन चलाना ।

यह पत्र रेल संरक्षा के मुख्य आयुक्त, लखनऊ के माध्यम से भेजे गये आपके 2-8-83 के पत्र सं0 आर ई/एम टी जे/डब्ल्यू-247 के संदर्भ में है । रेल मंत्रालय मध्य रेलवे पर झाँसी मंडल के तुगलकाबाद जं0 केबिन (कि0मी0 1512/17-18)-पलवल (कि0मी0 1477/11-12) खंड पर 18.64 टन के अधिकतम धुरा भार वाले डब्ल्यू ए एम-1 ए सी बिजली रेल इंजनों को अधिकतम 100 कि0मी0 प्रति घंटे की गति से चलाने की स्वीकृति देता है बशर्ते कि गति के सम्बन्ध में पहले से लागू और समय-समय पर लगाये जाने वाले सभी स्थायी और अस्थायी गति प्रतिबन्धों का अनुपालन किया जाये । यह स्वीकृति संयुक्त संरक्षा प्रमाणपत्र और आपके उपर्युक्त पत्र के साथ भेजे गये अन्य सभी प्रमाणपत्रों में निर्धारित अन्य सभी शर्तों के अध्यधीन है ।

रेल मंत्रालय रेल संरक्षा आयुक्त/सेन्ट्रल सर्कल द्वारा उनके 3 अगस्त, 1983 के पत्र सं0 सी।3(43)/83-855 में डब्ल्यू ए एम-1 ए सी बिजली रेल इंजनों को अधिकतम 100 कि0मी0 प्रति घंटे की गति पर चलाने के लिए मुख्य परियोजना प्रबन्धक, रेल बिजलीकरण, मथुरा को अन्तिम स्वीकृति देने की उनकी कार्रवाई की भी पुष्टि करता है ।

(एस0डी0जैन)
अपर निदेशक, सिविल इंजीनियरी(जी),
रेलवे बोर्ड ।
नयी दिल्ली, दिनांक -12-1983

सं0 83/डब्ल्यू डी ओ/एस आर/19

प्रतिलिपि निम्नलिखित को प्रेषित:-

1. मुख्य आयुक्त, रेल संरक्षा, 16-ए, अशोक मार्ग, पटियाला हाउस, लखनऊ को उनके 25-8-83 के पत्र सं0 17-टी(3)/82 के संदर्भ में ।
2. रेल संरक्षा आयुक्त/सेंट्रल सर्कल, दूसरी मंजिल, चर्चगेट स्टेशन बिल्डिंग परिसर, महर्षि कार्वे रोड, बम्बई, को उनके 8-8-83 के पत्र सं0 सी-13(43)/83-85 के संदर्भ में ।
3. महाप्रबन्धक, मध्य रेलवे, बम्बई वी0टी0 ।
4. मुख्य बिजली इंजीनियर, मध्य रेलवे, बम्बई वी0टी0 ।
5. मंडल रेल प्रबन्धक, मध्य रेलवे, झाँसी मंडल ।

(एस0डी0जैन)
वृते सचिव, रेलवे बोर्ड ।

(10)

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

No.75 Elec.I/165/19 New Delhi, dt.16.12.83

The General Manager(Electrical),
Northern, North Eastern, North East Frontier, South Central Western Railways.

Sub: Limitation of the maximum moving profile of MG coaches to allow for the extra clearance required on conversion projects. -

.....

Engineering Department of Southern Railway, has reported about infringement in moving dimensions of MG coaches when they are ~~about~~ equipped with Alternators/Regulators. The alternator/regulator, when fixed on to the under frame of the coach, infringes the BG rail being put up during conversion of MG to BG track.

Railways concerned are, therfor, requested to look into this matter and report their experience to RDSO as well as Board. RDSO also is being advised to go into the matter and issue modification drawing etc., if found necessary.

(A.K. MANDAL)
Joint Director, Elec.Engg.(G)
Railway Board.

Copy to: The General Manager(Electrical), Southern Railway, Madras for information and necessary action in reference to the D.O. No. W.347/GB/CN/Vol.II dated 2-12-83 of Chief Engineer, Construction/Southern Railway.

The Director Standards(Electrical)/RDSO, to please look into the matter and advise the railways on modification details, if found necessary.

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(11)

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

No. 82/WDO/ORI/1. New Delhi, Dated 5 -12-83

To

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

Sir,

Sub:- Introduction of Electric Traction on Central Railway, Palwal-Mania (SP) Section including yard lines (From Km:1477/11 & 12 to 1305/13 & 14).

With reference to your Endorsement No.RS.8-T(1)/83, dated 11-11-83, forwarding Commissioner of Railway Safety, Central Circle, Bombay's letter No.1135 dated 28th October,83 I am directed to communicate Railway Ministry's sanction to the commissioning of 25 KV 50 cycles system for electric traction installations progressively in phases on "Palwal-Mania(SP)"(including yard lines) section of Central Railway subject to the conditions laid down in Chief Project Manager, Railway Electrification, Mathura's letter No.RE/MTJ/W-247 dated 5th October,83 and in other enclosures attached therewith. This will further be subject to inspection and sanction of Commissioner of Railway Safety, Central Circle, Bombay as per Rules for each individual section as and when completed, and all Safety Certificates etc., being furnished to him as per Rules and as mentioned in Railway Electrification, Mathura's application.

The Commissioner of Railway Safety may also authorise energising of the section as an anti theft measure on submission of necessary documents by the Railway to him, and as stipulation of such conditions and in such steps as deemed fit.

yours faithfully,

DA:-Nil.

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

P.T.O.

(12)

No.82/WDO/ORI/1. New Delhi, Dated 5 -12-83.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No. 1135 dated 28-10-83.

2) The General Manager, Central Railway, Bombay VT with the request that suitable action on CRS's recommendations and suggestions as may be referred by him in the report, prior to the commissioning of electric traction on the above mentioned sections 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 commissioning of the traction installation in the above sections may please be informed to this office.

3) The Chief Project Manager, Railway Electrification, Mathura Junction - 281002 with reference to his letter No. RE/MTJ/W-247 dated 5-10-83.

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

DA:-Nil.

R.Narayanan/WDO-I/3.12.83.

(13)

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

No.81/WDO/SR/7 New Delhi, dt. 30.11.83

The General Manager,
Eastern Railway,
Calcutta.

Sub: Running of WDS.6 class shunting Locomotive-introduction in regular service on the Gomoh-Mughalsarai section of E. Railway.

Ref: Your letter No.W.552/5/4 Vol.1 dt.5.1.83

In partial modification of Board's sanction Communicated under this office letter of even number dt.14.12.82 to your Railway for the running of WDS-6 class diesel Electric shunting locomotives in regular service on Gomoh-Mughalsarai section, the Railway Ministry authorise the Eastern Railway to run WDS.6 locos fitted with speedometres at a speed of 65km/h for haulage of goods trains only as recommended by the Chief Commissioner of Railway Safety Lucknow in his letter No.RS.17-T(4)/82 dt. 31.10.83 (Copy enclosed) on the track laid with 90R rails on M+4 sleeper density with 200mm depth of ballast cushion subject to all other conditions which have already been imposed in the Board's letter quoted above, remaining the same.

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

DA: Nil.

No.81/WDO/SR/7 New Delhi, dt. 30.11.83

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Lucknow with reference to his letter No.RS.17-T(4)/82 dt.31.10.83. The other Railways are also being asked to process their cases accordingly.

2. Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.1812/1020/W/82 dt.4.2.82.

3. The Director General(Motive Power) RDSO Lucknow with reference to his letter No.SD.WDS.6.11 dt. 22.7.83 addressed to CCRS/ Lucknow and copy endorsed to Board.

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

DA: NIL

(14)

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

सं0 81/डब्ल्यू डी ओ/एस आर/7 नयी दिल्ली, दिनांक: 30-11-1983

महाप्रबंधक,
पूर्व रेलवे,
कलकत्ता ।

विषय :- पूर्व रेलवे के गोमो-मुगलसराय खंड पर डब्ल्यू डी एस 6 श्रेणी के डीजल शंटि
रेल इंजन को नियमित सेवा में चलाना ।

संदर्भ :- आपका 5-1-83 का पत्र सं0 डब्ल्यू 552/5/4/पाल्यू-1

डब्ल्यू डी एस 6 श्रेणी के डीजल बिजली शंटिंग रेल इंजनों को गोमो-मुगलस
खंड पर नियमित सेवा में चलाने के संबंध में इस कार्यालय के 14-12-82 के समसंख्यक पत्र
द्वारा आपकी रेलवे को संसूचित की गयी बोर्ड की स्वीकृति में आंशिक आशोधन क
हुए, रेल मंत्रालय पूर्व रेलवे को उस रेल पथ पर जहां 200 मि0मी0 गहराई वाले गिट्टी
पर एम+4 स्लीपर घनत्व वाली 90 आर पटरियां बिछी हों, केवल माल गाड़ियां खींचने
लिए 65 कि0मी0 प्रति घंटा की रफ्तार पर डब्ल्यू डी एस 6 रेल इंजन, जिनमें स्पीडो
फिट किये हों, चलाने का प्राधिकार देता है, जिसकी सिफारिश मुख्य आयुक्त, रेल
लखनऊ ने अपने 31-10-83 के पत्र सं0 आर एस 17-टी (4)/82 में की है, लेकिन बोर्ड के
उपर्युक्त पत्र द्वारा पहले लगायी गयी सभी अन्य शर्तें वही रहेंगी ।

(एस0डी0 जैन)
अपर निदेशक सिविल इंजी0 (जी)
रेलवे बोर्ड ।

संलग्न : यथोक्त :

