GUARD

FILE

1984 Pt.III

(1)

COPY

CHIEF ENGINEER

NORTHERN RAILWAY, BARODA HOUSE
NEW DELHI-110001.

DO No.CE/Misc/84 Dated December 31, 1984

31.12.1984

Dear Shri Balachandran,

Sub: Modernisation of the Drawing Office.

. . .

Among the several projects to improve the working of the Civil Engineering Department, one which is making headway is the modernisation of the Drawing Office.

2. We have begun using clutch pencils with constant lead thickness of various grades, drafting machines, rapidograph pens, Lerroy Letter Devices for better lettering/lining. Drawings are now being produced to ISI standards. White prints of outstanding quality are being produced. A sample is enclosed for your kind perusal.

3. The objective given to the Drawing Office is: "Let us be proud of our drawings".

4. Micro filming of bridge record and rejuvenation of old drawings (On tracings) by reprographic technology is continuing. We now have a grip on the situation and can actually find a drawing quickly. Also, we are now able to produce a totally clear print of our oldest drawings. Further modernisation of the Drawing Office is being continued as per a master plan.

With regards,

Yours sincerely,

Sd/-

(S.M. Vaish)

Encl: One Drawing.

Shri K. Balachandran,
Member Engineering,
Railway Board,
New Delhi.

(2)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.84/RE/161/Misc. New Delhi, dt. 28th December'84

28-12-1984

NOTE

Reg: Headquarters of Railway Electrification Organisation

It is notified for information of all Directorates and Branches in Board's Office that Railway Electrification Headquarters' Office is functioning at Allahabad as decided by Board. In view of this all correspondence meant for the Railway Electrification Headquarters' Office should be addressed to Addl:General Manager, Railway Electrification, Allahabad.

(Satya Prakash)
Director, Railway Electrification

Copy to:

All Directors of Board's Office.
All Branches of Board's Office
Addl:General Manager, Railway Electrification, Allahabad.

(3)

GOVERNMENT OF INDIA (भारत सरकार)
MINISTRY OF RAILWAYS (रेल मंत्रालय)
(RAILWAY BOARD)

No.84/WDO/SD/18 New Delhi, dt. 26.12.84

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Condonation of infringement to BG Schedule of dimensions by the passenger platform shelter over main platform at Salempur Belthara Road stations in connection with gauge conversion of Bhatni-Varanasi section from metre gauge to Broad gauge.

With reference to your letter No.W/Con/520/3/W-1 Pt II, dt.30.10.84 sent through the Chief Commissioner of Railway Safety, Lucknow in connection with conversion of Bhatni-Varanasi section from MG to BG, the Railway Ministry sanction the infringements to platform shelters on main platform of Salempur and Belthara Road stations in respect of item 7(ii) & 7(iii) of Chapter II of BG Metric Schedule of Dimensions (1973) as shown in the statement on the reverse. This statement is based on Annexure I and Annexure II of Form XI and CE/Con's plan No.S/41/1084 and S/42/1084 accompanying your letter referred to above.

Belthara Road

19/12/84

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

No.84/WDO/SD/18 New Delhi, dt. 26.12.84

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his letter No.RS.18-T(6)/84 dt.22.11.84.

2. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.1538/3493/Pt III dt.16.11.84.

19/12/84

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

Location	Structure which infringes	Chapter & item of schedule	Prescribed Dimensions	Existing actual dimensions	Amount of infringement
Salempur Station	Passenger platform shelter on main platform. (CE/Con's Plan No. S/41/1084)	Chap.II of BG Schedule of dimensions. Item 7	Minimum horizontal distance from centre line of track. (ii) 5330mm at 305mm above platform level and 5330mm at 3430mm above rail level.	5330mm at 305mm above platform level & 5330mm at 3264mm above rail level decreasing uniformly to 4768mm above rail level.	Zero mm at 305mm above platform level & Zero mm at 3264mm above rail level increasing uniformly to 562mm at 3430mm above rail level.
			/ at 3430mm		
			(iii) 5330mm at 3430mm above rail level decreasing uniformly to 3810mm at 4115mm above rail level.	4768mm at 3430mm above rail level decreasing uniformly to 2650mm at 4115mm above rail level.	562mm at 3430mm above rail level increasing uniformly to 1160mm at 4115mm above rail level.

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(5)

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

No.84/WDO/SR/11 New Delhi, dt.26.12.84

The Director General(Civil),
RDSO,
Lucknow.

Sub: Design of 300t 24 axle BG special wagon for transpoet of 500 MW TG stators of M/s BHEL, Hardwar.

With reference to your letter No.CT/CS/SBFW/BHEL dt.8/15.10.84 sent through the Chief Commissioner of Railway Safety Lucknow, the Railway Ministry sanction the following infringements to BG Metric schedule of Dimensions(1973) involved in the design of the 300t 24-axle BG special wagon to RDSO drg.No.WD5-7811-S/52 Alt.2, as shown in Annexure-I accompanying your letter referred to above:

1. Infringement to item No.16 chapter IV A concerning the proposed 'Minimum distance apart of bogie centres for bogie vehicls' i.e. 30400mm instead of 32266.67mm working out as per schedule (2/3rd of length of body of vehicle).

2. Infringement to item No.17 chapter IV A concerning the proposed Max. distance apart of bogie centres for bogie vehicles of 3250mm wide i.e. 30400mm instead of 14785mm prescribed as per schedule.

3. Infringement to item No.20(b) chapter IV A concerning the proposed Max. length of underframe over headstocks for bogie vehicles of 3250mm wide i.e. 48400mm instead of 21030mm prescribed as per schedule.

4. Infringement to item No.21(b) chapter IVA concerning the proposed max. length over side buffers for bogie vehicles 3250mm wide i.e. 49670mm instead of 22300mm prescribed as per schedule.

5. Infringement to item No.22 chapter IV A concerning the proposed max. distance apart between any two adjacent axles i.e. 14000mm instead of 11890mm prescribed as per schedule.

6. Infringement to profile for max. moving dimensions of 1929 as shown in diagram No.1A and others concerning the proposed max. width i.e. 3250mm over all projections from 1825mm height above rail level to 2950mm height above rail level instead of 3200mm max. width over all projections from 1145mm height above rail level to 3505mm height above rail level prescribed as per schedule.

....2/-

(6)

As for incorporation of special instructions, if any as desired by the Chief Commissioner of Railway Safety, Lucknow, for the movement of wagon the same may be incorporated by RDSO in the speed certificate to be issued by them. Track loading density may also be kept in view while issueing the speed certificate.

(G.P. Garg) 24/12/84
Jt. Director Civil Engg(G)
Railway Board

No.84/WDO/SR/11 New Delhi, dt.26.12.84

Copy forwarded to the Chief Commissioner of Railway Safety, 16A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No.RS.18-T(7)/84 dt.10.12.84.

(G.P. Garg) 24/12/84.
for Secretary Railway Board.

(7)

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

No.82/WDO/SD/12

New Delhi, dt. 26.12.84

The General Managers,
All Indian Railways.

Sub: Indian Railways Schedule of dimensions- BG -Minimum distance centre to centre of track in station yards.

It has been represented to the Board that existing instructuons regarding minimum distance centre to centre of tracks to be provided in station yards in case of new construction, addition and alteration are not adequately known on the Railways. In this connection, Board would like to invite Railway's attention to Item I-R of Chapter II-R of Schedule II of Indian Railways Schedule of Dimensions-BG which together with correction slip No.11 issued under Board's letter No.82/WDO/SD/12 dt.18.6.82 reads as under:

CHAPTER II-R - STATION YARD

Spacing of tracks

IR.	Minimum distance centre to centre of tracks where it is likely that a water column, signal post, over-bridge standard etc. may be required between tracks	4725 mm (15 ft. 6 in.)

NOTE- (a) In large yards, this extra clearance should be allowed at every third track, if space permits.

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

(c) See Appendix for extra clearance required of curves.

P.T.O.

(8)

2. Though it would be clear that the minimum distance centre to centre of track in case of new additions, alterations/constructions where EMU and other 3660mm (12 ft 0 in.) stock is not required to run, is to be 4725mm(15'-6"). Where however, 3660mm(12 ft) stock is required to run, the minimum track centre between running lines shall be 4725mm(15 ft 6 in.) plus width of any structure like OHE post, signalling post/ that may be provided in between the tracks.

/etc.

Tirakash

(TIRATH PRAKASH)
Director Civil Engineering,
Railway Board.

No.82/WDC/SD/12 New Delhi, dt. .12.84

Copy forwarded to:

1. The General Manager, ICF, CLW, DLW, NF Rly(Const) and MTP(R) Calcutta.
2. The Director General, RDSO, Alambagh, Lucknow.
3. The CAO(R)/MTP(R) Bombay and Madras respectively.
4. The CAO(Const.), Bombay.
5. 25 copies to the Chief Commissioner of Railway Safety, Patiala House, 164, Ashok Marg, Lucknow with reference to his office Memorandum No.RS.T(8)/84 dt.25.7.84.
6. The Orincipal, Railway Staff College, Baroda.
7. The Principal, Indian Railway Institute of Advanced Track Technology, Pune.
8. The Principal, Indian Railway Institute of Signal and Telecommunication, Secunderabad.
9. NE(E) Branch, Room No.114, Rail Bhavan, New Delhi.
10. The Chief Engineer, (NE), Allahabad.

Tirakash

(TIRATH PRAKASH)
Director Civil Engineering,
Railway Board.

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(9)

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

No.84/WDO/SD/21 New Delhi, dt. 18.12.84

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Condonation of infringement to the BG Schedule of dimensionsby the columns and landing island platform No.1 of foot over bridges on East and West ends at Varanasi city.

