GUARD
FILE
1995-I

तार : "मुख्यकम"
Telegram : "CHIEFCOM"
फोन : / Phone [249743
P & T [234607
NE. Rly.: 670
N. Rly. : 390

भारत सरकार
नागर विमानन एवम् पर्यटन मंत्रालय
नागर विमानन विभाग
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION & TOURISM
DEPARTMENT OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

अशोक मार्ग, लखनऊ - 226001
Ashok Marg, Lucknow- 226001

CONFIDENTIAL

No. Q.21013/1/94-RS.

दिनांक/Dated 19th Dec.'95

To

The Secretary(Safety),
Railway Board,
Ministry of Railways,
Rail Bhawan,
New Delhi.

(Kind Attn. : Shri K.K. Gupta, E.D./Safety)

Subject:- Increase of speed of nominated trains on specific routes.

Reference:- i) Railway Board's Letter No.73/WDO/SR/9/0 dated 8.7.80 (Policy Circular No. 6)
ii) Railway Board's Letter No.92/CEDO/SR/4/0 dated 22.5.95.

Sir,

Railway Board vide above referred letter dated 3.7.80 had laid down a procedure for certification of maximum permissible speed for rolling stock. As per this procedure, before permitting regular speeds above 105 kmph on the B.G. and 75 kmph on M.G., the sanction of the Commissioner of Railway Safety is required as detailed in Para(6) of the letter under reference. The provision as per Para(6) was slightly revised vide Railway Board letter dated 22.5.95 referred above. According to the revision, the sanction of the Commissioner of Railway Safety is required on B.G. for permitting speed above 105 kmph and upto 110 kmph after recording vertical and transverse acceleration throughout the route by using portable accelerometer. For permitting speed beyond 110 kmph. on B.G. and 75 kmph on M.G. the procedure remains the same as given in Para(6) of Railway Board letter dated 8.7.80.

2. In a few cases, while conducting statutory inquiry into trains accidents, Commissioners have noted that for certain trains the speed above 105 kmph and upto 110 kmph has been permitted by the Railways without obtaining the sanction of the Commissioner of Railway Safety. Recent example is the case of the collision of Purushottam Express with Kalindi Express in August 1995 at Firozabad. Commissioner of Railway Safety/Northern Circle has commented in his report that the speed of Purushottam Express was permitted upto 110 kmph without obtaining his sanction.

...2.

3. The Commission considers it to be a serious violation of the rules by the Zonal Railways and would like to have an upto date list of such cases. Railway Board are requested to take up the matter to avoid repetition of such lapses in future.

4. This issues with the approval of C.C.R.S.

15.12.95

(A.K. Harit)
Deputy Commissioner of Railway Safety(G)
For Chief Commissioner of Railway Safety

Copy for information to The Executive Director Civil Engineering(G), Railway Board, Rail Bhavan, New Delhi.

(3) G/File

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

No.95/CEDO/SR/36. रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 27.12.95.

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

Sub: Running of WAG-7 AC Electric Locomotive on various BG Sections of Southern Railway.

******

With reference to your application No.W.438/1/Vol.XI dated 1.2.95 sent through Chief Commissioner of Railway Safety Lucknow, The Ministry of Railway's sanction is hereby communicated for running of WAG-7 AC Electric Locomotives on various BG Sections of your railway Single or Coupled having an axle load of 20.5 t at a maximum speed noted against each section as shown in the Joint Safety Certificate No.572 BG dt.24.11.94, subject to the conditions/ stipulations mentioned in the Joint Safety Certificate, RDSO's Certificate, Track Certificate & Bridge Certificate as well as the ristrictions notified from time to time in the working time table which are being accompanied with your above noted application.

Ministry of Railways also condoned the infringement for WAG-7 AC locomotives as shown in Form-XI accompanying with the application.

29-12

(VED PARKASH)
Executive Director Civil Engineering (G)
Railway Board.

No.95/CEDO/SR/36. New Delhi, dated 27.12.95.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.12011/1/93-RS, dated 7.12.95.
2. The Commissioner of Railway,Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore-560009, with reference to his letter No.Q./12011/1/95-SR dated 13.10.95.
3. The Director Standards (Motive Power), RDSO, Lucknow - 226 011.

(Ved Parkash)
for Secretary Railway Board.

(4)

G/File

No.94/CEDO/SR/15

23.-11-95.

The Chief Commissioner of Railwey Safety,
Ministry of Civil Aviation & Tourism,
(Deptt. of Civil Aviation),
Ashok Marg,
Lucknow-226001.

Reg: How-rah-Asansol Section - Introduction of 3250 mm(10'-8") wide A.C. EMU(BG) Stock fitted with all coil ICF - Bogies in regular services.
office
Ref: Your/letter No.Q.13011/1/95-RS dt.8_6-95.

.....

Reference may be made to this office letter of even number dated 7-7-94 wherein Board had issued sanction for introduction of 18.4 t BG EMU Motor Coach and 13.6 t BG EMU Trailer fitted with all coil ICF bogies at a maximum speed of 100 kmph. Sanction of the Board was issued according to RDSO's Speed Certificate for these stocks at a speed of 100 kmph based on the oscillation trials undertaken in June/94. The Oscillation Trial Report of RDSO has been further gone through by the Electrical Dte. and Member Electrical. A copy of Member Electrical's letter to GM/Western Railway is enclosed for your information.

It is noted that CRS's observations are perhaps based upon the ride index of more than 3.5 obtained in the station yards at a speed of 110 kmph. According to the criteria for assessment of speed potential, as per Member Electrical's letter enclosed, the speed potential as certified by RDSO would be 100 kmph. You are requested to reconsider clearing operation of main line EMU at a speed of 100 kmph.

(Ved Prakash) 23/11/95
Executive Director Civil Engg.(G)
Railway Board.

Copy to the Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th floor, Calcutta-700 001 in reference to his letter No.326/1020/EMU/94 dt. 5-7-94.

(5)

No.91/Safety(A&R)/29/6

Sub: Running of pull-push trains — Application of GR 4.12 — proposed amendment.

--

CCRS has been pressing for amendment to para 4.12 of General Rules for operation of trains like EMUs/DMUs and push-pull rakes. GR 4.12, inter-alia, stipulates as under:-

" Engine pushing —

No engine or self-propelled vehicle shall push any train outside station limits except in accordance with special instructions and at a speed not exceeding 25 kms. an hour.

Provided that this sub-rule shall not apply to an engine assisting in rear of a train, which may be permitted under approved special instructions to run without being coupled to the train."

The matter has been examined in consultation with ADV.(Mech.), ADV. (Elec.) and ADV. (CE). It has been decided to insert a clarification under GR 4.12(1) rather than making a formal amendment. The following will be added as clarification " provided that this sub-rule shall not apply to a train, the leading vehicle which is equipped with driving apparatus and which may be operated under special instructions". This will facilitate introduction of newly manufactured DMUs and extension of MEMUs and push pull trains on various sections.

It has also been decided that in view of Section 29(2)(3) of the Indian Railways Act, 1989 which states that for regulating the mode in which and the speed at which rolling stock used on Railways is to be moved or propelled, detailed rules can be framed and included in the " Rules for Opening of Railways", which are under revision by Civil Engg. Directorate. In the revised rules, the subject of pulling and pushing mode can be dealt with in detail with the concurrence of Mechanical, Electrical and Civil Engineering Directorates.

CE Directorate may kindly see for necessary action at their end. Extracts of notings of the relevant portion are enclosed.

(B.N. Shukla)
Desk Officer/Safety(A&R)
25.1.95
30

ADE/ Cni/

EDCE(G)

(6) - G/File

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

No.95/CEDO/SR/17.

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 26.12.95.

The General Manager,
Western Railway,
Bombay - 20.

Sub: Running of Bogie Liquefied Petroleum Gas Tank Wagon Type 'BTPGLN' of 20.32 T axle load on BG route of Western Railway.

******

With reference to your letter No.W.636/15/77 dt.10.8.95 sent through the Chief Commissioner of Railway Safety Lucknow, the sanctio of Ministry of Railways is hereby communicated for running of BG Liquified Petroleum Gas Tank Wagon type "BTPGLN" having a maximum axl load of 20.32 T fitted with CASNUB-22 NLB/NLM Bogie non-transition type CBC and single pipe air brake system as per RDSO's Drawing No. WD.93047-S/51 (Alt.2) at maximum permissible speeds in various BG sections in empty and loaded canditions as indicated in Annexure 'A' enclosed on entire BG route of Western Railway for transportation of liquefied petroleum gas subject to the observance of all the permanen and temporary speed restrictions inforce and those that may be impose from time to time.and also with the observance of the canditions stipulated in track, bridge and Joint Safety Certificate No.16 of 199 dated 17.07.95 B.G. accompanying our application referred to above.

Ministry of Railways condone the infringement to item 13(b) Chapter-IV(A) of BG Schedule of Dimensions (1973) and also the profil of maximum moving dimensions of 1929 as shown in Diagram 1(A) modifie and others involved in the design of the above wagon.

(VED PARKASH)
Executive Director Civil Engineering (G)
Railway Board.

New Delhi, dt. 26.12.95.

No.95/CEDO/SR/17.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with refrence to his Endorsement No.Q.14011/1/93-RS dated 6.12.95.
2. The Commissioner of Railway Safety, Western Circle, 2nd Fl Church gate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020, with reference to his letter No.12-5/302/536 dt.9.11.
3. The Director Standards (wagon), RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

(7)

G/F

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

No.95/CEDO/SR/35.

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 19-12-95.

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

Sub:- Condonation of infringements of 24 Axles Special BG Wagon for M/s.Central Roadlines Corporation Ltd., New Delhi for transport of Urea Reactor.

With reference to your application No.CT/CS/CRCL dated 22.11.1995 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to items 16,17,20(b) and 21(b) of Chapter-IV(A) of BG Schedule of Dimensions (1973) involved in the design of 24 Axles Special BG Wagon for M/s.Central Roadlines Corporation Ltd., New Delhi to transport 330t Urea Reactor from Vishakhapatnam to NFL, Bhatinda as per RDSO's Drawing No.WD-95048-S-01 Alt.I / which has been elaborated in Annexure-'A' accompanying your application referred to above.

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.95/CEDO/SR/35. New Delhi, Dated 19-12-95.

Copy forwarded for information to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226011, with reference to his Endorsement No. Q.17013/1/93-RS dated 5th December,95.

19/12

(VED PARKASH)
for Secretary Railway Board.

G/File (8)

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

No.95/CEDO/SR/34

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 15.12.95.

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

Sub: Running of trains with WDP 1 Locomotive on Northern Railways.

.....

With reference to your application No.519-W/714 dated 29.11.95 sent through The Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of trains with WDP 1 Locomotive of 2300 HP having BO - BO 2 suspension bogies up to a maximum permissible speed as shown in Joint Safety Certificate No.SLCI/51/95.

The sanction is subject to observance of all permanent/ temporary speed restrictions inforce and those imposed from time to time due to tracks, Bridges, causes, signalling and interlocking etc shall be observed. It is further subject to observance of all conditions/stipulations made in RDSO speed certificate No.SD.WDP 1.11 dated 18.10.95 (Main Line and Rajdhani standards) and all other certificates accompanying your application referred to above.

S/d
(VED PARKASH)
Executive Director Civil Engineering (G)
Railway Board.

No.95/CEDO/SR/34 New Delhi, dated 15.12.95.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with reference to his endorsement No.Q.12011/1/95-RS dated 5.12.95.
2. The Commissioner of Railway Safety, Chanakyapuri, New Delhi - 110 021, with reference to his letter No.819/95/Q-12 dated 01.12.95.
3. The Director Standards, RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

(9)

No.95/CEDO/SR/35. 19-12-95.

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

Sub:- Condonation of infringements of 24 Axles Special BG Wagon for M/s.Central Roadlines Corporation Ltd., New Delhi for transport of Urea Reactor.

With reference to your application No.CT/CS/CRCL dated 22.11.1995 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to items 16,17,20(b) and 21(b) of Chapter-IV(A) of BG Schedule of Dimensions (1973) involved in the design of 24 Axles Special BG Wagon for M/s.Central Roadlines Corporation Ltd., New Delhi for transportat of Urea Reactor from Vishakhapatnam to NFL, Bhatinda as per RDSO's Drawing No.WD-95048-S-01 Alt.I as elaborated in Annexure-' accompanying your application referred to above.

(which has been)

S/d
(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.95/CEDO/SR/SD/35. New Delhi, Dated 19-12-9

Copy forwarded for information to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226011, with reference to his Endorsement No. Q.17013/1/93-RS dated 5th December,95.

S/d
(VED PARKASH)
for Secretary Railway Board.

(10) G/File

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

No.95/CEDO/SR/32.

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 28.11.95.

The General Manager,
Western Railway,
Church gate,
Bombay - 400 001.

Sub:- Increasing maximum permissible speed of WCAM2 AC/DC Electric Locomotives from 80 Kmph to 100 Kmph. on all B.G. route of Western Railway.

.....

With reference to your application No.W.636/9/1/18-Vol.II(W3) dated 15.11.95 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to increase maximum permissible speed from 80 Kmph. to 100 Kmph of WCAM2 AC/DC as per Annexure 'A' accompanying your application.

The sanction is subject to observance of all permanent speed restrictions as notified in appendix VII A. to the current working time table and all others temporary speed restrictions inforce or which may be enforced from time to time. and further subject to observance of all conditions/stipulations made in the Joint Safety Certificate No.30 of 1995, RDSO's speed Certificate and all other certificates accompanying your application referred to above.

(VED PARKASH) 28/11/95
Executive Director Civil Engineering (G)
Railway Board.

No.95/CEDO/SR/32. New Delhi, dated 28.11.95.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his endorsement No.Q.12011/1/95-RS, dated 24.11.95.

2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Church gate station Building Annexe, Maharshi Karve Road Bombay - 400 020, with reference to his letter No.12-5/295/549, dated 16.11.95.

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

(VED PARKASH) 28/11
for Secretary Railway Board.

(11) REMINDER - 1

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

No.95/CEDO/Density Charts. रेल भवन, नई दिल्ली-110001, तिथि Rail Bhavan, New Delhi-110001, dated 22.11.95. 19

The General Managers(Engg.),
Central, Northern and,
Northeast Frontier Railways.

Sub: Density Charts.

Ref: Your office letter No.TC/Traffic Density/ Pt.I/1810 dated 23.5.94.

.....

Please refer to para 2 of your letter quoted above wherein it is stated that traffic density statement for 94-95 is still under preparation with the statistical branch of your railway and the charts will be prepared and submitted to the Board as soon as the statements from statistical branch are made available.

Since the density charts and density statement of your railway is very urgently required for reference and use in this office, it is requested that statistical branch of your Railway may be pressed upon to finalise the traffic density statement for 94-95 immediately and chart and one copy of the statement is sent to this office without any further delay. The target date was given 15.10.95.

Chhalu Ram 22/11/95
(CHHALU RAM)
for Ex. Director Civil Engineering(G)
Railway Board.

O/C

Pl. Ensure for Rasmi 22/11/95

Signature 22/11/95
Date

(12)

REMINDER - 1

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.95/CEDO/Axle/1. रेल भवन, नई दिल्ली-110001, तिथि Rail Bhavan, New Delhi-110001, dated 22.11.95.19

The General Managers(Engg.),
All Indian Railways,
Except Southern South,
Central and S.E. Railway.

Sub: Axle load diagram.

.....

Please refer to this office letter of even number dated 18.9.95 on the above noted subject. In terms of this letter your Railway was requested to acknowledge the receipt and supply 4 copies of Axle Load Diagram showing axle load of wagons, sectional speed in Kmph., ruling gradient and Shrpest curves in degrees for BG, MG and NG respectively together with one copy of the statement showing the section wise axle load permitted and sectional speed in Kmph. for BG, MG and NG corrected upto 31.3.95. The target date for supply of these axle load diagram was indicated as 15.10.95. But it is regretted that neither any acknowledgement nor any axle load diagram and statement has so far been sent to this office.

Ministry of Railways therefore desire that the receipt of the letter dated 18.9.95 may now be acknowledged and the required axle load diagram and statement sent to this office immediately for reference and use in this office.

Chhalu Ram 22/11/95.

(CHHALU RAM)

d/c for Exe. Director Civil Engineering(G)
Railway Board.

Pl. issue
fair
Rastri
22.11-95

भारी इंजीनियर Signature 22/11/95 दिनांक Date

(13)

REMINDER - 1

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.95/CEDO/SM/1. रेल भवन, नई दिल्ली-110001, तिथि 22.11.95.
Rail Bhavan, New Delhi-110001, dated

The General Manager (Engg.),
Central, Northeast Frontier,
Southern, South Eastern, and,
Western Railways.

Sub: Supply of System Maps.

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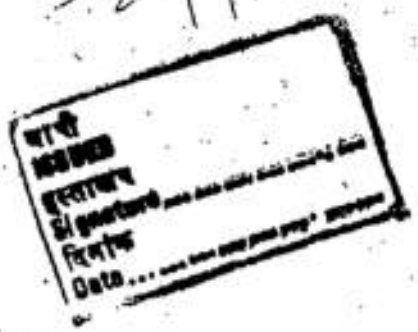
Please refer to this office letter of even number dated 18.9.95 on the above noted subject. In terms of this letter your Railway was requested to acknowledged receipt and supply 20 copies of System Maps and 15 copies of Time Table Maps corrected up to 31.3.95. The traget date for supply of these maps was indicated as 15.10.95. But it is regretted that neither any acknowledgement nor the required maps have so far been received from your Railway.

Ministry of Railways therefore desire that the receipt of this office letter dated 18.9.95 may now be acknowledged and the required System Maps and Time Table Maps sent to this office immediately.

Chhalu Ram 22-11-95
(CHHALU RAM)
for Exe. Director Civil Engineering(General)
Railway Board.

Pl. give fair Resvi 22/11/95

Ans 22/11/95



(14)

Ref: Minutes of the conference of the CCRS and CRSs with the Board held on 22.9.94.

.....

As per decision taken in the above meeting we have issued a fresh instruction regarding introduction of new rolling stock. In response to the modification CCRS has sent his remarks. He requested the Board that to give effect to this modification only after suitably changing section 27 of the Railway Act 1989 which envisages that sanction of the Central Government is required to be taken for introduction of new rolling stock by any Railway Administration separately in all cases.

Legal Cell may please take necessary action to modify (according to the fresh instruction) the second para of section 27 of Railway Act 1989 as under :-

> " Provided that before using any rolling stock of a design or type different from that already running on any section of the Indian Railway, the previous sanction of the Central Government shall be obtained for such use."

Copies of fresh instruction issued vide this office letter No. 92/CEDO/SR/4/0 dated 12.12.94, Section 27 of the Indian Railway Act 1989 and Minutes of the Conference held on 22.9.94 are enclosed herewith for Legal Cell's reference.

3/5/95
ADE/Civil

EDCE(G) 3/5/95

Legal Adviser

Discussed with L.A
The matter may be put up in a detailed, self contained and comprehensive background note indicating/justifying amendment of Section 27 of the Railway Act, 1989, while doing so, the case may be routed through JD(RAR)

8.6.95

EDCE(G) 9/6/95

(15)

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

No.95/CEDO/SR/23. रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 12-9-1995.

The Director General (Track),
R.D.S.O., Manak Nagar,
Lucknow - 226 011.

Sub:- Condonation of infringements of BG Schedule of Dimensions (1973) for Bogie Covered Wagon to M/s.Cimmco's Drawing No.BCW-100.

With reference to your application No.CT/DG/LW/BCW dated 14-8-95 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction is hereby communicated for the condonation of infringements to item 13(b) Chapter IV(A) of BG Schedule of Dimensions (1973) as well as the Profile of Maximum Moving Dimensions of 1929 in the Diagram 1A & others involved in the design of Bogie Covered Wagon to M/s.Cimmco's Drawing No.BCW-100 as shown in the Drawing and detailed in Annexure-I accompanying your application referred to above. This wagon is being designed and procured in connection with for supply of Bulk cement to Bombay area by M/s.BCC Bombay with M/s.Cimmco, Bharatpur.

It is noted that the wagon will run in closed circuit rakes between siding near Wadi and Awarpur to Kalamboli Railway Terminal in New Bombay. It is further noted that the wagon has been designed within EDO T/1043 Schedule of Moving Dimensions to get maximum pay load as well as the design of the wagon has been developed using standard CASNUB 22 NL Bogie, non-transition high tensile CBC and standard air brakes.

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.95/CEDO/SR/23. New Delhi, Dated 11-9-1995.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.17013/1/93-RS, dated 16-8-1995.

o/c

(VED PARKASH)
for Secretary Railway Board.

S.No.2

16

16 March,93.

No.93/CRDO/SR/5.

The General Manager(Pagg.),
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

Sub:- Running of Single/Double/Triple head WAG 5 HA Class electric locomotive fitted with Hitachi traction motors for hauling passenger and freight trains on Vishakhapatnam-Kirandul Electrified Section of South Eastern Railway.

Ref:- Your application No.G/Loco/WAG5/Pt.II dated 14-12-1992.

Your above quoted application for running of WAG5 HA electric locomotives on Vishakhapatnam - Kirandul Section has not so far been received in this office duly forwarded through Commissioner of Railway Safety and Chief Commissioner of Railway Safety.

It appears from the copy of CRS's letter No.832 dated 17-12-92 received in this office that the sanction for running WAG5HA electric locos has already been issued under this office letter No.89/CRDO/SR/5 dated 27-9-1991 on the entire S.C.electrified sections except Vishakhapatnam-Kirandul section of your Railway.

Attention in this connection is drawn to para 2(a) of Chapter-V of the Rules for opening of a Railway which provides that in pursuance of orders issued in Railway Board's Notification No.350 dated 26-11-1913 the Commissioners of Railway Safety can sanction the use of locomotive engines or other motive power and rolling stock on new lines of the Railway within their respective circles; the implication being that when a particular loco or rolling stock is already in operation on one section of the Railway, its use on other sections of the same Railway can be permitted by the CRS without approaching the Board.

In view of the above, Commissioner of Railway Safety, South Eastern Circle, Calcutta is quite competent to issue the sanction for running of WAG5HA electric locos on Vishakhapatnam-Kirandul Section direct without approaching the Railway Board. South Eastern Railway may therefore accordingly approach CRS to issue the sanction.

15/3

(S.M.SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

P.T.O.

Please issue it
Ro.Y. 10/11/95

(17)

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

No.95/CEDO/SR/28 रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 10.11.95. 19

The General Manager(works),
Southern Railway,
Park Tower,
Madras - 600 003.

Sub: Running of WAP1 AC Electric Locomotives fitted with HS.15250-A Hitachi motors on various B.G. sections of Southern Railway.

....

With reference to your application No.W.438/1/TY/V61.III dt. 1.2.95 sent through Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of WAP1 AC Electric Locomotives fitted with HS 15250-A Hitachi traction motors with a maximum axle load of 19t + 2% to RDSO's sketch No.SK.DL - 3031-A and maximum speed shown against each section in Joint Safety Certificate No.601 BG dt. 23.12.94 on various BG section of Southern Railway.

The sanction is subject to observance of all permanent and temporary speed restrictions inforce and/or those that may be imposed from time to time. It is further subject to observance of all conditions/stipulations made in RDSO's letter No; SL.WAP1.11 dated 13.5.94 and all other certificates/accompanying your application referred to above.

The infringement involved in the design of WAP1 AC Electric Locomotive had already been condoned vide this office letter No. 99/WDO/SR/6 dated 7.4.79.

(VED PARKASH)
Executive Director Civil Engineering(G)
Railway Board.

No.95/CEDO/SR/28 New Delhi, dated 10.11.95.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his endorsement No.Q.12011/1/93-RS dated 24.2.95.

2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009, with reference to his letter No.Q.12011/1/95 dated10/13.2.95.

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

(VED PARKASH)
for Secretary Railway Board.

Please issue it
RDSO 10/11/95

(18) G/File

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

No.95/CEDO/SR/28 रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 10.11.95. 19

The General Manager(works),
Southern Railway,
Park Power,
Madras - 600 003.

Sub: Running of WAP1 AC Electric Locomotives fitted with HS.15250-A Hitachi motors on various B.G. sections of Southern Railway.

....

With reference to your application No.W.438/1/TY/Vol.III dt. 1.2.95 sent through Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of WAP1 AC Electric Locomotives fitted with HS 15250-A Hitachi traction motors with a maximum axle load of 19t + 2% to RDSO's sketch No.SK.DL - 3031-A and maximum speed shown against each section in Joint Safety Certificate No.601 BG dt. 23.12.94 on various BG section of Southern Railway.

The sanction is subject to observance of all permanent and temporary speed restrictions inforce and/or those that may be imposed from time to time. It is further subject to observance of all conditions/stipulations made in RDSO's letter No; SE.WAP1.11 dated 13.5.94 and all other certificates/accompanying your application referred to above.

The infringement involved in the design of WAP1 AC Electric Locomotive had already been condoned vide this office letter No. 99/WDO/SR/6 dated 7.4.79.

(VED PARKASH)
Executive Director Civil Engineering(G)
Railway Board.

No.95/CEDO/SR/28 New Delhi, dated 10.11.95.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his endorsement No.Q.12011/1/93-RS dated 24.2.95.

2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009, with reference to his letter No.Q.12011/1/95 dated10/13.2.95.

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

(VED PARKASH)
for Secretary Railway Board.

(19) G/File

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

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated

No.95/CEDO/SR/30. 8-11-1995.

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

Sub:- Running of 20 axle stub end wagon (BG) 230t. for M/s.Nuclear Power Corporation for transportation of 500 MW steam generators on various BG Sections of Southern Railway.

With reference to your application No.W.439/4/26 dated 22.9.95 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of 20 axle stub end wagon (BG) 230t.of M/s.Nuclear Power Corporation for transport of 500 MW steam generators to RDSO's Drawing No.WD-86066-S-02 Alt.3 (without consignment) and Drawing No. WD-86066-S-03 Alt.1 (with consignment) at a maximum speeds against each against the speeds of 40 Km/h. and 20 Km/h. in empty and loaded conditions as certified by RDSO in their letter No.MW/CS/BARC/1 dated 22.2.93 on the various BG Sections of Southern Railway as shown in the Joint Safety Certificate No.589 BG dated 23.8.94. 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.It is also further subject to the observance of all other conditions/stipulations made in the Joint Safety Certificate, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

It is noted that the sanction for condonation of infringement involved in the design of the above said wagon had already been condoned and communicated vide this office letter No.92/CEDO/SR/16 dated 9-12-1992.

(VED PARKASH) 8.11.95
Executive Director Civil Engineering(G),
Railway Board.

PTO

No.95/CEDO/SR/30. New Delhi, Dated 3-11-95.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.14012/1/95-RS. dated 17.10.95.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.1029, dated 30.9.95.

3) The Director Standards (Wagon), R.D.S.O., Lucknow-226001, with reference to his letter No.MW/CS/BARC/1 dated 22.2.1993

(VED PARKASH) 3.11.95
for Secretary Railway Board.

(21)

G/File

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.95/CEDO/SR/27

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 8.11.95. 19

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

Sub: Running of WAP1 (5000HP) AC Electric Locomotive on various B.G. sections of Southern Railway.

.....

With reference to your application No.W.438/17Ty.VolIII, dated 20.3.95 sent through Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of WAP1 (5000HP) AC Electric Locomotives with maximum axle Load of 19t + 2% to RDSO's sketch No.SK.EL-3031 A and maximum speed as per RDSO's speed certificate No.602 B.G. dated 30.12.94.

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. It is further subject to observance of all conditions/stipulations made in RDSO's speed Certificate No.SD.WAP.1.11, dated 27.9.94 and all other certificates accompanying your applications referred to above.

The design of WAp1 (5000HP) AC Electric Locomotives had already been condoned vide this office letter No.79/WDO/SR/6 dt. 7.4.79.

(VED PARKASH)
Executive Director Civil Engineering (G)
Railway Board.

No.95/CEDO/SR/27

New Delhi, dt. 8.11.95.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his endorsement No.Q.12011/1/95-RS dt. 8.6.95.
2. The Commissioner of Railway Safety, Southern Circle,7, Seshadri Road, Gandhinagar, Bangalore-560009, with reference to his lett No.Q.12011/1/95-SR, dated 24.5.95.
3. The Director Standards (Motive Power), RDSO, Lucknow-226011.

(VED PARKASH)
for Secretary Railway Board.

No.95/CEDO/SR/2.

92

MEMORANDUM FOR BOARD MEETING.

30 copies of the office memorandum with Annexure-I to Annexure-6 regarding raising of maximum permissible speed of Poorva Express and Magadh Express have been prepared and placed below for Board's Meeting as per orders of BD members on 6/11 pm.

6.11.95

Executive Director Civil Engg
Railway Board.

Secretary.

