GUARD FILE 1984 Pt.-II

~~31-01-1984~~ (58)

Office of the Commissioner of Railway Safety,
South Eastern Circle, Calcutta.

SOUTH EASTERN RAILWAY.

(Broad Gauge - Length inspected 183.3 Kms.)

Inspection Report for the year ending 31st March, 1984

by
K. Suryanarayana
Commissioner of Railway Safety,
South Eastern Circle, Calcutta.

31.03.1984

PART - II.

The following Broad Gauge Sections of Bilaspur Division of South Eastern Railway were inspected by me by Special Train on 20.12.83 and 21.12.83 in company with the General Manager, Heads of Departments and Divisional Officers.

Gevra Road - Champa - Bilaspur	Km. 97.1
Chirimiri - Anuppur	Km. 86.2

2. LAND BOUNDARIES.

2.1 Land boundaries were generally well demarcated. No encroachments having a bearing on safety have come to notice.

3. FORMATION.

3.1 The formation is generally well maintained.

3.2 The drainage in cuttings was generally found to in need of improvement - e.g.

(a) Km.694/4 on Gevra Road-Champa section.

(b) Km.955/12, West end of Manendar Nagar Yard on Chirimiri-Anuppur Section.

3.3. The cess and shoulders of embankment need repairs at places e.g. Km.704 on Gevra Road-Champa Section.

3.4.1 The formation is noted to give trouble in maintaining cross levels of the track at the following locations.

Champa - Bilaspur Section :

Km.669/8- 670/1 Km.674/4 - 19 Km.678/15 - 679/21	Frequent variation of cross levels and disturbance to alignment.

Suitable remedial measures need to be taken at the above locations.

3.4.2 Sand blanketting was done in 1972 to improve the formation at :

Km.682/5 - 686/10 and Km.687/9 - 27.

But there has been no appreciable improvement in the situation.

4. KILOMETER AND GRADIENT POSTS.

These are generally well maintained. However in both the sections inspected, a few were found damaged/ leaning, needing repairs; the figures on some of these posts need to be painted after white washing was done last.

5. LEVEL CROSSINGS.

Chirimiri - Anuppur Section.

5.1.1 'B' Class level crossing (Engineering) at Km.935/14-15 manned by 3 Gatemen - The normal position of the barriers is open to road traffic. Exchange of Private Number is in force with Manendragarh for closing the level crossing gate before granting line clear for the passage of trains.

The gate equipment and telephone were in good order. The focussing of the lamps on to the road needs to be properly adjusted. The periodical medical examination of Shri Dhami Ram, Gateman on duty was current. He was conversant with safety rules.

5.1.2 The overhauling of the level crossing was done in December 1983. The register in which the particulars of overhauling are recorded does not show the results of the inspection done by the PWI at the time of overhauling regarding the condition of the rails, sleepers fittings within the level crossing zone whether the rails/fittings are turned and what new materials are replaced when overhauling was done. Systematic recording of these details at the time of overhauling the level crossings should be introduced on the Railway.

5.1.3 The visibility of track towards Manendragarh is poor. Being a busy level crossing, this needs to be provided with signals.

5.2 Km. 911/1 'C' Class Engineering Level Crossing.

The level crossing was paved with precast concrete slab units maintaining a good road surface. The road way width between the gate posts was widened with the result that the cheek walls do not extend 3' beyond the road way.

The Gateman on duty, Shri Lallal was not conversant with protection rules.

6. BRIDGES.

6.1 Bridge No.63 at Km.703/5-10 x 100'+2 x 40' Girders.

This bridge was inspected by the Assistant Engineer on 10.2.83. The condition of the masonry and steel work is good. Many hook bolts holding the bridge

girders in the approach spans and some in the main spans were slack. Arrangements denoting the position of the hook position were not visible on top of several hook bolts.

Eleven bridge timbers are shown in the bridge register as requiring to be changed. Actually more need to be changed. Timbers needing to be changed are not marked. Some track sleepers on the approach also need to be changed. The approaches are very deficient in ballast. The track gauge was correct to -7 mm and cross levels correct to 4 mm.. The track gauge needs adjustment.

6.2 Km. 947/16 - 948/1 Bridge No.112-2 x 12' A + 1x40' G

The bridge is in a satisfactory condition. The painting of the girder was done in October'81 and the brassings were greased in February'82. The M.F.L. marks need repainting.

There is scour hole near the Wing Wall No.1. The scour hole should be filled up with boulders. The bridge inspection notes do not mention the existance of this scour.

6.3 Km.937/12-13 Bridge No.99 on Hasdev River 9 x 60' A + 2 x 20' A.

This is an arch bridge on high piers. The piers are of stone masonry and the arches are of brick work. This bridge was inspected by AEN on 13.12.1983. Although an important bridge, this is not being inspected by the DEN. Some cracks in the arch rings are existing. Pressure grouting is done. There are signs of seepage of water through the arches and through the spandril masonry. Due to this seepage, some salpeter action in brick arch work is occurring. More weep holes should be provided to ensure effective drainage of seepage water. Extensive pressure grouting is required.

All piers are proposed to be jacketed by R.C.C. work. In end spans the arches are proposed to be provided with concrete arch lining reinforced with rails.

6.4 Para 1004 of Way and Works Manual requires the DEN/ Sr.DEN to personally inspect all the important bridges in his jurisdiction. Presently this is not being done and the compliance of this para of IRWM Manual should be ensured.

7. PERMANENT WAY.

7.1 Curves.

7.1.1 8° Curve at Km.947/16-17 - Chirimiri-Anuppur Section.

The ideal versine is 230 mm (20 m. chord) and super-elevation 95 mm.. Nowhere the curve is having this versine. In fact the maximum versine was noted to be only 175 mm during the check done on 28.10.83. The curve should be redesignated properly.

7.1.2 10° curve at Km.948/0-3 - Chirimiri-Anuppur Section.

The versines in the length checked were generally found satisfactory. A check rail with 65 mm clearance was provided. All check rail bolts were found slack. Timber sleepers are provided at intervals of about four sleeper spacings in the track for providing the check rail. The timber sleepers are deteriorated by crushing at rail seats and their spike hold was also not satisfactory. These timber sleepers need replacement. One fish bolt in each rail joint was found slack.

7.2 Points and crossings.

7.2.1 Points No.20 at east end of Gevra Road were checked. 90R 1 in 12 on steel turn out sleepers. The wear on the crossing has reached the limit of 10 mm and needs to be reconditioned early. The wear of wing rails is 5 mm.

7.2.2 Points No.18 E at Korba station were checked. 90R section 1 in 12 on steel turn out sleepers. The wear of the crossing has reached the limit of 10 mm and needs reconditioning early. The wing rail clearance is 42 mm against the minimum required 44 mm. The clearance should be brought upto the standard minimum.

7.2.3 Point No.33 West at Manendragarh (1 in 12) - The left tongue rail is chipped and needs early replacement.

7.2.4 Point No.11 at Bijuri East (1 in 12) - The following stretcher bar bolts are loose. Left switch (for the straight road) is worn and chipped and needs immediate replacement.

7.2.5 There are a number of worn and chipped tongue rails on the division. These are required to be replaced on first priority on through running lines.

7.3 Gangs.

Gevra Road - Champa Section.

7.3.1 Gang No.5 at Km.692/13-14: The track is laid with 90R rails 36' long with 4+2 density of sleepers.

The gang equipment was checked. Shri Saligram, Gangman was checked in safety rules and was found conversant. One T.S. lamp was defective.

The work done during the day was checked. The packing was found good.

A scrutiny of the gang chart revealed that in the year 1982, only 9% of the gang length was through packed - (½ Kms. out of 6 Kms.). It should be ensured that through packing of the entire gang length is done annually as laid down in the IRW manual.

(62)

7.3.2 Gang No.1/CK at Km.667/3 - The packing done by the gang during the day was checked and found satisfactory. The cross levels were varying correct to 8 mm..

The track gauge of the gang was checked by a steel tape - it was short by 2 mm.. The level board was old and should be replaced by a new one. The spirit level was out by 3 mm..

The track consists of 90R rails on Henry Williams type steel trough sleepers to N+2 density. About 15% of the clips cannot be tightened. Some fish bolts cannot be tightened and need replacement.

Chirimiri - Anuppur Section.

7.3.3 Gang 41 at Km.947/.8 - The track consists of 90R rails of 1946 with CST-9 sleepers to N+3 sleeper density with wooden joint sleepers.

The work done by the gang on the previous day i.e. 20.12.83 was checked. The packing done was fairly satisfactory. But the track gauge was varying between -2 mm and -6 mm; the cross levels were out by 10 mm. When checked, the level board was wrong by 3 mm and the spirit level by 5 mm.. The track gauge with the gang (steel was short by 1.5 mm.. In terms of Para 206 of IRPW manual, the gang gauge, level board spirit level along with all other gang tools should be checked everymonth by PWI during his inspection. It is surprising that no such checks are being done. If these were done the defects could have been noticed by him and corrective action taken. The Assistant Engineer should also check these items during his trolly inspections.

The railway should take severe action against such defaults and also ensure that such defaults do not occur over the entire system.

7.4 MISCELLANEOUS.

7.4.1 At Km.700/5-6 on the Champa-Gevra Road section.

Road vehicles are moving very close to the railway tracks. To prevent the running tracks being infringed or fouled by road vehicles, rail fencing should be put up in a suitable position.

7.4.2 Several wooden joint sleepers in the section are found crushed and need replacement.

7.4.3 Km.789 - There are several low joints and alignment kinks.

Km.684 - Low joints.
Km.676/0-7 - Severe ballast deficiency & poor packing.

7.4.4 Sarangburdia station - Sand hump should be brought up to the standard and sand made up above the rail table to the required depth.

7.4.5 The frequency of rail fracture is more on the Champa - Naila, Akaltara - Naila, Kotmisonar - Jayarammagar, Sargam Road - Champa sections. In some sections rail renewals/relaying is programmed. It should be ensured that pending renewals, the rails required to be changed as a result of ultrasonic testing are renewed urgently.

Rail end fractures are also reported in these sections. The opening and examination of rail ends along with greasing fish plates should be completed urgently.

7.4.6 A few whistle boards at approach of level crossings need painting.

7.4.7 On the Chirimiri - Anuppur section, rail lubricators are installed on curves. But these are not working and hand greasing of rails is resorted to. The repair and upkeep of the rail lubricators installed should be ensured to avoid hand greasing at extra expenditure.

8. SIGNALLING AND INTERLOCKING.

Gevra Road - Champa Section.

8.1 (a) Gevra Road - Point No.20E is provided with hand plunger lock. One of the detector bars was not horizontal, but at an angle; this needs rectification. Obstruction test done was satisfactory.

(b) Block Instrument was overhauled in No.78. There is a mid section siding (New Kusmunda) which is operated by a key taken from a token-key exchange. It was tested and found in order.

8.2 Korba -

Trap points 18 and cross-over points 18 were tested by placing a standard obstruction piece. The test was satisfactory. The lock-bar for trap points No.18 has a gap of 15 mm from the gauge face of the rail in the raised position. The lever frame of the East Cabin was overhauled in 1980.

Between SRBA and KRBA three block failures have occurred in December'83 due to intermittent earth faults. The nature of these faults requires to be investigated in detail for proper corrective action.

