GUARD

FILE

1984 Pt.-I

S.No.29 (1)

भारतीय रेल
रेलवे विद्युतीकरण
INDIAN RAILWAYS
RAILWAY ELECTRIFICATION
NAGPUR.

OFFICE OF THE
ADDL.GENERAL MANAGER (RE)
Jaika Bhavan, Commercial Road,
Civil Lines, Post Box No.77,
Nagpur 440001.

...

Dt.29th June, 1984.

29.06.1984

K. Bhaskara Rao,
CHIEF ENGINEER

NO. CRE/ENG-NGP/CIR-INST/0-1/1954

Dear Shri Tirath Prakash,

Re:- Policy letters/directives issued from Works Directorate of Railway Board.

Ref: Railway Board's No.82/WDO/SD.12 dated 18th June 1984.

...

#S.N. 4.

It is seen that the policy directives on Way & Works, corrections to Schedule of Dimensions, revision to Codes connected with engineering works are being docketted only to General Managers of Open Line and Construction Units on Zonal Railways. However, these are not being docketted to Chief Engineer(RE), Allahabad and Addl.General Manager (RE), Nagpur. As the works of Railway Electrification are spread all over Indian Railways, we have to keep in view the latest specifications, circulars and directives issued by the Railway Board and corrections to Schedule Of Dimensions while executing various yard remodelling works, watering arrangements and ~~alterations to~~ OHE works. It is, therefore, requested that a copy of such policy directives/letters issued from Works Directorate of Railway Board be docketted to this office and also to Chief Engineer(RE), Allahabad invariably, in future. At present, we are coming to know of all such changes ~~only~~ only by chance during some discussions with other Construction Units.

With kind regards,

Yours sincerely,

(K. Bhaskara Rao)

Shri Tirath Prakash,
Director(Civil Engg).,
Ministry of Railways,
Railway Board,
NEW DELHI- 110001.

(2)

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

No.82/WDO/SR/29

New Delhi, dt. 29.6.84
29.6.84

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

Sub: Running of 24 axle special wagon to diagram No.WD.81108-S-02 alt1 in empty and loaded condition on certain sections of Southern Railway.

With reference to your letter No.W439/4/1 dt.Aug.'83 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the running of 24 axle 260t special wagon to RDSO Drg.No.WD.81108-S-02 alt.1 in empty condition from Pattaliram west siding to Royapuram at a maximum speed of 40 kmph and in loaded condition to RDSO Drg.No.81108-S-07 alt.2 at a maximum speed mentioned against section given below against a maximum of 25kmph certified by the RDSO in their speed certificate:

1.	Royapuram-Washermanpet	15 kmph
2.	Washermanpet-Korukkupet	25 kmph
3.	Korukkupet-Gudur	25 kmph

The sanction is subject to the observance of all permanent and temporary speed restrictions already in force and those that may be imposed from time to time and all other conditions/stipulations laid down in the Joint Safety Certificate/No.MW/CS/BHEL/HD dt.14.12.82 accompanying your letter referred to above. However in loaded condition if the consignment falls in ODC category necessary sanction of the competent authority for ODC movement should be obtained.

The Railway Ministry also sanction the infringements in loaded condition to item No.16, 17, 20(b) and 21(b) of Chapter IV-A of BG Metric Schedule of Dimensions (1973) as mentioned in Form-XI accompanying your letter referred to above. The infringement involved in the design of the wagon have already been sanctioned under Board's letter No.80/WDO/SR/25 dt.11.11.80.

23/6/84

(G.P. GARG)
Jt. Director Civil Engg.(G)
Railway Board.

(3)

No.82/WDO/SR/29 New Delhi, dt. 27.6.84

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety, Patiala House, 16 A, Ashok Marg, Lucknow with reference to his endorsement No.RS. 17-T(1)/82 dt.22.5.84.
2. The Commissioner of Railway Safety, Southern Circle Bengalore with reference to his letter No.208 dt.30.4.84.
3. The Director Standards(wagon) RDSO, Lucknow-226011.

23/6/84

(G.P. GARG)
for Secretary, Railway Board.

DA:Nil

(4)

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

No. 83/WDO/SR/12. New Delhi, Dated 25-6-1984.

25-6-1984

To

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

Sub:- Running of 20.3t axle load bogie open type (BOXN)

With reference to your letter No. 519-W/374 dated 1-12-83, sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction the running of 20.3t 'BOXN' wagons to RDSO Drawing No.SK/WD-80007/S/ CO alt.I fitted with Casnub 22 W cast steel bogies or fabricated version of cast steel bogies in block rakes from Mughalsarai to Phulpur via Janghai at a maximum speed of 75 Kmph both in empty and loaded conditions subject to the observance of all permanent and temporary speed restrictions already in force and that those may be imposed from time to time. The sanction is further subject to the observance of all conditions/stipulations mentioned in the Joint Safety Certificate and all other Certificates accompanying your letter referred to above.

The infringements to B.G.Metric Schedule of Dimensions (1973) involved in the running of the BOXN wagons have already been sanctioned under Board's letter No. 80/WDO/SR/5 dated 20.4.80.

(G.P.Garg) 23/6/84
Joint Director, Civil Engineering(G),
Railway Board.

DA:-Nil.

P.T.O.

(5)

No. 83/WDO/SR/12. New Delhi, Dated 25 -6-84.

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(20)/80 dated 7-5-1984.

2) The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow-226001 with reference to his letter No.43/30/1339/BOXN dated 4th June, 1984. He may please refer to the last but one para of his letter and accord sanction to Northern Railway for running of 'BOXN' wagons on the remaining sections.

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

23/6/84

(G.P.Garg)
for Secretary, Railway Board.

DA:-Nil.

R.N./WDO-I/ 23-6-84.

(6)

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

New Delhi, dt.25.6.84

No.82/WDO/SR/35

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

Sub: Maximum moving dimensions for YDM4 Loco for fitment of pressure cap assembly- sanction for infringements.

With reference to your application No.CT/DDL/YDM4 dt.17.9.82, sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the infringement to Clause 12 of Chapter IV(b) of MG metric schedule of Dimensions(1963) involved in the fitment of pressure cap assembly to RDSO Drg.No.SK.DP.2419 on YDM4 Metre Gauge diesel locomotives to improve the functioning of cooling water system, as shown in Drg.No.SK.DP.2438 and detailed out in Annexure-1 accompanying your application referred to above.

It is noted that at locations where there is reduction in minimum vertical clearance at top between the existing permissible moving dimensions of the locomotive and structures, the YDM4 locomotive with pressure cap assembly will be permitted to run only subject to speed restrictions where necessary based on Schedule III and Diagram No.3 of MG Schedule of dimensions(1963).

As the fitment of pressure cap assembly on YDM4 locomotive involves modification in the earlier design, Railways should be asked to apply for fresh sanction for the running of these locomotives through CRS/CCRS.

(G.P. GARG) 21/6/84
Jt. Director Civil Engg(G),
Railway Board.

New Delhi, dt. .6.84

No.82/WDO/SR/35

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety, Lucknow with reference to his endorsement No.RS.18-T(21)/82 dt.21.10.82.
2. The Director General (Motive Power) R.D.S.O., Lucknow-226011.

(G.P. GARG) 21/6/84
for Secretary Railway Board.

(7)

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

No.83/WDO/SR/9 New Delhi, dt. 21.6.84

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

Sub: Running of 'BKI' type of flats loaded with ISO containers.

Ref: Shri K.C.A Narayanan Chief Marketing Supdt's D.O.No.C.441/1/41/P dt.14.5.84 addressed to Shri H.S. Agrawal ADTC(M&S) Rly. Board.

In terms of para-3 of Chief commissioner of Railway Safety's letter No.RS.17-T(1)/82-III(Pt) dt.16.9.83 addressed to Secretary Railway Board, copy endorsed to you and the CRS/Southern Circle, Bangalore, if the nomenclature of a vehicle is different it should be treated a new rolling stock and sanction for running the same should therefore be obtained treating it as a new rolling stock. Since 'BKI' is a new nomenclature given to the existing 'BFRs after modifying the same to serve as container flats, it is essential that sanction for running the same is obtained from the Board through CRS/CCRS in terms of rules for opening of a railway or section of a railway.