(23)

No.95/CELO/SR/2 Civil Engg. Directorate.

MEMORANDUM FOR BOARD MEETING

Sub: Raising of maximum permissible speed of Poorva Express and Magadh Express to 120 kmph on Ghaziabad-Mughalsarai Section of Northern Railway.

.....

Context and Authority at whose instance the subject is suggested. : CCRS/LKO.

Memorandum seen/approved by : Adv.CE

Directorates consulted. : Traffic&Civil, Safety, Signal mechanical

Whether Associate Finance have been consulted. : No.

Issues on which decision of the Board is sought are indicated in : 4.0

(VED PARKASH) 01.11.95
Exec.Director Civil Engg.(G)
Railway Board.

(24)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)
.....

No.95/CEDO/SR/2.

BOARD MEMORANDUM

Sub: Raising of maximum permissible speed of Poorva Express and Magadh Express to 120 kmph on Ghaziabad-Mughalsarai Section of Northern Railway.

Ref: CCRS/Lucknow's Confidential D.O. letter to CRB dated 18-9-95 (Annexure-1).
.....

General Manager/Northern Railway had approached Board through Chief Commissioner of Railway Safety/Lucknow for increasing the speed of Poorva Express and Magadh Exp. on New Delhi-Ghaziabad-Mughalsarai Section of Northern Railway to 120 kmph. Chief Commissioner of Railway Safety forwarded Northern Railway's application vide his letter dated 21-12-94 (Annexure-2) and did not recommend the raising of speed to 120 kmph due to some deficiencies brought out by him in his letter. A summary of Chief Commissioner of Railway Safety's observations as well as opinions of different Directorates on those observations reflected in a tabular form (placed at Annexure-3) and Northern Railway's letter containing modified Joint Safety Certificate (Annexure-4) was put up for Board's consideration. Board ML, MM and ME) approved raising of the speed of Poorva Express and Magadh Express to 120 kmph (copy of notings on pages 7 and 8 enclosed as Annexure-5). Sanction was accordingly issued to Northern Railway vide Board's letter dt.9-5-95 (Annexure-6) subject to certain conditions as mentioned in the letter. The main issues in brief as raised by Chief

Contd....2/-

Commissioner of Railway Safety are as follows:-

Para No.	CCRS's observations
3(a)	(i) To provide circuit interlocking at all stations.
	(ii) Electrical operation of points at all stations is necessary.
	(iii) Track circuiting on reception lines and from FM to BSL is necessary.
	(iv) Block working by track circuits is necessary at all stations.
	(v) Station Master's control over the last stop signal should be available at all stations.
3(b)	With increased introduction of high speed trains, it would not be possible to limit the maximum catenary current to 300/600 amps. Upgradation of Signalling system is necessary.
3(c)	Trials are necessary to assess the suitability of non-AC coaches for high speeds before the passengers are subjected to higher degree of dust.
3(f)	Passenger Alarm System should be provided without any deficiencies.
3(g)	Interlocking of manned level crossing is required.
3(h)	Telephonic facility between Guard and Driver is necessary.
4(d)	Since there is a considerable cattle population adjacent to the track, problems of cattle run-over and disturbance to ballast profile is likely to pose serious safety hazards for high speed trains.

As per sanction of Railway Board given to Northern Railway, the Railway was required to approach the Board with the result of the trials after a period of 3 months (not received yet).

Contd.....3/-

Chief Commissioner of Railway Safety/Lucknow, vide his letter under reference has pointed out that some of the deficiencies,which were raised by him while forwarding Northern Railway's proposal for raising of speed of Poorva and Magadh Express trains, have led to tne recent grusome accident at Firozabad on 20-8-95. Such deficiencies pointed out by him are :-

(i) Track Circuiting of all reception lines and from F.M. to B.S.L. on both sides at all the stations.

(ii) SMs control over the last stop signal at all the stations.

(iii) Cattle nuisance.

CCRS/Lucknow in his letter under reference has requested CRB to reconsider the earlier decision and reduce the speeds of Poorva Express and Magadh Express trains till all the deficiencies are made good.

The case is put up for consideration of the Board to discuss this item in the Board's meeting.

CONFIDENTIAL S.No

A.K. SENGUPTA
मुख्य रेल सुरक्षा आयुक्त
CHIEF COMMISSIONER OF RAILWAY SAFETY

ANNEXURE - I

भारत सरकार
नागर विमानन मंत्रालय
(रेल सुरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)
अशोक मार्ग, लखनऊ-226 001.
Ashok Marg, Lucknow-226 001.

डी० ओ० संख्या/D. O. No. Q. 16011/1/94-RS.

दिनांक/Dated 18 SEP 1995

Dear Shri Khare,

Sub : Raising of maximum permissible speed of Poorva Express and Magadh Express to 120 Km/h on Ghaziabad-Mughal Sarai Section of Northern Railway.

Northern Railway has submitted two separate proposals in 1994, for raising the maximum permissible speed of Poorva Express and Magadh Express to 120 Km/h through Commissioner of Railway Safety, Northern Circle.

2. The proposals were not recommended for sanction by Commissioner of Railway Safety, Northern Circle due to various reasons as detailed in his forwarding letter.

3. After carefull scrutiny of the proposals the same were forwarded to Railway Board. The proposals were not recommended for sanction, due to many existing deficiencies in the system, vide this office two separate letters of even number dated 21.12.94. However, Railway Board, vide letter No. 95/CEDO/SR/2, dated 9.5.95 sanctioned the Northern Railway's proposals with certain stipulations and trials.

4. It will be relevant to point out that some of the deficiencies which were raised while not recommending the above mentioned proposals, have led to the recent gruesome accident at Firozabad on 20.08.95. These are :-

i) Track Circuiting of all reception lines and from F.M. to B.S.L. on both sides at all the stations.

ii) SMs control over the last stop signal at all the stations.

iii) Cattle nuisance.

5. I would earnestly request you to reconsider your earlier decision and reduce the speeds of Poorva and Magadh Express till all the deficiencies are made good.

With regards,

Yours Sincerely

(A.K. SENGUPTA)

Shri G.K. Khare,
Chairman,
Railway Board,
(Ministry of Railways)
Rail Bhawan,
New Delhi.

By Speed Post

तार : "चीफकाम"
Telegram : "CHIEFCOM"

ANNEXURE-2

फोन : / Phone [249743
P & T [234507
NE. Rly.: 570
N. Rly. : 390

भारत सरकार
नागर विमानन एवम् पर्यटन मंत्रालय
नागर विमानन विभाग
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION & TOURISM
DEPARTMENT OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

रेल मन्त्रालय (रेलवे बोर्ड)
Railway Board
22 DEC 1994

अशोक मार्ग, लखनऊ - 226001
Ashok Marg, Lucknow- 226001

संख्या/No. Q.16011/1/94-RS

दिनांक/Dated 21 DEC 1994

To

The Secretary,
(Civil Engineering),
Railway Board,
Rail Bhavan,
New Delhi-110011.

Subject:- Increase in speed of Poorva Express to 120 kmph on Ghaziabad-Mughalsarai Section.

Northern Railway's letter No. 519-W/406/Pt.II dated 2.11.94 seeking Railway Board's approval for increasing the speed of Poorva express to 120 kmph on Ghaziabad-Mughalsarai Section along with CRS/Northern Circle's letter No. 988/Q/17/94 dated 7.11.94 detailing the issues which require special attention of the railway Board are enclosed as Annexure 'A'. CRS/Northern Circle has not recommended the proposal.

2. The involved issues have been examined in this office and opinions of RDSO and the existing conditions in Eastern Railway have been taken vide letters as below:-

(i) D.O. letter No.Q.16011/1/94-RS dated 17.11.94 from CCRS to D.G./RDSO. .. Annexure 'B'

(ii) Reply to above, vide RDSO's letter No. SD.POL.12.6 dated 2.12.94. .. Annexure 'C'

(iii) Issues referred to Eastern Railway through CRS/Eastern Circle. .. Annexure 'D'

(iv) Reply of G.M./Eastern Railway .. Annexure 'E'

3. The Railway Safety Commission does not recommend increase in speed of Poorva Express due to the following deficiencies :-

(a) Complement of Signalling:-

(i) It is necessary, on safety considerations, to provide circuit interlocking at all stations. At present only 20 stations between Ghaziabad and Mughalsarai are provided with circuit interlocking.

(ii) Electrical operation of points at all stations is necessary.

(iii) Track circuiting of all reception lines and from FM to BSL is necessary on both sides at all stations. This is yet to be made available.

(iv) Block working by track circuits have been provided only in 9 stations in Ghaziabad-Mughalsarai Section. This is necessary at all stations.

(v) SM's control over the last stop signal should be available at all stations.

(b) Design of Signalling System:-

With increased introduction of high speed trains, it would not be possible to limit the maximum catenary current to 300/600 amps. Upgradation of signalling system is necessary.

(c) Trials are necessary to be done during the period when dust ingress is likely to be maximum and in areas prone to dust nuisance to ascertain the suitability of using non-AC coaches for high speeds. This is necessarily to be done before the passengers are subjected to journeys in non-AC coaches at high speeds.

(d) Railway Board, vide letter No. 80/M(C)/137/22 dated 12.12.83 have not permitted 13 t bogie at 120 kmph. On query, RDSO have referred to a speed certificate issued in 1968. Subsequently, for some reasons, Board restricted its use at 120 kmph which is probably not known to RDSO. CRS/Northern Circle has also referred to the suggestion in RDSO's Technical Pamphlet No. C-8101 for having the 16.25 t axle bogie frame for 13 t bogies to increase its strength against fatigue failure. The issue requires in-depth study.

(e) The Joint Speed Certificate No. SLC/BG/78/1994 has been extensively modified vide Northern Rly's letter No. 519-W/406/Pt-II dated 28.10.94. The following paras have been modified/added/deleted:-

(i)	Opening Para	Modified.
(ii)	Para 4.16	Added.
(iii)	Para 4.2	Modified.
(iv)	Para 6.2	Deleted.(This would change the numbering of subsequent Paras under Caption 6).
(v)	Para regarding frequency of Amsler TRC and Oscillograph Car.	Added.
(vi)	Para 4.13	Enlarging the scope.
(vii)	Para 4.14	Modified.

It would be appropriate to issue a Revised J.S.C. by the PHODs of the 5 involved Departments i.e. Mechanical, Operating, Electrical, Signalling and Engineering.

(f) Para 4.13 (revised vide N.Rly's letter No. 519-W/406/Pt-II dated 28.10.94) mentions about audible & visual signals operated through electro micro switch which is activated by the operation of the passenger Alarm System. It has also been mentioned that this is not functioning at present.

E. railway has informed that Micro Switch & Inter-vehicle Coupler (IVC) are not functioning in the coaches and intervehicle connection to the locomotive does not exist.

The Commission strongly feels that the Passenger Alarm System should be provided without any deficiencies and there should be a specific drill to examine its efficacy prior to starting of the High speed train from the originating station and at intervals as per requirement.

(g) The apprehension of CRS/Northern Circle regarding level crossings merits serious consideration. Recently there have been many level-xing accidents. It is also a fact that many level xings are un-manned and even those which are manned, can be opened to road traffic only for limited periods. Many manned Level Xings are not interlocked. It is well known that busy level crossings are required to be opened to road traffic unauthorissedly and this danger to public is increased with introduction of more high speed trains. One Rajdhani Express and one Shatabdi Express can, at high speed, be tackled by the existing system but this cannot be extended to include more and more high speed trains unless the problems are solved.

(h) Telephone facility between guard and driver is necessary.

4. While on the subject, the Railway Board may like to consider the following issues also:-

(a) The experience of the Commission has been that proper Carriage & Wagon staff for primary and secondary maintenance including the required facilities are not available to the desired extent for high speed trains.

(b) It would be appropriate to introduce a system of thorough examination of a high speed rake by an officer of sufficient seniority, at least once a month, and records kept at the primary maintenance depots.

(c) It would also be appripriate to introduce a system of deputing TXR staff to accompany the high speed trains to cater to defects during runs.

(31)

2/3

(d) | Since there is considerable cattle population adjacent to the track, cattle run-over is very frequent. The ballast profile (and packing) is also disturbed by the tresspassing cattle. This is likely to pose serious safety hazards for high speed trains.

Encls.:Annexures A,B,C,D & E.

21.12.94

(A.K. Sengupta)
Chief Commissioner of Railway Safety

Copy to:-

1. Commissioner of Railway Safety/Northern Circle, New Delhi in reference to his Letter No. 988/Q/17/94 dated 7.11.94 along with Annexures B,C,D & E for information.

2. Commissioner of Railway Safety/Eastern Circle along with Annexures A,B,C,D & E for information.

3. G.M./N.R./New Delhi alongwith a copy of CRS/NC/New Delhi's Letter No.988/Q/17/94 dated 7.11.94.

(A.K. Sengupta)
Chief Commissioner of Railway Safety

Telegram : "CHIEFCOM"
फोन : / Phone [249743
P & T [234507
NE. Rly. : 870
N. Rly. : 390

भारत सरकार
नागर विमानन एवम् पर्यटन मंत्रालय
नागर विमानन विभाग
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION & TOURISM
DEPARTMENT OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

अशोक मार्ग, लखनऊ - 226001
Ashok Marg, Lucknow- 226001

SPEED POST

संख्या/No. Q.16011/1/94-RS-II

दिनांक/Dated 21.12.94

To
The Secretary (Civil Engg.),
Ministry of Railways,
(Railway Board),
New Delhi.

Sub : Increasing speed of Mahadh Express to 120 Kmph.

Northern Railway's letter No.519-E/406/Pt.III/Mahadh Express, dated 2.12.94 received under Commissioner of Railway Safety, Northern Circle, New Delhi's letter No. 1099/Q/17/94, dated 6/14.12.94 is forwarded herewith.

The comments conveyed vide this office letter No.Q.16011/1/94-RS dated 21.12.94 in connection with the proposal of increase of speed of Poorva Express to 120 kmph are applicable in this case also.

The increase in speed is not recommended.

This issues with the approval of Chief Commissioner of Railway Safety.

(R.K.AGARWAL)
CONSULTANT
for Chief Commissioner of Railway Safety

D.A. : As above.

Copy forwarded for information to:-
1. Commissioner of Railway Safety, Northern Circle, New Delhi.
2. Commissioner of Railway Safety, Eastern Circle, Calcutta.
3. General Manager, Northern Railway, New Delhi alongwith a copy of Commissioner of Railway Safety, Northern Circle's letter No.1099/Q/17/94, dt. 6/14.12.94.

(R.K.AGARWAL)
CONSULTANT
for Chief Commissioner of Railway Safety

Pl open a new case
& put up

26-12-94

ANNEXURE-3 E/A

CRS/CCRS's observations/reasons not recommending increase of speed of Poorva/Magadh Exp.

Para 3(a)(i) It is necessary, on Safety considerations, to provide circuit interlocking at all stations. At present only 20 stations between Ghaziabad and Mughalsarai are provided with circuit interlocking.

(ii) Electrical operation of points at all stations is necessary.

(iii) Track circuiting of all reception lines and from RM to BSL is necessary on both sides at all stations. This is yet to be made available.

(iv) Block working by track circuits have been provided only in 9 stations in Ghaziabad-Mughalsarai Section. This is necessary at all stations.

(v) SM's control over the last stop signal should be available at all stations.

Remarks of concerned Dte.

ED(Signal and Adv.(Signal)'s comments on para 3(a)(i)(v)

In the Joint Safety Certificate signed by PHOD of Northern Railway including CSTE at S.No.7. The position of Signalling system is indicated at para 3 of the certificate. On the same section Rajdhani Express is working at 120 Kmph. It may however be pointed out that of 98 station block stations only 20 are provided with Circuit interlocking and Electrical portion of point. Out of the remaining 78 stations with lower frame and Mechanical interlocking are mech.operation of point. 66 stations are more than 25 years old and more than 25 stations 40 year or more old. A number of new trains at speed in excess of 100/120 Kmph are being introduced. Old assets will need replacement on programmed basis. Adv.(Signal) may please see. An action plan to replace old signalling gears on this and other routes of Rajdhani and Shatabdi Express as desired by Board (CRB) had been prepared and put up for consideration and approval. Non of the stations in this section could be programmed for replacement in 1995-96 in the absence of / of action plan by Board. This section being one of the most important sections, it is necessary that Board is requested once again for consideration and approval of the action plan.

Adv.(Signal) has stated as under dated 20-2-95.

(1) 'A' - ML shall be approached section by section.

(2) CSTE/N.Rly has been advised to include few more stations for replacement specially those which are more tha 40 years old. CSTE/N.Rly is to be reminded.

/approval

A

* Actually working at 130 kmph

O/CCRS's observations/reasons not recommending increase of speed of Poorva/Magadh Exp.	Remarks of concerned Dte.
N.Rly's comments please see para 3.1.2 to 3.1.6.3 of JSC.	(3) In addition, discussions are in hand for SSIS for stations more than 25 years old on GZB-Tundla through World Bank which is time taking. (4) S.No.2 is to be examined in the light of Board's letter dated 1-2-95 communicating deletion of para 7. 131 of SEM-Part-I & readopting Std-I, Std-II & Std-III stipulated in Old SEM.
3(b) Design of Signalling System:- With increased introduction of high speed trains, it would not be possible to limit the maximum catenary current to 300/600 amps. Upgradation of Signalling system is necessary. *N.Rly's comment pl. see para 3.3 JSC.(SN6)	RDSO's cpmments (Annexure c) N.Rly should clearly state whether maximum catenary current will be limited to 300/600 amps. for single/ double line sections respectively as per original installations or it will be increased to 800/1000 amps. In case, current as per original installations will be maintained, no modification to S&T installations will be required. In case the currents are to be increased to 800/1000 amps, it will be necessary to modify signalling system suitably If such modifications are not carried out, it can lead to voltage beyond permissible limit, determental to working maintenance staff and increased induced voltage on S&T gears leading to possibility of their erratic working.
3(c)Trials are necessary to be done during the period when dust ingress is likely to be maximum are in areas prone to dust nuisance to ascertain the suitability of using non-AC Coaches for high speeds. This is necessarily to be done before the passengers are subjected to journeys in non-AC coaches at high speeds.	As there is no acceptable yard stick to judge the dust nuisance, besides this being dependent upon the terrain and weather, RDSO is unable to provide any subjective judgement. However, trials have been requested by RDSO over a prolonged period to judge the passenger reaction. Hence, 120 Kmph without A/C, can best be cleared for trial say for 1 year on limited number of trains, to judge passenger reaction.

CRS/CCRS's observations/reasons not recommending increase of speed of Poorva/Magadh Exp.	Remarks of concerened Dte.
	EDME/Chg's note 13.2.95.
3(d) Railway Board vide letter No. 80/M(C)/137/22 dated 12.12.83 have not permitted 13 t bogie at 120 Kmph. On query, RDSO have referred to a speed certificate issued in 1968. Subsequently, for some reasons, Board restricted its use at 120 Kmph which is probably not known to RDSO. CRS/Northern Circle has also referred to the suggestion in RDSO's Technical Pamphlet No. C-8101 for having the 16.25 t axle bogie frame for 13t bogies to increase its strength against fatigue failure. The issue requires in-depth study.	RDSO vide their letter No. MC/SPD/Genl dated 31.1.95 have cleared non A/C coaches upto 120 Kmph (for poorva Express).
3(e) The Joint Speed Certificate No.SLC/BG/78/ 1994 has been extensively modified vide Northern Railway's letter No.519-W/406/Pt.II dated 28-10-94. The following paras has been modified/added/deleted:-	Modified JSC from Northern Railway received and placed at S.No.6
(i) Opening Para — Modified.	
(ii) Para 4.16 — Added	
(iii) Para 4.2 — Modified.	
(iv) Para 6.2 — Deleted (This would change the numbering of subsequent paras under Caption 6).	
(v) Para regarding frequency of Amsler TRC and Oscillograph Car. — Added.	
(vi) Para 4.13 — Enlarging the Scope.	
(vii) Para 4.14 — Modified.	
It would be appropriate to issue a Revised J.S.C. by the PHODs of the 5 involved Departments, i.e., Mechanical, Operating, Electrical, Signalling and Engineering.	

CRS/CCRS's observations/reasons not recommending increase of speed of Poorva/Magadh Exp.

Remarks of concerned Dte.

3 (f) Para 4.13 (revised vide N.Rly's letter No.519-W/406/Pt.II dated 28-10-94) mentions about audiable & visual signals operated through electro micro switch which is activated by the operation of the passenger Alarm System. It has also been mentioned that this is not functioning at present.

E.Railway has informed that Micro switch & inter vehicle Coupler (IVC) are not functioning in the coaches and intervehicle connection to the locomotive does not exist.

The Commission strongly feels that the Passenger Alarm System should be provided without any deficiencies and there should be a specific drill to examine its efficacy prior to starting of the High Speed train from the originating station and at intervals per requirement.

In the Annexure 'D' RDSO has stated

Apart from this audiable and visual signal operated through an electric micro switch is activated by the operation of the passenger alarm system. In the event of any indication devices being defective, driver will follow the indication of devices which are in working. In case of all devices getting out of order, the speed of the train will be restricted to 100 Kmph. At present as audiable and visual signal operated through Electric Micro-Switch are not available in Poorva Express Coaches and hence provision of flow meter with visual lamp indication was made. The Poorva Express Electric Train is worked by Eastern Railway Rakes and as such this aspect is pertaining to Eastern Railway.

Also please see N.Rly's modified JSC para 4.1.3

3(g) The apprehension of CRS/Northern Circle regarding level crossings merits serious considerations. Recently there have been many level-xings accidents. It is also a fact that many level xings are un-manned and even those which are manned, can be opened to road traffic only for limited periods. Many manned level xings are not interlocked. It is well known that busy level crossings are required to be opened to road traffic unauthorissedly and this danger to public is increased with introduction of more high speed trains. One Rajdhani Express and one Shatabdi Express can, at high speed, be tackled by the existing system but this cannot be extended to include more and more high speed trains unless the problems are solved.

EDCE(B&S)'s comments dated 2.3.95

Detention to road traffic at level crossings can be reduced by some electronic advance working system and automatic opening and crossing of gates. This can be designed by S&T Engineers.

→ Also please see N.Rly JSC para 3.2 at S.No. 6.

3(h) Telephonic facility between guard and driver is necessary.

→ Please see N.Rly's JSC para 5.10 where it is mentioned that it will be provided.

CRS/CCRS's observations/reasons not recommending increase of speed of Poorva/Magadh Exp.	Remarks of concerned Dte.
4(a) The experience of the Commission has been that proper Carriage & Wagon staff for primary and secondary maintenance including the required facilities are not available to the desired extent for high speed trains.	EDME/Chg's note dated 13.2.95 This will be ensured by the Railways.
(b) It would be appropriate to introduce a system of thorough examination of a high speed rake by an officer of sufficient seniority, at lease once a month and records kept at the primary maintenance depots.	EDME/Chg's note dated 13.2.95 This suggestion is not considered practicable. However, surprise inspections are being done by Officers of sufficient seniority.
(c) It would also be appropriate to introduce a system of deputing TXR Staff to accompany the high speed trains to cater to defects during runs.	EDME/Chg's note dated 13/2/95 This system is followed for Shatabdi/Rajdhani runs. For 120 Kmph it may be necessary.
(d) Since there is considerable cattle population adjacent to the track, cattle run-over is very frequent. The ballast profile (and packing) is also disturbed by the tresspassing cattle. This is likely to pose serious safety hazards for high speed trains.	EDCE/P's comments dated 2-3-95. (i) Cattle run over being a safety hazard. (ii) Disturbance of ballast profile by cattle tresspassing. While there are a few cases of cattle run over, it is not known of the same have resulted into derailment of trains. For higher speed of trains say 160 Kmph and above, measures like fencing or provision of bushes etc. can be thought of depending on the location but for speeds lower that now under consideration, it is felt that there is no need of any particular measure. Regarding disturbance of ballast packing and profile, locations which are prone to lot of tresspassing can have the ballast profile protecte by a small retaining structure like that made up of released PRC Sleeper etc. Other locations specific measure can also be adopted

NORTHERN RAILWAY

ANNEXURE-4

HEADQUARETERS OFFICE
BARODA HOUSE,NEW DELHI

No. 519-W/406 Pt.III(SLC)

Dated: 31th January,1995

The Secretary(Civil Engg.),
Ministry of Railways,Rail Bhawan,
New Delhi.

(THROUGH COMMISSIONER OF RAILWAY SAFETY)

Subject:-To increase speed of Magadh Express to 120 kmph on New Delhi - Ghaziabad - Mughalsarai Section of Northern Railway.

-X-X-

Reference:-A)This Rly's application of even no. dated 15.11.94.
B)CRS/NDLS's letter no.1999/G/17/94 dt. 14.12.94.
C)CCRS/LKO's letter no.2.16011/1/94-RS DT. 21.12.94

-X-X-

In reference to CCRS/LKO's letter referred C) above, the Joint Safety Certificate has been revised considering the itsms raised by CRS/NDLS's letter referred B).

The amendments made in the Joint Safety Certificate are based on the recommendations made in the CRS/NDLS's letter for Poorva Express.

Following documents are enclosed:

1. Revised Joint Safety Certificate.
2. 342-Sig/67/2/M/Pt.VI(L) dated 14.9.1994.

In view of the above the Railway Board is requested to accord sanction considering the recommendations and CCRS and the position explained by Railay.

31/1/95

(J.D.KALLA)
Chief Track Engineer
Northern Railway,NEW DELHI

DA/As above

c\- 1)Commissioner of Railway Safety/NDLS
2)Chief Commissioner of Railway Safety/LKO

Office of C.R.S. 01-02-95 New Delhi

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JOINT SAFETY CERTIFICATE
No. SLC/BG/ /1995.

Certified that it is safe to run 2391/2392 Magadh Express consisting of 20 ICF all coil coaches (AC/Non AC) with air brake equipment including slack adjusters when hauled by a single WAP-1 locomotive upto a maximum speed of 120 kmph on both Up and DOWN lines of New Delhi - Ghaziabad - Mughalsarai section of Northern Railway as under:-

S.No.	Section	Kilometers	Proposed max. permissible in KMPH	Max. permanent speed as certified by RDSO
1.	New Delhi - Ghaziabad	0.0 to 19.88 (from Delhi)	100	120
2.	Ghaziabad - Mughalsarai	1432.5 to 672.65	120	120

Note: Above speeds are subject to all permanent and temporary speed restriction in force and those that may be imposed from time to time for track, signalling and interlocking and subject to observance of speed restrictions stipulated in the certificate from the strength of bridges and other conditions which follows:-

1.0 Track

1.1 The track is of minimum standard of 52 kg rails on sleepers to M+7 density and depth of ballast cushion below sleepers of 250 mm, which consists of atleast 100 mm clean and the rest in caked up condition on a compacted and stable formation and maintained to the standards as recommended in RDSO's report No. C&M-I Vol.I.

1.2 For track of lower standard, the Chief Engineer has decided the maximum permissible speed in the light of Railway Board letter No. 65/WDO/SR/26 dated 19/20.10.1966. Maximum permissible speed on curves has been decided on the basis of existing provisions of Indian Railways Permanent Way Manual - 1986, allowing higher speeds for cant deficiency of 100 mm and rate of change of cant and cant deficiency not exceeding 55 mm per second.

2.0 Bridges

2.1 Bridges are safe for desired speeds as per Revised Bridge Rules 1964, as certified by the Chief Bridge Engineer. Provisions of para 2.2.3 of the RDSO speed certificate are also certified by him in terms of current IRS Bridge Rules, Steel Bridge Code and Bridge Sub-structures and foundations Code read with up-to-date correction slips.

3.0 Signalling

3.1 The complement of signalling in New Delhi - Ghaziabad - Mughal Sarai section is as under:-

1. MACLS with two Distant Signals. — Provided at all stations.
2. Circuit Interlocking — Provided at 20 stations out of 136 stations.

(40)

3.	Electric operation of points with electric detection on switch & lock.	Provided at 20 stations. Electrical detection of switch and lock provided at all stations.
4.	Track circuiting of all reception lines and from fouling mark to block section limit on both sides.	Main line track circuiting provided at all stations. Track circuiting of all the reception lines provided at 23 stations. Track circuiting from FM to BSL provided at 46 stations, not required at 35 stations.
5.	Auxiliary Warning System.	Not provided.
6.	Block working by Track Circuit	Provided at 9 stations and not provided at 126 block sections. Work is sanctioned for 11 block sections. Due to paucity of funds, shortfall in signalling vis-a-vis Signal Engineering Manual is still existing. However, work will be taken up progressively depending on availability of funds.

3.1.2 Work to provide SM's control over the last stop signal has been sanctioned for all stations and is targetted for completion by December, 1995.

