GUARD FILE 1988 Pt. III

(1)

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

No. 88 / CEDO / SR / 9. New Delhi, Dated 6 -4-1988.

To

The General Manager,
Central Railway,
Bombay V.T.

Sub:- Sanction for running of NDM/5 class of diesel hydraulic locomotives on Gwalior-Bhind and Gwalior-Sheopurkalan NG (610 mm) section of Jhansi Division of Central Railway.

With reference to your application No.W.681.Y.77. BR dated 7-1-88 sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the running of NDM/5 class of diesel hydraulic locomotives to RDSO's Drawing No.SK.MP-103 (Alt.4) manufactured at Chittaranjan Locomotives works having a maximum axle load of 5.5t on Gwalior-Bhind and Gwalior-Sheopurkalan NG Section of Jhansi Division of your railway at a maximum speed of 35 Kmph with short hood leading and 30 Kmph with long hood leading or sectional speed, whichever is lower subject to the observance of all permanent and temporary speed restrictions in force and/ or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate and all other Certificates accompanying your application referred to above. The Ministry of Railways also confirm the action of Commissioner of Railway Safety, Central Circle, Bombay in granting his provisional sanction under his letter No.C-11(90)/87-18 dated 11-1-88 to the running of NDM5 D.H.locos on Gwalior-Bhind and Gwalior-Sheopurkalan NG section in view of the urgency expressed by Central Railway.

It is however noted that the overall moving dimensions of NDM/5 diesel loco are within the maximum moving dimensions of 1922 permitted in 610 mm N.G.Gauge Metric Schedule of Dimensions (1964).

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board.

(2)

No.88 / CEDO / SR / 9. New Delhi, Dated 6-4-1988.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, N.E.Railway Office Compound, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(4)/82 dated 9th February, 1988.

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.C-11(90)/87-18 dated 11-1-88 and C-11(90)/87-40 dated 14-1-88.

3) The Director Standards (Motive Power), R.D.S.O. Lucknow - 226 011.

(Arimardan Singh)
for Secretary, Railway Board.

(3)

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

No. 88/CEDO/SD/4 New Delhi, dt. 31-5-88

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Condonation of infringement to the BG Schedule of Dimensions by the passenger platform shelter at Ram Nagar Station in Connection with gauge conversion of Moradabad - Ram Nagar section from Metre Gauge to Broad Gauge.

With reference to your letter No. W.Con/520/3/MB-RMR/W-1 dated 22-3-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringement to item 7(i) Chapter-II of BG Metric Schedule of Dimensions (1973), as a permanent measure, involved in the retention of platform shelter on the main platform at Ram - Nagar station in connection with the above mentioned work as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and CE/Construction's plan No. S/RMR/6/0388 accompanying your letter referred to above.

It is however noted from the plan that the projecting sheeting shown green at the top end of the shelter facing the yard will be removed.

(A.K. Mehrotra)
Executive Director Civil Engg.(B&S),
Railway Board.

No. 88/CEDO/SD/4 New Delhi, dt. 31-5-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 19-T(1)/86 dated 13-04-1988.

2. The Commissioner of Railway Safety, N.E. Circle, Gorakhpur with reference to his letter No. 1789/3493/Pt.III dated 25-03-1988.

(A.K. Mehrotra)
for Secretary, Railway Board.

ANNEXURE-I

GAUGE-1676 mm

Sl. No.	Division or Section	Name of structure which infringes	Prescribed Minimum & Maximum Dimensions		Existing Actual Dimensions	Amount of infringement.
			Chapter & Item.	Maximum & Minimum.		
1.	Ram Nagar station	Passenger platform shelter over main passenger platform	Chapter-II of BG Schedule of Dimension.	Minimum Horizontal distance of any building on a passenger platform from centre line of track.		
			Item-7 (i).	5180 mm at platform level increasing uniformly to 5330 mm at 305 mm above platform level.	5221 mm at platform level.	Zero mm at platform level.
				Accordingly		
				(a) 5221 at 84 mm above platform level.	(a) 5221 mm at 84 mm above platform level.	Zero mm at 84 mm above platform level.
				(b) 5308 at 260 mm above platform level.	(b) 5221 mm at 260 mm above platform level.	87 mm at 260 mm above platform level.

(3)

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

No. 88/CEDO/ORI/11 New Delhi, dt. 25-5-88.

The Chief Commissioner of Railway Safety,
N.E. Railway Office Compound,
Ashok Marg,
Lucknow.

Sir,

Sub: Doubling between Sakhun & Kishangarh stations on Phulera - Ajmer (MG) section of W. Railway.

