GUARD FILE 1986 Pt. I

(1)

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

No. 86/WDO/SR/17 New Delhi, dated 24.12.86

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

Sub:- Introduction of regular running of 140t B.G. Diesel Hydraulic B.D. Crane manufactured by M/S Gottwald GmbH West Germany.

.....

With reference to your application No. W.552/15/Vol-2 dated 30.10.1986, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways(Railway Board) sanction introduction of regular running of 140t B.G. Diesel Hydraulic B.D. Crane manufactured byM/S Gottwald GmbH West Germany to RDSO Sketch No. 1WDH 140 CR(Alt.5) fitted with two six wheeled bogies with a single stage helical spring suspension arrangement and the jib resting on a match truck, having a maximum axle load of 20.0t on the following sections of your Railway at a maximum speed mentioned against each section subject to observance of speed restrictions on bridges shown in the Joint Safety Certificate, and all permanent as well as temporaryspeed restrictions in force and/or those that may be imposed from time to time. The sanction is furthur subject to observance of all other conditions/stipulations made in your application, Joint Safety Certificate No. 30/86 and all other Certificates accompanying your letter referred to above.

S.No.	Sections	Maximum speed of 140t B.G. Diesel Hydraulic B.D. Crane attached to train	During operation at site when travelling on its own power with or without load as indicated in stetch 1WDH 140 CR(Alt.5) and wheel loads as per Sketches LD/SK 612-613
1.	Howrah-Barddhaman(ViaML/Chord)	55Kmph.	5kmph.
2.	Barddhaman-Sitarampur(Via ML)	55 "	
3.	Sitarampur-Mughalsarai(ViaML&GC)	55 "	
4.	Khana-Kiul(Via SBC Loop)	55 "	
5.	Gomoh- Sonnagar (Via Barkakana)	30 "	
6.	Garwa Road- Chopan	30 "	
7.	Jamampur-Tildanga(Via Barharwa)	55 "	
8.	Tildanga-Chamagram	30 "	
9.	Rampurdumra-Barauni	50 "	
10.	Khana-Barharwa	55 "	
11.	Kiul-Gaya	25 "	

Cont/-

The Railway Ministry also sanction the infringement to item 18(i) of Chapter -IV(A) of B.G. Metric Schedule of Dimensions(1973) as detailed in Form -XI accompanying your application referred to above.

(Arjmardan Singh)
Jt.Director, Civil Engg(G).
Railway Board

No.86/WDO/SR/17 New Delhi, dt.24-12-86.

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(5)/82 dated 2.12.86.

2. The Commissioner of Railway Safety, Eastern Circle Calcutta, with reference to his endorsement No.874/3613/86 dated 6.11.1986.

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

(Arjmardan Singh)
for Secretary, Railway Board.

Issue slip 17/12/86

(24)

S.No 86

(3)

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

No. 82/WDO/SR/9/0

New Delhi, dt. /)-12.86.

The General Managers,
All Indian Railways.

S.No 47

Sub: Procedure for certification of maximum permisible speed for rolling stock.

In continuation of this office letter of even number dated 8.7.80 and 11.3.81, the Ministry of Railways under their letter No.82/WDO/SR/6 dt.14.11.86 (copy enclosed) have authorised Director Standards(civil)RDSO to issue provisional speed certificate of track machines treating them equivelent to Goods Stock.

Accordingly policy circular No.6 issued under the office letter of even No.dt.8.7.80 may be corrected as detailed below:-

1. Please add a note at the end of para 2.1.2 and 2.1.3 of policy circular No.6 regarding prodedure for certification of maximum permisible speed for rolling stock circulated to the Railways under this office letter of even No.dt.8.7.80 as under:

"Note - The track machinesshall be treated equivalent to goods stock"

2. A separate para 2.1.5 may be added as under :-

"The provisional speed for track machinesshall be determined and certified by Director Standards(Civil)"

(ARIMARDAN SINGH)
For Secretary, Railway Board.

No.73/WDO/SR/9/0

New Delhi, dt/)-12.86.

Copy forwarded for information to :-

1. The General Manager, I.CIF., C.L.W., D.L.W., S.Rly.(const.), N.F.Rly.(const.), MTP(R), Calcutta.
2. The Director General, RDSO, Lucknow-5.
3. The CAO(R), MTP(R), Bombay and Madras, CAO(const.), Bombay.
4. The Chief Commissioner of Railway Safety, N.E.Rly. Office Compound, Ashok Marg, Lucknow, with reference to his letter No. RS.28-T(4)/76 dated 15.2.80.

P.T.O.

(25)

(4)

5. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharishi Karve Road, Bombay-W.T.

6. The Commissioner of Railway Safety, Eastern Circle, 14- Strand Road, 12th Floor, Multistoreyed Building of Eastern Railway, Calcutta.

7. The Commissioner of Railway Safety, Northern Circle, 16-A, Ashok Marg, Patiala House, Lucknow.

8. The Commissioner of Railway Safety, North Eastern Circle, North Eastern Rly. Hd. Qr. Building, Gorakhpur.

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

10. The Commissioner of Railway Safety, South Eastern Circle, 14-Strand Road, 12th Floor, Multistoreyed Building of Eastern Railway, Calcutta-1.

11. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Govt. Of India Offices, Maharshi Karve Road, Bombay-20.

12. The Principal, Indian Railway Institute of Advance Track Technolgy, Poona.

13. The Principal, Railway Staff College, Baroda.

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

(ARIMARDAN SINGH)
For Secretary, Railway Board.

DA/as above.

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

No. 82/WDO/SR/6 New Delhi, dt.14.11.86.

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

Ref: RDSO letter No.CT/TMM/SCC/dt.22/24.9.86.

Sub: Working of the automatic on-track ballast tamper 08 series-Duomatic Model No.08-32 and Unomatic Model No. 08-16.

Board approve of your proposal of authorising Director Standards (Civil), RDSO to issue provisional Speed Certificate of track machines treating them as equivalent to goods stock.

However, as most of the Broad Gauge track machines have a speed potential of 80 to 100 kmph, Board desire that speedy action should be taken for conducting necessary trials to issue final speed Certificate so as to get full advantage of the speed potential of these machines .

Sd/-
(J.S.Mundrey)
Executive Director, Civil Engg,
Railway Board.

(6)

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

No.86/WDO/ORI/16

New Delhi, dt. 12-12.86.

The Chief Commissioner of Railway Safety,
N.E.Railway office Compound,
Ashok Marg, [illegible] House,
LUCKNOW -226001

Sir,

Sub: Opening of the Quadruple lines between Villivakkam and Avadi on the Madras-Arakkonam Broad Guage section South West Main line of Southern Railway including Electrification works.

With reference to your endorsement No.RS 10-T(11)/86 dated 6.11.86. I am directed to confirm the action of CRS, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.1206 dated 7.10.86.

Yours faithfully,

(ARJMARDAN SINGH)
For Secy, Railway Board.

DA/NIL.

No.86/WDO/ORI/16

New Delhi, 12- 12.86.

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.1206 dated 7.10.86.

2. The General Manager, Southern Railway, Madras 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 advise 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.

(ARJMARDAN SINGH)
For Secy., Railway Board.

DA/NIL.

(7)

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

No. 81/WDO/SR/7 New Delhi, dated 9.12.1986.

The General Manager,
Northern Railway,
New Delhi.

The General Manager,
Southern Railway,
Madras.

Sub: Running of WDS-6 class diesel shunting locomotives on your Railway

Ref: your Letter Nos.

1. Northern Railways letter No. 519W/296 dt.13.3.81.
2. Southern Railway's letter No. W438/1 dt.26.8.81

.....

Vide this office letter of even No. dated 1.2.83 partial modification to Board's letter of even No. dated 3/4.9.81 and 6/7.11.81 was conveyed to Northern and Southern Railways, to restrict the maximum speed of WDS-6 diesel locomotives (fitted with speedometers) intended for main line duties to 55kmph for passenger service or goods baulage.

The sanction dated 1.2.83. is furthur modified and these Railways, are authorised to run WDS6 locomotives for hauling Goods trains upto a speed of 65kmph subject to the condition that the locos utilised for main line operation should be fitted with speedometer in terms of CCRS's letter No. RS.17-T(4)/82 dated 22.9.86(Copy enclosed).

With regard to raising the speed of passenger trains hauled by WDS.6 locomotives (Fitted with speedometer) from 55kmph to 65kmph, based on the experience gained with the running of WDS.6 locos hauling goods trains at speed upto 65kmph for a period of one year, it appears that it may not be possible to gain experience with regard to the riding qualities of these locomotives at speed upto 65kmph with goods loads. The Railway Should therefore monitor the riding qualities of WDS.6 locomotives with a portable accelerometer placed in the locomotive hauling passenger trains at speed upto 55kmph as permitted at present. This monitoring should be carried out at monthly intervals for a period of 3 months. The result of the monitored runs duly analysed as per guide lines laid by RDSO may be submitted by the railways to CRS for obtaining sanction for increasing the speed of passenger trains hauled by WDS6 locomotives from 55 to 65 kmph in two stages.

(ARIMARDAN SINGH)
Jt. Director Civil Engg.(G)
Railway Board.

(8)

No.81/WDO/SR/7 New Delhi, dt. 4.12.86.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, N.E. Railway office Compound, Ashok Marg, Lucknow with reference to his letter No.RS.17-T(4)/82 dated 22.9.86.

2. The Commissioner of Railway Safety Northern Circle, Charbagh, Railway Station Building Lucknow.

3. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his D.O.No.Nil dt.7.6.86.

4. The General Manager all Indian Railways except Northern and Southern Railways.

5. The Director General(Motive Power) RDSO Lucknow.

(ARIMARDAN SINGH)
For Secretary Railway Board.

(9)

Government of India
Ministry of Railways
(Railway Board)

No.85/W6/MB/4. ... New Delhi, dt. 5 .12.1986

The General Managers,
All Indian Railways.

Sub:- Track ballast.

As per para 263 of Indian Railways Permanent Way Manual, the ballast cushion is specified as 300 mm. for Group 'A' only and for other groups is varying from 250 to 150 mm. The requifement of ballast cushion on other routes where heavy traffic is moving and is further likely to increase in the next decade has been made. Board have decided that on routes where BOXN wagons are plying or other wagons having axle load of 20.32 tonnes are running or are likely to be introduced in future should have minimum cushion of 300 mm along with Group 'A' and 'B' routes.

2. RDSO vide their letter No.RS/F/22, dated 15/17-3-77 had specified the norms for the purpose of selection of ballast quarries which are reproduced below:-

i) Aggregate abrasion test (using Los Angeles Machine) as per IS:2386 (Pt.IV) - 1963):

Wear for A,B, C & D routes on BG and all trunk routes and main lines on M.G.	35% preferable
This may be relaxed on grounds of economy by way of reduction of load to accept local supply.	) For A,B & C category) routes on BG and trunk) routes on MG - 40%.
	For D category routes on BG and main lines on MG - 45%.

ii) Aggregate impact test as per IS:2386(Pt.IV) 1963:

For A,B, C and D routes on BG and all trunk routes and main lines on M.G.	25% and below preferable.
This may be relaxed to 30% on grounds of economy.	
For E routes on BG and branch lines on MG.	No norms are proposed.

In the above letter, it was also specified that the above norms have to be reviewed after 2 years. As sufficient period has already elapsed and the analysis carried out by RDSO indicates that it is possible to get the above norms, the Board have decided that the following criteria should be adopted for the selection of

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ballast quarries:-

- Aggregate Abrasion Tests for 'A','B','C' and 'D' routes on BG and main lines of MG.	:	Upto 35% which can be relaxed on 'economy' grounds to 40% on 'B' & 'C' routes of BG & Q routes of MG, and to 45% on 'D' routes of BG and R routes of MG.
- Aggregate Impact Tests for 'A','B','C' & 'D' routes of BG & Trunk routes and Main lines of MG	:	Upto 25%; it may be relaxed upto 30% on the ground of 'economy', except on Group 'A' route.

In the RDSO's above-quoted letter, it was also mentioned that the Board have approved procurement of the equipment for undertaking aggregate impact and aggregate abrasion tests. It however appears that some of the railways have not yet procured even one machine each for undertaking the above two tests. The Board desire that immediate action should be taken for procurement of these machines and compliance done and reported by 31.3.1987.

The annual requirement of ballast on account of recoupment due to abrasion and for deep screening has roughly been assessed of the order of 85 lakhs cum.per annum. However, the procurement of ballast has fallen far short of the requirements as would be seen from the figures given below:-

1983-84	-	46 lakh cu.metres.
1984-85	-	48 " " "
1985-86	-	52 " " "
1986-87	-	60 " " " (Target)

Ballast has a vital function in dispersal of load coming on the formation and also dampens and absorbs the vibrations and accordingly adequate cushion of ballast will lead to reduced attention to track and reliable maintenance of track parameters. It is accordingly desired that the procurement and insertion of ballast be stepped gradually by 10 to 15% per annum so as to achieve the target of procurement of 85 lakh cu.metres at the end of the 7th Five-Year Plan period. Tentatively, the progressive targets for the balance period of the 7th Five-Year Plan period are indicated as follows:-

1987-88	-	12% increase on 1986-87
1988-89	-	12% " " 1987-88
1989-90	-	12% " " 1988-89
	or	(42% " " over 1986-87)

5 copies of these instructions may be given to your construction units for adoption of new standards. Also in track renewal works in hand ballast cushion be provided with these standards with immediate effect and estimates revised accordingly.

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The receipt of this letter may please be acknowledged. The compliance on these matters should be monitored and reported through your PCDOs.

DA/Nil.

(J.S. Mundrey)
Executive Director, Civil Engg.,
Railway Board.

Copy to:-

1. DG/RDSO, Lucknow for information.
2. General Manager(C), N.F. Railway, Gauhati.
3. Chief Administrative Officer(C), Central Railway, Bombay.
4. Director/IRICE, Pune.
5. CTE, Southern Railway - OSD for Revision of Permanent Way Manual.

(J.S. Mundrey)
Executive Director, Civil Engg.,
Railway Board.

Copy to:-

PS/ME, EDCE, AEDCE, ED/Track, Track Er., WDO-I, ED/Works, W-IV& W-V.

(12)/(1)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

XXR WIRELESS/POST COPY
ISSUED ON 2.12.1986

THE GENERAL MANAGER,
1. CENTRAL RAILWAY, BOMBAY
2. EASTERN RAILWAY, CALCUTTA
3. NORTHERN RLY., NEW DELHI*
4. NORTH EASTERN RLY.GORAKHPUR
5. NORTHEAST FRONTIER RLY.GUWAHATI
6. SOUTHERN RAILWAY, MADRAS
7. SOUTH CENTRAL RLY.SECUNDERABAD
8. SOUTH EASTERN RLY., CALCUTTA
9. WESTERN RLY., BOMBAY.

*By hand

REPEAT TO:

CHIEF COMML. SUPDTs.,
1. CENTRAL RLY. BOMBAY
2. EASTERN RLY. CALCUTTA
3. NORTHERN RLY.NEW DELHI*
4. N.E. RAILWAY. GORAKHPUR
5. N.F.RAILWAY GUWAHATI
6. SOUTHERN RLY. MADRAS
7. SOUTH CENTRAL RLW. SECUNDERABAD
8. SOUTH EASTERN RLY. CALCUTTA
9. WESTERN RLY. BOMBAY

NO.TCR/1394/86/17 (.) AT PRESENT BOX WAGONS ARE PERMITTED TO BE LOADED TO THE EXTENT OF TWO TONNES OVER AND ABOVE THE MARKED CARRYING CAPACITY OF THE WAGON (.) IT HAS BEEN DECIDED TO PERMIT LOADING OF BOX WAGONS TO THE EXTENT OF THREE TONNES OVER AND ABOVE THE MARKED CARRYING CAPACITY OF THE WAGON (.) ACCORDINGLY, WHEN COMMODITIES FOR WHICH THE MINIMUM WEIGHT FOR CHARGE IS CARRYING CAPACITY ARE LOADED IN BOX WAGONS FREIGHT CHARGES SHOULD BE LEVIED ON CARRYING CAPACITY PLUS THREE TONNES (.) IN RESPECT OF CHEMICAL MANURES, SUGAR AND RUBBER CRUDE WEIGHT FOR CHARGE LOADED IN BOX WAGONS WILL CONTINUE TO BE MARKED CC OF THE WAGON AS LAID DOWN IN RULE 701 OF GOODS TARIFF PART I VOLUME I (.) GRAINS AND PULSES LOADED IN BOX WAGONS WILL CONTINUE TO BE CHARGED AT CC PLUS TWO TONNES UPTO 30.9.1987 AS ADVISED IN BOARD'S WIRELESS NO.TCR/1394/80/24 DATED 14.8.1986 (.) THE RULE REGARDING PENALTY FOR LOADING COMMODITIES BEYOND THE PERMISSIBLE CARRYING CAPACITY

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WILL ACCORDINGLY BE MODIFIED AS UNDER IN RESPECT OF BOX WAGONS (.) PERMISSIBLE CARRYING CAPACITY,NAMELY, MARKED CARRYING CAPACITY PLUS THREE TONNES - NORMAL RATES (.) IF THE OVERWEIGHT ABOVE THE PERMISSIBLE CARRYING CAPACITY OF THE WAGON IS ONE TONNE OR LESS, SUCH OVERWEIGHT WILL BE CHARGED AT THE NORMAL TRAINLOAD/WAGONLOAD RATE AS THE CASE MAY BE APPLICABLE TO THE COMMODITY(.) IF THE OVERWEIGHT BEYOND THE PERMISSIBLE CARRYING CAPACITY OF THE WAGON EXCEEDS ONE TONNE BUT DOES NOT EXCEED TWO TONNES PER WAGON THE OVERWEIGHT BEYOND THE PERMISSIBLE CARRYING CAPACITY PLUS ONE TONNE, NAMELY, MARKED CC PLUS IX FOUR TONNES, WILL BE CHARGED AT THE SMALLS RATE APPLICABLE TO THE COMMODITY (.) IF THE OVERWEIGHT BEYOND THE PERMISSIBLE CARRYING CAPACITY OF THE WAGON EXCEEDS TWO TONNES THE ENTIRE OVERWEIGHT IN EXCESS OF THE PERMISSIBLE CARRYING CAPACITY WILL BE CHARGED AT DOUBLE THE SMALLS RATE APPLICABLE TO THE COMMODITY (.) THESE ORDERS WILL COME INTO FORCE FROM 15.12.1986 REPEAT FIFTEENTH DECEMBER NINETEEN EIGHTYSIX AND HAVE THE SANCTION OF THE CENTRAL GOVERNMENT(.) ISSUE INSTRUCTIONS TO STAFF CONCERNED IMMEDIATELY AND ACKNOWLEDGE (.) RAILWAYS

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Copy by post in confirmatio n.

(R.Aravamudhan)
Deputy Director,Traffic,Comml.(R),
Railway Board.

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No.TCR/1394/86/17 New Delhi, 2.12.1986

Copy forwarded for information and necessary action to:

1. All Port Trusts.

2. General Secretary, Indian Railway Conference Association, New Delhi. Necessary Correction Slip may be issued to Goods Tariff and receipt of this letter acknowledged.

3. ADAI(RAILWAYS), with 36 spares.

(R.Aravamudhan)
Deputy Director,Traffic,Comml.(R),
Railway Board

Copy to EDTT, EDTC, EDAD, EDFB,AEDF(MTP), JD(RES.)
JDTT-I, TT-II, Fuel, Budget, Stat(CA),TC(CR)
TC-III,TC-IV Branches, Railway Board,

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

(13)/(1)

No.86/WDO/SR/25 New Delhi, dt.26.11.86.

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

Sub: Maximum Moving Dimensions for YDM 6 Loco for fitment of pressure cap assembly-sanction for infringements.