सं0 81/डब्ल्यू डी ओ/एस आर/7 नयी दिल्ली, दिनांक: 30-11-198

प्रतिलिपि निम्नलिखित को प्रेषित :-

1. मुख्य आयुक्त रेल संरक्षा, लखनऊ को उनके 31-10-83 के पत्र सं0 आर0एस0 (4)/82 के संदर्भ में । अन्य रेलों से भी तदनुसार अपने मामलों पर कार्रवा करने के लिए कहा जा रहा है ।
2. सी0आर0एस0/ईस्टर्न सरकल, कलकत्ता को उनके 4-2-82 के पत्र सं0 1812/1 डब्ल्यू 82 के संदर्भ में ।
3. महा निदेशक (मोटिव पावर) अनु0 अभि0 मानक संगठन/लखनऊ को उनके सी0सी0आर0एस0/लखनऊ के नाम 22-7-83 के पत्र सं0 एस0डी0डब्ल्यू0डी0 6-11, जिसकी प्रति बोर्ड को पृष्ठांकित की गयी थी, के संदर्भ में ।

(एस0डी0 जैन)
कृते सचिव, रेलवे बोर्ड ।

(15)

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

No.83/WDO/SD/13 New Delhi, dt./4.11.83

The Chief Engineer (Constn.),
Central Railway,
Office of the Chief Administrative Officer(Constn),
Dadabhai Naoroji Road,
Bombay 400 001.

Sub: Bharatwada-Nagpur doubling, Existing 1/9.1¼m Girder Road-over Bridge No. 1040/1 at km.1040/1-2. Infringement of Maximum and Minimum Dimensions.

With reference to your letter No.EW/223/W/14/ OD dt.29.8.83 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction the infringements to item 13 & 13(ii)(C) of chapter I of BG Metric schedule of Dimensions(1973) in connection with the above mentioned work, shown on the reverse in Annexure-I. This is based on your Drg.No.GM(E)BB/SK No.118 and Form-XI accompanying your letter referred to above.

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

DA:Nil

No.83/WDO/SD/13 New Delhi, dt./4.11.83

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his letter No.RS.18-T(3)/83-I dt.23.9.83.

2. The Commissioner of Railway Safety, Central Circle, Churchgate station Building Annexe, Maharshi Karve Road, Bombay 400 020 with reference to his letter No.940, dt.5.9.83.

3. The Addl. Chief Engineer(Constn) 'East', Central Railway, office of the Chief Administrative officer(Constn), New Administrative office Building, Dadabhai Naoroji Road, Bombay 400001.

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

ANNEXURE-I

BHARTWADA-NAGPUR DOUBLING

S.No.	Name of structure	Chapter No.&Item No.of BG Schedule	Prescribed Max. and Min. Dimensions (mm)	Proposed actual Dimensions. (mm)	Amount of Infringement (mm)
1.	Proposed track centres between Dn main and existing Up & Dn main at kms.1040/1-2.	Chapter I,item No. 13	4725mm minimum horizontal distance centre to centre of track	4575mm from centre line of proposed Dn Main and existing Up and Dn Main line	150mm for the proposed track centre.
2.	Horizontal distance from centre of proposed down track to the face of existing abutment(as per Dwg.No.GI(B) BB/SK-118).	Chapter I,item No.13 (ii)(C)	2360mm Horizontal distance from centre of track to any structure	2285 mm from centre line of proposed Dn track to the face of 'KOB' abutmet	75mm for the proposed track to face of abutment.

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(17)

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

No.83/WDO/SR/17 New Delhi, dt. 8.11.83

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

Sub: Introduction of 'WL' Class Steam Locomotives in regular service on Ranaghat-Gede, Ranaghat-Bongaon, Ranaghat-Lalgola sections of Sealdah Division of Eastern Railway.

With reference to your letter No.W.552/3/1 dt.2.3.83 sent through the Chief Commissioner of Railway Safety. Lucknow, Railway Ministry sanction the introduction of 'WL' class steam locomotives in regular service on the following sections of Sealdah Division of your Railway at a maximum speed mentioned against each section in your Joint Safety Certificate No. 35/82 subject to the observance of all permanent and temporary speed restrictions now in force or those that may be imposed from time to time:-

S.No.	Section	Proposed Max. permissible speed of 'WL' class of steam locomotive (km/h)
1.	Ranaghat-Gede (Double line)	75
2.	Ranaghat-Bongaon (Single line)	65
3.	Ranaghat-Lalgola (Single line)	
	a) Ranaghat-Rajinagar	80
	b) Rajinagar-Krishnapur	65
	c) Krishnapur-Lalgola	15

The sanction is further subject to the modification to the hind truck control spring arrangement as per RDSO's drg.No.CSL.2763 being carried out on these locomotives if not already done in term of RDSO's letter No. SL/WL/A dt. 7.1.1960.

Railway Ministry also sanction the infringements to item No.11(ii), 12 and 13 of Chapter IV(C) of BG Metric Schedule of Dimensions (1973) involved in the running of above locos as mentioned in form-XI accompanying of your letter referred to above.

Sd/-
(S.D. Jain) 3/XI
Addl. Director Civil Engg(G)
Railway Board.

No.83/WDO/SR/17 New Delhi, dt. 8.11.83

Copy forwarded for information to:-

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

...2/-

Patiala House, Lucknow with reference to his letter No.RS.17-T(1)/83 dt. 5.5.83.

2. The Commissioner of Railway Safety, Eastern Circle, 14 Stran Road, 12th Floor, Calcutta-700 001 with reference to his letter No.71/1020/0/83 dt.11.4.83.

3. The Director General (M) RDSO, Lucknow, with reference to his letter No. SL/ML/4 dt. 7.1.60.

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

(19)

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

No. 82/W6/PRA/11 New Delhi, dated 1-11-1983.

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

Sub: Derailment of 10 DN passenger between Darjeeling and Ghum stations on 16-6-81.

An extract of item No. 5(g) of CCRS's recommendations contained in his note ~~dx~~ No. RS. 22-T(9)/81 dated 24-5-83 on the above accident is enclosed. Board desire that the case may be finalised urgently. The Board also want to know the reasons for inordinate delay on the part of the RDSO in finalising this case.

DA: One.

Sd/-
(S.B. Mathur)
Dy. Director Works (I)
Railway Board.

(20)

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

No.82/WDO/SR/29 New Delhi, dt.29.10.83

The General Managers,
E.R., N.E.R., N.F.R., S.R. and S.C. Railway,

Sub: Running of 12 axle 150 tonne BG special wagon for M/S BHEL.

Ref: i) M/S BHEL/Bhopal s letter No.TFX/PLG /101(7) dt.18.8.83 addressed to all the General ManagersIndian Railways except Central, Northern and Western.

ii) Your letter reference quoted on the reverse.

Please refer this office letter of even number dt.21.3.83 followed by reminder dt.22.9.83 and arrange to obtain the sanction of competent authourity for running of 12 axle 150 tonne BG special wagon in empty aswell as loaded condition on the entire BG system of your Railway.M/S BHEL/Bhopal under their letter No. TFX/Plg/101(7)/A/83 dt.5.10.83 (copy enclosed) addressed to this office have desired that the Railways may be asked to obtain sanction for running of this wagon on all the BG sections as their application and RDSO's communication clearly requests for processing the sanction in empty and loaded condition on the entire BG system of each zonal Railway.

Since the necessary sanction has not so far been taken by your railway and sanction to obtain the same is under process in terms of your letter quoted at ii) above, the Board desire that the required sanction may please be obtained on priority and M/S BHEL/ Bhopal informed under advice to this office.

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

No.82/WDO/SR/29 New Delhi, dt.29.10.83

Copy forwarded to:-

1. M/S BHEL/Bhopal with reference to their letter No.TFX/Plg/101(7)/ 4/ 83 dt. 5.10.83. So far as running of 150t BG special wagon on SE Rly is concerned, the SE Rly have already obtained the sanction for running of this wagon in empty condition from Ranchi to Nagpur via Hatia Bondamunda-Bilaspur-Raipur. The SE Rly vide para 2 of their letter No.G/12-axle BG SPL.WAGON/pt.II Dt.30.5.83 have further requested you to advise them if the movement of the above wagon is required as a regular measure on all the BG section of

...2/-

(21)

their Rly. It appears that your office have not so far taken any action on SE Rly's request and explained them the whole position. Similarly no reply appears to have been issued to Southern Railway from your office in response to Southern Railway's letter No.W.439/4/6 dt. 20.5.83 who desired to know the routes on which you want to run the said wagon. It is, therefore, requested that necessary action may please be taken immediately to advise accordingly the South-Eastern and Southern Railways.

Moreover, since your letter No.TFX/Plg/101(7)/A/83 dt.30.3.83 addressed to the undersigned is ambiguous and dose not clearly specify that the sanction is required for running of 12-axle 150 tonne BG Special wagon on the entire BG system of each zonal Rly., it is necessary that all the Railways exept CR, NR and WR are immediatly advised to obtain the sanction accordingly. The concerned Railways are, however, being asked to do so based on your letter No. TFX/Plg/101(7)/A/83 dt.5.10.83. For obtaining the sanction for running of this wagon on CR, NR and WR the railways have however indicated the sections on which they wanted to run this wagon.

2. The General Manager, South Eastern Railway Garden Reach Calcutta with reference to his letter No.G/12-Axle BG SPL.WAGON/Pt.II dt.30.5.83.M/S BHEL/Bhopal under their letter No. TFX/Plg/101(7)/A/83 dt. 5.10.83 (copy enclosed) addressed to this office have desired that they want to run 12-axle 150 tonne BG special wagon on the entire BG system of your railway in empty as well as loaded condition. Necessary action may therefore be taken accordingly to obtain the sanction from the competent authority at your end.