3.1.3 Railway Board has been requested vide letter No. 342-Sig/67/2/M/Pt.VI (L) dated 14.9.94 (Copy enclosed) to consider the condonation of the shortfalls in complement of signalling till the works are planned, sanctioned and executed to cover the shortfalls.

3.2 Level Crossing Gates

3.2 Telephones have been provided at all manned level crossing gates. As per Railway Board's letter No. 77/W3/SG/LX/2 dated 16.3.79, Train Actuated Approach Warning System has to be provided at all level crossing gates situated in Automatic section and special class gates outside station limits. Bell warning has been provided at all 5 level crossing gates situated in Automatic Signalling section. There is no special class level crossing gate outside station section. However, train actuated approach warning system has not been provided at other level crossing gates.

3.3 Sections with 25 KV AC Traction: The OHE has been designed to take maximum current of 600 Amperes, The OHE is fed power at various locations and more number of high speed trains can be run in this section. There will not be any increase in Catenary current more than the designed value. Therfore upgradation of signalling system is not required on this account.

3.4 Visibility of signals will be ensured that minimum visibility of 400 metres for the first Distant Signal and 200 Metres for each of the other signals is available.

3.5 For Working in Automatic Signalling Territory, the inner signal distance is equal or more than the emergency braking distance as given vide para 2.5.3 of RDSO's letter No. SD/POL/12.6 dated 30.8.94 except in New Delhi - Tilak Bridge section for East and west lines in the Up direction where it is 983 metres, but speed restriction of 55/70 kmph has already been imposed due to provision of inadequate super-elevation and transition lengths in the section.

4.0 Mechanical

4.1 The all coil ICF coaches (AC/Non AC) of the Magadh express train shall be fitted with twin pipe graduated release air brake system. The enhanced capacity screw couplings, draw gears of coaches shall be to RDSO SK 79067 draft gears and buffers. These coaches shall be maintained in accordance with instructions contained in RDSO's Tech. Pamphlet No. C-7807 (Revision-1). The air brake system of these coaches shall be tested and maintained as per RDSO's Tech. Pamphlet No. C-9805. The instructions contained in technical pamphlet No. C-9206 of Feb. 1992 be complied with to the extent applicable.

4.2 All brake cylinders shall be in good working order at the starting station. No less than 95% of the total brake cylinders shall be operative enroute. In the event of effective brake cylinders being less than 95% the maximum speed of the train shall be reduced to 100 kmph.

4.3 The secondary maintenance of the coaches of Magadh Express shall be undertaken as per instructions contained in Para 10.2.2 of the RDSO Tech. Pamphlet No. C-8805.

4.4 The rake consisting of 18 ICF all coil coaches shall be maintained on a washing line provided with a pit of adequate length.

4.5 The air brake equipment including RDSO approved brake beam and screw couplings shall be examined at the secondary maintenance depots for any noticeable defects. If any component is found defective, the same shall be replaced. The overhauling of the brake gear and screw couplings during POH in workshops will be done under extent procedures by following standard workshop practices.

4.6 The compressed air charged tappet and valve system, which actuates the micro switches of the passenger alarm system will be tested in each coach at the primary and secondary maintenance stations. Any part of the equipment becoming defective on the run will be attended to.

(42)

4.7 It is certified that level of maintenance of coaches is as stipulated in the RDSO's pamphlet No. C-8706. The observations of the CRS with regard to the availability of infrastructure are noted and it is certified that the infrastructure necessary to achieve the above mentioned maintenance level has been provided at New Delhi. With regard to the adequacy of the provision of Eastern Railway it is submitted that Eastern Railway would have satisfied the Eastern Circle with regard to the maintenance level achieved by them. However, a copy of these observations is being sent to Eastern railway.

4.8 Surprise checks of all the rakes are organized periodically at various levels including officers. There is no specific stipulation either by RDSO or by the Railway Board in regard to the periodicity of rake check for any specific train. However, for some trains the CRS while giving sanction has stipulated for such checks. If considered necessary a similar condition can be stipulated by CRS. It is further submitted that these checks in the earlier sanctions have been restricted to a primary maintenance depot and the train under consideration is not to be given primary maintenance on our system.

4.9 It is clarified that there is no intention to depute any escorting staff on these trains by Northern Railway. It is further clarified that provision of escorting staff is a part of primary maintenance activity.

4.10 Telephone facilities between guard and driver has not been provided.

5.0 Electrical Engineering

5.1 Electric Loco

5.1.1 The WAP-I locomotive manufactured to RDSO drawing No. SK.DL.3031-Alt 4 is a 4000 hp a.c. electric locomotive using HETT transformer with 2 series-3 Parallel/6 Parallel permanent connection of the axle hung, nose suspended TAO 659 traction motor/Hitachi traction motor 15250A with roller suspension bearing and flexi-coil bogies with two stage suspension. The WAP-I a.c. electric locomotives shall be fitted with IRVAB-6 twin pipe air-brake system and provided with air flow indicator suitable for twin pipe graduated release type air-braked trailing stock.

5.1.2 RDSO have done confirmatory oscillation car run with WAP-I locomotive on both Up and Down lines of New Delhi - Ghaziabad - Mughalsarai Section upto a maximum speed of 120 kmph and the results of which are contained in RDSO Report No. MT-5. The WAP-I locomotive exhibited satisfactory riding characteristics upto a maximum speed of 120 kmph on this section.

RDSO has also conducted detailed Oscillation trials on ICF all coil coaches with 13T bogies upto a speed of 136 kmph and the results are contained in report C&M-I Volume-II. Speed certificate was issued for introduction of higher speed service trains on DLI - HWH route vide RDSO letter No. SD.POL.12.2 dated 16.11.68.

For AC coaches Rajdhani Express is already running on this route at 130 kmph.

5.1.3 The Cocks No. B-14/A-20 meant for isolating proportionate brake will be kept in a sealed condition in the 'open' position so that it can not be isolated in service. The driver will be instructed to make an entry in the log book indicating the reasons for isolating proportionate brake when the seal is broken by the driver.

5.1.4 In case, the locomotive proportionate brake become defective during run and the driver is required to isolate cocks No. B-14/A-20, the driver will be instructed to apply locomotive independent brakes simultaneously with trains brakes.

5.1.5 The locomotives used for Magadh Express will be fitted with speedometers and speed recorders of reliable make quality and these will be kept in good working order (currently the Hesler make, which is more reliable, will be fitted). The range of the speedometer and recorder will normally be upto 140 kmph. When a speedometer of a range upto 120 kmph is fitted then the maximum speed of the train will be limited to 110 kmph and the crew advised accordingly. In the event of both speedometer and the recorder provided on the locomotive being out of order, the maximum permissible speed shall be restricted to 100 kmph.

5.1.6 All the speed recorder charts will also be scrutinized by competent staff.

5.1.7 Instructions will be issued that the Co-Driver will be on the lookout for a signals as carefully as the Driver himself and the aspect of the signal will be invariably confirmed by the Driver and the Co-driver to each other.

5.1.8 Driver selected for working of the Magadh Express will be adequately qualified and experienced.

5.1.9 Co-Driver will be sufficiently qualified and capable to bring the train to a stop, should the driver become incapacitated on the run.

5.1.10 When approaching block station and L-Xing gates protected by signals, the driver will be vigilant in controlling the speed of his train as necessary. He will maintain the maximum permissible speed when approaching station only if the train is scheduled to run through the block station and all the relevant run through signals have been taken off.

5.1.11 No driver shall be posted to take direct charge of the Magadh Express unless he has worked sufficient number of trips as an additional Driver on the train.

5.1.12 The Driver hauling the Magadh Express will be instructed to see that traction motor current does not exceed 750 amps on any account.

(94)

5.1.13 To ensure that the driver gets an indication of pulling of the alarm chain in the Magadh Express, a flow meter with the visual lamp indication in conjunction with it will be provided in the locomotive indicating the flow of air into the brake pipe which increases when the alarm apparatus is operated (when the driver is not applying the brake on his own or when there is a parting of brake pipe).

Apart from this audible and visual signal operated through electric micro switch is activitated by the operation of the passenger alarm system. In the event of any indication devices being defective, driver will follow the indication of devices which are in working. In the case of all devices getting out of order, the speed of the train will be restricted to 100 kmph.

At present, audible and visual signal operated through Electric Micro-Switch are not available in Magadh Express coaches and hence provision of flow meter with visual lamp indication was made. The Magadh Express Electric train is worked by Eastern Railway Rakes and as such this pertains to Eastern Railway.

5.1.14 In the event of the feed pipe system of the train being defective in any way maximum permissible speed shall be restricted to 100 kmph.

5.1.15 In the event of both the speedometers and the recorders provided on the locomotive being out of order, the maximum permissible speed shall be restricted to 100 kmph.

5.2 Traction Installations

5.2.1 The OHE is provided with swiveling type of cantilever assemblies having tension in the conductors regulated automatically, with a pre sag of 50/100 mm and a design speed potential of 140/160 kmph respectively. The pre sag is on the contact wire for a maximum span of 72 mts. and proportionately less for smaller spans. Temporary speed restrictions on the basis of knowledge and experience of the OHE and conditions prevailing on any particular section at any time, shall be imposed as & when required.

6.0 General

6.1 All the permanent and temporary speed restrictions in force and those imposed from time to time due to track, bridges, curves, signalling and interlocking etc. shall be observed.

6.2 Attention is also invited to the note on "preparation of electrical equipment of Diesel and Electric Locomotives for high speed operation" circulated with this office letter No. EL/3.315/WAM2/Gr. Con. dated 24.12.70 and the locomotive should be attended accordingly.

Telephone facilities between guard and driver will be provided.

6.3 The design of WAP-1 locomotive infringes item 12 and 13 of Chapter IV(C) of the BG Metric Schedule of Dimensions-1973 Reprint. Railway Board's sanction for the above infringements has been obtained vide their letter No. 79/WDO/SR/6 dated 7.4.1979, initial designation of the loco being WAM 4R.

6.4 It is submitted that no studies were done about noise and dust ingress at this speed.

6.5 Keeping in view the problems regarding difficulty of opening gate on account of heavy rail and load traffic have been noticed, time to time steps are being taken to provide additional safety by means of either commissioning of road over-bridge, road under bridge or by interlocking the gates with signals. Level crossings provided in the station sections are interlocked and those on major high-ways are either interlocked or will be interlocked in future. One road under bridge is under construction at Etawah and one road over bridge at Subedarganj. 19 number Engineering Level Crossings have already been interlocked with signals. This is a phase-wise on going process. Instructions have been issued to implement rules and regular checks are being conducted. As and when any violation comes to knowledge, it is dealt with under rules.

Level Crossing accidents in the last two years have been nil.

Summary of gates are as under:-

A.	Traffic gates (All interlocked)	= 114
B.	No. of Engg. gates	= 282
C.	Engg. gates interlocked	= 19
D.	ROB/RUB under construction	= 2
E.	C class Engg. level crossings required to be interlocked	= 171

(AJIT KISHORE)
Chief Mechanical Engineer
N. Rly./NDLS

(GOVIND BALLABH)
Chief Operating Manager
N. Rly./NDLS

30.1.95

(A.D.TEJPAL)
C.E.E./N. Rly./NDLS

(K.N.JAIN)
C.S.T.E./N. Rly./NDLS

30.1.95

(S.D.SHARMA)
Chief Engineer/N. Rly./NDLS

NORTHERN RAILWAY

(46)

Headquarters Office
Baroda House
New Delhi.

No. 342-Sig/67/2/M/Pt.VI(L). Dated: 14/9/1994.

The Secretary (Signal),
Ministry of Railways,
(Railway Board),
Rail Bhawan,
New Delhi.

Sub:- Increasing speed of Poorva and Magadh Expresses to 120 KMPH on New Delhi—Ghaziabad—Mughal Sarai section of Northern Railway.

Ref:- Commissioner of Railway Safety, Northern Circle's letter No.718/Q/17/94 dated 6/9/94 (copy enclosed).

For increasing speed of Poorva Express to 120 KMPH, RDSO vide their letter No.58/POL/12/6 dated 1/8/94, stipulated certain requirements. The comments on the stipulation were given by the Railway while applying for sanction to CRS, Northern Circle. CRS in his letter referred to above, has made certain observations on the railway's letter. The requirement given by RDSO and the comments of the Railway and the existing arrangement and observations of the CRS are as under:-

S. No.	Para No.	Stipulations as per RDSO's letter.	Comments of the Railway	CRS's observations
1.	2.3.1	The complement of signalling should be as per category route 'B' under section 'M' of the SEM part I, 1988.	The complement of signalling as per para 2.3.1. is not provided except that the drivers running at the speed of 120 KMPH will be guided by MACLS with two distant signals at all stations. The details of the existing arrangement is as per Annexure-I.	Signalling as per para 2.3.1. of RDSO's speed certificate is not provided except that MACLS with two distant signals is provided. Railway has given no comments on the non-availability of these stipulations indicated by RDSO.
2.	2.3.2	Telephonic communication at all manned level crossing gates.	Telephonic communication on all the manned level crossing gates has been provided. Warning bells provided at 6 level crossing gates out of 133. Not provided at other manned level-crossing gates.	Telephonic communication on all manned levelcrossing gates have been provided but no comment on the other stipulation of the RDSO, i.e. provision of certain actuated approach warning system has been

Sl. No.	Para No.	Stipulations as per RDSO's letter.	Comments of the Railway.	CRS's observations
			to give timely warning to the gate-man/road-user about impending arrival of train as also to reduce the detentionz to road traffic, train actuated approach warning system shall be provided at such level crossing gates.	Railway has no programme of providing suggested warning system on the large number of manned level crossing gates.
3.	2.3.3.	Design of signalling system would be suitable for catenary current of 800/1000 Amp. for single/ double line sections.	The design of the signalling system is as per the practice of RE at the time of installation & has not been upgraded.	Safety certificate is totally silent on this stipulation except the comments that the design of signalling system is as per the practice of RE at the time of installation and has not been upgraded.

The comments of CRS vide para No.4 & 5 of this letter may also be perused. To provide the complement of signalling and other requirements as stipulated in RDSO Safety Certificate, will require considerable amount of funds and time to execute the works.

Since Rajdhani Express is already running on this section, Board are requested to consider condonation of the shortfalls as indicated above, till the works are planned, sanctioned and executed to cover the shortfall. These condonations are being sought to enable raising the maximum permissible speed of Poorva & Magadh Expresses to 120 KMPH on the above section.

DA/One.

(Arun Bhatnagar)
CSPE
for General Manager.

O/c

Copy to C.T.E. for information.

ection	Requirement as per Signal Engg. Manual for speed 100 to 130 KMPH	Existing arrangement
2	3	4
1. Ghaziabad - Tundla(Inc.)	1. Electrical operation of points & signals. 2. Circuit Interlocking. 3. Multiple Aspect colour light signalling. 4. Complete track circuiting of all reception lines and from FM to Block Section Limit. 5. Block working by Track circuiting 6. Two distant signals. 7. Auxiliary warning System	1.) Provided at Naripat & Dadri. Balance 2.) Station MACL end Cabin with Main 3.) line track circuiting provided 4.) complete track circuiting provided) at SKQ, KRJ, DAR, SOM, KLA, MKUE,) ALJN & MXK 5. Lock & Block Double line Block Instt. provided except Automatic signalling between Aligarh & Daudkhan. 6. Provided. 7. No AWS
2. Tundla- Kanpur (Ex) Central(Inc)	- do -	1.) Provided at SDN, SB, SKL, BNT, ULD, JJK, 2.) AAP, FRH, MTO, CIBI & CNB. Balance 3.) station MACL end cabin with main 4.) line Track circuiting provided) complete track circuiting at SKT &) NBL 5. Lock & Block double line Block Instt. provided except PNM-CNBI-CNB where Block working by Track circuiting. 6. Provided 7. No AWS

2	3	4
	Anpur Central-Ex Allahabad(Incl) 1. Electrical operation of points and signals. 2. Circuit Interlocking. 3. Multiple Aspect colour light signalling. 4. Complete track circuiting of all reception lines and from FM to Block Section Limit. 5. Block working by Track circuiting. 6. Two distant signals 7. Auxiliary Warnning System	1.) Provided at Rasulabad & Allahabad 2.) Balance station MACL end cabin with 3.) main line track circuiting provided 4.) complete track circuiting at RXL,) PMPR, AWNG, MSQ, RAMA, ASCE, SRO,) BDNP & SPG.) 5. Lock & Block double line Block Instt. provided 6. Provided 7. No AWS
4.	Allahabad(Ex)-Mughalsarai. - do -	1.) Not provided. MACL end cabin with 2.) main line Track circuiting 3.) provided. 4) 5. Lock & Block Double Line Block Instt. provided. 6. Provided 7. No AWS

(50) No.95/CEDO/SR/2. ANNEXURE-5

General Manager, Northern Railway has approached Board through Chief Commissioner of Railway Safety Lucknow for increasing the speed of Magadh and Poorva Expresses on New Delhi-Ghaziabad-Mughalsarai section of Northern Railway. Northern Railway sent their applications of Magadh & Poorva Express which are placed at S.No.1/3 & 2/8 with necessary enclosures. These applications have been duly forwarded through CRS and CCRS.

Chief Commissioner of Railway Safety has not recommended the proposal of running of the above two Express trains due t some deficiencies brought out by him in his letter which is placed at S.No.2.

The applications of Northern Railway which are placed at S.No.1/3 and 2/8, including RDSO's views on points made by Safety Commission which is placed at Annexure 'C' and CCRS's letters of his views of the deficiencies which are placed at S.No.1 and 2 were put up to various Directorates to specify their comments. The Chief Commissioner of Railway Safety's observations as well as different Directorates opinions are being reflected in a tabular form which is placed at F/A may kindly be seen.

pp 3 6/3

Also Northern Railway submitted their comments with revised Joint Safety Certificate at S.No.6.

The sanction letter for running the above two Expresses upto 120 Kmph on New Delhi-Mughalsarai Section subject to th conditions shown in the Joint Safety Certificate of Northern Railway as well as the points raised by different Directorat are put up for Board's consideration and approval please."

EDCE(G)
16-3-95.

3/26/16/3 Adv.(CE)

M.L.

323 M.M.

717/20/3 M.E.

16.3.95.

The section in question is already having traino of this speed level. Therefore only remarks particular to the rakes are only relevant. It is seen that they are covered.

16/3/95

(37)

From pre-page

I am not inclined to agree with CRS/CCRS' recommendations in Para 4(C) for introducing a system of TXRs staff accompanying Poorva Express and Magadh Express to operate at 120 Kmph, since this system is not likely to serve any useful purpose of enhancing safety on run. While travelling in the train, they have little opportunity to detect any defect and take remedial action. In lieu of this arrangement, it would be more useful to introduce a system of stringent "Rolling in " examination by the TXRs staff at stations where these trains have a schedule halt.

Item 3 in the proposed letter to be issued by EDCE(G) to GM/Northern needs to be suitably amended.

PCE 3/4

M.M. 31/3

M.E.

1. Periodicity of traffic census for level crossings on this route be updated to every 3rd year instead of every 5th year so that decisions for updating the facilities at level crossings be taken more or less in real time.

PCE

2. Ballast retainers can be as well made up by using scrap tie bars instead of released PRC sleepers.

(Raj Kumar)
M.E. 5/5/95
5.5.95.

6/5/95

Adv(CE)

18 Jm
5/5/95

EDCE(G) The letter be modified according to above observations and put up

EDCE(G)
6.5.95

रेल मंत्रालय MINISTRY OF R..WAYS
(रेलवे बोर्ड RAILWAY BOARD)

ANNEXURE-6

(52)

No.95/CEDC/SR/2.

रेल भवन, नई दिल्ली-110001, दिनांक 9-5-1995
Rail Bhavan, New Delhi-110001, dated

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

Sub: Increasing speed of Magadh & Poorva Express to 120 Kmph.

Ref: i) Your appln. No.519-W/406/Pt.III/ Magadh Express dated 2.12.94.

ii) Your appln. No.519-W/406/Pt.II dated 2.9.94.

.....

With reference to your application referred to above sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for increasing the speed of Magadh & Poorva Express to 120 Kmph on New Delhi - Ghaziabad - Mughalsarai Section of Northern Railway for a period of one year from the date of issue of this letter. 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. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificates received alongwith your letter No.519-W/406 Pt.III(SLC) dated 31.1.1995, RDSO's Speed Certificates and all other certificates accompanying your applications referred to above.

It is also subject to that ;

1. Trials are to be conducted to judge the passenger reaction and result of trails sent to Board.
2. Proper carriage and wagon staffs for primary and sencondary maintenance including the required facilities are available to the desired extent.
3. It should be ensured that a system is introduced for stringent "Rolling in" examination by the TXR staff at stations where these trains have a schedule halt.
4. Periodically of traffic census for level crossings on this route be updated to every 3rd year instead of every 5th year so that decisions for updating the facilities at level crossings be taken more or less in real time.
5. At locations prone to lot of tresspassing; ballast profile should be protected by a small retaining structure made up by using scrap tie bars etc. Other locations specific measures can be adopted by the Railway.

The Railway should approach the Board with the result of trails after a period of three months.

9/5/95

(VED PARKASH)

No.95/CED-, .n/2. (53) New Delhi, dated 9-5-1995.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement Nos. Q.16011/1/94-RS-II dated 21.12.94 and Q.16011/1/94-RS dated 21.12.94.

2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110 021 with reference to his letter Nos. 1099/Q/17/94 dated 6/14.12.94 and 988/Q/17/94 dated 7.11.94.

3. The Director Standards (Motive Power), RDSO, Lucknow - 226 011.



9/5/95

(VED PARKASH)
for Secretary, Railway Board.

(54)

No.95/CEDO/SR/24. 20-10-95.

The Director General (Track),
R.D.S.O.,
Lucknow-226001.

Sub:- IRZ Coach shell - Condonation of infringement of Schedule of Dimensions 1973.

Ref:- Board's letter No.95/CEDO/SR/24 dated 22.9.95 and your office letter No.NC/Proj/UNDP dated 19.10.95

In pursuance of this office letter of even number dated 22.9.95, a revised sanction from the Ministry of Railways is hereby communicated for the condonation of infringements to item No.19(b), 22, 18(ii) and 2(ii) of Chapter-IV(A) to BG Schedule of Dimensions (1973) involved in the design of IRZ Coach shell as per drawing No.Sketch-93203-U, alt.1 with IR-30 bogie as shown in Annexure accompanying your application No.CT/DHS/3/Coaches dated 14.7.95.

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

Received Sketch dt. 12.95 ADE/Cam/DE

No.95/CEDO/SR/24. New Delhi, Dated 20-10-95.

Copy forwarded for information to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.17012/1/93-RS, dated 16-8-1995.

(VED PARKASH)
for Secretary Railway Board.

O/C

55

2074/KR/Rly/97
2579

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

Received 25/9/95

No. 94/CE-II/TK/14

रेल भवन, नई दिल्ली-110001, तिथि 25.9.95 19
Rail Bhavan, New Delhi-110001, dated

FAX

The Director(Technical)
Konkan Railway Corporation
Belapur Bhavan
Plot No.6
Sector 11
C.B.D. Belapur
New Bombay 400 614

Sub : Modified track maintenance system on KRC

Further to Board's letter of even no. dt. 3.8.95, Board (ME) has decided that the present system of track maintenance may be extended upto 31.12.95. The operation of the system would cover the already opened sections and those which may be opened by 31.12.95.

The clarification/confirmation given vide your letter no. KR/CO/W/15 dt. 11.8.95 are now under consideration and final approval of the Board to the Modified Track Maintenance System as proposed, would be issued in due course.

25.9.95

(B.S.KAPUR)
EXE.DIRECTOR/CIVIL ENGG(P)

By FAX.

Chief Mech. Engineer
CO/BLR.

for kind inf. pls. CCRS may have to be advised accordingly pls.

AME-(I)-
at NDLS (Plg.Bd)

S. No. - 4 (56)

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

No.95/CEDO/SR/26

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 17.10.95. 19

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Running of B.G. Rail Bus on Gonda-Gorakhpur and Manakpur-Katra section of Lucknow Division of North East Railway.

.....

With reference to your application No.W.340/Rail Bus/4A Dt. 18.9.95, the sanction of Ministry of Railways is hereby communicated for running of B.G. Rail Bus to R.D.S.O.'s sketch No.SK-DR-3007 a a maximum speed of 50 kmph on the following sections in Lucknow Division of North Eastern Railway.

1. Gonda - Gorakhpur from km: 628/8 to km 661.
2. Manakpur - Katra from km 0/0 to km 29/10.

The sanction is subject to observance of all permanent an temporary speed restrictions inforce and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in the Joint Safety Certificate, R.D.S.O speed certificate and all other certificates accompanying your applications referred to above.

The sanction for condonation to infringements to B.G. Schedule of Dimensions (1973) involved in the design of this B.G. Rai Bus has already been issued under Board's letter No.93/CEDO/SR-1 dated 4.2.93.

(VED PARKASH) 17/10
Executive Director Civil Engineering (G)
Railway Board.

No.95/CEDO/SR/26 New Delhi, dated 17.10.95.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his endorsement No.Q.15013/1/93-RS dated 06.10.95.
2. The Commissioner of Railway Safety, North Eastern Circle, Hazrat ganj, Lucknow - 226001, with reference to his letter No.700/3517, dated 4.10.95.
3. The Director Standards (Motive Power), RDSO, Lucknow - 226011.

(VED PARKASH) 17/10/95
for Secretary Railway Board.

(57)

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

No.95/CEDO/SR/29. रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 12-10-95.

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

Sub:- Running of 140t. BG Diesel Hydraulic break down cranes (M/s.Gottwald/Jamalpur) on various BG Sections of Southern Railway.

With reference to your application No.W.438/4/TY dated 8.8.95 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 140t.BG Diesel Hydraulic break down cranes manufactured by M/s.Gottwald GMBH, West Germany as per RDSO's Sketch No.1WDH 140CR Alt.5 fitted with two six wheeled bogies with the single stage helical and disc spring suspension arrangement having a maximum axle load of 20 tonnes at a maximum speed of 75 Kmph when hauled in a train as a trailing load with jib resting on match truck and at a maximum speed of 5 Kmph when travelling on its own power with or without loads at a maximum speed against shown each section on the Joint Safety Certificate No.611 BG of various BG Sections of your Railway.

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. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.611 BG, RDSO's Certificate No. SL/CR/S/D/140t/BG/DH dated 14-10-88 and all other certificate accompanying your application referred to above.

Ministry of Railways had already condoned the infringement to item 18(i) Chapter IV(A) of BG Schedule of Dimensions (1973) under this office letter No.86/WDO/SR/17 dated 26-9-1986.

11.10.95
(VED PARKASH)
Executive Director Civil Engineering (G),
Railway Board.

PTO

No.95/CEDO/SR/29. (58) New Delhi, Dated 12-10-95.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.15011/1/95-RS(Pt.) dated 18-9-95.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore-560 009, with reference to his letter No.Q.16011/1/95/SR dated 9.8.95.

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

(VED PARKASH)
for Secretary Railway Board.

(59)

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

No.95/CEDO/SR/25 रेल भवन, नई दिल्ली-110001, तिथि Rail Bhavan, New Delhi-110001, dated 26.9.95. 19

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

Sub: Sanction for running of M/S BEML (Bangalore)'s "Spoil Disposal unit Model SD-35" on all B.G. sections of Central Railway.

With reference to your application No.W681/X-61/BR/II dated 30.6.95 sent through Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of spoil Disposal unit Model SD.35 supplied by BEML (Bangalore upto a maximum speed or 30 Kmph when running in train formation as a dead vehicle as and when required on all B.G. section of Central Railway.

The sanction is subject to observance of all permanent and temporary speed restrictions inforce and or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulation made in Joint Safety Certificate, Track certificate, RDSO's speed certificate and all other certificates accompanying your application refered to above.

Ministry of Railways also condone the infringement at profile of maximum moving dimensions 1929 as per Diagram 1-A (Modified) and others of B.G. Schedule of Dimensions 1973. Since the profile of the machine is with in 'X' class moving dimensions, suitable speed restrictions shall therefore be imposed by the railway at such locations which are not yet clear for movement of X class engine

26/9/95

(VED PARKASH)
Executive Director Civil Engineering (G)
Railway Board.

95/CEDO/SR/25 New Delhi, 26.9.95.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow -226001, with reference to his endorsement No.Q.15011/1/95-RS Dated 7.9.95.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Church Gate Station Building Annexe, Maharshi Marge Road Bombay - 400 020, with reference to his letter No.670 dt. 8.8.95.
3. Director General/TM, RDSO Manak Nagar, Lucknow - 226011.

(VED PARKASH)
for Secretary Railway Board.

(60)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.95/CEDO/SR/25 रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 26.9.95.

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

Sub: Sanction for running of M/S BEML (Bangalore)'s "Spoil Disposal unit Model SD-35" on all B.G. sections of Central Railway.