The Board therefore desire that necessary application for obtaining the sanction for running of 'BKI' type of container flats should be sent to the Board through CRS/CCRS alongwith all the certificates and Form-XI. The action of Commissioner of Railway Safety in according his sanction for running of 'BKI' flats as advised under your letter No.C.441/1/41/Vol.V dt.29.9.82 may also be got confirmed. Request for modification in Board's letter of even number dt.20.2.84 for not treating the containers loaded on 'BKI' flats as ODC may also be made alongwith the drawing showing the position of ISO containers loaded on 'BFKIs and the profile of X class engines, max. moving dimension of 1929 and EDO-590 profile superimposed over it. A statement showing the comparative salient technical features of 'BFKX,' 'BFKI' & 'BKI' type of flats may also be sent for the information of the Board.

(G.P. GARG) 16/6/84
Jt. Director Civil Engg.(G)
Railway Board.

PTO

(8)

No.83/WDO/SR/9 New Delhi, dt. 21.6.84

Copy forwarded to:-

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

2. The Commissioner of Railway Safety, Southern Circle, Bangalore. It is understood from Southern Railway's letter No.C.441/1/41/Vol.V dt.29.9.82 that sanction for conveyance of ISO containers loaded in 'BKI' type of containers flats has already been accorded from your end.

3. The Chief Marketing Supdt., Marketing and sales organisation, Southern Railway, Madras-600 003 with reference to his D.O.No. C.441/1/41/p dt.14.5.84 to Shri H.S. Agrawal ADTC(M&S) Railway Board New Delhi.

4. A.D.T.C.(M&S) Railway Board, New Delhi.

(G.P. GARG) 14/6/84
for Secretary Railway Board

(9)

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

New Delhi, Dated 1-6-1984.

No. 84/WDO/ORI/2.

1-6-1984

To

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

Sir,

Subject:- Opening of New Broad Gauge line from New Bongaigaon to Gauhati/New Gauhati on Northeast Frontier Railway.

With reference to your Endorsement No.RS.10-T(1)/84 dated 1st May, 84 I am directed to confirm the action of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur in authorising the opening of the above section for the public carriage of passengers as per his letter No.703/I/Opening/P.T./188 dated 21.4.84.

yours faithfully,

28/5/84

(G.P.Garg)
for Secretary, Railway Board.

DA:-Nil.

New Delhi, Dated 1-6-84.

No.84/WDO/ORI/2.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.703/I/Opening/P.T./188 dated 21.4.84.

2) The General Manager, North East Frontier Railway, Maligaon, Gauhati-11 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. Arrangement made for special safety precautions to be taken as per para 14(c) & (d) may please be communicated.

28/5/84

(G.P.Garg)
for Secretary, Railway Board.

DA:-Nil.

R.N./WDO-I/28.5.84.

(10)

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

New Delhi, dt. 1.6.84

No.84/WDO/SR/3

1.6.84

The General Manager(ENGG).,
Central Railway,
Bombay VT.

Sub: Sanction for running of WAG/5A class AC Electric Freight locomotive fitted with dual brake system and standard Bogies on Bhusaval-Igatpuri BG section of Central Railway.

With reference to your letter No.W681. Y.68 BR dt.12.4.84 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the running of WAG/5A class AC electric locomotives fitted with dual brake system, Hitachi/CLW make traction motors and standard bogies having a maximum axle load 19.8± 2% t in single headed freight train operation at a maximum speed of 75kmph on Bhusaval-Igatpuri section of Central Railway subject to observance of all permanent and temporary speed restrictions in force or that those may be imposed from time to time and observance of additional speed restrictions as imposed by CEE due to the conditions of OHE or any other reasons. The sanction is further subject to the all other conditions/stipulations in your Joint Safety Certificate No.E5/84 BG and all other certificates accompanying your letter referred to above.

The Railway Ministry also confirm the action of the Commissioner of Railway Safety, Central Circle, Bombay in according the provisional sanction for the running of the above locos for freight train operation under his letter No.468 dt.17.4.84.

30/5/84

(G.P. GARG)
Jt. Director Civil Engg(G)
Railway Board.

No.84/WDO/SR/3

New Delhi, dt. 1.6.84

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.17-T(4)/82 dt.1.5.84.

2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.468 dt.17.4.84.

3. The Director [illegible] (Motive Power), RDSO, Lucknow.

30/5/84

(G.P. GARG)
for Secretary Railway Board.

(11)

No. 84/WDO/ORI/2. New Delhi, Dated 1-6-1984.

To

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

Sir,

Subject:- Opening of New Broad Gauge line from New Bongaigaon to Gauhati/New Gauhati on Northeast Frontier Railway.

With reference to your Endorsement No.RS.10-T(1)/84 dated 1st May,84 I am directed to confirm the action of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur in authorising the opening of the above section f the public carriage of passengers as per his letter No. 703/I/Opening/P.T./188 dated 21.4.84.

yours faithfully,

Sd/-
(G.P.Garg)
for Secretary, Railway Board.

DA:-Nil.

No. 84/WDO/ORI/2. New Delhi, Dated 1-6-84.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.703/I/Opening/P. 188 dated 21.4.84

2) The General Manager, Northeast Frontier Railway, Maligaon, Gauhati-11 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 advise to the Railway Ministry in an interleaved copy. It is further requested that the date of opening of the above section may please b intimated as and when the same is commissioned to passeng traffic. Arrangements made for special safety precautions to be taken as per para 14(c) and (d) may please be communicated.

Sd/-
(G.P.Garg)
for Secretary, Railway Board.

DA:-Nil.

(12)

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

No.84/WDO/SD/4 New Delhi, dt. 1.6.84

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

Sub: Salem-Metur Dam Section- Proposed Broad Gauge siding to Thermal Power Project of Tamil Nadu Electricity Board- Phase I- Infringements to Schedule of Dimensions- Condonation requested.

With reference to your letter No.W450/1/29/CN, dt.24.1.84 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the infringement to Not (b) under item 2 of Chapter II of BG Metric Schedule of Dimensions(1973) as a permanent measure involved in connection with the above mentioned work as shown on the reverse in Annexure-I. Annexure-I is based on your Drg. No.CN.80-83/1 and Form XI accompanying your letter referred to above.

It may however be confirmed that adequate provision has been made in the station working rules to ensure that wagons/trains will not be started on steep gradient on the main line as well as on the siding without engine being attached and safeguards have been provided to meet any exigency of engine failure on the stretch to avoid rolling back of wagons/trains.

29/5/84

(G.P. Garg)
Jt. Director Civil Engg(G)
Railway Board.

No.84/WDO/SD/4 New Delhi, dt. 1.6.84

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 164, Ashok Marg, Patiala House, Lucknow with reference to his Endorsement No.RS.18-T(1)/84 dt.22.2.1984.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore-560 009, with reference to his letter No.2127 dt.7.2.84.

29/5/84

(G.P. Garg)
for Secretary Railway Board

ANNEXURE-I

S.No.	Location	Structure which infringes	Chapter & item of schedule	Prescribed Dimension	Existing actual dimension	Amount of infringement.
	Km.35/15-16 Metur Dam Yard on Salem-Metur Dam section of Palghat Division	Gradient in the yard	Note(b) under item 2 of Chapter II	1 in 400 maximum	1 in 80	1 in 80 instead of 1 in 400

(14)

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

No.84/WDO/SD/10. New Delhi, Dated 29-5-84.

To

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

Sub:- Malhaur - Lucknow Jn. Conversion - Sanction to the provision of special height of M.G.platform for the island platform No.4 at Lucknow Jn.

With reference to your letter No.W/Con/98/218/W-I dated 21-4-84 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction as a special case the infringement to item 5 Chapter-II of M.G.Metric Schedule of Dimensions (1963) involved in connection with the proposed raising of face No.4 of island platform at Lucknow Jn. from 410 mm to 648 mm for M.G.trains in order to match the proposed raising of face No.3 of the island platform from 410 mm to 760 mm for B.G.trains as shown in Annexure-I on the reverse. Annexure-I is based on Form - XI accompanying your letter referred to above.

(G.P.Garg) 26/5/84
Joint Director, Civil Engg;(G),
Railway Board.

DA:-Nil.

No.84/WDO/SD/10. New Delhi, Dated 29-5-84.

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.10-T(2)/84 dated 27-4-84.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.205/3493/Pt.III dated 23-4-84.

(G.P.Garg) 26/5/84
for Secretary, Railway Board.