With reference to your endorsement No. RS.10-T(5)/88 dated 2-5-88, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No. 16-5/255/H/162 dated 14-4-88.

Yours faithfully,

(Arimardan Singh)
for Secretary, Railway Board.

DA: Nil

No. 88/CEDO/ORI/11 New Delhi, dt. 25-5-88.

Copy forwarded for information to :-

1. The Commissioner of Railway Safety, Western Circle, Bombay, with reference to his letter No. 16-5/255/H/162 dated 14-4-88.
2. The General Manager, Western Railway, Bombay, with the request that the suitable action on Commissioner of Railway Safety's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advice to the Railway Board 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. One ferro copy each of the Index Plan and Section of the above mention may please be sent to this office.

(Arimardan Singh)
for Secretary, Railway Board.

(6)

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

* * *

No. 88/CEDO/SR/19 New Delhi, dt. 3/6-6-88.

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

Sub: Running of Self Propelled Ultrasonic Rail Testing (SPURT) Car on Northern Railway.

With reference to your application No. 519-W/503 dated 3-5-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Sanction of Ministry of Railways is hereby communicated to the running of self propelled ultrasonic rail testing (SPURT) car URT-100-1 supplied by M/s Matix Paris (France) and M/s Plasser, Austria, as per schematic diagram No. EDO/T-2132, having a maximum axle load of 13t on the following BG sections at a maximum speed shown against each section subject to the observance of all permanent and temporary speed restrictions inforce and/or that those may be imposed from time to time.

The sanction is further subject to the observance of all other conditions/stipulations made in joint safety certificate No. SCL/BG/18/88, RDSO's speed certificate and all other certificates accompanying your application referred to above. It is however noted that the results of oscillation trials are still awaited from RDSO.

Sl. No.	Name of section	Maximum permissible speed kmph	
		Trailing load	Testing.
1	2	3	4
1.	New Delhi - Sahibabad	55	30
2.	Sahibabad - Ghaziabad	45	25
3.	Ghaziabad - Mughalsarai	55	30
4.	New Delhi - Tughlakabad	55	30
5.	Pathankot - Jallandhar City	40	20
6.	Jallandhar City - Ludhiana	55	30
7.	Ludhiana - Saharanpur	55	30
8.	Saharanpur- Lucknow	45	25
9.	Lucknow - Mughalsarai (Via RBH)	50	25
10.	Lucknow - Kanpur	55	30
11.	Hazrat Nizamuddin - Dayabasti	45	25

P.T.O.

1	2	3	4
12.	Delhi - New Delhi	40	25
13.	Okhla - Lajpat Nagar	35	30
14.	Patel Nagar - Shakurbasti	50	25
15.	Moradabad - Ghaziabad	45	25
16.	Dayabasti - Delhi Kishanganj	55	30
17.	Delhi Kishanganj - New Delhi.	35	30

The sanction for the condonation of infringements to item 2(ii) and 18(1) Chapter-IV A of BG Metric Schedule of Dimensions (1973) involved in the running of the above self propelled ultrasonic rail testing (SPURT CAR) as detailed in Form-XI accompanying your letter referred to above has already been conveyed under Board's letter No. 87/CEDO/SR/24 dated 22/23-12-87.

(A.K. Mehrotra)
Executive Director Civil Engg. (B&S),
Railway Board.

No. 88/CEDO/SR/19 New Delhi, dt. 3/6-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(4)/82 dated 25-5-88.

2. The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow with reference to his letter No. 17/1339/Spurt Car URT dated 17-5-88.

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

(A.K. Mehrotra) 3/6/88
for Secretary, Railway Board.

(8)

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

No. 88/CEDO/ORI/12

New Delhi, dt. 6-6-88.

The Chief Commissioner of Railway Safety,
N.E. Railway Office Compound,
Ashok Marg,
Lucknow.

Sir,

Sub: Doubling of track between Hyderabad and Telapur - Diversion of main line from Km. 157/2-3 to 161/0-1 on Secunderabad - Wadi section of the Secunderabad (B.G.) division of South Central Railway.

With reference to your endorsement No. RS.10-T(6)/88 dated 2-5-88, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the above section for the public carriage of passengers as per his letter No. 6/SC/20 dated 12-4-88.

Yours faithfully,

(Arimardan Singh)
for Secretary, Railway Board.

DA/NIL

No.88/CEDO/ORI/12

New Delhi, dt. 6-6-88.