With reference to your application No.CT/DDL/YDM 6 dated 28.8.86/8.9.86 sent through the Chief Commissioner of Railway Safety, Lucknow, The Ministry of Railways (Railway-Board) sanction the infringement to clause 12 of Chapter IV (b) of MG metric schedule of dimensions(1963) involved in the fitment of pressure cap assembly to RDSO Drg.No. SK.DL.2419 on YDM 6 Metre Gauge diesel Locomotives to improve the functioning of cooling water system, as shown in Drg.No.3919 Alt.(a) and detailed out in Annesure-1 accompanying your application referred to above.

At locations where there is reduction in minimum vertical clearance at top between the existing permissible moving dimensions of the locomotive and structures, the YDM 6 locomotive with pressure cap assembly will be permitted to run only subject to speed restrictions where necessary based on Schedule III and Diagram No. 3 of MG Schedule of Dimensions(1963).

As the fitment of pressure cap assembly on YDM 6 locomotive involves modification in the earlier design, Railways should be asked to apply for fresh sanction for the running of these locomotives through CRS/CCRS.

(ARIMARDAN SINGH)
Jt.Director Civil Engg.(G)
Railway Board.

No.86/WDO/SR/25 New Delhi, dt.26.11.86.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, 16-A, Ashk Marg Patiala House, Lucknow, with reference to his endorsement No.RS.19-T(2)/86 dated 6.10.86.

2. The Director General (Motive Power) R.D.S.O.Lucknow.

(ARIMARDAN SINGH)
For Secretary, Railway Board.

(14)(1)

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

No. 84/WDO/SD/22 New Delhi, dt. 24.11.86.

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

Sub: Location of point on 1 in 50 grade at proposed crossing station at Tupadih of Bondamunda-Kiriburu B.G. Branch line section of S.E. Railway special dispensation.

With reference to your letter No. DRG/SID/5/Pt.3/203 dated 13/14-10-1986 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways (Railway-Board) sanction the infringement to item 2(b) and 2(a) (i) of chapter-II of B.G. Metric Schedule of Dimensions(1973) and approve the location of slip siding point at Bimlagarh end of proposed crossing station at Tupadih on 1 in 50 grade and locating points and crossing at 30 metres from change of grade as a permanent measure on account of heavy rock cutting in running main line as shown in Annesure -I on the reverse. Annexure -I is based on Form -XI and C.E.(C) : BSP's sketch No. 419/84 Alt.(A) and 424/84 Alt.(A) accompanying your letter referred to above.

The sanction is subject to incorporation of suitable safety provisions in the station working Rules by the Railway.

This supersedes Board's earlier letter of even number dated 15.7.1985.

(ARIMARDAN SINGH)
Jt. Director Civil Engg(G).
Railway Board.

No. 84/WDO/SD/22 New Delhi, dt. 24.11.86.

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety, N.E. Railway office compound, Ashok Marg, Lucknow, w.r.t. his letter No. RS. 18-T(5)/84, dated 06.11.86.

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700001 w.r.t. his letter No. 1107/160/18 dated 15-10-86.

3. The Chief Engineer (Construction), South Eastern Railway, Bilaspur.

(ARIMARDAN SINGH)
For Secretary, Railway Board.

(14/12)

S.No.	Location	Structure which infringes	Chapter and item of schedule	Prescribed dimension	Exsting actual dimension	Amount of infringement
1	Km.481.633 & 481.693 (position of points which infringe) on Bimlagarh-Kiriburu section of Chakradharpur division of S.E.Rly.	(a) Slip siding at Bimlagarh end of proposed crossing station at Tupadih(km482.11) on 1 in 50 gradient &	Chapter-II item 2(b)	(a)Points and Xings on 1 in 400 level gradient	(a)Points and Xings on 1 in 50 gradient.	(a) Gradient 1 in 50 against 1 in 400
		(b) Points at 30 Mtrs.from change of gradient.	Chapter II item 2(a) (i)	(b)Points at 45 Mtrs. from change of grade.	(b) Points at 30 Mtrs fron change of grade.	(b) Points at 30 Mtrs against 45 Mtrs from change of grade.

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GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/SR/12 New Delhi,dt,14.11.86.

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

Sub: Running of 24 axle special wagon of M/s BHEL,Hardwar to RDSO's diagram No.WD.5-7811-S/52(alt.2) on empty and loaded condition on certain sections of Southern Railway.

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With refrence to your application No.W.439/4/1 dated 14.7.86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways (Railway Board) sanction the running of 24 axle (thread Beam) special wagon of M/s BHEL,Hardwar having a maximum axle load of 19.492t in empty and loaded condition to RDSO's Diagram No.WD5-7811-S/52(Alt.2) and WD.5-7811-S/53 (Alt.1) respectively on the following sections at a maximum speed shown against each section.

Section	Speed	
	Empty condition (kmph)	Loaded Condition (kmph)
Ponmalai - Tiruchchirappalli	20	10
Tiruchchirappalli - Erode	40	20
Erode - Jolarpettai	40	20
Jolarpettai - Arakkonam	40	20
Arakkonam - Renigunta (Including bye pass line)	40	20

The sanction is 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 the Safety Certificate No.453 BG dt.10.7.86 and all other certificates accompanying your application referred to above. Separate sanction will however be neccessary for ODC movement from the competent authority on the Railway.

The sanction of infringements to item No.16,17,20(b) 21(b) and 22 of chapter IV-A of the B.G. Metric Schedule of Dimensions (1973) as detailed in Form-XI enclosed with your applecation has already been conveyed under Board's letter No. 84/WDO/SR/11 dated 26.12.84.

(ARIMARDAN SINGH)
Jt.Director Civil Engg.
Railway Board.

DA : NIL.

(15)/(2)

No.86/WDO/SR/12 New Delhi, dt. 14.11.86.

Copy forwarded to :

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg Patiala House, Lucknow, with reference to his endorsement No.17-T(1)/82 Vol.IV dated 31.3.1986.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.716 dt.31.7.86.

3. The Director Standards (Wagon) RDSO Lucknow.

(ARIMARDAN SINGH)
For Secratary Railway Board.

DA : NIL.

(16)/D

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

No. 86/WDO/SR/22 New Delhi, dt. 11.11.86.

The General Manager,
South Central Railway,
Secundrabad.

Sub: Running of YDM 2 class Diesel Hydraulic Locomotives on Medchal-Secundrabad-Umadnagar MG Suburban sections of Hydrabad division of SC Railway.

.....

With reference to your application No.W 438/MG/VOL-I dated 3.7.86 and 17.9.86 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways (Railway-Board) sanction the running of YDM 2 MG class diesel hydraulic locomotives to RDSO Drg.No. SK.MP-95 having a maximum axle load of 12t for hauling suburban service between Medchal-Secundrabad-Umadnagar Metre Gauge sections of Hyderabad division of your railway at a maximum permissible speed of 55 kmph, 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 observance of all other conditions/stipulations laid down in all other certificates accompanying your application referred to above.

The Ministry of Railways (Railway Board) also confirm the action of CRS/Southern Circle Bangalore, in according his provisional sanction to the running of YDM 2 class Diesel Hydraulic locomatives under his letter No. 587 dated 7.7.86. It is noted that there are no infrimgements involved to MG Metric Schedule of Dimension (1963) in the running of YDM 2 class MG Diesel Hydraulic locomotives.

(ARIMARDAN SINGH)
Jt. Director Civil Engg(G)
Railway Board.

(16) /(2)

No. 86/WDO/SR/22 New Delhi, dt. 4.11.86.

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(4)/82 dated 25.7.86 and RS.17-T(4)/82-Vol II dated 17.10.86.

2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhi Nagar, Bangalore, with reference to his letter No.586 and 1131 dated 7.7.86 and 26.9.86 respectively.

3. The Director Standard (Motive power) RDSO Manak Nagar, Lucknow.

(ARIMARDAN SINGH)
For Secratory, Railway Board.

(16)/(3)

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

No.86/WDO/SR/21 New Delhi,dt. 11.11.86.

To The General manager,
South Central Railway,
Secunderabad.

Sub: Running of 20.32t axle load B.G.bogie open wagon'BOM' type.

With reference to your application No.W/438/DEF/84. dated 8.8.86. sent through the Chief Commissioner of Railway Safety,Lucknow,the Ministry of Railways(Railway Board) sanction the running of 20.32t axle load B.G. bogie open wagon 'BOM(type to RDSO Diagram No.WD/82060/S-51,at a maximum speed of 65 kmph on the B.G. sections of your Railway except otherwise stated in your Joint Safety Certificates No. W/106/BG (revised),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 laid down in all other certificates accompaning your application referred to above.

The sanction of infringements to item No.13(b) of chapter IV-A and to the profile for maximum moving Dimensions of 1929 as shown in diagram No.I A and others of the BG Metric Schedule of Dimensions(1973) has, however, already been issued under Board's letter No.83/WDO/SR/5 dated 2.3.86.

(ARIMARDAN SINGH)
Jt.Director Civil Engg(G)
Railway Board.

No. 86/WDO/SR/21 New Delhi,dt. 11.11.86.

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(1)/82-Vol IV dated 24.9.86.
2. The Commissioner of Railway Safety, Southern Circle, Bangalore, with reference to his letter No.827 dated 10.8.86.
3. The Director Standard(Wagon) RDSO,Lucknow.

(ARIMARDAN SINGH)
For Secretary, Railway Board.

1805
14/11

S.N.:3

तार : रेल मानक लखनऊ
Telegrams : 'RAILMANAK' LUCKNOW

टेलीफोन] 50567 & 50017
Telephones

भारत सरकार–रेल मंत्रालय

अनुसंधान अभिकल्प और मानक संगठन

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

लखनऊ–226011–दिनांक
LUCKNOW-226011-Dated 10.11.1986.

पत्र संख्या
Our Reference No. MW/CS/BURN/1

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

Rapid discharge coal hopper wagon RDSO Drg No WD-81085-S-01

(Attn. Sh. OFH Jung, AEDME/RS)

Sub: Special Hopper Wagon designed for MGR system.

Ref: Rly.Bd.'s letter No.TCR/1264/86/2 dt. 31.10.86.

.....

The special hopper wagon designed for MGR system infringes the maximum moving dimensions of 1929 but is within the maximum moving dimensions of standard X Class Engine.

2. The wagon will be an ODC while moving empty over Indian Rlys. track.

3. Since the wagon ~~design~~ design infringes the moving dimensions of 1929 by 230mm in respect of height at maximum width of 3200mm of the profile of moving dimensions, the wagon will be an ODC when moving loaded on Indian Railways track even upto brim also.

4. Infringement to the moving dimensions of 1929 in respect of empty movement of some wagons from Burnpur to Singrauli have been condoned by Railway Board vide their letter No.(85)/WDO/SR/1 dated 17.2.83. Speed certificate for movement on Indian Rlys. track from Burnpur to Singrauli was also issued by RDSO. Subsequently speed certificate for some more wagons of NTPC to the same design for movement from Burnpur to Ramagundam(SC Rly.), Burnpur to Vindhachal and Burnpur to Shakti Nagar(Singrauli) has also been issued by this office letter No.MW/CS/BURN dt. 27.5.86/4.6.86. Vide this speed certificate concerned zonal railways have been advised to obtain condonation of infringements for movement over their respect railways from the Railway Board. It is not known whether this condonation has yet been obtained.

5. The width of 3500mm shown in RITES Drg.No.P-86-4 received with your letter pertains to the Bogie Open Rapid Discharge Coal Hopper Wagon Type BOBR and not to the MGR Wagon.

(Anil Sharma)
for Director General(Wagon)

DA: Nil

(16/5)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRAIA YA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/SR/14 New Delhi.dt. 5-11.86.

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

Sub: Running of 'BTCS' type bogie tank wagon(20.32t) axle load on B.G. system of South Central Railway.

With reference to your application No.W.469/84/TW dt. 24.7.86/8.8.86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways (Railway-Board) sanction the running of BTCS type bogie tank wagon to RDSO Diagram No.WD 80114-S-01 Alt.2 having a maximum axle load of 20.32t and fitted with CASNUB 22W bogies, centre buffer couplers and compressed air brake system, at a maximum speed as shown against each section in the joint safety certificate subject to observance of all permanent and temparary speed restriction in force and/or those that may be imposed from time to time. The sanction is further subject to observance to all other conditions/stipulations laid down in all other certificates accompanying your application reffered to above.

The sanction of infringements to item No. 13 (b) of chapter IV-A of the B.G. Metric Schedule of Dimension (1973) as shown in Form -XI has already been conveyed under Board's letter No. 80/WDO/SR/21 dated 22,8.80.

(ARIMARDAN SINGH)
Jt.Director Civil Engg.(G)
Railway Board.

DA : NIL.

No. 86/WDO/SR/14 New Delhi.dt. 5-11.86.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow, with reference to his endorsment No. 17-T(1)/82-Vol. IV dated 24.9.86.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore, with reference to his letter No.828 dated 18.8.86.

3. To the Director General (Wagon) RDSO Lucknow.

(ARIMARDAN SINGH)
For Sect. Railway Board.

DA : NIL

(12)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/BS/1 New Delhi, Dt. 28-10.86.

The Chief Engineer (Construction),
Western Railway,
Railwaypura,
Ahmedabad-360002.

Sub : Jaipur Division - Kishangarh-Tiloniya section-Phulera-Kishgarh MG Doubling Approval for reduced clearance to HFL

With reference to your letter No. W65/1/VOP/ADI/Vol-II dated 26.5.86, Sent through the Chief Commissioner of Railway Safety, Lucknow and further clarification given under your DO.No.W.65/1/VOP/ADI/1 dated 11/12-9-86 the Deptt. of Railways(Railway Board) sanction the provision of reduced vertical clearance of 150 mm and reduced free board of 90mm as shown in plan No.CE(CN) ADI/3682/D.FL-ESG-R in connection with extension of Bridge No. 259 in Phulera-Kishangarh (MG) doubling section against the minimum required Vertical clearance/Free board of 600 mm/1000 mm respectively in view of circumstances explained in your above quoted letters. The sanction is subject to the condition that the approaches are pitched on either side of the bridge for a minimum distance of 6 metres.

It is noted that even with existing inadequate vertical clearance of 25 mm and free board of (-) 35 mm the bridge is functioning satisfactorily without any damage either to the bridge or to the approaches during the last 50 years.

Arunchhotra
(A.K.MEHROTRA)
Jt.Director Civil Engg.(B&S)
Railway Board.

No. 86/WDO/BS/1 New Delhi.dt. 28-10.86.

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Magg, Patiala House, Lucknow with reference to his letter No. RS-18(T)/8/84 dt. 30.6.86.

2. The commissioner of Railway Safety, western Circle, Churchgate, Bombay-20 with reference to his letter No. 221/1/371 dated 30.6.86.

Arunchhotra
(A.K.MEHROTRA) 28.10.86
For Secretary, Railway Board.

(18)

New Delhi, dated. 24.10.1986

No. 86/WDO/SD/8.

The General Manager(Engg)
Railway,

Sub: Removal of infringements to 'X' class moving dimensions on the broad gauge.

The 'X' class moving dimensions on the broad gauge permit a maximum height of 4470 mm above rail level at the track centre. However, due to some infringements, a maximum height of only 4265 mm is at present cleared for free movement of rolling stock on the entire B.G. system.

It has been brought to the notice of the Board that most of these infringement are on the electrified net work where safe distance between the OHE and rolling stock is not available. Prima facie it would be possible to remove these infringements without incurring major expenditure. This would permit higher wagons and coaches to be built and would help the railways to further optimise the throughput potential.

The Department of Railways (Railway Board) desire to know the sections in the enclosed proformae 'A' & 'B' where 'X' class moving dimensions are permitted and where these are not permitted and the likely date by which the sections not cleared for 'X' class moving dimensions will be made fit for 'X' class moving dimensions.

Please acknowledge receipt.

(ARJMARDAN SINGH)
Jt. Director Civil Engg.(G)
Railway Board.

(15)

PROFROMA 'A'

----------Railway,

B.G. SECTIONS CLEARED FOR 'X' CLASS MOVING DIMENSIONS
(i.e. 4470 m.m. height.)

S.No.	Name of the section

PROFORMA 'B'

_____ Railway

B.G. SECTIONS NOT CLEARED FOR 'X' CLASS MOVING DIMENSIONS.

S.No.	NAME OF SECTION	HEIGHT IN (mm) OF ROLLING STOCK PERMITTED FOR MOVEMENT	DETAILED REASONS FOR NOT PERMITTING 'X' CLASS MOVING DIMENSION (i.e. 4470 mm HEIGHT	LIKELY DATE BY WHICH THE INFRINGEMENTS IN HEIGHT WILL BE REMOVED AND SECTIONS MADE FIT FOR 'X' CLASS MOVING DIMENSIONS (i.e. 4470 mm HEIGHT)	REMARKS

(21)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/ORI/14 New Delhi,dt. 21.10.86

The Chief Commissioner of Railway safty,
16-A,Ashok Marg,Patiala House,
LUCKNOW-226001.

Sir,

Sub: Opening of the new B.G. up line between Krishnarajapuram and white field on Bangalore City-Jollarpettai section of southern Railway.Bangalore Division for the public carriage of passengers.

With reference to your endorsement No.RS-10-T(8)/86 dated 22.9.86,Iam directed to confirm the action of CRS,southern circle,Bangalore.in authorising the opening of the above section for the public carriage of passengers as per his letter No.930 dated 30.8.86.

Yours faithfully,
(ARJMARDAN SINGH)
For Secy,Railway Board.

DA/NIL.

No.86/WDO/ORI/14. New Delhi,dt. 21.10.86.

Copy forwarded for information to:-

1. The commissioner of Railway Safety,Southern circle, Bangalore with reference to his letter No,930 dt.30.8.86

2. The General Manager,Southern Railway,Madras. 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 the 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.

(ARJMARDAN SINGH)
For Secy.Railway Board.

DA/NIL.

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/ORI/13 New Delhi, dt. 27-10-86

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
Lucknow-226001.

Sir,

Sub: Opening of the new line between Rajalacheruvu and Jakkalacheruvu, patch doubling between Nandalur-Coty B.G. section(11.64kms) on Guntakal Division of South Central Railway for the public carriage of passengers.

With reference to your endorsement No. RS-10-T(9)/86 dated 24.9.86, I am directed to confirm the action of CRS, Southrn circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.877 dated 26.8.86.

Yours faithfully,
(ARIMARDAN SINGH)
For Secy., Railway Board.

DA/NIL.

No. 86/WDO/ORI/13. New Delhi, dt. 27-10-86.

Copy forwarded for information to:-

1. The commissioner of Railway Safety, Southern circle Bangalore with reference to his letter no.877dt.26.8.86

2. The General Manager, South Central Railway Secunderabad 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 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.

(ARIMARDAN SINGH)
For Secy., Railway Board.

DA/NIL.

(23)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 83/WDO/SD/10 New Delhi, dated 16-10-1986.

1. The General Manager(Engg.)
All Indian Railways

2. The General Manager(Electrical),
All Indian Railways

3. Additional General Manager,
Railway Electrification,
Allahabad.

Sub: Height of heavy overhead structures.

The clearance specified for heavy overhead structures in item 10(iii)(b) of Chapter-I Schedule-I of B.G. Metric Schedule of Dimensions(1973) were incorporated in 1963 when AC traction came into being. At that time the maximum speed was limited to 100 kmph and the stipulations were found adequate. Since the speeds on Indian Railways on 25 KV AC traction areas have increased to 130 kmph and are likely to be enhanced to 160 kmph, the existing provisions are not considered satisfactory.

2. The distance indicated for location of the turnout, or crossover from the overhead structure on note(c) of item 10(iii) of Chapter-I Schedule-I of B.G. Metric Schedule of Dimensions(1973) permits only crossed type OHE design which has chances of panto entanglement at higher speeds. However, in the overlap type design, the turnout wire is run parallel to the main line wire for one span of about 40 metres to 60 metres before raising and anchoring in the next span. This design is superior and reduces the risk of panto entanglement at high speeds.