DA:-Nil.

P.T.O.

(15)

ANNEXURE - I

S.O S.No.	Location	Structure which infringe	Chapter & item of Schedule	Prescribed maximum dimension	Proposed actual dimension
1	2	3	4	5	6
1.	Lucknow Jn. station.	M.G.Passenger platform No.3 as per CE/Con. Sketch No. SK/15/0484	Chapter-II item 5	405 mm(max.) above rail level	648 mm above rail level

Amount of infringement
7
243 mm.

R.N./WDO-I/26.5.84.

(16)

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

No. 80/WDO/ORI/6. New Delhi, Dated 24-5-1984.

To

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

Sir,

Subject:- Opening of Second line between Jhalawar Road (Km.846.96) and Bhawanimandi (Km.820.55) stations on the Kota Division of Western Railway.

With reference to your Endorsement No.RS.10-T(9)/84 dated 9th April,84 I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No.16-5/210/252 dated 30th March,1984.

yours faithfully,

(G.P.Garg) 10/5/84
for Secretary, Railway Board.

DA:-Nil.

No.80/WDO/ORI/6. New Delhi, Dated 24-5-1984.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.16-5/210/252 dated 30th March,84.

2) The General Manager, Western Railway, Bombay with the request that suitable action on CRS's recommendations and suggestions referred to in the Report prior to the opening of the above line may please be taken and CRS informed 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.

(G.P.Garg) 10/5/84
for Secretary, Railway Board.

DA:-Nil.

R.N./WDO-I/ 10-5-1984.

(17)

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

No.84/WE0/SD/11. New Delhi, Dated 21-5-84.

To

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Condonation of infringement to the B.G. Schedule of Dimension by the passenger platform shelter over main platform at Begusarai Railway Station in connection with Gauge conversion of Barauni-Katihar section from M.G. to B.G.

Ref:- Your office letter No.W/Con/520/3/M-I dated 27-3-84.

It is observed from item 7 (iii) of Form-XI and CE/CON/PLAN No.8/15/81 enclosed with your above quoted letter that infringement shown at Begusarai station is 200 mm in vertical position at a height of 3915 mm from Rail level. As per item 7(iii) Chapter-II of B.G.Metric Schedule of Dimensions (1973), the horizontal distance from centre line of track at 4115 mm above Rail level is required to be 3810 mm, whereas under the column of "Existing actual Dimensions" in Form-XI, your Railway are considering the horizontal distance, at a height of 3915 mm from Rail level, which is 3810 mm. This should have actually been considered at a height of 4115 mm according to the Schedule. The horizontal distance from centre line of track at a height of 4115 mm as per the drawing is 3150 mm + 660 mm. The vertical infringement of 200 mm shown in Form-XI/Drawing is therefore not understood.

e
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t
refore
ks out
3810 mm
50 mm

The Board, therefore, desire that the infringement in respect of Begusarai Station may please be reexamined and the correct position advised at an early date in order to enable this office to process the case further. The reason for asking the condonation of infringement for the two items where the infringement is 'NIL' at Maheshkhunt and Begusarai stations may also please be advised.

Sd/- 21/5/84
(G.P.Garg)
Joint Director, Civil Engineering (C),
Railway Board.

DA:-Nil.

(18)

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

No.82/WDO/SR/29 New Delhi, dt. 14.5.84

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

Sub: Running of 150t 12 axle BG special wagon of M/S BHEL for transport of ODC on the entire BG system of South Eastern Railway excluding KK line and premises of all the Steel Plants.

With reference to your letter No.G/12-axle BG SPL WAGON/Pt-2 dt.7.12.83 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the running of 150t capacity 12-axle BG special wagon to RDSO's drg. No.WCS/GI-74026/02 alt.nil, owned by M/S BHEL/Bhopal, manufactured at Braithwaidte & Co. having a maximum axle load 7.94t in empty condition and 20.30t in loaded condition on the entire BG system of your railway excluding Kottavalasa-Kirandul line and premises of all the steel plants at a maximum speed of 40 kmph in empty as well as in loaded condition subject to the observance of special operating instructions contained in annexure 'A' enclosed which is based on COPS SE Railway's letter No.MG/OC/60/11/ WELD WAGON dt.Nil and all permanent and temporary speed restrictions already inforce or that those may be imposed from time to time. The sanction is further subject to all other conditions/stipulations contained in RDSO's letter No.MW/CS/HEIL dt.3.8.79/5.9.79, Joint Safety Certificate No.295 and all other certificates accompanying your letter referred to above. In loaded condition if the consignment falls in ODC category necessary sanction of competent authority for ODC movement should be obtained. It should also be ensured that in the case of every movement of this special wagon either empty or loaded, a list of restrictions inrespect of points and crossings, curves and girder bridges should be prepared in serial order in advance and furnished to train crew for strict adherence.

The infringements to item 17, 20(b) and 21(b) of Chapter-IV(A) of BG Metric Schedule of Dimensions(1973) as stated in Form-XI have, however, already been condoned under Board's letter No.75/WDO/SR/4 dt.2.3.1975.

(G.P. Garg) 9/5/84
Jt. Director Civil Engg(G)
Railway Board

PTO

Annexure 'A'

(19)

No.82/WDO/SR/29 New Delhi, dt./4 .5.84

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.17-T(1)/82 dt.23.4.84.

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta, with reference to his letter No.35/250/Z-17 dt.5.4.84

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

(G.P. GARG) 9/5/84
for Secretary Railway Board

(20)

ANNEXURE 'A'

No.MG/OC/60/11/Well wagon

Sub: Special instruction in respect of 150t 12 axle wagon.

150t, 12 axle BG Spl wagon of M/S BHEL loaded with ODC may be carried safely over this Railway as 'B' class load at a maximum speed of 40 kmph or subject to any further speed restriction on the section traversed.

The above wagon will move over this system as a special train both in empty and in loaded condition under the supervision of CWI and his staff and should not be taken on any sdg. line without beingcertified fit by the PWI.

Movement will be made only during daylight hrs. and the speed of the spl. train should be restricted to 16 kmph while passing over curves, turnouts, FOB, ROB, Diamond crossing and over all station yard limit enroute.

HTXR/CWI to accompany the load enroute and will see that the load has not been shifted from its position. If any shifting is observed, the load must be brought back to original position before the train is allowed to proceed further.

The above well wagon should run in a special train formation with composition as under:-

(a) Engine
(b) 6 empty 4-wheeler with their brakes fully operative.
(c) 150t, 12 axle wagon.
(d) Rest van.
(e) Brake van.

Sr. Inspector of Engg. Mechanical and operating Dept. must accompany the spl. train through its entire route.

All lines in loco yards, all lines adjecent to p/forms situated on curves shall be avoided.

The spl. wagon must not be loose or fly shunted p/form lines having IRS covers and high passenger platform lines where low and rail level p/form lines to be used a distance of 2'-6" from the edge of p/form must remain clear of any obstructions.

sd.
for Chief Operating Supdt.

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

(21)

No.84/WDO/SD/9 New Delhi, dt.8 .5.84

The General Manager(Con),
N.F. Railway,
Maligaon, Gauhati 781 001.

Subs Opening of Broad Gauge Section from New Bongaigaon to Gauhati to passenger traffic- dispensation to item No.84(ii) of Schedule of dimensions(MG Schedule-I Chapter-II)

.....

With reference to your letter No.W/260/BG/Pt V dt.6.4.84 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry temporarily sanction the infringement to item 84(ii) of the MG Metric Schedule of Dimensions(1963) involved in connection with the above mentioned work for a period of three months only as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above. The infringement is to be removed during the period of three months from the date of issue of this letter.

(G.P. Garg) 4/5/84
Jt. Director Civil Engg(G)
Railway Board

DA:Nil

No.84/WDO/SD/9 New Delhi, dt. .5.84

1. The Chief Commissioner of Railway Safety, 164, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No.RS 10-T(1)/84 dt.23.4.84.

2. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur-273001 with reference to his letter No.98/304/84, dt. 9.4.84.

(G.P. Garg) 4/5/84
for Secretary Railway Board

DA:Nil.