Copy forwarded for information to :-

1. The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371 with reference to his letter No. 6/SC/20 dt.12-4-88.
2. The General Manager, South Central Railway, Secunderabad with the request that the suitable action on Commissioner of Railway Safety's recommendations and suggestions referred to in the report prior to the opening of the above lime may please be taken and Commissioner of Railway Safety informed accordingly under advice to the Railway Board 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. One more ferro copy each of the Index Plan and Section of the above section may please be sent to this office.

(Arimardan Singh)
for Secretary, Railway Board.

DA/NIL

(9)

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

No. 87/CEDO/SR/20 New Delhi, dt. 21-6-88.

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

Sub: Running of 20.32t axle load bogie covered wagon type 'BCN'

With reference to your application No. 519 W/482 dated 3-8-87, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of BG bogie covered wagon type 'BCN' to RDSO's Drg. No. WD-84014-S-1 (Alt.5) fitted with modified Casnub 22W(M) bogies, non-transition centre buffer couplers and twin pipe graduated release air brake system, having a maximum axle load of 20.32t, on the following BG sections of your railway at a maximum permissible speed shown against each section in empty as well as in loaded condition subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of the conditions/stipulations made in your joint safety certificate No. SLC/BG/87, RDSO's speed certificate vide No. MW/BCN dated 26-5-87, Board's letter No. 83/M(N)/951/12 and all other certificates accompanying your application referred to above.

Sl. No.	Section	Maximum permissible speed in empty as well as in loaded conditions in kmph
1	2	3
1.	Ghaziabad - Mughalsarai	65
2.	Tundla - Chalesar	65
3.	Ghunar - Chopan	50
4.	Aligarh - Harduaganj	65
5.	New Delhi - Tughlakabad	65
6.	Delhi - Saharanpur	65
7.	Subzimandi - Ambala Cantt.	65
8.	Delhi Kishanganj - Bhatinda	65
9.	Saharanpur - Ludhiana	65
10.	Delhi - Subzimandi	35

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1	2	3
11.	New Delhi - Subzimandi (via Chord)	35
12.	New Delhi - Delhi Kishanganj	35
13.	Delhi - Delhi Kishanganj	35
14.	New Delhi - Sahibabad (GAL)	65
15.	Sirhing - Nangal Dam	50 speed restriction of 30 kmph between Sirhing Ropar sec.
16.	Lucknow - Saharanpur	65
17.	Laksar - Haridwar	65
18.	Moradabad - Ghaziabad	65
19.	Bareilly - Chandausi	65
20.	Mughalsarai - Utratia	65
21.	Utratia - Lucknow	65
22.	Varanasi - Lucknow	65
23.	Phaphamau - Janghai	65
24.	Allahabad - Phaphamau	65
25.	Lucknow - Kanpur	65
26.	Zafrabad - Sultanpur- Utratia	65
27.	Ludhiana - Amritsar	65
28.	Bhatinda - Ferozpur Cantt.	65
29.	Jallandhar - Pathankot	65
30.	Chandausi - Harduaganj	50

The 'BCN' wagon infringes item No. 13(b) Chapter-IV 'A' and the profile for maximum moving dimensions of 1929 as shown in diagram No. 14 and other of the BG Metric Schedule of Dimensions (1973). It is however noted from para VIII of RDSO's speed certificate that the infringements in the design of 'BCN' wagon are exactly same as in the case of 'BCXCS' wagon which have already been condoned under Board's letter No. 84/WDO/SR/5 dated 15/20-11-84.

(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

No. 87/CEDC/SR/20 New Delhi, dt. 21-6-88

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17.T(1)/82 Vol. VI dated 9-5-88.
2. The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow with reference to his letter No. 7/1339/BCN/ Wagon dated 26-4-88.
3. The Director General (W), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(11)

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

No. 88/CEDO/SR/18 New Delhi, dt. 21-6-88.

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

Sub: Design of 23165 mm long coach with 3250 mm width - Condonation of infringements.

With reference to your application No. CT/LG/BG dated 19-5-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the following infringements to the B.G. Metric Schedule of Dimensions (1973) involved in the design of 23165 mm long coach with 3250 mm width to RDSO Sketch No. 88008 (Alt.1) as detailed in Annexure-I accompanying your application referred to above.

Sr. No.	Clause No. of Chapter-IV 'A'	Description	Dimensions laid down in the Schedule (mm)	Dimensions as per drawings (mm)
1.	16	Minimum distance apart of bogie centres for bogie vehicles.	2/3rd of length of body of the vehicles (i.e 15443 mm for 23165 mm Long coach)	15241
2.	17	Maximum distance apart of bogie centres for bogie vehicles 3250 mm wide.	14785	15241
3.	19(b)	Maximum length of body of roof for bogie vehicles 3250 mm wide.	21340	231 65
4.	20(b)	Maximum length of under frame over head stocks for bogie vehicles 3250 mm wide.	21030	22855
5.	21(b)	Maximum length over side buffers for bogie vehicles 3250 mm wide.	22300	24125
6.	22	Maximum distance apart between any 2 adjacent axles.	11890	12345

(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

No. 88/CEDO/SR/18 New Delhi, dt. 21-6-88.