In December'83 there were 7 signal failures of which 5 were not attended by signalling staff but are reported "self rectified". The nature of these failures should be investigated to ascertain the correct cause.

A few sighting boards are baning/need painting.

(64)

Chirimiri - Anuppur Section:

8.3 Manendragarh :

Pt. 33 West Cabin: The point rail for the straight road was not housing well against the stock rail; there was a gap of about 1/12". This was rectified during the inspection. Obstruction test done on this point was satisfactory. Lock Bars 32 and 34 for the above cross-over points were bent, which permits a wide gap between the gauge face of the rail and the lock bar edge.

Such defects should have been rectified during normal inspections and maintenance.

8.4 Bijuri East Cabin : Points- 11 - Obstruction test was found satisfactory.

8.5. As the inspection special was passing after dusk the following were noted :

(i) Kotma East end : The starter was lowered; but the back light was visible for this signal as the train moved on.

(ii) Harrad : Warner in on position; but back light was not visible.

(iii) Maumari : Down Starters were not lit.

(iv) Anuppur : Up Starter to Bilaspur side dim.

8.6.1 Overhauling Lever Frames: There are 12 stations where the overhaul lever frames is in arrears.

8.6.2 Overhauling of relays is in arrears and needs to be pulled up.

9. STATION BUILDINGS AND PUBLIC AMENITIES:

9.1 These were generally well maintained.

10. OPERATING

Gevra Road - Champa - Bilaspur Section.

10.1 The Assurance Register of staff regarding knowledge of Station Working Rules was checked, vision test of staff is up-to-date. Sri P.N. Rao, A.S.M. on duty was questioned in rules for working trains and his knowledge found satisfactory.

The visibility test object as per the Station Working Rules is not provided at this station. Sri Harilal, Porter who is declared competent for placing fog signals was not clear about the procedure.

10.2 Korba - S.M's slide control 13 could be pulled with the safety collar placed on it. There is a 'C' class level crossing at Km. 702/2. This is not mentioned in the Station Working Rules. This busy level crossing should be interlocked.

(65)

10.3 Champa: The Assurance Register, Vision Test Register of station staff was checked. The Hand Signal lamps had no reflectors except for one.

327 Up Passenger: The brake van was marshalled as the last coach with the passenger portion in the rear contrary to the extant instructions.

10.4 JPZ Special passed through Champa Station after dusk. The tail lamp was not lit. The Guard was using a green flag even after dusk. Two Goods trains were crossed in the down direction as the inspection special was proceeding from Champa to Bilaspur. One between Kotmisonar - Jairamnagarh and the other between Jairamnagar - Gatora. These did not have tail lamps burning on their brake vans.

Chirimiri - Anuppur Section.

10.5 Chirimiri Station : No operating staff was overdue Periodical Medical Examination. One Station Master, one Yard Master, one Asstt. Station Master, one Shunting Jamadar, four Lever men, Grade-II, six Pointsmen-A, six Pointsmen-B at this station were overdue to attend Refresher Courses.

10.6 Refresher Courses: 133 Operating Staff were overdue to attend Refresher Courses on the section inspected.

11. LOCOMOTIVES AND ROLLING STOCK.

11.1 Gevra Road Station.

(a) A loaded Box coal rake on line No. 5 was checked.

Box Wagon No.	SC 62873	Spring buckle was touching the trolley frame.
	CR 96763	The rod at is loose.
	ER 107100	Spring buckle touching trolley frame.
	SC 61708	Tie loose.
	SE 86142	Tie rod is not rivetted but bolted tie rod is loose. Horn cheek is loose.
	SC 62574	The last POH was done in 3/79 and the wagon is overdue POH.

(b) The passenger train 358 Down/359 Up was checked.

(c) Engine No. WG 9122 which was hauling the train is to work tender foremost in one direction. The head lights are not working on both the tender and in front. There is no cattle guard on the rear side of the tender.

BEML Coach 2233 on the rake formation - repacking overdue; on one KRBA end trolly on the platform side, the big end cover of the axle holding arm had only two shed bolts properly fixed, one oversize improperly fitted and one missing. Top rubber pad on the inside axle box was deficient. Rubber cover for the greasing point for the main roller bearings was missing.

11.2 Korba:

9 KC Passenger train arrived at 13.10 hrs. The brake power was checked - out of 59 cylinders, 6 were inoperative and 6 not working. The brake power was 79.6% against the required 85% minimum on run.

11.3 Champa :

327 Up passenger hauled by WAM 4 - 20477 - cab 2 leading. The locomotive had flasher lights, head lights, sanding gear working. The speedometer is not working properly.

11.4 Chirimiri

(a) Passenger rake of 1 CA Engine WG 8048 hauling this train had no head light on the tender. The side bearer clearances on tender bogies were inadequate. The speedometer is not working. The vacuum brake and engine steam brake are not synchronised.

(b) The oil was leaking from all dashpots of all the ICF Coaches on this rake. SLR SE 2460 was marshalled with passenger compartment to the end and Guard's compartment inside contrary to instructions. In SE 5136, one brake shoe bolt nut is missing.

(c) Box loaded coal rake waiting at Chirimiri.

SE 64209 - Stay plate nuts not properly holding. Tack welding was done which has almost given way. POH of this wagon was done at BPA in Dec.'82.

BOXI WR 72592- POH was done last at KTTW on 25-7-80. One spring buckle was almost touching the trolley frame. The coal load in this wagon was not any different from all the other wagons; it seems the spring has become weak. The Sr. D.M.E. was asked/ to have the load deflection test of the spring carried out.

Manendragarh Loco Shed

(i) USFD of axles is being done.

(ii) Periodical Medical Examination of Running Staff is due for the following:

2 Drivers, 2 First Firemen, 4 Second Firemen. These are either absent for long or under suspension.

(iii) Refresher Courses for running staff - There are some arrears to be pulled up.

(iv) Breath alyser is installed and in working order.

(v) Overtime: In Nov. there are 3 cases of drivers being on duty for 14 - 16 hours.

(67)

12. MEASURES TO DEAL WITH ACCIDENTS.

Narendragarh.

12.1 The ARME Scale II is provided with a four wheeler wagon. This was checked and found alright. The desirability of providing a bogie coach in place of the existing four wheeler may be looked into.

12.2 The A.R.T. was checked and found in order.

13. ELECTRICAL

13.1 There are 568 OHE masts with implantation less than 2.36 m. of these four are having distance of less than 2.135 m. only of 2.16, 2.17 , 2.18, 2.19 meters. Another 12 masts are having a distance of 2.135 to 2.21 m.

13.2 Two hundred ninety three OHE masts are leaning.

14. GENERAL

14.1 Accidents under Section 83 on the Bilaspur Division.

In 1982 there were 10 accidents - 6 derailments, 2 collisions with road vehicles at level crossings and two train collisions. In 1983 upto the month of Oct., there were 5 accidents - one derailment , three level crossing accidents (one at manned level crossing) and one fire in train.

14.2 Railway Board's attention is drawn to the following paras:-

6.4, 7.2.5, 7.4.2, 7.4.5, 7.4.7, 8.6, 10.6, 11.2 and 11.4.

K. Suryanarayana
21-1-84

(K. Suryanarayana)
Commissioner of Railway Safety,
South Eastern Circle, Calcutta.

Jkm

तार : शोधमानक - लखनऊ
TELEGRAMS : "RAILSTAND" LUCKNOW

टेलीफोन
TELEPHONES : 50017 AND 50567

भारत सरकार - रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
GOVERNMENT OF INDIA - MINISTRY OF RAILWAYS
RESEARCH DESIGNS & STANDARDS ORGANISATION

पत्र संख्या
Our Reference MW/CONTR/ISO/BG-Flat

लखनऊ-226011, दिनांक 29-3-1984.
LUCKNOW-226011, Dated 29-3-1984.

The Secretary (Works),
Railway Board,
New Delhi.

Sub: Movement of BG Container Flats type 'BFKX' and 'BFKI' on Southern Railway.

Ref: Board's letter No. 83/WDO/SR/9 dated 14.3.1984.

This has reference to CCRS/Lucknow's letter No. RS.17-T(1)/82 dated 28.2.1984. In view of the fact that anchor locks are bolted to the container flat with spring washer, double check nut and split pin, there is no possibility of the locking device becoming loose on run due to vibrations. Also, there is no possibility of the anchor locks ~~bending~~ opening up due to vibrations. RDSO, vide Technical Pamphlet No. CONT-G-5 of July'77(copy enclosed) have issued detailed instructions to Railways for maintenance of anchor locks.

DA: 1 Tech. Pamphlet.

(J.S. Marwaha)
for Director General/Carr.

(69)

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

WIRELESS/POST COPY
ISSUED ON 29-3-84.

29-3-84

SHRI RAMESH MEHTA
DY.GENERAL MANAGER(G)
NORTHERN RAILWAY
NEW DELHI.

NO.84/CHG.I/16/N/13(.) LOK SABHA STARRED QUESTION 10673 TO BE ASKED BY SHRI KIRSHAN DATT SULTANPUR ON 5-4-1984 IS RE-PRODUCED BELOW(.) QUESTION BEGINS(.) WILL THE MINISTER OF RAILWAYS BE PLEASED TO STATE (A) THE PERIOD DURING WHICH TRAINS USED TO OPERATE UPTO THE NALAGARH CITY OF HIMACHAL PRADESH AND THE GAUGE ON WHICH THEY OPERATED; AND (B) THE YEAR DURING WHICH THE LINE WAS DISMANTLED AND THE REASONS THEREFOR?(.) QUESTION ENDS(.) PLEASE FURNISH THE FULL MATERIAL FOR DRAFT REPLY AND NOTE FOR SUPPLEMENTARIES SO AS TO REACH THIS LATEST BY 2-4-1984(.) SINGH/RAILWAYS(.)

2/3-13
JDCE(G)
w/s 12

31/3/84

(R.B.S.NEGI)
FOR DIRECTOR (COACHINGH)
RAILWAY BOARD

Copy to:
(i) Director, Civil Engineering, Railway Board.
(ii) Director, Works, Railway Board.

(70)

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

WIRELESS
29.3.84

SHRI RAMESH MEHTA
DY. GENERAL MANAGER(G)
NORTHERN RAILWAY
NEW DELHI.

NO.84/CHG-I/16N/13(.) LOK SABHA STARRED QUESTION 10673 TO BE ASKED BY SHRI KIRSHAN DATT SULTANPUR ON 5-4-1984 IS REPRODUCED BELOW(.) QUESTION BEGINS(.) WILL THE MINISTER OF RAILWAYS BE PLEASED TO STATE(A) THE PERIOD DURING WHICH TRAINS USED TO OPERATE UPTO THE NALAGARH CITY OF HIMACHAL PRADESH AND THE GAUGE ON WHICH THEY OPERATED, AND (B) THE YEAR DURING WHICH THE LINE WAS DISMANTLED, AND THE REASONS THEREFOR(.) QUESTION ENDS(.) PLEASE FURNISH THE FULL MATERIAL FORDRAFT REPLY AND NOTE FOR SUPPLEMENTARIES SO AS TO REACH THIS LATEST BY 2.4.1984(.) SINGH/RAILWAYS(.)