With reference to your application No.W681/X-61/BR/II dated 30.6.95 sent through Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of spoil Disposal unit Model SD.35 supplied by BEML (Bangalore upto a maximum speed or 30 Kmph when running in train formation as a dead vehicle as and when required on all B.G. section of Central Railway.

The sanction is subject to observance of all permanent and temporary speed restrictions inforce and or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulation made in Joint Safety Certificate, Track certificate, RDSO's speed certificate and all other certificates accompanying your application refered to above.

Ministry of Railways also condone the infringement at profile of maximum moving dimensions 1929 as per Diagram 1-A (Modified) and others of B.G. Schedule of Dimensions 1973. Since the profile of the machine is with in 'X' class moving dimensions, suitable speed restrictions shall therefore be imposed by the railway at such locations which are not yet clear for movement of X class engine

26/9/95

(VED PARKASH)
Executive Director Civil Engineering (G)
Railway Board.

95/CEDO/SR/25 New Delhi, 26.9.95.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow -226001, with reference to his endorsement No.Q.15011/1/95-RS Dated 7.9.95.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Church Gate Station Building Annexe, Maharshi Karve Road Bombay - 400 020, with reference to his letter No.670 dt. 8.8.95.
3. Director General/TM, RDSO Manak Nagar, Lucknow - 226011.

(VED PARKASH)
for Secretary Railway Board.

(61)

Sno 10

No.92/CEDO/SR/4/o/Pt.

22-9-95

1. The Director,
Indian Railways Institute of
Civil Engineering,
PUNE.

2. The Ex. Director Stds.(Track),
R.D.S.O.,
LUCKNOW.

Reg:- Meeting for the modification of procedure for certification of maximum permissible for rolling stock (Policy) Circular No.6.

Ref:- My letter of even number, dated 15.9.95. Sno 108

The meeting fixed for 10.10.95 is postponed as Adviser (CE) will be out of station on that date. It has decided to fix the meeting on 17.10.95m at 11.00 hrs. in Adviser (C.E.)'s Chamber at Room No. 125. Kindly make it convenient to attend the meeting on the above said date.

(VED PARKASH) 22.9.95
Executive Director Civil Engineering (G)
Railway Board.

(62)

Sno 10

No.92/CEDO/SR/4/o/Pt. 22-9-95

1. The Director,
Indian Railways Institute of
Civil Engineering,
PUNE.

2. The Ex. Director Stds.(Track),
R.D.S.O.,
LUCKNOW.

Reg:- Meeting for the modification of procedure for certification of maximum permissible for rolling stock (Policy) Circular No.6.

Ref:- My letter of even number, dated 15.9.95. Sno 10

The meeting fixed for 10.10.95 is postponed as Adviser (CE) will be out of station on that date. It has decided to fix the meeting on 17.10.95m at 11.00 hrs. in Adviser (C.E.)'s Chamber at Room No. 125. Kindly make it convenient to attend the meeting on the above said date.

(VED PARKASH) 22.9.95
Executive Director Civil Engineering (G)
Railway Board.

(63)

G/File

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

No.95/CEDO/SR/5

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 4.10.95. 19

The General Manager (Works),
Southern Railway,
Madras.-.3.

Sub: Sanction for running of ballast regulator model -66-4 on B.G. route of Southern Railway.

.....

With reference to your application No.W.439/4/Vol.XIV dated 18.1.95 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby Communicated for running of ballast regulator model 66-4 as per diagram No.TM/9415 with a maximum axle load of 10.66 t. at a maximum speed shown against each as per Annexure 'A' for different B.G. sections of your Railway.

The sanction is subject to the observance of all permanent and temporary speed restrictions as notified in Appendix VII & VII of the current working time table and other speed restrictions inforce and or those that may be imposed for time to time. It is further subject to the conditions/stipulations made in the Joint Safety Certificate, RDSO's letter No.TM/HM/11/4 dated 16.9.94 and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 2(ii), 19(a), and 21(a) of chapter IV-A of B.G. Schedule of Dimensions (1973) involved in the design of the above machine. Suitable speed restrictions shall therefore be imposed by the Railway at such of the locations which are not yet clear for movement of the 'X' class engines.

29/9/95

(VED PARKASH)
Executive Director Civil Engineering (G)
Railway Board.

.....Contd.....

(64)

No.95/CEDO/SR/5

New Delhi, dated 4.10.95.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow - 226001 with reference to his endorsement No.Q.15011/1/94-RS-VI dated 24.2.95.

2. The Commissioner of Railway Safety, Southern Circle, 7 Seshadri Road, Gandhi Nagar, Bangalore - 560009 dated 7.2.95 with reference to his letter No.Q.15011/2/95 dated 7/2/95.

3. The Director General/TM, RDSO, Manak Nagar, Lucknow - 226011.

(VED PARKASH)
for Secretary Railway Board.

(65) G/File

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

No.95/CEDO/SR/9 रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 27.9.95. 19

The Chief Mechanical Engineer,
Konkan Railway Corporation Ltd.,
Belapur Bhawan, Plot No.6,
Sector-11, C.B.D.Belapur,
New Bombay-400 614.

Sub: Running of special purpose gang cars for track maintenance on Konkan Railway.

Ref: Your letter No.KR/CO/M/23 dated 25.8.95.

.....

Ministry of Railways sanction for running of the above mentioned gang cars was communicated vide this office letter of even number dated 29.8.95. Since CCRS had recommended the valid period upto 30.9.95 vide para 2 of his letter No.Q.15011/1/95-RS dated 16.8.95 instead of 31.12.95 as asked for vide your letter quoted above. As such Ministry of Railways sanction was accorded for running of the above gang cars upto 30.9.95 on Thokur-Udipi-Kundapura section only.

Since Ministry of Railways sanction for extension of the modified track maintenance system has since been extended further to 31.12.95. The sanction for running of these Gang Cars is also being extended to 31.12.95.

(VED PARKASH) 27/9/95
Executive Director Civil Engineering(G)
Railway Board.

No.95/CEDO/SR/9. New Delhi, Dated 27.9.95.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No.Q.15011/1/95-RS, dated 16.8.95.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.K.16014/1/95-KRC dated 30.6.95.

(VED PARKASH)
for Secretary Railway Board.

(66)

The proposal for adoption of new design are technically examined by the concerned wing of RDSO in respect of various types of rolling stock before their adoption.

Director General (Container) RDSO may, therefore, be approached to offer his comments on the technical feasibility for adoption of future dimensions of ISO container. Civil Engineering Directorate have no comments to offer as there is no req. to examine the matter.

ADE/Civil
22.9.95

EDCE(G)

EDTT(M&S)

(67) G/File

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

No.92/CEDO/SR/4/o/Pt. रेल भवन, नई दिल्ली-110001, तिथि Rail Bhavan, New Delhi-110001, dated 22-9-95 19

1. The Director,
Indian Railways Institute of
Civil Engineering,
PUNE.

2. The Ex. Director Stds.(Track),
R.D.S.O.,
LUCKNOW.

Reg:- Meeting for the modification of procedure for certification of maximum permissible for rolling stock (Policy) Circular No.6.

Ref:- My letter of even number, dated 15.9.95.

The meeting fixed for 10.10.95 is postponed as Adviser (CE) will be out of station on that date. It has decided to fix the meeting on 17.10.95m at 11.00 hrs. in Adviser (C.E.)'s Chamber at Room No. 125. Kindly make it convenient to attend the meeting on the above said date.

(VED PARKASH)
Executive Director Civil Engineering (G)
Railway Board.

(68) G/File

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

No.95/CEDO/SR/5

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 4.10.95. 19

The General Manager (Works),
Southern Railway,
Madras.-.3.

Sub: Sanction for running of ballast regulator model -66-4 on B.G. route of Southern Railway.

.....

With reference to your application No.W.439/4/Vol.XIV dated 18.1.95 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby Communicated for running of ballast regulator model 66-4 as per diagram No.TM/9415 with a maximum axle load of 10.66 t. at a maximum speed shown against each as per Annexure 'A' for different B.G. sections of your Railway.

The sanction is subject to the observance of all permanent and temporary speed restrictions as notified in Appendix VII & VII of the current working time table and other speed restrictions inforce and or those that may be imposed for time to time. It is further subject to the conditions/stipulations made in the Joint Safety Certificate, RDSO's letter No.TM/HM/11/4 dated 16.9.94 and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 2(ii), 19(a), and 21(a) of chapter IV-A of B.G. Schedule of Dimensions (1973) involved in the design of the above machine. Suitable speed restrictions shall therefore be imposed by the Railway at such of the locations which are not yet clear for movement of the 'X' class engines.

29/9/95

(VED PARKASH)
Executive Director Civil Engineering (G)
Railway Board.

.....Contd.....

(69)

No.95/CEDO/SR/5 New Delhi, dated 4.10.95.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow - 226001 with reference to his endorsement No.Q.15011/1/94-RS-VI dated 24.2.95.

2. The Commissioner of Railway Safety, Southern Circle, 7 Seshadri Road, Gandhi Nagar, Bangalore - 560009 dated 7.2.95 with reference to his letter No.Q.15011/2/95 dated 7/2/95.

3. The Director General/TM, RDSO, Manak Nagar, Lucknow - 226011.

.....

(VED PARKASH)
for Secretary Railway Board.

(70) G/File

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.95/CEDO/SR/24 रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 22.9.95.

The Director General (Track),
R.D.S.O.
Lucknow - 226001.

Sub: IRZCoach shall-condonation of infringemert of Schedule of Dimensions 1973.

.....

With reference to your application No.CT/LHS/3/Coaches dated 14.7.95 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of the infringements to item No.19(b), 22, & 18(ii) of chapter IV-A to B.G. Schedule of Dimensions (1973) involved in the design of IRZ Coach shall as per your drawing No.9323-4 ALT-I with IR-30 bogie as shown in form XI accompaying your application referred to above.

20/9/95

(VED PARKASH)
Executive Director Civil Engineering (G)
Railway Board.

No.95/CEDO/SR/24 New Delhi, dated 20.9.95.

Copy forwarded for information to :-

Chief Commissioner of Railway Safety, Ashok Marg, Lucknow -226001, with reference to his endorsement No.Q.17012/1/93-RS dated 16.8.95.

(VED PARKASH)
for Secretary Railway Board.

(71) G/File

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

No.95/CEDO/SR/21

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 18.9.95.

The Director General/Track,
R.D.S.O.
Lucknow - 226011.

Sub: Condonation of infringements of WAG7H types of AC Locos with pantograph in Locked down condition.

.....

With reference to your application No.CT/DEL/WAM4B Dt.17.5.95 sent through Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is here by Communicated for Condonation of infringements to clause 12 & 17 of Chapter IV(C) as the profile of maximum moving dimensions and others of B.G. Schedule of Dimensions (1973) as per your Drq No.SKEL - 4340, involved in the design of WAG7H type of AC Locos as shown in form XI accompanying your application referred to above.

(VED PARKASH)
Executive Director Civil Engineering(G)
Railway Board.

No.95/CEDO/SR/21 New Delhi, Dated 18.9.95.

Copy forwarded for information to:-

Chief Commisioner of Railway Safety, 16-A, Ashok Marg, Lucknow - 226001, with reference to his endorsement No.Q.17011/1/95-RS-II dt. 27.7.95.

(VED PARKASH) 1879
for Secretary Railway Board.

(72)

Spare

No.92/CEDO/SR/4/0 Pt.

15 -9-95.

(1) The Director,
Indian Railways Institute
of Civil Engineering(IRICEN),
PUNE.

(2) The Executive Director Stds.(Track),
R.D.S.O., Lucknow.

Reg: Modification of procedure for certification of maximum permissible speed for rolling stock(Policy) Circular No.6).

As per Railway Board's letter No.92/CEDO/SR/4/0 dt.22-5-95, modification to Policy Circular No.6 was issued to the Zonal Railways. Accordingly, Zonal Railways have been authorised to conduct route proving runs for speeds beyond 105 kmph upto 110 kmph on Broad Gauge with the help of portable accelerometers. For conducting such route proving runs, guidelines have been issued to the Zonal Railways as per Annexure-I of Railway Board's letter dated 22-5-95.

The guidelines issued to the Zonal Railways as per Annexure-I were discussed in Adviser(Civil Engineering)'s Chamber by Director, IRICEN/Pune when Chief Track Engineer/Northern Railway and EDCE(P) (Shri B.S. Kapur) were also present. It was decided in the meeting that Annexure-I giving guidelines to the Railways need some modification. The guidelines issued for conducting route proving runs by the Zonal Railways are according to RDSO's draft sent vide DG/RDSO DO No.SD.POL.11 dated 6-4-95 to Adviser(CE)/Railway Board.

As decided during discussion, it is proposed to hold discussions on 10-10-95 at 11.00 hrs. in Adviser(Civil Engg.)'s Chamber with Executive Director Standards(Track)/RDSO and Director/IRICEN, Pune, so that amendment/modifications, if any, to Annexure-I of Board's letter dated 22-5-95 could be issued. You are requested to kindly attend the above meeting.

S/d

(Ved Prakash)
Executive Director Civil Engg.(G)
Railway Board.

(73) 92/CEDO/SR/4/0

Ref: Minutes of the conference of the CCRS and CRSs with the Board held on 22.9.94.

.....

As per decision taken in the above meeting we have issued a fresh instruction regarding introduction of new rolling stock. In response to the modification CCRS has sent his remarks. He requested the Board that to give effect to this modification only after suitably changing section 27 of the Railway Act 1989 which envisages that sanction of the Central Government is required to be taken for introduction of new rolling stock by any Railway Administration separately in all cases.

Legal Cell may please take necessary action to modify (according to the fresh instruction) the second para of section 27 of Railway Act 1989 as under :-

> " Provided that before using any rolling stock of a design or type different from that already running on any section of the Indian Railway, the previous sanction of the Central Government shall be obtained for such use."

Copies of fresh instruction issued vide this office letter No. 92/CEDO/SR/4/0 dated 12.12.94, Section 27 of the Indian Railway Act 1989 and Minutes of the Conference held on 22.9.94 are enclosed herewith for Legal Cell's reference.

3/5/95

ADE/Civil

EDCE(G) 3/5/95

Legal Adviser

Discussed with L.A

The matter may be put up in a detailed, self contained and comprehensive background note indicating/justifying amendment of section 27 of the Railway Act, 1989. While doing so, the case may be routed through J.D(RAR)

8.6.95

EDCE(G) 9/6/95

Received in Legal Cell on 4.5.95 Diary No. 612

(1)

(74)

C/File

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

No.95/CEDO/SR/23. रेल भवन, नई दिल्ली-110001, तिथि Rail Bhavan, New Delhi-110001, dated 12-9-1995.

The Director General (Track),
R.D.S.O., Manak Nagar,
Lucknow - 226 011.

Sub:- Condonation of infringements of BG Schedule of Dimensions (1973) for Bogie Covered Wagon to M/s.Cimmco's Drawing No.BCW-100.

With reference to your application No.CT/DG/LW/BCW dated 14-8-95 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction is hereby communicated for the condonation of infringements to item 13(b) Chapter IV(A) of BG Schedule of Dimensions (1973) as well as the Profile of Maximum Moving Dimensions of 1929 in the Diagram 1A & others involved in the design of Bogie Covered Wagon to M/s.Cimmco's Drawing No.BCW-100 as shown in the Drawing and detailed in Annexure-I accompanying your application referred to above. This wagon is being designed and procured in connection with for supply of Bulk cement to Bombay area by M/s.BCC Bombay with M/s.Cimmco, Bharatpur.

It is noted that the wagon will run in closed circuit rakes between siding near Wadi and Awarpur to Kalamboli Railway Terminal in New Bombay. It is further noted that the wagon has been designe within EDO T/1043 Schedule of Moving Dimensions to get maximum pay load as well as the design of the wagon has been developed usi standard CASNUB 22 NL Bogie, non-transition high tensile CBC and standard air brakes.

(VED PARKASH)
Executive Director Civil Engineering(
Railway Board.

No.95/CEDO/SR/23. New Delhi, Dated 11-9-19

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.17013/1/93-RS. dated 16-8-1995.

(VED PARKASH)
for Secretary Railway Board.

(75)

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

No.95/CEDO/SR/23. रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 12-9-1995.

The Director General (Track),
R.D.S.O., Manak Nagar,
Lucknow - 226 011.

Sub:- Condonation of infringements of BG Schedule of Dimensions (1973) for Bogie Covered Wagon to M/s.Cimmco's Drawing No.BCW-100.

With reference to your application No.CT/DG/LW/BCW dated 14-8-95 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction is hereby communicated for the condonation of infringements to item 13(b) Chapter IV(A) of BG Schedule of Dimensions (1973) as well as the Profile of Maximum Moving Dimensions of 1929 in the Diagram 1A & others involved in the design of Bogie Covered Wagon to M/s.Cimmco's Drawing No.BCW-100 as shown in the Drawing and detailed in Annexure-I accompanying your application referred to above. This wagon is being designed and procured in connection with for supply of Bulk cement to Bombay area by M/s.BCC Bombay with M/s.Cimmco, Bharatpur.

It is noted that the wagon will run in closed circuit rakes between siding near Wadi and Awarpur to Kalamboli Railway Termina in New Bombay. It is further noted that the wagon has been design within EDO T/1043 Schedule of Moving Dimensions to get maximum pay load as well as the design of the wagon has been developed us standard CASNUB 22 NL Bogie, non-transition high tensile CBC and standard air brakes.

(VED PARKASH)
Executive Director Civil Engineering
Railway Board.

No.95/CEDO/SR/23. New Delhi, Dated 11-9-1

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.17013/1/93-RS, dated 16-8-1995.

(VED PARKASH)
for Secretary Railway Board.

(76) -- G/File

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

No.95/CEDO/SR/22

रेल भवन, नई दिल्ली-110001, तिथि 31.8.95
Rail Bhavan, New Delhi-110001, dated

The Director General/Track,
RDSO,
Lucknow - 226011.

Sub: Condonation of infringements for Diesal Multiple Unit (DMU) with roof mounted radiators

.....

With reference to your application No.CT/DDL/DMUS Dt. 07.6.95 sent through Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is here by communicated for for condonation of infringements to clause 31 of Chapter - IV (A) and profile for maximum moving dimensions and other's of B.G. Schedule of dimensions. (1973) as per Drq Nos. SK - 94014 & ICF/SK -9-0-093. Infringement involved in the design of Diesal Multiple Unit (DMU) with roof mounted radiators as shown in form XI accompanying your application referred to above.

30/8/95
(VED PARKASH)
Executive Director Civil Engineering(G)
Railway Board.

No.95/CEDO/SR/22 New Delhi, Dated 31.8.95.

Copy forwarded for information to :-

Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow - 226001, with reference to his endorsement No.Q.17011/1095-RS-1 dated 27.6.95.

(VED PARKASH)
for Secretary, Railway Board.

GF GF

77

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

No.95/CEDO/SR/9.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 29-8-95. 19

The Chief Mechanical Engineer,
Konkan Railway Corporation Ltd.,
Belapur Bhawan, Plot No.6,
Sector-11, C.B.D.Belapur,
New Bombay-400 614.

Sub:- Running of special purpose gang cars for track maintenance on Konkan Railway.

Ref:- Your letter No.KR/CO/M/23 dated 25th August,95.

Ministry of Railways sanction for running of the above mentioned gang cars was communicated vide this office letter of even number dated 14.3.95. Since CCRS has recommended the valid period upto 30.9.95 vide para 2 of his letter No. Q.15011/1/95-RS dated 16.8.95 instead of 31.12.95 as asked for vide your letter quoted above. As such Ministry of Railways sanction is being accorded for running of the above gang cars upto 30.9.95 on Thokur-Udipi-Kundapura section only.

(VED PARKASH) 28/8/95
Executive Director Civil Engineering(
Railway Board.

No.95/CEDO/SR/9. New Delhi, Dated 28-8-95.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.15011/1/95-RS. dated 16.8.95.
2) The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.K.16014/1/95-KRC dated 30th June,95.

(VED PARKASH) 28/8
for Secretary Railway Board.

(78) G/F

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

No.95/CEDO/SR/5

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 29-8-95. — 19

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

Sub: Sanction for running of ballast regulator model -66-4 on B.G. route of Western Railway.

.....

With reference to your application No.W.641/23 dt.02.6.95. sent through the Chief Commissioner of Railway/Safety, Lucknow, the sanction of Ministry of Railways is hereby Communicated for running of ballast regulator model 66-4 as per diagram No. TM/9415 with a maximum axle load of 10.66 t. at a maximum speed shown against each /as per Annexure 'A' for different B.G. sections of your Railway.

The sanction is subject to the observance of all permanent and temporary speed restrictions as notified in Appendix VII & VII A of the current working time table and other speed restrictions inforce and or those that may be imposed for time to time. It is further subject to the conditions/stipulations made in the Joint Safety Certificate, RDSO's letter No.TM/HM/11/4 dated 16.9.94 and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 2(ii), 19(a), and 21(a) of chapter IV-A of B.G. Schedule of Dimensions (1973) involved in the design of the above machine. Suitable speed restrictions shall therefore be imposed by the Railway at such of the locations which are not yet clear for movement of the 'X' class engines.

(VED PARKASH) 28/8/95
Executive Director Civil Engineering (G)
Railway Board.

..... Contd.....

No.95/CEDO/SR/5 (79) New Delhi, Dated 29.8.95.

Copy Forwarded for information to :-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow - 226001, with reference to his endorsement No. Q.15011/1/95/RS dated 02.8.95.

2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Marve Road, Bombay - 400 020, with reference to his letter No.12-5/293/340 dated 10.7.95.

3. The Director General/TM, RDSO, Manak Nagar Lucknow - 226011.

(VED PARKASH) 29/8/95
for Secretary Railway Board.

(80)

G/F

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

No.95/CEDO/SR/20. रेल भवन, नई दिल्ली-110001, तिथि Rail Bhavan, New Delhi-110001, dated 25-8-95. 19

The Director General (Track),
RDSO,
Manak Nagar,
Lucknow-226001.

Sub:- Condonation of infringements of WCM6 types of DC Locos with pantograph in locked down condition.

With reference to your application No.CT/DEL/WCM dated 23-5-95 sent through the Chief Commissioner of Railway Safety Lucknow, Ministry of Railways sanction is hereby communicated for condonation of infringements to Clause 12 Chapter IV(C) of BG Schedule of Dimensions (1973) involved in the running of WCM6 types of DC Locos on non-electrified sections as shown in RDSO's Drawing No.4341 and as detiled at Annexure accompanying your application referred to above.

(VED PARKASH) 24/8/95
Executive Director Civil Engineering(G
Railway Board.

No.95/CEDO/SR/20. New Delhi, Dated 25-8-95.

Copy forwarded for information to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.17011/1/95-RS-III dated 27-7-95.

(VED PARKASH)
for Secretary Railway Board.

G.F

(81)

Government of India
Ministry of Railways
(Railway Board)

No.95/CEDO/SR/21

22rd August, 19

Director General(Elect.),
RDSO, Manak Na gar,
Lucknow.

Kind Attn. : Shri B.K. Patel, JDSE.

Sub : Condonation of infringements of WAG7H types of AC Locos with pantograph in locked down condition.

Ref : RDSO Letter no.CT/DEL/WAM4B dated 17.5.95.

The minimum clearance above rail level should be 102 mm for worn wheels. However, for WAG7H locomotive this clearance is 94 mm. The reduced clearance of 94 mm needs to be explained in detail. Reduced clearance of 94 mm will lead to holding up of the locomotive in extreme conditions like water on the track etc. RDSO may please send their comments at the earliest.

Alok 25/8/95

(ALOK GUPTA)
Joint Director, Elec. Engg.(RS)
Railway Board.

(82) G/File

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

रेल भवन, नई दिल्ली-110001; तिथि
Rail Bhavan, New Delhi-110001, dated 01.8. 19 95.

No.95/CEDO/SR/19

The General Manager(Engg.),
Central Railway,
Bombay - 400 020

Sub:- Running of WCAM/2 class AC/DC locomotive on all B.G. Sections of Central Railway electrified either with 25 KV AC/1500 V DC Traction upto a maximum speed of 80 kmph.

*****

With reference to your application No.W.681.Y-74/BR/II dt. 23.6.95 sent through the chief Commissioner of Railway Safety, Lucknow, the Sanction of Ministry of Railways is hereby communicated for running of WCAM/2 class AC/DC locomotive on all electrified sections of central Railway eitherwith25KV AC/1500 V DC Traction at a maximum speed of 80 kmph.

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. It is further subject to the observance of all other conditions/stipulations made in your Joint Safety Certificate No.E.8/95 B.G., RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The moving profile of WCAM/2 class AC/DC Locomotive, the infringements of which have already been condoned vide Board's letter No.95/CEDO/SR/19 Dt. 30.3.95.

(VED PRAKASH) 01.08.95
Executive Director Civil Engineering(G)
Railway Board.

New Delhi, Dt. 01.8.95.

No.95/CEDO/SR/19

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001 with reference to his endorsement No.Q.12011/1/95-RS Dt. 19.7.95.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.535 Dt.29.6.95.
3. The Director, Standards (Motive Power), RDSO, Lucknow - 226011.

(VED PRAKASH)
for Secretary Railway Board.

S/c. (83)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.95/CEDO/SR/18 New Delhi, dated 14.07.1995.

The Director General,
R.D.SO,
Lucknow - 226 011.

Sub: Condonation of infringements of WAP 5 class electric locomotives.

.....

With reference to your application No.CT/DKL/WAP-5 dated 25.5.95 sent through CORS/ LKO, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to clause 9(b) Chapter-IV(C) and profile for miximum moving dimensions of 1929 as shown in Diagram No. 1 A and others of BG Schedule of Dimensions (1973) involved in the design of WAP 5 class electric locomotive as shown in Form-XI and Drg.No. SKEL - 4337 accompanying your application referred to above.

The sanction is subject to removal of pantograph pan assembly and two surge arrestors when moving in nonelectrified sections.

14/7/95

(VED PARKASH)
Executive Director Civil Engineering(G).
Railway Board.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.17011/1/95-RS-II dated 14.6.95.

(VED PARKASH)
for Secretary Railway Board.

(84)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.95/CEDO/SR/18 New Delhi, dated 14.07.1995.

The Director General,
R.D.SO,
Lucknow - 226 011.

Sub: Condonation of infringements of WAP 5 class electric locomotives.

.....

With refernence to your application No.CT/DKI/WAP-5 dated 25.5.95 sent through CCRS/ LKO, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to clause 9(b) Chapter-IV(C) and profile for mixiumum moving dimensions of 1929 as shown in Diagram No. 1 A and others of BG Schedule of Dimensions (1973) involved in the design of WAP 5 class electric locomotive as shown in Form-XI and Drg.No. SKEL - 4337 accompanying your application referred to above.

The sanction is subject to removal of pantograph pan assembly and two surge arrestors when moving in nonelectrified sections.

(VED PARKASH) 14/7/95
Executive Director Civil Engineering(G).
Railway Board.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.17011/1/95-RS-II dated 14.6.95.

(VED PARKASH)
for Secretary Railway Board.

(85) G/File

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

No.95/CEDO/SR/12

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 13-7-95. 19

The General Manager,
Southern Railway,
Madras.

Sub: Provision of 715 mtrs. long loops in BG Sections undergoing gauge conversion.

Ref: Your DO letter No.T.143/A/Policy/Vol.IV dated 24-3-95 addd to Chairman/Railway Board.

.....

The reference received from you vide above referred letter has been examined by DG/RDSO and in the Railway Board's office. A copy of the reply received from RDSO is enclosed.

In view of the decision already available in the B.G. Schedule of Dimensions (1973 Reprint), no further guidelines are required to be issued. Railway may decide the length of the siding on a particular section on the basis of above provisions. Railway Board is required to be approached only when the siding length proposed to be provided is less than required as per Schedule of Dimensions.

(Ved Prakash) 13/7/95
Executive Director Civil Engg.(G)
Railway Board.

Encl: Copy of letter from RDSO.

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

Spare G/File

(86)

No.95/CEDO/SR/9. रेल भवन, नई दिल्ली-110001, तिथि 04-8-1995.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Mechanical Engineer,
Konkan Railway Corporation Ltd.,
Belapur Bhavan, Plot No.6,
Sector-11, CBD Belapur,
New Bombay - 400614.

Sub: Running of Special Purpose Gang Cars for track maintenance on Konkan Rly.

Ref: Your letter No.KR/CO/M/23 dated 21.6.1995.

....

Reference may be made to this office sanction letter of even number dated 14.3.95, wherein Board have issued sanction for running of Special Purpose Gang Cars for a period upto 30.6.95. As the sanction expires on 30.6.95, Ministry of Railways' sanction is hereby extended for running of Special Purpose Gang Cars for a further period of two months i.e. upto 31.8.95 subject to the condition that further extension should be asked through CRS and CCRS. Copy of CRS's letter recommending sanction for a specific period is enclosed.