Copy forwarded to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow for information with reference to his endorsement No. RS. 18-T(7)/84 dated 26-5-88.

(Arimardan Singh)

(12)

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

No. 88 / CEDO / SR / 5. New Delhi, Dated 2-8-1988.

The General Manager (Works),
Northeast Frontier Railway,
Maligaon,
Guwahati.

Sub:- Movement of 'BOXN' wagon on Malda Town to New Guwahati B.G.Section of Northeast Frontier Railway.

With reference to your application No.W/341/0/3/Pt.IV/W-7 dated 12/11/87 sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the running of 'BOXN' wagons to RDSO's Drawing No.WD-X-8510-[illegible] having an axle load of 20.32 t at a maximum speed of 60 Kmph on Malda Town to New Guwahati BG Section of your Railway subject to the observance of all Permanent and Temporary Speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of conditions/stipulations laid down in your Joint Safety Certificate No.183 and all other certificates accompanying your letter referred to above.

The BOX 'N' wagon infringes item No.13(b) of Chapter IV-A and the maximum moving dimensions of 1939 as shown in Diagram No.1A and others of the BG Metric Schedule of Dimensions (1973). It is however noted from Para 2.3.2 of RDSO's Speed Certificate that these infringements have already been condoned under Board's letter No.80/WDO/SR/5 dated 20-4-80 (for 1950 mm body height).

(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

DA:-Nil.

No.88/CEDO/SR/5. New Delhi, Dated 2-8-1988.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, N.E.Railway Office Compound, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(1)/82 Vol.V dated 1/2/88.
2) The Commissioner of Railway Safety, Northeastern Circle, Gorakhpur with reference to his letter No.1126/257/11 dated 10-12-87.
3) The Director Standards (Wagon), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

DA/Nil.

(13)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
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No. 88/CEDO/SR/12 New Delhi, dt. 25-3-88.

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

Sub: 8-wheeler self propelled OHE inspection car, BG manufactured by M/s BEML/Mangalore Condonation of infringements.

With reference to your application No. CT/DDL/OHE/CAR dated 8-2-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the following infringements to B.G. Metric Schedule of Dimensions (1973) involved in the design of OHE inspection Car developed by M/s BEML/Bangalore as shown in Annexure - I and Drg. No. OHE Sk., No. 013 accompanying your letter referred to above.

Sr. No.	Description	Dimensions as per Schedule (mm)	Dimension as per drawings (mm)
(1)	(2)	(3)	(4)
	Maximum moving dimensions of 1929 shown in diagram No. 1A and others.	3050	
i)	Max. width over all projections from 305 mm above R.L. to 1145 mm above R.L.	3050	3050 mm width at 1040 mm above R.L. increasing gradually to 3114 mm at 1145 mm above R.L.
ii)	Max. width over all projections from 1145 mm above R.L. to 2505 mm above R.L.	3200	i) 3200 mm width at 1345 mm above R.L. increasing gradually to 3250 mm at 1610 mm above R.L. ii) 3300 mm width from a height of 1803 mm to 3278 mm above R.L. and 3250 mm from a height of 3278 mm to 3405 mm above R.L.

P.T.O.

(14)

1	2	3	4
iii)	Max. height above R.L. for a width of 305 mm either side of centre of unloaded vehicle.	4115	4260 mm for a width of 750 mm on either side from centre (Max height with lifting platform in lowered down condition .)

The sanction is subject to the condition that the speed restrictions as imposed in the case of Double Decker coaches vide this office letter No. 72/WDO/SR/31 dated 22-2-74 (Copy enclosed) shall also be followed in the case of OHE inspectio car.

(Arimardan Singh)
Joint Director Civil Engineeri
Railway Board.

No. 88/CEDO/SR/12 New Delhi, dt. 25-3-88.

Copy forwarded to the Chief Commissioner of Railway Safe Lucknow with reference to his endorsement No. RS. 19-T(2 dated 10-2-88.

(Arimardan Singh)
for Secretary, Railway Board.

(15)

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

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No. 87/CEDO/SR/20 New Delhi, dt. -3-88.

The General Manager (Engg.),
South Eastern Railway,
Calcutta - 700 043.