---

sd/-
(R.B.S. NEGI)
FOR DIRECTOR (COACHING)
RAILWAY BOARD

COpy to:

(i) Director, Civil Engineering, Railway Board.

(ii) Director, Works, Railway Board.

TELEGRAM
27-3-84

(71)

27-3-1984

The CHIEF PROJECT MANAGER,
RAILWAY ELECTRIFICATION,
VIJAYAWADA

No.83/WEO/SO/5 (.) REFER YOUR No.W.252/VGNE/9-18/A, DATED 13-3-84 REGARDING INFRINGEMENT TO STRUCTURES IN VIJAYAWADA-GUDUR ELECTRIFICATION (.) AS YOUR APPLICATION THROUGH CHIEF COMMISSIONER OF RAILWAY SAFETY HAS NOT SO FAR BEEN RECEIVED (.) SEND COPY OF THE SAME ALONGWITH PHOTO COPY OF COMMISSIONER OF RAILWAY SAFETY, SOUTHERN CIRCLE, BANGALORE AND CHIEF COMMISSIONER OF RAILWAY SAFETY LUCKNOW's FORWARDING LETTERS TO ENABLE THIS OFFICE TO TAKE NECESSARY ACTION (.) EXPEDITE (.) REGDS (.)

GARG/JDCE(G)
RAILWAYS

Not to be transmitted.

No.83/WEO/SO/5. New Delhi, Dated 28-3-84

Copy by post in confirmation to:-

The Chief Project Manager, Railway Electrification, Vijayawada.

(G.P.Garg)
Joint Director, Civil Engineering (G),
Railway Board.

27/3/84

Dy.No.

(72)

23.3.84

निखिल कुमार मित्रा
NIKHIL K. MITRA
MANAGING DIRECTOR

STEEL AUTHORITY OF INDIA LIMITED
A GOVT. OF INDIA ENTERPRISE
BHILAI STEEL PLANT, BHILAI 490 001 (M.P.)

D O No: MD-BSP/Opr/84/

Dated: 23rd March '84.

Dear Shri Swaminathan,

You may recall that some time in the beginning of the last year, the anticipated problems in the regular movement of wider and longer plates, to be produced in our newly commissioned Plate Mill, was taken up with the Railways. Accordingly, a committee was made with our representative and the representatives of Railways including RDSO to go into the details of the problems.

Since then our representative has had meetings with the RDSO as well as SE Railway officials in Lucknow and Calcutta and discussed the problems with them but unfortunately no tangible solution has been found for this so far.

In this connection, I am enclosing a copy of the letter written by our GM(Works) addressed to Director (Railway Planning), Railway Board which gives the dimensions of the problems for your ready reference. Unfortunately, even though we had been duly following up the matter we have not been favoured with any postive response.

As you are aware, the Plate Mill has already been commissioned and we are likely to start production of wider plates in the near future. It is, therefore, requested that suitable directions be given to your concerned officers to sort out the problems at the earliest.

With regards,

Yours sincerely,

(N K MITRA)

Shri C K Swaminathan
Member (Traffic)
Railway Board
NEW DELHI

(73)

21-03-1984

No.84/MMO/ORE/1 21.3.84

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

Sub: Energisation of Gudur-Renigunta-Tirupati section at 25 KV of south Central Railway.

Ref: Your office letter No.E.252/GRTRE/5435/Gr.49 dt.8th March/84.

.....

As per para 1(a) Chapter-r V of the Rules for opening of a Railway, CRS's/Railway Board's sanction is required for initiation of electric traction on a line. The Rules for opening of a Railway do not provide for any sanction from Railway Board for energisation as anti-theft measures. Therefore no reference to Railway Board was necessary in this case. It may also be pointed out that all applications for sanction of Board under "Rules for a opening of Railways" or "Schedule of Dimensions" are required to be submitted through CRS. The Railway may therefore deal with the case in accordance with the provisions of A.C. Traction manual, and taking into account the CRS's observation explained in this letter No.1707 dt.16.12.83 referred to in your letter.

2. Copy of any public notification issued by you for energisation may be sent to ME(Directorate) for arranging publication in the Gazette of India.

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

No.84/MMO/ORE/1 New Delhi, dt. 21.3.84

Copy forwarded to E.E.(E) Branch, Railway Board, New Delhi for information and necessary action on para 2 above.

21/3/84

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

(74)

20-03-1984

Office of the
Commissioner of Railway Safety,
North Eastern Circle, Gorakhpur

Northeast Frontier Railway

Length:

Broad Gauge: 606.74 Km.
Metre Gauge: 2886.15 Km.
Narrow Gauge: 87.48 Km.
(0.609m)

Inspection Report for the year ending 31st March, 1984 by Shri V.R. Vasudevan Commissioner of Railway Safety, North Eastern Circle, Gorakhpur.

The following Metre Gauge sections of Northeast Frontier Railway were inspected:

21.2.84	Katihar to Siliguri	by Trailing Window(of 2 Up)
24.2.84	Lumding- Haflong	Motor Trolley
25.2.84	Haflong-Badarpur	Motor Trolley
27.2.84	New Bongaigaon-Siliguri	Trailing Window(1 Dn.)

The following officers accompained:-

Sarvashree	M.DINAMANI	C.E.	For LUMDING-BADARPUR Section.
	B.G.KALE	CSTE	
	S.M.PURI	CTSS	
	S.K.DUTTA	DSTE/KIR	For KATIHAR-SILIGURI Section.
	V.KUMAR	DSO	
	S.M.BISWAS	DEN/II/KIR	
	A.BHATTACHARJEE	AEN/II/KIR	
	DAS GUPTA	AEN/SGUJ	
	M.MANI	ADDL.C.E.	For NEW BONGAIGAON to SILIGURI Section.
	S.PURKAYASTHA	DSTE/APDJ	
	C.T.MOHIDEKAR	SR.DEN/APDJ	
	B.N.B.BARMAN	AEN/APDJ	
	A.B.TALUKDAR	AEN/APDJ	

(A) LAND BOUNDARIES

2. There are still many sections where land boundaries have not been demarcated. The section between Alipurduar to Siliguri needs particular emphasis. In some areas, land is being cultivated right upto the toe of the bank which must be discouraged.

3.0 (B) FORMATION

3.1 Formation was generally well maintained except the side drains in tunnels which require urgent attention.

Contd.....2/-

3.2 At Mailong Disa on Lumding-Badarpur section , the formation is unstable and there is consequent displacement of bridges 433 and 434 in this reach. Urgent action to study this vulnerable zone and formulate the line of action is warranted. R.D.S.O. may also be advised by the Railway Administration to undertake an indepth study of this serious problem.

(C) KILOMETRE AND GRADIENT POSTS.

4. Kilometre posts were satisfactorily maintained while the gradient posts were missing at several locations. A complete survey may be undertaken and missing gradient posts (particularily in the ghat section) should be provided early.

(D) LEVEL CROSSINGS

5. Lumding-Badarpur Section.

5.1 Inspected Level Crossing L K 2 at LANGTING.

The check rail was higher than the running rail and check rail clearances were 73mm. This requires immediate adjustment.

Date of overhauling has not been indicated.

There is no provision for fixing gate lamps and this must be provided immediately.

5.2 For most of the Level Crossings in this section, it was noticed that no provision has been made for fixing gate lamps. This may please be undertaken on priority basis.

5.3 Level Crossing at Lower Haflong L K 6.

The visibility for road user is NIL due to a deep cutting at Badarpur end. The visibility for a train approaching from Badarpur is also NIL due to sharp curve and deep cutting. This Level Crossing is a busy one with buses, cars and lorries plying and has therefore to be declared as a "hazardous" one. Lifting barriers may be provided and the gate interlocked with signals. The Chief Engineer and CSTE agreed to get this done along with the remodelling to be done in connection with extension of loops. Till then, additional look-out men may be posted to avoid accidents.

5.4 The 'B' class level crossing gate L K 11 between Hilara and Sukritipur, which is a national high way to Shillong was inspected. The telephone connecting this gate with Hilara was in working order. The Engineering gateman was found to be illiterate. He may be replaced with a literate gateman and exchange of private number system should be introduced.

5.5 Alubari Road between Katihar and Siliguri.

At this station there is a busy level crossing with buses plying through. The gate leaves are proposed to be replaced by lifting barriers. These barriers have been erected but not yet commissioned. This may be expedited and the census particulars be taken to assess whether this level crossing needs to be interlocked.

6.0 (E) BRIDGES

6.1 Torsha Bridge at Km.292/14 to 293 between Siliguri and Alipurduar:- The bridge timbers need through renewal and this may please be programmed urgently. There is a speed Restriction on this bridge on this account.

Lumding- Badarpur Section

6.2 Dyang Bridge No.269 (Lower Faflong)

i) Missing hand rails should be replaeed.
ii) Several Bridge timbers need renewal .
iii) Angle tie has not been provided.
iv) Outside guard rail would be necessary on this bridge.

6.3 Bridge No.402 at Km.122/3-5.

A recent goods train derailment on this tall bridge has landed one wagon at the foot of the high trestle. It was indeed a miracle that neither the track nor the trestle was damaged.

The necessity for outside guard rail for this and other major bridges of this section has to be reiterated. Angle ties are also necessary to prevent bunching of bridge timbers.

6.4 Bridge over Dhanukur River:

The painting of this bridge with aluminum paint is in progress. The quality of work, achieved by BRI staff, is indeed excellent .

6.5 Bridges 433 and 434 at Mailong Disa:

Bridge 433 is stated to be sinking while 434 is sliding. These bridges are located adjacent to unstable hill slopes with the deep ravine on the opposite side. Before any rebuilding is proposed, it would be necessary to undertake an indepth study of the whole problem. The Chief Engineer stated that he would be referring the matter to RDSO for their investigation.

(F) PERMANENT WAY.

7.0 KATIHAR - SILIGURI

7.1 The track consists of 60 R rails on CSTE-9 sleepers laid in 64-66 and also 75 R rails on wooden/CST-9 sleepers laid in 1972-75. The sleeper density varies from M + 6 to M + 7.

There is a speed restriction of 40 KMPH from Km.600 to Km.619 on track account. Divisional Engineer stated that the vertical wear has considerably increased. He had taken rail profiles. The vertical wear will have to be assessed immediately and if the flanges are grazing over fish-plates, urgent renewals would be warranted. Divisional Engineer may trolley over the section and send his report to Chief Engineer who may in turn advise details and action being taken.

Contd----3/-

7.2 The sand hump sidings in this section need urgent attention. Most of the sand humps are denuded of sand and tracks leading to these sidings are not in good fettle.

7.3 There are several contiguous lengths of LWR reaches separated by buffer rails. It would be desirable to convert such stretches into CWR by eliminating the buffer rails, and destressing the track.

7.4 Most of the check rails on curves and guard rails of bridges have no ramps at their ends to prevent loose hanging parts of train getting entangled with them. Wooden ramps provided are said to be stlen by miscreants. A piece of rail (of about 0.75m) suitably ramped and with its end bent may be manufactured and fitted on to the end of guard/ check rails to tide over the problem of thefts of wooden ramps.

Chief Engineer may whish to issue a sketch for the guidance of field officers.

7.5 All the curves between Km.478 to 479 were not running satisfactorily and need realignment and packing to correct super elevation.