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

REFERENCE

1. E. Rly letter No. W552/7/Vol.2 dt.1.6.83.
2. N.E. Rly letter No. W/340/RS/BG/Pt.II/W-4A dt.3.6.83
3. N.F. Rly letter No. W/341/ 0/Pt III/W-7 dt.11.4.83.
4. S. Rly letter No.W.439/4/6 dt.20.5.83
5. S.C. Rly letter No.W-469/C/9/1 dt.13.5.83

***

(22)

Bharat Heavy Electrical Limited Bhopal

(TRAFFIC DESPATCH DIVISION)

DATE 5.10.83

YOUR REF
OUR REF TFX/Plg/101(7)/A/83

The Additional Director,
Civil Engg(G),
Ministry of Railways,
Railway Board,
NEW DELHI.

Subject:- Permission for running of 12 axle 150 Ton Special Wagon.

Ref :- Your letter No.62/WDO/SR/29 Dt. 22.9.83 addressed to GMS Rlys and copy to this office

-- --

Dear Sir,

Running permission of above wagon has been requested for entire BG system of each Zonal Rlys.

The SE Rly clearing case for haulage from Katia to Bhopal covers specific route only that too for empty haulage. Our request and RDSO's communication clearly requests for processing case for running permission in empty and loaded condition on entire BG system of ach Zonal Rly. We do not feel that/ obtained by SE Rly. for empty haulage would cover permission for loaded direction also and that too on their entire System.

/ sanction

As regards reply to your letter No.82/WDO/SR /29 dt.21.3.83, kindly connect our letter of even No.Dt.30.3.83, We are still not clear for advising specific route to Zonal Rlys, when our request is for entire BG System on respective Zones.

We would therfore request that all Zonal Rlys except CR,WR,NR may be advised to process the case on priority.

Thanking you,

Yours faithfully,
for Bharat Bharat Heavy Electricals Limited;

sd/-
(K.M.RAO)
DY.GENERAL MAN/ GER(TDD)

(23)

SNo. 73

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

No.78/TT-II/18/9/BRS. New Delhi, dated 22-10-83.

The General Manager,
NTPC,
27, Nehru Place,
New Delhi. (Attn: Shri I.N.Malhotra)

Sub: Use of Special Hopper wagons on Obra-Singrauli Section and for Sanjay Gandhi Thermal Power Station and Bokaro Thermal Power Station.

.....

Reference is invited to your letter No.P.O.001, dt.UPSEB dated 6.8.83. Board have permitted the use of 22.86 t Axle Load Special Hopper Wagons traversing through Indian Railway System for the three power plants, i.e. Obra Thermal Power Station of UPSEB, Sanjay Gandhi Thermal Power Station(Birsingpur) of MPSEB and Bokaro-B Thermal Power Station of DVC, subject to the following :-

a) The trailing train load will be upto the maximum hauling capacity of a single locomotive. If necessary, the speeds may be reduced.

b) The basic universality of the design of HOR wagons will be followed like an axle load of 22.86 t and other specified features.

c) Operation and maintenance of HOR wagons would be done by the Indian Railways at party's cost.

d) HOR wagons procured by the UPSEB for the Super Thermal Power Project at Anpara may be utilised on the Singrauli-Obra Section for the Obra Thermal Power Plant.

e) Special type wagons with an axle load of 22.86t and other specified features developed for the HOR system may be permitted to traverse main line sections of the Indian Railways in case of Asansol-Shahdol-Mirzapur Section of S.E.Rly and Phugro-Jarangdih section of Barkakana loop with the existing track and bridge conditions restricting the speed suitably but without reduction in the maximum hauling capacity of a single locomotive. The position may be reviewed after six months' trial. Any up-gradation of track structure required will also be done as necessary.

The above will apply mutatis-mutandis to all other sections.

A communication regarding the quantum of rebate in freight shall follow separately.

Sd/-
(A.K. MALIK)
Director Planning.

(24)

Confidential

Minutes of the 9th Board Meeting held on 4.8.83 in CRB's room.

...

P R E S E N T

Shri KTV Raghavan	:	Chairman
Shri AV Poulose	:	Financial Commissioner
Shri TN Ramachandran	:	Member, Engineering
Shri CK Swaminathan	:	Member, Traffic
Shri S Sarath	:	Member, Staff
Shri Himmat Singh	:	Secretary

1. Panel of Level-I of IRSSE.

Discussed.

2. Anpara Thermal Power Station - Feasibility of movement of coal.
F.No.77/TT/II/18/14/Anpara.

i) The trailing train load will be upto the maximum hauling capacity of a single locomotive. If necessary, the speeds may be reduced. 52 kg rails may be used for replacement on priority basis.

ii) Once the trials are over and firm decisions are taken to run MGR wagons on Indian Railways' trunk routes, we will have to improve the track at our cost. For this purpose 52 kg rails may be used for replacement on priority basis.

iii) If rail wear as a result of use of these wagons is high and increases track wear and stresses, the position will be reviewed.

iv) MGR wagons procured by the UPSEB for the super Power Thermal Power projects at Anpara may be utilised on the Singrauli-Obra section for the Obra plant.

v) Special type wagons with an axle load of 22.86 tonnes and other specified features developed for the MGR system may be permitted to traverse main line sections of the Indian Railways in case of Amlai-Shahdol-Birsinghpur section of S.E.Railway and Phusro-Jarangdih section of Barkakana loop with the existing track and bridge conditions restricting the speed suitably but without reduction in the maxium hauling capacity of a single locomotive. The position may be reviewed after six months' trial. Any upgradation of track structure required will also be done as necessary.

p.t.o.

vi) The basic universality of the design of the MGR wagons may be followed while restricting the pay load of the wagons to conform to the normal axle load prescribed. if such a step is considered inescapable on any specific section until the track is strengthened.

vii) Operation and maintenance of MGR wagons at party's cost should be taken over by the Indian Railways

viii) The rebate in freight to be offered to the NTPC/State Electricity Boards who procure these wagons at their cost and standard charges levied on them for maintaining the wagons by the Indian Railways should be to an extent as would make the proposal reasonably attractiv to NTPC/State Electricity Boards but without any subsidy on the part of the Railway. This may be of the order of 20

The above will apply mutatis-mutandis to all other sections.

3. Development of capacity of the Lumding-Badarpur section F.No.83/PL/28/1.

i) The snags in the running of long trains with multiple locos need to be sorted out. N.F.Railway may be directed to re-commence running of long trains on experimental basis. This is necessary to familiarise the staff with the concept of running long trains on the Lumding-Badarpur section. Addl.Director(Traction), Railwa Board may be deputed for a week for starting these trials on this section.

ii) GM(Con), Gauhati should undertake the survey of the new BG line from Jagi Road/Lanka to Badarpur/Silch on top priority.

iii) The works regarding extension of loops and additional crossing stations on the section should be completed expeditiously.

iv) The subject of routing some traffic via Bangladesh may be pursued vigorously with the Ministry of External Affairs.

v) Additional MG diesels may be arranged for the section out of the released locomotives from NBQ-GHY section which will be converted to BG by March 1984 when sanctioned works are likely to be completed so that power capacity for running 5 double-headed and one single-headed trains is available. DME

vi) Recently the incidence of accidents on the section has increased. Whether use of 4-wheeler goods stock has contributed to this needs investigation. All out efforts should be made by N.F.Railway to reduce accidents on this section. DME

vii) Arrangement for telephonic communication between the front and rear loco should be arranged expeditiously on the lines developed by C.R.B. when he was GM/N.F.Railway. DME DST

Secretary
12.8.85

Copy circulated for information and necessary action to:-

M.R.	CRB	Adv(IR)	DTT	DCE	DW	SA/Secy
M.S.R.	FC	Adv(F)	DE	DME	DF(B)	DS(E)
	ME	Adv(Elec)	DEB	DME(W)	DRP	US(A)
	MT	DG/RHS	DMS	DAD	D(Trsm)	TT-II Br.
	MS		DTC	DA	DEE	Plg.Br.
			D(Sfty)	D(OIS)	DRE	
			D(Chg)	D(S&E)	DLM	
			D(Track)	DMT	DV	
			DRS	DST	EA	
					AD(Traction)	

Copy to all GMs and DG/RDSO for information.

(27)

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

No.83/WDO/SR/18. New Delhi, Dated 12 - 10 - 1983.

To

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

Sub:- Design of a new B.G.Bogie Covered Hopper Wagon for the transport of food grains and other granular/powered commodities - Condonation of infringements.

With reference to your letter No.CT/DG/LW/HHW dated 14-7-83 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 Covered Hopper Wagon in empty condition to R.D.S.O. Drawing No.WD.4-7602-S/1(Alt.3) for the transport of food grains and other granular/powdered commodities, as mentioned in Annexure-I accompanying your letter referred to above:-

1) Infringement to item 13(b) of Chapter-IV(A) concerning proposed height of 1105 mm above Rail level for centre of buffers as against 1080 mm maximum height for unloaded vehicles with A.C.B. couplers prescribed as per Schedule.

2) Infringement to profile for Maximum Moving Dimensions of 1929 as shown in Diagram No.1A and others concerning:-

i) Proposed width of 3114 mm over hand brake wheel from the height of 1084 mm to 1145 mm above Rail level under tare condition as against 3050 mm to 1145 mm above Rail level.

max.m width over projection from height of mm

ii) Proposed Maximum central width of 380 mm on one side of centre line and 350 mm on the other side of centre line at a height of 4028 mm from Rail level as against total width of 610 mm at top at a height of 4115 mm from Rail level as per diagram.

iii) Proposed Maximum side height of 3685 mm as against side height of 3505 mm increasing gradually to 4115 mm at centre as per diagram.