3. The overlap type design is considered suitable for 160 kmph speed and has to be adopted for all new electrification schemes. It is, therefore, necessary to locate the toe of the turnout at least 40 metres from the nearest face of the heavy overhead structures in all the new constructions on electrified routes and other routes which are likely to be electrified. If this is not possible, the minimum height of overhead structures may be kept at 6250 mm above rail level. Board desire that this aspect may please be ensured by Railways in all future construction of heavy overhead structures, such as road over-bridges, fly-overs etc.

4. The receipt of this letter may please be acknowledged.

(S. C. Goel)
Jt. Director Electrical Engg(D&W),
Railway Board.

(24)

No. 83/WBO/SD/10 New Delhi, dated 15-10-1985

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety 16-A, Ashok Marg Patiala House Lucknow with 25 spare copies with reference to his letter No. RS.25-T(8)/84 dated 25-7-84.

2. The Director General(Civil) RDSO Lucknow with reference to his letter No. CT/NS/SD/BG dated 24/25-7-85. The proposed correction slip to the B.G. Metric Schedule of Dimensions(1973) based on your letter dated 24/25-7-85 may please be sent early to enable the Board to issue the same.

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

4. The Principal Railway Staff College, Vadodara.

5. The Principal Railway Institute of S&T Secunderabad.

6. The Principal Indian Railways Institute of Civil Engineering, Pune.

7. Railway Electrification branch Railway Board New Delhi.

8. Electrical Branch Railway Board, New Delhi.

(S.C. Goel)
for Secretary, Railway Board.

तार : रेल मानक लखनऊ
Grams : 'RAILMANAK' LUCKNOW

टेलीफोन
Telephones] 50567 & 50017

भारत सरकार–रेल मंत्रालय

अनुसंधान अभिकल्प और मानक संगठन

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

पत्र संख्या MC/CB/NCF
Our Reference.....

लखनऊ-226011-दिनांक 26.9.86.
LUCKNOW-226011-Dated.....

The Secretary (Works),
Railway Board,
Rail Bhavan,
NEW DELHI.

Sub: Drawings of new coach to be manufactured in RCF/ Kapurthala.

Ref: Railway Board,sletter No.86/WI/Trg./MISC Dt.9.9.86.

****

In this connection attention is invited to this office letter of even number dated 1.8.86 addressed to the prinicipal, Indian Railways Institute of Advanced Track Technology, Pune endorsing a copy to Secretary (Works), Railway Board New Delhi.

However, a copy of the said letter Dt. 1.8.86 is again enclosed for ready reference.

कृपया राजभाषा नियमों के अन्तर्गत इसे हिन्दी में लिखें

Encl: One.

(M.M. MATHUR) 26/9/86
For Director General/Carr.

सेवा महानिदेशक,

हिन्दी अनुवाद

इस सम्बन्ध में आपका ध्यान दिनांक 1-8-86 की ओर दिलाया गया है जो इस कार्यालय से सभी निदेशक पत्र दिनांक 1-8-86 की ओर संलग्नक जानकारी हेतु एक प्रति सहित सेक्रेटरी (कार्य) रेलवे बोर्ड को दिल्ली को भेजी गई थी।

इस कार्यालय के सभी निदेशक पत्र दिनांक 1-8-86 की एक प्रति संलग्न है।

(26)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/17 New Delhi, dated 26-9-1986

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

Sub: Design of 140t B.G. diesel hydraulic break down cranes-sanction for infringements.

With reference to your application No. CT/DC/BW/CRANES dated 25-7-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways (Railway Board) sanction the infringement to the wheel base of the bogie of the match truck i.e.1700 mm against 1830 mm required as per clause 18(i) Chapter IV(A) of the B.G. Metric Schedule of Dimensions(1973 reprint) involved in the design of 140t B.G. diesel hydraulic break down cranes to be manufactured by M/s GOTTWALD Gmbh as detailed in Form-XI accompanying your application referred to above.

It is noted that the reduced wheel base of 1700 mm has been followed for the first lot of six cranes only which will be modified to 1830 mm by the firm if found unsatisfactory during oscillation trials and further cranes to be supplied, will have match truck with bogie wheel base as 1830 mm minimum as per schedule.

(Arimardan Singh)
Jt. Director Civil Engg.(G),
Railway Board.

No. 86/WDO/SR/7/17 New Delhi, dated 26-9-1986

Copy forwarded for information to the Chief Commissioner of Railway Safety 16-A, Ashok Marg Patiala House Lucknow with reference to his endorsement No. RS.17-T(5)/82 dated 21-8-86.

(Arimardan Singh)
for Secretary, Railway Board.

(27)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/14 New Delhi dated 26.9.86.

The General Manager(Engg.),
South Eastern Railway,
Garden Reach,
Calcutta-700043

Sub: Running of BTCS type Tank Wagon on the entire BG. System of S.E. Rly.

Ref: Your letter No. G/Tank Wagon/Pt.4 dated 9-7-1986.

Further to this office letter of even number dated 30-5-86 on the above noted subject, the Department of Railways(Railway Board) have decided that the words " clearance of the design of the above wagon by Chief Inspector of Explosives Nagpur in terms of para 616.1 of the Red Tariff and" appearing in line 12 and 13 of the sanction issued under this office letter of even number dated 30-5-86 may be treated as deleted.

The receipt of this letter may please be acknowledged.

(Arimardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

No. 86/WDO/SR/14 New Delhi, dated 26-9-1986.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety 16-A, Ashok Marg Patiala House Lucknow with reference to his endorsement No. RS.17-T(1)/82-Vol.IV dated 30-7-86.

2. The Commissioner of Railway Safety, South Eastern Circle 14, Strand Road, 12th floor Calcutta with reference to his letter No. 533/257/35 dated 11-7-86

3. The Director General(Wagon) R.D.S.O. Lucknow with reference to his letter No. MW/CS/BALCO-1 dt.10.6.86.

4. T.G.-IV branch Railway Board, Rail Bhawan New Delhi for review of para 616.1 of the Red Tarrif in the light of para-1 of this letter.

(ARIMARDAN SINGH)
for Secretary Railway Board

By Post

(28)

S.No. 8

WESTERN RAILWAY

XR TIME 15.30 hrs. DATED 26th SEPT. 1986.

COMMISSIONER OF RAILWAY SAFETY
WESTERN CIRCLE BOMBAY
GENERAL MANAGER, WESTERN RAILWAY, BOMBAY
SS/SMS-KTT GGC BWM PPQ KRLS GOR SGZ RTM
LI/TI/CPCR/CTNL/AEN(II)/AEN(S&C)/KTT
PWI BWM, PWI(C)NRD-KTT
DRM/DME/DEN(IV)/SR.DOS/DSO/DME(C&W)KTT
C/-CE/CE(S&C)/COPS/CME/CPRO/CTPS/CTE/CSTE(C)CCG
JOINT DIRECTOR(WORKS) RAIL BHAWAN, NEW DELHI.
SECRETARY (WORKS) RAILWAY BOARD, NEW DELHI.

NO. NRD/W-415/5 'G'.

AS AUTHORISED BY CRS WESTERN CIRCLE BOMBAY VIDE HIS LETTER NO. BOM/228 DATED 16-4-86. AFTER INSPECTING THE SECTION FROM KM.815/12 TO KM.807/14 OF UP MAIN LINE BETWEEN KURLASI BHAWANIMANDI STATION I HEREBY RELAX SPEED TO 100 KM/PH FOR SAFE PASSAGE OF TRAFFIC SUBJECT TO OTHER LOCAL SPEED RESTRICTION IMPOSED FROM TIME TO TIME AAA

(K. B. PATEL)
for ADDL.CHIEF ENGINEER(S&C)
WESTERN RAILWAY, CCG.

CONFIRMATION COPY BY DAK.

(K.B. PATEL)
DY. CHIEF ENGINEER(S&C)
WESTERN RAILWAY, KOTA.

(29)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/24 New Delhi, dated 22-9-1986.

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

Sub: 16 axle special wagon for M/s NTPC/ Rihand for transport of 500 MW Turbo Generator Stators— Infringement for the.

With reference to your application No. CT/CS/NTPC/ RIHAND dated 15-7-86 sent through the Chief Commissioner of Railway Safety, the Department of Railways(Railway Board) sanction the infringements to item 16, 17, 19(b), 20(b), 21(b), 22 of Chapter IV(A) and profile of maximum moving dimensions of 1929 as shown in Diagram No. 1A and others of B.G. Metric Schedule of Dimensions(1973) involved in the design of 16 axle special wagon for M/s NTPC to RDSO Drg. No. WD-84065-S-21 Alt.2 and as shown in Annexure-I accompanying your letter referred to above.

It has, however, been noted by the Board that the wagons will be moved as an ØDC in special train formation.

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

No. 86/WDO/SR/24 New Delhi, dated 22-9-1986.

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(7)/84 dated 2-9-86.
2. M/s National Thermal Power Corporation Ltd. Northern Region Head Quarters 61, Leader Road, Allahabad.
3. The Joint Secretary, Department of Public Enterprises Ministry of Indutry New Delhi with reference to his D.O. No. 3(33)/86-PR-II dated 14-8-86.

(Arimardan Singh)
for Secretary, Railway Board.

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GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/23 New Delhi, dated 12-9-1986.

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

Sub: Movement of B.G. Hopper wagons of NTPC from the siding of M/s Burn Standard Co. Ltd. Burnpur to Saktinagar(Singrauli).

With reference to your application No. W.591/8/1 Vol.II/392 dated 25-7-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways(Railway Board) sanction the infringements to clause 13(b) and 18(i) of Chapter IV(A) and the profile for maximum moving dimensions of 1929 as shown in Diagram No. 1A and others of B.G. Metric Schedule of Dimensions(1973) involved in the empty movement of B.G. open bogie coal hopper wagon to RDSO's Drg. No. WD-81085-S-01 Alt.1 ex. Burnpur to Saktinagar(Singrauli) via ASN , GMO , BRKA , GHD , Billi Jn. and Karaila Road as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drg. No. ODO SK No. 72/85 accompanying your application referred to above.

It is noted that sanction for movement of the wagon is being processed by CME/CE of the railway in terms of para 2.6.1 of Board's policy circular No. 73/WDO/SR/9/0 dated 8-6-80

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

No. 86/WDO/SR/23 New Delhi, dated 12-9-1986.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg Patiala House Lucknow with reference to his endorsement No. RS.18-T(16)/82 dated 22-8-86.
2. The Commissioner of Railway Safety Eastern Circle 14, Strand Road Calcutta with reference to his letter No. 489 dated 28-7-86.
3. The Director Standards(Wagon) R.D.S.O. Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE I

Infringements involved in the empty movement of B.G. Hopper wagon to RDSO's Drawing No. WD-81805-S-01 Alt.I ex. Asansol-Sitarampur(M/L & Slow Line), Sitarampur-Gomoh (Grand Chord), Gomoh- Barkakana-Garwa Road(CIC section) and Garwa Road- Billi Jn.-Karaila Road-Saktinagar(Singrauli)

Name of structure which infringes	Chapter & Item No. of B.G. Schedule	Prescribed Max./Min. Dimension mm	Existing actual Dimension mm	Infringement. mm
B.G. Open bogie coal Hopper wagon to RDSO's Drg. No. WD-81085-S/01-Alt.I (In empty condition)	Chapter IV & Item 13(b)	1080 Max.	1105	25
	Chapter IV &	1830 Min.	1800	30
	Profile for max. moving dimensions of 1929 as shown in Diagram No. 1A and others.	i) Ht. from RL at sides 3335(max.)	i) 3735	230
		ii) Width 3050(max.) above 305 to 1145 mm. from RL.	ii) 3106 at 250 from RL to 3175 (at 1145 from RL)	56 to 125

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GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WBO/GR/24 New Delhi, dated 12-9-1986

1. The Chief Engineer,
Eastern Railway,
Fairlie Place,
Calcutta.

2. The Chief Engineer,
Northern Railway,
New Delhi.

3. The Chief Engineer,
South Eastern Railway,
Garden Reach,
Calcutta.

Sub: Transportation of 220T Turbo Stator of M/s NTPC from Calcutta Port to Jherokhas in 16 axle special well wagon designed by R.D.S.O.

M/s NTPC desire to move their above mentioned consignment in 16 axle special well wagon designed by RDSO. The speed certificate for this wagon is expected to be issued shortly by RDSO. M/s NTPC have approached the Chairman Rly. Board under their D.O. No. 02/ED(NR)/27 dated 26-8-86(copy enclosed) for expediting the sanction for the movement of the wagon on priority.

The Department of Railways(Railway Board) desire that on receipt of application from M/s NTPC necessary papers may be moved expeditiously to obtain the sanction for the movement of the above wagon from the competent authority.

The receipt of this letter may please be acknowledged.

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

DA: As above.

No. 86/WD0/SR/24 New Delhi, dated 12-9-1986

Copy forwarded for information and necessary action:

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

2. The Chief Engineer Calcutta Port Trust. 15, Strand Road Calcutta-700001.

3. M/s National Thermal Power Corporation Ltd. Northern Region Head Quarters. 61, Leader road Allahabad-211003. It is presumed that they have already moved applications to the General Manager (Engg.) of the concerned zonal railways alongwith the drawing of the wagon and drawing of 220T Turbo Stator for transportation of the same indicating the routes. This may please be confirmed.

4. The Director Standards(Wagon) RDSO, Lucknow.

5. The Executive Director Traffic Transportation Railway Board New Delhi.

6. The Joint Secretary Deptt. of Public Enterprises Ministry of Industry New Delhi.
This has reference to his
D.O. No.3(33)/86-PE-III
dated 14-8-86.

(Arimardan Singh)
for Secretary, Railway Board.

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GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SD/6 New Delhi, dated 11-9-1986

The General Manager,
North Eastern Railway,
GORAKHPUR.

Sub: Condonation of the infringement to the B.G. Schedule of Dimensions by the vertical and diagonal members of open web girder of bridge No. 104 (10 x 61.0 m G) at km 3/5 between Morabad city and Got stations on Morabad-Kashipur section in connection with gauge conversion of Morabad-Kashipur section from Metre Gauge to Broad Gauge.

*****

With reference to your letter No. W/Con/29/246/W-1/1426 dated 6-5-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways (Railway Board) sanction the infringements to item 13(ii)(b), (c), (d) and 13(iii)(e) with Note(a) of Chapter-I of B.G. Metric Schedule of Dimensions (1973) as a temporary measure upto December 1988 involved in the above mentioned work on bridge No. 104 (10 x 61.0 m G) at km 3/5 between Morabad city and Got stations on Morabad-Kashipur section as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI issued by CE (Const)'s Drg. No. 23/9/0586 accompanying your letter referred to above.

The sanction is subject to observance of a speed restriction of 10 kmph on the above mentioned bridge No. 104 and is valid only upto December 1988. The Railway administration should make all efforts to eliminate the infringements after regirdering of the bridge with RBG Girders by December, 1988.

(Arimardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

No. 86/WDO/SD/6 New Delhi, dated 11-9-1986

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety 164, Ashok Marg Patiala House Lucknow w.r.t. his endorsement No. RS.19-T (1)/86 dated 30-7-86
2. The Commissioner of Railway Safety, North Eastern Circle Gorakhpur-273001 w.r.t. his letter No. 442/3493/Pt.VIII dated 1-7-86.

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE-I

INFRINGEMENTS TO THROUGH GIRDERS OF RAMGANGA BRIDGE No. 104(10x 61m G) BETWEEN MORABAD JUNCTION & GOT STATION OF MORADABAD-KASHIPUR SECTION OF IZATNAGAR DIVISION REGARDING M.. IMUM HORIZONTAL DISTANCE FROM CENTRE LINE OF TRACK TO ANY STRUCTURE.

Item No. & Chapter No. of B.G. Schedule	Prescribed Min. Dimension	Existing Dimension	Amount of infringement
Item-13 (ii)(b) Chapter-I	1905mm at 305mm above rail level increasing to 2360mm at 1065mm above rail level.	2298mm at 305 mm above rail level and 2298mm from 961mm above rail level to 1065 mm above rail level.	Nil mm at 961 mm above rail level increasing uniformly to 62mm at 1065 mm above rail level.
Item-13 (ii)(c) Chapter-I	2360mm at 1065 mm above rail level and 2360 mm at 3355 mm above rail level.	2298 from 1065mm to 3355mm above rail level.	62mm from 1065mm to 3355mm above rail level.
Item-13 (ii)(d) Chapter-I	2360mm at 3355 mm above rail level decreasing to 2135mm at 4420mm above rail level.	2298mm at 3355mm above rail level and 2060 mm at 4420mm above rail level.	62mm at 3355mm above rail level and 75mm at 4420mm above rail level.
Item-13 (ii)(e) Note(a) Chapter-I	2135mm at 4420 mm above rail level decreasing to 1370mm at 5030mm above rail level.	2060mm at 4420 mm above rail level decreasing to 1370 mm at 5030mm above rail level.	75mm at 4420mm above rail level decreasing to Nil mm at 5030mm above rail level.

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GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SD/7

New Delhi, dated 5-9-1986.

The General Manager,
Southern Railway,
Head Quarters Office,
Works Construction Branch,
Madras Egmore, Madras-8

Sub:Spacing of Track in Ambattur yard.

With reference to your letter No. W. 305/1/21/CN dated 25-7-1986 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways(Railway Board) sanction the infringement to item 13(ii)(c) & (d) of Chapter-I of B.G. Metric Schedule of Dimensions(1973) as a permanent measure as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Sketch No. 67-86 accompanying your letter referred to above.

The above sanction is not applicable for running of 3660 mm (12 ft. 0 in.) wide E.M.U. Stock on the Up line and Common loop(not provided with platform) except in case of operational exigencies on rare occasions.

(Arimardan Singh)
Jt. Director Civil Engg.(G),
Railway Board.

No. 86/WDO/SD/7

New Delhi, dated 5-9-1986.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety 16-A, Ashok Marg Patiala House Lucknow w.r.t. his endorsement No. RS.18-T(1)/84 dated 29-8-86.
2. The Commissioner of Railway Safety, Southern Circle Bangalore w.r.t. his letter No. 752 dated 4-8-86.

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE-I

S.No.	Location	Name of structure which infringes	Chapter and item No. of B.G. Schedule	Prescribed Dimension in mm	Existing Actual Dimension in mm	Amount of infringement in mm
1.	Km. 15/5-7 at Ambattur yard on Madras-Arakkonam section	Face of signal ladder	Chapter-I item 13 (ii)(c) & (d)	2360	2240	120

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GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 84/WDO/SD/8 New Delhi, dated 5-9-1986.

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

Sub: Vijayawada-Balharshah Electrification- Introduction of Electric Traction on Vijayawada-Rayanapadu section-Horizontal clearance to be adopted for fixed structures- Condonation- Reg.

*****

With reference to your letter No. E 252/VBRE/4039/ infringements dated 2-4-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways (Railway Board) sanction the infringements to eleven signals to item 13(ii)(c) of Chapter-I of B.G. Metric Schedule of Dimensions(1973) as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drg. No. B/SG/CN/RD/01/86 accompanying your letter referred to above.

The sanction is not applicable to running of 3660mm (12'-0") wide E.M.U. stock and supersedes the previous sanction issued under this office letter of even number dated 30-7-86.

Please acknowledge receipt.

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

No. 84/WDO/SD/8 New Delhi, dated 5-9-1986.

Copy forwarded with the request to acknowledge receipt to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House Lucknow w.r.t. his endorsement No. RS. 8-T(2)/84 dated 30-7-86.