With reference to your letter No.W/CON/520/3/W-1(Pt.II). dt.21.9.84 sent through the Chief Commissioner of Railway Safety, Lucknow in connection with the conversion of Bhatni-Varanasi section from M.G. to B.G., the Railway Ministry sanction the infringements to columns and landing on island platform No.1 of foot over bridges on East and West ends at Varanasi city in respect pf item 7(i), 7(ii) and 7(iii) of Chapter II of BG Metric schedule of Dimensions(1973) as shown in the statement on the reverse as a permanent measure. This statement is based on Form XI and CE/Con's plan No.B/71/0984 accompanying your letter referred to above.

(G.P. Garg) 13/12/84
Jt. Director Civil Engg(G),
Railway Board

No.84/WDO/SD/21 New Delhi, dt. .12.84

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 16A, Ashok Marg, Patiala House, Lucknow, with reference to his endorsement No.RS 18-T(6)/84 dt.19.10.84.

2. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur, with reference to his letter No.1339/3493/Pt.III dt.10.10.1984.

(G.P. Garg) 13/12/84
for Secretary Railway Board.

Statement

Location	Structre which infringes	Chapter & item of schedule	Prescribed dimensions	Actual dimensions	Amount of infringement
Varanasi city stn.	Footover bridges on East and West end of island passenger platform No.1.	Chapter II item 7(i), (ii) & (iii)	Minimum horizontal distance of any building on a passenger platform from centre line of track.		
		(i)	5180mm at platform level increasing uniformly to 5330mm at 305mm above platfem level.	4756mm at platform level to 305mm above platform level.	424mm at platform level increasing uniformly to 574mm at 305mm above platform level.
		(ii)	5330mm at 305mm above platform level and 5330mm at 3430mm above rail level.	4756mm at 305mm above platform level to 3430mm above rail level.	574mm from 305mm above platform to 3430mm above rail level.
		(iii)	5330mm at 3430mm above rail level decreasing uniformly to 3810mm at 4115mm above rail level.	4756mm at 3430mm above rail level decreasing uniformly to 3810mm to 4115mm above rail level.	574mm from 3430mm above rail level decreasing uniformly to zero at 3689mm above rail level.

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(11)

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

No.80/WDO/SD/10 New Delhi, dated. 18.12.84

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

Sub: Corrections to Schedule of Dimensions (BG), 1973 - Correction Slip No.12.

Ref: DG(TI)/RDSO's letter No.ETI/OHE/SD/BG dt.10.9.84.

The minimum height from rail level to the underside of live conductor wire in case of tunnels and bridges vide item 3(i) of Chapter V-A of Schedule of Dimensions has been specified as 4.80 metres on the basis of height of locomotive of 4.42 metres. This can be reduced to 4.65 metres where the locomotive or stock of height up to 4.27 metres only are permitted. Further when under special dispensation of the Chief Electrical Engineer, the long term electrical clearances are permitted to be reduced to 250 mm then the minimum height could be 4.58 metres. The amendment vide correction slip No. 12 is therefore in order.

As regards the case of Alumina wagons, it is conceded that this reduced height would pose a limitation if the wagon is to move under electric traction unless clearances of more than 4.58 metres are provided but it can be moved if the minimum contact height is 4.80 metres as specified under Item 3 of B.G. Schedule of Dimensions stated above. In this connection, your attention is invited to Note(a) under Item 3 Chapter V-A of Schedule of Dimensions together with the correction slip referred to above, which states as under:-

"Note:-(a)(i) In cases where it is proposed to allow only locomotives or stocks not higher than 4.27 m.(14 ft. 0 in) the minimum height of contact wire specified under item 3(i) may be reduced to 4.65 m.(15 ft. 3 in.). A board showing this restriction and specifying locomotives or stocks not permitted to ply normally on such sections should be exhibited at the entrance of the same."

"Note:-(a)(ii) In case reduced clearances as indicated in Note(ii) under Item 1 are adopted, the minimum height of contact wire as provided in Note(a)(i) above upto 4.65 m.(15 ft. 3 in.) may be further reduced to 4.58 m.(15 ft. 0 3/8 in.). The Board as indicated in item(a)(i) above should also indicate clearly the special reduced clearance having been adopted at the location."

...2/-

(12)

From the above it will be seen that the reduced clearance of 4.65 or 4.58 is to be provided only where it is proposed to allow only locomotive or stock not hegher than 4.27 metres. Where stock heigher than 4.27 metres is to be allowed, such a reduction is not permitted and the minimum contact wire height of 4.80 metres is to be maintained. Since the Alumina wagon is designed to move on S.E. Railway K-K line and Rayagada-Vizianagram section, they will be asked to check that minimum contact wire height of 4.80 metres has been maintained and if not the Railway should take suitable action in the matter.

As regards raising the minimum contact wire height further so as to permit unrestricted speed of 'C' class ODCs, the cost implications will have to be worked out and a general policy decision taken. At present/such proposal is under consideration. It may also be mentioned that all new tunnels & bridges on Electrified sections or sections to be electrified are required to be constructed as per item 13 of Chapter I andDiagram No.1 A(modified) which requires a vertical clearance of 5870 mm(19'-3") unless Board's specific dispensation is obtained. This would provide enough clearance for contact wire as far as new tunnels and bridges are concerned.

/no

13/12/84

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

No. 80/WDO/SD/10 New Delhi, dated -12-84

1. Copy to the General Manager(Electrical) South Eastern Railway, Calcutta with a copy of RDSO's letter No. ETI/OHE/SD/BG dated 10-9-84 and Board's letter No. 83/WDO/SR/16 dated 23-9-83 for information. They are requested to check up the routes on which Alumina tank wagons of M/s NALCO will move and to keep the above/and take suitable action under advice to this office. The receipt of this letter may also please be acknowledged.

/in mind

2. Copy for File No. 83/WDO/SR/16.

13/12/84

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

(13)

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

No.84/WDO/ORI/5 New Delhi, dt. 14.12.84

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

Sir,

Sub: Opening of the new BG single line between Bagbazar and Prinsepghat stations in Sealdah Division of Eastern Railway for public carriage passengers.

With reference to your endorsement No.RS.10-T(23)/84 dt.29.9.84, I am directed to confirm the action of CRS, Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.865/3600/I/84 dt.10.9.84.

Yours faithfully,

(G.P. Garg) 11/12/84
for Secretary Railway Board

DA:NIL

No.84/WDO/ORI/5 New Delhi, dt. 14.12.84

Copy forwarded for information to:

1. The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.865/3600/I/84 dt.10.9.84.

2. The General Manager, Eastern Railway, Calcutta with the request that the suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Ministry in an interleaved copy. It is further requested that the date of opening of the above section may please be intiamted/and when the same is commissioned to passenger traffic. One more copy of the Index plan and section of the above said line may please be sent to this office at an early date.

as

(G.P. Garg) 11/12/84
for Secretary, Railway Board

DA:NIL

12.12.1984

(14)

CIVIL DESIGN DIRECTORATE
(TRACK DESIGN WING)

Note No.CT/FSD

29/th Nov. 84
12.12.1984.

Sub: Review of standards

Ref: Note No. MW/SD dt. 14.5.84.

Following remarks are offered on the note titled "Review of standards - height of moving gauge" circulated vide note referred to above:

1. On page 7 line 6 from bottom where track loading density is specified, maximum axle load may also be specified to know if increased carrying capacity can be fully utilised for majority of commodities.

2. The fixed assets take considerable lead time and have to take a forward leap in any scheme. Increasing height of moving gauge to 4725 mm would perhaps be considered for all new lines, doublings etc. before contemplating increase in height of rolling stock.

The recommendation should therefore, aim at providing increased height for new constructions, so that discretion of future generation in designing new rolling stock with increased height is unfettered.

3. Para 2 on page 6 "Reference to the 1929 profile .... running at maximum speeds" may be deleted.

For clearance at the design stage condonation to infringement has to be sought from Railway Board through CCRS. It is implied that such cases will be few and adequate exercise will be done at all level to ensure safety. The same argument can not be advanced to a consignment which can take different position during run endangering the safety. The comparison is not therefore appropriate.

4. The first sentence of para 3 on page 6" since almost all ..... as an existing standard" is not correct. Violation of a standard does not imply that the existing standard is invalid.

5. Line 5 to line 9 on page 7 i.e. "Considerable money has..... and other civil structures to this end", does not depict the correct picture. Many of the structures had been constructed prior to this period and it can not be vouchsafed that 15'-6" high stock can be introduced on all routes without detailed examination. In fact x-class profile can be permitted only by Railway Board.

6. While in the case of bridges, girders can be changed at the time of regirdering, tunnels will have limitations and widening the profile of tunnels will practically be impossible. It would therefore be desirable to evolve a profile for future new works and examine its implications on selected routes on the extent of infringement and financial implications in removal of the infringement before advocating raise in the height of moving gauge.

Based on the above remarks necessary modifications may be made in the note under reference.

Sd/-
(N.GOPALAN)
DIRECTOR STANDARDS(CIVIL)

Dr. P.Moudgill,
JDRM (I/C)

(16)

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

No. 82/WDO/SD/23 New Delhi, dated 11-12-1984.

The Chief Project Manager,
Railway Electrification,
Chandrapura Complex,
Ranchi(Bihar)-834001.

Sub: Chandrapura Complex, R.E. introduction of Electric traction-
Horizontal Clearance to be adopted for fixed structure from centre line of track-condonation regarding.

Ref: Your letter No. CCRE/SG/215/DI/RG dated 16.10.84 and dated 17.11.84

In terms of your above quoted letters, you have approached the Board for location of the following structures (details shown in Form-XI accompanying your letter for S&T, Electric(OHE) and Civil structures separately) to grant relaxation for adopting the minimum clearances as shown below against each.