7.6 The catch siding at Batasi needs to be attended to. The last length of 40 metres(3 rail lengths) may be covered with 1" layer of loose sand to arrest the momentum of run away trains.

8.0 New Bongaigaon to Siliguri (273 Kms):

8.1 The track consist of 75 R rails on wooden/CST-9 sleepers laid to a density of M+7 in 1977-81 as well as 60 R rails on wooden sleepers laid to a density of M+5 in 1948-49.

Speed restrictions have been imposed on track account in the following reaches:

147/0	to	150/0	3 Kms.	25 KMPH
217/6	to	249/14	32 Kms.	30 KMPH
256	to	300	44 Kms	30 KMPH
306	to	341	34 Kms.	30 KMPH
355	to	358/11	3 Kms.	30 KMPH
365/4	to	369/12	4 Kms	30 KMPH
			120Kms.	

The Additional Chief Engineer(West) stated that out of 198 Kms of CTR sanctioned, only 75 Kms of TRR and 45 Kms of TSR could be completed sofar and the remaining work is pending for want of funds and materials.

Railway Administration should bring to the notice of Railway Board, the urgency of these renewals, in view of these long lengths of overaged track being under speed restrictions for a long time. If the vertical wear exceeds further, even imposition of speed restriction would be of no use. Rail fractures are stated to be on the increase and unsafe conditions are developing.

Contd-- 5/-

USFD tests should be conducted and vulnerable lengths should be kept under constant observation and Patrolling introduced, if necessary.

8.2 There are contiguous lengths of LWR separated by buffer rails between Basugaon and Fakiragram and these can be converted into CWR thereby eliminating the buffer rails. Similar is the case in other sections also.

8.3 Wherever buffer rails have been introduced in LWR reaches the same may be replaced by switch expansion joints to enable obtain good running characteristics.

8.4 i) The track between Km.187 to Km.190 needs urgent attention.

ii) The up facing points at Chantara and Gulbari are required to be attended to for correcting alignment and packing.

iii) The joints of track between Km.198 to 202 and from Km.210 to 211 need attention. The joints in these reaches are low and may lead to end batter of rails, if neglected further.

8.5 Curve chord holders and steel scale may be supplied to PWI's enable them measure versines of curves with greater case.

8.6 The track documentation has been well maintained by PWI/Malbazar and PWI/Banarhat.

PERMANENT WAY

Lumding- Badarpur Section

9.0 Track:

9.1 The permanent way consists of 108.6 Kms of 75 R rails laid in 69 & 70, the balance stretch being 60 R rails laid in 1943 and 1944. Nearly 2¼ GMT has passed over this track. The sleepers are mostly hard wood with a mixture of soft wood on N+3 and N+4 density on 60 R section and N+ 6 density on 75 R sections.

CTR works have been sanctioned for 73.93 Kms during the last 6 or 7 years (covering areas where 60 R rails are existing) but the progress achieved so far has been only one Km. of rail renewal , leaving a deficit of 72.93 Kms. of TRR and 73.93 Kms. of TSR in arrears. Lack of adequate funds and non supply of Permanent Way materials have been the main cause for this heavy short fall.

In view of the urgent need to increase the throughout in this section, Railway Board will have to reconsider their priority and allocate sufficient funds and materials for urgent track renewals in this section.

9.2 Gangs.

Checked the work of track gang No.3 at Km.13/5-6. The gang was engaged on through packing and the previous days' work was

quite satisfactory. 19% of the sleepers in this stretch were found unserviceable . Shri Surendra Kumar Dey, the mate was conversant with rules for protection of track.

9.3 Casual Renewal of sleepers.

It was observed that casual renewals of sleepers was being done with " Nahar" species of wooden sleepers and most of these had already suffered damage by fungus before being laid on track. Their life span on the track would thus be very limited. Railway Board will have to reclassify this species as a soft wood variety and issue directive to treat the same with creosote before being used.

9.4 Ballast

There is deficiency of ballast at several locations particularily on outside of curves. The Divisional Engineer was expressing his difficulty in the running out of ballast due to operational problems. It is necessary that Divisional Railway Manager organises BT working on priority basis and deficiencies of ballast are made good without further delay.

9.5 Lubricators.

Those fixed with 60 R rail section are functioning while none of them fixed with 75 R rails are working . Urgent action has to be taken for getting the spares for these defective ones.

Lumding-Badarpur Section

9.6 Catch Sidings are Slip Sidings in ghat section:

There is urgent need for improving the condition of these sidings in this ghat section. Sleeper renewals, provision of check rails, aligning and packing of track together with earth work (wherever needed for widening the cess) will have to be undertaken on priority. The last lap of the track will have to be covered with loose sand to arrest the momentum.

9.7 Maintenance of track in tunnels in ghat section.

The maintenance of track in tunnels is not satisfactory. Most of the joints are low and battered. There is mud pumping at the joints and drainage is inadequate. It is necessary that lighting equipment is supplied and immediate action is taken to improve the track condition.

(G) OPERATING.

KATIHAR TO SILIGURI

10.1 Out of 5 breathlyser equipments available in Katihar Division 3 are out of order, and one is utilised at Siliguri and another at Malda. The defective equipments may be got repaired to enable intense -/use being made of these particularly for checks on drivers of Mail, Express and Passenger Trains.

Contd - 7/-

10.2 Divisional Safety Officer/Katihar stated that an all round safety drive had been launched for the whole month of February,1984 and staff are being counselled at all stations. This is indeed a tremendous effort and is laudable.

10.3 There are still 5 accident cases pending finalisation, of which 1 is of Oct.'83 1 of January, 1984 and 3 of February'84 DSO stated that all these cases would be finalised within a week.

10.4 It is the practice on most of the Railways that as soon as an accident case of a goods train is finalised at the Divisional level and the findings are accepted by Divisional Railway Manager, a copy of the proceedings is sent to CRS by DRM directly. If there is any change in the findings by Headquarters office later, the same is communicated by General Manager(Safety) to C.R.S. This practice may please be introduced on this Railway also, so that proceedings of accident to goods trains reach CRS in time. As regards passenger trains the enquiry proceedings are to be finally accepted at Headquarters level before sending the proceedings to CRS.

10.5 At some of the stations, there was no pointsman available on the " off side" to exchange signals during the passage of 2 mail on 21/2/84. D.S.O. stated that there is shortage of pointsman and when the only one available is sent to close the traffic level crossing in the yard and he is unable to return back to station in time. In such an event , the pointsman at the level crossing should stand on the "off side " and observe a passing train, there itself.

10.6 Shri D.N.Dutta, Driver of 2 Up of 21/2/84 who worked the train from Katihar to Siliguri observed meticulously all the speed restrictions and his skill in accelerating, decelerating and braking has been commendable.

10.7 Checked the equipment of guard of 2 Up on 21/2/84 at Siliguri . Shri H.B. Paswan, the guard had only 7 detonators. The short fall has not been recouped. The guard was not aware of the location of control line for the use of field telephone. He was equally ignorant of the mode of operating the fire extinguisher. He was drilled on these on the spot by Divisional Safety Officer.

OPERATING

NEW BONGAIGAON- SILIGURI

10.8 The post of Divisional Safety Officer is lying vacant. In view of the need to organise intense safety drives immediate action is requested for posting an officer early.

10.9 i) Station Master of Garopara was not seen on platform exchanging signals during the passage of 1 Dn. of 27/2/84 . Station Staff are required to be drilled of their duties in this regard.

ii) Similarly there was no railway staff at Jorai Station to exchange signals.

iii) Checked the equipment of guard (Shri A.K.Sircar) of 1 Dn. at Siliguri on 27/2/84 and found the same complete. Guard was knowledgable about the correct use of field telephone and safety rules.

11.0 Lumding- Badarpur Section.

11.1 The Station Master at Langting (Shri H.K.Singh) was knowledgable about rules. The assurance register was complete and the pointsman available were able to explain the Safety rules for protection.

11.2 At Maibong, the visibility test object is a wooden sleeper not painted. This has to be painted immediately . The points men at this station were not conversant with rules. Chief Traffic Safety Supdt. drilled them at site . It is necessary that DSO inspects all the stations and ensure that staff are fully aware of all essential rules at least in this ghat section.

(H) SIGNALLING

12.0 KATIHAR - SILIGURI SECTION

12.1 It is gratifying to note that overhauling of signal lever cabins between Katihar and Siliguri had been completed except that of North cabin at Siliguri. The overhauling of this cabin should also be completed without any further delay.

12.2 All the block instruments between Katihar and Siliguri have been overhauled without any exception as stated by DSTE. This is indeed commendable .

12.3 It is observdd that in the upper quadrant territory the signal arms at some of the stations (as per details given below) have not been truly at 90°. These may be set right.

Sonaili	Down Distant
Sudhani	Down Distant
Telta	Down Distant
Surjakamal	Down Distant
Surjakamal	Down Home
Taiabpur	Down Distant
Batasi	Down Distant

12. It is learnt that max. signal failures have taken place between Naxalbari and Siliguri due to frequent thefts. Measures to tighten up security in this section may kindly be taken.

13.0 NEW BONGAIGAON TO SILIGURI:

13.1 All the signal cabins of Alipurduar Division have been overhauled except the South Cabin at Alipurduar itself. Arrangements for getting this cabin overhauled be made immediately as it is already overdue.

13.2 The signal arms at the following stations have not been truly 90°. These may be set right.

Chantara	Up Distant
Jorai	Up Distant
Garopara	Up Home

Contd----9/-

SIGNALLING

14.0 Lumding- Badarpur Section

14.1 On Lumding- Badarpur section of N.F.Railway Std.I Interlocking with 2 aspect Lower Quadrant Signalling exists. The stations are generally provided with Outer-Warner, Bracketted Home and Starter Signals, Block working is provided through Neale's Token Instruments. The starter signals are interlocked with the Block Instruments. Section control exists on overhead alignment.

14.2 Interlocking was tested by attempting to pull conflicting levers at Langting and Lower Haflong and was found to be functioning correctly .

14.3 The knowledge of cabin staff in use of lever collars was checked at Dihakho and was found to be satisfactory.

14.4 The points were tested at Langting and Langrangjao with 5mm obstruction and they responded correctly.

14.5 It was noted that no lever frame on Lumding- Badarpur Section was overdue overhauling.

14.6 At Mailongdisa on 25/2/84 it was noted that the catch siding point No. K-4 was remained set for the main line as on 24/2/84 and its key 'H' was extracted and handed over by Mechanical Signal Maintainer to ASM on duty. This point was earlier declared out of order and the condition indicated that it was trailed through. The memorandum vide which Mechanical Signal Maintainer handed over the catch siding points key to the ASM on duty stated that normal working has been introduced.

The detector slides were out of the detector and locking stretcher from the points were found to be removed for repairs. The detector blades of the next point K-2 were also found removed from the detector box. The signals were , however being taken off for reception of Down trains. This highly irregular and unsafe condition could only have taken shape with collision of operating , Signalling and Engineering staff at the station. CTSS, therefore, ordered Major Joint Enquiry at Senior scale level. The Mechanical Signal Maintainer at the station was suspended by Divisional Signal and Telecommunication Engineer on the spot.