Sub: Regular running of BG Bogie Rail Wagons type 'BRN' on entire BG sections of S. E. Railway.

With reference to your application No. G/WAGON/BRN dated 11-1-88, sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the running of BG Bogie Rail Wagons type 'BRN' to RDSO's Drg. No. WD-84013-S-1 (Alt. 4) fitted with modified Casnub 22W(M) bogie, non-transition centre buffer couplers and twin pipe graduated release air brakes having a maximum axle load of 20.32t when loaded (5.841 t when empty) on the entire BG section of your Railway at a maximum speed of 65 kmph or the sectional speed whichever is less subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to the conditions/stipulations made in your Joint Safety Certificates No. 2/88 and all other certificates accompanying your application referred to above.

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It is however noted from para-I of RDSO's speed certificate that the 'BRN' wagon has the same overall dimensions and leading particulars as in the case of 'BRH' wagon (coded as BRHT, BRHC etc.) which are already running on line.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No. 87/CEDO/SR/20 New Delhi, dt. -3-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 17-T(1)/82 Vol. VI dated 10-2-88.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th Floor, Calcutta w.r.t. his 929/257 dt. 14-1-88.
3. The Director Standards (Wagon), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

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

No. 88/CEDO/SR/4 New Delhi, dt. -3-88.

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

Sub: Railway Board's condonation to the infringements of the B.G. open Bogie Coal Hopper wagon in empty conditions as per RDSO's Drg. No. WD-81085-S-01 (Alt. 1).

With reference to your application No. G/WAGON/Misc/Pt. V dated 9-12-87, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements to item No. 13(b), 18(i), 26(b) and 32(b) of Chapter-IV 'A' of the B.G. Metric Schedule of Dimensions (1973) involved in the movement of B.G. open bogie coal hopper wagon in empty condition as per RDSO's Drg. No. WD. 81085-S-01 (Alt. 1) as detailed in Form - XI accompanying your application referred to above.

It is noted that the necessary sanction for single movement of the above wagons ex. Burnpur to Korba has already been issued by HODs of your railway.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No. 88/CEDO/SR/4 New Delhi, dt. -3-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 18-T(16)/82 dated 1-2-88.

2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th Floor, Calcutta with reference to his letter No. 877 dated 10-12-87.

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

(Arimardan Singh)
for Secretary, Railway Board.

(17)

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

No. 88/CEDO/ORI/9 New Delhi, dt. 18-3-88.

To

The Chief Commissioner of Railway Safety,
N.E. Railway Office Compound,
Ashok Marg,
Lucknow.

Sir,

Sub: Commissioning of 25 kV 50 cycles single phase AC Electric Traction for public carriage of passengers on Dornakal(Exc.)-Kazipet(incl.) section of Secunderabad(BG) division of South Central Railway.

With reference to your Endorsement No. RS.8-T(2)/84 dated 25-2-88, I am directed to communicate Railway Ministry's sanction to the commissioning of 25 kV single phase A.C. Electric Traction on Dornakal (Exc.) - Kazipet (incl.) section of Secunderabad (BG) division of South Central Railway.

Yours faithfully,

(Arimardan Singh)
for Secretary, Railway Board.

No. 88/CEDO/ORI/9 New Delhi, dt. 18-3-88.

Copy forwarded for information to :-

1. The Commissioner of Railway Safety, S.C. Circle, Secunderabad w.r.t. his letter No. 10/SC/3 dated 3-2-88.

2. The General Manager, South Central Railway, Secunderabad, with the request that suitable action on CRS's recommendations and suggestions referred to in the report may please be taken and CRS informed accordingly under advice to the Railway Ministry in an interleaved copy. It is further requested that the date of commissioning of Electric Traction may also be intimated as and when the same is commissioned to passenger traffic.

(Arimardan Singh)
for Secretary, Railway Board.

KUMAR/C.E.D.O.

(18)

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

No. 88/CEDO/SR/6 New Delhi, dt. 21-9-88.

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

Sub: Running of Bogie liquified petroleum gas tank wagon 'BTPGL' to RDSO's drawing No. WD-85029-S-02 (Alt.2) on various B.G. Sections.