S.No.	Description	No.of structures	Dimension required as per item No. & chapter No.	Existing Min.setting distance as per Form-XI
1	2	3	4	5
1.	S&T	57	2360mm as per item 13(ii)c Chapter-I of BG Metric schedule of Dimensions (1973)	2210mm
2.	Electrical (OHE)	32	------do--------	2210mm
3. i)	Civil Engg.(Water columns)(item 1 to 9 of Form-XI)	9	------do--------	1995mm
ii)	Civil Engg(FOBs/ROBs) (item 10,11,12,13&17 of Form-XI)	5	------do--------	2213mm
iii)	Civil Engg(platform shelters)(item14,15&16 of Form-XI)	3	1600mm as per item No.11(iv) chapter-II of BG Metric Schedule of Dimensions (1973)	1380mm

...2/-

(17)

In view of the position explained by you in your above quoted letter, the Board have examined the matter and agree that the S&T, Electrical(OHE) and Civil Engg.structures at items 1,2,3 (i) and 3(ii) above may be located at distances as per details already given by you in Form-XI. The installation of OHE structures at item 2 is subject to the condition that power supply arrangements for such yard lines will be suitably sectionalised to ensure that there will be no repercussion on main line in case of any OHE mast getting knocked down. However, a speed restriction of 15 kmph should be imposed on the sections where the infringements due to water columns(item 3(i)) are in existence. As regards infringements due to platform shelters (item 3(iii) above), it is considered that these infringements should be removed by the Railway before the introdution of the electric traction.

As already advised in Board's letter No.82/WDO/SD/12 dt.18.6.82, a list of all the structures which are finally located at a setting distance of less than 2360mm any be submitted as an enclosure to the statement of infringements while obtaining CRS'S sanction for commissioning of the above mentioned works(through a formal condonation for provision of such setting distances would only be needed if and when a proposal to introduce 12'-0" wide stock is considered)

Please acknowlege the receipt of this letter.

11/12/82

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

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

(18)

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

No.84/WD0/SR/5 New Delhi, dt.15.11.84
20

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

Sub: Design of BCXCS wagon- Condonation of infringements.

With reference to your letter No.CT/DG/LW/BTH dt.14.5.84 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the following infringements to BG Metric Schedule of Dimensions(1973) involved in the design of BCXCS type of wagon to RDSO Drg.No.WD-82021/S-6(Alt.I), as shown in Annesure-I and sketch No.64628(Alt.2) accompanying your letter referred to above.

1. Infringement to item No.13(b) of chapter-IVA concerning proposed height of 1105mm for centres of buffers from Rail level in lieu of 1080 mm maximum height for unloaded vehicles with ACB couplers prescribed as per schedule.

2. Infringement to profile for maximum moving dimensions of 1929 as shown in diagram No.1A and others concerning proposed width of 3130mm over hand brake wheels from a height of 651mm to 1145mm above rail level under fully loaded and tyre worn out conditions as detailed in the cross section shown in Drg.No.SK 64628(Alt.2) in lieu of maximum width of 3050mm over projections from a height of 305mm to 1145mm above Rail Level.

15/11/84
(G.P. GARG)
Jt. Director Civil Engg.(G)
Railway Board

No.84/WD0/SR/5 New Delhi, dt. 15.11.84
20

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No.RS.18-T(7)/84 dt.3.8.84.

15/11/84
(G.P. GARG)
for Secretary Railway Board

(19)

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

No. 84/WDO/SD/12 New Delhi, dated 15-11-1984

The General Manager,
Southern Railway,
Headquarters office,
Works Construction Branch,
Madras Egmore/Madras-8

Sub: Doubling of Track between Shoranur and Alwaye-Chalakudi Station- Condonation of infringements to Schedule of Dimensions (Broad Gauge).

With reference to your letter No. W/262/XV/67/CN dated 24-4-84 and 8-8-84 sent through the Chief Commissioner of Railway Safety Lucknow, the Railway Minsstry sanction the infringements, as a permanent measure, to item 7(i) and 7(ii) of Chapter II of B.G. Metric Schedule of Dimensions (1973) involved in the construction of a FOB on the new high level island platform at Chalakudi, as shown in Annexure-I on the reverse. This Annexure-I is based on Form-XI and Drg. No. SK 36-84/1 accompanying your letter referred to above.

14/11/84

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

No. 84/WDO/SD/12 New Delhi, dated 15-11-1984.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16A Ashok Marg, Patiala House, Lucknow with reference to his endorsement No. RS.18 T(1)/84 dated 8-6-84 and 16-10-84.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No. 209 dated 30-4-84 and No. 1026 dated 10-8-84

14/11/84

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

Annexure-I

Station	Name of structure which infringes	Chapter & item of schedule	Prescribed Dimension	Acutal Dimension	Amount of infringement
Chalakudi km 62/13-14 on Shoranur-Cochin Harbour section.	Footover bridge on the island platform Hoirzontal distance from centre line of track				
	1. Platform level to 305mm above platform level.	Chapter II item 7(i)	5180 mm increasing uniformly to 5330mm	4285mm	895mm to 1045 mm
	2. From 305mm above platform level to 3430mm above rail level.	Chapter II item 7(ii)	5330mm	4285mm	1045mm

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(21)

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

No.80/WDO/ORI/6

New Delhi, dt. 15.11.84

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

Sir,

Sub: Opening of the Second line between Thuria (Km.774.20) and Vikramgarh Alot(Km.735.74) stations on Kota Division of Western Railway.

With reference to your endorsement No.RS.10-T(24)/84 dt.29.9.84, I am directed to confirm the action of CRS, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passenger as per his letter No.16-5/212/705 dt.18.9.84.

Yours faithfully,

(G.P. GARG) 14/11/84
for Secretary, Railway Board

DA:Nil

No.80/WDO/ORI/6

New Delhi, dt. 15.11.84

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Western Circle, Churchgate Stn. Bldg. Annexe, Bombay with reference to his letter No.16-5/212/705 dt.18.9.84.

2. The General Manager, Western Railway, Bombay with the request that the suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Ministry in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffoc.

(G.P. GARG) 14/11/84
for Secretary, Railway Board

DA:Nil

(22)

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

No.84/WDO/SR/6 New Delhi, dt.11.11.84

The General Manager,
Metro Railway,
Calcutta-700 071.

Sub: Metro Railway: Dum Dum- Belgachia underground section- use of Metro Rolling Stock (With BHEL electrics/WBS braking system) on UP track.

With reference to your application No.MRTS/EL-428/30/1 dt.9.11.1984, received through Chief Commissioner of Railway Safety, Lucknow, Ministry of Railways (Railway Board) sanction the running of 4-Coach BHEL rake consisting of two driving motor coaches and two trailer coaches fitted with BHEL electrics/WBS braking system, manufactured by ICF, on the Dum Dum-Belgachia section on "One train only" system on Up track at a maximum permissible speed of 50 kmph. This is subject to the following:-

(a) Strict monitoring of wear on wheels and rails being ensured through periodic checks and accurate documentation and also appropriate corrective action being taken in view of heavy biased wear observed on the wheels as well as rail due to the sluggish behaviour in rotation of the bogies of Metro motor coaches;

(b) The above periodic check being exercised in conformity with recommendation of the RDSO and permissible wear limits laid down in IRCA Rules Part IV in case of rolling stock, and IR Standards not being allowed to be exceeded under any circumstances;

(c) Strickt adherence to Maintenance Schedules already laid down and as may be introduced or modified from time to time;

(d) Wheels of the Metro Railway Coaches being subjected to examination for development of thermal cracks and/or flat spots at least every week and prompt corrective action being taken thereon;

(e) Observance of all other conditions recommended/stipulated in the RDSO's Speed Certificate No.MC/MRT dt.10th October, 1984, and other stipulations mentioned in your application;

(f) Observance of any other temporary or permanent speed restriction that may be in force or be imposed from time to time by the Metro Railway.

...2/-

(g) Warning Board which has been proposed to be fixed on the Metro Section at the terminal stations at a point 300 m in advance of 'Stop & Proceed Board' being placed at a distance to 400 metres in advance of the 'Stop & Proceed Board';

(h) Permanent speed restriction of 20 KMPH being imposed from about 500 m in rear of the buffer end(Belgachia end).

(i) Consideration of raising of the maximum permissible speed of these coaches having to pend examination and all the issues connected with the constrained bogie rotation and performance of the brake system with particular reference to the tendency to skidding; and

(j) All brake cylinders must be active in all conditions of service and there should be no ineffective brake cylinder when the rake is in service.

Ministry of Railways (Railway Board) also accept the RDSO's Mechanical Engineering Report No.MM3/AB/METRO dt.8.11.84 dealing with braking distance trial of the above coaches. Metro Railway should prepare and issue a detailed Drivers' Operating Manual for their guidance including the precautions to be taken, so that there is no skidding of wheels.

As the Safety certificate has not been received alongwith the application, the Metro Railway should send the same to the Board immediatley.

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

No.84/WDO/SR/6 New Delhi, dt.11.11.84

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow, with reference to his letter No.RS.17-T (2)/84 dt.10.11.84.

2. The Commissioner of Metro Railway Calcutta c/o Commissioner of of Railway Safety, Eastern Circle, 14 Strand Road, 12th floor Calcutta-700001, with reference to his letter No.1156/3601/Rolling Stock/84 dt. 9.11.84.

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

4. Officer on Special Duty(MTP),Room No. 529, Rail Bhavan New Delhi.

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

(29)

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

No. 83/WDO/RO/1/0 New Delhi, Dated 26-10-1984.

To

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

Sub:- C.R.S. Sanction

Ref:- Your letter No.33/W/2/453(W.Br.) dated 1st October, 84.

With reference to your above quoted letter seeking clarification whether Commissioner of Railway Safety's sanction is required or not for closing a bridge, the Board consider that for closing a bridge it is necessary to obtain Commissioner of Railway Safety's sanction, as apart from the structure it affects waterway.

The receipt of this letter may please be acknowledged.

(G.P.Garg) 15/10/84
Joint Director, Civil Engineering(G),
Railway Board.

DA:-One (P.E.C.)