The conditions/stipulations made in the sanction letter dated 14.3.95 will be unchanged.

3/7/95

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009.
3. The Director Standards (Motive Power), RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

(87) BY FAX

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

No.95/CEDO/SR/14.

रेल भवन, नई दिल्ली-110001, तिथि 20-6-1995 19
Rail Bhavan, New Delhi-110001, dated

The General Manager,
S.E. Railway,
Calcutta.

Sub: Running of 3250 mm wide EMU (BG) stock fitted with all coil ICF bogies on S.E.Railway.

.....

With reference to your application No.G/EMU/Pt.V dated 25.5.95 sent through CORS/LKO, the sanction of Ministry of Railways is hereby communicated for running of 18.4 t BG EMU Motor Coach and 13.6 t BG EMU Trailer Coach fitted with all coil ICF bogies to ICF Drg.Nos. MEMU/DMC-9-0-001 and MEMU/TC-9-0-001 at a maximum speed of 90 Kmph on the following sections of S.E. Railway :-

1. HWH - NGP
2. CPH - GAD
3. TATA - CNI - ADA - ASN
4. ADA - GMO - BKSC

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. It is further subject to observance of all conditions/stipulations made in your Joint Safety Certificate No.4/95 (Mod 'A'), CRS, S.E. Circle's letter No. 708 dated 12.6.95, RDSO's Speed Certificate No.MC/EMU Main line dated 24.6.95 and all other certificates accompanying your application referred to above.

The design of the Motor Coach infringes the maximum moving dimensions of 1929 profile which have already been condoned vide this office letter No.94/CEDO/SR/10 dated 24.5.94. It is however noted that the design of BG EMU Trailer Coach is within EDO-590 profile which is already approved for standard BG coaching stock.

20/6/95
(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

Contd....2/-

(88)

No.95/CEBO/SR/14. New Delhi, dated 20-6-1995.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.13011/1/95-RS dated 16.6.95.

2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 708 dated 12.6.95.

3. The Director Standards(Motive Power), RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

G/F

89

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.95/CEDO/SR/7.

रेल भवन, नई दिल्ली-110001, तिथि 22.6.95
Rail Bhavan, New Delhi-110001, dated

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

Sub: Running of Plasser (India)'s Points & Crossing Tamping Machine (BG) UNIMAT-08-275-3S on various BG sections of Southern Railway.

With reference to your application No.W.439/4/27 dated 8.9.94 sent through CCRS/IKO, the sanction of Ministry of Railways is hereby communicated for running of Plasser (India)'s Points & Crossing Tamping Machine (BG) UNIMAT-08-275-3S as per RDSO's Drg.No.EDO/T-2180 with a maximum axle load of 17.34 t at a maximum speed of 60 Kmph when running on its own power and at 40 Kmph when running in train formation as dead vehicle on the various BG sections of S.Rly. enlisted in the Joint Safety Certificate accompanying your application referred to above.

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. It is further subject to observance of all other conditions/stipulations made in the Joint Safety Certificate No.579 dated 16.8.94 and all other certificates accompanying your application.

Ministry of Railways also condone the infringements to clause 2(ii), 18(i) and 22 Chapter-IV C of BG Schedule of Dimensions (1973) involved in the design of the above machine.

22.06.95

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.Q.15011/1/94-RS dated 28.1.95.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 with reference to his letter No.Q.15011/1/94-SR dated 16.1.95.
3. The Director Standards(Track), RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

(90)

Contd Prepage:-

Sub: Procedure to be adopted by the railways for introduction of new rolling stock.

Whenever a new rolling stock is required to be introduced in the railway the sanction for its running is issued by the Railway Board to the concerned railway through CCRS. The application is accompanied by a speed certificate from RDSO for the new rolling stock sanction for which has been seeked. Once the sanction is given for running the new rolling stock on a section of the zonal railway, subsequent introduction of the similar rolling stock on other sections of the railway is given b y the concerned CRS on receipt of application from the zonal railway. In the present system even when the new rolling stock is cleared by the Railway Board for a parituclar railway, other railways have to follow the same procedure, i.e., applying to the Railway Boar i through CCRS for the sanction for running the new stock.

It is observed that once the new rolling stock is cleared by RDSO, CCRS and the Railway Board for one zonal railway the clearance for other zonal ailways is given automatically by CCRS and the Railway Boa rd. This, however, causes delay in introduction of new rolling stock/other zonal railway systems. The item was discussed in the conference of Chief Commissioner of Railway Safety and Commissioners of Railway Safety with the Board on 22.9.94. It was agreed that wherever new rollingstock is required to be introduced by the railways, the sanction for its running will be issued by the Railway Board to any one of the railways with copies of all CRSs and zonal railways. Subsequently, other railways shall appraoch the concerned CRS who will issue sanction diredt to the railway based on their application, joint safety certificate, track certificate, bridge certificate and RDSO's speed certificate. It was decided that the necessary modifications in the policy instructions will be issued considering the extant legal provisions on the subject.

Extract of Section 27 of Indian Railways Act, 1989 is placed at F/A which envisages that sanction of the Central Government is required to be taken for introduction of new rollingstock by any railway administration in all cases. It is proposed to amend Para II of section 27 as follows:

Existing	Proposed
Provided that before using any rolling stock of a design or type different from that already running on any section of the railway, the previous sanction of the Central Govt. shall be obtained for such use.	Provided that before using any rolling stock of a design or type different from that already running on any section of the railway/Indian Railways, the previous sanction of the Central Government shall be obtained for such use.

Legal cell may examine the above amendment of Section 27 of the Railway Act, 1989 and advise further course of action.

(Ved Prakash)
EDCE(G) 12/6/95

JD(RAR)

Legal Adviser

92/CEDO/SR/4/0

(92)

Ref: Minutes of the conference of the CCRS and CRSs with the Board held on 22.9.94.

.....

As per decision taken in the above meeting we have issued a fresh instruction regarding introduction of new rolling stock. In response to the modification CCRS has sent his remarks. He requested the Board that to give effect to this modification only after suitably changing section 27 of the Railway Act 1989 which envisages that sanction of the Central Government is required to be taken for introduction of new rolling stock by any Railway Administration separately in all cases.

Legal Cell may please take necessary action to modify (according to the fresh instruction) the second para of section 27 of Railway Act 1989 as under :-

" Provided that before using any rolling stock of a design or type different from that already running on any section of the Indian Railway, the previous sanction of the Central Government shall be obtained for such use."

Copies of fresh instruction issued vide this office letter No. 92/CEDO/SR/4/0 dated 12.12.94, Section 27 of the Indian Railway Act 1989 and Minutes of the Conference held on 22.9.94 are enclosed herewith for Legal Cell's reference.

3/5/95
ADE/Civil

EDCE(G) 3/5/95

Legal Adviser

Discussed with L.A.
The matter may be put up in a detailed, self contained and comprehensive background note indicating/justifying amendment of Section 27 of the Railway Act, 1989. While doing so, the case may be routed through JD(RAR)

8.6.95

EDCE(G) 9/6/95

Legal Cell
Diary No. 42
4.5.95

4/5/95

127

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.95/CEDO/SR/14.

रेल भवन, नई दिल्ली-110001, तिथि 20-6-1995 19

Rail Bhavan, New Delhi-110001, dated

The General Manager,
S.E. Railway,
Calcutta.

Sub: Running of 3250 mm wide EMU (BG) stock fitted with all coil ICF bogies on S.E.Railway.

.....

With reference to your application No.G/EMU/Pt.V dated 25.5.95 sent through CCRS/LKO, the sanction of Ministry of Railways is hereby communicated for running of 18.4 t BG EMU Motor Coach and 13.6 t BG EMU Trailer Coach fitted with all coil ICF bogies to ICF Drg.Nos. MEMU/DMC-9-0-001 and MEMU/TC-9-0-001 at a maximum speed of 90 Kmph on the following sections of S.E. Railway :-

1. HWH - NGP
2. CPH - GAD
3. TATA - CNI - ADA - ASN
4. ADA - GMO - BKSC

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. It is further subject to observance of all conditions/stipulations made in your Joint Safety Certificate No.4/95 (Mod 'A'), CRS, S.E. Circle's letter No. 708 dated 12.6.95, RDSO's Speed Certificate No.MC/EMU Main line dated 24.6.95 and all other certificates accompanying your application referred to above.

The design of the Motor Coach infringes the maximum moving dimensions of 1929 profile which have already been condoned vide this office letter No.94/CEDO/SR/10 dated 24.5.94. It is however noted that the design of BG EMU Trailer Coach is within EDO-590 profile which is already approved for standard BG coaching stock.

20/6/95

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

Contd....2/-

(94)

No.95/CEBO/SR/14. New Delhi, dated 20-6-1995.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.13011/1/95-RS dated 16.6.95.

2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 708 dated 12.6.95.

3. The Director Standards(Motive Power), RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

BY FAX (95)

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

No.95/CEDO/SR/14.

रेल भवन, नई दिल्ली-110001, तिथि 20-6-1995
Rail Bhavan, New Delhi-110001, dated

The General Manager,
S.E. Railway,
Calcutta.

Sub: Running of 3250 mm wide EMU (BG) stock fitted with all coil ICF bogies on S.E.Railway.

.....

With reference to your application No.G/EMU/Pt.V dated 25.5.95 sent through CORS/LKO, the sanction of Ministry of Railways is hereby communicated for running of 18.4 t BG EMU Motor Coach and 13.6 t BG EMU Trailer Coach fitted with all coil ICF bogies to ICF Drg.Nos. MEMU/DMC-9-0-001 and MEMU/TC-9-0-001 at a maximum speed of 90 Kmph on the following sections of S.E. Railway :-

1. HWH - NGP
2. CPH - GAD
3. TATA - CNI - ADA - ASN
4. ADA - GMO - BKSC

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. It is further subject to observance of all conditions/stipulations made in your Joint Safety Certificate No.4/95 (Mod 'A'), CRS, S.E. Circle's letter No. 708 dated 12.6.95, RDSO's Speed Certificate No.MC/EMU Main line dated 24.6.95 and all other certificates accompanying your application referred to above.

The design of the Motor Coach infringes the maximum moving dimensions of 1929 profile which have already been condoned vide this office letter No.94/CEDO/SR/10 dated 24.5.94. It is however noted that the design of BG EMU Trailer Coach is within EDO-590 profile which is already approved for standard BG coaching stock.

20/6/95
(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

Contd....2/-

(96)

No.95/CEBO/SR/14. New Delhi, dated 20-6-1995.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.13011/1/95-RS dated 16.6.95.

2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 708 dated 12.6.95.

3. The Director Standards(Motive Power), RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

(97) 4/Fil:

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

No.95/CEDO/SR/14.

रेल भवन, नई दिल्ली-110001, तिथि 20-6-1995 19
Rail Bhavan, New Delhi-110001, dated

The General Manager,
S.E. Railway,
Calcutta.

Sub: Running of 3250 mm wide EMU (BG) stock fitted with all coil ICF bogies on S.E.Railway.

.....

With reference to your application No.G/EMU/Pt.V dated 25.5.95 sent through CORS/LKO, the sanction of Ministry of Railways is hereby communicated for running of 18.4 t BG EMU Motor Coach and 13.6 t BG EMU Trailer Coach fitted with all coil ICF bogies to ICF Drg.Nos. MEMU/DMC-9-0-001 and MEMU/TC-9-0-001 at a maximum speed of 90 Kmph on the following sections of S.E. Railway :-

1. HWH - NGP
2. CPH - GAD
3. TATA - CNI - ADA - ASN
4. ADA - GMO - BKSC

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. It is further subject to observance of all conditions/stipulations made in your Joint Safety Certificate No.4/95 (Mod 'A'), CRS, S.E. Circle's letter No. 708 dated 12.6.95, RDSO's Speed Certificate No.MC/EMU Main line dated 24.6.95 and all other certificates accompanying your application referred to above.

The design of the Motor Coach infringes the maximum moving dimensions of 1929 profile which have already been condoned vide this office letter No.94/CEDO/SR/10 dated 24.5.94. It is however noted that the design of BG EMU Trailer Coach is within EDO-590 profile which is already approved for standard BG coaching stock.

20/6/95

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

Contd....2/-

No.95/CEBO/SR/14. New Delhi, dated 20-6-1995.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.13011/1/95-RS dated 16.6.95.

2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 708 dated 12.6.95.

3. The Director Standards(Motive Power), RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

(99) G/File

WIRELESS
16.6.1995

THE CHIEF MECHANICAL ENGINEER,
KONKAN RAILWAY CORPORATION LTD.,
BELAPUR BHAWAN, PLOT NO.6,
SECTOR 11, C.B.D. BELAPUR,
NEW BOMBAY - 400 614.

NO 95/CEDO/SR/9 (.) REFER YOUR OFFICE LETTER NO KR/CO/M/23 DATED 12-6-1995 (.) MINISTRY OF RAILWAYS DESIRE THAT YOU SHOULD APPROACH THE SECRETARY (CIVIL ENGINEERING) THROUGH CRS AND CCRS FOR EXTENSION OF THE SANCTION FOR RUNNING OF SPECIAL PURPOSE GANG CARS (.)

VED PARKASH
RAILWAYS

No.95/CEDO/SR/9. New Delhi, dated 16.6.1995.

Copy by post in confirmation to :-

The Chief Mechanical Engineer, Konkan Railway Corporation Ltd., Belapur Bhawan, Plot No.6, Sector 11, CBD Belapur, New Bombay - 400 614.

(CHHALU RAM)
for Executive Director Civil Engg.(G),
Railway Board.

(100) G/F

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

No.95/CEDO/SR/4.

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 8-6-1995.

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

Sub:- Sanction for running of Sleeper Exchanger Model 47-4 designed by M/s.KERSHAW (USA) on different B.G.Routes of Western Railway.

With reference to your application No.W.641/23 dated 27-3-95 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Sleeper Exchanger Model 47-4 designed by M/s.KERSHAW (USA) as per diagram No.TM/9417 with a maximum axle load of 7.33t. at a maximum speed for different B.G.Routes of Western Railway as per Annexure 'A' when running on its own power and at a maximum speed permitted for Standard BFR/BRH wagon on which it is loaded for transportation as indicated in RDSO's letter No.TM/HM/11/3/SE dated 13-10-94 subject to the observance of all conditions stipulated in RDSO's letter quoted above and in the Joint Safety Certificate and further subject to the observance of all permanent speed restrictions as notified in Appendix VII of the Working Time Table and other speed restrictions in force or may be enforced from time to time as well as all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringement to item 2(ii) Chapter IV-(A) of BG Schedule of Dimensions (1973) and Diagram No.1-(A) Modified and others involved in the machine. Since the profile of the machine is within 'X' Class Moving Dimensions, suitable speed restrictio shall therefore be imposed by the Railway at such of the locations whic are not yet clear for movement of 'X' Class engine.

(VED PARKASH) 8/6/95
Executive Director Civil Engineering(G),
Railway Board.

No.95/CEDO/SR/4. New Delhi, Dated 8-6-1995.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.15011/1/95-RS.-II dated 15-5-95.
2) The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020, with reference to his letter No.12-5/297 dated 27-4-95.
3) The Director General/TM, RDSO, Manak Nagar, Lucknow-226011.

(VED PARKASH)
for Secretary Railway Board.

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

Spare (101)

No.95/CEDO/SR/4.

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 8-6-1995.

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

Sub:- Sanction for running of Sleeper Exchanger Model 47-4 designed by M/s.KERSHAW (USA) on different B.G.Routes of Western Railway.

With reference to your application No.W.641/23 dated 27-3-95 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Sleeper Exchanger Model 47-4 designed by M/s.KERSHAW (USA) as per diagram No.TM/9417 with a maximum axle load of 7.33t. at a maximum speed for different B.G.Routes of Western Railway as per Annexure 'A' when running on its own power and at a maximum speed permitted for Standard HFR/ERH wagon on which it is loaded for transportation as indicated in RDSO's letter No.TM/HM/11/3/SE dated 13-10-94 subject to the observance of all conditions stipulated in RDSO's letter quoted above and in the Joint Safety Certificate and further subject to the observance of all permanent speed restrictions as notified in Appendix VII of the Working Time Table and other speed restrictions in force or may be enforced from time to time as well as all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringement to item 2(ii) Chapter IV-(A) of BG Schedule of Dimensions (1973) and Diagram No.1-(A) Modified and others involved in the machine. Since the profile of the machine is within 'X' Class Moving Dimensions, suitable speed restrictio shall therefore be imposed by the Railway at such of the locations which are not yet clear for movement of 'X' Class engine.

(VED PARKASH) 8/6/95
Executive Director Civil Engineering(G),
Railway Board.

No.95/CEDO/SR/4. New Delhi, Dated 8-6-1995.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.15011/1/95-RS.-II dated 15-5-95.
2) The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020, with reference to his letter No.12-5/297 dated 27-4-95.
3) The Director General/TM, RDSO, Manak Nagar, Lucknow-226011.

(VED PARKASH)
for Secretary Railway Board.

वी० सन्तानम
V. SANTHANAM

सदस्य बिजली, रेलवे बोर्ड और पदेन सचिव
भारत सरकार,
रेल मंत्रालय ।
नई दिल्ली - ११०००१
MEMBER ELECTRICAL, RAILWAY BOARD
&
EX-OFFICIO SECRETARY,
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
NEW DELHI-110001

(102)

G/File
SNo. 7

D.O.No. 90/Elec.(TRS)/445/10

Dt. 25.5.1995

My dear Ravindra,

Sub: Running of MEMU services.

Ref: Your note no. W.636/15/5/2(W3)(L)
dt. 5.5.1995.

.....

I have since gone through the oscillation trial report of RDSO, based upon which they issued the safety certificate for running of these coaches at 100 kMPH, vide their letter no.MC/EMU/Main line dt.24.6.94 (copy enclosed).

You had mentioned that CRS (Western Circle) had opined that the oscillation trials have not been very satisfactory at 110 kMPH. The matter has been examined and it is noted that CRS's observation is perhaps based upon the riding index, more than 3.5 obtained in station yards at the speed of 110 kMPH.

The extract of riding index criteria for assessment of speed potential is given below:

" Ride index shall not be greater than 3.5, a value of 3.25 is preferred, for EMU & DMU type of stock, ride index shall not be greater than 4.0. "

According to this criteria, the speed potential as certified by RDSO would be 100 kMPH.

RDSO, as usual also mentioned the track standards to which the speed is applicable.

In any case, where the condition of track is below the standard stipulated by RDSO, your CE would certainly impose the speed restrictions as considered advisable.

In the circumstances, I would request you to persue the matter with CRS and arrange clearance for 100 kMPH, as this would be very beneficial for operation on main line sections.

With best wishes,

Encl:One

Yours sincerely,

(V. Santhanam)

Shri M. Ravindra
General Manager
W.Rly.Churchgate, Bombay

Copy to: Shri V.K. Agrawal, GM/N. Rly/Baroda House/
Delhi for similar action.

G.F. (103)

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

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 30-5-95.

No.95/CEDO/SR/6.

The General Manager(Engg;),
Western Railway,
Head Quarters Office,
Churchgate,
Bombay - 400 020.

Sub:- Sanction for running of BG Sleeper Handling Crane Model 12-6 supplied by the M/s.KERSHAW (USA) on different BG routes of Western Railway.

With reference to your application No.W.641/23 dated 27-3-95 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of BG Sleeper Handling Crane Model 12-6 supplied by M/s.KERSHAW (USA) as per diagram No.TM/9419 with a maximum axle load of 4.93t. at a maximum speed for different BG routes of Western Railway as per Annexure 'A' when running on its own power and at maximum speed permitted for standard BFR/BRH wagon on which it is loaded for transportation as indicated in RDSO's letter No.TM/HM/11/3/SHC dated 13-10-94, subject to the observance of all conditions stipulated in RDSO's letter quoted above and in Joint Safety Certificate No.5 of 1994 and further subject to observance of all permanent speed restrictions as notified in Appendix VII of the current working Time Table and other speed restrictions in force or may be enforced from time to time as well as all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 2(ii) Chapter IV-A and Diagram No.1-A modified and others of BG Schedule of Dimensions (1973). Since the profile of the Machine is within 'X'Class moving dimensions, suitable speed restrictions shall therefore be imposed by the railway at such of the locations which are not yet clear for movement of 'X'Class engines.

29/5/95
(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.95/CEDO/SR/6. New Delhi, Dated 30-5-95.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.Q.15011/1/95-RS-I dated 15-5-95.
2) The Commissioner of Railway Safety, Western Circle, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020, with reference to his letter No.12-5/298/155 dated 27-4-95.
3) The Director General/TM., RDSO., Manak Nagar, Lucknow-226011.

29/5/95
(VED PARKASH)
for Secretary Railway Board.

(104)

G/E

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

No.95/CEDO/SR/4

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 30/5/95

The General Manager (Engg.),
Eastern Railway,
Calcutta- 700001

Sub: Sanction for running of BG Sleeper Exchang
Model-47-A, Supplied by M/S KERSHAW(USA) c
different BG section of E.Railway.

....

With reference to your application No. W(B)/552/12/Vol.I dated 11.1.95 sent through Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communic ed for running of BG Sleeper Exchanger Model-47-A, supplied by M/S .SHAW (USA) upto a maximum speed of 30 Kmph on its own power in workin condition at sectional goods train speed when loaded on standerd BFR/BHR wagon for transportation on different BG sections of your Railway as detailed in Annexure 'A' enclosed with your applic tion.

The sanction is subject to observance of all permanent t temporary speed restrictions inforce and/or those that may be im ted from time to time. It is further subject to observance of all oth conditions/stipulations made in your joint safety certificate, Tr ck certificate, RDSO's speed certificate and all other certificate accompanying your application referred to above.

Ministry of Railways also condone the infringementto item (ii) Chapter IV (A) BG schedule of dimensions (1973) and Diagrame No (A) Modified and others involved in the machine. Since the profile o he machine is within 'X' class moving dimensions, suitable speed restrictions shall therefore be imposed by the Railway at such l tions which are not yet clear for movement of 'X' class engine.

29/5/95
(VED PARKASH)
Executive Director Civil Engineering (
Railway Board.

No. 95/CEDO/SR/4 New Delhi, Dated 30/5/95

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Luckno 1226 01, with reference to his endrosement No.Q. 15011/1/94-RS-vol. I dated 10.5.1995.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Stra Road, Calcutta-700001, with reference to his letter no. 3679/95/10 dated 24.2.1995.
3. Director General/T.M., RDSO, Manak Nagar, Lucknow-226011.

(VED PARKASH)
For Secretary, Railway Bd.

CRB.

Duplicate

105

No. W.636/15/5/2(W3)(L). Dated: 5/5/1995.

N O T E

Sub:- Running of MEMU services.

.....

The maximum permissible speed and consist of MEMU rakes came up for discussion during the recent GMs' conference.

In so far as speed is concerned, RDSO/Lucknow, vide its letter No.MC/EMU/Mainline dated 24/6/94, has issued a speed certificate upto a maximum of 100 km/h. This is based on oscillation trials conducted on the Khana-Waria section of Eastern Railway upto a maximum test speed of 110 km/h.

RDSO has assumed a loading 324 passengers in the trailer coach and 243 in the motor coach (i.e. dense crush load). This railway made an application for the running of MEMU services on the ADI-BRC-ST-BL and AF-BXN sections at 100 km/h. The CRS has, however, cleared the running of the trains at 90 km/h as, in his view, the oscillation trials have not been very satisfactory at 110 km/h. The application sent to the Board for sanctioning the operation of MEMUs is thus at a maximum permissible speed of 90 km/h. This railway would commence the services at a maximum speed of 90 km/h and a corresponding booked speed of 80 km/h.

Discussions will be simultaneously held with the CRS and the RDSO for a review. The dense crush load presumed will not occur.

In so far as the consist is concerned, it is confirmed that it would be a multiple three trailer coaches and 1 motor coach.

General Manager
Western Railway
Churchgate.

Adviser/Electrical.

Copy to: (1) ML (2) ME (3) CRB. Railway Board.

(106)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.92/CE-II/SR/4/0. New Delhi, dated 13-12-1994.

The General Managers,
All Indian Railways.

Sub: Procedure to be adopted by the Railways for introduction of new rolling stock.

.....

In modification to the previous instructions of Railway Board regarding procedure for introduction of new rolling stock, procedure to be adopted in future on all Indian Railways is that " whenever new rolling stock is required to be introduced in the Railways, the sanction for its running will be issued by Railway Board to any one of the Railways with copies to all CRSs and Zonal Railways. Subsequently, other Railways shall approach the concerned CRS (instead of approaching Railway Board through CRS and CCRS) who will issue sanction direct to the Railways based on the application, Joint Safety Certificate, Track Certificate, Bridge Certificate and RDSO's Speed Certificate.

Receipt of this letter may be acknowledged.

Ved 9/4/94
(VED PARKASH)
Executive Director Civil Engineering (G),
Railway Board.

Contd....2/-

No.CSDO/SR/4/0.

New Delhi, dated [illegible]-12-2004.

Copy forwarded for information to :-

1. The Director General, RDSO, Lucknow - 226 011.
2. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with 25 spare copies.
3. The General Manager, DLW, Varanasi - 221 004.
4. The General Manager, CLW, Chittaranjan - 713 331.
5. The General Manager, ICF, Madras - 600 038.
6. The General Manager, RCF, Kapurthala.
7. The General Manager, WAP, 18 Yelahanka, Bangalore-560064.
8. The General Manager, Railway Electrification, Allahabad - 211 001 with 25 spares.
9. The Chief Project Manager, DCW, Patiala - 147001.
10. The Chief Administrative Officer, CORCON, Railway Office Complex, Tilak Bridge, New Delhi - 110 002.
11. The Chief Administrative Officer(Con.), Central Railway, Bombay.
12. The Chief Engineer(Con.), Eastern Railway, 14, strand Road, 4th floor, Calcutta - 700 001.
13. The Chief Administrative Officer(Con.), Northern Railway, Kashmere Gate, Delhi.
14. The Chief Administrative Officer(Con.), N.E.Railway, Gorakhpur.
15. The General Manager(Con.), N.F. Railway Maligaon, Guwahati - 781 011.
16. The Chief Administrative Officer(Con.), Southern Railway, Madras - 600 008.
17. The Chief Administrative Officer(Con.), S.C. Railway, Rail Nilayam, Secunderabad - 500 371.
18. The Chief Engineer(Con.), S.E.Railway, Garden Reach, Calcutta.
19. The Chief Administrative Officer(Con.), Western Railway, Bombay.

Contd.....3/-

20. The Chief Safety Officer, Central Railway, Bombay.

21. The Chief Safety Officer, Eastern Railway, Fairlie Place, Calcutta.

22. The Chief Safety Officer, Northern Railway, Baroda House, New Delhi.

23. The Chief Safety Officer, N.E.Railway, Gorakhpur-273 012.

24. The Chief Safety Officer, N.F. Railway, Maligaon, Guwahati - 781 011.

25. The Chief Safety Officer, Southern Railway, Madras-600 003.

26. The Chief Safety Officer, South Central Railway, Secunderabad - 500 371.

27. The Chief Safety Manager, S.E. Railway, Garden Reach, Calcutta - 700 043.

28. The Chief Safety Officer, Western Railway, Bombay.

29. The Principal, Railway Staff College, Vadodara.

30. The Director, Indian Railway Institute of Signal Engg.& Telecommunications, Secunderabad.

31. The Director, Indian Railway Institute of Civil Engg., Pune.

32. The Directors, Indian Railways Institute of Machenical and Electrical Engg., Jamalpur.

33. The Director, Indian Railway Institute of Electrical Engg., Nasik.

34. The General Manager, Metro Railway, 33/1, Chowringhee Road(Metro Bhavan), Calcutta - 700 001.

35. The CAO(C), Metropolitan Transport Project(Rlys.), 2nd floor, Churchgate Station Bldg.(annex), Bombay - 20.

36. The CPM., M.T.P. (Rlys.), Periyar EVR High Road, Egmore, Madras - 600 008.

37. The DY. CE, Metropolitan Transport Project(Rlys.), Delhi.

(VED PARKASH)
Executive Director Civil Engineering(
Railway Board.
8/12/94

(109)

भारत सरकार

रेल मंत्रालय (रेलवे बोर्ड)

सं092/सीईडीओ/एसआर/4/ओ नई दिल्ली, दिनांक ...-12-94

महाप्रबंधक,
सभी भारतीय रेलें.

विषय : अया वल स्टाक लागू करने के लिए रेलों द्वारा अपनाये जाने वाली प्रक्रिया.