PTO

S.No	Location	Structure which infringes	Chapter & item of MG Schedule	Required Minimum Dimension	Existing Actual Dimension	Amount of Infringement
1.	Rangia stn. km.36.50 (MG) km.36080 (BG)	Column of O.B.	Chapter-II Item8A(ii)	10'-5"	7'-6"	2'-11"

(23)

J.S.Marwaha,
JDSC-III

Original at sno 18 of
173/TC(M+S)/7/2 Vol.II
regarding I-C containers

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

Our Reference MW/CONTR/ISO

Lucknow - 226011
Dated 5-5-1984

Dear Shri.Agarwal,

Sub:- Movement of 9' - 9'-6" High Containers.

As discussed telephonically on 2.5.1984, I enclose three prints of Sketch No.CONTR-8403-SD/1 showing:

i) 8'-6", 9' & 9'-6" high container loaded on 'BFKI' flat

ii) Maximum Moving Dimensions of 1929.

iii) Maximum Moving Dimension of X-class locomotives.

iv) EDO 590 profile.

v) Fixed structure Gauge out of station.

vi) Limiting Moving Gauge for 'A' Class ODCs.

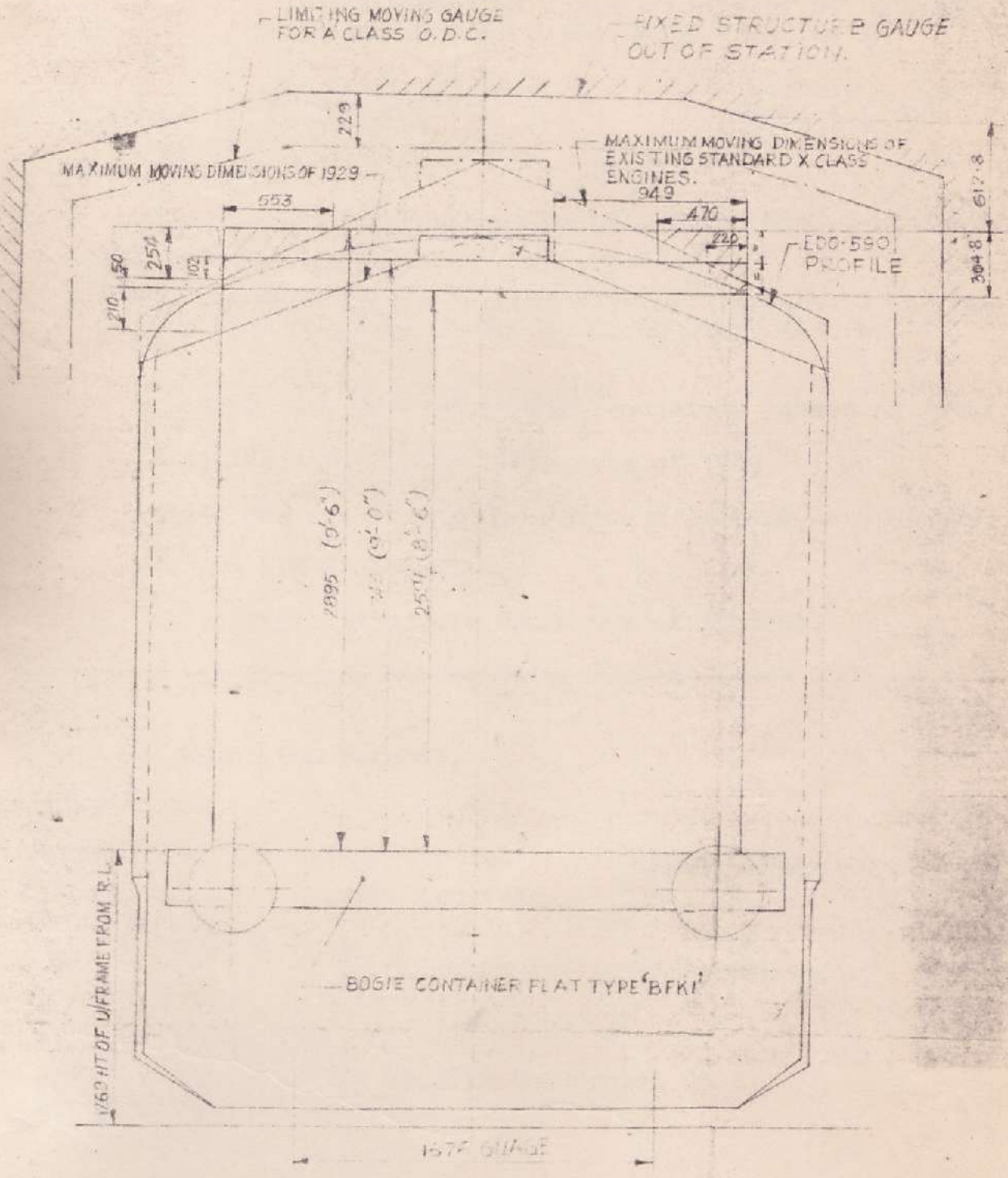
With kind regards,

Yours sincerely,

DA:- Three Drgs.

Sd/-
(J.S.Marwaha)

Shri. H.S.Agarwal,
Additional Director Traffic Commercial (M&S),
Railway Board,
New Delhi.



I.S.O SERIES-1 CONTAINERS OF VARIOUS HEIGHTS LOADED ON 'BFKI' CONTAINER FLAT

ALT.	DESCRIPTION	DATE
1	HORIZONTAL INFRINGEMENTS ADDED.	5/64

CONTR-8403-SD/1

(25)

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

No.84/WDO/SD/8. New Delhi, dt. 6.5.84

The Chief Project Manager,
Railway Electrification,
South Central Railway,
Vijayawada

Sub: Gudur-Renigunta-Tirupati Railway Electrification- Introduction of electric traction- Horizontal clearance to be adopted for fixed structures from centre of track- condonation regarding.

With reference to your letter No.E.252/GRTRE/4039/infringement dt.20.4.84 sent through the Chief Commissioner of Railway Safety Lucknow, the Railway Ministry sanction the infringement to the Civil Engineering, Electrical and S&T structures to various items of BG Metric Schedule of Dimensions (1973) as listed in Form-XI accompanying your letter referred to above with the exception of the following infringements which are sanctioned as a temporary measure for a period of six months only.

Civil Engineering: Infringement of Road No.4 to FOB between Road 4 and 5 at Gudur end in Renigunta yard.

S & T: Infringenent of 1st and 2nd loop to Main starter No.5A and 6A respectively at Venkatagiri station.

The Railway should remove the above two infringements within a period of six months from the date of issue of this letter to have the horizontal clearance of at least 2211mm. It is, however, noted that there will be no ODC movement under FOB at Tirupati end in Renigunta yard where the vertical clearance is only 5250 mm as against 6250 mm prescribed as per schedule. The sanction is subject to a speed restriction of 15 kmph on road No.1 in Renigunta yard.

(G.P. Garg) 4/5/84
Jt. Director, Civil Engg(G)
Railway Board.

DA:Nil

(26)

No.84/WDO/SD/8 New Delhi, dt. 5.5.84

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his Endorsement No. RS.8-T(2)/84 dt.25.4.84.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore, with reference to his letter No.114 dt.21.4.84.

3. The Dy.Chief Engineer, Railway Electrification, South Central Railway, Vijayawada.

(G.P. Garg)
for Secretary Railway Board.

DA:Nil

30.04.1984
Spare Copy
(27)

Government of India
Ministry of Railways
(Railway Board)

No.84/W6/MR/1. ... New Delhi, dt.30-4-1984.

The General Managers,
All Indian Railways including
CLW, DLW, ICF & MTP(Railways) Calcutta.

The Chief Administrative Officers,
MTP(Railways) at Bombay and Madras.

The General Managers (Construction),
Southern Railway/Bangalore and N.F. Railway
Maligaon/Gauhati.

The General Manager/Wheel & Axle Plant, Bangalore.

The DG/R.D.S.O./Lucknow.

The CAO/Diesel Component Works, Nabha Road, Patiala.

The Chief Engineer, Railway Electrification, Allahabad.

Sub:- Provision of vertical curves at changes at gradients.

...

The Ministry of Railways (Railway Board) have decided that the existing para 221 of the Revised Engineering Code (1982 edition) should be deleted and the revised para as given in the enclosed advance correction slip No. 7-E, substituted in its place.

Please acknowledge receipt

(Hindi version will follow)

DA/One correction slip.

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

No.84/W6/MR/1. New Delhi, dt.30-4-1984.