No.83/WDO/RO/1/0. New Delhi, Dated 26-10-84

Copy forwarded for information and necessary action with the request to acknowledge of this letter :-

1. The General Manager (Engg.), All Indian Railways.
2. The Director General, R.D.S.O., Manak Nagar, Lucknow-5.
3. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow alongwith 25 spare copies with reference to his letter No.RS.25-T(8)/84 dated 25-7-84.

P.T.O.

4. The Deputy Chief Electrical Engineer, Railway Electrification, Allahabad (U.P.)

5. The Chief Project Manager, Railway Electrification, Vadodara/Nagpur/Ranchi/Mathura/Kota.

6. The Additional General Manager, Central Organisation for Railway Electrification, Jaika Automobile Building, Commercial Road, Civil Lines, Nagpur.

7. The Principal, Railway Staff College, Baroda.

8. The Principal, Indian Railway Institute of S&T, Secunderabad.

9. Shri. Rakesh Chopra, Dy. Chief Engineer, Bridge Design, Northern Railway, Headquarters Office, Baroda House, New Delhi - 110 001.

10. The General Manager, Southern Railway(Construction), Madras.

11. The General Manager, Northeast Frontier Railway (Construction), Maligain, Gauhati-11.

((G.P. Garg) 19/10/84
for Secretary, Railway Board.

DA:-One.

Copy of the letter No.33-W/2/453(W.Br.) dated 1.10.84 from Dy. Chief Engineer, Bridge Design, Northern Railway, Headquarters Office, Baroda House, New Delhi - 110 001.

Sub:- C.R.S. Sanction.

On this Railway for closing a bridge C.R.S. sanction is not being obtained. Only consent of concerned civil authority is obtained and proposal is finalised.

A doubt has arisen as to whether C.R.S. sanction is required in this respect.

It is requested that clarification as to whether C.R.S. sanction for closing a bridge is required or not may please be advised.

****

R.N./WDO-I/ 19.10.84.

(26)

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

No. 84/WDO/SR/6. New Delhi, Dated:23-10-1984.

The General Manager,
Metro Railway,
Calcutta - 700 071.

Sub : Metro Railway : Esplanade-Bhowanipur underground section - use of Metro Rolling Stock (BHEL).

With reference to your application No. MRTS/EL-428/30 dated 6-6-1984, received through Chief Commissioner of Railway Safety, Lucknow, Ministry of Railways (Railway Board) sanction the running of 4-Coach BHEL rakes consisting of a driving motor coach, a non-driving motor coach, a trailer coach and a second driving motor coach with BHEL and WSF equipment, manufactured by I.C.F., on the Esplanade-Bhowanipur Section on "One Train Only" system at a maximum permissible speed of 50 KMPH. This is subject to the following :-

(a) Strict monitoring of wear on wheels and rails being ensured through periodic checks and accurate documentation and also appropriate corrective action being taken in view of heavy biased wear observed on the wheels as well as rail due to the sluggish behaviour in rotation of the bogies of Metro motor coaches;

(b) The above periodic check being exercised in conformity with recommendation of the RDSO and permissible wear limits laid down in IRCA Rules Part IV in case of rolling stock, and IR Standards not being allowed to be exceeded under any circumstances;

(c) Strict adherence to Maintenance Schedules already laid down and as may be introduced or modified from time to time;

(d) Wheels of the Metro Railway coaches being subjected to examination for development of thermal cracks and/or flat spots at least every ~~fortnight~~ week and prompt corrective action being taken thereon;

(e) Observance of all other conditions recommended/stipulated in the RDSO's Speed Certificate No. MC/MRT dated 10th October, 1984, and other Certificates accompanying your application.

(contd.....p.2/-)

(f) Observance of any other temporary or permanent speed restriction that may be imposed from time to time by the Metro Railway;

(g) Warning Board which has been proposed to be fixed on the Metro Section at the terminal stations at a point 300 m in advance of 'Stop & Proceed Board' being placed at a distance of 400 metres in advance of the 'Stop & Proceed Board';

(h) Permanent speed restriction of 30 KMPH being imposed on straight for movement in either directions (Up and Down) at the location of 1 in 8½ turnouts in ballasted track which lies between Km. 9/268-367 and Km. 9/277-917 between Park Street and Esplanade; and

(i) Consideration of raising of the maximum permissible speed of these coaches having to pend examination and all the issues connected with the constrained bogie rotation and performance of the brake system with particular reference to the tendency to skidding.

Ministry of Railways (Railway Board) also accept the RDSO's Mechanical Engineering Report No. M-434 and RDSO's Report of October'84 dealing with braking distance trial of the above coaches. As suggested by RDSO, Metro Railway should prepare and issue a detailed Drivers' Operating Manual for their guidance including the precautions to be taken, so that there is no skidding of wheels.

23/10/84

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

No. 84/WDO/SR/6. New Delhi, dated: 23-10-1984.

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letters No. 774/3601/Rolling Stock/84 dated 18-8-1984 and 20-10-1984.

2. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow, with reference to his letters No. RS.10-T(18)/84 dated 12-9-1984 and -10-1984.

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

Officer on Special Duty (M.T.P.), Room No.529, Rail Bhawan, New Delhi.

23/10/84

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

(28)

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

.....

No.84/WDO/SR/9 New Delhi, the 23 -10-84.

The General Manager,
Metro Railway,
Metro Rail Bhavan,
33/1, Chowringhee Road,
Calcutta-700 071.

Sub: Metro Railway: Esplanade-Bhowanipur Underground Section - Use of Metro Rolling Stock(NGEF).

With reference to your application No.MRTS/EL-428/30(i) dated 21-10-84 received through Chief Commissioner of Railway Safety, Lucknow, Ministry of Railways(Railway Board) sanction the running of 4 coach Metro rakes consisting of a driving motor coach, a non-driving motor coach, a trailer coach and a second driving coach fitted with NGEF/AEG and KNORR-Bramse Equipment at a maximum speed of 50 kmph on Esplanade-Bhowanipur Section on 'One Train Only' System subject to the following:-

(i) Record being maintained of the wheel and rail wear conditions for which measurement of wheel and rail profiles have to be taken every fortnight and the same being accurately documented, and corrective action by way of wheel turning/wheel changing/bogie changing in order to ensure that permissible wear limits as laid down in IRCA Rules, Pt.IV in the case of rolling stock and the IR standard in respect of rails are not exceeded under any circumstances;

(ii) The wheels of coaches being subjected to examination for development of thermal cracks and/or flat spots at least every ~~fortnight~~ week, and prompt corrective action taken thereon;

(iii) Detailed Driver's Operating Manual being prepared and issued to Drivers for their guidance;

(iv) Permanent speed restriction of 30 kmph being imposed for straight movement in either directions(Up and Down) at the location of 1 in 8½ turnouts in ballasted track which lies between Km 9/268-367 and Km 9/277-917 between Park Street and Esplanade;

(v) Consideration of raising of the maximum permissible speed of these coaches having to pend examination of all the issues connected with the constrained bogie rotation, poor performance of brakes in respect of repeatibility and reliability, longer braking distances and tendency to skidding.

Contd....2/-

(vi) Compliance with the stipulations made in the [illegible] Safety Certificate dated 21-10-84 /and other certificates/ in respect of running of Metro Rolling Stock which are enclosed with the Metro Rly's application dated 21-10-84 in respect of the coaches with NGEF equipment.

(vii) Warning Board which has been proposed to be fixed on the Metro section at the terminal stations at a point 300 m in advance of 'Stop & Proceed Board' being placed at a distance of 400 metres in advance of the 'Stop & Proceed Board'; and

(viii) Reliability, retainability and repeatibility of the braking system being specifically ensured.

Board also accept the RDSO's Report of October/84 on "Braking System Trials" of the 4-Coach Metro Rail Unit fitted with NGEF/Knorr equipment on the Bhowanipur-Esplanade Section as well as the Mechanical Engineering Report No.M 435 dealing with Oscillation trials on Metro coaches with NGEF equipment.

(G.P. Garg) 23/10/84
Jt. Director Civil Engg.(G)
Railway Board.

No.84/WDO/SR/9 New Delhi, the 23 -10-84.

Copy forwarded for information to:-

(1) The Chief Commissioner of Railway Safety, Patiala House, 16-A, Ashok Marg, Lucknow-226001 with reference to his letter No.RS.10-2(18)/84 dated -10-84.

(2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road(12th floor), Calcutta-700 001 with reference to his letter No.1073/Rolling Stock/84 dated 21-10-84.

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

(4) The Officer on Special Duty(MTP), Room No.529, Rail Bhavan, New Delhi.

(G.P. Garg) 23/10/84
for Secretary, Railway Board.

(30)

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

No. 83/WDO/SR/12 New Delhi dt. 18-10-84

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

Sub:- Sanction for the running of BOX'N' goods train with air brakes, trailing load of 4500 tonnes hauled by double headed WDM/2 diesel electric locos modified for air brake operation on Bhopal-Bina-Katni Jn. double line Broad Gauge section.

.....

With reference to your letter No. W.444.M2.BR.IV dated 17.8.1984 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry hereby communicate their approval for deletion of stipulation (ii) appearing in Board's letter of even number dated 21.6.83 that at no stage a standard CBC should be fitted to BOX'N' stock. The letter reference appearing in last but one line of para I of this office letter of even number dated 21.6.83 may also be corrected to read as letter No. 1277 dt. 1.11.82 instead of letter No. 1277 dt. 1.9.82.

The receipt of this letter may please be acknowledged.

16/10/84

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

No. 83/WDO/SR/12 New Delhi dt. 18-10-84

Copy forwarded for information and necessary action to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House Lucknow with reference to his endorsement No. RS.17-T(i)/82 Vol. XII dt 15.9.84.

2. The Commissioner of Railway Safety Central Circle, Bombay with reference to his lettet No. 969 dt. 18.8.84.

3. The Director General (MotiveePower), R.D.S.O. Lucknow in continuation of Board's letter of even number dated 21.6.83.

16/10/84

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

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

(21)

No.84/WDO/SR/6

New Delhi dt. 16-10-84

The General Manager,
N.F. Railway,
Maligaon, Gauhati.