Rep. 12/10/83
(S.D.Jain)
Additional Director, Civil Engineering (G),
Railway Board.

DA:-Nil.

P.T.O.

(28)

-2-

No.83/WDO/SR/18. New Delhi, Dated 12 -10 -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(16)/82 dated 27-7-1983.

2) The Director General (Wagon), R.D.S.O., Manak Nagar, Lucknow - 226011.

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

DA:-Nil.

R.Narayanam/WDO-I/11-10-83.

(29)

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

No.83/WDO/SD/11 New Delhi, dt.5.10.83

The General Manager,
Central Railway,
Bombay VT.

Sub: Igatpuri Station- Proposed extention to foot over bridge with landing staircases in the proposed Up and Dn. platforms in connection with construction of third line on NE Ghat between Kasara and Igatpuri- Condonation of infringement of staircase and column on Up passenger platform.

With reference to your letter No.EW.223W1/NEGL/BR/III dt.20-6-1983 sent through the Chief Commissioner of Railway Safety Lucknow, the Railway Ministry sanction the infringement to item 7 chapter II of BG Metric schedule of Dimensions(1973) as indicated in Annexure-I on the reverse reproduced from Form-XI accompanying your letter referred to above. The provision of RCC solid fence along the length of the platform on the 'AC Engine line side' which would eliminate the question of admitting any passenger train on that line is noted by the Board.

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

No.83/WDO/SD/11 New Delhi, dt.5.10.83

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(3)/83 dt.22.7.1983.

2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.678 dt. 27.6.83.

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

Annexure-I

INFRINGEMENT OF STANDARD DIMENSIONS

S.No.	Name of Structure	Item No. and Chapter No. of Schedule	Max. & Min. Dimensions as per schedule	Proposed actual Dimensions	Amount of Infringements
1.	New staircase and columns for the extension of existing foot over bridge for New Up passenger platform.	Item No.7 Chapter II	Minimum 5330 mm	4965 mm at the staircase and columns of stair case to New Up passenger platform	365mm at the stair case and columns on New Passenger platform.

(31)

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

No.82/WDO/SR/29 New Delhi, dt.27.9.83

The Senior Traffic Officer,
M/S Bharat Heavy Electrical Ltd.,
Tiruchchirappalli-620014
India.

Sub: 24 axle wagon being manufactured for BHEL to transport of 500 MW Boiler Drum ex Madras Harbour or HPLP siding served by Golden Rock to NTPC Singrauli (E.Rly) and NTPC Siding to Korba(S.E. Rly) Railway Board's permission for running this 24 axle BG wagon on Indian Railways-- Requested for.

Ref: Your letter No. BHE:SH:TFC:005/72B Dt.24.8.83

It has been desired under your above quoted letter that necessary sanction for the running of 24-axle BG wagon in empty and loaded condition on Indian Rlys. may be issued from the Board to all the General Managers zonal Railways under advice to M/S BHEL/Tiruchchirappalli. In this connection, your kind attention is invided the fact that no sanction is issued from this office direct to the zonal Railways unless and until an application is moved by individual Railways alongwith all the necessary certificates and Form-XI for the movement of the wagon to the Secretary (Civil Engg.) Railway Board through their respective Commissioner of Railway Safety and Chief Commissioner of Railway Safety Lucknow.

You are, therefore, requested to address the individual zonal Railways advising them about the routes where you want to run your wagon alongwith copies of the RDSO's provisional speed certificate and the drawing of the wagon in question and ask them to instruct their operating and Engg. departments to move the application alongwith the relevant documents to obtain the sanction for the running of the wagon from the competant authority at an early date.

Agg 23/9
S.D. Jain)
for Secretary Railway Board.

No.82/WDO/SR/29 New Delhi, dt. .9.83

Copy forwarded to:

1. The Chairman and Managing Director M/S BHEL Ltd. 18-20, Kasturba Gandhi Marg New Delhi. His kind attention is drawn to Railway Board's D.O. of even number dt. 17.3.83 issued in reply to his D.O. No. AA:M:120 dt. 17.3.83 in connection with running of 12 axle BG

...2/-

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special wagon. The procedure for obtaining sanction for running of wagons had been fully explained in para 3 of that letter also. It would therefore be in the interest of your organisation that all the concerned units are advised to follow the procedure laid down in order that the issue of obtaining the sanction for movement of such special wagons does not get delayed.

2. The General Managers, All Indian Railways for information and necessary action.

3. The Director General(Wagon) RDSO, Lucknow with reference to his letter No. MW/CS/WHEL/HD dt. 1.8.83. It may please be advised whether condonation to the infringements of 24 axle B.G. wagon in empty condition was taken from the Board at design stage. If so, the relevent reference may please be advised.

Page 23/8

(S.D. Jain)

for Secretary Railway Board

(33)

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

No.83/WDO/SR/16 New Delhi, dt.23.9.83

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

Sub: Design of B.G./Bogie special tank wagon for transport of Alumina for M/S. NALCO- condonation of infringements.

With reference to your letter No. CT/DG/LW/BALCO dt.18.5.83 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the following infringements to BG Metric schedule of Dimensions(1973) involved in the design of BG Bogie special tank wagon in empty condition to RDSO Drg. No. WD-82056-S-01 Alt.I for the transport of Alumina for M/S.NALCO, as mentioned in Annexure-I accompanying your letter referred to above:-

1. Infringement to item 13(b) of chapter IV A concerning proposed height of 1105 mm for centre of buffers from rail level as against 1080 mm maximum height for unloaded vehicles with A.C.B. couplers prescribed as per schedule.

2. Infringement to profile for maximum moving Dimensions of 1929 as shown in diagram No.1A and others - concerning

   i) Proposed height of 3670 mm from Rail level at a distance of 1210 mm from centre line of the wagon as against 3505 mm maximum side height from Rail level prescribed as per diagrams.

   ii) Proposed height of 4350 mm, at centre of the wagon, from the Rail level as against 4115 mm maximum height at centre from Rail level prescribed as per diagrams.

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

DA:-Nil.

No.83/WDO/SR/16. Dated 23/9/83. New Delhi, Dated 23/9/83.

1) Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow, with reference to his Endorsement No.RS.18-T(16)/82 dated 4.6.83.
2) The Director General (Wagon), RDSO., Manak Nagar, Lucknow.

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

DA:-Nil.

R.N./WDO-I/23/9/83.

(34)

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

No.82/WDO/SR/29 New Delhi, dt.22.9.83

The General Managers,
E.R., N.E.R., N.F.R., S.R. & S.C. Railways.

Sub: Permission for running of 12 axle 150 ton special wagon.

Ref: i) M/S BHEL/Bhopal's letter No. TFX/PLG/101(7) dt. 18.8.83 addressed to all the General Manager Indian Railways Except Central, Northern and Western.

ii) Your letter reference quoted on the reverse.

Vide this office letter of even number dt. 21.3.83, the Board had advised your railway to issue instructions to their operating and Engg. Depts to obtain the sanction from the competent authority for the running of 12-axle 150 ton BG special wagon of M/S BHEL/Bhopal on the BG sections as may be advised by them.

As the necessary sanction has not so far been taken by your railway and the action to obtain the same is still under process in terms of your letter quoted at reference ii) above, the Board desire that the required sanction may please be obtained on priority and M/S BHEL/Bhopal informed under advice to this office.

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

No.82/WDO/SR/29 New Delhi, dt.22.9.83

Copy to M/S BHEL/Bhopal with reference to their endorsement No TFX/PLG/101(7) dt.18.8.83. The S.E. Railway have already obtained the sanction from CRS/SE Circle under his letter No. 87/250/Z-17 dt.12.4.82 for haulage of 3 Nos. of 150 ton BG special wagon in empty condition ex. Ranchi to Nagpur via Hatia-Bondamunda-Bilaspur-Raipur. SE Railway's letter No. G/12-Axle BG SPL-Wagon/Pt II dt. 30.5.83 addressed to you is relevant in this connection. It is also observed that no action has so far been taken by your office on the endorsement made to you under this office letter of even number dt. 21.3.83 regarding advising the BG routes to the Zonal Railways under advice to this office where you intend to run the 150 ton BG special wagon.

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

PTO

REFERENCES

1. E.Rly letter No. W552/7/Vol.2 dt 1.6.83
2. N.E. Rly letter No. W/340/RS/BG/Pt II/W-44 dt. 3.6.1983
3. N.F. Rly letter No. W/341/0/Pt III /W-7 dt.11-4-1983
4. Souther Rly letter No. W.439/4/6 dt.20.5.1983
5. S.C. Rly letter No. W-469/0/9/1 dt. 13.5.1983

***

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

No.82/WDO/SR/12

New Delhi, dt.14.9.83

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

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

Ref: 1) Your letter No.438/1/ Vol.VIII dated 3.4.82.
2) Board's letter of even No. dt. 10.5.82.

The Board vide their letter of even number dated 9.6.82 had modified the original sanction issued under their letter of even number dated 10-5-82, restricting the running of WDM-6 locos to the haulage of goods trains on single line sections on the basis of CCRS/ Lucknow's letter No.RS.17-T(4)/82 dated 5-5-82.