अया वल स्टाक लागू करने की प्रक्रिया के संबंध में रेलवे बोर्ड के पूर्व अनुदेशों में आशोधन करते हुए सभी भारतीय रेलों द्वारा भविष्य में अपनायी जाने वाली प्रक्रिया यह है कि "जब कभी रेलों पर अया वल स्टाक लागू किया जाना अपेक्षित हो तो इसके बताने की स्वीकृति रेलवे बोर्ड द्वारा सभी रेल संरक्षा आयुक्तों तथा क्षेत्रीय रेलों को पृष्ठांकित प्रतियों सहित जिसे एक रेलवे को जारी की जाएगी. इसके बाद, अन्य रेलें रेल संरक्षा आयुक्त तथा मुख्य रेल संरक्षा आयुक्त के माध्यम से रेलवे बोर्ड से सम्पर्क करने की बजाय संबंधित मुख्य संरक्षा आयुक्त से सम्पर्क करेंगे, जो आवेदन पत्र संयुक्त संरक्षा प्रमाण-पत्र, रेलपथ प्रमाण-पत्र, पुल प्रमाण-पत्र तथा अ.अ.मा.सं. का गति प्रमाण-पत्र के आधार पर रेलों को लेखे स्वीकृति जारी करेंगे.

कृपया इस पत्र की पावती दें.

Trivedi

9.12.94 (वेद प्रकाश)
कार्यपालक निदेशक, सि.इं.(सा)
रेलवे बोर्ड.

सं092/सीईडीओ/एसआर/4/O नई दिल्ली, दिनांक 12-12-94

प्रतिलिपि निम्नलिखित को सूचनार्थ प्रेषित :-

1. महानिदेशक, अ.अ.मा.सं., लखनऊ-226011 तथा अन्य

(वेद प्रकाश)
कार्यपालक निदेशक, सि.इं.(सा.)
रेलवे बोर्ड.

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

No.95/CEDO/SR/17. रेल भवन, नई दिल्ली-110001, तिथि Rail Bhavan, New Delhi-110001, dated 25-5-1995.

The General Manager,
Central Railway,
Bombay V.T.-400 020.

Sub:- Running of L.P.G.Tank Wagon type "BTPGLN" on all B.G.Sections of Central Railway.

With reference to your letter No.W.681/Y.80/BR dated 28-2-95 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of BG Liquefied Petroleum Gas Tank Wagon type "BTPGLN" having a maximum axle load of 20.32t fitted with CASNUB-22 NLB/NLM Bogie non-transition type CBC and single pipe air brake system as per RDSO's Drawing No. WD.93047-S/51 (Alt.2)at a maximum speed of 65 Kmph or at sectional goods train speed whichever is less in that section on all BG Sections of Central Railway subject to the observance of all the permanent and temporary speed restrictions in force and those that may be imposed from time to time and also with the observance of the conditions stipulated in track, bridge and joint safety certificate No.W.37/94 B.G. accompanying your application referred to above.

Ministry of Railways condone the infringement to item 13(b) Chapter-IV(A) of BG Schedule of Dimensions (1973) and also the profile of maximum moving dimensions of 1929 as shown in Diagram 1(A) modified and others involved in the design of the above wagon.

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.95/CEDO/SR/17. New Delhi, Dated 25-5-1995.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No.Q.14011/1/93-RS dated 22-3-95.
2) The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400020, with reference to his letter No.C-11(94)/87-195 dated 2nd March,95.
3) The Director Standards (Wagon), RDSO., Lucknow-226011.

(VED PARKASH)
for Secretary Railway Board.

111

S.NO.6 RECEIPT

General Manager, Western Railway, Bombay's letter dated 5.5.1995 at S.No.6 (PUC). Western Railway's application for running of MEMU services on the (i) Agra Fort- Bayana, (ii) Bhilad - Surat, (iii) Surat - Vadodara and (iv)Vadodara - Ahmadabad was received duly recommended from CCRS/Lucknow for a speed of 90 Kmph. The application of W. Rly. was for 100 Kmph but CRS/Central Circle, Bombay did not recommend running of MEMU at 100 Kmph as riding at 110 Kmph (trial speed) had shown unacceptable limits of acceleration at several test stretches.

Sanction at 90 Kmph less accordingly been communicated to Western Railway vide S.NO.5.

General Manager, Western Railway vide his letter under reference has stated that discussion will be further held with the CRS and the RDSO for review regarding crush load so that the MEMU could be cleared upto a maximum speed of 100 Kmph. Further action shall be taken in the Board after receipt of application from W.Rly. (Alongwith the result of discussionwith CRS and the RDSO)

Put up for information please.

EDCE(G)
19.5.95

Adv.(CE).

(रेलवे बोर्ड RAILWAY BOARD)

(112)

No.95/CEDO/SR/2. रेल भवन, नई दिल्ली-110001, तिथि 9-5-1995
Rail Bhavan, New Delhi-110001, dated

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

Sub: Increasing speed of Magadh & Poorva Express to 120 Kmph.

Ref: i) Your appln. No.519-W/406/Pt.III/ Magadh Express dated 2.12.94.

ii) Your appln. No.519-W/406/Pt.II dated 2.9.94.

.....

With reference to your application referred to above sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for increasing the speed of Magadh & Poorva Express to 120 Kmph on New Delhi - Ghaziabad - Mughalsarai Section of Northern Railway for a period of one year from the date of issue of this letter. 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. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificates received alongwith your letter No.519-W/406 Pt.III(SLC) dated 31.1.1995, RDSO's Speed Certificates and all other certificates accompanying your applications referred to above.

It is also subject to that ;

1. Trials are to be conducted to judge the passenger reaction and result of trails sent to Board.
2. Proper carriage and wagon staffs for primary and sencondary maintenance including the required facilities are available to the desired extent.
3. It should be ensured that a system is introduced for stringent "Rolling in" examination by the TXR staff at stations where these trains heve a schedule halt.
4. Periodically of traffic census for level crossings on this route be updated to every 3rd year instead of every 5th year so that decisions for updating the facilities at level crossings be taken more or less in real time.
5. At locations prone to lot of tresspassing; ballast profile should be protected by a small retaining structure made up by using scrap tie bars etc. Other locations specific measures can be adopted by the Railway.

The Railway should approach the Board with the result of trails after a period of three months.

9/5/95

(VED PARKASH)
Executive Director Civil Engineering(G)
Railway Board.

(113)

No.95/CEDO/SR/2. New Delhi, dated 9-5-1995.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement Nos. Q.16011/1/94-RS-II dated 21.12.94 and Q.16011/1/94-RS dated 21.12.94.

2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110 021 with reference to his letter Nos. 1099/Q/17/94 dated 6/14.12.94 and 988/Q/17/94 dated 7.11.94.

3. The Director Standards (Mo[illegible] Power), RDSO, Lucknow - 226 011.

for [illegible] Railway Board

No.95/CEDO/SR/1.

Sub:- Running of MG Push-Pull Trains with one YDM4 Locomotive in middle & 4 coaches each on either sides on Tiruchchirappalli Jn-Tanjur Jn. ection in Tiruchchirappalli Division of Southern Railway.

File No. 95/CEDO/SR/1 on the above noted subject was sent by me on 4-1-95 to ADV.(CE), The File was further marked to ADV(ME) & ED(Safety) and the same has not been reached back to CEDO/Branch so far. It is therefore requested that, PS/ADV(CE), PS/ADV(ME) & PS/ED(Safety), may please search their rooms as well as officer's rooms as Southern Railway is pursuing for immediate issue of the sanction for running of push-pull-train with one YDM4.

EDCE(G)
24/3/95

PS/ADV(CE) 24/3

PS/ADV(ME) 24/3

PS/ED(Safety).

EDCE(G)

CEDO/BR.

O/C

(115) G/File

Ved Prakash,
Executive Director
Civil Engineering(G).

DO No.92/CEDO/SR/4/0

New Delhi, the 22-3-95.

My dear Shukla,

Reg: Confirmatory oscillograph car run while increasing the speed of nominated trains on specified routes.

Ref: RDSO's letter No.SD.POL.11 dated 15-3-95.

.....

In para 6.1(b) of RDSO's letter referred above, it is mentioned that the results obtained should satisfy the stipulated criteria. The issue was discussed by Adviser/Civil Engineering with DG/RDSO in Board's office on 20-3-95. It was agreed that RDSO will send to the Railway Board the criteria and the procedural order for the tests to be conducted by Zonal Railways using portable accelerometers mounted on the rolling stock for permitting speeds upto 120 kmph.

You are requested to kindly send the criteria and the procedural order as mentioned above. Please treat this as urgent.

Yours sincerely,

22/3/95

(Ved Prakash)

Shri J.P. Shukla,
Director Standards(Track),
R.D.S.O.,
LUCKNOW.

Copy to DG/RDSO, Lucknow.

(118) G/File

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

No.95/CEDC/SR/11. रेल भवन, नई दिल्ली-110001, तिथि 22-3-1995 19
Rail Bhavan, New Delhi-110001, dated

The General Manager,
Southern Railway,
Works Branch,
Headquarters Office,
Madras-3.

Sub: Running of Rail Car converted from NG to MG on Shimoga Town - Talguppa Section of Southern Railway.

.....

With reference to your application No.438/2/Vol.XI dated 3.1.95 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Diesel Rail Car (Driving Unit) converted from NG to MG to S.Rly's Sketch No. C&W-3707/MG and Diesel Rail Car (Trailing Unit) converted from NG to MG to S.Rly's Sketch No. C&W-3708/MG with a maximum axle load of 10 t. for both the units, to run singly or coupled together on the following sections at a maximum speed shown against each section :-

1.	Shimoga Town - Sagar Jambagaru	40 Kmph
2.	Sagar Jambagaru - Talguppa	30 Kmph

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. It is further subject to observance of all conditions/stipulations made in the Joint Safety Certificate No.471 MG dated 25.11.94, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The sanction for condonation of infringements involved in the design of the Rail Car have already been conveyed under Board's letter No.94/CEDO/SR/19 dated 25.10.94.

22/3/95
(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.Q.13012/1/94-RS dated 21.2.1995.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore-560 009 with reference to his letter No.Q.16011/7/94-SR dated 16.2.95.
3. The Director Stadards (Motive Power), RDSO, Lucknow-226 011.

(VED PARKASH)
for Secretary Railway Board

(117)

G/File

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.95/CEDO/SR/10. रेल भवन, नई दिल्ली-110001, तिथि 24 - 3 - 1995.
Rail Bhavan, New Delhi-110001, dated 19

The Director General/Elect.,
R.D.S.O.,
Lucknow - 226 011.

Sub: Condonation of infringements of WCAM 2 types of AC/DC locos with pantograph in locked down condition.

Ref: Your application No.CT/DEL/Co-Co/AC/DC dated 23.2.95.

.....

The above mentioned case was put up for approval and Adviser (Electrical) has given the following remarks :-

" There are two dimensions shown for the maximum height of panto in locked down position in 1500 C D C and 25 K V A C systems. This can not be so - and therefore the RDSO may be asked to correct the drawing No.SKEL 4334."

Ministry of Railways therefore desire that the necessary reply may be sent immediately so as to enable this office to consider the case.

24/3/95

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

(118) G/File

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

No.95/CEDO/SR/5 रेल भवन, नई दिल्ली-110001, तिथि 16-3-95 19
Rail Bhavan, New Delhi-110001, dated

The General Manager (Works),
Central Railway,
BOMBAY - 400020.

Sub:- Running/working of Ballast regulator Model 66-4 on all B.G. Sections of Central Railway.

Ref:- W.681.Y.61.BR.II dated 8-3-95.

Please refer to your office letter quoted above. The sanction letter of even number dated 1-3-95 is already sent to you. However, a copy of this letter of even number dated 1-3-95 is enclosed herewith for your information and necessary action.

Please acknowledge the receipt of this letter.

16.03.95
(VED PARKASH)
EXECUTIVE DIRECTOR CIVIL ENGG.(G)
RAILWAY BOARD.

DA:- As above.

(119) G/F:&

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.95/CEDC/SR/11. रेल भवन, नई दिल्ली-110001, तिथि 22-3-1995 19
Rail Bhavan, New Delhi-110001, dated

The General Manager,
Southern Railway,
Works Branch,
Headquarters Office ,
Madras-3.

Sub: Running of Rail Car converted from NG to MG on Shimoga Town - Talguppa Section of Southern Railway.

.....

With reference to your application No.438/2/Vol.XI dated 3.1.95 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Diesel Rail Car (Driving Unit) converted from NG to MG to S.Rly's Sketch No. C&W-3707/MG and Diesel Rail Car (Trailing Unit) converted from NG to MG to S.Rly's Sketch No. C&W-3708/MG with a maximum axle load of 10 t. for both the units, to run singly or coupled together on the following sections at a maximum speed shown against each section :-

1.	Shimoga Town - Sagar Jambagaru	40 Kmph
2.	Sagar Jambagaru - Talguppa	30 Kmph

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. It is further subject to observance of all conditions/stipulations made in the Joint Safety Certificate No.471 MG dated 25.11.94, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The sanction for condonation of infringements involved in the design of the Rail Car have already been conveyed under Board's letter No.94/CEDO/SR/19 dated 25.10.94.

22/3/95
(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.Q.13012/1/94-RS dated 21.2.1995.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore-560 009 with reference to his letter No.Q.16011/7/94-SR dated 16.2.95.
3. The Director Stadards (Motive Power), RDSO , Lucknow-226 011.

(VED PARKASH)

(120)

No.95/CEDO/SR/Misc.

14-3-95.

The Director General/Track,
RDSO,
Lucknow-226011.

Sub:- Multi Model Transportation - Roll-on Roll-off loaded lorries in Railway Flat Wagons - Regarding.

Ref:- Your letter No.CT/Container/BG-MG dated 8/9-3-95.

Please refer to your office letter quoted above. Sanghi Industries, Hyderabad has not supplied the Sketch No.011 with their letter No.SGI/458/95 dated 14-2-95 in this office. It is therefore requested that if it is required for your official purpose, the Sketch may be procured directly from the Sanghi Industries, 4-3-352, Bank Street, Hyderabad-500195 for information & necessary action.

Sd/-
(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

(121) G/File

14 - 3 - 1995.

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

No.95/CEDO/SR/9. रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 14-3-1995.

The Chief Mechanical Engineer,
Konkan Railway Corporation Ltd.,
Belapur Bhawan, Plot No.6,
Sector-II,
New Bombay-400614.

Sub:- Running of special purpose gang cars for track maintenance on Konkan Railway.

With reference to your application No.KR/CO/M/23 dated 13-2-95 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of special purpose gang cars for track maintenance to KRC's Drawing No.KR/CO/M-016 having an axle load of 10t at a maximum speed of 40 Kmph on Thokur-Udipi section of Konkan Railway.

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. It is further subject to the observance of all other conditions/stipulations made in your Joint Safety Certificate, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The sanction is purely temporary and is valid for a period upto 30th June, 1995.

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.95/CEDO/SR/9. New Delhi, Dated 14-3-1995.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.15011/1/94-RS.VII dated 23-2-95.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.K.16014/1/95-KRC dated 20-2-95.

3) The Director General, RDSO, Lucknow-226011, with reference to his letter No.SD.TRD.11 dated 15-4-94.

(VED PARKASH)
for Secretary Railway Board.

S.No. 3

(22)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.95/CBDO/SR/2. रेल भवन, नई दिल्ली-110001, तिथि 6-1-1995.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Increase in speed of Poorva Express to 120 Kmph on Ghaziabad - Mughalsarai Section.

Ref: Your application No. 519-W/406/Pt.II dated 2.11.94.

.....

Reference may be made to CCRS letter No. Q.16011/1/94-RS dated 21.12.94 (copy enclosed). In terms of para 3(e) of the letter, CCRS has desired that it would be appropriate to issue a revised Joint Safety Certificate by the PHODs of the 5 involved Departments i.e. Mechanical, Operating, Electrical, Signalling and Engineering.

Ministry of Railways therefore desire that the required Joint Safety Certificate may be sent to this office immediately to enable this office to consider your case.

Railways comments on other issues raised by CCRS should also be sent as requested on phone to CTE/N Rly. on 5/1/95

(VED PARKASH) 6/1/95
Exe. Director Civil Engg. (G),
Railway Board.

DA : Asabove

जारी
ISSUED
हस्ताक्षर
Signature
दिनांक
Date 6/1/95

(123)

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

No.94/CEDO/SR/23. रेल भवन, नई दिल्ली-110001, दिनांक 20.1.1995.
Rail Bhavan, New Delhi-110001, dated 19

The General Manager,
Southern Railway,
Madras.

Sub: Running of 2635/2636 (Vaigai Exp.) and 2605/2606 (Pallavan Exp.) with YAM 1 AC Elect. locomotive hauling ICF Coil coaches on Madras - Egmore - Villupuram Section.

Ref: i) CRS, S.Circle's No.16012/2/94-RS dated 3.10.94.

ii) CCRS's letter No.Q.16012/1/94-RS dated 29.11.94.

....

The subject matter which was dealt with in Board's ~~Boards~~ file No. 94/CEDO/SR/23 has been misplaced while in transaction. It is therefore requested that a photocopy of the application alongwith enclosures as well as CRS's and CCRS's forwarding letters may be sent to this office immediately to enable to accord the necessary sanction for running of YAM 1 AC Elect. loco.

(VED PARKASH) 20.1.95
Executive Director Civil Engineering (G),
Railway Board.

(124)

No.94/CEDO/SR/23. 24-2-1995.

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

Sub:- Running of Y/AM 1 AC MG Electric Locomotive on Southern Railway.

With reference to your application No.W.368/M/2/Vol.VI dated 22-9-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Y/AM 1 AC MG Electric Locomotive having an axle load of 13t at a maximum speed of 80 Kmph on Madras Egmore-Villupuram Section.

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. It is further subject to the observance of all other conditions/stipulations made in your Joint Safety No.465 MG dated 2-12-92, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

(VED PARKASH)
Executive Director Civil Engineering (G),
Railway Board.

No.94/CEDO/SR/23. New Delhi, Dated 24-2-1995.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. G.16012/1/94-RS, dated 29-11-94.

2) The Commissioner of Railway Safety, Southern Circle, No.7 Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.G.16012/2/94-SR dated 3-10-94.

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

(VED PARKASH)
for Secretary Railway Board.

9/c

GFA
125

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

No.94/CEDO/SR/24.

रेल भवन, नई दिल्ली-110001, तिथि 11-1-1995.
Rail Bhavan, New Delhi-110001, dated 19.

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

Sub: Condonation of infringements to NG Schedule of Dimensions for Rail Car Design (Kalka - Simla Section).

.....

With reference to your application No.CT/RB/MG dated 16.11.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements to item 9, 10, 2(i), 4 and Table 'A' of Chapter IV(A) of NG (762 mm) Schedule of Dimensions of Kalka - Simla Section (1962) involved in the design of Rail Bus to RDSO's Sketch No. SK.DP-3292 as shown in Form-XI accompanying your application referred to above.

(VED PARKASH) 10/1/95
Executive Director Civil Engineering (G),
Railway Board.

No.94/CEDO/SR/24. New Delhi, dated 11-1-1995.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.Q.17011/1/94-RS dated 21.12.94.

(VED PARKASH)
for Secretary Railway Board.

(126)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.94/CEDO/SR/11. New Delhi, dated 11-1-1995.

The General Manager/C.T.E.,
Northern Railway,
Baroda House,
New Delhi.

Sub: Sanction for running of :-

i) Self propelled track laying crane UKE 25/18.
ii) Self propelled Rail welding machine PRSM - 4.

Ref: Your application No.519-W/648 dated 5.12.94 and No. 519-W/649 dated 15.11.94.

.....

Please find enclosed a copy of this office letter No.92/CEDO/SR/4/0 dated 12.12.94 . In terms of this letter once the sanction for running will be issued by Railway Board to any one of the Railways, the other Railways shall approach the concerned CRS direct for issue of the necessary sanction.

In terms of the above quoted applications you have applied for sanction for running of i) Self propelled track laying crane UKE-25/18 and ii) self propelled rail welding machine PRSM-4. These machines are already running on Indian Railways (copy enclosed). It is therefore desired that you should approach the CRS, Northern Circle direct for issue of necessary sanction.

10/1/95
(VED PARKASH)
Executive Director Civil Engineering (G),
Railway Board.

DA : As above.

(127)

राज कुमार
RAJ KUMAR

इंजीनियरिंग सदस्य, रेलवे बोर्ड और पदेन सचिव,
भारत सरकार,
रेल मंत्रालय
MEMBER ENGINEERING, RAILWAY BOARD
&
EX-OFFICIO SECRETARY,
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

D.O. No. 94/CEDO/SR/8

New Delhi, dt. 04.1.95

My dear Mital,

Sub: Rebuilding of bridges for higher axle-loads and higher TLD on Heavy Mineral Routes.

Ref: Your D.O. No. CBS/HATL dt. 22.7.94.

—

Board after considering your proposal, for 30 t axle load and 12 t/m trailing load as a future standard for heavy mineral loading, has decided to accept it. RDSO should, therefore separately define the future loading standards in respect of Heavy Mineral (H.M.) Loading accordingly.

It is proposed that this heavy mineral loading standard be adopted only for the golden quadrilateral and its diagonals and also the heavy mineral routes where minerals are going to be transported in close circuit or almost closed circuit movement. Details of these routes would be intimated to all concerned separately.

With best wishes,

Yours sincerely,

2.1.95

(RAJ KUMAR)

Shri H.P. Mital,
Director General,
R.D.S.O.
Manak Nagar,
Lucknow.

(128)

राज कुमार
RAJ KUMAR

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With best wishes,

Yours sincerely,

Rkumar
2.1.95
(RAJ KUMAR)

Shri H.P. Mital,
Director General,
R.D.S.O.
Manak Nagar,
Lucknow.

(129)

राज कुमार
RAJ KUMAR

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Yours sincerely,

Rumar
2.1.95
(RAJ KUMAR)

Shri H.P. Mital,
Director General,
R.D.S.O.
Manak Nagar,
Lucknow.

(130)

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RAJ KUMAR

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रेल मंत्रालय
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Manak Nagar,
Lucknow.

(137)

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Manak Nagar,
Lucknow.

(132)

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MEMBER ENGINEERING, RAILWAY BOARD
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Lucknow.

(133)

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Director General,
R.D.S.O.
Manak Nagar,
Lucknow.

(134)

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रेल मंत्रालय
MEMBER ENGINEERING, RAILWAY BOARD
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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

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(RAJ KUMAR)

Shri H.P. Mital,
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R.D.S.O.
Manak Nagar,
Lucknow.

(135)

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MEMBER ENGINEERING, RAILWAY BOARD
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GOVERNMENT OF INDIA
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(RAJ KUMAR)

Shri H.P. Mital,
Director General,
R.D.S.O.
Manak Nagar,
Lucknow.

(48) (136) G/File(S)

भारतीय रेल

वी. के. अग्निहोत्री
महाप्रबंधक

महाप्रबंधक का कार्यालय
दक्षिण रेलवे
मद्रास - 600 003

V.K. AGNIHOTRI
GENERAL MANAGER

GENERAL MANAGER'S OFFIC
SOUTHERN RAILWAY
MADRAS-600 003

D.O. No. T 143/A/Policy/Vol.IV. Dt. 24-3-1995.

Dear Shri Bhatnagar,

Sub: Provision of 715 mtrs.long loops in BG sections undergoing gauge conversion.

Ref: Record notes of discussion with CRB during his visit to Southern Railway on 1-3-'95.

-o-o-

For all sections on the BG, standard loop lengths have been provided with 686 mtrs. between the starters. For operating 58 BOX N trains on severely graded sectio where hauling requires 3 diesel locomotives, the loop lengths of 715 mtrs. would be necessary to ensure that safety considerations are met and wherever necessary an IC can also be attached. Annexure I details these requi

2. During your visit in March '95 you had directed th Board's approval may be obtained for providing 715 mtrs long loop lines at BG crossing stations. This was also indicated under Para 10 of CRB's Inspection Notes No. 94/CRB/IN/7 dated 12.9.1994. Therefore, for all new wor being taken up (with specific reference to HRR-UBL sec loop lengths are being increased to 715 metres.

3. Annexure II of this letter shows the sections alr converted to BG on this Railway and works which are in progress.

4. It is requested that Board's approval may kindly communicated for providing standard loop lengths of 71 mtrs. wherever necessary, to accommodate 58 BOX N wagon with triple heading.

With kind regards,

Yours sincerely

(V.K. AGNIHOTRI)

Encl: As above.

Shri Ashok Bhatnagar,
Chairman,
Railway Board,
NEW DELHI-110 001.

ANNEXURE - I

CALCULATION OF LOOP LENGTHS

PRESENT CALCULATION

Break-Up of 686 M.

Length of 70 vehicles.	595.0 m.
Train Engine	17.2 m
B.V.	7.2 m.
I.C.	22.2 m.
	641.6
7% cushion	44.9
	686.5 Say 686 m.

Length of 58 BOX N Rake + 3 Diesel Locos / 2 AC Locos.

	Diesel Traction	Electric Traction
58 BOX N	620.6 m.	620.6 m
3 Locos (WDM2)	51.6	2WAG5A 39.940 m
Air Brake van	9.469 m.	9.469 m
	681.669 m	670.009 m
Say	682.0 m.	670.0 m.
Cushion	33.0 m*	45.0 m*
	715.00 m	715.00 m

* The cushion of 33 m / 45 m will facilitate clear view of the signals while restarting and also enable Drivers to Control and stop the trains short of signals.

ANNEXURE II

I MG SECTIONS ALREADY CONVERTED TO B.G.

North MG Section

S.No.	Section	Date of commissioning
1.	Bangalore city - Mysore	9-9-1992
2.	Bangalore city - Chikjajur - Harihar.	24.9.1993
3.	Rayadurg-Chitradurg-Chikjajur	31.8.1994
4.	Birur-Shimoga Town	30.9.1994

South MG Section

1.	Karur-Dindigul	6.8.1988
2.	Dindigul-Madurai	14.4.1993
3.	Madurai-Maniyachchi-Tuticorin/ Tirunelveli	21.10.1993

II SECTIONS WHICH ARE UNDERGOING GAUGE CONVERSION

S.No-	Section	Target date of opening
1.	Harihar-Hubli	31.03.1995
2.	Mangalore-Hassan-Arsikere	TDC to be fixed
3.	Yelahanka-Bangarapet	TDC to be fixed

III GAUGE CONVERSION WORKS SANCTIONED FOR 1995-96

North MG

1. Mysore-Hassan
2. Yesvantpur-Salem

South MG

1. Nagore-Thanjavur-Tiruchchirappalli.

- - -

(139)

No.95/CEDO/SR/1.

Sub:- Running of MG Push-Pull Trains with one YDM4 Locomotive in middle & 4 coaches each on either sides on Tiruchchirappalli Jn-Tanjur Jn. ection in Tiruchchirappalli Division of Southern Railway.

File No. 95/CEDO/SR/1 on the above noted subject was sent by me on 4-1-95 to ADV.(CE), The File was further marked to ADV(ME) & ED(Safety) and the same has not been reached back to CEDO/Branch so far. It is therefore request that, PS/ADV(CE), PS/ADV(ME) & PS/ED(Safety), may please search their rooms as well as officer's rooms as Southern Railway is pursuing for immediate issue of the sanction for running of push-pull-train with one YDM4.

EDCE(G)
24/3/95

PS/ADV(CE)

PS/ADV(ME)

PS/ED(Safety). As per the record of movement register maintained by me and the thorough search undertaken in ED/Safety's file room, the file in question does not seem to have been received at this end.

28/03/95
PS/ED(Safety)

ED/Safety

EDCE(G)
24/4/95

Recd on 6/4/95 at 11.30 a.m. after

ADE/ Gaj I

29/3

140

No.86 TC(M&S)/15/5/ISI.

At present ISO Container of 9'-6" hieght, which is an accepted standard of the ISO are moving on selected routes on IR System as ODC consignments. The use of such containers will be increasing in the time to come and we may be required to move them on other routes also.

Please indicate the routes on which these containers can now be moved freely and the routes on which they will infringe the moving dimensions and the various implications involved if these containers are introduced freely.

This information is required in connection with ISO meeting on future dimension of containers.

Saila Balagopal

JDTCR(II)
10.5.95.

EDCE(G) the information should be called from RLY. with issue message by Fax 6.24.

EDCE29
10.5.95

ADE/Civil

(141)

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

New Delhi, dt. 16-6-88.

No. 88/CEDO/SR/16

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

Sub: Movement of 2895 mm(9'-6") high ISO container on BG system condonation of infringements.

With reference to your application No. CT/CONTN/BG/MG dated 22-2-88, sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the following infringements to the BG Metric Schedule of Dimensions (1973) involved in the design of 2438 mm (8'-0") wide x 2895 mm(9'-6") high ISO containers loaded centrally on BFKI flat as shown in RDSO's drawing No. CONTR-8717-S/1 Alt.1 and Annexure-I accompanying your application referred to above.