Sub:- Introduction of NDM-1 Diesel locomotive on New Jalpaiguri to Darjeeling(2'-0"NG) section of Northeast Frontier Railway.

.....

With reference to your letter No. W/340/3/W-7 dated 24/25-9-84 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the running of NDM-1 type of diesel loco not exceeding single unit on Northeast frontier Railway as under subject to a speed restriction of 8Kmph on Bridge No. 158,211,305 and 321.

	Sections.	Maximum speed in Kmph.
1.	New Jalpaiguri-Sukna	32
2.	Sukna-Darjeeling	18

The sanction is subject to the conditions:-

1) That before the new loco with 25mm infringement is allowed to run on the section, a profile of the actual moving dimension should be mounted on a dip lorry and run over the section to ensure that non of the existing structures infringe its movement. This has to be certified by the N.F. Railway Administration to CRS/CCRS under advice to this office.

ii) The existing clean ballast cushion of 50mm being increased to 100mm.

iii) Rail renewals being undertaken at the earliest and till such time this is effected USFD tests should be undertaken once a year.

iv) The observance of all permanent and temporary speed restriction now in force and that those may be imposed from time to time.

v) The observance of all other conditions/stipulations mentioned in Safety certificate No. 171 and all other certificates accompanying your letter referred to above.

The Railway Ministry also sanction the infringement to item No.11 Chapter IV(B) of N.G. Metric Schedule of Dimensions(1964) as stated in Form-XI annexed with your above quoted letter subject to the dip lorry test being carried out as stated in the condition stipulated at item-1 above.

16/10/84

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

(32)

New Delhi dt. 16-10-84

NO.84/WDO/SR/8

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House Lucknow with reference to his endorsement No. RS.17-T(4)/82 dated 11.10.84.

2. The Commissioner of Railway Safety, N.E. Circle Gorakhpur with reference to his letter No. 1252/153/16 dated 29.9.84.

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

(G.P. GARG) 16/10/84
for Secratary Railway Board.

(33)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.84/WDO/SR/3 New Delhi, dt. /0.10.84

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

Sub: Running of Single/Double headed WAG5B electric locomotive/locomotives on the entire BG electric system of S.E. Railway.

With reference to your letter No.G/LOCO/WAG5B dt.2.10.84 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the regular running of Single/Double headed WAG5B electric locomotive/locomotives fitted with dual brake system and modified bogies with thrust pad in axle boxes at a maximum speed of 75kmph on the entire Broad Gauge electrified system of South Eastern Railway subject to the observance of all permanent and temporary speed restrictions in force and those that may be imposed from time to time and maximum sectional speed not being exceeded. The sanction is further subject to the conditions/ stipulations mentioned in your joint safety certificate No. 304 and all other certificates accompanying your letter referred to above.

Railway Ministry also confirm the action of Commissioner of Railway Safety, South Eastern Circle in according his sanction for regular running of WAG5B electric locos on the entire B.G. electrified sections of your Railway in term of South Eastern Railway speed Certificate No. 304.

8/10/84

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

No.84/WDO/SR/3 New Delhi, dt. /0.10.84

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his letter No.RS.17-T(3)/ 82 dt.11.9.84.

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th floor, Calcutta-700 001 with reference to his letter No.882 dt.2.8.84.

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

8/10/84

(G.P. Garg)
for Secretary Railway Board

(34)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

New Delhi, dt. 5.10.84

No.84/WDO/SD/1

The General Manager,
Central Railway,
Head Quarters office,
(Engineering Branch)
Victoria Terminus,
Bombay.

Sub: Sanction for permanent infringement to minimum dimension on platform No.3 at Bhusawal station.

With reference to your letter No.W739.P.BSL/VIII of 30.7.84 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction the infringement to item No.7(ii) of Chapter II of BG Metric Schedule of Dimensions(1973) as a permanent measure involved in the two columns of existing FOB and the proposed staircase from the existing foot over bridge at Bombay end of Bhusaval station on platform No.3 as shown in Annexure-I on the reverse. Annexure-I is based on your Drg. No. DRM(W)BSL/6183-A and Form-XI accompanying your letter referred to above.

29/9/84

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

New Delhi, dt. 5.10.84

No.84/WDO/SD/1

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow, with reference to his letter No.RS.18-T(2)/84, dt.3.9.84.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bldg., Annexe, Maharshi Karve Road, Bombay 400 020 with reference to his letter No.972 dt.18.8.84.

29/9/84

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

(35)

ANNEXURE-I

S.No.	Location	Structure which infringes	Chapter & item of BG Schedule	Prescribed Dimension	Existing Actual Dimension	Amount of infrin-gement
1.	Bhusawal Division I.[illegible].P. BSL Sec. Bhusawal stn. Km.444.12 in Bhusawal yard P.F.NO. 3.	1. Two columns of existing FOB. 2. Proposed staircase.	Chapter II item No.7(ii)	5330 mm (min)	4080mm (min)	1250mm

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(36)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.82/WDO/ORI/1

New Delhi, dt.24.9.84

The Project Manager,
Railway Electrification,
Central Railway,
Post Box No.2,
Mathura-281002.

Sir,

Sub: Introduction of Electric Traction on Central Railway Mania(SP)-Jhansi Section including yard lines (from Km.1305/13&14 to 1123/1-2).

With reference to your letter No.RE/MTJ/W-247/Pt. IV dt.26.7.84 sent through the Chief Commissioner of Railway Safety, Lucknow, I am directed to communicate Railway Ministry's sanction to the Commissioning of 25 KV AC 50 cycles system for electric installations progressively in phases on Mania(SP)- Jhansi (including yard lines) section of Central Railway subject to the conditions laid down in your letter mentioned above and in other enclosures attached therewith. This will be further subject to the inspection and sanction of CRS, Central Circle, Bombay as per Rules for each individual section as and when completed and all Safety certificates etc. being furnished to him as per Rules and as mentioned in Railway Electrification, Mathura's application.

Yours faithfully,

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

DA:Nil

PTO.

(37)

No.82/WDO/ORI/1 New Delhi, dt.24.9.84

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow, with reference to his Endorsement No.RS.8-T(1)/83 dt.28.8.84.

2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.915 dt.6.8.84.

3. The General Manager, Central Railway, Bombay VT with the request that suitable action on CRS's recommendations and suggestions as may be referred by him in the report prior to the commissioning of electric traction on the above mentioned sections may please be taken and CRS informed accordingly under advice to the Railway Ministry in an interleaved copy. It is futher requested that the date of commissioning of the traction installations in the above sections may please be informed to this office.

24/9/84

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

(38)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.84/WDO/ODC/2

New Delhi, dt. 22.9.84

The General Manager,
Southern Railway,
Madras.

Sub: Speeding up movement of over dimensional consignments on electrified sections-25 KV AC system.

Ref: Your letter No.ETR/252/RE/2443 dt.20.6.84

With reference to your letter quoted above, Board do not agree to adoption of the reduced electrical clearances as a permanent measure till such time sufficient experience is gained on all the railways.

2. The Board therefore desire that you may please send your report based on the experience gained for adoption of these reduced electrical clearances advised to the Railways under Board's letter No.70/WDO/ODC/2 dt.15.12.71 (copy enclosed) on a permanent basis clearly bringing out the good points and bad points in the adoption of these clearances on a permanent basis. An early reply is requested. A copy of the report may also be sent to Director/RDSO Lucknow for information and necessary action.

The receipt of this letter may please be acknowleged.

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

(39)

No.84/WDO/ODC/2 New Delhi .9.84

1. The General Manager all Indian Railways(except Southern Railway) alongwith a copy of Board's letter No.70/WDO/ODC/2 dt.15.12.71. They are also requested to submit a report on the basis of their experience on adoption of these reduced clearances on a permanent basis. The receipt of this letter may please be acknowlegéd.

2. The Director General, RDSO Alambagh Lucknow with reference to his letter No.ETI/CHE/EC/AC dt.24.9.70 and in continuation of this office letter number 70/WDO/ODC/2 dt.15.12.71 (copy enclosed) A detailed study may be made for general relaxation of the clearances specially taking into account the effects of introduction of concrete sleepers in place of existing sleepers and recommendations furnished to Board early.

3. Electrical Branch (Room No.118) Railway Board, New Delhi.

4. RE(E) Branch (Room No.101) for their file No.68/RE(E)/240/6.

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

(40)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

New Delhi, dt. 15.12.1971

No.70/WDO/ODC/2.

To

The General Manager,
Eastern Railway,
Calcutta.

Sub: Speeding up movement of over-dimensional consignments on electrified sections.

Ref: Eastern Railway's letter No.EL/94/7, dt.8.7.1968.

The Board after careful consideration have decided that the standard clearances already stipulated and hitherto followed should continue to be adhered to. However they have decided that the following reduced clearances may be treated as provisional and only tried as an experimental measure.

	Minimum clearance
i) For movement of ODCs at unrestricted speed with power 'ON'.	250 mm
ii) For movement of ODCs at a restricted speed of 15 kmph with power 'ON' (ODCs would not be stopped under the critical locations).	200 mm
iii) Physical clearance between contact wire and the ODCs even when moved under power 'OFF' conditions to prevent physical entanglement.	100 mm

Details of such locations where the above reduced clearances are proposed to be adopted may be intimated to Board and RDSO for information, as and when contemplated.

Receipt of this letter may please be acknowledged.

sd/-
(R.L. Anand)
Dy. Director Civil Engg.
Railway Board.

DA:Nil

PTO

(41)

New Delhi ... .9..

No.70/WDO/ODC/2.

Copy forwarded for informatopn to:-

1) The General Manager, All Indian Railways except Eastern Rly, Calcutta.

2) The Director General, RDSO., Alambagh, Lucknow-5, reference to his letter No.ETI/OHE/EC/AC dt.24.9.70. A detailed study may be made for general relaxation of indtroduction of concrete sleepers in place of existing sleepers and recommendations furnished to Board early.