Wherever catch sidings are put out of commission even for a short period the affected station should be declared a non crossing one till the Catch siding is restored. Necessary amendment to the Station Working instructions may please be got issued .

JATINGA

14.7 At the commencement of the catch siding, there is a goomty with a leverman. There is no phone communication to this place. This may be provided with Jatinga station.

Contd--- 10/-

15.0 (II) ROLLING STOCK:

15.1 It has been brought to my notice that some goods trains are being run totally non-vacuumed between Siliguri and Jalpaiguri. This is an unsafe practice and should be stopped forthwith.

In one case of a goods train, which ran as a non-vacuumed train, a wagon derailed and was dragged for over a Km. due to inability of guard to stop the train (Derailment of DN SP.911 between SGUT and NJP on 30.10.83).

Lumding- Badarpur Section.

15.2 There are two Hill Pit lines at Lumding where the rolling stock is stated to be th-roughly examined before departure for Badarpur. The Foreman in charge expressed his difficulties in obtaining adequate number of Vacuum Cylinders for replacement purposes and has to depend upon condemned wagons from where he could replenish his stock. This situation needs immediate attention and efforts should be made to ensure supply of serviceable cylinders to this depot.

15.3 Balanced Vacuum test as required by IRCA manual for stock negotiating ghat sections, should be introduced at Lumding forthwith.

15.4 Both the hill pit lines at Lumding are in need of urgent repairs and in view of the proposed increase of throughout in this section, an additional examining pit would be required.

15.5 A check of the brake power at Haflong of 2 goods trains by TXR staff (deputed for the purpose) revealed that the brake power was marginally above 50% while a minimum of 95% was to be achieved. The brake vans of both the goods trains did not have vacuum gauges.

In view of 6 run-away trains in this ghat section in the recent past, it is absolutely vital that the brake power examination should be tightened up, and improved.

The above situation has already been brought to the notice of C.M.E., D.R.M. and G.M.

15.6 At Jatinga, there is a board erected before commencement of the ghat section advising the drivers that when trains are hauled with two diesels individual operation of locos may be undertaken. As this is contrary to the extant orders and since multiple unit operation is a must for effective control of the train, not only does the board needs correction but the practice of individual operation will have to be totall-y given up.

16.0 (J) MEANS OF DEALING WITH ACCIDENTS

16.1 Checked the break down relief train at Gauhati. It was observed that there is only one flame cutting torch available in the break down van. One more is required to be providdd . The petromax lamps and other tilly lamps provided in the relief train needs to be tested periodically for their satisfactory working.

The mechanical tools in the relief train have been found to be satisfactory

(84)

16.2 Crane

The crane is of 35 tonnes capacity and it is not due for periodical overhauling.

On the day of Inspection, the A.R.T. was being turned out within 45 minutes of the emergency siren for the use of A.R.T. and this is indeed commendable.

17.0 (K) AUXILIARY RELIEF MEDICAL EQUIPMENT

17.1 The ARME van was checked alongwith AMO Gauhati. There is need for maintaining the ARME in a better state of cleanliness. Some of the wooden shelfs have been already eaten away by white ants . The Doctor stated that even some of the blankets have been eaten away by white ants. Periodical examination and cleaning up is necessary , in addition to eradication of white ants. The Drugs were checked and found to be in good condition and excepting a few dintments, none were found beyond expiry date.

18.0 (L) ITEMS REQUIRING ATTENTION OF RAILWAY BOARD:

There is heavy back log of track renewals on Northeast Frontier Railway and many stretches of track have been clamped under speed restrictions. It is of urgent necessity that both allotment of funds and supply of materials to Northeast Frontier Railway be stepped up to bring the track to a reasonable fettle as early as possible .

18.2 The formation near Mailongdisa station is very unstable and the entire hill side is showing signs of heavy slip. It requires urgent indepth study by RDSO and remedial measures will have to be taken up.

18.3 "NAHAR" wooden sleepers are at present classified as 'hard wood' and consequently not subjected to any treatment. These sleepers are indeed of soft quality and is easily attached by fungus and termites, In order to prolong the life of these sleepers, it would be necessary to classify these as soft wood and treat them with creosote before they are laid on track.

V.R. Vasudevan

(V.R. VASUDEVAN)
Commissioner of Railway Safety
North Eastern Circle

No. 2033/7/3/1-NF Gorakhpur, dated 20.3.84

Copy forwarded to:-

The General Manager, N.F. Railway, Maligaon for information and necessary action.

(85)

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

No.83/WDO/SD/9

New Delhi, Dated 14.3.84.

The General Manager(Const),
N.F. Railway,
Maligaon, Gauhati.

Sub: Crossing arrangement at the proposed point of gauntletting on the approaches of straight bridge on Agthori-Kamakhya section of N.F. Railway -dispensation for using an obtuse angle flatter than 1 in $8\frac{1}{2}$.

Ref: NF Railway's letter No.W/29/BG/3dt.16.1.84

.....

In continuation of this office letter of even number dt.14.2.84, further sanction is hereby accorded for the infringement to item No.19, chapter II, of MG Metric Schedule of Dimensions (1963) and item 18 & 19, chapter II, of BG Metric Schedule of Dimensions(1973) involved in the use of 1 in 18 obtuse crossing as shown in your railway's drawing No.CE/BG/P/2/83 and CE/BG/P/3/83.

The year "1973" appearing in bracket in line No.4 of the earlier sanction of even number dt.14.2.84 referred above, may be corrected to read as "1963".

(G.P. Garg) 13/3/84
Jt. Director Civil Engg(G)
Railway Board.

No.83/WDC/SD/9

New Delhi, Dated 14-3-84.

copy forwarded to:-

1. The Chief Commissioner of Railway safety, 16A Ashok Marg, Patiala House, Lucknow with reference to his endorsement No.RS-18-T(3)/84 dt.1.2.84

2. The Commissioner of Railway Safety, Eastern Circle, 14 strand Road, 12th floor, Calcutta-700001. This has reference to his discussion on phone with Director Civil Engg. Railway Board on9.3.84.

3. The Chief Engineer construction-II, N.F. Railway, Maligaon, Gauhati.

(G.P. Garg) 13/3/84
for Secretary, Railway Board

(86)

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

G.P. GARG
JT. DIRECTOR CIVIL ENGG.(G)

D.O.No.80/WDO/SR/7Pt. New Delhi, dt. 13.3.1984

Dear Shri Rama Rao/Ranganath/Vaish/Singh/Dinamani
Ananthanarayanan/Srinivasan/Chellam.

Sub: Ascertaining the fitness of sections for running of 4500t 'BOXN' trains.

.....

To asses the position of fitness of the specific sections for the running of 4500t 'BOXN' trains, I am enclosing herewith at Annexure-I a list showing the sections on your railway. Kindly furnish the information regarding the fitness of the sections for running of 4500t 'BOXN' and also indicate the date by which the sections presently unfit for the running of 'BOXN' trains will be made fit. The information may please be furnished as on 1.3.84 so as to reach this office by 31.3.84.

With best regards.

Yours sincerely,

(G.P. GARG) 9/3/84

DA: Annexure-I

1. Shri B.V. Rama Rao,
Chief Engineer,
Central Railway,
Bombay VT.

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

3. Shri S.M. Vaish,
Chief Engineer,
Northern Railway,
New Delhi.

4. Shri S. Ananthanarayanan,
Chief Engineer,
Southern Railway,
Madras.

5. Shri Dinamani,
Chief Engineer,
South Central Railway,
Secunderabad.

6. Shri P.K. Srinivasan,
Chief Engineer,
South Eastern Railway,
Garden Reach, Calcutta.

7. Shri A. Chellam,
Chief Engineer,
Western Railway,
Bombay.

Annexure-I

STATEMENT SHOWING SECTIONS OF RAILWAYS IN RESPECT OF WHICH INFORMATION IS REQUIRED TO BE FURNISHED WHETHER FIT/UNFIT AS ON 1.3.84 FOR RUNNING OF 4500t BOXN TRAINS. IF UNFIT, THE LIKELY DATE BY WHICH THE SAME WILL BE MADE FIT.

Central Railway

1. Tughlakabad-Itarsi
2. Wardha-Balharshah
3. Wadi-Sahibabad-Gulberga.
4. Bhopal-Itarsi-Bhusaval-Jalgaon.

Eastern Railway

1. Obra-Billi-Singrauli
2. Andal-Mughal Sarai via Dhanbad
3. Gede-Barkakana.
4. Garwa Road-Sonnagar.
5. Gomoh-Chandrapura-Barkakana - Chopan

Northern Railway

1. Mughal Sarai-Tundla
2. Tundla-Delhi
3. Aligarh-Harduaganj
4. Chopan-Chunar
5. Tundla-Agra
6. Tugulakabad-Bhatinda.

Southern Railway

1. Gudur-Madras
2. Renigunta-Arakkonam-Madras
3. Arakkonam-Jolarpettai-Erode-Shoranur-Cochin-Tirunelveli

South Central Railway

1. Kottapalem-Waltair

South Eastern Railway

1. Bishrampur-Katni
2. Dongaposi-Tata
3. Tata-Kharagpur-Haldia
4. Bimlagarh-Bondamunda
5. Bondamunda-Bhilai
6. Bondamunda-Ranchi-Bokaro
7. Bokaro-Bhojudih

...2/-

8. Muri-Barkakana
9. Kiriburu-Raurkela
10. Raurkela-Bokaro via Chandil and via Hatia.
11. Route to all washaries served by the Bokaro yard.
12. Kiriburu-Hatia-Muri-Bokaro-Chandrapura.
13. Tatanagar-Bondamunda-Bhilai.
14. Muri-Chandil-Tatanagar
15. Tatanagar-Dongaposi(all sidings)

Western Railway

1. Bhopal-Nagda
2. Nagda-Ratlam
3. Ratlam-Vadodara
4. Vadodara-Ahmedabad
5. Godhra-Vadodara-Udhna
6. Surat-Jalgaon
7. Ahmedabad-Viramgam-Hapa
8. Nagda-Kota-Sawaimadhopur
9. Bina-Kota
10. Guna-Maksi

(89)

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

No.83/WDO/SD/7 New Delhi, dt. 12.3.84

The Chief Engineer (Survey & Const.),
Office of the Chief Administrative Officer(Const),
New Administrative office Building,
Dadabhai Naoroji Road,
Bombay-400 001.

Sub: Third line between Karjat and Lonavla
Alterations and Additions to the Jambrung Cabin- Condonation of infringements.

Please refer this office letter of even number dt.9.2.84. The location of 1 in 38 existing grade under the heading 'III middle line' against item (ii) has inadvertently been shown as between Ch.9575 and Ch.9747, and therefore be corrected to read as between Ch.9747 and Ch.9920.

8/3/84

(G.P.Garg)
Joint Director, Civil Engineering(G),
Railway Board.

DA:-Nil.

No.83/WDO/SD/7. New Delhi, Dated 12-3-84.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow. This bears reference to his letter No. RS.18-T(3)/83 dated 8-2-1983.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay. This bears reference to his letter No.61 dated 14/17-1-1983.

3) The Engineer-in-Chief(C/Ghats), Central Railway, New Administrative Office Building, Dadabhai Naoroji Road, Bombay-400 001 with reference to his letter No.EW/223/W-I/SEGL/Yds.III dated 24-2-1984.