2. The Commissioner of Railway Safety, Southern Circle Bangalore-560009 w.r.t. his letter No. 66 dated 7-4-86.

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE-I

S.No.	Name of structure which infringes.	Chapter & Item No. of B.G. Schedule	Prescribed Min. Dimension in mm	Existing actual Dimension in mm	Infringement in mm
	Rayanapadu (BZA Divn)				
1.	Dn Main Line starter (B 28)	Chapter-I, item 13(ii)(c)	2360	2210 from centre of Dn. loop line	150
2.	Dn. Goods starter Line-3 (B 31)	"	"	2340 from centre of line-4	20
3.	Dn. distant signal (A.1/2 D)	"	"	2350 from Dn. Main line	10
4.	Up Goods starter (A-41)	"	"	2260 from GL1, 2260 from GL2	100
5.	Up Goods starter (A-42)	"	"	2260 from GL2, 2260 from GL3	100
6.	Shunt Goods line-2 (A-30)	"	"	2260 from GL2	100
7.	Shunt Goods line-3 (A-31)	"	"	2260 from GL2, 2260 from GL3	100
8.	Up Goods starter (A-43)	"	"	2280 from GL3, 2280 from GL4	80
9.	Shunt Goods line-4 (A-32)	"	"	2280 from GL3, 2280 from GL4	80
10.	Up starter (A-37)	"	"	2300 from Rd 1, 2280 from Rd 2	60 80
11.	Shunt Up main (A-26)	"	"	2300 from Rd 1, 2280 from Rd.2	60 80

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GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/17 New Delhi, dated 5-9-1986.

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

Sub: Howrah-Kiul (Via SBG Loop) section-
140t B.G. Diesel Hydraulic B.D. Crane
by M/s GOTTWALD Gmbh West Germany-
Oscillation trials at 100 kmph.

With reference to your application No. W.552/15 Vol.2 dated 24-7-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways (Railway Board) sanction the infringement to the wheel base of the bogie of the match truck i.e. 1700 mm against 1830 mm required as per clause 18(i) Chapter IV(A) of the B.G. Metric Schedule of Dimensions (1973 reprint) as shown in Form-XI accompanying your letter referred to above.

It is noted that the condonation of infringement is required in connection with oscillation trials of 140t B.G. Diesel hydraulic B.D. crane and match truck upto a maximum speed of 100 kmph on Howrah - Kiul (Via SBG Loop) section of your railway to assess the speed potential of the crane which has been manufactured by M/s GOTTWALD Gmbh, West Germany to RDSO's Sketch No. 1 WDH 140 CR and is fitted with two six wheeled bogies.

(Arjmardan Singh)
Jt. Director Civil Engineering (G),
Railway Board.

No. 86/WDO/SR/17 New Delhi, dated 5-9-1986.
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(5)/82 dated 8-8-86.

2. The Commissioner of Railway Safety Eastern Circle Calcutta with reference to his letter No. 490 dated 28-7-86.

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

(Arjmardan Singh)
for Secretary, Railway Board.

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GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/14 New Delhi, dated 2-9-1986.

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

Sub: Running of Bogie Tank wagon type 'BTCS' to RDSO's Diagram No. WD-80114-S-01-ALT 2 on various B.G. sections.

With reference to your letter No. 439/4/14 dated 16/17-4-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways (Railway Board) sanction the running of Bogie tank wagon type 'BTCS' to RDSO's Diagram No. WD-80114-S-01 Alt.2 having a maximum axle load of 20.32t, fitted with CASNUB 22W bogie, straight centre buffer coupler and compressed air brake system for transportation of caustic soda lye both in empty as well as loaded condition on all the B.G. sections as mentioned in your joint safety certificate No. 438 BG dated 12-2-85 at a maximum speed mentioned against each section 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 observance of all other conditions/stipulations laid down in all other certificates accompanying your letter referred to above.

The sanction of the infringement to item No. 13(b) of Chapter IV-A of the B.G. Metric Schedule of Dimensions (1973) as shown in Form-XI accompanying your letter referred to above has already been conveyed under Board's letter No. 80/WDO/SR/21 dated 21/22-8-80

(Arimardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

No. 86/WDO/SR/14 New Delhi, dated 2-9-1986.

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(16)/82 dated 30-7-86.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No. 235 dated 23-4-85.

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

(Arimardan Singh)
for Secretary, Railway Bd

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GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAY (RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/ORI/9 New Delhi, dated 29-9-1986.

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
LUCKNOW-226001

Sir,

Sub: Opening of second line between Kurlasi-Bhiwani mandi (Km 807.91 to Km 820.55) stations on the Kota Division of Western Railway for the public carriage of passengers.

With reference to your endorsement No. RS.10-T(7)/86 dated 21-7-86, I am directed to confirm the action of CRS, Western Circle Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No. 16-5/22/319 dated 3-6-1986.

Yours faithfully,

(Arimardan Singh)
For Secretary, Railway Board.

No. 86/WDO/ORI/9 New Delhi, dated 29-9-1986

Copy forwarded for information to:-

1. The commissioner of Railway Safety, Western Circle Bombay with reference to his letter No. 16-5/221/319 dated 3-6-1986

2. The General Manager Western Railway, Bombay with the request that suitable action on CRS's recommendations ans suggestions referred to in the report prior to the opening of the above line amy please be taken and CRS 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 copy of the Index plan and section may also be sent to this office at the earliest.

(Arimardan Singh)
For Secretary, Railway Board.

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GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/ORI/12 New Delhi, dated 2-9-1986.

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
LUCKNOW-226001.

Sir,

Sub: Opening of the newly constructed 8.458 Km of Dn. Main Line between Jujharpur and Kiratgarh stations on Itarsi-Amla BG non-electrified section of Central Railway's Nagpur Division for the public carriage of of passengers.

*****

With reference to your endorsement No. RS.10-T(5)/86 dated 12-5-86, I am directed to confirm the action of CRS, Central Circle Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No. C-12(52)/85-499 dated 14-4-86.

Yours faithfully,

(Arimardan Singh)
For Secretary, Railway Board.

No. 86/WDO/ORI/12 New Delhi, dated 2-9-1986.

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No. C-12(52)/85-499 dated 14-4-86.

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

(Arimardan Singh)
For Secretary, Railway Board.

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GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

New Delhi, dated -9-1986.

No. 86/WDO/NIL/1

1. The General Managers,
All Indian Railways.

2. The General Manager,
Integral Coach Factory,
Perambur, Madras.

3. The General Manager,
Chittaranjan Locomotive Works,
Chittaranjan.

4. The General Manager,
Diesel Locomotive Works,
Varanasi.

5. The General Manager,
Wheel & Axle Plant,
Bangalore.

6. The General Manager,
Diesel Component Works,
Patiala.

7. The Officer on Special
Duty,
Rail Coach Factory,
Kapurthala.

Sub: Purchase of Surveying Instruments manufactured by National Instruments Limited, Calcutta.

A copy of Ministry of Industry, Department of Public Enterprises's letter No. 11-4/86-PE/1 dated 8-7-1986 alongwith enclosures is sent herewith for information and necessary action as considered necessary.

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

DA: As above.

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GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SD/15 New Delhi, dated -9-1986.

The General Manager,
Eastern Railway,
17, Netaji Subhas Road,
CALCUTTA-700001.

Sub: Lalgola Section- Bridge No. 2A at Km 77.05- Infringement to B.G. Schedule of Dimensions- Condonation thereof.

With reference to your letter No. W 591/2 dated 27-5-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways(Railway Board) sanction the infringements to item 13(ii)(b), (c) and (d) of Chapter-I of B.G. Metric Schedule of Dimensions(1973) as a permanent measure as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

The Department of Railways(Railway Board) also permit the running of 3660 mm(12'-0") wide E.M.U. stock at unrestricted speed on bridge No. 2A at Km 77.05 on Sealdah-Lalgola section of your railway.

(Arimardan Singh)
Jt. Director Civil Engg.(G),
Railway Board.

No. 86/WDO/SD/5 New Delhi, dated -9-1986.

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety 16-A, Ashok Marg Patiala House Lucknow with reference to his endorsement No. RS. 18-T(4)/84 dated 9-6-86.

2. The Commissioner of Railway Safety, Eastern Circle Calcutta with reference to his letter No. 251 dated 28-5-86.

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE-I

INFRINGEMENT OF MAXIMUM AND MINIMUM DIMENSIONS ON BRIDGE No. 24 BETWEEN RHA- KNJ(RHA-LGL section). Kilometrage 76/15-77/2.

Name of Structure which infringes	Chapter & Item No.	Prescribed Max. & Min. dimension	Existing actual dimension	Amount of infringement.
Bridge No. 24(Span 2 x 123'-0" U.S. + 1 x 123'-0" through type girder on single line.	Chap-I Item-13(ii)b	6'-3"(1905mm) increasing to 7'-9"(2360mm)	7'-0" (2134mm) minimum	0'-9" (226mm) maximum
	Chap.-I Item-13(ii)c	7'-9" (2360mm)	7'-3 11/16" (2227mm)	0'-5 5/16" (133 mm)
	Chap.-I Item-13(ii)d	7'-9" (2360mm) decreasing to 7'-0" (2135 mm)	7'-0" (2134 mm) Minimum. 7'-3 11/16" (2227 mm) Maximum	0'-9" (226 mm) Maximum 0'-5 5/16" (133mm) Minimum.

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GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 82/WDO/SD/22 New Delhi, dated 21-8-1986

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

Sub: Condonation of infringements in Darjeeling - Himalayan N.G. section to the Standard Schedule of Dimensions of 1964 print.

With reference to your letter No. W/341/1/NG/Part IV/W-7 dated 23-4-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways (Railway Board) sanction the following infringements to the various itms of 610 mm Narrow Gauge Metric Schedule of Dimensions(1964) in Darjeeling-Himalayan section:-

1. Infringements to the various items of the Schedule as shown at S.No. 1,2,3,4,5,7,8, 9,10 and 11 of the List of infringements enclosed with your above quoted letter.

2. Eighty six permanent infringements to item 17 Chapter-I of the Schedule as listed in Statement-'A' enclosed with your above quoted letter.

3. Two hundred and sixty six curve infringements to item 7 Chapter-I of the Schedule as listed in Statement-'C' enclosed with your above quoted letter.

The Department of Railways(Railway Board) further sanction the 9 infringements to various items of the Schedule as listed in statement 'B' received with your above mentioned letter for a period of one year. The Railway should, therefore, take all necessary steps to ensure that all the infringements shown in statement 'B' are removed within a period of one year from the date of issue of this letter.

(Arimardan Singh)
Jt. Director Civil Engg.(G),
Railway Board.

.....2/-

(48)

No. 82/WDO/SD/22 New Delhi, dated 21-8-1986.

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg Patiala House Lucknow w.r.t. his endorsement No. RS.20T(1)/86 dated 28/29-5-86.

2. The Commissioner of Railway Safety, North Eastern Circle Gorakhpur w.r.t. his letter No. 145/304/84 dated 29-4-86.

(Arimardan Singh)
For Secretary, Railway Board.

(49)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/ORI/11 New Delhi, dated 21-8-1986.

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House,
LUCKNOW-226001.

Sir,

Sub: Opening of second line between Chaumahla and Talapli stations on the Kota Division of Western Railway.

With reference to your endorsement No. RS.10-T(6)/86 dated 12-5-86, I am directed to confirm the action of CRS Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No. 16-5/220/217 dated 14-4-1986.

Yours faithfully,

(Arimardan Singh)
For Secretary, Railway Board.

No. 86/WDO/ORI/11 New Delhi, dated 21-8-1986.

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, Western Circle Bombay with reference to his letter No. 16-5/220/217 dated 14-4-1986.

2. The General Manager Western Railway Bombay with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway 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 copy of the Index plan and section may also please be sent to this office at the earliest.

(Arimardan Singh)
For Secretary, Railway Board.

(50)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 84/WDO/SD/8 New Delhi, dated 21-8-1986.

The General Manager(S&T),
Western Railway,
Head Quarters Office,
Churchgate, BOMBAY-400020

Sub: Ratlam - Provision of Route Relay Interlocking.

With reference to your letter No. S&T. 217/21/3/1 Vol.V dated 30-4-86 sent through the Chief Commissioner of Railway Safety, Lucknow, the Department of Railways (Railway Board) sanction the infringements to item 13(ii)(c) & (d) of Chapter-I of B.G. Metric Schedule of Dimensions(1973) involved in the installation of 5 colour light signals in place of semaphore signals in connection with provision of Route Relay Interlocking at Ratlam station yard as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

No. 84/WDO/SD/8 New Delhi, dated 21-8-1986

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-I(8)/84 dated 27/28-5-86.

2. The Commissioner of Railway Safety, Western Circle 2nd floor Churchgate station Bldg. Annexe, M.K. Road Bombay-400020 w.r.t. his letter No. 221/275 dated 7-5-86.

(Arimardan Singh)
For Secretary, Railway Board.

....2/-

(51)

Annexure-I

S.No.	Location	Name of structure which infringes.	Prescribed minimum dimension as per item 13(ii)(c) &(d) of Chapter-I mm	Existing actual dimension mm	Infringement. mm
1.	Ratlam station yard on Bombay-Baroda-New Delhi Trunk Route at km 654.62	Signal No. S.18/Sh.18 between line No. 5 & 6 (Line No.5 is stabling line)	2360	2250 from line 5	110
				2300 from line 6	60
2.	"	Signal No. S.33/Sh.33 between line No. 7 & 8 (Line No. 8 is goods siding)	2360	2230 from line 7	130
				2230 from line 8	130
3.	"	Signal No. S.39/Sh.39 between line No. 4 & 5 (Line No.5 is a stabling line)	2360	2300 from line 4	60
				2270 from line 5	90
4.	"	Signal No. S.41/Sh.41 between line No. 3 & 4 (These are goods lines)	2360	2240 from line 3	120
				2240 from line 4	120
5.	"	Signal No. S.54/ C.54 between Up & Dn. main lines.	2360	2300 from Up main	60
				2300 from Dn. main	60

****

(52)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 82/WDO/SD/23 New Delhi, dated 8-8-1986.

The Chief Project Manager,
Railway Electrification,
Divisional Rly. Manager(C.Rly.)'s
Office Building,
2nd floor, Extension, Kingsway,
NAGPUR-440001.

Sub: Electrification of Babina Defence Yard Siding Lines in JHS-BIN section on 25 kv AC - Administrative approval for adoption of setting distance below 2.36m for the OHE structures.

Ref: Your letter No. CPM/N/EL/T/28/5100 dated 16/19-5-1986.

In view of the position explained in your letter quoted above, the Department of Railways(Railway Board) have examined the matter and accord their administrative approval for adoption of setting distances varying from 2210 mm to 2356 mm for traction masts in between the tracks in the Reception and Despatch yards of Babina Defence siding lines as detailed in Appendix-'A' to Annexure-I accompanying your letter referred to above.

As already advised in Board's letter No. 82/WDO/SD/12 dated 18-6-82, a list of all the locations where O.H.E. masts are finally located with a setting distance of less than 2360mm may be submitted as an enclosure to the statement of infringements while obtaining CRS's sanction for commissioning of O.H.E. masts(though a formal condonation for provision of such setting distances would only be needed if and when a proposal to introduce 12'-0" wide stock is considered)

Please acknowledge receipt.

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

(53)

No. 85/WDO/ODC/1 New Delhi, dated 5-8-1986

The General Manager Southern Railway Madras.M/s BHEL have approached the Board under their letter No. BHE:SH:TFC:003 dated 19-10-85(copy enclosed) to issue a blanket sanction for movement of their lengthy consignments to Drg. No. 2-05-000-00100 and Drg. No. 2-06-000-01597 as 'B' class ODC ex. Golden Rock to various destinations on broad gauge. The Board are not in favour of the issue of a blanket sanction and have accordingly decided that M/s BHEL should approach to Southern Railway direct for movement of their lengthy consignments and your railway should take prompt action and avoid delay in the issue of sanctions so that M/s BHEL are not faced with any difficulty in the movement of their above said consignments.

Board have further observed that there should be no difficulty in the issue of the clearance by your railway for movement of these consignments almost the same day subject to:-

(a) dimensions of the consignments remaining the same.

(b) observance of the prescribed precautions.

(c) clearance by carriage & wagons staff in each case.

The receipt of this letter may please be acknowledged.

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

DA: As above.

(54)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 85/WDO/ODC/1 New Delhi, dated 5-8-1986

M/s Bharat Heavy Electricals Ltd.,
High Pressure Boiling Plant,
Tiruchirapalli-620014
(India)

Sub: Loading of lengthy consignments as 'B' class ODC ex. Golden Rock to various destinations on B.G.- Reg.

Ref: Your letter No. BHE:SH:TFC:003 dated 19-10-85

Please refer to your above quoted letter in which you have approached the Board for issue of a blanket sanction for movement of two lengthy consignments as 'B' class ODC ex. Golden Rock to various destinations on all the B.G. routes of Indian Railways.

The Department of Railways(Railway Board) have examined your request. Keeping in view the safety considerations, blanket sanction for movement of ODCs cannot be issued. As per procedure, the consignor has to approach the concerned railway from where he intends to move his ODC. The loading railway on receipt of the application from the consignor will examine the drawing of the consignment with respect to the limiting structures over its own routes and routes of other railways over which the ODC is to move and will give sanction for the movement of ODC including its movement over other zonal railways.

You may, therefore, approach the Southern Railway alongwith the drawing of the consignments, the dates of movement each time you intend to move the ODC and the details of the various routes over which you intend to move each individual consignment. The railway after examining the routes from all safety considerations will issue the sanction for such movements.

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

(55)

No.MD/CB/NCF 1.8.86.

The Principal,
Indian Railways,Institute of Advanced
Track Technology,
Pune-411001.

Ref: Shri N.K.Parthasarathy, Director
IRIATT'S letter No.850/ME/Inspec-
tion notes dt. 10.7.1986 to Ex.
Dir/Civil Engg/Rly Board/ New Delhi.

******

Design for coaches to be manufactured in RCF is yet to be decided. The drawings requested for are, therefore, still,not available.

As soon as a decision is taken and drawings are available the same will be sent..

DA: Nil.

Sd/-
(J.S.MARWAHA)
For Director General/Carr.)

Copy to:-

The Secretary (Works), Railway Board,
New Delhi in ref. to Board's letter No. 86/
W.I/Trg/Misc Dt. 21/7/86.

(56)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORTATION(PARIWAHAN MANTRALAYA)
(RAILWAY BOARD)

No. 84/WDO/SD/8 New Delhi, dated 30-7-1986.

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

Sub: Vijayawada- Balharshah Electrification- Introduction of Electrification on Vijayawada- Rayanapadu section-Horizontal clearance to be adopted for fixed structures from centre line of track-Condonation-reg.

With reference to your letter No. E 252/VBRE/4039/ Infringements dated 11-2-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways(Railway Board) sanction the infringements of five starter signals to item 13(ii)(c) of Chapter-I of B.G. Metric Schedule of Dimensions(1973) as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drg. No. B/SG/CN/RD/01/86 accompanying your letter referred to above.

This sanction is not applicable to running of 3660 mm (12'-0") wide E.M.U. stock.

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

No. 84/WDO/SD/8 New Delhi, dated 30-7-1986

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House Lucknow w.r.t. his endorsement No. RS. 8-T(2)/84 dated 19-3-86.

2. The Commissioner of Railway Safety, Southern Circle Bangalore-560009 w.r.t. his letter No.2496 dated 17-2-86.

(Arimardan Singh)
for Secretary, Railway Board.

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ANNEXURE-I

S.No.	Location	structure which infringes	Chapter & Item No. of Schedule	Prescribed Dimension.	Existing actual Dimension.
1.	Rayanapadu (BZA Divn)	Down Main line starter (B 28)	Chapter-I Item 13(ii)(c)	2360 mm (Min.)	2210 mm from centre of Dn. loop line.
2.	---do---	Down goods starter Line-3(S 31)	--do---	--do---	2340 mm from centre of line-4
3.	---do---	Up Goods starter Line-4(S 43)	--do--	--do--	2350 mm from centre of line-4
4.	---do---	Up Goods starter Line-3 (S 42)	--do--	--do--	2240 mm from centre of line-3
5.	---do---	Up Main line starter (S 37)	--do--	--do--	2335 mm from centre of Up Main line.