Copy forwarded to:-

1. The FA&CAO/ All Indian Railways.
2. The ADAI(Railways), New Delhi (with 140 spare copies)

Copy to code revision, W-I, W-II, W-IV, W-V, F(X)I, F(X)II Branches, CA/Secretary and Accounts-III Branch (with 10 spare copies).

Copy to DCE, DW, Director (Track), ADCE, ADCE(G), ADCE(TM), JD(W), JDCE(TM) and JD(Track).

Advance Correction Slip No. 7-E

Substitute the following for the existing para 221 of the revised Indian Railway Engineering Code (1982-Edition):-

/....2

"221. Vertical Curves:- Vertical curves shall be laid out only on those points of change of grade where the algebric difference between the grade is equal to or more than 4 MM/Metre. The minimum radius of the vertical curves shall be 4000 M for 'A' category, 3000 M for 'B' category & 2500 M for 'D' and 'E' categories lines in the case of B.G. and 2500 M in case of all categories of M.G. routes.

(Authority:- Board's letter No.84/W6/MR/1, dated 30-4-1904)

(29)

TIRATH PRAKASH
DIRECTOR CIVIL ENGG.

D.O. NO.80/WDO/SR/7 Pt. New Delhi, dt.21.4.84

My dear Ananthanarayanan,

Sub: Running of 4500t freight trains comprising of 'BOXN' wagons.

The Chief Bridge Engineer South Eastern Railway under his D.O. No.C/Wagon/Boxn/Pt-II dt.4-4-84 copy enclosed has advised this office that the trial report on E.B.D. and rolling resistance on BOXN wagons conducted by RDSO during October '83 on Hasrampur-New Katni section has not yet been finalised and as a result they are not able to obtain sanction for running of 4500 tonnes BOXN wagon trains on Kirlburu-Rourkela-Bokaro via Chandil Bandamunda-Kalinga & Kharagpur served by Bokaro yard. It is requested that the same may please be finalized expeditiously so that the South Eastern Railway may be able to process their case further for obtaining the necessary sanction of the competent authority for running of 4500 tonne trains.

Yours sincerely,

(TIRATH PRAKASH)

DA: As above

Dr. N. Ananthanarayanan,
Director Research,
R.D.S.O.,
Lucknow.

(30)

No.80/WDO/SR/Pt.7 New Delhi, dt. 26.4.84

Copy forwarded to the Chief Bride Engineer, South Eastern Railway, Garden Reach, Calcutta with reference to his D.O. No.G/WA(Con/BDGE/Pt.II dt.4.4.84.

(TIRATH PRAKASH)
Director Civil Engg, Railway Board
New Delhi

DA: As above.

(31)

D.O. No.83/[illegible]/SD/15 NEW DELHI, dt. 26.4.84

26.04.1984.

My dear Anantharam,

Sub: Charlapalli- Proposed siding for M/s Hindustan Petroleum Corporation Ltd. (LPG siding)- Reg.

Ref: Your D.O. No. W.Con.450/C/149 dt. 27.3.1984.

I am enclosing herewith a copy of the sanction issued from this office regarding introduction of points and crossings in connection with provision of siding for LPG plant at Karupour. A copy of the D.O. letter issued to the Commissioner of Railway Safety, Southern Circle, Bangalore alongwith a copy of the instructions issued from this office to all the General Managers of the Railways regarding installation of the new LPG plants is also enclosed herewith for your information. You may now kindly approach Commissioner of Railway Safety so far as proposed siding at Charlapalli is concerned.

Sd/-

(TIRATH PRAKASH)

DA: As above.

Shri M.R. Anantharam,
Chief Engineer(Const)/West,
South Central Railway,
SECUNDERABAD 500 371.

(32)

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

No.83/WDO/SD/15 New Delhi, dt. 25.4.84

The Chief Engineer(Const.),
Headquarter Office,
Works Construction Branch,
Southern Railway,
Madras.

Sub: Introduction of Points & Crossings in running line in connection with provision of siding for LPG Plant for M/S. Indian Oil Corporation Ltd., Stage-I at Karuppur on SA-JTJ Section- Sanction under Sec.19(3) of Indian Railways Act.

With reference to your letter No.W/450/J/162/Con.dt.25.10.83 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry in consultation with Ministry of Energy accord their sanction as a very special case to the introduction of Points & Crossings in the running line as applied for. It is noted that:-

i. The construction work of the Bottling plant had started before the setting up of the Vasudevan Committee and plans were duly approved by the Chief Controller of Explosives, Nagpur.

ii. The construction work of the Bottling Plant is now in its last stage of completion.

iii. The distance of the UP Main line from the filling shed as shown in M/S. I.O.C. Drawing No.LPG/S/OIB is about 110 metres.

2. The sanction is subject to the fulfilment of the following conditions by I.O.C.:-

i. Construction of a compound wall of at least 3 metres height on the boundary of the plant and Railway i.e. between the proposed sidings for the bottling plant and Up main line.

ii. All facilities having at least two exits for emergency.

iii. Each filling shed and each storage shed having been surrounded on all sides by a road for easy access and fire fighting.

(G.P. Garg) 24/4/84
Jt. Director Civil Engg.(G)
Railway Board

(33)

No.83/WDO/SD/15

New Delhi, dt. 25.4.84

Copy to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No. RS.25-T(14)/83 dt.2.12.83. Precaution to be taken in providing siding facilities to new LPG bottling plant have been laid down in Board's letter of even No. dt.24.4.84.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.1371 dt. 2.11.83.

3. The General Manager(Construction), Southern Railway, Park Town Madras.

(G.P. Garg) 24/4/84
for Secretary Railway Board

(34)

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

.....

No.83/WDO/SD/15 New Delhi, the 24-4-84.

The General Managers,
All Indian Railways.

Sub: Providing siding facilities for LPG(Liquid Petroleum Gas) Bottling Plants.

In the context of explosion in Shakurbasti Bottling Plant in 1983, Government of India, Ministry of Energy had set up a Committee headed by Shri R. Vasudevan, Joint Secretary, Deptt. of Petroleum, to review safety and operating procedures in LPG filling, transportation and distribution etc. Ministry of Railways, Railway Board have decided that in accordance with the recommendation of the above Committee, the following guidelines should be followed by the Railways while providing siding facilities to new LPG Bottling Plants:

(1) Bottling Plants should be situated away from the population.

(2) It would be desirable to normally restrict the size of LPG Bottling Plants to 25,000 tonnes per year maximum on 2 shift operation.

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

(4) All facilities must have at least two exists for emergencies.

(5) 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.

(6) The Plans should have the approval of Chief Controller of Explosives.

The above guidelines should be strictly observed while considering any proposal of the oil companies for providing siding facilities to their Bottling Plants.

Prakash

(Tirath Prakash)
Director Civil Engineering
Railway Board.

Contd..2/-

(35)

New Delhi, the 24 -4-84.

No.83/WDO/SD/15

Copy to:-

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

(2) The Commissioners of Railway Safety, All Zones.

(3) Chief Engineers (Open Line), Chief Engineers (Constn.), All Indian Railways.

(4) The Chief Operating Superintendents, All Indian Railways.

(5) The Chief Commercial Superintendents, All Indian Railways.

(6) Director(Safety), Railway Board, N.Delhi.

(7) J.D.(POL), Rly. Board, New Delhi.

T.Prakash

(Tirath Prakash)
Director Civil Engineering
Railway Board.

(36)

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

....

No. 83/WDO/SD/15 New Delhi, the 24-4-84

The General Managers,
All Indian Railways.

Sub: Providing siding facilities for LPG(Liquid Petroleum Gas) Bottling Plants.

In the context of explosion in Shakurbasti Bottling Plant in 1983, Government of India, Ministry of Energy had set up a Committee headed by Shri R. Vasudevan, Joint Secretary, Deptt. of Petroleum, to review safety and operating procedures in LPG filling, transportation and distribution etc. Ministry of Railways, Railway Board have decided that in accordance with the recommendation of the above Committee, the following guidelines should be followed by the Railways while providing siding facilities to new LPG Bottling plants:-

(1) Bottling Plants should be situated away from the population.

(2) It would be desirable to normally restrict the size of LPG Bottling Plants to 25,000 tonnes per year maximum on 2 shift operation.