8/3/84

DA:-Nil.

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

(90)

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

No.83/WDO/SD/7

New Delhi, dt. 12.3.84

The Chief Engineer (Survey & Const.),
Office of the Chief Administrative Officer(Const),
New Administrative office Building,
Dadabhai Naoroji Road,
Bombay-400 001.

Sub: Third line between Karjat and Lonavla
Alterations and Additions to the Jambrung Cabin- Condonation of infringements.

Please refer this office letter of even number dt.9.2.84. The location of 1 in 38 existing grade under the heading 'II middle line' against item (ii) has inadvertently been shown as between Ch.9575 and Ch.9747, and may therefore be corrected to read as between Ch.9747 and Ch.9920.

8/3/84

(G.P. Garg)
Joint Director, Civil Engineering(G),
Railway Board.

DA:-Nil.

No.83/WDO/SD/7.

New Delhi, Dated 12-3-84.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow. This bears reference to his letter No. RS.18-T(3)/83 dated 8-2-1983.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay. This bears reference to his letter No.61 dated 14/17-1-1983.

3) The Engineer-in-Chief(C/Ghats), Central Railway, New Administrative Office Building, Dadabhai Naoroji Road, Bombay-400 001 with reference to his letter No.EW/223/W-I/SEGL/Yds.III dated 24-2-1984.

DA:-Nil.

8/3/84

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

(91)

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

No.83/WDO/SR/9 New Delhi, dt.20.2.84

The General Manager,
Southern Railway,
Madras

Sub: Movement of BG container Flats type 'BFKX' and 'BFKI' on Southern Railway.

Ref: Your letter No.W.439/4/Vol.XI dt.10/11.3.83 forwarded through CRS, Southern Circle letter No.925 dt.17.8.83 and CCRS's letter No. R S.17-T(1)/82-III(Pt) dt.16.9.83.

.....

With reference to your above quoted letter sent through the CRS & CCRS, Board desire that Southern Railway may obtain fresh sanction from CRS for running of BFKX container flats on the concerned routes (previous CRS sanction No.777 dt.6.5.1980 having been revoked by CRS, Southern Circle under his letter No.576 dt.28.6.83), and simultaneously apply for the sanction for running of BFKI flats also, along with all the supporting documents including the Joint Safety Certificate for both types of flats.

2. It may also be ensured that all concerned Departments of your Railway are instructed not to amend in future any Safety Certificate once issued by them without the prior approval of the sanctioning authority. Any rolling stock with different nomenclature should be treated as a new class of rolling stock and separate sanction should be obtained for its running.

3. Board have also considered the question raised in para 3 of your application bearing No.W.439/4/Vol.XI dt.30.3.83 to the CRS in which the Railway had stated that these wagons loaded with ISO container fall under 'A' Class category of ODC movement, on which CCRS has recommended that the Railway Administration should also obtain the sanction of the competent authority for movement of ISO containers as 'A' Class ODCs. It is to clarify that the flats in question have been designed for regular movement of ISO containers. When fixed on to the designed locking device, the container forms a part of the rolling stock itself, and there is no possibility of its lateral shifting with respect to the flat. The container loaded on the flat falls well within the profile of 'X' Class locomotives, as well as coaches built to RDO-590 profile. It was on this consideration that the Board had condoned the infringement to the moving dimensions of the containers loaded on BFKX flat under their letter No.76/WDO/SR/1 dt.15.7.77. addressed to RDSO. It was not correct on the part of the railway to describe such movement as 'A' class category of ODC movement. The Board hereby condone the infringement to the moving dimensions of the ISO containers loaded on BFKI flats also. The ISO containers loaded on BFKX and BFKI flats have been moving on different Railways on different routes without being regarded as ODCs, and there has been no reason to warrant a change in this practice.

...2/-

(92)

Under the circumstances, the Board have decided that it would not be necessary to consider the ISO containers loaded on BFKX or BFXI flats as ODCs in individual movements on sections which have been cleared for movement of 'X' Class locomotives or coaches built to RDO-590 profile. However, the Railway should ensure that during the normal train examination, it is ensured by the TXR that the locking devices for the ISO containers are maintained in proper working condition.

17/2/84

(A.K. Deb Burman)
Addl. Director Civil Engg(G)
Railway Board.

No.83/WDO/SR/9 New Delhi, dt. .2.84

Copy for information and necessary action to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patia House, Lucknow. This question had also been discussed by Board(ME with him on 30.1.84.
2. The Commissioner of Railway Safety, Central circle, 2nd floor Churchgate station Bldg. Annexe, Maharishi Karve Road Bombay-20.
3. The Commissioner of Railway Safety, Eastern circle, 14 Strand Roa 12 floor, Multisoryed Bldg. of Eastern Railway, Calcutta.
4. The Commissioner of Railway Safety, Northern Circle, 1st floor station Bldg.(BG) Charbagh Lucknow.
5. The Commissioner of Railway Safety, NorthEastern circle, NorthEas Rly Hd. Bldg., Gorakhpur.
6. The Commissioner of Railway Safety, Southern Circle, 7 Shesadari Road, Gandhi Nagar PO Bangalore City-9.
7. The Commissioner of Railway Safety, SouthEastern circle, 14 Stran Road, 12 th floor Multisotryed Bldg. of Eastern Railway, Calcutta
8. The Commissioner of Railway Safety, Western circle, 2nd floor Churchgate station bldg. Mahrishi Karve Rd. Bombay-20.
9. The General Managers, all Indian Railways except S. Rly.
10. TC(M&S) Branch of Railway Board, New Delhi-1.

17/2/84

(A.K. Deb Burman)
for Secretary Railway Board.

20.02.84

(93)

S.O.I. DRAFT

The PUC is a letter received from General Manager Bhilai steel plant for movement of 3.2 M x 12 long plates on BFR or BTH type of Broad Gauge flat wagons on South Eastern Rly. According to the Manager Bhilai Steel Plant, the Rly. have said that since the width of plates infringes the standard moving dimension (3.2 M against 2.997 M), the movement of plates will be treated as ODC. The Rly. have further briefed the plant that since treating the plates as ODC is statutory as per Rly. Act and any deviation from this can be approved by Rly. Board only. The Manager plant has therefore approached the Rly. Board to issue their instructions for not treating the movement of plates as ODC since it is not practically feasible for them to apply every time for movement of plates as ODC.

In this connection, it is stated that in terms of Board's policy letter No. 81/EB-1/400/1 dt. 11.3.82 ODC movement is purely a matter to be decided by the South Eastern Rly. and Bhilai Steel plant and the Rly. Board do not come into picture. The plant may therefore be asked to approach the S.E. Rly. for movement of their plates and if the Rly. consider it necessary to have any relaxation from the Rly. Board, they may approach the Rly. Board through CRS/CORS for such a relaxation.

A draft reply to the Bhilai steel plant is, therefore put up for approval please.

21/2/84

20/2

ADT(G)

JDTT IV

DTE

The max. moving Dimension of 1929 in width is 3200 mm max. DTT may kindly see SN. 1 and advise how the 3.2 M wide plate are proposed to be moved. As long as overall Dimension in width is not more than 3200 mm and consignment is not shifted it would not be an ODC consignment, but if stanchions are removed how would it be secured?

JDTT IV

(94)

Government of India
Ministry of Railways
(Railway Board)

No.76/W6/TSC/2. New Delhi, dt. 9-2-84.

The General Managers
All Indian Railways.

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

Sub:-Track Standards for Metre Gauge.

Instructions on classification of routes and the appropriate track standards for M.G. were issued under Railway Board's letter No.65/W6/TS/1 dated 4-10-68. Subsequently 13 heavy density Metre Gauge routes were identified for the use of 90R rails vide Board's letter No.Track/21/77/0525/7 dated 31/12/77 / 2/1/78. The question of reviewing the track standards of Metre Gauge has, however been engaging the attention of the Board for sometime and a Committee of Directors, Chief Track Engineers and Commissioner of Railway Safety was appointed in January/77 to review the standards of track on Metre Gauge. The Committee submitted its report in December/81 which has been carefully considered in the Board's office.

2. In supersession of the previous instructions, Board have now approved the following classification of M.G. routes into Q,R & S categories as defined below:-

2.1 Q routes: The Q routes consist of the routes where the maximum permissible speed will be more than 75 kmph. The traffic density is generally more than 2.5 GMT.

2.2 R routes: These routes will have a speed potential of 75 kmph and the traffic density is more than 1.5 GMT.

2.3 S routes: These will be the routes where the speed potential is less than 75 kmph and the traffic density is less than 1.5 GMT.

3. The following routes will fall under category 'Q' as defined in para 2.1 above.

i) Delhi-Rewari-Bandikui-Jaipur- Phulera-Ajmer - 439 km.
ii) Madras-Madurai - 492 km.
iii) Ajmer-Ahmedabad - 419 km.
iv) Rewari-Ringus-Phulera - 215 km.
v) Jodhpur-Jaipur-Agra-East Bank - 550 km.
vi) Ratangarh-Rewari - 241 km.
vii) Degana-Ratangarh - 152 km.
viii) Ahmedabad-Bhavnagar - 268 km.

/...2

ix)	Ajmer-Ratlam-Khandwa	- 630 km.
x)	Agra-Mathura-Bhojipura-Kathgodam	- 389 km.
xi)	Kathgodam-Bhojipura-Lucknow	- 301 km.
xii)	Bangalore-Hubli-Miraj	- 746 km.
xiii)	Villipuram-Thanjavur-Tiruchchirapalli	- 242 km.
	Total	5084 km.

4. R routes are further classified into three categories as follows, depending upon the volume of traffic carried:

(i) R-1: When the traffic density is more than 5 GMT.

(ii) R-2: When the traffic density is between 2.5 to 5 GMT.

(iii) R-3: When the traffic density is between 1.5 to 2.5 GMT.

4.1 The following R-1 routes are identified as having a density of more than 5 GMT at present:

(i)	Hospet-Hubli	- 140 km.
(ii)	Londa-Marmagoa	- 109 km.
(iii)	Gandhi Dham-Palanpur	- 300 km.
(iv)	Secunderabad-Guntakal	- 365 km.
	Total	914 km.

Note:- The following two routes also carry a traffic density of more than 5 GMT.

(i) Kathiar-New Bongaigaon.

(ii) Gauhati-Tinsukia.

These have not been included in R-1 routes as these are slated for conversion. However, in the interim period renewal on these sections may continue with new 90 lb. rails.

4.2 The following R-2 routes are identified with traffic density between 2.5 and 5 GMT:

i)	Jodhpur-Marwar	- 103 km.
ii)	Purna-Secunderabad	- 302 km.
iii)	Guntakal-Hospet	- 115 km.
iv)	Guntakal-Villipuram	- 552 km.
v)	Tiruchchirappalli-Manmadurai-Virudhnagar	- 217 km.
	Total :	1289 km.

4.3 The following R-3 routes are identified with traffic density between 1.5 to 2.5 GMT:

i)	Madurai-Rameshwaram	- 114 km.
ii)	Virudhnagar-Tenkasi	- 122 km.
iii)	Ratangarh-Bikaner-Merta Road	- 306 km.
iv)	Muzaffarpur-Narkatiyaganj	- 160 km.
v)	Birur-Shimoga Town	- 63 km.
vi)	Dindigul-Polachi	- 121 km.