The Chief Commissioner of Railway Safety under his letter No. RS.17-T(4)/82 Vol.II dated 11-8-83 (copy enclosed) has now agreed to the running of WDM-6 locos on passenger trains upto a maximum speed of 60 Kmph (already cleared for freight operation) including on double line sections. In view of the CCRS's recommendations referred above, the Board now confirm the sanction earlier issued under their letter of even number dated 10-5-82 subject to the condition that the speedometers are invariably provided on these locos and in cases where the speedometers have gone defective during the run, the maximum speed of the train is not more than 50 Kmph.

The receipt of this letter may please be acknowledged.

Pojan 9/9/83

DA:-One.

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

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No. 82/WDO/SR/12. New Delhi, Dated -9-1983.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Mar Patiala House, Lucknow, with reference to his letter No. RS.17-T(4)/82 Vol.II dated 11-8-83. It may please be clarified whether the sanction issued to the South Central Railway under this office letter of even number dated 7-1-1983 may also be amended in the light of your above mentioned letter.

2) The Commissioner of Railway Safety, Southern Circle, Bangalore-9 with reference to his letter No.78 dated 8.4.82 alongwith a copy of this office letter of dated 9.6.82.

3) The Director General (Motive Power), R.D.S.O., Manak Naga Lucknow-5 with reference to his letter No.SD.WDM.6.11 dated22.7.83.

4) The General Manager, Eastern Railway, Fairlie Place, Calcutta. As the two WDM-6 protype Diesel locos of Southern Railway are under transfer to Eastern Railway as per Board's instructions, necessary arrangements may be made by Eastern Railway to process for the Board's sanction through their Commissioner of Railway Safety for running of these locomotives.

DA:-One.

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

R.Narayanan/WDO-I/6.9.83.

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

...

No.RS.17-T(4)/82.Vol-II

16-A, Ashok Marg,
Lucknow-1. 11.8.1983

To,

The Secretary (Civil Engg.),
Ministry of Railways,
(Railway Board),
Rail Bhavan,
New Delhi.

Sub:- Running og WDM-6 class locomotives hauling passenger trains.

Ref:- This office letter No. RS.17-T(4)/82 dated 5/11.5.1982.

...

In continuation of this office letter referred to above and Railway Board's directive vide 82/WDO/SR/12 dated 9.6.82, the RDSO vide their letter No.SD/WDM6/11 dt.22.7.83(copy enclosed) have clarified the latest position regarding the performance of the WDM-6 locos.

In the light of the information contained therein, the RDSO's proposal for running these locomotives on Passenger trains upto a maximum speed of 60 kmph (already cleared for freight operation) including on double line sections is recommended.

It should be, however, ensured that speedometers are provided in these locomotives and in cases where speedometers have gone defective during run, the maximum speed should be reduced to 50 kmph.

sd/-
(K. Bhojraj)
for Chief Commissioner of Railway Safety.

DA: As above.

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

No.83/WDO/SD/10 New Delhi, dt. 8.9.83

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

Sub: Doubling of track between Uttukuli and Irugur - Proposed improvements to Coimbatore Yard - Inringements to Schedule of Dimensions, Condonation requested.

With reference to your letter No.W.221/J/1/CN, dt. 10.1.83/12.1.83 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the infringements to item 7(i), 7(ii) and 7(iii) of Chapter-II of B.G. Metric Schedule of Dimensions (1973) as a Permanent Measure, involved in connection with the proposed improvements to Coimbatore Yard shown on the reverse in Annexure 'A' as extracted from Form-XI accompanying your letter referred to above.

Tirath Prakash
(Tirath Prakash)
Director Civil Engineering
Railway Board

DA: One (Annexure 'A')

No.83/WDO/SD/10 New Delhi, dt.8 ,9.83

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(3)/83 dt. 8.2.83.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore 560 009 with reference to his letter No.2785 dt. 17.1.83.

3. The Additional Chief Engineer(Construction), Southern Railway, Headquarters Office, Works Construction Branch, Egmore, Madras 600 008, with reference to his D.O. No. W.221/J/1/Vol.III/CN dt. 6.8.83.

Tirath Prakash
(Tirath Prakash)
for Secretary, Railway Board

DA: Annexure 'A'.

PTO

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Annexure 'A'

S.No.	Name of Structure	Prescribed Max. & Min. Dimensions	Existing Actual Dimensions	Amount of infringement
1.	Wall of the lift well on platform No. 3&4 from platform level to 305 mm above platform level	item 7(i) of Chapter II 5180 mm (increasing uniformly to 5330mm)	4960mm	220mm to 370mm
2.	-do- from 305 mm above platform level to 3430mm above rail level.	item 7(ii) of chapter II 5330 mm.	4960mm	370mm
3.	-do- from 3430mm above rail level to 3500 above rail level	item 7(iii) of chapter II 5330 mm. (decreasing uniformly to 4960mm)	4960mm	370mm to 0 mm.

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

No. 81/WDO/ORI/23. New Delhi, Dated 6-9-1983.

To

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

Sir,

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

*****

With reference to your Endorsement No.RS.10-T(8)/83 dated 21-7-1983, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.404/606/I/C/83 dated 1-7-83.

yours faithfully,

Dapu 3/9/83
(S.D.Jain)
for Secretary, Railway Board.

DA:-Nil.

No. 81/WDO/ORI/23. New Delhi, Dated 6 - 9 - 1983.

copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.404/606/I/C/83 dated 1-7-83.

2) The General Manager, Eastern Railway, Calcutta with the request that the suitable action on Commissioner of Railway Safety's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and 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. Two ferro copies of the Index Plan and Section may please be sent to this office at an early date.

Dapu 3/9/83
(S.D.Jain)
for Secretary, Railway Board.

DA:-Nil.
Narayanan/WDO-I/3.9.83.

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

No. 83/WDO/SR/13. New Delhi, Dated 6 - 9 - 1983.

To

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

Subject:- 1) Running of M.G.16 Axle Special Wagon for transportation of H.P.Ist Condenser from Katihar to Namrup-III Project.

2) Running of M.G.16 Axle Special Wagon for transportation to Ammonia synthesis convertor from Katihar to Namrup-III Project.

*****

With reference to your letter Nos.W/341/1/81/150/W-7 dated 9-8-1983 and W/341/1/82/206/W-7 dated 9-8-1983 forwarded through the Chief Commissioner of Railway Safety/Lucknow, the Railway Ministry sanction the transportation of the above two consignments in loaded condition as per R.D.S.O.'s Drawing No.WD-82052-S-01alt.2 and WCS-7903-S/2 alt.4 respectively on the 16 axle M.G. special wagon of M/s.F(P&D)IL/ Sindri at a maximum speed of 20 Kmph. on Katihar-Namrup-III Project subject to the conditions stipulated in R.D.S.O.'s respective speed certificates No.WM/CS/FCI/D dated 2.4.83 and 16.6.83 and your Railway's respective Joint Safety Certificates No.165 and 166. The sanction is further subject to the observance of all permanent and temporary speed restrictions already in force and that those may be imposed from time to time and all other conditions/restrictions indicated in the letters accompanying your letter referred to above.

The Railway Ministry also sanction the infringements to item 19(ii), 24 and 32 of Chapter-IV(A) of M.G.Metric Schedule of Dimensions (1963) involved in the loaded movement of H.P.Ist condenser and item 19(ii) of Chapter-IV(A) of M.G.Metric Schedule of Dimensions (1963) involved in the movement of Ammonia synthesis convertor as shown in the respective Form-XI sent as an enclosure to your above quoted letters.

19/9/83
(S.D.Jain)
Additional Director, Civil Engineering (G),
Railway Board.

DA:-Nil.

P.T.O.

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-2-

No.83/WDO/SR/13. New Delhi, Dated 6 - 9 -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.17-T(1)/82-III dated 30-8-83.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.988/257/11 dated 25 - 8 - 1983.

3) The Director General (Wagon), R.D.S.O., Manak Nagar, Lucknow-5, with reference to his letter Nos.MW/CS/FCI/D dated 2-4-83 and 16-6-83.

DA:-Nil.

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

R.Narayanan/WDO-I/5.9.83.

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

(49)

No.81/WDO/SR/7 New Delhi, dt. 3.9.83

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

Sub: Light running of WDS-6 diesel shunting locomotive on the entire BG system of S.E. Rly excuding the sidingsin the premises of SAIL and TISCO steel plants.

****

With reference to your letter No. G/Loco/WDS-6 dt.2.6.83 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the light running of WDS-6 diesel shunting locomotive manufactured by DLW/Varanasi to RDSO drg. No. Sk.DL.3649 with a maximum axle load 21.5t + 2% and maximum tractive effort of 34t at a maximum speed of 65 kmph on the entire B.G. system of S.E. Railway excluding the sidingsin the premises of SAIL and TISCO steel plants subject to the observance of all permanent and temporary/restrictions already inforce or that those may be imposed from time to time. The sanction is further subject to the observance of all other conditions/restrictions laid down in your Joint safety certificate No. 275 and all other certificates accompanying your letter referred to above.

Railway Ministry also sanction the infringement to item 13 of chapter IV-C of the BG Metric Schedule of Dimensions(1973) concerning the actual existing height 3827 mm of roof from R.L. at a width of 1784 mm as against 3775mm prescribed as per Schedule involved in the running of above mentioned WDS-6 diesel shunting loco and detailed in Form-XI accompanying your letter referred to above.

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

No.81/WDO/SR/7 New Delhi,dt. 3.9.83

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.17-T(4)/82 dated 13.7.83.

2) The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.514/268 dated 28.6.83

3) The Director General, (Motive Power), RDSO, Lucknow.

Dejain 3/9/83
(S.D. Jain)
for Secretary, Railway Board.