(3) Around the LPG Bottling Plant i.e. beyond the perimeter of the entire installation, there should bea buffer zone of 80 metres(250 feet) owned by the company as per current CCE stipulations. The LPG facility area should be walled while the property line may be fenced or walled. In this 80 metre belt the rail or road crossings should only be for ingress or 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.

(4) All facilities must have at least two exits for emergencies.

(5) 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.

(6) The Plans should have the approval of Chief Controller of Explosives.

The above guidelines should be strictly observed while considering any proposal of the oil companies for providing siding facilities to their Bottling Plants.

Sd/-Tirath Prakash)
Director Civil Engineering
Railway Board.

(37)

No. 83/WDO/SD/15 New Delhi, the 24-4-84

Copy to:-

(1) The Chief Commissioner of Railway Safety, Patiala House, 164 Ashok Marg, Lucknow.

(2) The Commissioners of Railway Safety, All zones.

(3) Chief Engineers(Open Line), Chief Engineers (Constn.) All Indian Railways.

(4) The Chief Operating Superintendents, All Indian Railways.

(5) The Chief Commercial Superintendents, All Indian Railways.

(6) Director Safety, Railway Board New Delhi.

(7) J.D.(POL), Rly. Board, New Delhi.

Sd/-
(Tirath Prakash)
Director Civil Engineering,
Railway Board.

(38)

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

No.84/WDO/SD/5. New Delhi, Dated 24 - 4 - 1984.

To

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

Subject:- Bansjora station on Dhanbad-Kusunda-Katrasgarh Branch line of Eastern Railway. Infringement to standard dimension of B.G. Schedule, consequent on provision of a cross over to connect south loop No.2 with south loop No.1 for better operational facility - Condonation thereof.

With reference to your letter No.W.591/5 dated 20-2-84 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction the infringement to item 2 of Chapter-II of B.G.Metric Schedule of Dimensions (1973), involved in connection with the above noted work as shown in Annexure-I on the reverse subject to observance of revised station working rules of Bansjora station as enclosed with your above quoted letter. Annexure-I is based on your Railway's Drawing No.DRM/DHN/DRG No.212-81 and Form-XI accompanying your letter referred to above.

(G.P. Garg) 19/4/84
Joint Director, Civil Engineering(G),
Railway Board.

DA:-Nil.

No.84/WDO/SD/5. New Delhi, Dated 24 - 4 - 1984.

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(4)/84 dated 7-3-84.

2) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No. 2271, dated 23-2-84.

(G.P. Garg) 19/4/84
for Secretary, Railway Board.

DA:-Nil.

(39)

ANNEXURE - I

S.No.	Location	Structure which infringe	Chapter & item of B.G. Schedule	Prescribed Dimension
1	2	3	4	5
1	Km.278.946 to 279.008 at Bansjora station yard on Branch line of Dhanbad Division.	1 in 8½ cross over between south loop No.2 and south loop No.1 at KTH end on gradient 1 in 151	Chapter-II & item 2	Maximum 1 in 400

Existing actual dimension	Amount of infringement	Remarks
6	7	8
1 in 151	0.41%	Bansjora station yard on Eastern Railway is laid on a gradient of 1 in 151. This infringement has been condoned under Board's letter No.75/WDO/SD/2 dated 31-7-1975.

R.N./WDO-I/19.4.84.

(40)

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

.....

No.83/WDO/SD/15 New Delhi, the 24-4-84.

The General Managers,
All Indian Railways.

Sub: Providing siding facilities for LPG(Liquid Petroleum Gas) Bottling Plants.

In the context of explosion in Shakurbasti Bottling Plant in 1983, Government of India, Ministry of Energy had set up a Committee headed by Shri R. Vasudevan, Joint Secretary, Deptt. of Petroleum, to review safety and operating procedures in LPG filling, transportation and distribution etc. Ministry of Railways, Railway Board have decided that in accordance with the recommendation of the above Committee, the following guidelines should be followed by the Railways while providing siding facilities to new LPG Bottling Plants

(1) Bottling Plants should be situated away from the population.

(2) It would be desirable to normally restrict the size of LPG Bottling Plants to 25,000 tonnes per year maximum on 2 shift operation.

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

(4) All facilities must have at least two exists for emergencies.

(5) 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.

(6) The Plans should have the approval of Chief Controller of Explosives.

The above guidelines should be strictly observed while considering any proposal of the oil companies for providing siding facilities to their Bottling Plants.

Prakash

(Tirath Prakash)
Director Civil Engineering
Railway Board.

Contd..2/-

New Delhi, the 24 -4-84.

No. 83/WDO/SD/15

Copy to:-

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

(2) The Commissioners of Railway Safety, All Zones.

(3) Chief Engineers (Open Line), Chief Engineers (Constn.), All Indian Railways.

(4) The Chief Operating Superintendents, All Indian Railways.

(5) The Chief Commercial Superintendents, All Indian Railways.

(6) Director (Safety), Railway Board, N. Delhi.

(7) J.D. (POL), Rly. Board, New Delhi.

Tirath Prakash

(Tirath Prakash)
Director Civil Engineering
Railway Board.

(42)

S.No.38

Government of India
Ministry of Railways
(Railway Board)

No.82/W6/HS/11 New Delhi, dt. 24-4-1984.

General Manager,
Eastern Railway,
Calcutta.

Sub:- Howrah-Mughalsarai Section via Rajdhani Route - running of 10-coach Air-braked Rajdhani Express Train, hauled by a Single WAP-1 A.C.locomotive/ two WAP-1 A.C. locomotives (in multiple operation) in regular services at a maximum permissible speed of 130 kmph.

Ref:- Your letter No.W.635/2/10/WAP-1/Vol.2 dated 12-1- 84.

...

With reference to your letter quoted above sent through Commissioner of Railway Safety, Eastern Circle, the Ministry of Railways (Railway Board) hereby sanction running of Rajdhani Express on Mughalsarai-Howrah section (both Up & Down direction) of your Railway hauled by single/double-headed WAP-1 A.C. electric locomotive fitted with IRAVB - 6 twin pipe air-braked system hauling 18-ICF all coiled air-brake coaching stock at the following maximum/booked speeds:-

(a) Howrah-Burdwan-Sitarampur-Gomoh(Up)	120/110'subject to 'speed being
(b) Gomoh-Mughalsarai (Up)	110/100'restricted to '65/60 kmph
(c) Mughalsarai-Gomoh-Howrah(Dn)	120/110'between Gujhandi '-Gurpa in both directions.

2. The sanctions in para 1 above are subject to the observance of all permanent speed restrictions indicated in Annexure I to IV of the Railways' Joint Safety Certificate No.5/84 and temporary speed restrictions in force and that may be enforced from time to time.

3. The above sanction is further subject to the conditions mentioned in the Railway Joint Safety Certificate No.5/84 and RDSO's letter No.SD.POL.12.2 dated 6-1-84.

4. The above sanction is also subject to the following:-

(i) At the end of each round trip by the Rajdhani Expresses, the bogies of WAP-1 at the maintaining Depot Gaziabad/New Delhi may be cleaned thoroughly, in situ without any lifting of the body especially the critical areas, and the Supervisor of the rank of a Foreman may personally examine the bogies of the locomotive and certify their fitness. The bogies should be run out once in three months during the quarterly schedules, thoroughly

/....2

examined for any bogie cracks, attended as necessary, and certified for their fitness by an officer of Electrical Deptt. not below the rank of AEE before putting them back for the Rajdhani services. The special steps mentioned above are to be taken for a period of six months and a report on service experience should be submitted thereafter for review of the clearance and to consider certification of the loco for operation upto 130 kmph.

(ii) The requirement of "last vehicle" indication of the train should be made applicable to the train immediately preceding Rajdhani Express.

(iii) The ultrasonic flaw detection in respect of rails older than 10 years should be done after the successive passage of 12 GMT of traffic or one year whichever is earlier on each of the Up and Down lines. Where this cannot be done, the maximum permissible speed will be reduced to 100 kmph.

(iv) Braking distance tests under wet rail condition may be done in due course before the speeds presently recommended are considered to be increased.

(v) Detailed instructions should be issued to the maintenance depots for carrying out proper primary and secondary maintenance.

Arrangement should be made to ensure continuity of the brake pipe and the feed pipe by the angle cock being kept locked in open during the run of the train.

(vi) The schedule of maintenance for the engine and the rolling stock should specify the frequency for changing the replacable parts of the compressor air-braking system. The replacable rubber parts should be changed only by new spares supplied by the original/additional approved suppliers.