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

4. The Commissioner of Railway Safety/The Additional commissioner of Railway Safety, Western Circle, Bombay.

5. The Additional Commissioner of Railway Safety, Northern Circle, Lucknow.

6. The Additional Commissioner of Railway Safety, Southern Circle, Bangalore-9.

7. The Additional Commissioner of Railway Safety, Northeastern Circle, Calcutta.

8. The Additional Commissioner of Railway Safety, Southeastern Circle , Calcutta.

9. The General Manager, Railway Electrification, Allahabad.

10. Copy to Ielctrical Branch(Room No, 118), Rly. Board.
11. Copy to RE(E) Branch (room No.101) for their file No.68/RE(E)/240/6

sd/-
(R.L. Anand)
for Secretary Railway Board

DA:Nil

(42)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.83/WDO/SD/5 New Delhi, dt.10.9.84

The General Manager,
South Central Railway,
Office of the Chief Project Manager,
Railway Electrification,
Vijayawada-520 001.

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

With reference to your letter No.E.252/VGRE/5418/A dt.26-4/3-5.83 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the infringements to item 13(ii)(c) of Chapter I of BG Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work at 146 locations as mentioned in Form-XI accompanying your letter referred to above, with the condition that before introduction of any 3360mm (12'-0") wide EMU stock or any of the non-passenger lines being used for passenger services, the position of infringements would be reviewed for obtaining further necessary sanction.

(G.P. Garg) 9/10/84
Jt. Director Civil Engg(G)
Railway Board

No.83/WDO/SD/5 New Delhi, dt.10.9.84

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 dt.10.6.83. and 9.8.84.
2. The Commissioner of Railway Safety, Southern Circle, Bangaloire with reference to his letter No.311 dt.17.5.83 and 929 dt.27.7.84.
3. The Chief Project Manager, Railway Electrification, Vijayawada with reference to his letter No.E.252/VGRE/5418/8 dt.13.4.84.

(G.P. Garg) 9/10/84
for Secretary Railway Board.

R.N.Ram/WDO-I/5-9-84.

(43)

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

No. 84/WDO/SR/3. New Delhi, Dated 4-9-1984.

To

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

Sub:- Running of Single/Double headed WAG 5A/WAG 5C Electric locomotive/ locomotives on the entire Broad Gauge system of South Eastern Railway.

1. With reference to your letter No. G/Loco/WAG 5 dated 14.3.84 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the running of WAG 5A/C AC Electric locomotives having an axle load of 20.0 t fitted with dual brake system and 20.2 t fitted with vacuum brake system respectively for freight services at a maximum speed of 65 Kmph either in single or double headed operation on the B.G. electrified sections of South Eastern Railway except on the Waltair-Kirandul line subject to observance of the following restrictions:-

i) Their speed being restricted as under on curves sharper than 4°.

4° - 5°	60 Kmph
5° - 7°	50 Kmph
7° - 8°	40 Kmph

ii) The PWIs and AENs in-charge of the sections over which these locomotives run, keeping a watch on the behaviour of track on curves sharper than 4° and reporting their observations to the Chief Engineer periodically.

iii) All permanent and temporary speed restrictions in force and those that may be imposed from time to time.

iv) All other conditions/stipulations mentioned in your Joint Safety Certificate No.304 and in all other certificates accompanying your letter referred to above.

2. Based on experience of running these locomotives upto 65 Kmph, Railway may again approach for increase in speed upto 75 Kmph. If necessary oscillation tests on curves may be arranged through R.D.S.O.

DA:-Nil.

(G.P.Garg) 1/9/84
Joint Director, Civil Engineering(G),
Railway Board.

R.N./WDO-I/1.9.84.

(44)

No.84/WDO/SR/3 New Delhi, dt. 4.9.84

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Patiala House, 16-A, Ashok Marg, Lucknow with reference to his endorsement No.RS.17-T(3)/82 dt.31.7.84.

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th floor, Calcutta with reference to his letter No.657/248/B/sanction/P.1 dt.12/13-7-84.

3. The Director Standards(Motive Power), RDSO, Lucknow-226011(UP).

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

(45)

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

No. 70/WDO/ORI/RO/1. New Delhi, Dated 22.8.84

To

1. The General Managers,
All Indian Railways.

2. The Additional General Manager,
Central Organisation for
Railway Electrification,
Jaika Automobile Building,
Commercial Road, Civil Lines, Nagpur.

3. The Deputy Chief Electrical Engineer,
Railway Electrification,
Allahabad. (U.P.)

4. The Chief Project Manager,
Railway Electrification,
Vadodara/ Nagpur/ Ranchi/ Mathura/ Kota.

Subject:- Revision of Book "Rules for opening of a Railway" - Energisation of OHE as anti-theft measure.

*****

Enclosed please find herewith a copy of the Chief Commissioner of Railway Safety, Lucknow's letter No. RS.9-T(1)/80-Vol.II dated 16/20.6.84 for your information and guidance.

16/8/84

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

DA/one (P.T.O.)

R.N./WDO-I/16th August, 84.

(46)

No. RS.9-T(1)/80-Vol-II
GOVERNMENT OF INDIA
MINISTRY OF TOURISM & CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

....

Patiala House, 16-A,
Ashok Marg, Lucknow
Dated the June 16/20, 1984

To

The Commissioners of Railway Safety (all Circle).

Subject:- Revision of Book 'Rules for opening of a Railway' - Energisation of OHE as anti-theft measure.

The Commission has agreed for incorporation of the undermentioned para 15 in Chapter IX design and inspection of equipment for electric traction in the 'Rules for opening of a Railway' which is under revision in the Railway Board:-

"An application shall be submitted to the Commissioner of Railway Safety with all relevant documents and certificates mentioned in Sub para 2 of para 1508 of Manual on AC Traction, sufficiently in advance of the expected date of energisation, including energisation as anti-theft measure, for his sanction. Commissioner of Railway Safety after satisfying himself in a manner deemed fit by him shall issue approval for energisation of the installation".

The applications for energisation of OHE may be dealt with accordingly. Introduction of electric traction for commercial operation, however requires prior inspection as per existing procedure.

Sd/-
(S.C.Gupta)
Deputy Commissioner of Railway Safety(G)
for Chief Commissioner of Railway Safety.

Copy to:-

Secretary(Works), Ministry of Railways (Railway Board) Rail Bhavan, New Delhi. In reference to Director Civil Engineering letter No.84/WDO/ORI/1 dated 21-05-84.

Sd/-
(S.C.Gupta)
Deputy Commissioner of Railway Safety(
for Chief Commissioner of Railway Safety.

(47)

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

New Delhi, dt. 13.8.84.

No.84/WDO/SD/14

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

Sub: Railway Electrification- Group 52-
Madras-Jolarpettai section-condonation
of infringement.

With reference to your letter No.ETR252/RE/52/1022, dt.6.7.84 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction the infringement to note(c) item 10(iii) Chapter-I of BG Metric Schedule of Dimensions(1973) involved in the retention of ROB No.362 at Km.129/8-9 at Jolarpettai end of Katpadi as shown on the reverse in Annexure-I. Annexure-I is based on Form XI accompanying your letter referred to above.

The sanction is purely temporary and is valid till such time the ROB is raised/rebuilt.

9/8/84

(G.P. Garg)
Jt. Director Civil Engg.(G),
Railway Board.
New Delhi, dt,13.8.84

No.84/WDO/SD/14

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his letter No.RS8-T(4)/84 dt.20.7.84.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.808, dt.11.7.84.

3. Shri V.Janakiraman, Chief Electrical Engineer, Southern Railway Egmore, Madras-600 008, with reference to his letter No.ETR.252/RE/52/1022 dt.6.7.84 and 30.7.84.

9/8/84

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

R.K.Ram/WDO-I/9-8-84.

Annexure-I

S.No.	Location	Structure which infringes	Chapter & item	Prescribed Max.&Min. dimensions	existing Actual dimensions	Amount of infringement
1.	Katpadi yard - 129/8-9	Road over bridge	Chapter I Note 'c' item 10 (iii)	6250mm	5530 (Uploop)	720mm
					5380 (Up main)	870mm
					5350 (Dn main)	900mm
					5260 (Dn loop)	990mm

*****

(49)

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

No.84/WDO/ORI/3 New Delhi, dt. 7.8.84

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

Sir,

Sub: Opening of Electrification of the existing double line BG section between Kharagpur and Midnapore on the Kharagpur-Adra section of S.E. Railway.

With reference to your Endorsement No.RS.8-I(1)/84 dt.26.6.84, I am directed to confirm the action of Commissioner of Railway Safety, South Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers per his letter No.527/19/50 dt.18.6.84.

Yours faithfully,

(G.P. Garg) 31/7/84
for Secretary Railway Board

DA:Nil

No.84/WDO/ORI/3 New Delhi, dt. 7.8.84

Copy forwarded for information to:

1. The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.527/19/50 dt.18.6.84.

2. The General Manager, S.E. Railway Calcutta with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Ministry in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

(G.P. Garg) 31/7/84
for Secretary Railway Board

DA:Nil

R.K.Ram/WDO-I/31.7.84.

(50)

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

New Delhi, dated 7-8-1984.

No. 84/WDO/SR/3

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

Sub: Running of WAG-5A Locomotives in single units on Northern Railway.

Ref: Your letter No. 519-W/425(WT) dated 25.5.1984

Please refer this office letter of even number dated 20.7.1984 on the above noted subject. The words 'WAG-5B' and 'WAG-5C' appearing in the subject heading as well as in the third and fourth line of para-I of this letter may please be treated as deleted and the words 'in single units' added after locomotives since CRS has recommended the running of WAG-5A AC Electric locomotives only. The sanction communicated under Board's letter of even number dated 20.7.1984 should be treated applicable to WAG-5A type of locomotives only.

The receipt of this letter may please be acknowledged.