DA:-Nil.

(45)

No.81/WDO/ORI/23. New Delhi, Dated 2-9-83.

To

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

Sub:- Opening of electrified new Up line BG between Birati and Barasat Junctions Stations on Sealdah-Bongaon Section for the public carriage of passengers.

Ref:- CRS/Eastern Circle, Calcutta's Inspection Notes No.404/606/I/C/83 dated 1-7-83.

Kindly refer to para 15(b) of the above inspection notes of Commissioner of Railway Safety/Eastern Circle/Calcutta regarding unsatisfactory training in the rules for temporary working of traffic during the excution of work.

2. It has been stated by the CRS that the operating staff at Barasat and Madhyamgram were not advised of the rules for temporary working of traffic during the excution of the various phases. He has further stated that the Railways should arrange to issue clear working instructions to the staff incharge of the train movement and ensure that these instructions are properly understood by them before taking in hand the various phases of remodelling.

3. It is requested that the above lacunae in the training of staff regarding rules of train working may be rectified expeditiously and suitable steps may be taken to ensure that the instructions are properly understood by the staff before excuting the various phases of remodelling.

4. Board may be advised of the action taken in this regard.

Sd/-
30-8-83
(Shri.Prakash)
Joint Director, (Safety)-II,
Railway Board.

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

No. 83/WDO/SR/13 New Delhi, dt.27.8.83

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Running of MG-16 Axle Special wagon of M/S. F(P&D)/II, Sindri for Urea Reactor.

Ref: Your letter No.W/340/RS/BG/pt.II/W-44 dt.8/11-4-1983.

In continuation of this office letter of even number dt. 20.7.83, the Railway Ministry further sanction the running of MG-16 axle special wagon of M/S. F(P&D)/II Sindri for transport of urea Reactor in loaded condition also to RDSO Drg. No. WCS-7903-S/3 Alt.5 on Achnera-Kasganj-Bojipura-Mailani Dudwa-Nanpara-Gonda-Giansari-Gorakhpur-Captanganj-Thave-Chhapra Kacheri-Kathihar section of your railway subject to all the conditions already stipulated in this office letter of even number dt. 20.7.1983.

The Railway Ministry also sanction the indringements to item 16, 19(i) and 20 of chapter IV-A of MG Metric Schedule of Dimensions(1963) involved in the running of the above wagon in loaded condition as shown on Drg. No. WCS-7903-S/3 Alt.-5 received with ME Railway's letter No. W/340/RS/BG/Pt II/W-44 dt. 11.4.83 sent under Chief Commissioner of Railway Safety's endorsement No. RS 17-T(1)/82-Vol II(B) dt. 7.6.83.

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

No.83/WDO/SR/13 New Delhi, dt.27.8.83

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety, 164, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No.RS/17-T(1)/82 Vol.II(B) dt. 7.6.83.

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

3. The Director General(Wagon), RDSO, Manak Nagar, Lucknow with reference to his letter No.MW/CS/FCC/0 dt. 8.7.83.

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

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

No. 81/WDO/ORI/23 New Delhi, dt 20.8.83

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

Sir,

Sub: Opening of electrified 3rd line (for Down Direction) between Baruipara and Kamarkundu stations of Howrah-Bardhaman Chord (6.85 kms. BG) for public carriage of passengers.

With reference to your endorsement No. RS.10-T(10)/83 dated 21.6.83 I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta, in authorising the opening of the above section for the public carriage of passengers per his letter No. 315/30I/B/83 dt. 14.6.83.

Yours faithfully,

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

DA:Nil

No.81/WDO/ORI/23 New Delhi, dt. 20.8.83

Copy forwarded for information to:

1. The Commissioner of Railway Safety, Eastern Circle, Calcutta, with reference to his letter No.315/30/I/B/83 dt. 14.6.83

2. The General Manager, Eastern Railway, Calcutta with the request that the suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Ministry in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passengers traffic. Specific attention is drawn to para 8(a) & 8(b) and it is desired that the works involved therin may please be completed immediately.

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

DA:Nil

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

No. 82/WDO/SD/17 New Delhi, dt.10.8.83

The General Manager(Const.),
Western Railway,
Bombay.

Sub: Viramgam-Okha-Porbander conversion project (from MG to BG)- Permission for dispensation of the requirement of schedule of Dimension- Retention of passenger platform covering at DWARKA station of Rajkot division.

With reference to your letter No. T401/2/VOP/ADI dt. 6.5.83 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the infringements, to item 8 of chapter II of BG Metric schedule of Dimensions (1973) involved in connection with the retention of passenger platform covering at 'Dwarka' station of Rajkot Division, shown on the reverse in Annexure 'A' extracted form Form-XI accompanying your letter reffered to above.

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

No.82/WDO/SD/17 New Delhi, dt. 10 .8.83

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety 16A, Ashok Marg Patiala House Lucknow with reference to his Endorsement No. RS.18-T(3)/83 dt. 1.6.83

2. The Commissioner of Railway Safety Western Circle, 2nd floor Churchgate Station Bldg. Annexure. Maharishi Karve Road, Bombay 400 020 with reference to his letter No.221/652 dt. 17.5.83.

3. The Chief Engineer(Const) 2nd floor Stn. Bldg., P.O. Railwaypura, Ahmadabad 380 002.

(S.D. Jain)
for Secretary Railway Board

Annexure 'A'

List of infringements

Item No. of Chapter-II of BG Schedule	Discription	Prescribed Dimension as per Schedule	Existing actual Dimensions	Amount of Infringements.
8(i)	From platform level to 305mm above platform level	4570mm increasing uniformly to 4720	Existing column of platform covering is 4720mm from centre line of proposed BG platform loop line.	Nil
8(ii)	From 305mm above platform level to 3705mm above rail level.	4720	i) The edge of the existing column of platform covering is 4720mm away from proposed centre line of BG platform loop upto a height of 3600mm above rail level.	Ther is an infringment of 105mm vertical and 225mm horizontal at a height of 3600 mm to 3705 mm above rail level.
			ii) Cantilever arm of the existing covering projects out by 225mm towards track from 3600 mm above rail level to 3705 mm above rail level	Horizontal=225mm Vertical =105mm
8(iii)	From 3705mm above rail level to 4115mm above rail level.	4720mm decreasing uniformly to 3810mm	Cantilever arm of the existing covering falls within the fixed structure line between 4495mm and 3410mm from centre line of the proposed BG track (platform loop)	Horizontal 225mm uniform and reduced to zero at a distance of 3410mm from centre line of the proposed loop. Vertical 105mm increasing to approx. 120mm at a height of 4115 mm abo

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

No. 83/WDO/SR/14 New Delhi, dt. 6.8.83

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

Sub: Running of B.G. Bogie Hopper Wagon type 'BOBY' on the entire BG system of S.E. Rly.

With reference to your letter No. G/Wagon/BOBY dated 27.7.82, sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the regular running B.G. Hopper wagon type BOBY to RDSO's Drg. SK.77531/A alt.2, fitted with casnub "22W" bogies and having maximum axle load of 20.32t at a maximum speed of 65 kmph in empty and loaded condition on the entire B.G. system of your railway subject to the observance of all permanent and temporary speed restrictions which are in force and that those may be imposed from time to time. The sanction is further subject to the conditions laid down in the RDSO's speed certificate No. MW/BOB/MOD dt. 29.9.81 and all other Certificates accompanying your letter reffered to above.

The infringement of the wagon to item 13(b) of Chapter IV A of B.G. Metric Schedule of Dimensions (1973) as shown in Form-XI enclosed with your letter have already been codoned under Railway Ministry's letter No. 78/WDO/SR/14 dt. 16.8.78.

Dy 21/8/83
(S.D. Jain)
Addl. Director Civil Engg.(G)
Railway Board.

No. 83/WDO/SR/14 New Delhi, dt. 6.8.83

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, 16A, Ashok Marg, Patiala House, Lucknow, with reference to his endorsement No. RS.17-T(1)/82-Vol.II dt. 24.12.82.

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No. 1259 dt. 30.11.82.

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

Dy 18/8/83
(S.D. Jain)
for Secretary, Railway Board

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

No. 83/WDO/SR/13. New Delhi, Dated 20 - 7 - 1983.

To

The General Manager,
North Eastern Railway,
Gorakhpur.

Subject:- Running of MG-16 Axle Special Wagon of M/s. F(P&D)/IL Sindri for Urea Reactor

With reference to your letter No.W/340/RS/BG/Pt.II/W-4A dated 8/11-4-83, sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the running of MG-16 axle Special Wagon of M/s.F(P&D) IL/Sindri for Urea Reactor to RDSO's Drawing No.WCS-7903-S/21 (Alt.I) on Achhnera-Kasganj-Bhojipura-Mailani-Dudwa-Nanpara-Gonda-Gainsari-Gorakhpur-Captanganj-Thawe-Chhapra Kacheri-Katihar section of your Railway at a maximum speed of 20 Kmph in empty condition and should move as two 8-axled wagon coupled together to the configuration shown in the drawing subject to the conditions stipulated in the R.D.S.O.'s Speed Certificate No.MW/CS/FCI/D dated 31-8-82. R.D.S.O., under their letter No.MW/CS/FCC/D dated 8th July,83 have clarified that there is no infringement of the wagon in empty movement.

The sanction is further subject to the observance of all Permanent and Temporary Speed restrictions already in force and that those may be imposed from time to time and the conditions/restrictions mentioned in all other certificates accompanying your letter referred to above.

(S.D.Jain) 19/7
Additional Director, Civil Engineering(G),
Railway Board.