With reference to your application No. W.439/4/19 dated 10-7-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of B.G. bogie lequified petroleum gas tank wagon type 'BTPGL', fitted with two axle 'UIC' type fabricated bogie, to RDSO's drawing No. WD-85029-S-02 (Alt. 2) having a maximum axle load of 20.32t on the following B.G. sections of your railway at a maximum speed noted against each section :-

S.No.	Sections	Maximum speed in KMPH.
1.	Madras Central - Bangalore City	65
2.	Basin Bridge - Gudur	65
3.	Arakkonam - Renigunta(including Melapkkam by pass)	65
4.	Jolarpettai - Mangalore	65
5.	Shoranur - Cochin Harbour Terminus (inclucing short link)	65
6.	Erode - Tiruchchirappalli	60
7.	Irugur - Coimbatore North	65
8.	Podanur - Mattupalaiyam	60
9.	Ernakulam - Trivandrum Central	60
10.	Palghat - Palghat Town	55
11.	Vesarpadi - Washermanpet	65
12.	Washermanpet - Royapuram	35
13.	Royapuram - Madras Beach	25
14.	Basin Bridge - Washermanpet	65
15.	Washermanpet - Korukkupet	55
16.	Veysarpadi - Korukkupet	55
17.	Trivandrum Central - Nagercoil	60
18.	Nagercoil - Kanniyakumari	50
19.	Bangarapet - Marikuppam	35
20.	Baiyappanahalli - Vimanapura	20
21.	Walajah Road - Ranipettai	15
22.	Salem - Salem Market	30
23.	Salem - Metur Dam	30
24.	Shoranur - Nilambur Road	40
25.	Nagercoil - Tirunelveli	40
26.	Baiyappanahalli - Dharmavaram	65

(19)

The Ministry of Railways also confirm the action of CRS, Southern Circle, Bangalore in according his provisional sanction for the running of these wagons upto 31-12-88 in view of the urgency expressed by the railway. The sanction is subject to the following conditions :-

1. Observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time.
2. Observance of all conditions/stipulations made in railway's joint Safety Certificate No.468 BG dated 8-7-88 and all other certificate accompanying the railway's application.
3. The railway ensuring that no stock which is over due schedule mantenance prescribed by railway Board in their letter No. 83/M(N)/951/85 dated 2-6-86 is permitted to run over the system.
4. The railway issuing a set of safety precautions for guidance of people dealing with these wagons.

The infringement to Clause 13(b) of Chapter-IV 'A' involved in the above wagon and the profile ofmaximum moving dimensions of 1929 as shown in Diagram 1A and other of the B.G. Metric Schedule of Dimensions as detailed in Form - XI accompanying your letter referred to above has however already been condoned under Board's letter No. 87/WDO/SR/2 dated 24-2-87.

(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

No. 88/CRDO/SR/6 New Delhi, dt. 21-9-88.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 17-T(1)/82 Vol.VI dated 22-8-88.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhi Nagar, Bangalore 560 009 with reference to his letter No. 822 dated 18th Aug. 1988.
3. The Director Standard (Wagon), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(20)

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

No. 88/CEDO/SR/19. New Delhi, Dated 2-9-1988.

To

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

Subject:- Introduction of Self Propelled Ultrasonic Rail Testing (SPURT) car on i) Howrah-Barddaman (via. Main Line & Chord Line ii) Barddaman-Sitarampur (Main line) iii) Sitarampur-Mughalsarai (via.Main line and Chord line).

With reference to your application No.W.552/13 dated 14.7.88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of the Ministry of Railways is hereby communicated to the running of Self Propelled Ultrasonic Rail Testing (SPURT) Car URT-100-1 supplied by M/s.Matix Paris (France) and M/s.Plasser, Austria as per Schematic Diagram No.EDO/T-2132, having maximum axle load of 13t, on Howrah-Barddaman (Main Line and Chord Line) Barddaman-Sitarampur (Main Line) and Sitarampur-Mughalsarai (Main Line and Grand Chord) sections at a maximum permissible speed of 50 Kmph when attached with a suitable train or when running on its own power with testing carriage lifted and locked, and at a maximum speed of 30 Kmph in testing mode with testing carriage lowered to the track subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your joint safety certificate No. 37/88, RDSO's speed certificate and all other certificates referred to above.

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The sanction for the condonation of infringements to item 2(ii) and 18(i) of Chapter-IV 'A' of B.G.Metric Schedule of Dimensions (1973) involved in the running of the above Self Propelled Ultrasonic Rail Testing (SPURT) Car as detailed in Form-XI accompanying your letter referred to above has already been conveyed under Board's letter No.87/WDO/SR/24 dated 22/23-12-87.

(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

No. 88/CEDO/SR/19. New Delhi, Dated 2-9-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.17-T(4)/82 dated 1-8-88.
2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.307/3626/88 dated 15-7-88.
3) The Director Standards(Track), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(21)

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

No. 88/CEDO/SR/19. New Delhi, Dated 2-9-1988.