(G.P. GARG)
Jt. Director Civil Engg.(G),
Railway Board.
New Delhi, dated 7-8-1984.

DA:-Nil.

No. 84/WDO/SR/3

Copy forwarded for information and necessary action with the request to acknowledge receipt of this letter.

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow, with reference to endorsement No.RS.17-T(3)/82 dt.14.6.84.

2. The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow with reference to his letter No.42/1339/WAG-5A dt.5.6.84.

3. The Director Standards(Motive Power), R.D.S.O., Lucknow.

(G.P. GARG)
for Secretary Railway Board

DA:-Nil.

(51)

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

No.84/WDO/SR/3 New Delhi, dt. 4.8.84

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

Sub: Introduction of WAG-5 series AC electric locomotives in regular serviceson Howrah-Barddhaman (via main line/HB Chord), Barddhaman-Sitarampur(via main/slow line) and Sitarampur-Mughalsarai (via Grand Chord) sections.

With reference to your letter No.W.552/5/Vol.3 dt.13.6.84 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the introduction of WAG-5A/ B/C AC electric locomotives in regular serviceson the following sections at a maximum permissible speed shown against each subject to the observance of all permanent and temporary speed restrictions now in force and those that may be imposed from time to time. The sanction is further subject to the conditions/stipulations mentioned in Joint Safety Certificate No.17/84 and in all other certificates accompanying your letter referred to above.

S.No.	Section	Maximum permissible speed
1.	Howrah-Barddhaman(Via main line)	65 kmph
2.	Howrah-Barddhaman(via Chord)	65 kmph
3.	Barddhaman-Sitarampur(Via main line)	65 kmph
4.	Sitarampur-Mughalsarai(Via Grand Chord)	65 kmph
5.	Barddhaman-Khana(via 2nd Up & 2nd Dn lines)	65 kpmh
6.	Khana-Sitarampur(via 2nd Up & 2nd Dn line)	50 kmph

(G.P. Garg) 3/8/84
Jt. Director Civil Engg(G)
Railway Board

DA:Nil

No. 84/WDO/SR/3. New Delhi, Dated 4-8-84.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow, with reference to his Endorsement No.RS.17-T(3)/82 dated 16-7-84.

2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.414 dated 16-6-84.

3) The Director Stds.(Motive Power), R.D.S.O., Manak Nagar, Lucknw - 226 011 (U.P.)

(G.P.Garg) 3/8/84
for Secretary, Railway Board

(52)

GOVERNMENT OF INDIA (Bharat Sarkar)
MINISTRY OF RAILWAYS (Rail Mantralaya)
(RAILWAY BOARD)

No.84/WDO/ORI/1 New Delhi, dt. 1.8.84

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

Sir,

Sub: Electrification of Srikalahasti-Renigunta (Km.59.97 to Km.83.17) of Gudur-Tirupati BG section of Guntakal Division of South Central Railway.

.....

With reference to your Endorsement No.RS.8-T(2)/84 dt.26-6-84, forwarding Commissioner of Railway Safety, Southern Circle, Bangalore's letter No.558 dt.12.6.84, I am directed to confirm the action of CRS, Southern Circle, Bangalore in authorising the electrification of the above section for the public carriage of passengersas per his letter No.558 dt.12.6.84.

Yours faithfully,

(G.P. GARG) 31/7/84
for Secretary, Railway Board

DA:Nil

No.84/WDO/ORI/1 New Delhi, dt. 1.8.84

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.558 dt.12.6.84.
2. The General Manager, S.C. Railway, Secunderabad.
3. The Chief Project Manager, Railway Electrification, S.C. Railway, Vijayawada-520001.

It is further requested that the date of Electrification of the above section may please be advised to this office.

(G.P. GARG) 31/7/84
for Secretary Railway Board

DA:Nil

R.K.Ram/WDO-I/30-7-84.

(52)

DRAFT

C.K. Swaminathan,
Member(Traffic).

D.O.No.83/PL/3(1) New Delhi, the 31-7-84.

My dear Mitra,

*S.No.7

Please refer to your* D.O.No.MD-BSP/Opr/84/597 dated 23-3-84 regarding the movement of wider and longer plates to be produced by Bhilai Steel Plant.

General Manager/South Eastern Railway has been suitably advised** to look into the problem of movement of these plates. It is, therefore, requested that the problem may be discussed with General Manager/South Eastern Railway who will arrange necessary trial loading done to find out the ways and means of transporting these plates.

**S.No.2 of linked case No.84/MDO/ODC/1.

With _____

Yours sincerely,

(C.K. Swaminathan)

Shri N.K. Mitra,
Managing Director,
Steel Authority of India Ltd.,
Bhilai Steel Plant,
Bhilai-490 001 (M.P.)

(54)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.77/WDO/ACRS/IR/11 New Delhi, dt.28.7.84

The General Manager,
N.F. Railway, Maligaon,
Gauhati-11

Sub: Inspection Report for the year ending 31.3.77 for the following station-

1. Siliguri-Katihar
2. Katihar-Jogbani

Ref: Your office letter No.W/168/CRS/SGUJ-KIR/77/[illegible]-7 dt-19.4.84

Please refer para 2 of your office letter quoted above and expedite submission of remarks on the balance items of CRS's inspection report at an early date.

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

(55)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.E4/WDO/ED/14 New Delhi, dt. 27.7.84

The General Manager,
Railway Electrification,
S. Railway,
Madras.

Sub: Railway Electrification-Group 52
Madras-Jolarpettai section-
Condemnation of infringement.

Ref: Chief Electrical Engineer/RE's
letter No. [illegible].252/RE/52/1022
dt. 6.7.84.

While going through your above quoted letter for condemnation of vertical clearances at four locations under HOB No.362 at Km 129/8-9 at Jolarpettai end of Katpadi section it is observed that you have not furnished any drawing showing the section through the HOB which may indicate the type of OHE installation, height of live wire, catenary wire and the return conductor from rail level. The actual clearance available between the bottom of the HOB and the live wire has also not been indicated any where in the letter.

The Board therefore, desire that the necessary drawing incorporating the above particulars may please be furnished to study the feasibility of issuing the condemnation. It may also be confirmed that the OHE installations under the bridge do not infringe at any of the locations and that the proposed OHE arrangement under the bridge is of approved standard design.

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

(56)

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

No.84/WDO/SR/4 New Delhi dt., 26-7-84

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

Sub:- Running of M.G. Diesel Hydraulic YDM 1R Class locomotives on Secunderabad-Medchal and Secunderabad-Falakunuma-Umdanagar of Hyderabad Division.

With reference to your letter No. W.433/S/2/Vol.II dated 12.6.84 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the running of YDM 1R Class M.G. Diesel Hydraulic locomotives on the following sections at a maximum speed shown against each:-

S. NO.	Section	Max. Speed
1.	Medchal-Bolarum(Single Line)	60 Kmph
2.	Bolarum-Secunderabad(Double Line)	60 Kmph
3.	Secunderabad-Falakunuma(Double Line)	60 Kmph
4.	Falakunuma-Umdanagar(Single Line	60 Kmph

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and those that may be imposed from time to time. The sanction is further subject to the observance of conditions/stipulations mentioned in your Joint Safety Certificate No. E.64 M.G. and all other certificates accompanying your letter referred to above.

DA. Nil

(G.P. GARG) 24/7/84
Jt. Director Civil Engg.(G)
Railway Board.

No. 84/WDO/SR/4 New Delhi dt., 26-7-84

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety 16-A, Ashok Marg, Patiala House, Lucknow w.r.t. his endorsement No.RS.17-T (4)/82 dated 21.6.84

2. The Commissioner of Railway Safety, Southern Circle, Bangalore, w.r.t. his letter No. 564 dated 13.6.84.

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

DA:Nil

(G.P. GARG) 24/7/84
for Secretary Railway Board

(57)

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

No.82/WDO/ORI/2 New Delhi, dt.23.7.84

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

Sir,

Sub: Opening of Malhaur-Lucknow Junction (via Daliganj) of Lucknow division of North Eastern Railway after conversion from the existing Metre Gauge to Broad Gauge for Goods and passenger traffic.

With reference to your Endorsement No.RS.10-T(2)/84 dt.16.6.84, I am directed to confirm the action of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur in authorising the opening of the above section for the public carriage of passengers as per his letter No.411/1/B/Opening/P.T. dt.26.5.84.

Yours faithfully,

(G.P. Garg) 20/7/84
for Secretary Railway Board.

DA:Nil

No.82/WDO/ORI/2 New Delhi, dt.23.7.84

Copy forwarded for information to:

1. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.411/1/B/Opening/P.T. dt.26.5.84

2. The General Manager, North Eastern Railway, Gorakhpur with the request that the suitable action on CRS's recommendations and suggestions, referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Ministry in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. It connects your letter No.W/Con/520/1/ML-LJN/W-I dt.17.12.83

(G.P. Garg) 20/7/84
for Secretary Railway Board.

DA:Nil

(58)

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

No.84/WDO/SR/3 New Delhi dt. 20-7-84

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Running of WAG-5 Locomotives dead on Jalgoan-Udhna and Udhna-Vadodra sectionsof Western Rly.

With reference to your letter No. W.636/9/1/19 dated 21-5-1984 sent through the Chief Commissioner of Railway safety Lucknow, Railway Ministry sanction the running of WAG-5A/B/C locomotives dead (i.e. pantograph in locked down position) on Jalgaon-Udhna and Udhna-Surat-Vadodra sectionsof your Railway at a maximum speed of 65kmph subject to the observance of all permanent speed restrictions notified in appendix VII of the working Time Table and other temporary speed restrictions in force and those that may be imposed from time to time. The sanction is further subject to the all other conditions/ stipulations in your Joint Safety certificate No.12 of 1984 and all other certificates accompanying your letter referred to above.

The Railway Ministry also sanction the infringement to item No.12 of Chapter IV-C of B.G. Metric Schedule of Dimensions (1973) involved in the movement of WAG-5A/B/C locomotives as mentioned in Form-XI accompanying your letter referred to above.