DA:- Nil

No.83/WDO/SR/13. New Delhi, Dated 20 - 7 - 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.17-T(1)/82-Vol.II(b) dated 7th June,83 alongwith a copy of R.D.S.O.'s letter No. MW/CS/FCC/D dated 8th July,83.

2) The Commissioner of Railway Safety,North Eastern Circle, Gorakhpur with reference to his letter No.265/3505/83 dated 28th May,83.

3) The Director General(Wagon), R.D.S.O., Manak Nagar, Lucknow, with reference to his letter No.MW/CS/FCC/D dated 8th July,83.

(S.D.Jain) 19/7/83
for Secretary, Railway Board.

DA:-One (P.T.O.).

P.T.O.

R.Narayanan/WDO-I/19.7.83.

(52)

Telegrams: RAILMANAK-LUCKNOW Telephones:50567 & 50017

Government of India - Ministry of Railways
RESEARCH DESIGNS & STANDARDS ORGANISATION

Our Reference No.MW/CS/FCC/D LUCKNOW-226011
dated 8-7-1983

The General Manager (Engg.)
N.E.Railway,
Gorakhpur.

Sub: Movement of 16-Axle Special M.G.Wagon for transportation of Urea Reactor

---

Shri R.V.Mishra, representative of Messrs.BHPV, Visakhapatnam, has visited this office and revealed that Railway Board vide their letter No.83/WDO/SR/13 dt. 22-6-83 addressed to GM/N.E.Rly. copy endorsed to CCRS, Lucknow, CRS/Gorakhpur and DG(Wagon)/RDSO, in reply to N.E.Rly.'s letter No.W/340/RS/BG/Pt.II/W-4A dt.8/11-4-83 addressedto Secretary (Works)/Rly Bd. have raised a query regarding condontion of infringement to Schedule of Moving Dimensions 1963.

2. As regards movement under loaded condition, the subject was discussed with Civil Directorate of RDSO, who have opined that Board's condonation is not required for infringement of moving dimensions in loaded condition and a consignment can be moved under ODC stipulations. In this connection, a copy of this office letter of even No. dt. 3-2-83 has already been sent to your office under this office letter of even no. dated 22-3-83. Your attention is also drawn to Para.2.5 of the Speed Certificate dt.31-8-82.

3. Regarding movement of the wagon in empty condition, it is clarified that this wagon should move as two 8-axled wagon coupled together to the configuration shown in RDSO wa drawing No.WCS-7903-S/21 Alt.1copy enclosed. This drawing will show that there is no infringement in the empty movement.

DA:1 drg.

Sd. (N.P.Gupta)
for Director General (Wagon)

Copy, together with a copy of drg.referred to above forwarded to Secretary(Engg.), Railway Board, New Delhi.

Sd. (N.P.Gupta)
for Director General (Wagon)

DA: 1 drg.

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

XXR WIRELESS / POST COPY
NEW DELHI DATED : 16 - 7 - 1983.

1. Shri.A.Nandkeolyar,
Addl. G.M. (Exp.Control),
Central Railway,
Bombay.

2. Shri.T.S.Vardya,
Addl.G.M.(T),
Eastern Railway,
Calcutta.

3. Shri.S.D.Gupta,
Dy.G.M.(G),
Northern Railway,
New Delhi.

4. Shri.Ram Deo,
Dy.G.M.(G),
N.E.Railway,
Gorakhpur.

5. Shri.D.S.Arul Das,
Addl.G.M.(EC),
Northeast Frontier Railway,
Maligaon, Gauhati - 11.

6. Shri.S.M.Kaul,
Addl.G.M.(EC),
South Central Railway,
Secunderabad.

7. Shri.M.Ramaswami,
Addl G.M.(O),
Southern Railway,
Park Town, Madras.

8. Shri.A.K.Roy Choudhary,
Addl G.M.(EC),
South Eastern Railway,
Calcutta.

9. Shri.B.K.Nagappa,
Deputy G.M.(G),
Western Railway,
Bombay.

No.83/WDO/Parliament Question/1 (.) LOK SABHA PROVISIONAL STARRED QUESTION D.No.1294 REGARDING ELECTRIFICATION OF RAILWAY ROUTES TO BE ASKED BY Shri.MOHAMMAD ASRAR AHMAD ON 28.7.83 BEGINS(.) WILL THE MINISTER OF RAILWAYS BE PLEASED TO STATE:

(a) WHAT IS THE TOTAL KILOMETRAGE OF ALL THE ROUTES OF THE INDIAN RAILWAYS;

(b) HOW MUCH OF IT HAS SO FAR BEEN ELECTRIFIED;

(c) DETAILS OF THE ROUTES WHICH HAVE BEEN ELECTRIFIED; AND

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(d) WHAT ARE THE NEW ROUTES PLANNED FOR ELECTRIFICATION DURING THE REST OF THE CURRENT FIVE YEAR PLAN AND WHAT WILL BE THEIR LENGTH ? (Question ends) (.) FURNISH DRAFT REPLY TO THE QUESTION AND DETAILED NOTE FOR SUPPLEMENTARIES IMMEDIATELY SO AS TO REACH ME BY 19.7.83 THE LATEST (.) THE INFORMATION FURNISHED SHOULD BE AS ON 31.3.83 AND SEPERATELY FOR B.G., M.G., AND N.G. ALSO (.) MATTER MOST IMMEDIATE (.) S.D.JAIN/ ADDITIONAL DIRECTOR CIVIL ENGINEERING (G)/RAILWAYS (.) RLY. PHONE No. 2644(.)

No. 83/WDO/PARLIAMENT QUESTION/1. NEW DELHI, DATED 16/7/83

COPY BY POST IN CONFIRMATION.

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

(55)

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

No.81/WDO/ORI/20. New Delhi, Dated 7-7-1983.

To

The Chief Engineer,
Metropolitan Transport Project (Railways),
Tilak Bridge,
New Delhi - 110 002.

Sub:- New double line between Patel Nagar and Rampura Cabin in Delhi area on Northern Railway.

Please refer this office letter of even number, dated 22/10/82 (Copy enclosed for ready reference). The interleaved copy of the above section and the Index Plan and Section drawn on the tracing cloth and also the two ferro copies as asked for under this office letter referred above have not so far been received. It is therefore requested that the same may please be furnished to this office at an early date alongwith the date of opening of the above section.

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

DA:-One.

(56)

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

No. 82/WDO/SR/28 New Delhi, dt./ .7.83

The General Manager(Works),
Southern Railway,
Madras 600003.

Sub: Running of WDS4B diesel Hydro mechanical Locomotives on various sections of Southern Railway.

With reference to your office letter No. W438/1 dt. 19-10-82 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction the running of WDS4B diesel hydro mechanical locomotives on various sections of Southern Railway mentioned in the Safety certificate at a maximum permissible speed of 50 km/ph subject to the observance of all permanent and temporary restrictions already in force and those that may be imposed from time to time. The sanction is further subject to the conditions/restrictions mentioned in the safety certificate No. 371 BG dated 7.12.79 and all other certificates accompanying your letter referred to above.

The Railway Ministry also sanction the infringements to item No. 11(ii) and item No. 12 of chapter IV(C) of B.G. Metric schedule of Dimensions(1973) involved in the running of the above locomotive as mentioned in form-XI accompanying your letter referred to above.

(S.D. Jain)
Addl. Director Civil Engg.(G),
Railway Board.
New Delhi, dt./ .7.83

DA:NIL

No.82/WDO/SR/28
Copy forwarded to:

1. The CCRS,* 16-A, Ashok Marg, Patiala House Lucknow with reference to his letter No. RS.17-T(2)/82 dt. 18.8.82.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No. 1338 dt. 28.7.82.

3. The Director General(Mechanical) RDSO, Lucknow with reference to their letter No. SD/WDS.4.11 dt. 28.1.70 to all the GMs.

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

DA:NIL
*Chief Commissioner of Railway Safety.

(57)

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

No. 83/WDO/SR/8 New Delhi, dt. 1.7.83

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

Sub: Running of 20.32t axle load B.G. bogie open wagon type BOXN on the B.G. sections of S.C. Railway.

With reference to your letter No. W-438/C/3 dt. 29.10.82, sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the running of 20.32t axle load B.G. bogie open wagon type 'BOXN' to RDSO's drg. No. WD-80007-S-00Alt.1 on the B.G. sections of your railway as indicated in the joint Safety certificate No. W-90 B.G., at a maximum speed of 75 km/h in loaded as well as empty conditions subject to the speed restrictions notified in the current working time table and those that may be imposed from time to time. The sanction is further subject to the conditions mentioned in the RDSO's speed certificate and all other certificates accompanying your letter referred to above.

Pagay 28/6/83
(S.D. Jain)
Addl. Director Civil Engg(C
Railway Board.

DA:NIL

No. 83/WDO/SR/8 New Delhi, dt. 1.7.83

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 dated 2nd May, 83.
2. The Commissioner of Railway Safety, Southern Circle, Bangalore, wi reference to his letter No. W-438/C/3 dt. 20.10.82.
3. The Director General (Motive Power), RDSO, Lucknow. A copy of CCRS's letter No. RS.17-T(1)/82 dt. 2.5.83 is enclosed. The CCRS, Lucknow has desired that the implications of running 'BOXN' Goods trains at a speed beyond 75kmph be examined in all it aspects for finalising the requisite safety standards. The study may done expeditiously and the result advised to all concerned.

Pagay 28/6/83
(S.D. Jain)
for Secretary, Railway Board

DA:One

P.T.O.