(vii) The coaches used in the Rajdhani shall not be overdue POH.

(viii) Detailed and clear instructions may be issued for multiple operation of WAP-1 locomotive and the operating procedure to be followed in case of failure of one of the two locomotives in service.

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

S-No39

Copy forwarded for information to Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow-1, with reference to his letter No.RS.25-T(4)/84 dated 7-3-84.

/....3

(44)

Copy to Commissioner of Railway Safety, Eastern Circle, 14 Strand Road, 12th Floor, Calcutta with reference to his letter No.2176 dated 6/8-2-84.

Copy to DG/RDSO, Alambagh, Lucknow.

Copy to General Manager, Northern Railway, Baroda House, New Delhi.

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

Copy to Director (Coaching), Director (Elect.), Director (Mech.) & Director (S&T) for information.



(45)

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

.....

No.83/WDO/SD/15 New Delhi, the 24-4-84.

The General Managers,
All Indian Railways.

Sub: Providing siding facilities for LPG(Liquid Petroleum Gas) Bottling Plants.

In the context of explosion in Shakurbasti Bottling Plant in 1983, Government of India, Ministry of Energy had set up a Committee headed by Shri R. Vasudevan, Joint Secretary, Deptt. of Petroleum, to review safety and operating procedures in LPG filling, transportation and distribution etc. Ministry of Railways, Railway Board have decided that in accordance with the recommendation of the above Committee, the following guidelines should be followed by the Railways while providing siding facilities to new LPG Bottling Plants:

(1) Bottling Plants should be situated away from the population.

(2) It would be desirable to normally restrict the size of LPG Bottling Plants to 25,000 tonnes per year maximum on 2 shift operation.

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

(4) All facilities must have at least two exists for emergencies.

(5) 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.

(6) The Plans should have the approval of Chief Controller of Explosives.

The above guidelines should be strictly observed while considering any proposal of the oil companies for providing siding facilities to their Bottling Plants.

Prakash

(Tirath Prakash)
Director Civil Engineering
Railway Board.

Contd..2/-

New Delhi, the 24 -4-84.

No.83/WDO/SD/15

Copy to:-

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

(2) The Commissioners of Railway Safety, All Zones.

(3) Chief Engineers (Open Line), Chief Engineers (Constn.), All Indian Railways.

(4) The Chief Operating Superintendents, All Indian Railways.

(5) The Chief Commercial Superintendents, All Indian Railways.

(6) Director (Safety), Railway Board, N.Delhi.

(7) J.D.(POL), Rly. Board, New Delhi.

T Prakash

(Tirath Prakash)
Director Civil Engineering
Railway Board.

(47)

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

No.84/WDO/OLW/1. New Delhi, dt.21.4.84

The General Managers,
All Indian Railways.

Sub: i) New lines/Doublings/Conversions opened and lines restored during the year 1983-84.

ii) Lines dismantled during 1983-84.

iii) New lines/Doublings/Conversions in progress as on 31st March '84.

Reference is invited to this office letter No.83/WDO/OLW/1 dt.2.4.83 in response to which this office was furnished with three copies of the statement and plans showing the works as mentioned in the subject noted above for the year 1982-83 under your reference mentioned below.

The Board desire that the information as mentioned at item i) ii) and iii) in subject noted above may please be furnished for the year 1983-84 also at the earliest.

17/4/84

(G.P. Garg)
Jt. Director Civil Engg.(G)
Railway Board.

DA:Nil.

1) Central Railway's letter No.EW/481/PR/10 dated 17.6.83
2) Eastern Railway's letter No.CE/Con/W/16/Pt.II/38 dated 17.6.83.
3) Northern Railway's letter No.90W/Spl./Genl dated 16.5.83
4) North Eastern Railway's letter No.W/2/Con/286/5/Pt.I dated 6-6-83.
5) Northeast Frontier Railway's letter No.W/260/0/Pt.IV/W-7 dated 28-9-83.
6) Southern Railway's letter No.W/387/1/Vol.IV/CN dated 22.4.83.
7) South Central Railway's letter No.W/Con.387/61 dated 29.4.83.
8) South Eastern Railway's letter No.AE/Kilometrage/82-83 dated 13-7-83
9) Western Railway's letter No.WC.415/5 dated 30-5-83.

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

(48)

No.83/WDO/SR/12 New Delhi, dt.18.4.84

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

Sub: Introduction in regular service 'BOXN' type bogie wagon on Barkakana-Patratu (Single line) and Patratu-Garwa Road (UP & DN) sections of Barkakana loop on Eastern Railway.

.....

With reference to your letter No.W.552/7/4 Vol.1 dt.5.3.84, sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the introduction in regular service of BOXN' type bogie wagons having a maximum axle load of 20.32t (fitted with CASNUB-22W cast steel planked high speed bogies or fabricated varsion of CASNUB bogies as soft ride bogies) to RDSO Drg. No.SK.W.D.8007-S-00 alt.1 on the sections mentioned below both in empty as well as in loaded condition at a maximum speed mentioned against each section.

S.No.	Sections	Speed
1.	Barkakana-Patratu(Single line	65 kmph
2.	Patratu-Garwa Road (UP & DN)	65 kmph

The sanction is subject to the observance of all permanent and temporary speed restirctions already in force or that those may be imposed from time to time. It is further subject to the other conditions stipulations as laid down in RDSO's speed certificate No.MW/BOX/ITP dt.6.11.81 and modification thereto issued under letter 30.8.82 accompanying your letter referred to above. The sanction of infringement involved in the design of the 'BOXN' wagon have already been conveyed under Board's letter No.76/WDO/SR/14 and 80/WDO/SR/5 dt.30.8.76 and 20.4.80 respectively.

12/4/84

(G.P. Garg)
Jt. Director Civil Engg(G)
Railway Board.

...2/-

(49)

No.83/WDO/SR/12

New Delhi, dt. 18.4.84

Copy forwarded for information to:

1. The Chief Commissioner of Rly. Safety, 16 A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No. 17-T(1)/82 Vol.III dated 28.3.1984.

2. The Commissioner of Rly. Safety, Eastern Circle, Calcutta with reference to his letter No. 2349/1020/BOXN/84 dated 16.3.1984.

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

(G.P. Garg) 12/4/84
For Secretary Railway Board

(50)

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

84/WDO/SD/7

New Delhi, dt. 18.4.84

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

Sub: Permanent condonation to the proposed grade infringement near Bokaro 'A' cabin in connection with doubling between Muri and Bokaro (Phase-II) of Adra Division of South Eastern Railway.

With reference to your letter No.DRG/SY/124/Pt.7/198 dt.3.2.84 sent through the Chief Commissioner of Railway Safety, Lucknow Railway Ministry sanction the infringement as permanent measure to Note (b) under item No.2 Chapter II of BG Metric Schedule of Dimensions (1973) in connection with the above mentioned work as shown in Annexure-I on the reverse. This Annexure is based on the plan CE/C /BSPS SK No.417/84 and Form-XI received with your letter referred to above.

This sanction is subject to the necessary precautions for the movement of trains near Bokaro 'A' cabin on account of grade infringement being incorporated in the station working rules which will be submitted to CRS/S.E. Circle/Calcutta in terms of para 6 of your letter mentioned above.

to avoid accidents

(G.P. Garg) 16/4/84
Jt. Director Civil Engg.(G),
Railway Board.
New Delhi, dt. 18.4.84

No.84/WDO/SD/7

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.RS18-T(5)/84 dt.14.3.84.

2. The Commissioner of Railwya Safety, South Eastern Circle, 14 Strand Road, 12th floor, Calcutta 700001 with reference to his letter No.16[illegible]0/160 dt.8.3.84.

(G.P. Garg) 16/4/84
for Secretary Railway Board.

ANNEXURE - I

S.No.	Location	Structure which infringes	Chapter & item of Schedule	Prescribed Dimension Max.	Existing actual Dimension	Amount o infringe
1	Between chainage 3750 to 4450 from C.L. of Bokaro station Building (Km.393.75 to 394.45 from Howrah via. Kandra, Chandil on Muri-Chandrapura section of Adra Division of South Eastern Railway.)	One cross-over consisting of two sets of 1 in 12 points and crossings on 1 in 100 grade.	Chapter II item 2 Note(b)	1 in 400 grade	1 in 100 grade	Points and crossin on 1 in 100 gra instead of 1 in 400.