To

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

Subject:- Introduction of Self Propelled Ultrasonic Rail Testing (SPURT) car on i) Howrah-Barddaman (via. Main Line & Chord Line ii) Barddhaman-Sitarampur (Main line) iii) Sitarampur-Mughalsarai (via.Main line and Chord line).

With reference to your application No.W.552/13 dated 14.7.88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of the Ministry of Railways is hereby communicated to the running of Self Propelled Ultrasonic Rail Testing (SPURT) Car URT-100-1 supplied by M/s.Matix Paris (France) and M/s.Plasser, Austria as per Schematic Diagram No.EDO/T-2132, having maximum axle load of 13t, on Howrah-Barddhaman (Main Line and Chord Line), Barddhaman-Sitarampur (Main Line) and Sitarampur-Mughalsarai (Main Line and Grand Chord) sections at a maximum permissible speed of 50 Kmph when attached with a suitable train or when running on its own power with testing carriage lifted and locked, and at a maximum speed of 30 Kmph in testing mode with testing carriage lowered to the track subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your joint safety certificate No. 37/88, RDSO's speed certificate and all other certificates referred to above.

Accompanying your letter

The sanction for the condonation of infringements to item 2(ii) and 18(i) of Chapter-IV 'A' of B.G.Metric Schedule of Dimensions (1973) involved in the running of the above Self Propelled Ultrasonic Rail Testing (SPURT) Car as detailed in Form-XI accompanying your letter referred to above has already been conveyed under Board's letter No.87/WDO/SR/24 dated 22/23-12-87.

(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

No. 88/CEDO/SR/19. New Delhi, Dated 2-9-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.17-T(4)/82 dated 1-8-88.
2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001, with reference to his letter No.307/3626/88 dated 15-7-88.
3) The Director Standards(Track), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(22)

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

No.88/CEDO/SR/25. New Delhi, Dated 11-11-88.

To

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

Sub:- Running of 10 t M.G.Diesel Crane on Northern Railway.

With reference to your application No.519.W/508 dated 7-9-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of 10 t M.G. diesel crane manufactured at Izatnagar workshop of North Eastern Railway to RDSO's Drawing No.SK.CR-757 fitted with two 4-wheeler bogies with single stage helical spring suspension having a maximum axle load of 10.42 t in running order with jib resting on match truck for the crane and 4.10 t for match truck, on the following M.G.Sections of your Railway at a maximum speed shown against each:-

S.No.	Sections	Maximum Permissible Speed (in Kmph.)	
		On its own power.	As a trailing load.
1.	Delhi - Bikaner	5	40
2.	Bathinda -Fazilka	5	35
3.	Garhi Harsaru - Farrukh Nagar	5	30
4.	Hissar - Sadulpur	5	35
5.	SardarShahr - Ratangarh	5	35
6.	Hanumangarh - Sadulpur	5	35
7.	Rewari - Bathinda	5	40
8.	Suratgarh - Hanumangarh	5	35
9.	Lalgarh - Kolayat	5	30
10.	Phulera - Degana	5	35
11.	Degana - Jodhpur	5	45
12.	Jodhpur - Marwar Jn.	5	35
13.	Luni Jn. - Munabao	5	35
14.	Merta Road - Surpura	5	45
15.	Bikaner - Surpura	5	45
16.	Degana - Ratangarh	5	45

P.T.O.

17.	Samdari - Raniwara	5	40
18.	Raniwara - Bhildi	5	35
19.	Rai-Ka-Bagh Palace - Pokran	5	35
20.	Pokran - Jaisalmer	5	35
21.	Makrana - Parbatsar City	5	30
22.	Merta Road - Merta City	5	30
23.	Balotra - Pachpadra Salt Depot	5	35
24.	Pipar Road - Bilara	5	30
25.	Tilwara - Tilwara Fair	5	15
26.	Bhagat Ki Kothi - Fedusar	5	30
27.	Fedusar - Fedusar Quarry siding	5	15

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other restrictions/stipulations made in your Joint Safety Certificate No.SLC/MG/27/88, RDSO Speed Certficate and all other certficates accompanying your application referred to above.

It is however noted from Form-XI attached to the application that there is no infringement involved in the running of 10 t M.G.diesel crane.

(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

No. 88/CEDO/SR/25. New Delhi, Dated 11-11-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.17-M(5)/82 dated 28.9.88
2) The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow with reference to his letter No.52/1339/Diesel Crane (MG) dated 22.9.88
3) The Director Standard (Motive Power), R.D.S.O., Lucknow.

(Arimardan Singh)
For Secretary Railway Board

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

(24)

No. 87/WDO/SR/14. New Delhi, Dated 20 -12-1988.