Sl. No.	Item in Schedule	Description	Dimensions as per schedule.(mm)	Actual Dimensions (mm)
1.	Profile for maximum moving dimensions of 1929 as shown in diagram No.1A and others.	i) Max. height above rail level at sides.	3505 from RL(increasing gradually to 4115 mm at centre.	4154 (increasing side slop by 514 mm above 3650mm height from RL)
		ii) Max. height above Rail level at centre.	4115	4164

The sanction for condonation of infringements is subject to the conditions that these containers will move only as an ODC as per extant rules applicable to movement of ODCs. All instructions regarding ODC movement shall be strictly followed and adequate precautions taken. The type of ODC shall however be decided by the concerned Zonal Railways depending upon the -

P.T.O.

clearances available en-route. In stations yards, on non-electrified sections, the containers will only be allowed to move on non-platform lines.

A suitable clause to this effect will be inserted by RDSO in the speed certificate to be issued by them.

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

No. 88/CEDO/SR/16 New Delhi, dt. 16-6-88.

Copy forwarded to the Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 18-T(7)/84 dt. 25-3-88.

(Arimardan Singh)
for Secretary, Railway Board.

(142)

S NO 3

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

No. 89/CEDO/SR/10 New Delhi, dt. 17.8.1989

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

Sub:- Movement of 2600 mm (8'-6") wide x 2900 mm (9'-6") high ISO Container on B.G. System - Condonation of infringements.

With reference to your application No. CT/CONTN/BG/MG dated 11.4.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the following infringements to the B.G. Metric Schedule of Dimensions (1973) involved in the design of 2600 mm (8'-6") wide x 2900 mm (9'-6") high ISO containers loaded centrally on container flats shown in RDSO's drawing No. 8906-S/1 Alt. Nil and Annexure-I accompanying your application referred to above.

S.No.	Item in Schedule	Description	Dimensions as per Schedule (mm).	Actual Dimensions (mm)
1.	Profile for maximum Moving Dimensions of 1929 as shown in diagram No. 1A and others.	i) Max. height above rail level at sides.	3505 mm from RL(increasing gradually to 4115 mm at centre)	4164 mm (infringing side slope by 545 mm above 3619 mm height from RL).
		ii) Max. height above rail level at centre.	4115	4164

These containers will run as [illegible] under extant stipulation but since the ISO Container [illegible] being locked with the container fleet constitutes an integral part of the rolling stock thus, completely eliminating the chances of its getting laterally shifted during the run, the speed restrictions for 'A' Class ODC laid down in para 4(1) of

.....2//////

Railway Board's letter No. 82/WDO/ODC/1 dated 14.9.82 shall not be applicable to the movement of ISO containers loaded centrally on container flats and can be run at speed upto which trains carrying 4-wheelers are permitted to run on the section.

The sanction for condonation of infringements is granted subject to the instructions that the trains carrying ISO Containers loaded centrally on container flats, are allowed to move only on non-platform lines while passing through station yards on non-electrified sections.

A suitable Clause to this effect may be inserted by RDSO in the speed certificate to be issued by them.

(Ashok Kumar)
Executive Director, Civil Engg.(G),
Railway Board.

No. 89/CEDO/SR/10 New Delhi, Dated 17.8.89

1. Copy forwarded to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS. 18-T(7)/84 dated 13.4.89.

2 The Managing Director Container Corporation of India Rail Bhawan New Delhi.1

(Ashok Kumar)
for Secretary, Railway Board.

Collected personally by the above bearer 2 M.D.

(144)

G/File

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

No.95/CEDO/SR/14. रेल भवन, नई दिल्ली-110001, तिथि 18-4-1995.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Running of 3250 mm (10'-8") wide BG main line EMU stock on Tuglakabad - Mathura & Mathura - Agra Cantt sections of Central Railway.

.....

With reference to your application No.L.531/MY/BR/VII/ dated 23.2.95 sent through CCRS/LKO, the sanction of Ministry of Railways is hereby communicated for running of 18.4 t BG EMU Motor Coach and 13.6 t BG EMU Trailer Coach fitted with all coil ICF bogies to ICF Drg.Nos. MEMU/DCM/9-0-001 and MEMU/TC-9-0-001 at a maximum speed of 90 Kmph on Mathura - Agra Cantt section of Central Railway.

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. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. AC.EMU.4/95.BG, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The design of the Motor Coach infringes the maximum moving dimensions of 1929 profile which have already been condoned vide this office letter No.94/CEDO/SR/10 dated 24.5.94. It is however noted that the design of BG EMU Trailer coach is within EDO-590 profile which is already approved for standard BG Coaching Stock.

Sd/-

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, LKO-226 001 with reference to his Endorsement No.Q.13011/1/94-RS dated 6.4.95.
2. The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay-400 020 with reference to his letter No. 278 dated 31.3.95.
3. The Director Standards (Motive Power), RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary.Railway Board.

(145)
G/File

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

No.95/CEDO/SR/14. रेल भवन, नई दिल्ली-110001, दिनांक 4-5-1995. 19
Rail Bhavan, New Delhi-110001, dated

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Running of 3250mm (10'-8") wide BG AC main line EMU stock on Western Railway.

.....

With reference to your applications No. W.636/15/5/2(W3) dated April 95 sent through CCRS/IKO, the sanction of Ministry of Railways is hereby communicated for running of 18.4 t BG EMU Motor Coach and 13.6 t BG EMU Trailer Coach fitted with all coil ICF bogies to ICF Drg. Nos. MEMU/DMC-9-0-001 and MEMU/TC-9-0-001 at a maximum speed of 90 Kmph on the following Sections of W.Rly.:-

1. Agra Fort - Bayana
2. Dhilad - Surat
3. Surat-Vadodara and
4. Vadodara - Ahmedabad

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. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificates, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The design of the Motor Coach infringes the maximum moving dimensions of 1929 profile which have already been condoned vide this office letter No. 94/CEDO/SR/10 dated 24.5.94. It is however noted that the design of BG EMU Trailer Coach is within EDO-590 profile which is already approved for standard BG coaching stock.

(VED PARKASH)
Executive Director Civil Engineering (G),
Railway Board.

Copy forwarded for information to :-

1. CCRS, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement Nos. Q.13011/1/95-RS-I and Q.13011/1/95-RS-II dated 2.5.95.
2. CRS, Western Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay with reference to his letter Nos. 12-5/296/242 and 12-5/296/243 dated 18.4.95.
3. The Director Standards(Motive Power), RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

(146)

No.94/CEDO/SR/16. 15-9-1994.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Running of EMU Service, three motor coaches and nine trailors (coaches) on NDLS-ILI-GZB-Aligarh Section on Northern Railway.

.....

With reference to your application No.519-W/270/Pt.III dated 25.8.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to various items of BG Schedule of Dimensions (1973) as shown in Form XI, XI/A, XI/B, XI/C & XI/D accompanying your application referred to above for Engineering, Electrical and Signal structures in conneotion with running of EMU service in between NEW DELHI - DELHI - GHAZIABAD - ALIGARH Section.

The sanction is subject to provision of a minimum clearance of 2210 mm from centre line of track to the Electrical structure at Khurja Junction appearing against item 2 of Form XI/C. It is also subject to the condition that the infringement to the height of island platforms at Aligarh Station is removed by the Railway within a period of six months from the date of issue of this letter. Suitable Blanking arrangements shall also be made by the Railway at such of the locations of Signal structures where available clearance less than 2360 mm + Curve allowance, if any.

Ministry of Railways approve the condition for non-provision of toilets in the proposed EMU train as a special case.

(VED PARKASH)
Executive Director Civil Engg.(G),
Railway Board.

No.94/CEDO/SR/16. New Delhi, dated 15-9-1994.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. Q.13011/1/93-RS dated 8.9.94.
2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110021 with reference to his letter No.656 dated 26.8.94.

(VED PARKASH)
for Secretary, Railway Board.

Need 3 copies for SM, DEE/CORS

(142)

S.No 2

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.94/CEDO/SR/15.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 7-7-94. 19

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

Sub:- Howrah-Asansol Section - Introduction of 3250 mm (10'-8") wide a.c. EMU (BG) Stock fitted with all coil ICF Bogies in regular services.

With reference to your application No.W(8)/552/5/3 dated 28-6-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for introduction of 18.4 t BG EMU Motor Coach and 13.6 t BG EMU Trailer Coach fitted with all coil ICF bogies, shaku couplers and Electro Pneumatic brake system to ICF Drawing No.MEMU/DMC-9-0-001 and MEMU/DMC/TG-9-0-001 respectively at a maximum speed of 100 Kmph or the Sectional speed whichever is less on the following BG electrified sections:-

S.No.	Sections.
1.	Howrah-Barddhaman (Up HBC & DN HBC)
2.	Howrah-Barddhaman (Up M/L & DN M/L)
3.	Barddhaman-Asansol(Up I & DN.I)
4.	Barddhaman-Asansol(Up II & DN.II)

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. It is further subject to the observance of all other conditions/stipulations as mentioned in CRS's letter No.326/1020/EMU/94 dated 5-7-94, the Joint Safety Certificate No.19/94, RDSO's Speed Certificate No.MC/EMU/Main line dated 24-6-94 and all other certificates accompanying your application referred to above.

The sanction for condonation of infringements to item 1[illegible] and 31 Chapter-IV(A) of BG Schedule of Dimensions (1973) in the design of BG EMU Motor Coaches has already been issued vide this office letter No.94/CEDO/SR/10 dated 24-5-94. It is hereby noted that the design of BG EMU Trailer Coach is within BG profile which is already approved for Standard BG Coaching [illegible].

(VED PARKASH)
Executive Director Civil Engineering (C)
Railway Board.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.94/CEDO/SR/15.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 7-7-94.

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

Sub:- Howrah-Asansol Section - Introduction of 3250 mm (10'-8") wide a.c. EMU (BG) Stock fitted with all coil ICF Bogies in regular services.

With reference to your application No.W(8)/552/5/3 dated 28-6-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for introduction of 18.4 t BG EMU Motor Coach and 13.6 t BG EMU Trailer Coach fitted with all coil ICF bogies, shaku couplers and Electro Pneumatic brake system to ICF Drawing No.MEMU/DMC-9-0-001 and MEMU/DMC/TG-9-0-001 respectively at a maximum speed of 100 Kmph or the Sectional speed whichever is less on the following BG electrified sections:-

S.No.	Sections.
1.	Howrah-Barddhaman (Up HBC & DN HBC)
2.	Howrah-Barddhaman (Up M/L & DN M/L)
3.	Barddhaman-Asansol(Up I & DN.I)
4.	Barddhaman-Asansol(Up II & DN.II)

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. It is further subject to the observance of all other conditions/stipulations as mentioned in CRS's letter No.326/1020/EMU/94 dated 5-7-94, the Joint Safety Certificate No.19/94, RDSO's Speed Certificate No.MC/EMU/Main Line dated 24-6-94 and all other certificates accompanying your application referred to above.

The sanction for condonation of infringements to item 19(b) and 31 Chapter-IV(A) of BG Schedule of Dimensions (1973) involved in the design of BG EMU Motor Coaches has already been issued under this office letter No.94/CEDO/SR/10 dated 24-5-94. It is however noted that the design of BG EMU Trailer Coach is within RDO-590 profile which is already approved for Standard BG Coaching Stock.

(VED PARKASH)
Executive Director Civil Engineering(
Railway Board.

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

(149) a/File

No.95/CEDO/SR/2. रेल भवन, नई दिल्ली-110001, तिथि 9-5-1995
Rail Bhavan, New Delhi-110001, dated

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

Sub: Increasing speed of Magadh & Poorva Express to 120 Kmph.

Ref: i) Your appln. No.519-W/406/Pt.III/ Magadh Express dated 2.12.94.

ii) Your appln. No.519-W/406/Pt.II dated 2.9.94.

.....

With reference to your application referred to above sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for increasing the speed of Magadh & Poorva Express to 120 Kmph on New Delhi - Ghaziabad - Mughalsarai Section of Northern Railway for a period of one year from the date of issue of this letter. 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. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificates received alongwith your letter No.519-W/406 Pt.III(SLC) dated 31.1.1995, RDSO's Speed Certificates and all other certificates accompanying your applications referred to above.

It is also subject to that ;

1. Trials are to be conducted to judge the passenger reaction and result of trails sent to Board.
2. Proper carriage and wagon staffs for primary and sencondary maintenance including the required facilities are available to the desired extent.
3. It should be ensured that a system is introduced for stringent "Rolling in" examination by the TXR staff at stations where these trains have a schedule halt.
4. Periodically of traffic census for level crossings on this route be updated to every 3rd year instead of every 5th year so that decisions for updating the facilities at level crossings be taken more or less in real time.
5. At locations prone to lot of tresspassing; ballast profile should be protected by a small retaining structure made up by using scrap tie bars etc. Other locations specific measures can be adopted by the Railway.

The Railway should approach the Board with the result of trails after a period of three months.

Issued 9/5/95

(VED PARKASH)
Executive Director Civil Engineering(G
Railway Board.

(150)

No.95/CEDO/SR/2. New Delhi, dated 9-5-1995

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement Nos. Q.16011/1/94-RS-II dated 21.12.94 and Q.16011/1/94-RS dated 21.12.94.

2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110 021 with reference to his letter Nos. 1099/Q/17/94 dated 6/14.12.94 and 988/Q/17/94 dated 7.11.94.

3. The Director Staddards (Motive Power), RDSO, Lucknow - 226 011.

9/5/95

(VED PARKASH)
for Secretary Railway Board.

Railway Board.

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

(151)

No.95/CEDO/SR/2. रेल भवन, नई दिल्ली-110001, तिथि 9-5-1995
Rail Bhavan, New Delhi-110001, dated

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

Sub: Increasing speed of Magadh & Poorva Express to 120 Kmph.

Ref: i) Your appln. No.519-W/406/Pt.III/ Magadh Express dated 2.12.94.

ii) Your appln. No.519-W/406/Pt.II dated 2.9.94.

.....

With reference to your application referred to above sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for increasing the speed of Magadh & Poorva Express to 120 Kmph on New Delhi - Ghaziabad - Mughalsarai Section of Northern Railway for a period of one year from the date of issue of this letter. 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. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificates received alongwith your letter No.519-W/406 Pt.III(SLC) dated 31.1.1995, RDSO's Speed Certificates and all other certificates accompanying your applications referred to above.

It is also subject to that ;

1. Trials are to be conducted to judge the passenger reaction and result of trails sent to Board.
2. Proper carriage and wagon staffs for primary and sencondary maintenance including the required facilities are available to the desired extent.
3. It should be ensured that a system is introduced for stringent "Rolling in" examination by the TXR staff at stations where these trains have a schedule halt.
4. Periodically of traffic census for level crossings on this route be updated to every 3rd year instead of every 5th year so that decisions for updating the facilities at level crossings be taken more or less in real time.
5. At locations prone to lot of tresspassing; ballast profile should be protected by a small retaining structure made up by using scrap tie bars etc. Other locations specific measures can be adopted by the Railway.

The Railway should approach the Board with the result of trails after a period of three months.

9/5/95

(VED PARKASH)
Executive Director Civil Engineering(G)
Railway Board.

(152)

No.95/CEDO/SR/2. New Delhi, dated 9-5-1995

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement Nos. Q.16011/1/94-RS-II dated 21.12.94 and Q.16011/1/94-RS dated 21.12.94.

2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi - 110 021 with reference to his letter Nos. 1099/Q/17/94 dated 6/14.12.94 and 988/Q/17/94 dated 7.11.94.

3. The Director Standards (Motive Power), RDSO, Lucknow - 226 011.

9/5/95

(VED PARKASH)
for Secretary Railway Board.

S.No 81

153

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

No.92/CEDO/SR/4/0. New Delhi, dated 24-8-1994.

The General Manager,
All Indian Railways.

Sub: Condonation of grade infringement and implementation of structure in yards in connection with Gauge Conversion, New Line and Doubling Projects.

.....

It has come to the notice of Ministry of Railways that the Chief Administrative Officers(Constn.) of various construction organisations are applying for condonation of grades steeper than 1 in 260 in yards to item 2(b) Chapter-II of BG Schedule of Dimensions (1973) through the Commissioner of Railway Safety and the Chief Commissioner of Railway Safety based on the justification of 'exhorbitantly higher cost' and lengthy time factor in provision of 1 in 400 grade. No detailed justification for provision of steeper than 1 in 400 grade as per Schedule is given and thorough examination of the details of various alternatives to provide the required grade is not carried out. Similarly the condonation of infringements to item 13(ii)(c) Chapter-I of BG Schedule of Dimensions for clearances lesser than 2360 mm (7'-9") are being applied for by CSTE, the Chief Electrical Engineer and the Chief Engineer of construction organisations in respect of Signal, OHE and Civil Engg. structures.

Ministry of Railways are of the view that all efforts should be made by the Railways at their level to provide the minimum required clearance of 2360 mm to permit introduction of wider stock at a later stage and only in rare cases the railways should approach the Board through CRS and CCRS for condonation of infringements to structures.

Keeping in view the fact that provision of steeper grades and lesser structural clearances in the yards is an alarming situation, Ministry of Railways have now decided that in future all the applications are be made by GM(Engg.) to Secretary (Civil Engg.) Railway Board through CRS and CCRS for condonation of grade infringements and structural clearances. The applications should invariably indicate the detailed justification for condonation of infringements. Wherever arguments of 'exhorbitant costs' or 'uneconomical alternative' are used as a part of justification, it must be quantified and advised in detail. As the infringements and steeper gradients are known well in advance, no occasion should arise when the condonations are asked in the eleventh hour. Infact, the application must be sent as soon as the plans are in final stage.

Contd...2/-

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8/1

The yard drawings enclosed with the application should clearly show all the infringements involved in a tabulated form and should be signed by the concerned officers of 'open line' in addition to those of the construction organisation (because open line officers are the end users of the infringing locations). The signatures of DRM, COM/ CTPM/CSO of the Railway should invariably appear on the drawing showing the infringements. Where the drawings have already been finalised by the organisations, a separate sheet of drawing be prepared showing all infringements where condonation is sought and it should be got signed by HODs of concerned Department including COM/CSO.

The instructions should be circulated to all concerned for necessary compliance and acknowledgement sent to this office confirming that these instructions have been noted for compliance in future.

The receipt of this letter may please be acknowledged.

23/8/94

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

Contd...3/-

(155)

91/2

No.92/CEDO/SR/4/0. New Delhi, dated 24-8-1994.

Copy forwarded for information to :-

1. The Director General, RDSO, Lucknow - 226 001.
2. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with 25 spare copies.
3. The General Manager, DLW, Varanasi - 221 004.
4. The General Manager, CLW, Chittaranjan - 713 331.
5. The General Manager, ICF, Madras - 600 038.
6. The General Manager, RCF, Kapurthala.
7. The General Manager, W&AP, 18 Yelahanka, Bangalore-560064
8. The General Manager, Railway Electrification, Allahabad - 211 001 with 25 spares.
9. The Chief Project Manager, DCW, Patiala - 147001.
10. The Chief Administrative Officer, CORMOW, Railway Office Complex, Tilak Bridge, New Delhi- 110 002.
11. The Chief Administrative Officer(Con.), Central Railway, Bombay.
12. The Chief Engineer(Con.), Eastern Railway, 14, Strand Road, 4th floor, Calcutta-700001.
13. The Chief Administrative Officer(Con.),Northern Railway, Kashmere Gate, Delhi.
14. The Chief Administrative Officer(Con.), N.E. Railway Gorakhpur.
15. The General Manager(Con.), N.F. Railway, Maligaon, Guwahati - 781 011.
16. The Chief Administrative Officer(Con.), Southern Railway, Madras - 600 008.
17. The Chief Administrative Officer(Con.), S.C. Railway, Rail Nilayam, Secunderabad - 500 371.
18. The Chief Engineer(Con.), S.E.Railway, Garden Reach, Calcutta.
19. The Chief Administrative Officer(Con.), Western Railway, Bombay.

Contd...4/-

ISSUED
Signature
24/8

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81/3

20. The Chief Safety Officer, Central Railway, Bombay.

21. The Chief Safety Officer, Eastern Railway, Fairlie Place, Calcutta.

22. The Chief Safety Officer, Northern Railway, Baroda House, New Delhi.

23. The Chief Safety Officer, N.E. Railway, Gorakhpur-273012.

24. The Chief Safety Officer, N.F. Railway, Maligaon, Guwahati - 781 011.

25. The Chief Safety Officer, Southern Railway, Madras - 600 003.

26. The Chief Safety Officer, South Central Railway, Secunderabad - 500 371.

27. The Chief Safety Manager, S.E. Railway, Garden Reach, Calcutta - 700 043.

28. The Chief Safety Officer, Western Railway, Bombay.

29. The Principal, Railway Staff College, Vadodara.

30. The Director, Indian Railway Institute of Civil Engg., Pune.

31. The Director, Indian Railway Institute of Signal Engg.& Telecommunications, Secunderabad.

32. The Director, Indian Railways Institute of Mechanical and Electrical Engg., Jamalpur.

33. The Director, Indian Railway Institute of Electrical Engg., Nasik.

34. The General Manager, Metro Railway, Metro Bhavan, 33/1, Chowringhee Road, Calcutta - 700 001.

35. The CAO(C), Metropolitan Transport Project(Rlys.), 2nd floor, Churchgate Station Bldg.(annex.), Bombay-20.

36. The CPM, Metropolitan Transport Project(Rlys.), Periyar E.V.R. High Road, Egmore, Madras- 600 008.

37. The Dy.CE, Metropolitan Transport Project(Rlys.), Delhi.



(VED PARKASH) 23/8/91
Executive Director Civil Engineering(G),
Railway Board.

Qc.

(157) G/Fcu

17-4-1995.

No.95/CEDO/SR/15.

The Director General/Track,
R.D.S.O.,
Lucknow - 226 011.

Sub: Condonation of infringements to the Schedule of Dimensions in the design of 24-axle special well hole wagon of M/s. NPIL.

.....

With reference to your application No.CT/DG/LW/ NPIL dated 31.3.95 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to Item 17, 19(b), 20(b) and 21 (b) Chapter-IV(A) of BG Schedule of Dimensions (1973) and also the profile for maximum moving dimensions of 1929 as shown in Diagram No.1A & others involved in the design of 24-axle special well hole wagon of M/s.NPIL. The special wagon will only run in a special train formation on a particular route and as per route clearance indicated by C.Rly in letter No. T-607/M-3/WY/BR/XV dated 7.10.94 and W. Rly's letter No. 636/15/67(W3) dated 18.10.94.

19/4/95

(VED PARKASH)
Executive Director Civil Engineering(G).
Railway Board.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. Q.17013/1/W3-RS dated 7.4.95.

(VED PARKASH)
for Secretary Railway Board.

(158) G/File

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

No,95/CEDO/SR/16 रेल भवन, नई दिल्ली-110001, तिथि 5-5-95 19.
Rail Bhavan, New Delhi-110001, dated

The General Manager(W),
Central Railway,
Victoria Terminal,
BOMBAY.

Sub:- Running of 20.3t Axle load BG Bogie Ammonia Tank Wagon Type "BTAIN Mk-I" on all BG section of Central Railway.

With reference to your application No. T.607/M-4/WY/BR dated 20.3.1995, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railway is hereby communicated for running of 20.32t axle load B.G. Bogie Ammonia Tank Wagon as per RDSO's Drg. No. 93058-S-01 at a maximum speed of 65 Kmph or at sectional goods train speed which ever is less in that section, on entire BG sections of Central Railway.

The sanction is subject to observance of all permanent and temporary speed restrictions inforce and/or those that may be imposed from time to time. It is further subject to obeervance of all other conditions/stipulations made in your joint Safety Certificate no. W-2-/95 BG, RDSO's speed certificate and all other certificates accompanying your application reffered above.

The infringment involved in the design of the wagon has already been condoned vide this office letter no. 94/CEDO/SR/5 dated 8.4.1994.

(VED PARKASH) 4/5/95
Exe. Dir. Civil Engg.(G)
Railway Board.

No. 95/CEDO/SR/16 Dated : -5-1995.

Copy forwarded for information to :-

1. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226011, with reference to his endorsement No. Q.14011/1/93-RS Dated 7.4.1995.
2. Commissioner of Railway Safety, Central Circle, Churchgate Station Building Annexe, Maherishi Karve Road, Bombay-400020, with reference to his letter No. 266 dated 29.3.1995.
3. The Director Standard(Wagon), RDSO, Lucknow-226011.

(VED PARKASH) 4/5/95
For Secretary, Rly.Bd.

(159) G/File

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

No. 94/CEDO/SR/11

रेल भवन, नई दिल्ली-110001, तिथि _____ 19 .
Rail Bhavan, New Delhi-110001, dated 5-5-1995.

The General Manager,
Northern Railway,
Baroda House,
NEW DELHI.

Sub : Running of Self Propelled track laying Crane UKE-25/18 from Russia.

With reference to your application no. 519/W/648 dt.5.12.94, sent through Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for running of self Propelled Track laying Crane UKE 25/18 as per RDSO's Drg. No. EDO/T-2172 & EDO/T-2172/1, having a maximum axle load of 17.0t. in transportation position, at a maximum speed of 15 kmph when running on its own power and at 40. kmph when running in train formation as a ddad vehicle on Ghaziabad - Mughal Sarai section of Northern Railway.

The sanction is subject to the observance of all permanent speed restrictions as notified in Appendix VII & VII A of the current working time table and other temporary speed restrications inforce and/or those that may be imposed from time to time. It is further subject to the observance of all other conditions/stipulations made in your joint Safety Certificate No. SLC/BG/86/94, RDSO's speed certificate and all other certificates accompanying your application reffered to above.

Ministry of Railways also condone the infringement to item no. 19(b), 24(b), 31 & 32(b) of chapter IV-A and profile of Maximum Moving Dimensions of 1929 as shown in Diagram no. 1A and others of BG Schedule of Diamensions(1973). Since, the profile is with-in the 'X' class moving Diamensions suitable speed restrictions shall therefore be imposed by the Railway at such of the locations which are not yet clear for movement of 'X' class engine.

4/1995
(VED PARKASH)
Exe. Dir. Civil Engg.(G)
Railway Board.

Copy forwarded for information to ;-

1. The chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement no. Q.15011/1/94-RS dt.3.1.95.
2. The commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-110021 with ref. to his letter no. 1110/0/16 dt.16.12.94.
3. The Director Standard(T.M.)RDSO, Manak Nagar, Lucknow-226011.

(VED PARKASH)
For Secretary Railway Board.

(160) G/File

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

No.95/CEDO/SR/14.

रेल भवन, नई दिल्ली-110001, दिनांक 4-5-1995. 19
Rail Bhavan, New Delhi-110001, dated

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Running of 3250mm (10'-8") wide BG AC main line EMU stock on Western Railway.

.....

With reference to your applications No. W.636/15/5/2(W3) dated April 95 sent through CCRS/IKO, the sanction of Ministry of Railways is hereby communicated for running of 18.4 t BG EMU Motor Coach and 13.6 t BG EMU Trailer Coach fitted with all coil ICF bogies to ICF Drg. Nos. MEMU/DMC-9-0-001 and MEMU/TC-9-0-001 at a maximum speed of 90 Kmph on the following Sections of W.Rly.:-

1. Agra Fort - Bayana
2. Dhilad - Surat
3. Surat-Vadodara and
4. Vadodara - Ahmedabad

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. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificates, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The design of the Motor Coach infringes the maximum moving dimensions of 1929 profile which have already been condoned vide this office letter No. 94/CEDO/SR/10 dated 24.5.94. It is however noted that the design of BG EMU Trailer Coach is within EDO-590 profile which is already approved for standard BG coaching stock.

(VED PARKASH)
Executive Director Civil Engineering (G),
Railway Board.

Copy forwarded for information to :-

1. CCRS, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement Nos. Q.13011/1/95-RS-I and Q.13011/1/95-RS-II dated 2.5.95.
2. CRS, Western Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay with reference to his letter Nos. 12-5/296/242 and 12-5/296/243 dated 18.4.95.
3. The Director Standards(Motive Power), RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

(161) G/File

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

No.95/CEDO/SR/14. रेल भवन, नई दिल्ली-110001, तिथि 18-4-1995.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Running of 3250 mm (10'-8") wide BG main line EMU stock on Tuglakabad - Mathura & Mathura - Agra Cantt sections of Central Railway.

.....

With reference to your application No.L.531/WY/BR/VII/ dated 23.2.95 sent through CCRS/LKO, the sanction of Ministry of Railways is hereby communicated for running of 18.4 t BG EMU Motor Coach and 13.6 t BG EMU Trailer Coach fitted with all cast ICF bogies to ICF Drg.Nos. MEMU/DCM/9-0-001 and MEMU/TC-9-0-001 at a maximum speed of 90 Kmph on Mathura - Agra Cantt section of Central Railway.