Amount of Infringement for 3660 mm stock
150 mm
20 mm
10 mm
120 mm
25 mm

(58)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SD/4 New Delhi, dated 30-7-1986.

The Chief Engineer(Const.),
Southern Railway,
18, Millers Road,
Bangalore-46

Sub: Bangalore City- Jolarpettai section- Doubling between Krishnarajapuram and whitefield-Proposed yard arrangements at whitefield.

With reference to your letter No. W.182/IV/48/CN/Vol.II dated 22-1-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways (Railway Board) sanction the infringement to item 2(b) of Chapter-II of B.G. Metric Schedule of Dimensions (1973) involved in the above mentioned work as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

It is, however, noted that a slip-siding already existing at km. 332/1-3 will serve as a safety siding, and the grade of 1 in 120 will not fall in the clear standing room portion of any of the running lines and will be only for a short length at the extreme end of the yard where the trains/rakes will not be stabled.

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

No. 86/WDO/SD/4 New Delhi, dated 30-7-1986
Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A Ashok Marg, Patiala House Lucknow w.r.t. his endorsement No. RS.18-T(1)/84 dated 25-2-86.

2. The Commissioner of Railway Safety Southern Circle Bangalore-560 009 with reference to his letter No. 2327 dated 23-1-86.

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE-I

S.No.	Location	structure which infringes	Chapter & item No. of Schedule	Prescribed dimension.	Existing actual dimension.	Amount of infringement.
1.	Km. 332/2-3 to 332/4-5 Whitefield yard on Bangalore City-Jolarpettai section-Bangalore Division.	Gradient in the yard.	Chapter II Item 2(b)	1 in 400	Existing grade of 1 in 93 regraded to 1 in 120.	1 in 120 grade against 1 in 400

(60)

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

(61)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 83/WDO/SD/15 New Delhi, dated 18.7.86

The General Managers,
All Indian Railways.

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

Ref: This office letter of even number dated 24.4.1984.

.....

On the advice of Ministry of petroleum and Natural gas, the Department of Railways (Railway Board) have decided that item 3 appearing in this office letter of even number dated 24.4.1984 (copy enclosed) may be amended to read as under:-

3. "Around the LPG bottling plant i.e. beyond the perimeter of the entire installation, there should be a buffer zone of 80 metres (250 feet) owned by the company as per C.C.E. stipulation wherever land availability is no constraint. In respect of locations where land availability is a constraint, the railway may accept the plans submitted by the oil Industry with a reduced green belt of 30 metres with the condition that construction of a compound wall of at least 3 metres height on the boundary of the plant and the railways, that is between the proposed siding and the nearest railway line is a must. The LPG facility area should be walled while the property line may be fenced or walled. In this 80/30 metres belt the rail or road crossings should only be for ingress or egress and should be of minimum length. There should be a perimeter road which would only be used by security and fire fighting personal. The belt of trees may be provided in this zone."

The receipt of this letter may please be acknowledged.

(ARIMARDAN SINGH)
Jt. Director Civil Engg.(G)
Railway Board.

Dated above

(62)

No. 83/WDO/SD/15 New Delhi, dated 18.7.86.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House Lucknow. with 25 spare copies.
2. The Commissioner of Railway Safety, all zones.
3. The Chief Engineers(open line) All Indian Railways.
4. The Chief Engineers (Construction), All Indian Railways.
5. The Chief Operating Superintendents, All Indian Railways.
6. The Chief Commercial Superintendents, All Indian Railways.
7. The Executive Director Safety Railway Board N. Delhi.
8. Joint Director (POL), Railway Board New Delhi.

DA: As above.

(HARIMARDAN SINGH)
for Secretary Railway Board.

(63)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/15 New Delhi, dated 15.7.86

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

Sub: Maximum height of CBC above Rail level for unloaded coaches B.G.-sanction for infringement.

.....

With reference to your letter No. CT/MS/SD/BG dated 25/28-4-1986 sent through the Chief Commissioner of Railway Safety, Lucknow, the Department of Railways (Railway Board) sanction the infringement to item No.13(b) Chapter IV-A of B.G. Metric Schedule of Dimensions (1973) concerning the coupler height of 1105mm above rail level as against 1080mm required as per Schedule involved in the case of all future designs of unloded B.G. coaching stock fitted with CBC coupling as stated in your letter referred to above.

(ARIMARDAN SINGH)
Jt. Director Civil Engg. (G)
Railway Board

No. 86/WDO/SR/15 New Delhi, dated 15.7.86

Copy forwarded to the Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House Lucknow with reference to his endorsement No. RS.18-T(7)/84 dated 20.5.86

(ARIMARDAN SINGH)
for Secretary Railway Board.

(64)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/18 New Delhi, dated 15.7.86

The General Manager (Works),
Central Railway,
Bombay V.T.

Sub: Sanction for running of WDS/4D class shunting locomotives on B.G sections of Central Railway.

.....

With reference to your letter No. W.681.Y.70.HR dated 27.5.86 sent through the Chief Commissioner of Railway Safety, Lucknow, the Department of Railways (Railway Board) sanction the running of WDS/4D class diesel hydraulic shunting locomotives O-C-O type fitted with 700 H.P. MAK diesel engine Model 6M282(AK) and Voith transmission of L4r2U model to RDSO's sketch No. SK. Dp-679 Alt.2 having a axle load of 20t±3% on the B.G. sections mentioned in your Joint Safety Certificate No. E-10/86-BG at a maximum speed as shown against each section, and at a maximum speed of 20kmph in yards, subject to observance of all permanent and temporary speed restrictions inforce and/or those that may be imposed from time to time. The sanction is furthur subject to the observance of all other conditions/stipulations made in all other certificates accompanying your letter referred to above.

The Department of Railways (Railway Board) also sanction the infringement to item 12 of Chapter-IV, A of the B.G. Metric Schedule of Dimensions (1973) involved in the running WDS/4D class shunting locomotives as detailed in Form-XI accompanying your Letter referred to above.

(ARIMARDAN SINGH)
Jt. Director Civil Engg. (G)
Railway Board.

DA: Nil

No. 86/WDO/SR/18 New Delhi, dated 15.7.86.

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(4)/82 dated 4.6.86.
2. The Commissioner of Railway Safety, Central Circle, Bombay w.r.t. his letter No. C-11 (55)/78-680 dated 28.5.86.
3. The Director Standards (Motive Power) R.D.S.O., Lucknow.

(ARIMARDAN SINGH)
for Secretary Railway Board.

DA: Nil

(65)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/BS/1 New Delhi, dated 14.7.86.

The General Manager,
Western Railway,
Bombay.

Sub: Providing an additional loop at Nasirabad and condonation of vertical clearance and free Board at bridge No.55 on Ajmer-Ratlam M.G. section of Western Railway.

.....

With reference to your letter No. W.65/1/VOP/ADI/Vol.III dated 14.4.86 sent through the Chief Commissioner of Railway Safety, Lucknow, the Department of Railways (Railway Board) sanction the provision of reduced vertical clearance of 220mm as against 600mm and reduced free Board of 470mm as against 1000mm respectively during extension of the bridge No. 55 on Ajmer-Ratlam section (MG) of Western Railway in-connection with the work of extension of loop at Nasirabad.

DA/Nil

(A.K. MEHROTRA)
Jt. Director Civil Engg. (B&S)
Railway Board

No.86/WDO/BS/1 New Delhi, dated 14.7.86.

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.RS18-T(8)/84 dated 28.5.86.

2. The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No. 221/246 dated 24.4.86.

DA/Nil

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

(66)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/21 New Delhi dated 10.7.86

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

Sub: Running of B.G. Bogie open Militry wagon type 'BOM' on various B.G. sections.

.....

With reference to your application No. W.439/4/Vol.XII dated 7/13.5.86 sent through the Chief Commissioner of Railway Safety, Lucknow, the Department of Railways(Railway Board) sanction the running of Bogie Open Militry Wagon type 'BOM' to RDSO's drg. No. WD-82060-S-01 Alt. 1 and WD-82060-S-51 Alt.1 both in empty as well as in loaded conditions on various B.G. sections as mentioned in your Joint Safety Certificate No.439 B.G. at a maximum speed noted against each section 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 furthur subject to the observance of all other conditions/ stipulations laid down in all other certificates accompanying your letter referred to above. In case, the consignment when loaded On 'BOM' wagon constitutes an ODC, separate sanction will be necessary from competent authority on the railway for ODC movement.

The sanction of infringements to item No. 13(b) of Chapter IV-A of the B.G. Metric Schedule of Dimensions(1973) and to the [illegible] for maximum Dimensions of (1929) as shown in diagram 1A [illegible]ers has however already been issued under Board's letter No. 83/WDO/SR/5 dated 2.3.83.

(SHYAM KUMAR)
Jt. Director Civil Engg(B&S)
Railway Board.

DA: Nil.

No. 86/WDO/SR/21 New Delhi dated 10-7-86.

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(1)/82-Vol.IV dated 11.6.86.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore w.r.t. his letter No. 348 dated 20.5.86.

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

(SHYAM KUMAR)
for Secretary Railway Board.

(67)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/18 New Delhi, dated 10.7.86

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

Sub: Running of WDS4B & WDS4D class deisel hydraulic locomotives on Broad Gauge sections of South Central Railway.

.....

With reference to your Letter No. W.438/1/7 dated 25.4.86 sent through the Chief Commissioner of Railway Safety, Lucknow, the Department of Railways(Railway Board) sanction the running of WDS4B & WDS4D, O-C-O type of diesel hydraulic locos. with 700 H.P. Mak engine Model 6M282 (AK) and hydraulic transmission to RDSO's drg. No. SK.DP-679 Alt.2 having an axle load of 20t±3% manufactured at Chittaranjan locomotive works on the various B.G. sections as given in the Joint Safety Certificate No. 180BG of your Railway at a maximum speed mentioned against each section under WDS4B & WDS4D locomotives respectively, 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 furthur subject to observance of all other restrictions/stipulations made in your Joint Safety Certificate No. E-180BG and all other certificates accompanying your letter referred to above. The action of Commissioner of Railway Safety in according his provisional sanction for the running of these two types of diesel hydraulic locomotives on various BG sections of S.C. Railway is here-by confirmed.

The Department of Railways(Railway Board) also sanction the infringements to item No.11(ii) and 12 of Chapter IV-C of the B.G. Metric Schedule of Dimensions(1973) involved in the running of WDS4B & WDS4D locomotives as shown in Form-XI accompanying your letter referred to above

(ARJMARDAN SINGH)
Jt.Director Civil Engg.(B&S)
Railway Board.
New Delhi, dated 10 .7.86.

DA: Nil

No. 86/WDO/SR/18

Copy forwarded to:

1. Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House Lucknow with reference to his endorsement No. RS.17-T(4)/82 Vol. II dated 21.5.86.

2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Rd., Gandhinagar, Bangalore w.r.t.his letter No. 238 dt. 5.5.86.

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

(ARJMARDAN SINGH)
for Secretary Railway Board.

DA: Nil

(68)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/16 New Delhi dated 3.7.86.

The General Manager (Engg.),
Central Railway,
Victoria Terminus,
Bombay.

Sub: Sanction for running of NRD1 Diesel Rail Car with three trailing coaches on Gwalior-Bhind and Gwalior-Sheopur Kalan (610mm) N.G. section of Jhansi Divn.

.....

With reference to your application No. W.681.V.77.BR dated 4.2.86, sent through the Chief Commissioner of Railway Safety, Lucknow the Department of Railways (Railway Board) sanction the running of NRD1 class Narrow Gauge diesel Rail Car to RDSO's Sketch No. SK.DP-264 powered with Ashok Layland industrial diesel engine type ALU 680 of 156 HP, having a maximum axle load of 6t+3% manufactured in Southern Railway workshop at Mysore with three trailers viz. two plain trailer coaches and one trailer with brake van with a maximum axle load of 3.175t to RDSO's SK. No. 85125(Alt.1) and SK. No. 85126(Alt.1) respectively, provided with graduated release air brake system to NRD1 Rail Car and Coaches also, on Gwalior-Bhind and Gwalior-Sheopur Kalan (610mm) N.G. sections of Jhansi Division of your Railway at a maximum speed of 35kmph excepting that speed shall be reduced to 30kmph between kms 1372.75 to kms 1424.63 laid with 30lbs rail on Gwalior-Sheopur Kalan section subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The Railway should however relax the speed from 30 kmph to 35 kmph between the kms 1372.75 to 1424.63 when the same is laid with 35 lbs rail (with no more than 5% wear) or heavier rail section. The action of Commissioner of Railway Safety in according his provisional sanction to the operation of Diesel Rail Car services under his letter No. 200 dated 6-2-86 is also hereby confirmed.

The Department of Railways (Railway Board) also sanction the infringement to item No. 2(i) Chapter IV(b) of the Schedule of Dimensions, 610 mm gauge 1922 (printed in 1964) involved in the running of NRD1 N.G. Diesel Railcar as detailed in Form-XI accompanying your application referred to above.

Shyam Kumar
(SHYAM KUMAR)
Jt. Director Civil Engg. (B&S),
Railway Board.

(69)

No86/WDO/SR/16 New Delhi dated 3.7.86

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(4)/82 dated 19.5.86.

2. The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate Station Building, Annexe, Maharishi Karve Road Bombay with reference to his letter No. 199 dated 6.2.1986.

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

Shyam Kumar

(SHYAM KUMAR)
for, Secretary, Railway Board.

(70)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/SR/19 New Delhi dated 3.7.1986.

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

Sub: Regular running of 20.32t axle load bogie open wagon type 'BOXN' with a body height of 1950mm on the entire B.G. system of S.E. railway excluding the siding in the premises of TISCO and SAIL steel plant.

.....

With reference to your application No. G/WAGON/BOXN/Pt.II dated 30.11.84, sent through the Chief Commissioner of Railway Safety, Lucknow, the Department of Railways(Railway Board) sanction the regular running of 20.32t axle load bogie open wagon type 'BOXN' with a body height of 1950mm to RDSO's drg. No. WD-80007-S/00 Alt. 1 on the B.G. system of your Railway excluding the sidings in the premises of TISCO and SAIL steel plants at a maximum permissible speed of 75kmph where the track permits a maximum permissible speed of 100kmph and that in other sections where the maximum permissible sectional speeds are less, the maximum permissible speed of BOXN wagons should be limited to 75kmph or the sectional speed whichever is lower 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 furhtur subject to the all other conditions/ stipulations made in Commissioner of Railway Safety/S.E.Circle's forwarding letter No. 165/257/34 dated 30.4.86 and in all other certificates accompanying your letter referred to above.

The sanction of infringements to item No. 13(b) of Chapter IV-A and diagram 1A of B.G. Metric Schedule of Dimensions(1973) as detailed in Form-XI accompanying your letter referred to above has however already been communicated under Board's letter No. 80/WDO/SR/5 dated 20.4.80.

Shyam Kumar

(SHYAM KUMAR)
Jt. Director Civil Engg.(B&S)
Railway Board.

...../2

(71)

WDO

No. 86/WD/SR/19 N. Delhi dt. 3.7.86

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(1)/82-Vol.IV dated 28.5.86.

2. The Commissioner of Railway Safety, South Eastern Circle 14, Strand Road, 12th Floor, Calcutta with reference to his letter No. 165/257/34 dated 30.4.86.

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

Shyam Kumar

(SHYAM KUMAR)
for Secretary, Railway Board.

(72).

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAY(RAIL VIBHAG)
(RAILWAY BOARD)

No.85/WDO/SR/7 New Delhi,dated 3.7.86

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

Sub: Running of modified 12 axle 120t RAPP Bogie Wagon for carrying 110 tonnes steam Generator to RDSO's Drg. No. WD.83088-S-02 Alt. 1 from Ponmalai-Gudur.

.....

With reference to your application No. W.439/4/Vol.XII dated 11.4.86, sent through the Chief Commissioner of Railway Safety, Lucknow, the Department of Railways (Railway Board) sanction the running of modified 12 axle 120t RAPP Bogie Wagon to RDSO's Drg. No. WD.83088-S-02 Alt.1 in empty and loaded condition for transporting 110tonnes Steam Generator on the following sections at a maximum permissible speed shown against each section subject to observance of all permanent and temporary speed restriction in force and/or those that may be imposed from time to time.

S.NO.	Sections	Maximum permissible speed	
		Empty	Loaded
1.	Ponmalai-Tiruchchirappalli	15	10
2.	Tiruchchirappalli-Erode.	25	15
3.	Erode-Jolarpettai.	25	15
4.	Jolarpettai-Arkkonam	25	15
5.	Arkkonam-Renigunta (including Melpakkam by pass)	25	15
6.	Arkkonam-Veysarpadi	25	15
7.	Veysarpadi-Korukkupet	25	15
8.	Korukkupet-Gudur	25	15

The sanction is furthur subject to observance of all other conditions/stipulations mentioned in your Joint Safety Certificate and in all other certificates accompanying your letter referred to above. As the consignment when loaded on this wagon infringes the standared maximum moving dimensions of 1929, the sanction of the competent authority for ODC movement should also be obtained as detailed in para 2.3.6 of RDSO's speed certificate.

The Department of Railways(Railway Board) also sanction the infringement to clause 16 of Chapter IV-A of the B.G. Metric Schedule of Dimensions(1973) involved in the movement of the wagon as detailed in Form-XI accompanying your letter referred to above.

Shyam Kumar

(SHYAM KUMAR)
Jt. Director Civil Engg.(MS)
Railway Board

No. 85/WDO/SR/7 New Delhi, dated 3.7.86

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(1)/82.Vol.IV dated 25.8.86.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No. 135 dt. 21-4-86.

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

Dy: Nil.

(SHYAM KUMAR)
for Secretary, Railway Board.

(74)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/17 New Delhi, dated 3.7.86

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

Sub: Movement of 140t B.G. diesel hydraulic break down Cranes from Calcutta Docks to their destinations(Bilaspur, Adra and Waltair-one time movement.)

.....

With reference to your application No. G/Crane/Pt.IV dated 28.4.1986, sent through the Chief Commissioner of Railway Safety, Lucknow the Department of Railways (Railway Board) sanction the infringement to item No. 18(i) of Chapter IV-A of B.G. Metric Schedule of Dimensions(1973) involved in the movement of 140t B.G. diesel hydraulic break down cranes, manufactured by M/S Gottawald, West Germany to RDSO's Sketch No. 1 WDH-140-CR.

The sanction for one time movement of 140t B.G. diesel hydraulic break down cranes will however be issued by your Railway in term of para 2.6.1 of Railway Board's policy circular No.6 circulated under Board's letter No. 73/WDO/SR/9/0 dated 8.7.1980.

(SHYAM KUMAR)
Jt. Director Civil Engg. (B&S)
Railway Board.

No.86/WDO/SR/17 New Delhi, dated 3.7.86

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(5)/82 dated 27/28-5-1986.

2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th Floor, Calcutta with reference to his letter No. 160 dated 29.4.86

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

(SHYAM KUMAR)
for Secretary, Railway Board.

(75)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/9 New Delhi dated 3-7-86

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

Sub: Bottom discharge hopper wagon type 'BCBG'.

Ref: your letter No. MW/CS/BTFG dated 5.3.1986.

.....

The Department of Railways(Railway Board) have considered your letter dated 5.3.86 quoted above and accord their approval to the adoption of 3.50 metres width in the design of 'BCBG' type of bottom discharge hopper wagon without any side doors.

Chief Commissioner of Railway Safety, Lucknow's letter No. RS.17-T (2)/86 dated 31.3.86 (copy enclosed for ready reference) issued in connection with increasing the width to 3.50 metres of bottom discharge wagon (BDW) may, however, be taken into consideration while finalising the design of the above wagon and issuing the speed certificate.