DA: Nil

18/7/84
(G.P. GARG)
Jt. Director Civil Engg.(G)
Railway Board.

No. 84/WDO/SR/3 New Delhi dt. 20-7-84.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House Lucknow, with reference to his endorsement No. RS.17-T(3)/82 dated 16.6.84.

2. The Commissioner of Railway Safety Western Circle 2nd floor, Churchgate station Bldg. Annexe, Maharishi Karve Road, Bombay with reference to his letter No. 12-5/246/415 dated 24.5.84.

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

DA;Nil

(G.P. GARG) 18/7/84
for secretary Railway Board

(59)

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

No.84/WDO/SR/3 New Delhi, dt. 20.7.84

20.7.84

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

Sub: Running of WAG-5A/B/C locomotives on Northern Railway

With reference to your letter No.519-W/425(WT) dt.25.5.84 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the running of WAG-5A, WAG-5B and WAG-5C AC electric locomotives on the following sections of your Railway at a maximum speed shown against each section subject to the observance of all temporary and permanent speed restrictions already in force & that may be imposed from time to time. The sanction is further subject to the conditions/stipulations in your Joint Safety Certificate No.SLC/77/BG/84 and in all other certificate accompanying your letter reffered to above.

1.	Mughalsarai-Gaziabad	75 kmph
2.	Gaziabad-Delhi	75 kmph
3.	Delhi-New Delhi	40 kmph
4.	New Delhi-Sahibabad	75 kmph
5.	New Delhi-Tughlakabad	75 kmph
6.	Hazrat Nizamuddin-Sadar Bazar	75 kmph

The Railway Ministry also sanction the infringement to item No.12, 11(ii) and 11(iii) of Chapter-IV(C) of BG Metric Schedule of Dimensions (1973) as mentioned in Form-XI accompanying your letter referred to above. It has been brought to the notice of the Board by CRS that these locos are already running on Northern Railway since 15.4.84 without any sanction. This is highly irregular. Board desire that the Railway should take all necessary steps to avoid such situations and ensure that sanctions are obtained in time.

19/7/84

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

DA:Nil

PTO

(60)

No.84/WDO/SR/3 New Delhi dt. 20-7-84

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety 16-A, Ashok Marg, Patiala House Lucknow, with reference to his endorsement No. RS. 17-T(3)/82 dated 14.6.84.

2. The Commissioner of Railway Safety Northern Circle Charbagh, Railway Station, Lucknow with reference to his letter No. 42/1339/WAG-5A dated 5.6.84.

3. The Director standard(Motive Power) R.D.S.O., Lucknow.

DA: Nil

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

(61)

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

No.84/WDO/ORI/3 New Delhi, dt./2.7.84

The Chief Commissioner of Railway Safety,
164, Ashok Marg, Patiala House,
Lucknow 226001.

Sir,

Sub: Opening of the existing Santragachi-Balitikuri Section of the ACC Link and the newly constructed lines from Balitikuri to Domjur and the new Down Chord line between Bankranayabaj- Santragachi Electrified for 25 KV AC electrified for 25 KV AC Electric Traction for passenger Services.

With reference to your Endorsement No.RS.10-T(11)/84 dt.1.5.84, I am directed to confirm the action of Commissioner of Railway Safety, South Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.113/19/49 dt.13.4.84.

Yours faithfully,

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

DA:Nil

No.84/WDO/ORI/3 New Delhi, dt./2.7.84

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.113/19/49 dt.13.4.84.

2. The General Manag-er, South Eastern railway, Calcutta with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Ministry in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

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

11.7.84 (62)

At S.No.7 is a D.O. from the Managing Director, Bhilai Steel Plant to M.T. regarding transportation of wider and longer plates (3.2 M x 15 M) on BR/BRH/BRS wagons.

Though the width of the plates is within maximum moving dimensions, it will become an ODC if the usual lashing arrangement is provided before movement. The Bhilai Steel Plant has approached Railway Board for general relaxation of the infringement to the maximum moving dimensions as it would be a time-consuming affair to approach S.E. Railway every time for permitting the movement of these plates as ODC.

The procedure for movement of ODC has been laid down in Railway Board's letter No.81/EB-1/400/1 dated 11-3-82 (copy at S.No.8). According to these instructions, the zonal railways are competent to sanction movement of A and B Class ODCs and Railway Board does not come into picture.

On receipt of a reference from GM(Works), Bhilai Steel Plant (Copy at S.No.7/1), the case was considered in the Board's offfice on a linked file No.84/WDO/ODC/1 and after due consideration of the case GM/S.E. Railway has been addressed by D.T.T. vide his D.O. No.84/WDO/ODC/1 dated 4/6-7-84 to get in touch with the Plant, get the details of their problems and have a trial loading done to work out the ways and means of transporting these plates.

% F/A of linked case No.84/WDO/ODC/1.

As S.E. Railway has already been advised to contact Bhilai Steel Plant and look into their problem, MD/Bhilai Steel Plant may perhaps accordingly be advised.

A draft D.O. as from M.T. to MD/Bhilai Steel Plant, is put up for consideration.

JDCE(G)
11-7-84

D.C.E.

D.T.T.

D.R.P.

M.T.

(63)

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

No. 83/WDO/BS/1. New Delhi, Dated 10-7-1984.

To

The General Manager,
North Eastern Railway,
Gorakhpur.

Subject:- Relaxation for clearance above HFL for Bridge No.4 (5 x 12.2 m Girder) span at Km: 83/9-10 between Pipridih and Dullahpur Railway stations on Bhatni-Varanasi section.

Reference:- Your office letter No.W/Con/29/243/ W.I dated 10-5-1984.

With reference to your above quoted letter sent through the Chief Commissioner of Railway Safety, Lucknow Railway Ministry sanction for Bridge No.4 (5 x 12.2 m Girder) on Bhatni-Varanasi section the provision of clearance of 1050 mm above HFL to the bottom of the proposed Broad Gauge girders against the minimum clearance of 1525 mm required as per clause 9 of IRS Bridge Sub-Structure Code.

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

DA:-Nil.

No. 83/WDO/BS/1. New Delhi, Dated 10-7-1984.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow, with reference to his Endorsement No. RS.25-T(9)/84 dated 16th June,84.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur - 273 001 with reference to his letter No. 328/78/2/76/Pt.I dated 16.5.84.

3) Shri.Gauri Shankar, Chief Engineer (Construction), North Eastern Railway, Gorakhpur with reference to his D.O.No.W/Con/29/243/W.I dated 23-6-1984.

Shyam Kumar
(Shyam Kumar)
for Secretary, Railway Board.

DA:-Nil.

R.N./WDO-I/ 10-7-84.

(64)

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

No.83/WDO/SD/17 New Delhi, dt. 7/7/84

The General Manager(W),
N.F. Railway, Maligaon,
Gauhati-11.

Sub: Extension of loops at Lower Haflong Station on Lumding-Badarpur Hill section of North East Frontier Rly.

With reference to your letter No.W/340/o/PIV/W-7, dt.14.5.84 sent through the Chief Commissioner of Railway Safety, Lucknow, the Railway Ministry sanction the grade infringement to Note(a)(i) under item 2 of Chapter II of MG Metric Schedule of Dimensions (1963) involved in connection with the above mentioned work as shown in Annexure-I on the reverse. Annexure-I is based on Form XI and C.E.'s plan No.Y/6/82 accompanying your letter referred to above. The existence of slip siding at lower Haflong is however noted.

5/7/84

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

No.83/WDO/SD/17 New Delhi, dt. 7/7/84

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow, with reference to his letter No.RS. 19-T(2)/84, dt. 16.6.84.

2. The Commissioner of Railway Safety, N.E. Circle, Gorakhpur, with reference to his letter No.465/304/84 dt.5.6.84.

5/7/84

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

S.No.	Location Distt. or Location	Km.	Nature of structure which infringes	Prescribed Max. and Min. Dimensions Chapter & item No.	Max. & Min.	Existing actual dimensions Gr. from C.L. of stn. Bldg. to LMG end.	Amount of infringement	Particulars of sanction to infringements and remarks
1.	Lower Haflong	103.74	Station yard grade infringement	Chapter II item-2 Note a(i)	Level to 1in200	C.L. of S.B. to 115 m - Level 115.0 m to 282.0 m - F 1in418 282.0 m to 461.93 m - F 1 in 60	29m towards Lumding end	slip siding provided at Lumding end.

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(66)

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

No.84/WDO/SR/3. New Delhi, Dated 5-7-84.

To

The General Manager (Works),
Western Railway,
Churchgate,
Bombay - 400 020.

Subject:- Running of WAG. 5A/B/C AC Electric locomotives on Virar-Sabarmati and Anand-Godhra sections.

With reference to your letter No. W.636/9/1/19 dated 1-5-1984 sent through the Chief Commissioner of Railway Safety Lucknow, Railway Ministry sanction the running of WAG. 5A/B/C AC Electric locomotives having a maximum axle load of 19.8+2% on Virar-Sabarmati section (including Sabarmati BG yard and Ahmedabad-Asarwa yard) at a maximum speed of 75 Kmph and on Anand-Godhra section at a maximum speed of 65 Kmph subject to observance of all permanent speed restrictions notified in Appendix VII of the working time table and other temporary speed restrictions already in force and those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations mentioned in your Joint Safety Certificate No.10 of 1984 and in all other certificates accompanying your letter referred to above.

(G.P.GARG) 4/7/84
Joint Director, Civil Engineering(G),
Railway Board.

DA:-Nil.

No.84/WDO/SR/3. New Delhi, Dated 5-7-84.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his Endorsement No.RS.17-T(4)/82 dated 5-6-84.

2) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.12-5/246/389 dated 15.5.84.

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

(G.P.Garg) 4/7/84
for Secretary, Railway Board.

DA:-Nil.

R.N./WDO-I/4.7.84.