(52)

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

New Delhi, dt. 9.4.84

No.84/WDO/SR/3

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

Sub: Running of WAG 5A A.C Electric Locomotives on electrified section of Southern Railway.

.....

With reference to your letter No.W.368/M/2/Vol.III dt.1.3.84, sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the running of WAG 5A A.C electric locomotive to RDSO's drawing No.SK.DL.3454 for the haulage of 'BOX N' wagons at a maximum speed as mentioned against each section given below subject to the permanent and temporary speed restrictions now in force or that those may be imposed from time to time. The sanction is further subject to the conditions mentioned in your Joint Safety Certificate No.427 BG and RDSO's speed certificate No.SD.WAG-5.II dt.16/17.6.83 accompanying your letter referred to above.

S.No.	Section	Speed
1.	Madras Central-Gudur	75 kmph
2.	Basin Bridge-Chitteri	75 kmph
3.	Arakkonam-Tiruttani	75 kmph
4.	Veysarpadi-Washermanpet	75 kmph
5.	Veysarpadi-Korukkupet	55 kmph
6.	Basin Bridge-Washermanpet	65 kmph
7.	Washermanpet-Royapuram	65 kmph
8.	Royapuram-Madras Beach	25 kmph
9.	Washermanpet-Korukkupet	55 kmph
10.	Pattabiram East Siding-E.Depot	30 kmph
11.	Pattabiram West Siding-E.Depot	30 kmph

5/4/84

(G.P. Garg)
Jt.Director Civil Engg(G)
Railway Board.

(53)

No.84/WDO/SR/3 New Delhi, dt. 9.4.84

Copy forwarded for information to:-

1. The Chief Commissioner of Railway safety Lucknow, 16A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No.RS.17-T(4)/82 dt.15.3.84.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.2343 dt.3.3.84.

3. The Director General Standards (Motive Power) R.D.S.O. Lucknow-5

(G.P. Garg) 5/4/84
for Secretary Railway Board

(54)

S.E Railway

Garden Reach
Calcutta-43

dt.04/4/84
04-04-1984

A. Bhattacharyya,
Chief Bridge Engineer.

D.O.No.G/WAGON/BOXN/Pt.II

Dear Sri Tirekh Praksh,

Sub: Running of 4500t freight trains comprising of BOXN wagons.

Ref: i) Your DO No.80/WDO/SR/7 Pt.24.9.83

ii) Your DO No.80/WDO/SR/7 Pt.dt.8.11.83

iii) DO from Sri Garg, JDCE(G)'s No.80/WDO/SR/7 Pt. dt.13.3.84

iv) This office Endt. of even No.dt.28.3.84

and v) ~~Xxxxxxxxxx~~ Sri M. Vishnumoorthy, CE/SE Rly/GRC's D.O. No.AS/SID/INSP Charges dt.31.3.84.

The entire Rly system excluding the sidings inside the steel Plant premises of M/S. TISCO and SAIL authorities is fit for the running of 4500 t trains with BOXN fleet.

2. For general running of the BOXN fleet at maximum speed of 75 kmph, subject to observance of all local restrictions over entire S.E. Rly system excluding the sidings inside the Steel Plant premises of M/S TISCO and SAIL, necessary Safety Certificates has since been processed in terms of Board's policy Circular No.6 circulated under letter No.73/WDO/SR/9/0 dt.8.7.80.

2.1 This Safety Certificate though had been initiated as early as 4.1.84 further processing is held up for want of results of breaking distance trials conducted by RDSO during Oct.'83.

3. In the meanwhile action has been taken for processing trial sanction of the CRS/SE Circle/Calcutta for the proposed 4500t freight trains hauled by Triple headed WDM2/WAM4/WAG5 Locomotives, for the ~~xxxxxxx~~ following stretches excluding sidings inside the steel Plant premises of M/S TISCO and SAIL authorities.

i) Barsuan/Kiriburu-Bimlagarh-Bondamunda-SNY-Chandil-Muri-Bokaro Steel City-Rajabera.

ii) Bondamunda-Hatia-Muri

iii) Muri-Barkakana

iv) Sini-Tatanagar.

v) Kandra-Gomharria.

(55)

3.1 Necessary papers were submitted to the CRS vide this office letters of even No. dt.20.2.84 and 28.3.84.

4. Since the processing of general running of BOXN is held up for necessary report on braking distance trials from RDSO action is under process for renewing earlier trial sanctions/fresh trial sanctions for running of BOXN wagons in the following sections where freight trains with BOXN wagons are running/programmed.

i) Waltair O.E. Yard-Kottavalasa-Kirandul

ii) Bishrampur-Boridand-New Katni

iii) Gevra Road-Korba-Champa-BSP-Durg

iv) Chirmiri-Manendragarh-Boridand.

v) Jharsuguda-Champa

5. It is requested that necessary priority may please be assigned for expeditious finalisation of the report on braking distance trials and RDSO advised thereof.

With best wishes,

Yours sincerely,

sd/-
2.4.84

Sri Tirath Prakash,
Director Civil Engg.
Railway Board,
New Delhi.

Copy forwarded to the Director general, RDSO, Lucknow-226011 for information and necessary action (Kind attention of Sri D.A. Anand Joint Director RES, Mech.BU). The trial report on E.B.D. and Rolling Resistance trials on BOXN wagons conducted by RDSO on Bishrampur-New Katni section during October, '83 may kindly be furnished as expeditiously as practicable.

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

(56)

No. 82/WDO/SR/25 New Delhi dt. 3.4.1984

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

Sub: Running of EMU Service on Delhi-Shahdara-Sahibabad

Ref: Your letter No. 519-W/270(WT) dated 17/18-1-1984.

.....

With reference to the Commissioner of Railway Safety Northern Circle's letter No. 300/1339/EMU dated 16.3.84 sent through the Chief Commissioner of Railway Safety Lucknow, the Railway Ministry sanction the infringements to item 13(ii)c and 13(ii) d of Chapter-I of B.G. Metric Schedule of Dimensions (1973) so far as applicable to Civil, O.H.E. and S & T structures as listed in Form-XI accompanying your letter referred to above. The sanction is subject to a speed restriction of 30Kmph being observed at the locations where infringement to item 13(ii) of Chapter -I is more than 150mm and also observance of speed restriction at Delhi yard as per the Working Time table.

The sanction of infringements now being conveyed is over and above those already sanctioned by this office under letter No. 82/WDO/SR/25 dated 17-12-82. In order to avoid such piece meal sanctions you are advised to ensure that in future every Form-XI (list of infringements) submitted by you includes all the existing infringements.

(G.P. GARG) 31/3/84
Joint Director Civil Engg.(G)
Railway Board

No. 82/WDO/SR/25 New Delhi dt. 3.4.1984

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 dt.22.3.84.

2. The Commissioner of Railway Safety Northern Circle Charbagh Station Bldg. Lucknow-226001 with reference to his letter No. 300/1339/EMU dated 16-3-84.

(G.P. GARG) 31/3/84
for Secretary, Railway Board.

3.4.84 (57)

Extracts of the file 83/PL/3(1) page 4:

M/S Bhilai steel plant have requested for movement of their 15 M x 3.2 M wide steel plates on BFR and BRH type of wagons. The firm had discussion with RDSO which revealed that 3.2 M wide plates can be moved on a BFR or BRH wagon subject to the condition that stanchions are removed and lashing arrangement is separately made. As per the firm the sheets can be physically loaded in BFR wagon by removing stanchions but this becomes an 'A' class ODC. As obtaining the sanction for movement of 'A'class ODC every now and then will be a cumbersome process, the Mill has approached the Board for condonation of the same.

On an examination of 1929 BG moving Dimension profile, it may be seen that the width of BG moving dimension is 3200 mm from a height of 1145(3'-9") to 3505 mm(11'-6") and therefore the plates will not constitute an ODC. The bottleneck would be as to how to anchor theplates in order to facilitate movement of these plates. The issue regarding anchorage may be sorted out in consultation with DTT and DME.

sd/-
3.4.84

sd/-
3.4.84

The lashing arrangement can be finalised if necessary, in consultation with RDSO so that there is no further increase in width. The seets will have to be placed on flats exact centrally.

sd/-
JDCE(G)
3.4.84

These advices posted and we will given
5/4/83