(SHYAM KUMAR)
Jt. Director Civil Engg.(B&S)
Railway Board

DA: As above

No. 86/WDO/SR/9 New Delhi,dated 3.7.86.

1. Copy forwarded to the Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House Lucknow for information.

(SHYAM KUMAR)
for Secretary Railway Board.

(76)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/SR/13 New Delhi, dated 3.7.1986

The General Manager(Engg.),
Central Railway,
Victoria Terminus,
Bombay.

Sub: Sanction for running of 130t Well Wagon of M/S TISCO to their Drg. No. 117235 and 117236, in empty as well as in loaded condition on Balharshah -Nagpur B.G. section of Central Railway.

.....

With reference to your application No. W/444/M-2/BR/V dated 18.2.86 and 27.5.86 sent through the Chief Commissioner of Railway Safety, Lucknow, The Department of Railways(Railway Board) sanction the running of 130t 12 axle Non standared B.G. well wagons of M/S Tata Iron and Steel Co. Ltd.(TISCO) Jamshedpur to their Drg. No. 117235 for well wagon with out Jack and cabin and 117236 for well wagon with Jacks and cabin with a maximum axle load of 17.00tand 17.54t respectivelyover Balharshah-Nagpur, via Wardha B.G. section of Central Railway at a maximum speed of 25kmph in empty as well as in loaded conditions, when loaded on either of these wagons with 2000mm dia and 10500mm long cylinder shape consignment weighing 123.550t 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 furthur subject to observance of the instructions for running of 130t well wagon issued under Board's letter No.81/WDO/SR/13 dated 21.7.81 and all other conditions mentioned in Your Joint Safety Certificate No. W.4/86 B.G. The sanction is also subject to the conditions/stipulations mentioned in all other certificates accompanying your application referred to above.

The Department of Railways(Railway Board) also sanction the infringements to item 17,20(b) and 21(b) of Chapter IV-A of B.G. Metric Schedule of Dimensions(1973) involved in the running of these wagons as shown in form-XI accompanying your application dt.27-5-86 referred to above.

(SOHAN KUMAR)
Jt. Director Civil Engg. (B&S)
Railway Board.

..../2

No. 86/WDO/SR/13 New Delhi, dated 3.7.1986

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg Patiala House, Lucknow with reference to your endorsement No. RS.17-T(1)/82-Vol.IV dated 1.4.86 and 4.6.86.

2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No. 248 dated 18.2.86 and No. C-11(29)/76-678 dated 28.5.86.

3. The Director General (Wagon) RDSO., Lucknow.

Shyam Kumar

SHYAM KUMAR

for Secretary, Railway Board.

(78)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 84/WDO/SD/8 New Delhi, dated 1-9-1986

The General Manager,
Headquarters office,
Baroda House,
New Delhi.

Sub: Running of EMU services 3 Motor trollies and 6 trailers(coaches) on Tilak Bridge-Tughlakabad.

Ref: Your letter No. 519-W/270/TKD dated 25-4-1986.

As per condition No.1 of this office letter of even number dated 31-7-85, the infringement to platform shelters on Tilak Bridge-Tughlakabad section were required to be removed within six months. As your railway have not so far been able to remove the said infringements, the Board have considered your request for extension in the time period and have decided to relax the same upto 31-7-86.

It is, however, noted that all the infringements have been examined afresh by your railway and it is not possible to remove them except the infringements of platform shelters.

Shyam Kumar
(SHYAM KUMAR)
Jt. Director Civil Engg.(HS)
Railway Board.

No. 84/WDO/SD/8 New Delhi, dated 1-9-1986.

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(U)/83 dated 12-7-85.

2. The Commissioner of Railway Safety, Northern Circle Charbagh Railway station Lucknow with reference to his letter No. 57/1339/Pt.1 dated 25-6-86.

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

(79)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/SR/6 New Delhi, dated 4.6.1986

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Movement of underframes of TPGLR type tank wagon on Broad Gauge sections of W. Railway.

.....

With reference to your application No. W.636/15/35 dated 22.1.86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department o f Railways (Railway Board) sanction the infringement to item 13(a) of Chapter IV-A of the B.G. Metric Schedule of Dimensions(1973) involved in the movement of TPGLR underframes to RDSO Drg. No. WCS-7205-S/53 Alt. 5

The sanction for movement of the TPGLR underframs will be issued by your Railway in terms of para 2.6.1 of Railway Board's policy Circular No. 6. The Department of Railways(Railway Board) however confirm the action of Commissioner of Railway Safety in according his provisional sanction to the related movement of these underframes.

(ARIMARDAN SINGH)
Jt. Director Civil Engg.(G)
Railway Board.

DA:Nil

No. 86/WDO/SR/6 New Delhi, dated 4.6.86

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(1)/82. Vol.III dated 18.2.86.

2. The Commissioner of Railway Safety, West-ern Circle, 2nd floor, Churchgate station building, Annexe, Maharshi Karve Road, Bombay with reference to his letter No. 12-5/225/47 dt. 23.1.86.

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

(ARIMARDAN SINGH)
for Secretary, Railway Board

DA:Nil

(80)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/ODC/1 New Delhi, dated 3-6-1986

The General Managers,
All Indian Railways.

Sub: Supply of O.D.C. diagram books.

In terms of para 8 of the directives contained in Railway Board's letter No. 81/EL-1/WDO/1 dated 11-3-82, the O.D.C. diagram books of your railway are required to be revalidated before the expiry of every six months.

The Department of Railways(Railway Board) therefore desire that two copies each of the latest available O.D.C. diagram book of all gauges may please be sent immediately for reference and use in this office. Each diagram book should indicate at the top cover the date on which the book stands corrected.

The receipt of this letter may please be acknowledged.

D.A./Nil.

(Arimardan Singh)
Jt. Director Civil Engg.(G),
Railway Board.

(81)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/ORI/10 New Delhi, dated 2.6.86

The Chief Commissioner of Railway Safety,
16-A Ashok Marg, Patiala House,
Lucknow-226001.

Sir,

Sub: Opening of the new double line between Shahbad-Markanda and Mohri stations on the Northern Rly. for the public carriage of passengers.

.....

With reference to your endorsement No. RS-10-T(15)/85 dated 19.3.86 I am directed to confirm the action of CRS, Northern Circle, Lucknow in authorising the opening of the above section for the Public carriage of passengers as per his letter No. 165/61/1/OPG/PT dated 18.2.86.

Yours faithfully,

(ARJMARDAN SINGH)
for Secy., Railway Board.

DA:Nil

No.86/WDO/ORI/10 New Delhi, dated 2.6.86

Copy forwarded for information to:

1. The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No. 165/61/1/OPG/PT dt.18.2.86

2. The General Manager, Northern Railway, Baroda House N. Delhi 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 Board in an interleaved copy. It is furthur requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

DA:Nil

(ARJMARDAN SINGH)
for Secy., Railway Board.

(82)

(GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/14 New Delhi, dated 30.5.86

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

Sub: Trial running of BTCS type tank wagon on the entire B.G. System of S.E. Railway.

.....

With reference to your application No. G/Tank Wagon/Pt.4 dated 9.1.85 sent through the Chief Commissioner Of Railway Safety Lucknow, the Department of Railways (Railway Board) sanction the trial running of B.G. bogie tank wagon type 'BTCS' to RDSO drg. No. WD. 80114-S-01 Alt. 2 of M/S National Aluminium Co., having a maximum axle load of 20.32t and fitted with CASNUB 22W bogie, straight centre buffer couplers and compressed air brake system for transportation of caustic soda lye (50% caustic soda solution), at a maximum speed of 65kmph on the entire B.G. system of your Railway 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 furthur subject to clearance of the design of the above wagon by the Chief Inspector o-f explosives Nagpur in term of para 616.1 of the red tariff and observance of all other conditions/stipulations laid down in all other certificates accompanying your letter referred to above. The action of Commissioner of Railway Safety S.E. Circle in according his provisional sanction to the movement of the wagon a s a temporary measure upto 31.5.86 is also hereby confirmed.

The sanction to the infringement to item No. 13(b) of Chapter IV-A of the B.G. Metric Schedule of Dimensions(1973) as shown in form-XI has already been conveyed under Board's letter No.80/WDO/SR/21 dated 21/22-8-1980.

(ARIMARDAN SINGH)
Jt. Director Civil Engg.(G)
Railway Board.

No.86/WDO/SR/14 New Delhi, dated 30.5.86

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(1)/82.Vol (IV) dated 23.4.1986.

2. The Commissioner of Railway Safety, S.E. Circle 14, Strand Road, 12th floor Calcutta w.r.t. his letter No.3165 dt. 18.3.86.

3. The Director Standard(Wagons) R.D.S.O., Lucknow.

(ARIMARDAN SINGH)
for Secratary, Railway Board.

(83)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/ORI/6 New Delhi dt. 29.5.86

The Chief Commissioner o f Railway Safety,
16-A, Ashok Marg, Patiala House,
Lucknow-226001.

Sir,

Sub: Opening of new Metre Gauge line from Dharmanagar to pecharthal of Lumding Division of N.F. Rly.

.....

With reference to your endorsement No. RS.10-T(4)/86 dated 22.4.86 , 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 public carriage of passengers as per his letter No. 55/722/1/opening/P.T. dated 9.4.86.

Yours faithfully,

(ARIMARDAN SINGH)
for Secy., Railway Board.

DA.Nil

No. 86/WDO/ORI/6 New Delhi dated 29 .5.86

Copy forwarded for information to:

1. The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No. 55/722/1/opening/ P.T. dated 9.4.86.

2. The General Manager, N.F. Railway, Maligaon, Guwahati 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 Board in an interleaved copy. It is furthur requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic and the copy of the Index plan & section may please be send to this office.

DA.Nil

(ARIMARDAN SINGH)
for Secretary, Railway Board.

(84)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/SR/12 N. Delhi dated 28.5.86

The General Manager(Engg.),
Central Railway,
Victoria Terminus,
Bombay.

Sub: Sanction for running of 24 axle (Thread Beam) special wagon (with KWU Beam) of M/S BHEL Hardwar, in empty and in loaded condition when loaded with 500 MW Turbo Generator Stator weighing 280t each from BHEL's factory siding at Hardwar to the proposed Thermal Power Stations at Singrauli Korba, Ramagundam, Neyveli and Farakka and from Calcutta Dock to Singrauli and Farakka Via various B.G. routes over Central Railway.

.....

With reference to your application No. T.607/M-3/WY/BR/X dated 30.1.1986 sent through the Chief Commissioner Of Railway Safety Lucknow the Department of Railways (Railway Board) sanction the running of 24 axle (Thread Beam) special wagon of M/S BHEL, Hardwar to RDSO's Drg. No. WD-5/7811-S/52 (Alt.2) having a maximum axle load of 19.492 t with minimum wheel dia 860mm (Condemening size) at a maximum speed of 40kmph in empty condition and 20kmph when loaded with 500M.W. Turbo Generator Stators to RDSO's Drg. No. WD-5/7811-S/53 (Alt.1) on the following sections:-

1. Delhar Shah-Tughlakabad via Wardha-Nagpur-Ambla-Itarsi-Bhopal-Bina-Jhansi-Agra Cantt-Mathura.
2. Jhansi- Juhi.
3. Bina-Katni.
4. Katni-Singrauli.
5. Dhinsen-Khairar
6. Khairar-Manikpur.
7. Manikpur-Katni.

The sanction is subject to the observance of all permanent and temporary speed restrictions inforce and/or those that may be imposed from time to time. The sanction is furthur subject to the following conditions and all other conditions/stipulations made the certificates accompanying your letter referred to above. Separate sanction will be necessary for ODC movement from the competent authority on the Railway.

1. The special wagon is unbraked but has been provided with vacuum pipe for necessary through connections and therefore, minimum ten and four numbers of empty four wheeler wagons (including brake van) with perfect brakes shall be attached in the front as well as in the rear of the special wagon when hauled in loaded and empty condition respectively.

Cont./2

2. The wagon either in empty or in loaded condition will run in a special train formation as per special instructions framed by COPS and shall be escorted by trained staff during day li hours only.

3. The loading beam of the special wagon and the consignment ca be shifted laterally by 380mm on either side of centre by hy ulic equipment and therefore whenever the wagon with load in inges the fixed structures enroute the wagon shall be brough to a halt and the "KWU" Beam with load be shifted laterally clear the infrigement at such location and the wagon shall m at a crawling speed of 5kmph at such locations. After crossi this infringement the "KWU" Beam with load shall be brought back centrally for furthur movement.

4. At stations where non standard lockbars exist, special care be taken to ensure that non of these lockbars are inadverten operated below the wheels of the train with this wagon.

5. It shall be ensured, during the movement of the special trai train that all the instructions partaining to O.D.C. are strictly followed and adequate precautions shall be taken.

6. T.I; P.W.I. and C.W.I/C.W.F/C.W.S. of the sections shall accompany the special train in its entire route to ensure it safe movement.

7. The maximum speed on turnouts, diamond crossings and curves sharper than 4°, enroute of the special train shall not excee 15kmph in any case.

The Department of Railways(Railway Board) also confirm the ac of CRS/Central Circle Bombay in according his provisional sanction f for the running of the above 24 axle special wagon because of the urgenc expressed by the Railway to obviate any delays in the movement of the imported Stators to various destinations.

The sanction of infringements to item No. 16, 17, 20(b), 21(b) and 22 of Chapter IV-A of the B.G. Metric Schedule of Dimensions(197 as detailed in Form-XI enclosed with your application has already bee issued at design stage under Board's letter No. 84/WDO/SR/11 dated 26.12.84

(ARIMARDAN SINGH)
Jt. Director Civil Engineering(G)
Railway Board.

Cont./3

(86)

No. 86/WDO/SR/12 N. Delhi dated 27.5.86.

Copy forwarded to :

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No. 17-T(1)/82 Vol. (IV) dated 31.3.1986.

2. The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate, Station Building, Annexe Maharishi Karve Road Bombay with reference to his letter No. 171 dated 3.2.86.

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

(ARIMARDAN SINGH)
for Secretary Railway Board.

(87)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/5 New Delhi dtd. 28.05.86

The General Manager (Engg.),
South Eastern Railway,
Garden Reach,
CALCUTTA - 700 043

Sub: Movement of 25 Nos. B.G. bogie hopper wagon of M/s.NALCO from M/s.CIMMCO Works/Bharatpur to Budhapark.-one time movement.

.....

With reference to your application No.G/WAGON/MISC/PT.IV dated 16.4.86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways (Railway Board) sanction the infringement to item 13(b) of Chapter-IV-A and profile of the Maximum moving Dimensions of 1929 as shown in diagram 1A and others of B.G. Metric Schedule of Diemension (1973) involved in the movement of B.G. bogie hopper wagon to M/s.CIMMCO's drg. No.N-RDW-01(alt.3).

The sanction for movement of the wagon will however be issued by your railway.

(ARIMARDAN SINGH)
Jt. Director Civil Engg. (G)
Railway Board

DA : NIL

No.86/WDO/SR/5 New Delhi dtd. 28.05.86

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(1)/82-Vol-IV(A)

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta, with reference to his letter No.115 dated 24.4.86

3. The Director Standard (Wagon) R.D.S.O. Lucknow

(ARIMARDAN SINGH)
For Secratary Railway Board

(88)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/SR/5 New Delhi dtd.28.05.86

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

/One time
Sub:/Movement of 25 Nos. B.G. Bogie Hopper Wagons of M/s.NALCO from Mughalsarai-Gomoh via Gaya enroute to Buddha Park-Condonation of infringement thereof.

.....

With reference to your application No.W.591/8/1/Vol.II/622 dated 30.4.86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways (Railway Board) sanction the infringement to item No.13(b) of Chapter IV-A and profile of the Maximum moving Dimensions of 1929 as shown in diagram 14 and others of B.G. Metric Schedule of Dimensions(1973) involved in the movement of B.G. bogie hopper wagon to M/s.CIMMCO's Drg. No.N-RDW01(Alt.3).

The sanction for movement of the wagon will however be issued by your railway.

(ARJNARDAN SINGH)
Jt. Director Civil Engg.(G)
Railway Board
New Delhi dtd. 28.05.86

DA : NIL

No.86/WDO/SR/5

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(1)/82.Vol.IV(B) dtd.16.5.86.

2. The Commissioner of Railway Safety, Eastern Circle Calcutta with reference to his letter No.111/1004/86 dated 1-5-86.

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

(ARJNARDAN SINGH)
for Secretary Railway Board.

(89)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WBC/CLW/1 New Delhi, dated 21-5-1986

The General Managers,
All Indian Railways.

Sub: i) New lines/Buildings/Conversions opened and lines restored during the year 1985-86.

ii) Lines dismantled during 1985-86.

iii) New lines/Buildings/Conversions in progress as on 31st March '86.

Reference is invited to this office letter No. 85/WBC/CLW/1 dated 12-4-85 in response to which this office was furnished with three copies of the statement and plans showing the works as mentioned in the subject noted above for the year 1984-85 under your reference mentioned below.

The Department of Railways(Railway Board) desire that the information as mentioned at item i), ii) and iii) in the subject noted above may please be furnished for the year 1985-86 also at the earliest.

The receipt of this letter may please be acknowledged.

(AJITJARDAN SINGH)
Jt. Director Civil Engg.(C),
Railway Board.

DA: Nil.

1. Central Rly's letter No. EW/761/P4/10 dt.22-8-85
2. Eastern Rly's letter No. CE/Con/W/16/Pt III/36 dated 5-6-85.
3. Northern Rly's letter No. 90-W/Sol./Genl dt.13-5-85
4. N.E. Rly's letter No. W/Con/206/5/Pt.I/W-2 dated 28-4-85.
5. N.F. Rly's letter No. W/260/0/Pt.IV/W-7 dt.8-7-85 and 13-11-85
6. C.E.(Const.) Southern Rly. Bangalore's letter No. W/347/C/P dated 17-5-85
7. Chief Engineer(Const) Southern Rly. Works Const. Branch Egmore, Madras letter No. W.347/1/Vol.IV/C dated 21-5-85.
8. S.C. Rly's letter No. W/Con.307/61 dated 30-5-85 and 26-6-85.
9. S.E. Rly's letter No. AN/Kilometrage/84-85 dated 4-7-85.
10. Western Rly's letter No. WC.W15/5 dated 1-6-85.

(90)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/NIL/1

New Delhi, Dt. 16-5.1986

1. The Chief Engineer (Const),
Central Railway,
Bombay.

2. The Chief Engineer (Const)
Eastern Railway, Fairlie
Calcutta. place

3. The Chief Engineer(Const)
Northern Railway,
Baroda House,
New Delhi.

4. The Chief Engineer(Const)
Northern Railway
Kashmir Gate,
DELHI.

5. The Chief Engineer(Const)
North Eastern Railway
Goraldh Pur.

6. The Chief Engineer(Const)
Northeast Frontier Railway,
Maligaon, Guwahati.

7. The Chief Engineer(Const)
Southern Railway,
Madras.

8. The Chief Engineer(Const)
Southern Railway,
Banglore.

9. The Chief Engineer(Const)
South Central Railway,
Secunderabad

10. The Chief Engineer(Const)
South Eastern Railway,
Garden Reach, Calcutta.

11. The Chief Engineer(Const)
Western Railway,
Bombay.

A copy of M/s National Instruments Ltd.'s letter No. CMD/M(M)/85-86/24160 dated 8.3.86 alongwith enclosure is sent herewith for information and necessary action as considered necessary.

DA/ As above

Tirakan
(TIRATH PRAKASH)
Executive Director Civil Engg.,
Railway Board.

(91)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PRIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/SR/10 N.Delhi dated 2.5.86

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

Sub: Regular running of ZDM4A type diesel locomotive on Narrow Gauge sections of Nagpur Division.

.....