/...3

vii) Guntakal-Nandyal-Donakonde - 299 km.
viii) Manmad-Purna - 320 km.
ix) Bijapur-Solapur - 109 km.

Total 1614 km.

5. S routes will consist of other routes which are not covered by Q & R routes as identified in paras 3 and 4 above.

6. The following will be the track structure for different categories of routes:

Routes	Rails	Sleeper & Fittings	Sleeper Density	Ballast cushion
Q	90 R(new)	Wooden sleepers with conventional fastenings or CST-9 sleepers(concrete sleepers with elastic fastenings is also permitted where speed is 100 kmph)	1540 Nos per km. (M+7)	250 mm (300 mm where speed is 100 kmph)
R-1	90 R(new)	CST-9 or wooden sleepers with conventional fastenings.	-do-	250 mm
R-2	IInd hand 90R or 75 R(New)	-do-	-do-	200 mm 250 mm wher LWR is contemplated.
R-3	-do-	-do-	1308 Nos. per km. (M+4)	200 mm
S	IInd hand 60R(Min.)	Existing type with rigid fastenings.	1230 Nos per km (M+3)	150 mm

Note:- For Q & R-1 routes, use of PRC sleepers with 90R rails will be seperately examined on cost benefit consideration at appropriate time and orders will issue later.

7. The above track standards should be adopted for future planning of track renewal works on the Metre Gauge.

Please acknowledge receipt.
(Hindi version will follow)

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

DA/Nil

(97)

Copy for information :-

16-A, Ashok Marg, Lucknow

1. Chief Commissioner, Railway Safety with 10 spare copies for CRS.
2. Principal, Railway Staff College, Vadodara.
3. Principal, IRIATT - Pune.
4. All Chief Engineers (OL & Const.)
5. Director Standards, RDSO, Lucknow.
6. OSD/Code revision and CE(P&D), SC Railway, Secunderabad.
7. DW, OSD/MTP, DCE, D(Track), JDFX(I), JDFX(II), ADCE, ADCE(G), JDCE(B&S) ADCE/TM, JD(Track) & JD(W), Railway Board, New Delhi.
8. F(X)II Branch, Railway Board.

(98)

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

No. 82/WDO/SR/25 New Delhi, dated 3/-1-1984.

The Commissioner of Railway Safety,
Northern Circle,
Charbagh Railway Station,
Lucknow-226001.

Sub: Running of EMU services-3 Motor Coaches and 9 Trailer Coaches on Delhi area.

.....

With reference to your letter No. 97/1339/EMU dated 1-7-83 sent through the Chief Commissioner of Railway Safety Lucknow, I am directed to communicate Railway Ministry's sanction to the infringements of item 10(iii)(b) and item 13(ii)(c) of Chapter-I of the B.G. metric Schedule of Dimensions(1973) involved at Pullmithai, Dufferin and Queen Road over Bridges in the running of EMU services-3 motor Coaches and 9 trailer Coaches in Delhi area by Northern Railway as indicated in annexure 'A' on the reverse. It is noted that Northern Railway has since increased the side clearance at Duffrin R.O.B. from 2.17 metres to 2.21 metres and there is a permanent speed restriction of 10km/h under this bridge, and that the form-XI sent by the railway with their letter No. 519-W/270 dated 23.5.83 stands modified to that extent. Board also observe that speed restrictions of 10km/h exists on Queen Road over Bridge.

The sanction for running of EMU services shall, however be issued from your office as mentioned in para-I of your above quoted letter.

DA: Nil

(S.D. JAIN)
for Secretary Rly. Board

No. 82/WDO/SR/25 New Delhi dt. -1-1984.

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(4)/83.

2. The General Manager (Engg.), Northern Railway, Baroda-House, New Delhi with reference to his letter No. 519-W/270 dated 23-5-1983.

: Nil

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

Annexure-A

Localities	Name of structure which infringes rolling stock.	Prescribed Max. & Min. Dimension Chapter & item	Max. & Min.	Existing actual Dimension	Amount of infringement.
Delhi Divn.					
1. Delhi-Delhi Kishanganj	Pull Mithai R.O.B	Ch. I item 10 (iii)(b)	5870mm	4660mm	1210mm
	* Dufferin R.O.B	Ch. I item 10 (iii)(b)	5870mm	4730 D/L mm 4760 V/L mm	1140mm 1110mm
		Ch. I item 13 (ii)(c)	2360mm	2210 D/L mm	150mm
2. Delhi-New Delhi Ghaziabad (Via GAL)	* Queen R.O.B.	Ch. I item 10 (iii)(b)	5870mm	4635mm	1235mm
		Ch. I item 13 (ii)(c)	2360mm	2278mm	179.25mm
		Due to end 97.25 throw being 2457.25mm outside curve.			

* There is speed restriction of 10km/h on this portion of track.

(100)

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

No.83/WDO/SD/16 New Delhi, dt.31.1.84

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

Sub: Introduction of 25 KV AC Traction on the section 'Jn Cabin to Palwal' (Km. 1512/17-18 to 1477/11-12)- Infringements of OHE structures to BG Schedule of Dimensions.

.....

With reference to your letter No.RE/MTJ/W-247, dt.22.9.83 sent thruogh Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the infringements to item No.13(II) d of Chapter-I Schedule-I of BG Metric Schedule of Dimensions (1973) for the 13 OHE structures listed in Form-XI accompanying your letter referred to above.

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

DA:Nil

No.83/WDO/SD/16 New Delhi, dt. .1.84

Copy forwarded to the following for information:

1. The Chief Commissioner of Railway Safety, Patiala House, 16-A, Ashok Marg, Lucknow, with reference to his letter No.RS.18-T(3)/83-II dt.5.10.83.
2. The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate station Bldg. Annexe, Maharishi Karve Road, Bombay. with reference to his letter No.1008 dt.27.9.83.

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

(101)

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

No.82/WDO/SR/25 New Delhi dt,23-1-1984

The Commissioner of Railway Safety,
Northern Circle,
Charbagh Railway Station,
Lucknow-226001.

Sub:- Running of EMU Service-3 Motor Coaches and 9 Trailer Coaches on Delhi area.

.....

With reference to your letter No. 97/1339/EMU dated 1.7.83 sent through the Chief Commissioner of Railway Safety Lucknow, I am directed to communicate Railway Ministry's sanction to the infringements of item 10(iii)(b) and item 13(ii)(c) of Chapter-I of the B.G. Metric Schedule of Dimensions (1973) involved at Pullmithai, Dufferin and Queen Road over Bridges in the running of EMU services-3 Motor Coaches and 9 trailer Coaches-in Delhi area by Northern Railway as indicated in annexure 'A' on the reverse. It is noted that Northern Railway has since increased the side clearance at Duffrin R.O.B. from 2.17 metres to 2.21 metres and there is a permanent speed restriction of 10km/h under this bridge, and that the form-XI sent by the railway with their letter No. 519-W/270 dated 23-5-83 stands modified to that extent. Board also observe that speed restriction of 10km/h exists on Queen Road Over Bridge.

The sanction for running of EMU services shall, however, be issued from your office as mentioned in para-I of your above quoted letter.

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

DA:Nil

No. 82/WDO/SR/25 New Delhi dt. -1-84

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety, 16A Ashok Marg Patiala House Lucknow w.r.t. his endorsement No.RS.17-T(4)/83
2. The General Manager(Engg.) Northern Railway Baroda House, New Delhi w.r.t. his letter No. 519-W/270 dt. 23.5.83.

(S.D. JAIN)
for Secretary Railway Board

DA:Nil

Annexure-A

Localities	Name of structure which infringes rolling stock	Prescribed Max.& Min. dimension		Existing actual dimension	Amount of infringement.
		Chapter &item	Max. &Min.		
Delhi Division					
1. Delhi-Delhi Kishanganj.	Pull Mithai R.O.B.	ChapterI item 10 (iii)(b)	5870mm	4660mm	1210mm
	* Dufferin R.O.B.	Ch.I item.10 (iii)(b)	5870mm	4730 D/L mm	1140mm
				4760 V/L mm	1110mm
		Ch.I item 13 (ii)(b)	2360mm	2210 D/L mm	150mm
2. Delhi-New Delhi Ghaziabad (Via GaL)	*Queen R.O.B.	Ch.I item 10 (iii)(b)	5870mm	4635mm	1235mm
		Ch.I item 13 (ii)(c)	2360mm	2278mm	179.25mm
		Due to end throw being outside curve.		97.25 2457.25mm	

*There is speed restriction of 10 km/h on this portion of Track

***

(20)

83/WDO/SR/19

Contains file inward proceedings

17-01-1984

(103)

Reg: ISO containers - whether ODC or not.

At S.No. 13/17 (F/'B')

Reference noting on pre-pages 8-9/n and 11/n. The question at issue which has arisen from Southern Railway reference is whether ISO containers loaded on BFKX or BFXI flats are to be treated as out of guage consignment or ODC Class 'A' or not. The CCRS in his forwarding letter at S.No.20 has said that this has to be treated as 'A' Class ODC which implies that the procedure in regard to 'A' Class ODCs has also to be followed. The RDSO's letter at S.No.22 only indicate that the said ISO container loaded on the BFKX/BFXI flat would be within EDO-590 profile. It had already been brought out in my earlier note that the said container is well within the profile of 'X' Class locomotives which have been on use on most of the running tracks. EDO-590 is a profile approved for BG coaches which are now being manufactured and run all over. This implies that ISO containers can be safely allowed to run on sections where either 'X' Class locomotives, or coaches to EDO-590 profile are running.

Copy of EDO/590 Profile - at . . . →

EDO-590 approved under Bd's No —

2.0 It may be stated that the basic necessity of obtaining CRS's sanction for running of ODCs arises from the provision under General Rule No.106(b) which indicates as follows :-

> "Except under approved special instructions, no vehicles shall be so loaded as to exceed such moving dimensions as may be prescribed from time to time by the Railway Board"

Old General Rule. The new General Rules → also contain same provision

3.0 As far as A & B Class ODCs are concerned, the Board's instructions under letter No.5780-W dated 12.9.1946 are treated as the approved special instructions for this purpose as clarified under Board's letter No. 70/WDO/ODC/1 dated 17.4.1974. In regard to 'C' Class ODCs, the CRS sanction is always to be obtained in advance.

Copy placed at SN.

4.0 The question now, however, is purely a technical one whether the container is ODC or not. This will depend upon the view whether a container is to be treated as a consignment, or as a detachable part of a wagon which can be attached or detached with the means of anchoring arrangement or locking device to the flat wagon.

Copy placed at SN

5.0 The definition of ODC was clearly laid down in Board's circular No. 70/WDO/ODC/1 dated 5.4.1970 which indicates that Class 'A' ODCs (or permitted out of gauge loads) are those which exceed the "maximum moving dimensions", but do not infringe fixed structures on the route by a net clearance of 6" or more (or gross clearance of 9" or more).

6.0 The maximum moving dimensions are laid down in the schedule of dimensions in Chapter IV(a) rolling stock against items 27(a), 28(a), 31 and 32(a) (see note under item 37 page 49 of BG schedule).