To

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

Sub:- Running of empty underframe Bogie Phosphoric Acid Tank Wagon on Northern Railway.

With reference to your application No.519.W/480 dated 27-4-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringement to item 13(b) of Chapter-IV(A) of the B.G.Metric Schedule of Dimensions (1973) involved in the movement of above underframes of Phosphoric Acid Tank wagons to RDSO's Drawing No.WD-84064/S-22 (Alt.Nil) detailed in Form-XI accompanying your application referred to above.

The sanction for single movement of the above underframes shall however be issued by your Railway interms of Para 2.6.1 of Policy Circular No.6 issued under Board's letter No. 73/WDO/SR/9/0 dated 8-6-80.

(Arimardan Singh)
Director Civil Engineering(G),
Railway Board.

No.87/WDO/SR/14. New Delhi, Dated 2 0 -12-1988.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(1)/82-Vol.VI(11) dated 25-5-88.

2) The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station Building, Lucknow with reference to his letter No.18/1339/ Phosphoric Acid Tank Wagon dated 20-5-88.

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

(Arimardan Singh)
For Secretary Railway Board.

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

(25)

No. 88/CEDO/SD/12. New Delhi, Dated 19-12-1988.

To

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

Sub:- Phulera-Kishangarh Doubling - Doubling of Sakhun-Kishangarh section - Condonation of infringement at Mandawariya. (P.B.item No.9 for 1988-89).

With reference to your letter No.I/401/3/ADI dated 10/12.5.88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringement caused by existing cabin on Up Passenger platform at Phulera end of Mandawariya station to item 7 (ii) of Chapter-II of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No. CE(CN) West-ADI/3919/F-MN DV and CE(CN) ADI/3901/F-FL-KSG accompanying your letter referred to above.

It is however noted that Chhajas of window on track side will be dismantled and no passengers are booked from Mandawariya Station.

(Arimardan Singh)
Director Civil Engineering(G),
Railway Board.

No.88/CEDO/SD/12. New Delhi, Dated 19-12-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001 with reference to his Endorsement No. RS.18-T(8)/84 dated 6-6-88.

2) The Commissioner of Railway Safety, Western Circle, Bombay-400 020 with reference to his letter No.221/296 dated 24/27-5-88.

(Arimardan Singh)
For Secretary, Railway Board.

(26)

ANNEXURE-I

Sr.No.	Location	Name of structure which infringes	Chapter & item	Prescribed dimensions	Existing actual dimensions	Amount of infringement.
1	2	3	4	5	6	7
1.	Mandawariya station	Existing cabin on Up passenger platform	Chapter-II item 7(ii)			
			From P.F. Level to 305 mm.	i) 4850 mm increasing uniformly to 5000 mm.	(a) 4220mm from ℄ to cabin	630mm at P.F. level increasing to 780mm at 305mm height
					(b) 3670mm from Chhaja at a height of 2500mm from P.F. level.	
					Another Chhajja at a height of 3460mm at a height of 2050mm from P.F.level.	
				ii) From 305mm to 2970 mm	5000 -do-	(a) 780m (b) 13.30m for upper and 1540 for lower Chhajja

5000

(27)

ANNEXURE-I

S.No.	Location	Name of structure which infringes.	Chapter & item	prescribed dimensions.	Existing actual dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Mandawariya station yard on Phulera-Kishangarh Section of Jaipur Division at KM:260.37.	Existing cabin on Up Passenger Platform at Phulera end of Mandawariya Stn.	Chapter-II item 7(ii) i) From platform level to 305 mm above platform level.	i) 4850 mm increasing uniformly to 5000 mm.	(a) 4220 mm from centre line of Up Main line to cabin	(a) 630 mm at platform level increasing to 780 mm at 305 mm height for the track side face of the existing cabin.
			ii) From 305 mm above P.F.L level to 2970 mm above R.L.	5000 mm	(a) 4220 mm from centre line of Up Main line to cabin.	(a) 780 mm.
					b) 3670 mm from centre line to chhaja at height of 2500 mm	(b) 1330 mm for upper and 1540 for lower chhaja 2500 mm from P.F.Level.
			iii) From 2970 mm to 3200 mm above R.L.	5000 mm decreasing uniformly to 4550 mm	-do-	780 mm at 2970 mm above P.F.Level reducing to 330 mm at a heigh of 3200 mm

2	3	4	5	6	7
			iii) From 2970mm to 3200 mm	5000 mm -do- a decresing uniformly to 4550mm	780mm at 2970 mm above P.F. level reducing to 330mm at a height of 3200 mm