With reference to your application No. G/LOCO/ZDM4/ZDM4A dated 16.1.86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways (Railway Board) sanction the running of ZDM4A type diesel hydraulic locomotive to RDSO's drg.No. SK.DL.2323(Alt.4) having a maximum axle load of 7.00t at a maximum speed of 50kmph on the following N.G. sections of Nagpur Division of your Railway:

1. Nagpur-Chhindwara-Nainpur.
2. Nagpur-Nagbhir-Chanda Fort.
3. Jabalpur-Gondia-Nagbhir.
4. Chhindwara-Khirsadoh-Parkuhi.
5. Khirsadoh-Pamsia.
6. Balaghat-Katangi.
7. Shoner-Khapa.

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 and conditions laid down in your Joint Safety Certificate No. 4/85 and restrictions on bridges enroute as detailed in Annexure 'A' attached to the Joint Safety Certificate. It is further subject to observance of all other conditions/Stipulations made in all the certificates accompanying your letter referred to above. The S.E. Railway should ensure that the wear of these 50 lbs. rails does not exceed the prescribed limit of 5% by field check and that any 50 lbs rails used in casual renewals have the fish bolt holes branched.

The sanction to item 2(i) Chapter IV(b) of N.G. (762mm) Metric Schedule of Dimension(1963) is not required as item No. 2(i) has been deleted from the Schedule under correction slip NO.4.

(ARIMARDAN SINGH)
Jt. Director Civil Engg.(G)
Railway Board.

No. 86/WDO/SR/10 N. Delhi dt. 2.5.86.

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(4)/82 dated 25.3.86.

2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th floor, Calcutta with reference to his letter No. 1994/254/A/3 dated 28.1.86.

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

.....

(ARJN.RDN SINGH)
for Secretary Railway Board.

(93)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/SR/11 New Delhi dated 2.5.86

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

Sub: Trial running of 'BTAP' type tank wagon on entire Broad Gauge System of South Eastern Railway.

.....

With reference to your application No. G/TANK WAGON/Pt.4 dated 9.1.85 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways(Railway Board) sanction the trial running of B.G. bogie special tank wagon type 'BTAP' of M/S National Aluminium Company to RDSO's Drg. No. WD-82056-S-01 Alt.1 for bulk transportation of alumina having a maximum axle load of 20.32 tonnes, fitted with CASNUB-22W cast steel planked bogie and air brakes at a maximum speed of 65 kmph in the empty and loaded condition on the entire B.G. System of your Railway (excluding the sidings inside the steel plant premises of M/S TISCO and SAIL Authorities) 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 furthur subject to the conditions/stipulations laid down in your Joint Safety Certificate No. 5/84 and all other certificates accompanying your letter referred to above.

The sanction of infringements to item No. 13(b), 31 and 32 of Chapter IV-A of the B.G. Metric Schedule of Dimension (1973) shown in Form-XI has already been conveyed under Board's letter No.83/WDO/SR/16 dated 23.9.83.

Alumina in powder form.

DA: Nil

(ARIMARDAN SINGH)
Jt. Director Civil Engg. (G)
Railway Board.

No. 86/WDO/SR/11 New Delhi dt. 2.5.86.

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 (1)/82 Vol. (IV) dated 1.4.86.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Rd., 12th floor, Calcutta w.r.t. his letter No. 3000 dt.14.2.86.
3. The Director Standard(Wagon)RDSO., Lucknow.

(ARIMARDAN SINGH)
for Secretary Railway Board.

(94)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/BR/1 New Delhi, Dt. 5.86

The General Manager,
All Indian Railways.

Sub: Major & Minor Bridges on
Indian Railways as on 31.3.1986.

The Board desire to be furnished with a statement of Major and Minor Brdiges (Proforma on the reverse) as on 31.3.1986 on your Railway for the Draft Para in the Administrative Report of Indian Railways. R

The required information may please be sent to this office latest by 30th June'86. If there is any increase (+) or decrease (-) in the No. of bridges as on 31.3.86 vis a vis as on 31.3.85 the same may be suitably explained in the foot notes.

Receipt of this letter may please be acknowledged.

Shyam Kumar
(SHYAM KUMAR)

Jt. Director, Civil Engg. (B&S)
Railway Board)

(95)

STATEMENT 'A' _____ Total No. of Bridges.
_____ Railway.

Position as on	No. of Major Bridges	No. of Minor Bridges	Total
31.3.1985			
31.3.1986			

Increase/Decrease over previous year Figure.

Reasons for Increase/Decrease

STATEMENT 'B' _____ No. of Bridges with Waterways.
_____ Railway.

Position as on	100Ft and above	60Ft and above to less than 100 Ft.	20Ft and above to less than 60 Ft	Less than 20 Ft.	Total
31.3.1985					
31.3.1986					

Increase/Decrease over previous year Figure.

Reasons for increase/decrease

Note: 1. A bridge which has a total waterway of 18m (60 lineal feet) or more or which has a clear opening of 12m (40 lineal feet) or more in any one span is classed as major Bridge otherwise a Minor.

2. Statement 'A' represents the total number of bridges with waterways as also those which are other than a Minor.

3. Statement 'B' represents bridges with Waterways only.

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(96)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/SR/8 N. Delhi dt. 15.4.86.

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

SuB; Running of B.G. double deck coaches
on B.G. sections of S.E. Railway.

.....

With reference to your application No. G/DOU/DECK/INV dated 16.8.84, the Department of Railways(Railway Board) sanction the running of B.G. second class double decker coaches manufactured by ICF to RDSO's sketch No. 76145 designed for a maximum axle load of 16.25t on the various B.G. sections of your railway as given in the Joint Safety Certificate No. 13/84 at a maximum speed of 100kmph subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time and conditions laid down in your Joint Safety Certificate No. 13/84. The sanction is furthur subject to the following conditions/stipulations laid down in CRS's forwarding letter No. 1874/257/43 dated 7.1.1986.

1. It should be ensured that OHE clearance in the UP Saranda tunnel is not reduced in course of track maintenance/renewal/ballasting etc.

2. These coaches are not attached to trains, schedule to run with a maximum permissible speed of more than 100 kmph.

The Department of Railways(Railway Board) also sanction the infringements to item No. 20(b), 31 & 32 of Chapter IV-A of B.G. Metric Schedule of Dimensions(1973) as detailed in Form-XI enclosed with your application.

(ARIMARDAN SINGH)
Jt. Director Civil Engg.(G)
Railway Board.

No.86/WDO/SR/8 N. Delhi dt. 15.4.1986

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(2)/82 dt.26.2.86.
2. The Commissioner of Railway Safety, Southern/Eastern Circle 14, Strand Rd. 12th floor, Calcutta w.r.t. his letter No. 1874/257/43 dt. 7.1.86.
3. The Director Standard(Motive Power) R.D.S.O., Lucknow

(ARIMARDAN SINGH)
for Secretary Railway Board.

(96)/(1)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/7 N. Delhi dt. 15.4.1986

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Running of WDS4D class o f locomotive on Broad Gauge Sections of Western Railway.

.....

With reference to your application No. W.636/9/1/15 dated 16.1.86 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways (Railway Board) sanction the running of WDS4D Diesel hydraulic locomotives O-C-O type fitted with 700 hp Mak diesel engine model 6M282(4K) and voith transmission of L4r2U model to RDSO sketch No. SK.DP-679 alt.2 having a maximum axle load of 20t +3% on the various Broad Gauge sections of your Railway as shown in the statement at Annexure-A enclosed with your application, at a maximum permissible speed indicated against each section subject to the observance of all permanent speed restrictions as notified in Appendix VII to the current working time table and other temporary speed restrictions in force and/or those that may be imposed from time to time . The sanction is subject to the speed restriction of 20kmph in yard laid with 75R rails with M+2 sleeper density and with adequate ballast on stable formation. It is further subject to all other conditions/stipulations mentioned in the Joint Safety Certificate and all other certificates accompanying your letter referred to above.

The Department of Railways(Railway Board) also sanction the infringements to item No. 11 & 12 Chapter-IVC of the B.G. Metric Schedule of Dimension (1973) involved in the running of WDS4D class locomotive as listed in form-XI accompanying your application referred to above.

(ARIMARDAN SINGH)
Jt. Director Civil Engg. (G)
Railway Board
New Delhi dt. 15.4.1986

No. 86/WDO/SR/7
Copy forwarded to :

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House Lucknow, w.r.t his endorsement No. RS17-T(4)/82 dt.25.2.86.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharshi Karve Rd., Bombay w.r.t his letter No. 12-5/604/46 dated 20.1.86.
3. The Director Standard(Motive Power) R.D.S.O. Lucknow.

(ARIMARDAN SINGH)
for Secretary Railway Board.

(96)/2

4

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/ORI/5. New Delhi, Dated 14-3-1986.

To

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

Sir,

Sub:- Authorisation for the opening of the newly constructed Up line between Alwaye and Angamali stations (9.12 Kms.) on Ernakulam-Shoranur BG Section of Trivandrum Division of Southern Railway for passenger traffic.

With reference to your Endorsement No.RS.10-T(1)/86 dated 29.1.86, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.2233 dated 13-1-86.

yours faithfully,

(Arimardan Singh)
for Secretary Railway Board.

DA:-Nil.

No. 86/WDO/ORI/5. New Delhi, Dated 14-3-1986.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.2233 dated 13.1.86

2) The General Manager, Southern Railway, Park Town, Madras-600 003. It is requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. A Ferro Copy of the Index Plan and Section may also kindly be sent to this office.

(Arimardan Singh)
for Secretary, Railway Board.

DA:-Nil.

(97)/D

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/SR/5 New Delhi dated 13-3.86

The General Manager(Works),
Central Railway,
Victoria Terminus,
Bombay.

Sub: Sanction for the running of 25 Nos B.G. open Bogie Hopper Wagon of M/S NALCO Ltd. from Bharatpur,(W.Rly.) to Budha Park station (S.E.Rly.) enroute on Central Railway from Mathura to Agra Cantt.

.....

With reference to your letter No.T-607/M-3/WY/BR/X dated 1.1.86 sent through the Chief Commissioner of Railway Safety Lucknow, Department of Railways(Railway Board) sanction the running of 25 Nos B.G. open Bogie Hopper Wagon of M/S NALCO Ltd. in empty condition with an axle load of 7.3t to M/S CIMMCO's Drg. No. N.RDW-01 Alt. 3 from Mathura to Agra Cantt B.G. section of your Railway at a maximum permissible speed of 40kmph 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 furthur subject to the observance of the following conditions enroute and all other conditions/stipulations mentioned in the certificates accompanying your letter referred to above.

1. These bogie Hopper Wagon are not having automatic vaccum brakes and as such it will move as piped vehicle only in special train formation.

2. In the special train formation it will be ensured that proportion of braked vehicles is such that at least one bogie wagon (BOX/BCX/BRH) or two 4 wheeler wagon (CTR) with their brakes in perfectly working order per two hopper wagons(Piped) are available in intermix.

3. It will be ensured that the pick up shoes fitted on the wagon are in closed/locked condition during the movement of the wagon.

4. It will be ensured, during the movement of these empty hopper wagons, that the instructions pertaining to O.D.C. shall be strictly followed and adequate precautions shall be taken for safe movement.

The Department of Railways(Railway Board) also sanction the infringements to item No. 13(b) of Chapter-IV-A and profile of the maximum moving dimensions of 1929 as shown in diagram No. 1A and others of BG. Metric Schedule of Dimensions(1973).

DA: Nil

(ARJMARDAN SINGH)
Jt. Director Civil Engg. (G)
Railway Board)

.../2

(99)/(2) ~~(98)~~

No.86/WDO/SR/5 New Delhi dated 13-3-86

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No. 17-T(1)/82-Vol.III dated 18.2.86.

2. The Commissioner of Railway Safety, Central Circle, 2nd. floor, Churchgate station Building Annexe, M.K. Road, Bombay with reference to his letter No.41 dt. 2.1.86

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

DA: Nil

(ARIMARDAN SINGH)
for Secratary Railway Board.

(98)

GOVERNMENT OF INDIA
MINISTRY OF TRANSPORT
DEPTT. OF RAILWAYS
(RAILWAY BOARD)
***

No.85/W.D.O./O.R.I/17 New Delhi, dated 12-3-86

The General Manager,
South Central Railway,
Secunderabad

Sub: Opening of permanent M.G. Diversion from New Km.114/9-10 to Km.131/12-13(17.23 Kms.) between Kadlimatti and Wendal stations on Godag Solapur M.G. single line section of Hubli Division of South Central Railway.

- - -

Having carefully considered commissioner of Railway Saftey's Southern circle Bangalore letter No. 2594 dated 27-2-86 and Chief Engineer(Cons.)S.C.Rly's letter No.W.Con 347/H/18/Vol-II dated 7-3-1986, the Department of Railways(Railway Board) under powers delegeted to them under section 19 of the Indian Railways Act of 1890 accord sanction to:-

(i) "Signalling arrangements to plan No.U/1647/A and station working instruction H/131 dated 8-5-85 for (New) Sitimani Station.

(ii) Signalling arrangements to Plan No.U/1648/A/ALT/1 & station working instruction No.H.132 dated 15.1.86 for(New) Almatti.

2. The above sanction is subject to personal inspection by CSTE/Cons. and CE(Cons.) and issue of Joint Safety Certificate.

3. The date of commissioning of the Signalling arrangements along with opening of diversion may be advised to CRS/SBC Bangalore and the Railway Board, in an Interleaved report.

V Ramasamy 12/3/86

(V.Ramaswamy)
Executive Director Signalling
Railway Board,B.Delhi

No.85/WDO/ORI/17 New Delhi, dated 12-3-1986

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety,16A-Ashok Marg Patiala House, Lucknow for his case No.RS.10-T(7)/85 with reference to CRS's letter No.2594 of 27-2-1986.
2. The Commissioner of Railway Safety Southern Circle Bangalore with reference to his letter No.2594 dated 27.2.86

V. Ramasamy 12/3/86

(V.Ramaswamy)
For Secretary,Railway Board.

- - -

CHIEF ENGINEER

NORTHERN RAILWAY, BARODA HOUSE
NEW DELHI-110001

(99)

D.O. No. 1-W/O/Accident/IV February ,1986

Dear Shri Jain,

Subject: Modification in BCX, BOX & BOXN Wagons

Attached are three ~~copies~~ drawings of BCX, BOX and BOXN wagons with horizontal flap door open in 90° position. You will see that all these wagons infringe the minimum structure dimensions by various amounts.

2. There have been several cases where structures have been hit and in some cases foot-over-bridge columns and OHE masts seriously damaged. It is only providential that some of these structures have not falled on the OHE and caused fatalities of people walking on the bridge or on trains running under the bridge.

3. I do appreciate that in normal course wagon doors should not remain open. However, the staff responsible for closing the doors sometimes fails to do so. Often on the run, urchins and other persons open the flap doors to collect sweepings of coal etc. It would, therefore, seem preferable if the wagon doors could be so designed that they would remain within the moving dimensions even if open. The modifications required are relatively minor and will go a long way in preventing calamity.

4. In case, for some reason, which I cannot envisage, the size of the wagon door cannot be changed, some arrangement needs to be made so that the wagon door cannot stay in the position at right angle to the vertical and infringe the fixed structure dimensions. One possibility is to make the hinge so loose that it cannot get jammed.

With best wishes,

Yours sincerely,

Sd/-

(S.M. Vaish)

Shri R.K. Jain,
Member Engineering,
Railway Board,
New Delhi.

Enclo: 3 drawings(in duplicate)

(100)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 86/WDO/ORI/2, New Delhi, Dated 22 -2-1986.

To

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

Sir,

Sub:- Authorisation of the opening of the newly constructed Up and Down Lines between Basin Bridge and Vyasarpadi (1.86 Kms.) on Madras-Arakkonam B.G.Section of Madras Division of Southern Railway for passenger traffic.

With reference to your Endorsement No.RS.10-T(14)/85 dated 15.1.1986, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.1976 dated 13.12.1985.

yours faithfully,

(Arimardan Singh)
for Secretary, Railway Board.

DA:-Nil.

No. 86/WDO/ORI/2. New Delhi, Dated 22 -2-86.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Shashadri Road, Bangalore with reference to his letter No.1976 dated 13.12.1985.

2) The General Manager, Southern Railway, Madras. It is requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

(Arimardan Singh)
for Sectetary, Railway Board.

DA:-Nil.

(100)/D

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/SR/3 New Delhi dated 17.2.86
18

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

Sub:- Trial with air braked BOXN trains upto 9960 tonnes.

Enclosed herewith is a copy of this office letter of even No. dated 31.1.86 addressed to General Manager Northern Railway in which the condition imposed by Commissioner of Railway Safety Northern Circle regarding supervision for running of 9000t BOXN trains for extended trials for six months between Mughalsaria-Ghaziabad was modified, as under:-

" For first 15 runs, Operating/Electrical/S&T officers of Northern Railway may accompany and for further 15 days with inspectors of these departments and thereafter the condition may be treated as waived off."

The Department of Railways(Railway Board) have further decided that in addition to observing the modified condition as shown above an officer of RDSO should also monitor the train once a week for a period of one month. A suitable officer may therefore be nominated for this purpose and Northern Railway advised accordingly under advice to this office.

DA:As above.

(ARDMARDAN SINGH)
Jt. Director, Civil Engg.(G)
Railway Board.

No. 86/WDO/SR/3 New Delhi dt. 17.2.86.
18

Copy forwarded to:

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

2. The Commissioner of Railway Safety, Northern Circle, Charbagh, Railway Station, Lucknow with reference to his letter No. 609/1339/BOXN/Pt.I dated 27.1.1986.

3. The General Manager, Northern Railway, Baroda House, N.Delhi w.r.t. his letter No. 519-W/452.dated 30.1.86 and in continuation of this office letter of even No. dt. 31.1.86

(ARDMARDAN SINGH)
For Secretary Railway Board.

(100)/2

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 85/WDO/ORI/17. New Delhi, Dated 12-2-1986.

To

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

Sub:- Opening of permanent MG Diversion from New Km:114/9-10 to Km:131/12-13 (17.23 Kms.) between Kadlimatti and Mandal stations on Gadag-Solapur MG Single line section of Hubli Division of South Central Railway

Ref:- Your O.M.No.RS.10-T(7)/85 dated 30.12.85.

The matter has been examined. Board do not consider it necessary to amend the sanction to reduce the limiting wind velocity for suspending traffic from 68 Kmph to 50 Kmph. It may be mentioned that the wind velocity required for over-turning an empty 4-wheeler is 131 Kmph. Even CCRS's report in regard to Bagmati accident has mentioned that as per various technical papers as well as the calculations made in the Safety Commission, even with 1 in 10 tilt in track, a speed of 114 Kmph would be the danger level. Based on the Japanese experience, Board had earlier fixed wind velocity exceeding 25 metres per second (90 Kmph) as the limiting velocity for safe operation of trains in 1964. Subsequently, this was revised to 72 Kmph to allow for difference in wind velocity as experienced on the station where Anemometers are installed and on the bridges in the block section. A further reduction to 68 Kmph has been made to allow for a small margin of inaccuracy in the anemometers. Any further reduction in the limit of wind velocity would, therefore, not be justified. In fact, Anemometers installed by various Railways have also been installed on this basis except at Pamban bridge and no adverse report has ever been received. However, the South Central Railway has, for the present, calibrated the Anemometers on the above section to 60 Kmph. They would be continuing with the calibration to 60 Kmph wind velocity for the present.

D/A:-Nil.

Tirakash

(Tirath Prakash)
Excutive Director Civil Engineering,
Railway Board.

P.T.O.

(100)/3

-2-

No.85/WDO/ORI/17. New Delhi, Dated -2-1986.

Copy to:- Shri.M.Dinamani, Chief Engineer(C),
South Central Railway, Secunderabad
for information with reference to his
D.O.letter W/CON/347/H/18/II dated 20-1-86.
Board have no objection to their keeping
the limited wind velocity for stopping
trains as 60 Kmph till adequate experience
is gained by them on this section.