7.0 The 'X' Class locomotive profile and the EDO-590 profile are profiles for rolling stock which have been approved by the Board, but are not the maximum moving dimensions as per definition. If ISO container is to be

...rom pre-page)

treated as a part of rolling stock, the condonation of the infringement already accorded by the Board in the past is good enough for ever, and the same can run at unrestricted speed, and there is no question of treating them as ODC.

If, however, the container is to be treated as a consignment, it automatically becomes an ODC, in absence of any exception having been laid down for this purpose.

Whathas been suggested in my earlier note at page 9/n is that the ISO containers loaded on flats need not be treated as ODC in ordinary sense of the definition, subject of course to the anchorage or locking arrangements being certified in good condition at some stage of loading. This is only a question of technical interpretation. For obvious operational reasons, treatement of containers as ODCs may impose operational constraints for the reason that ODCs, even 'A' Class, are presently allowed to run only at a maximum speed of 65 KMPH (subject to local restrictions where the clearance available is less than 15"). Movement of containers viz. 65 KMPH may cause constraints in future.

An alternative suggestion which can be considered is that the instructions laying down the permissible speeds for 'A' Class ODCs could be revised permitting unrestricted speeds as far as ISO containers are concerned, and the existing speed of 65 KMPH for other ODCs. The only precaution which could remain for the 'A' Class ODCs of containers could perhaps be the certificate from the TXR at some stage that the locking device is in order.

Traffic Directorate may kindly examine and indicate the implications involved in treating containers as 'A' Class ODCs under the existing instructions as recommended by the CCRS. After the Traffic Directorate have given their views, Board are requested to consider the question of either -

(a) stipulating that ISO containers loaded on BFKX or BFKI flats (or BKI wagons for that matter) need not be treated as ODCs and could be run at unrestricted speed with the certification by the TXR that the locking devices are in order or

(b) the ISO containers may technically be considered as ODCs but the instructions specifying the speeds for running ODCs could be modified to provide that the ODCs consisting of ISO containers loaded on BFKX, BFKI or BKI wagons, could be run at unrestricted speed under the general instructions of the Board which could be regarded as approved special instructions for this purpose. In this case also a stipulation may be made for TXR examination to certify the

...contd./-

(Contd. from pre-page)

consignments of the locking devices at some stage. The draft of the instructions would be put up to the concerned directorates after Board's decision on the question, in principle.

ADCE(G)
17.1.84.

DCE

ADTC(M&S)

DTT

MT

ME

(106)

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

No.84/WDO/SD/1 New Delhi, dt. 17.1.84

17-1-84

The General Manager,
Engineering Branch,
Central Railway,
Bombay VT.

Sub: Bombay VT- proposed FOB at Kalyan end of Bombay VT station (Infringement)

.....

With reference to your letter No.W.739.P.DL.BB dated 5.12.83 through Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the infringement of item 7(ii) and 8(ii) of/B.G.Metric Schedule of Dimensions (1973), involved in the construction of foot over bridge to connect the platforms at the Northern end and in providing an exit leading to Dadabhai-Naoroji Road, shown on the reverse in Annexure 'A' extracted from Form-XI accompanying your letter referred to above.

/Chapter II,

DA:- Annexure 'A'

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

No.84/WDO/SD/1. New Delhi, Dated 17-1-84.

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.18-T(3)/83 dated 31.12.83.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020 with reference to his letter No. 1319 dated 5th December, 83.

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

DA:- Annexure 'A'.

P.T.O.

ANNEXURE 'A'

Sr. No.	LOCALITIES District or section.	Kilometrage	Name of structure which infringe	Prescribed Max. & Min. Dist. in mm Chapter & item	Max. & Min Dist. in mm.	Existing actual dimensions. in mm	Amount of infringement in mm
1.	BB. VT Station MSD end P/F No. 5	0.00 to 0.315 i.e. VT station.	Prpposed FOB Stair case	Chapter II item 7(ii)	Min. 5330mm.	3350 mm	1980 mm
2.	P/F. No. 6	-do-	-do-	-do-	-do-	3990 mm	1340 mm
3.	P/F. No. 7	-do-	-do-	-do-	-do-	-do-	-do-
4.	P/F. No. 8	-do-	-do-	-do-	-do-	4960 mm	370 mm
5.	P/F. No. 2	-do-	F. O. B. Staircase column	Chapter II item 8(ii)	Min. 4720 mm	2450 mm	2270 mm

(108)

10.01.1984

S.R. Ramakrishnan
General Manager(Works)

Bhilai Steel Plan

D.O.No.GM(W)/32/S
/84/35.
January 10, 1984

Dear Shri Jain,

You may kindly recall that some time in the beginning of last year, the problem of movements of wider and longer plates which are proposed to be produced in our newly commissioned Plate Mill was taken up by you and a committee was made with RDSO, S.E. Railway and Steel Plant representatives to go into the depth of the problem. Vide our D.O. No.Dy.GM(S)/PS/83/252 dt.23rd June '83, addressed to you we had nominated Shri.P.K. D our Chief Superintendent(T&D) to be a member of the committee.

Subsequently Shri Dhar had been to RDSO, Lucknow and had discussions with the authorites there. The exercise reveal that physically 3.2M. wide plate can be accommodated into a BFR of BXH wagons subject to the condition that the stanchions are removed and lashing arrangement is separately made. The datas worked out jointly by RDSO and our representative at Lucknow is at Annexure'A'.

It was decided at Lucknow that since the S.E. Railway was not involved in the discussion, one round of discussion with S.E. Railway may be worthwhile.

But recently, we have received a D.O. letter No.MW/CS/HSL/ (Vol.II) dated 12.12.83 from Director Standards(Wagon), RDSO fr which it is seen that RDSO has completely dissassociated itself from the above study and has suggested that the problem be sorted out between the S.E. Railway and the Steel Plant as an ODC movement.

However, from the basic data worked out with RDSO it was found that even though the wider plate can physically be loaded BFR wagon by removing stanchions, as per the Railway stipulation this becomes 'A' class ODC. Since the production of wider plat will be in the normal routine process, it may neither be logical not would it be physically practicable for the Steel Plant to get into the normal procedure of obtaining prior ODC sanction f each wagon to be despatched.

With the above in view, our representative Shri Dhar had m CFTS(Steel), SE Railway and discussed the problem with him also. SE Railway, however, feels that so far as the stipulation of OD is concerned, it is statutory as per Railway Act and any deviati from this(in our present case the width will be 3.200M against standard moving dimension of 2.997M) can be approved by the Railway Board only

...2/-

It is in this context that your intervention is felt necessary. The steel plant feels that while the production of 3.2M. wide and 15M length plate will be a regular routine process, taking prior permission for ODC movement.etc. will be a time consuming affair which may not be possible to be kept with the prevalant pace of production in our Plate Mill. As shown in the joint exercise made by RDSO and our plant, the plate can be physically loaded in the wagon and there will be no side over-hanging. The infringement with respect to the standard moving dimension is in the range of millimeters only for which the Railway Board may like to relax, the condition considering that a new product has emerged in the country, which needs to be moved through the length and width of the country.

In case further clarification is considered necessary, we may depute one of our representatives to meet you. Since the Mill has started production, an early solution to this will be greatly appreciated.

With regards,

Yours sincerely,

Sd/-

(S.R. Ramakrishnan)

Shri R.K. Jain, IRSE,
Director,
Railway Planning,
Railway Board,
Rail Bhavan,
New Delhi.

ANNEXURE 'A'

TYPE of wagons	Without bulkhead	With bulkhead	Width	Axle load	Pay load	Max. Size of sheet that can be accommodated: width	Max. Size of sheet that can be accommodated: length	No. of wagons on Indian Rlys on 31.12.82	Stanchions
BR	14748mm	-	-	-	-	3200**	14748	3107	Collapasible
	-	13716	2845	16T	43.5	3200**	13080		
						2845*	13710		
BRH	-	13716	2845	20T	56.9	3200**	13080	6271	"
						2845*	13710		
BRS	-	14748 (collapsible bulkhead)	3200	20T	56.18	3200**	14748	117	"
						2845			

*with stanchions
**without stanchions.

(211)

(111)

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

No. 83-TT/II/91/1 New Delhi, dated 10.1.1984.

The Chief Controller of Explosives,
Department of Explosives,
Government of India,
NAGPUR.

Sub: Safe distance of sidings for handling inflammable materials.

Certain proposals for constructing LPG Bottling Plants are being processed on the Railways. Movement of LPG to these plants will normally be in block rakes or part rake loads consisting of LPG tank wagons. The tank wagons will be decanted in separate sidings provided in the premises of the bottling plants.

The Southern Railway has a proposal for building an LPG siding at Karuppur near salem. It is understood from Southern Railway that the plan for the siding to serve the bottling plant at Karuppur has already been approved by you. The Chief Commissioner of Railway Safety, Southern Circle, Bnagalore, however, has not accorded his sanction to modifications in the main Railway yard to permit take off of the proposed LPG siding. The Chief Commissioner of Railway Safety, Southern Circle has suggested that the minimum safe distance between running lines and the LPG loading/unloading siding may be prespecified.

The Indian Railway Red Tarrif at present does not lay down the exact distance to be maintained between the running lines on which normally train services run and the loading/unloading siding for LPG. Rule 117.2 states that explosives shall be loaded and unloaded as far away as possible from station buildings, dwelling houses, public buildings or places where persons assemble.

It is requested that you may kindly specify the minimum safe distance as suggested by the Commissioner of Railway Safety, Southern Circle, Bangalore.

This may please be treated as urgent.

Yours faithfully,

Sd/-
(R.C. Sharma)
Joint Director, Traffic Comml.(G
Railway Board.

DA/Nil.

(112)

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

No. 83-TT/II/91/1 New Delhi, dated 10.1.1984.

The Chief Controller of Explosives,
Department of Explosives,
Government of India,
NAGPUR.

Sub: Safe distance of sidings for handling inflammable materials.

Certain proposals for constructing LPG Bottling Plants are being processed on the Railways. Movement of LPG to these plants will normally be in block rakes or part rake loads consisting of LPG tank wagons. The tank wagons will be decanted in separate sidings provided in the premises of the bottling plants.

The Southern Railway has a proposal for building an LPG siding at Karuppur near salem. It is understood from Southern Railway that the plan for the siding to serve the bottling plant at Karuppur has already been approved by you. The Chief Commissioner of Railway Safety, Southern Circle, Bnagalore, however, has not accorded his sanction to modifications in the main Railway yard to permit take off of the proposed LPG siding. The Chief Commissioner of Railway Safety, Southern Circle has suggested that the minimum safe distance between running lines and the LPG loading/unloading siding may be prespecified.

The Indian Railway Red Tarrif at present does not lay down the exact distance to be maintained between the running lines on which normally train services run and the loading/unloading siding for LPG. Rule 117.2 states that explosives shall be loaded and unloaded as far away as possible from station buildings, dwelling houses, public buildings or places where persons assemble.

It is requested that you may kindly specify the minimum safe distance as suggested by the Commissioner of Railway Safety, Southern Circle, Bangalore.

This may please be treated as urgent.

Yours faithfully,

Sd/-
(R.C. Sharma)
Joint Director, Traffic Comml.(
Railway Board.

DA/Nil.