(58)

COPY OF THE CCRS's LETTER NO. RS.17-T(1)/82 DT. 2ND MAY 1983

The undermentioned papers are forwarded to the Ministry of Railways (Railway Board), New Delhi, for disposal. The recommendation: of Commissioner of Railway Safety, Southern Circle, Bangalore is endorsed, subject to the following remarks:-

(i) The running of the BOXN type wagons should be limited to a speed of 75 Kms/h for loaded as well as empty conditions.

(ii) It is necessary to have the implications of running goods trains at speeds beyond 75 kmph to be examined in all its aspects for finalising the requisite safety standards. The Railway Board are requested to have the study done expeditiously.

Sd/..
(K. Bhojraj)
for Chief Commissioner of Railway Safety

Papers forwarded

The Commissioner of Rly. Safety, Southern Circle's office letter No. 2176 dt. 2.11.82 together with enclosures.

(59)

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.

(60)

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.

Page 2 18/4/83

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

DA:-Nil.

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

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GOVERNMENT OF INDIA (MINISTRY OF RAILWAYS)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(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 Vol1.(S) 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)
for Secretary Railway Board

Rajesh/WDO-I.

20-06-1983

EXTRACTS FROM THE REPORT ON LPG SAFETY REPORT OF TH
COMMITTEE SET UP TO REVIEW SAFETY AND OPERATING PROCEDURES
IN LPG FILLING, TRANSPORTATION & DISTRIBUTION
GOVT. OF INDIA MINISTRY OF ENERGY
DEPARTMENT OF PETROLEUM FROM PAGES 8 TO 12 (June 20, 1983)
(Original on TT Branch file No.83-TT2/91/Safety)

(62)

SECTION 4

BOTTLING PLANTS

LOCATION

4.1 As LPG is fast becoming a feature of everyday life in urban and semi-urban areas, the siting of the LPG bottling plants is of paramount importance and must be given serious thought and weightage in all town planning schemes. The location of the bottling plants should not adjoin residential areas.

4.1.2 Even though the LPG plants have by and large been initially set up in isolated locations, the subsequent growth of the city has resulted in the mushrooming of industrial/residential establishments in the proximity of the bottling plants. The Shakurbasti plant set up almost 20 years ago is a typical example. Similar situations may also arise at other locations in future. It would be desirable to ensure that the mushrooming of miscellaneous auxillary industries as well as residential colonies/slums is prevented at such locations by statutory land use restrictions.

4.1.3 Notwithstanding the efforts by the town planners/city development authorities as mentioned under 4.1.2 above, the oil companies should at the very outset procure enough land to meet the present and projected requirements for setting up of the bottling plants including the buffer safety zone around the bottling plant (refer para 4.3.3).

...2/-

4.1.4 The town planning authorities and the oil companies must give thought to the availability of timely help from the civic fire fighting authorities while deciding the siting of the plant so that prompt aid can be rendered in case of emergency.

4.1.5 One of the considrations to be evaluated in the choice of locations is the topography of the land. Low lying areas or areas where flooding takes place are obviously unsuitable and should b avoided.

4.2. SIZE

4.2.1 The committee carefully considered the question whether it would be desirable to prescribe an optimum size for a bottling plant particularly from the stand point of safety. The committee's vi is that bulk storage of LPG is relatively safer and does not inherently constitute a major hazard provided adequate safety features are incorporated in the design of the plant. The real source of hazard emanates from the handling and storage of the LPG cylinders, particularly the leaky cylinders.

4.2.2 This hazard would not increase significantly with the increase in the size of the bottling plant especially if the handling an storage of cylinders inc luding the leaky cylinders is apprecia bly improved. On the other hand, the committee recognises that the impact of an accident in a larger bottling plant would naturally be greater both inside as well as in the vicinity of the bottling plant, However, adequate safety measures can be devised to mitigate this problem.

4.2.3 Considering all relevant factors, it would be desirable to normally restrict the size of the LPG bottling plants to 25,000

...3/-

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tonnes per year maximum on a two shift operation basis except in situations mentioned in paras 4.2.4 and 4.2.5.

2.4 At the refinery locations the fire fighting facilities as well as trained manpower availability for fire fighting is of a high order and therefore, bottling plants larger than 25,000 tonnes per year capacity may be set up at the refinery locations.

2.5 In certain metropolitan towns also, where the demand of the metropolitan town itself is large, it will be preferable to have the bottling facilities larger than 25,000 tonnes per year capacity centred in one location rather than have several small plants scattered at various points in or around the town. The committee feels that it would be easier to find a single location for meeting the requirements for setting up a bottling plant as well as providing adequate fire fighting facilities at par with those at the refineries as compared to provision of the same at several scattered locations (refer para 4.8.1)

4.2.6 In metropolitan towns where bottling capacity is in excess of 25,000 tonnes per year, the feeding of upcountry markets should be avoided as far as possible. The requirements of such markets should be met by providing bottling plants at the market centres themselves.

4.2.7 The oil companies have already adopted the system of having rail fed bottling plants of capacity 25,000 tonnes per year or larger from where supplies are made in bulk by road to satellite bottling plnts of 10,000 tonnes per year capacity to be set up in near-by consumption centres. This policy needs to be encouraged.

...4/-

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4.3 LAYOUT AND SAFETY DISTANCES

4.3.1 The rules for spacing of LPG storage and handling facilities have been provided in the Gas Cylinder Rules 1981 and the Static & Mobile pressure Vessel (Unfired) Rules 1981. The committee feels that these should be reviewed and kept updated as necessary jointly by the Chief Controller of Explosives and the oil industry.

4.3.2 In the updating suggested above, both the current international practices as well as the requirements considering the peculiarities of our own conditions must be given due consideration.

4.3.3 The committee has not been able to examine the spacing criteria in as much depth as it would have liked to, due to paucity of time. However, a quick scan has been made of the international standards as well as the causal factors for the mishaps occuring in the bottling plants. The committee recommends that in addition to whatever spacing criteria that are already in force, the following additional measures should be adopted:-

(i) Around the LPG bottling plants there should be a buffer zone of 250 feet (80 metres) owned by the company beyound the perimeter wall as per current CCE stipulations. The LPG facility area should be walled while the property line may be fenced or walled. In this 250 feet belt, the rail and road crossings should only be for ingress and egress and should be of minimum length. There should be a perimeter road which would only be used by security and fire fighting personnel. A belt of trees may be provided in this zone. The cost

...5/-

of this land will be a small proportion of the total cost of the bottling plant and would be fully justified.

(ii) All facilities must have atleasttwo exits for emergencies.

(iii) Each group of bulk storage vessels as well as each filling shed and each storage shed must be surrounded on all sides by a road for easy access and fire fighting.

(iv) In the bottling plant, the trucks entering must be kept at a minimum distance of 15 metres from the LPG cylinder stacks.

(v) With the help of civic authorities, use of fireworks especially rockets during festival periods should be banned within a distance of 500 metres beyond the buffer zone of any bottling plant.

.3.4 It is strongly urged that a standard recommended lay out ~~of~~ for bottling plants of various sizes be developed by the oil industry incorporating various features. This may have to be adapted to some extent to suit the peculiarities of individual sites/locations.

4.3.5 While designing LPG facilities, care should be taken to ensure that various codes and stipulations currently in force are fully met.

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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.

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

DA:NIL

No. 83/WDO/SR/10

New Delhi, dt.16 -6-83
17

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.

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

DA:NIL.-

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

No.83/WDO/SR/12

New Delhi, dt.16-6-83

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. further subject 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/TDC/SR/12 New Delhi, dt. .6.83

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety 164, Ashok Marg Patiala House Lucknow with reference to his letter No.RS.17-T(-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) NR Lucknow, with reference to his letter No. MP/NOX/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.

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

No. 83/WDO/SM/1 New Delhi, dt. 14-6-83

The General Manager,
All Indian Railways,
(except South Central & SE Rlys)

Sub: System Maps.

Further to this office letter of even number dt. 12.4.82 and 13.5.83 on the above noted subject, the Board desire that the system maps which are submitted to the Board should bear the signature of an officer not below the rank of an Administrative Officer. It may please be ensured that the system maps are sent to this office by the target date i.e. 30.6.83.

(M.M. Goyal)
Addl. Director Civil Engg.
Railway Board.

DA:NIL

No. 83/WDO/SM/1 New Delhi, dt/14-6-83

1. The General Manager South Central Railway, Secunderabad with reference to his letter No. W.185/1/15/Vol.IV dt. 27.5.83. As the system maps supplied to this office do not bear the signatures of any officer it is requested that fresh copies of thesigned maps may plese be furnished at an early date. It has also been informed by the Southern Rly under their reference No. W.185/II/I/VolIV dt. 26.5.83 that the system map of your railway sent to them under your letter No. W.185/1/15/Vol.IV dt. 25.2.83 did not contain the proforma for statistical information pasted with it. The same may please be furnished now.

2. The General Manager SE Rly Garden Reach, Calcutta with reference to his letter No. DG/MAP/PART XVII dt. 26.5.83. The system map supplied to this office is not of the size indicated in this office letter of even number dt. 13.5.83; and the statistical information furnished on the map is also not in accordance with the proforma shown on the map of south central Rly. A copy of the system map enclosed for information & guidance. The revised system maps duly signed by an officer not below the rank of an Administrative officer, may be supplied by the target date of 30.6.83.

(M.M. Goyal)
Addl. Director Civil Engg.,
Railway Board

DA:NIL

(71)

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

13-06-1983

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

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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

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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,

Dgs 4/6/83
(S.D. Jain)
for Secretary, Railway Board

DA: Nil

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.

Dgs 4/6/83
(S.D. Jain)
for Secretary, Railway Board

DA: Nil