Prakash

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

(101)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/ORI/1. New Delhi, Dated 31-1-1986.

To

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

Sir,

Sub:- Authorisation for opening of the newly constructed Up line between Trichur and Mulagnnathukavu stations (8.98 Kms.) on Ernakulam-Shoranur B.G.Section of Trivandrum Division of Southern Railway for the passenger traffic.

With reference to your Endorsement No.RS.10-T(10)/85 dated 29-11-85, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.1636 dated 29-10-85.

yours faithfully,

(Arimardan Singh)
for Secretary, Railway Board.

D/:-Nil.

No.86/WDO/ORI/1. New Delhi, Dated 31-1-1986.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Shashadri Road, Bangalore with reference to his letter No. 1636 dated 29-10-85.

2) The General Manager, Southern Railway, Park Town, Madras-600 003. As the original tracings of Index Plan and Section drawn on cloth have not been received alongwith the opening documents, it is requested that the same may please be sent to this office alongwith two ferro copies each at the earliest.

(Arimardan Singh)
for Secretary, Railway Board.

D/:-Nil.

(102)

Government of India
Ministry of Transport
Department of Railways
(Railway Board)

....

No.86/WDO/SR/3 New Delhi, the 31-1-86.

The General Manager,
Northern Railway,
New Delhi.

Sub: Trial with air braked BOXN trains upto 9960 tonnes.

Ref: Your letter No.519-W/452 dt. 30-1-86.

In view of the position explained in your above quoted letter, the Deptt. of Railways(Railway Board) hereby modify the condition regarding supervision by Officers imposed by C.R.S., Northern Circle, while according sanction for running of two trains for extended trials each way every day consisting of WAG5 locos and BOXN wagons on the Up and DN lines between Mughalsarai and Ghaziabad upto a maximum speed of 65 kmph for a period of six months under his letter No.SANC/126/1339/BOXN/Pt.1 dated 13-9-85, No.SANC/145/1339/BOXN/Pt.I dt. 20-9-85 and No.609/1339/BOXN/Pt.I dt. 27-1-86, subject to observance of the conditions stipulated therein.

Condition imposed by C.R.S.	Modified condition as approved by the Board
Extended trials may be carried out under the supervision of an officer from RDSO, accompanied by an Officer from the Division both travelling on the trial train.	For first 15 runs, Operating/Electrical/S&T Officers of Northern Railway may accompany and for further 15 days with Inspectors of these Departments and thereafter the condition may be treated as waived off.

Waival for the other condition regarding voice communication system is separately being issued by S&T Directorate of the Board's Office.

(Arinardan Singh) 31/1/86
Joint Director Civil Engg.(G)
Railway Board.

No.86/WDO/SR/3 New Delhi, the 31-1-86.

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow.
2. The Commissioner of Railway Safety, Northern Circle, Charbagh, Railway Station, Lucknow, with reference to his letter No.609/1339/BOXN/Pt.I dated 27-1-1986.

(Arinardan Singh) 31/1/86.
for Secretary, Railway Board.

(103)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 85/WDO/ORI/17. New Delhi, Dated 31 -1-1986.

To

The General Manager,
South Central Railway,
Secunderabad.

Sub:- Opening of Parmanent M.G.Diversion from new Km.114/9-10 to Km.131/12-13 (17.23 Kms.) between Kadlimatti and Wandal stations on Gadag-Solapur M.G.single line section of the Hubli Division of South Central Railway.

The Railway Board have noted (1) the arrangements made by your railway to give indication of the condition of the Anemometers, fixed at bridge sites, to the Station Master on duty in his room before granting line clear i.e., the permission to approach the bridge sites and (2) the geographic location of Almatti station.

In view of the above, condition No.4 as mentioned in this office letter of even number dated 7-10-1985 for provision of of a separate Anemometre at Almatti station is hereby withdrawn.

The Receipt of this letter may please be acknowledged.

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

DA:-Nil.

No. 85/WDO/ORI/17. New Delhi, Dated 31 -1-1986.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow - 226 001 with reference to his letter No.RS.10-T(7)/85 dated 17-9-1985.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Shashadri Road,P.O.Gandhinagar, Bangalore-560 009 with reference to his letter No.1037 dated 4th August,1984.

(Arimardan Singh)
for Secretary, Railway Board.

DA:-Nil.

(104)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 82/WDO/SR/14 New Delhi dated, 30.1.1986.

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Running of 10t B.G. Diesel Cranes(30' long Jib) manufactured by Jamalpur workshop on all the B.G. sections of Western Railway.

With reference to your application No. W628/12/13 dated 8.4.85 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways(Railway Board) sanction the running of 10t B.G. diesel Crane (30' long Jib) manufactured by Jamalpur workshop to RDSO drg. No. 2WD.10CR Alt.1, LD/SK/No.597 and 598 having 3 axle rigid frame with a maximum axle load of 18t including tolarances, when being hauled as a trailing load with the jib resting on match truck and with 25.5t maximum wheel load when working on its own power and hoisting load with the jib in different positions, on the various B.G. sections of your Railway as listed in Annexure 'A' enclosed with your application. The maximum permissible speed shall be as indicated against each section in your application. However, when travelling on its own power without load or with the permissible load varying upto 10t at 5.0 metres radius the maximum speed will be 5 Km ph.

The sanction is subject to the observance of all permanent speed restrictions as notified in Appendix - VII to the working time table and other temporary speed restrictions in force or that those may be imposed from time to time. It is further subject to observance of all other special conditions and restrictions mentioned in the Joint Safety Certificate No. 5 of 1985 and all other certificates accompanying your letter referred to above.

(ARIMARDAN SINGH) 28/1/86
Jt. Director, Civil Engg. (G)
Railway Board
New Delhi, Dated 30 Jan. 1986

No.82/WDO/SR/14
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(5)/82, Dated 6.9.85.
2. The Commissioner of Railway Safety, Western Circle, IInd Floor, Churchgate, Station Buldg. Annexe Maharishi Karve Rd. Bombay, with reference to his letter No.12-5 /134 A/391, Dt. 17th Apl.1985.
3. The Director Standards(Motive Power), RDSO, Lucknow.

(ARIMARDAN SINGH) 28/1/86
for Secretary Railway Board.

(105)

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GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRNSPORT (PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

No. 85/WDO/ORI/23. New Delhi, Dated 27 -1-1986

To

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

Sir,

Sub:- Opening of Permanent Diversion of B.G. Main Line from Km:155/13-14 to Km:158/11-12 between Mihijgaon and Mirur stations (2.722 Kms.) on Balharshah-Kazipet Section of Secunderabad Division of South Central Railway- Authorisation for opening to passenger traffic.

With reference to your Endorsement No. RS.10-T(13)/85-II dated 11.12.85, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.1829 dated 27-11-85.

yours faithfully,

(ARJMARDAN SINGH)
for Secretary, Railway Board.

DA:-Nil.

No.85/WDO/ORI/23, New Delhi, Dated 27 -1-1986.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Shashadari Road, Bangalore -560 009 (Karnataka), with reference to his letter No.1829, dated 27-11-1985.

2) The General Manager, South Central Railway, Works Construction Branch, Secunderabad. It is requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

(ARJMARDAN SINGH)
for Secretary, Railway Board.

DA:-Nil.

R.Narayanan/ 22.1.1986.

(106)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL BIBHAG)
(RAILWAY BOARD)

No. 85/NOO/ORI/24. New Delhi, Dated 27 -1-1986.

To

The Chief Commissioner of Railway Safety,
16-A, Ashok Marg, Patiala House, Lucknow - 226001.

Sir,

Sub:- Opening of the New line between Radhagaon and Bokaro Steel City 'A' Cabin with introduction of Twin Single line working for passenger traffic.

With reference to your Endorsement No.RS.10-T(12)/85 dated 11.12.85, 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. 1671/118/O/1/R dated 29-11-1985.

yours faithfully,

(ARJMARDAN SINGH)
for Secretary, Railway Board.

DA:-Nil.

No. 85/NOO/ORI/24. New Delhi, Dated 27 -1-86

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southeastern Circle, Calcutta, 14, Strand Road,(12th Floor), Calcutta-700 001 with reference to his letter No.1671/118/O/I/R dated 29-11-1985.

Garden Reach,

2) The General Manager, South 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 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.

(ARJMARDAN SINGH)
for Secretary, Railway Board.

DA:-Nil.

K.Narayanan/

(107)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF TRANSPORT (PARIVAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS (RAIL VIBHAG)
(RAILWAY BOARD)

New Delhi, Dated 27 -1-1986.

No.85/WDO/ORI/22.

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

Sir,

Sub:- Opening of Permanent Diversion of B.G.Main Line from Km:152/14 to Km:155/6 between Ai hirgaon and Mirur Stations (2.549 Kms.) on Balharshah-Kazipet Section of Secunderabad Division of South Central Railway -Authorisation for opening to passenger traffic.

With reference to your Endorsement No.RS.10-T(13)/85-1 dated 11-12-85, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.1828 dated 27-11-85.

yours faithfully,

(ARIMARDAN SINGH)
for Secretary, Railway Board.

Encl:-Nil.

New Delhi, Dated 27 -1-1986

No.85/WDO/ORI/22.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Shashadri Road, Bangalore-560 009 with reference to his letter No.1828 dated 27-11-85.

2) The General Manager, South Central Railway, Works Construction Branch, Secunderabad. It is requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

(ARIMARDAN SINGH)
for Secretary, Railway Board.

Encl:-Nil.

A.Narayanan/ 22.1.1986.

(108)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.85/WDO/SR/1

N. Delhi dt.,24.1.1986

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

Sub: Design of bottom discharge coal hopper wagon type BOBR-sanction for infringements.

.....

With reference to your letter No. CT/DG/LW/BOBR dated 18.10.85 sent through the Chief Commissioner of Railway safety Lucknow, the Department of Railways(Railway Board) sanction the following infringements to the B.G. Metric Schedule of Dimensions(1973) involved in the design of bottom discharge hopper wagon type 'BOBR' to RDSO Drg. No. WD-84054-S-01(Alt.2) as detailed in Annexure-I accompanying your letter referred to above. The sanction is subject to insertion of a suitable clause in speed certificate to take care of the shoes of the side equipment regarding putting them back in retracted condition when the wagons are to be moved on open line.

1. Infringement to Clause 13(b) of Chapter-IV A concerning proposed height of 1105mm for centres of buffers from rail level in lieu of 1080mm maximum height for unloaded vehicles with ACB couplers prescribed as per B.G. Schedule.

2. Infringement to profile for maximum moving dimension of 1929 as shown in diagram No. 1A and others concerning proposed height of 3735mm at sides above rail level in lieu of 3505mm height prescribed as per B.G. Schedule.

3. Infringement to the maximum moving dimensions of 1929 concerning the proposed maximum width tapering to 3250mm from 1150mm to 1174mm above rail level in lieu of 3200mm width from 1145mm to 3505mm above rail level prescribed as per B.G. schedule.

4.. Infringement to the maximum moving dimensions of 1929 concerning the proposed width of 3120mm from 800mm to 1145mm above rail level gradually tapering at top portion in lieu of the width of 3050mm from 305mm to 1145mm above rail level prescribed as per B.G. Schedule.

23/1/86
(ARIMARDAN SINGH)
Jt. Director Civil Engg.(G)
Railway Board.

No. 85/WDO/SR/1

N. Delhi dt.,24.1.1986

Copy Forwarded to:

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow w.r.t. his endorsement No RS.18-T(7)/84 dated 28.11.85.

23/1/86
(ARIMARDAN SINGH)
for Secretary Railway Board.

(109)

(GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No. 83/WDO/SR/12 N. Delhi dated 24.1.1986

The General Manager,
Western Railway,
Charchgate,
Bombay.

Sub:- Running of BOXN rakes on Broad gauge sections of Western Railway.

.....

With reference to your application No. 636/15/51 dated 30.8.85 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways (Railway Board) sanction the running of 4500t goods trains consisting of 56 BOXN wagons having an axle load of 20.32t to RDSO'S Drg. No. SK.WD-80007/S-00 Alt.1 fitted with single/ twin pipe air brake hauled by coupled WDM2diesel electric locomotives modified for single/twin air brake system and BVZT brake van on the sections as shown on Annexure 'A' at a maximum permissible speed shown against each, subject to the observance of all permanent speed restriction as notified in Appendix VII of the working time table(including speed restriction over facing points), all speed restrictions in force from time to time and other conditions/stipulations mentioned in all the certificates accompanying your letter referred to above. The sanction is furthur subject to the following conditions:-

1. The BOXN rakes will be hauled by WDM-2 diesel electric locos suitably modified for working air braked trains with single/ double pipe graduated air brake equipment.

2. In the event of any emergency or failure of air brake equipped loco, the BOXN rakes will be worked with modified WDM-2 locos at restricted speed as for non-vacuum braked trains and observing all precautions laid down for such working only for the purpose of clearing the block section.

3. BOXN rake willbe subject to appropriate C&W examination at the terminals or next intermediate yards. Air pressure of the brake system will be recorded in the air brake certificate at every examination. All air brake and C&W certificates made out for the train will be handed over from Driver to Driver up to destination.

The Department of Railways (Railway Board) also sanction the infringement to item 13(b) Chapter-IVA of B.G. metric schedule of dimensions (1973) involved in the running of BOXN wagons as shown in Form-AI accompanying your letter referred to above.

(ARIMARDAN SI...)
Jt. Director Civil ...
Railway Board.

(116)

No. 83/WDO/SR/12 N. Delhi dated 24.1.86

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 (1)/82-Vol.III(A) dated 29.11.1985.

2. The Commissioner of Railway Safety, Western Circle 2nd. floor, Churchgate Station Bldg., Annexe Maharishi Karve Road, Bombay with reference to his letter No.12-5/234/950 dated 22.10.1985.

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

(ARIMARDAN SINGH) 27/1/86

For Secretary Railway Board.

ANNEXURE 'A'

Sr.No.	Sections	Maximum permissible speed in Kmph.
1.	Vasai Road-Bulsar-Surat	75
2.	Surat-Baroda-Godhra	75
3.	Godhra-Ratlam-Nagda	75
4.	Nagda-Kota-Mathura	75
5.	Kota-Bina	
	a) Kota -Baran	45
	b) Baran -Bina	65
6.	Nagda-Ujjain-Bhopal	50/65*
7.	Maksi-Ruthiyai	60
8.	Anand-Godhra	
	a) Anand-Od	55
	b) Od- Godhra	65
9.	Vadodra-Anand-Sabarmati-Viramgam	75
10.	Viramgam-Hapa	40
11.	Udhna-Jalgaon	55
12.	Chandlodiya-Gandhinagar	65
13.	Hapa-Okha	65
14.	Kanalus-Porbandar	65
15.	Kanalus-Sikka	50

* 65 kmph in empty and loaded condition and when hauled by single headed WDM.2 diesel locomotive with load less than 4500 tonnes.

(119)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PARIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.86/WDO/SR/1 N. Delhi dt., 24.1.1986

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

Sub:- Modification in 12 axle special wagon of M/S Fertilizer Corporation of India Ltd., for transport of Urea Reactor of M/S PDIL- Condonation of infringements.

.....

With reference to your application No. CT/DG/LW/FPDIL dated 28.11.1985, sent through the Chief Commissioner of Railway Safety, Lucknow, the Department of Railways (Railway Board sanction) the following infringements to B.G. Metric Schedule of Dimensions (1973) involved in the modification of 12 axle special wagon of M/S Fertilizer Corporation of India Ltd., for transport of Urea Reactor of M/S PDIL, to drg. No. WD-84071-S-02 as detailed in the statement on reverse which is based on Annexure-1 accompanying your letter referred to above.

23/1/86
(ARJMARDAN SINGH)
Jt. Director Civil Engg.(G)
Railway Board.

No. 86/WDO/SR/1 N. Delhi dt., 24.1.1986

Copy forwarded to:-

The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No. RS. 18-T(7)/84 dated 19.12. 1985.

23/1/86
(ARJMARDAN SINGH)
for Secretary Railway Board.

(12)

Statement

INFRINGEMENT TO THE B.G. METRIC SCHEDULE OF DIMENSIONS (1973 REPRINT) BY 12-AXLE B.G SPECIAL WAGON OF FCI IN EMPTY CONDITION TO R.D.S.O. DRAWING NO. WD-84071-S-02.

S.No.	Clause No.of Chapter-IV.A	Description as per Schedule	Dimension as per Schedule.	Proposed Dimension
1.	17	Max. distance apart of bogie centres for bogie vehicles 3250mm wide	14785mm	25000mm (between main pivots)
2.	20(b)	Max. length of underframe over head stocks for bogie vehicles 3250mm wide.	21030mm	34400mm
3.	21(b)	Max. length over buffers for bogie vehicles 3250mm wide.	22300mm	35670mm
4.	22	Max. distance apart between any two adjacent axles.	11890mm	17400mm

(113)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF TRANSPORT(PRIWAHAN MANTRALAYA)
DEPARTMENT OF RAILWAYS(RAIL VIBHAG)
(RAILWAY BOARD)

No.85/WDO/SR/11 N. Delhi dt.23.1.86

The General Manager,
Northern Railway,
New Delhi.

Sub:- Running of 24-axle (Thread Beam) special wagon of M/s BHEL/Hardwar for the transportation of 500MW Turbo Generator stator weighing 280 tonnes.

.....

With reference to your letter No. 519-W/385 dated 2.1.1986 sent through the Chief Commissioner of Railway Safety Lucknow, the Department of Railways(Railway Board) sanction the running of M/S BHEL Hardwar's 24-axle (Thread Beam) special wagon to RDSO Drg. No. WD5-7811-s/52(Alt.2) at a maximum speed shown against each section as given below ensuring that Maximum speed on turnouts, diamond crossings and curves sharper than four degrees does not exceed 15 Kmph.

S.No.	Sections	Max speed when loaded	Max. speed when empty
1.	Hardwar-Laksar.	20Kmph	40Kmph
2.	Laksar-Hindon Cabin.	20 "	40 "
3.	Hindon Cabin-Khanalampura.	15 "	25 "
4.	Khanalampura-Tapri.	15 "	25 "
5.	Tapri-Ghaziabad.	20 "	40 "
6.	Ghaziabad-2nd Yamuna Bridge.	20 "	40 "
7.	2nd Yamuna Bridge-Tughlakabad.	20 "	40 "
8.	Ghaziabad-Mughalsarai.	20 "	40 "
9.	Chunar-Chopan.	20 "	40 "

The sanction is subject to observance of all permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time and compliance of draft special instructions indicated in your Railway's letter No. 519-W/385 dated 15.1.86 and in the original application dated 2.1.86. It is furthur subject to observance of all other conditions stipulated in Joint Safety Certificate No. SLC/BG/32/85 and all other Certificates accompanying your letter referred to above. The sanction for ODC movement will, however, be separately obtained by the railway from the competent authority.

The infringements involved in the design/construction of wagon as applied for by the railway in Form-XI have already been condoned under Board's letter No. 84/WDO/SR/11 dated 26.12.1984.

DA;Nil

(ARIMARDAN SINGH) 23/1/86
Jt. Director, Civil Engg.(G)
Railway Board.

(114)

No. 85/WDO/SR/11 N. Delhi dt. 23.1.1986

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 dated 20.1.1986.

2. The Commissioner of Railway Safety, Northern Circle, Chargbagh Railway Station Bldg, Lucknow with reference to his letter No. 147/1339/24 axle(Thread Beam)/special wagon dt. 20.1.86.

3. The Director General (Wagon), RDSO., Lucknow.

4. M/S BHEL, Turbogenerator Engineering and development centre, Hardwar.

DA: Nil

(ARIMARDAN SINGH) 23/1/86
for Secretary Railway Board.