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. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. AC EMU.4/95.BG, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The design of the Motor Coach infringes the maximum moving dimensions of 1929 profile which have already been condoned vide this office letter No.94/CEDO/SR/10 dated 24.5.94. It is however noted that the design of BG EMU Trailer coach is within EDO-590 profile which is already approved for standard BG Coaching Stock.

Sd/-
(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, LKO-226 001 with reference to his Endorsement No.Q.13011/1/94-RS dated 6.4.95.
2. The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay-400 020 with reference to his letter No. 278 dated 31.3.95.
3. The Director Standards (Motive Power), RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary.Railway Board.

(162) SNo-9

G/File

No.94/CEDO/SR/4. 27.4.1995.

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

Sub: To run Ballast cleaning Machine RM 80-92-I on all BG Sections of Northern Railway.

Ref: Your office letter No.519-W/68C dated 31.3.95.

.....

The above said application for running of Ballast Cleaning Machine RM-80-92-I has not so far been received in this office duly forwarded through CRS and CCRS. It is therefore requested that you may approach CRS and CCRS for the early disposal.

(CHHALU RAM)
for EXE. DIRECTOR CIVIL ENGG. (G),
RAILWAY BOARD.

(163)

G/File

No.95/CEDO/SR/4. 27-4-1995.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226 001.

Sub: Introduction of sleeper exchanger model 47-4- of M/s. Kershaw (USA) on different BG sections of E.Rly.

Ref: i) E.Rly's application No.W(S)/552/12/Vol.I dated 11.1.95.

ii) CRS, Eastern Circle's letter No. 3679/95/1051 dated 24.2.95.

.....

The endorsement of the above quoted letters has been misplaced while in transcation. It is therefore requested that a copy of your office endorsement may be sent to this office so as to enable this office to consider the case.

Chhalu Ram

(CHHALU RAM)
for SXE. DIRECTOR CIVIL ENGG. (G),
RAILWAY BOARD

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

No.94/CEDO/SR/12. रेल भवन, नई दिल्ली-110001, तिथि 25-4-1995.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Self propelled Rail Welding Machine PRSM - 4 from Russia.

.....

With reference to your application No.519-W/649 dated 15.11.94 sent through the Chief Commissioner of Railway Safety Lucknow and letter No. D.O.519-W/649 dated 31.3.1995, the sanction of Ministry of Railways is hereby communicated for running of self propelled Rail Welding Machine from Russia as per RDSO's Drg.No. EDO/T-2170 having a maximum axle load of 190 KN (19 t approx.) in transportation position at a maximum speed of 40 Kmph when running on its power or when running in train formation as a dead vehicle on Ghaziabad - Mughalsarai Section.

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. It is further subject observance the conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/69/94, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 15, 19(a), 20(a) & 21(a) Chapter-IV(A) of BG Schedule of Dimensions involved in the design of the above machine.

(VED PARKASH) 21.4.95
Executive Director Civil Engineering(G),
Railway Board.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, LKO w.r.t. his Endorsement No. Q.15011/1/94-RS-I dt. 3.1.95.
2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-21 with reference to his letter No. 1045/0/16/94 dated 22.11.94.
3. The Director/T.M., RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

(165) G/F

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

No.94/CEDO/SR/12. रेल भवन, नई दिल्ली-110001, दिनांक 25-4-1995.
Rail Bhavan, New Delhi-110001, dated 19 .

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

Sub: Self propelled Rail Welding Machine PRSM - 4 from Russia.

.....

With reference to your application No.519-W/649 dated 15.11.94 sent through the Chief Commissioner of Railway Safety Lucknow and letter No. D.O.519-W/649 dated 31.3.1995, the sanction of Ministry of Railways is hereby communicated for running of self propelled Rail Welding Machine from Russia as per RDSO's Drg.No. EDO/T-2170 having a maximum axle load of 190 KN (19 t approx.) in transportation position at a maximum speed of 40 Kmph when running on its power or when running in train formation as a dead vehicle on Ghaziabad - Mughalsarai Section.

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. It is further subject observance the conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/69/94, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 15, 19(a), 20(a) & 21(a) Chapter-IV(A) of BG Schedule of Dimensions involved in the design of the above machine.

(VED PARKASH) 25.4.95
Executive Director Civil Engineering(G),
Railway Board.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, LKO w.r.t. his Endorsement No. Q.15011/1/94-RS-I dt. 3.1.95.
2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-21 with reference to his letter No. 1045/0/16/94 dated 22.11.94.
3. The Director/T.M., RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

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

No.94/CEDO/SR/12. रेल भवन, नई दिल्ली-110001, तिथि 25-4-1995.
Rail Bhavan, New Delhi-110001, dated 19.

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

Sub: Self propelled Rail Welding Machine PRSM - 4 from Russia.

.....

With reference to your application No.519-W/649 dated 15.11.94 sent through the Chief Commissioner of Railway Safety Lucknow and letter No. D.O.519-W/649 dated 31.3.1995, the sanction of Ministry of Railways is hereby communicated for running of self propelled Rail Welding Machine from Russia as per RDSO's Drg.No. EDO/T-2170 having a maximum axle load of 190 KN (19 t approx.) in transportation position at a maximum speed of 40 Kmph when running on its power or when running in train formation as a dead vehicle on Ghaziabad - Mughalsarai Section.

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. It is further subject observance the conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/69/94, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 15, 19(a), 20(a) & 21(a) Chapter-IV(A) of BG Schedule of Dimensions involved in the design of the above machine.

(VED PARKASH) 1.4.95
Executive Director Civil Engineering(G),
Railway Board.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, LKO w.r.t. his Endorsement No. Q.15011/1/94-RS-I dt. 3.1.95.
2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi-21 with reference to his letter No. 1045/0/16/94 dated 22.11.94.
3. The Director/T.M., RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

(167)

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

L.K. Sinha
Adviser (ME)

July 1, 1994

DO No. 93/M(L)/466/10

My dear Sengupta,

Sub: Running of Push Pull trains with one WDM-2 Locomotive at centre and 5 coaches at each end.

Ref: Your DO No. 33011/1/93-RS dated 25.5.94.

I am glad you could come to Delhi to have a meaningful discussion on the various issues raised by you in your above-referred D.O. Subsequently, they were put up to the Board and the following decisions were taken:

(i) As you were advised during discussions, RDSO has carried out trials on Push Pull trains on Southern Railway. Their Report No.M-532 (May 1994) in connection with running of Push Pull trains operated by a single loco in the centre and 5 coaches at each end has been examined by the Board. Their observations that this operation is safe has been accepted.

(ii) On the analogy of EMU trains and the fact that ICF shell is designed for higher squeeze loads, it has been decided that the space provided for toilets at both ends of the ICF coach may be used for occupation by the passengers in such trains.

(iii) Board's decision that change of lay out in a coach like provision of a driving cab does not constitute a major modification classifying it as a new rolling stock and warranting provision of Clause 27 of the Railways' Act was confirmed.

(iv) It has also been decided that bath rooms need not be provided in such trains unless the journey exceeds 160 kms/4 hours.

v) Your proposal to amend Para 4.12 of General Rules 1980 for operation of trains like EMUs/DMUs and Push Pull rakes was agreed to. This will be processed.

I trust you will find these clarifications to your satisfaction.

With regards,

Yours sincerely,

Shri A.K. Sengupta,
Chief Commissioner of Railway Safety,
Ashok Marg, Lucknow.

G/PWL

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भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

No.95/CEDO/SR/13. रेल भवन, नई दिल्ली-110001, तिथि 6-4-1995. 19

Rail Bhavan, New Delhi-110001, dated

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

Sub: Introduction of WCAM2 AC/DC electric locomotive on all electrified BG sections of Western Rly.

.....

With reference to your application No.636/9/1/19 Vol.II(W3) dated 24.3.94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of WCAM2 AC/DC electric locomotive having an axle load of 18.8 t at a maximum speed of 80 Kmph on all electrified BG sections mentioned in Annexure 'A' to the above quoted application.

The sanction is subject to observance of all permanent speed restrictions as notified in appendix VII & VII A to the current working time table and other temporary speed restrictions in force or which may be enforced from time to time. It is further subject to observance of the conditions/stipulations made in the Joint Safety Certificate No.3 of 1995, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The maximum moving dimension of WCAM2 AC/DC electric locomotive infringes item 12 Chapter-IV(C) of BG Schedule of Dimensions (1973) which has already been condoned vide Board's letter No.95/CEDO/SR/10 dated 30.3.95.

(VED PARKASH) 5/4/95
Executive Director Civil Engineering(G),
Railway Board.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.Q.12011/1/93-RS dt 30.3.9
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay-400 020 with reference to his letter No.12-5/295/182 dt 28.3.9
3. The Director Standards (Motive Power), RDSO, Lucknow-226 011.

(VED PARKASH)
for Secretary Railway Board.

(169)

G/File

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

No.95/CEDO/SR/12. रेल भवन, नई दिल्ली-110001, तिथि 4.4.1995.
Rail Bhavan, New Delhi-110001, dated 19

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

Sub: Provision of 715 mtrs. long loops in BG sections undergoing gauge conversion.

....

Reference may be made to GM/S.Rly's D.O.No. T.143/A/Policy/Col.IV dated 24.3.95 addressed to the Chairman Railway Board, copy enclosed, wherein GM/S.Rly has requested Board's approval for providing standard loop lengths of 715 mtrs., wherever necessary, to accommodate 58 BOXN wagons with triple heading. CRB has already talked to DG/RDSO regarding this and to check for standardisation.

Ministry of Railways therefore desire that RDSO should examine the issue for standardisation of loop line lengths and send comments/remarks immediately so as to enable this office to consider the case.

(VED PARKASH) 4/4/95
Executive Director Civil Engineering(G),
Railway Board.

DA : As above.

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

No.95/CEDO/SR/10.

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 30-3-95.

The Director General/Elect.
RDSO,
Lucknow-226011.

Sub:- Condonation of infringements of WCAM2 types of AC/DC locos with Pantograph in locked down condition.

With reference to your application No.CT/DEL/Co-Co/AC/DC dated 23-2-95 sent through Chief Commissioner of Railway Safety Lucknow and letter No.EL/3.1.28 dated 6.3.95 & 24.3.95 the sanction of Ministry of Railways is hereby communicated for the condonation of infringements of item 12 Chapter-IV(C of BG Schedule of Dimensions (1973) involved during movement of WCAM2 types of Electric Locomotives as shown in the detailed Annexure and in RDSO's Drawing No.SKEL 4334 accompanying your application referred to above.

(VED PARKASH)
Executive Director Civil Engineering(G
Railway Board.

No.95/CEDO/SR/10. New Delhi, Dated 30-3-95.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.17011/1/94-RS. dated 24-2-1995.

30/3

(VED PARKASH)
for Secretary Railway Board.

(17) G/File

No.95/CEDO/SR/1.

Sub:- Running of MG Push-Pull Trains with one YDM4 Locomotive in middle & 4 coaches each on either sides on Tiruchchirappalli Jn-Tanjur Jn. ection in Tiruchchirappalli Division of Southern Railway.

File No. 95/CEDO/SR/1 on the above noted subject was sent by me on 4-1-95 to ADV.(CE), The File was further marked to ADV(ME) & ED(Safety) and the same has not been reached back to CEDO/Branch so far. It is therefore request that, PS/ADV(CE), PS/ADV(ME) & PS/ED(Safety), may please search their rooms as well as officer's rooms as Southern Railway is pursuing for immediate issue of the sanction for running of push-pull-train with one YDM4.

EDCE(G)
24/3/95

PS/ADV(CE)

PS/ADV(ME)

PS/ED(Safety).

EDCE(G)

CEDO/BR.

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

No.95/CEDO/SR/10. रेल भवन, नई दिल्ली-110001, तिथि 24 - 3 - 1995.
Rail Bhavan, New Delhi-110001, dated 19

The Director General/Elect.,
R.D.S.O.,
Lucknow - 226 011.

Sub: Condonation of infringements of WCAM 2 types of AC/DC locos with pantograph in locked down condition.

Ref: Your application No.CT/DEL/Co-Co/AC/DC dated 23.2.95.

.....

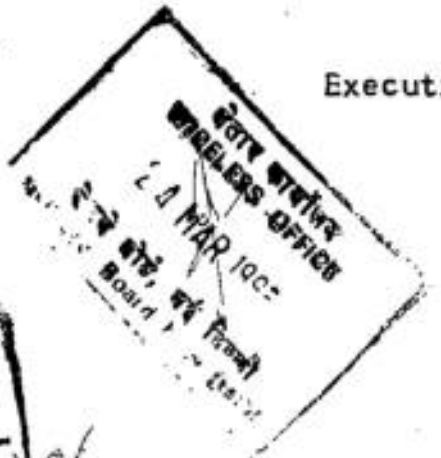
The above mentioned case was put up for approval and Adviser (Electrical) has given the following remarks :-

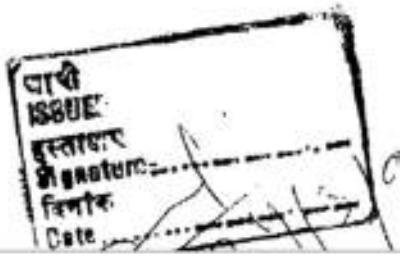
" There are two dimensions shown for the maximum height of panto in locked down position in 1500 C D C and 25 K V A C systems. This can not be so - and therefore the RDSO may be asked to correct the drawing No.SKEL 4334."

Ministry of Railways therefore desire that the necessary reply may be sent immediately so as to enable this office to consider the case.

(VED PARKASH) 24/3/95
Executive Director Civil Engineering(G),
Railway Board.

O/C





BY FAX

G/File

EDCE(G)

173

No.95/CEDO/SR/1.

29.3.1995.

The General Manager,
Southern Railway,
Madras.

Sub: Running of MG Push-Pull train with one YDM4 locomotive in middle & 4 coaches each on either sides on Tiruchchirappalli Jn. - Tanjavur Jn. Section in Tiruchchirappalli Divn of S.Rly.

*****

The subject matter which was dealt with in Board's file No. 95/CEDO/SR/1 has been misplaced while in transaction. It is therefore requested that a photocopy of the application alongwith enclosures as well as CRS's and CCRS's forwarding letters may be sent to this office immediately so as to enable this office to accord the necessary sanction for running of YDM 4 locomotive.

(VED PARKASH) 29/3/95

Executive Director Civil Engineering(G),

Railway Board.

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भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

रेल भवन, नई दिल्ली-110001, तिथि 19 .
Rail Bhavan, New Delhi-110001, dated May 22, 1995

No.92/CEDO/SR/4/0

The General Managers
All Indian Railways CR, ER, NR, NE, NF, SR, S.C., SE & W.Rly.

Sub: Modification of procedure for Certification of Maximum Permissible Speed for Rolling Stock.

Ref: Policy Circular No. 6 issued vide Railway Board's letter No.73/WDO/SR/9/0 dated 8.7.1980.

...

For certification of maximum permissible speed for rolloing stock, a consolidated procedural order was issued under Board's Policy Circular cited above. Para 6 of the said Circular lays down the procedure to be adopted for increase of speed of nominated trains on specific routes. This para of the Circular has been reviewed by the Board and it is decided to modify the same as follows :-

"6. INCREASE OF SPEED OF NOMINATED TRAINS ON SPECIFIC ROUTES

Before permitting regular operation of trains at speeds above 105 km/h on the B.G. and 75 km/h on the M.G., the following procedure shall normally be followed, unless otherwise decided with the concurrence of the Chief Commissioner of Railway Safety:-

6.1(a) FOR SPEED ABOVE 105 KM/H AND UPTO 110 KM/H ON BG

For permitting speeds above 105 km/h and upto 110 km/h on B.G. with a particular type of rolling stock, the Zonal Railway shall use portable accelerometers mounted on the rolloing stock (locomotives and vehicles which are proposed to be cleared for speeds from 105 to 110 km/h) for recording vertical and transverse accelerations throughout the route. If the results obtained satisfy the stipulated criterion as given in Annexure-I of this letter, Railway shall approach the Commissioner of Railway Safety for permitting operations upto 110 km/h on B.G.

However, route proving run by the use of portable accelerometers, as stated above, for speeds above 105 km/h and upto 110 km/h on B.G. is not necessary on the sections where such type of rolling stock is already plying with the same speed in other nominated trains.

...2

6.1(b) **FOR SPEEDS ABOVE 110 KM/H on B.G. AND ABOVE 75 KM/H ON M.G.**

Apart from establishing the speed potential of stock by carrying out oscillation trials on selected test stretches, it would be necessary to conduct confirmatory oscillograph car runs with instrumented locomotive and/or vehicles which are proposed to be cleared for speeds higher than 110 km/h (on B.G.) and 75 km/h (on M.G.) on the entire route at the maximum proposed speed. For these tests, necessary sanction shall be obtained in accordance with the procedure mentioned in Para 3.

6.2 The adequacy of the brake power available on the locomotive in conjunction with the coaching stock to be used in the proposed train, vis-a-vis the signalling system available on the route, will have to be established by the Zonal Railway (for speeds above 105 km/h and upto 110 km/h on B.G.) and by RDSO (for speeds above 110 km/h on B.G. and above 75 km/h on M.G.).

6.3 The joint safety certificate required to be submitted to Commissioner of Railway Safety for this purpose should be signed by the Chief Operating Manager and the Chief Signal & Telecommunication Engineer, in addition to the officers mentioned in Para 2.4.1."

22-5-95

(B.S. Kapur)
Executive Director Civil Engg. (G)
Railway Board

Encl: Annexure-I

No.92/CEDO/SR/4/0 New Delhi, the 22-5-1995.

Copy forwarded for information to :-

1. The General Managers, I.C.F., C.L.W., D.L.W., N.F. Railway (Constn), MTP/Calcutta.
2. The DG/RDSO, Lucknow.
3. The Chief Commissioner of Railway Safety, 16-A,, Ashok Marg, Lucknow.
4. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharishi Karve Road, Bombat-400 020.

...3.

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

6. The Commissioner of Railway Safety, Northern Circle, Delhi Safdarjang Railway Station, Chanakyapuri, New Delhi-110 021

7. The Commissioner of Railway Safety, North Eastern Circle, DRM Office Building, Lucknow-226 001.

8. The Commissioner of Railway Safety, Northeast Frontier Circle, 14, Strand Road, Calcutta-700 001.

9. The Commissioner of Railway Safety, Southern Circle, 7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009.

10. The Commissioner of Railway Safety, South Central Circle, Rail Nilayam, Secunderabad-500 371.

11. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700001

12. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharishi, Karve Road, Bombay-400 020.

13. The Manager of Publications, Publication Branch, Civil Lines, Delhi.

14. The Director, Indian Railways Institute of Civil Engineering (IRICEN), Pune.

15. The Principal, Railway Staff College, Vdodara.

16. The Director, Indian Railway Institute of S&T, Secunderabad.

22.5.95

(B.S. Kapur)
for Secretary, Railway Board

Encl: Annexure-I

ANNEXURE-I

GUIDELINES FOR ROUTE PROVING RUNS UPTO 110 KM/H ON BG BY ZONAL RAILWAYS

1.0 INTRODUCTION

Henceforth Zonal Railways shall conduct route proving runs for speeds beyond 105 km/h upto 110 km/h on BG, with the help of portable accelerometers (such as OMS-2000), in accordance with the provisions of Para (6) of Policy Circular No.6. Following guidelines are to be observed while conducting the runs:-

2.0 REQUIREMENT

2.1 **Track:** The track on the route should be maintained to standards specified in RDSO Report No.C & M - I, Volume-I. Acceleration in two directions lateral & Vertical shall be recorded by portable accelerometers every 6 weeks. Average peaks above 0.3 g should be as per para 3.1 below and action taken to attend to track accordingly in case of any deficiencies.

2.2 **Rolling Stock:** The proposed Diesel/Electric loco, coach to be run should be cleared for operation at proposed or higher speed.

2.3 Portable accelerometer shall be placed as near as possible to the leading pivot in case of locomotive. Another accelerometer shall be placed as near as possible to the pivot of the trailing bogie of the rearmost coach.

In case of diesel locomotive, the short-hood should be kept in leading position.

2.4 The wheels of the loco and coaches used should have only normal wear.

2.5 Portable accelerometer should have arrangements for recording the acceleration in two directions i.e. Vertical and Lateral, in working order.

2.6 Instructions regarding operation and calibration of the equipments are available in the report titled, "Specification and Manual for Calibration of OMS-2000" issued by RDSO under covering letter No.RT/UGTRC/OMS/General dated 31.5.1994.

2.7 Test train shall run at the maximum speed for which it is proposed to clear the route.

...2

3.0 CRITERIA FOR CLEARING THE ROUTE

Vertical and lateral accelerometer records obtained by portable accelerometer shall be closely analysed. Acceleration peaks observed in the cab of loco at the proposed speed should be counted.

3.1 Following criteria shall be used for clearing the route for operation at the proposed speed.

The average number of peaks of vertical and lateral accelerations exceeding 0.30g should be limited to 0.25 peaks/km. However, the number of peaks in any kilometre should not exceed 1 and where this value is exceeded, the track will need attention.

At locations where the peaks of lateral and vertical accelerations exceed 0.35g, the track will have to be attended to urgently.

4.0 ISSUE OF SPEED CERTIFICATE

The procedure specified above will be in lieu of conducting confirmatory oscillograph car runs by RDSO. After this is done by Railways, rest of the procedure, as already being done by Railways should be followed to obtain CRS's sanction.

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

No.88/CEDO/SD/8. New Delhi, dated 17-11-1994.

The General Managers,
All Indian Railways.

Sub: Correctness of approved plans.

.....

In a recent incident, a shunting load rolled down from the yard for a distance of 12 Kms. on a continuously falling gradient. The yard had recently been converted into BG and while the gradient in the yard was shown as "level" in the approved plan, on checking it was physically found to be 1 in 263 and 1 in 185 grade. Obviously, the plan for the yard has been prepared without checking the actual grades existing at site. According to instructions issued vide Railway Board's letter No.88/CEDO/SD/8 dated 28.11.91, Railways were to ensure that the grades incorporated in the application (to CRS) are the actual grades existing at site and not the ones which are indicated in the existing index plan/section.

This lapse on the part of the Executives responsible for correctness of the drawing has been viewed seriously by the Board. Railways must ensure that all the yard plans, index plans and index sections etc. are prepared after detailed survey and site verification. Responsibility regarding correctness of the working drawings shall be of the Assistant Engineer under whom detailed survey and site verification is done and the Assistant Engineer under whom work is executed.

This particular incident also shows that station working rules prepared for the converted yard, wherein certificates are required to be recorded by Operating, S&T, Engineering and Safety officials, were not based on actual site conditions leading to a situation whereby such an incident could occur. Such superficial way of working needs to be avoided at all levels.

These instructions are applicable to both Open Line works as well as Construction works.

Receipt of this letter may please be acknowledged.

(VED PARKASH)
Executive Director Civil Engineering(S),
Railway Board. 16.11.94

(180)

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

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated -3-95.

No.95/CEDO/SR/10.

The Director General/Elect.
RDSO,
Lucknow-226011.

Sub:- Condonation of infringements of WCAM2 types of AC/DC locos with Pantograph in locked down condition.

With reference to your application No.CT/DEL/Co-Co/AC/DC dated 23-2-95 sent through Chief Commissioner of Railway Safety Lucknow and letter No.EL/3.1.28 dated 6.3.95, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements of item 12 Chapter-IV(C of BG Schedule of Dimensions (1973) involved during movement of WCAM2 types of Electric Locomotives as shown in the detailed Annexure and in RDSO's Drawing No.SKEL 4334 accompanying your application referred to above.

(VED PARKASH)
Executive Director Civil Engineering(G
Railway Board.

No.95/CEDO/SR/10. New Delhi, Dated -3-95.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.17011/1/94-RS. dated 24-2-1995.

(VED PARKASH)
for Secretary Railway Board.

No.95/CEDO/SR/10.

181

S.No.1 RECEIPT.

The P.U.C. is an application from Director General/Elect. RDSO, Lucknow to obtain the sanction of Ministry of Railways for the condonation of infringements to item 12 of Chapter-IV(C) of B.G.Schedule of Dimensions (1973) involved in the WCAM2 types of AC/DC locos with Pantograph in locked down condition as shown in RDSO's Drawing No.DDO-16 which is enclosed with the application. In the case of WCAM2 types of Electric Locomotives the infringements are shown in Drg.No. SKEL-4334.

The locomotive profile with Pantograph in Locked down condition infringes the Maximum Moving Dimensions of 1929 profiles for movement on non-electrified sections. The Maximum height with Pantograph is in Locked down condition is 4230 mm which is within 'X' Class engine profile. Earlier the maximum height of 4235 mm with Pantograph in locked down condition in the case of WAG6B and WAG6C locomotives had been condoned by Rly.Board's letter No.88/CEDO/SR/7 dated 19-2-1988(a copy is placed at S.No.1/8). FOR WCAM1 Class AC/DC Locomotive the condonation of infringement was conveyed vide Board's letter No.75/WDO/SR/7 dated 28.5.75 (c copy is placed at S.No.1/7). The application has been duly forwarded by CCRS and he has condoned this infringement involved during movement of WCAM2 types of Electric Locomotives as shown in RDSO's Drawing No.SKEL-4334 as well in the detail Annexure shown at S.No.1/4.

In view of the position explained above, Ministry of Railways sanction for the condonation of infringement may be conveyed as per draft put up for approval please.

EDCE(G)

EDME(Coaching)

Adviser (Electrical)

ED(Safety)

CEDO

14 - 3 - 1995.

(182)

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

No.95/CEDO/SR/9. रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 14-3-1995.

The Chief Mechanical Engineer,
Konkan Railway Corporation Ltd.,
Belapur Bhawan, Plot No.6,
Sector-II,
New Bombay-400614.

Sub:- Running of special purpose gang cars for track maintenance on Konkan Railway.

With reference to your application No.KR/CO/M/23 dated 13-2-95 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of special purpose gang cars for track maintenance to KRC's Drawing No.KR/CO/M-016 having an axle load of 10t at a maximum speed of 40 Kmph on Thokur-Udipi section of Konkan Railway.

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. It is further subject to the observance of all other conditions/stipulations made in your Joint Safety Certificate, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The sanction is purely temporary and is valid for a period upto 30th June, 1995.

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.95/CEDO/SR/9. New Delhi, Dated 14-3-1995.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.15011/1/94-RS.VII dated 23-2-95.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.K.16014/1/95-KRC dated 20-2-95.

3) The Director General, RDSO, Lucknow-226011, with reference to his letter No.SD.TRD.11 dated 15-4-94.

(VED PARKASH)
for Secretary Railway Board.

183
S No 2

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

No.95/CEDO/SR/8. रेल भवन, नई दिल्ली-110001, दिनांक 8-2-1995.
Rail Bhavan, New Delhi-110001, dated 19

The Director General/Track,
RDSO,
Lucknow - 226 011.

Sub: Condonation of infringements to BG Schedule of dimensions for modified BOM wagon.

.....

With reference to your application No.CT/DG/LW/BOM dated 20.12.94/2.1.95 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements to item 13(b) Chapter IV(A) and profile for maximum moving dimensions of 1929 as shown in Diagram No.1A & others of BG Schedule of Dimensions(1973)involved in the design of modified BOM wagon as per Drg.No.WC-93045-S-00 and as detailed in Annexure-I accompanying your application referred to above.

The sanction is subject to the condition that suitable speed restrictions shall be imposed by the Railways at such of the locations which are not yet clear for movement of 'X' class engines.

7/2/95
(VED PARKASH)
Executive Director Civil Engg. (G),
Railway Board.

No.95/CEDO/SR/8. New Delhi, dated 8-2-1995.

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.C.17013/1/93-RS dated 25.1.95.

(VED PARKASH)
for Secretary Railway Board.

(184)
S.No. 2

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

No.95/CEDO/SR/7. रेल भवन, नई दिल्ली-110001, दिनांक 2.2.1995.
Rail Bhavan, New Delhi-110001, dated 19

The General Manager, (Works)
Southern Railway,
Madras - 3.

Sub: Running of Points & Crossings Tamping machines (BG) UNIMAT 08-275-3S on various BG sections of S.Rly.

Ref: Your application No.W.439/4/27 dated 8.9.94.

.....

Please find enclosed a copy of this office letter No. 92/CEDO/SR/4/0 dated 12.12.94. In terms of this letter once the sanction for running will be issued by Railway Board to any one of the Railways, the other Railways shall approach the concerned CRS direct for issue of the necessary sanction.

In terms of the above quoted application you have applied for sanction for running of points & crossings tamping machine (BG) UNIMAT 08-275-3S. This machine is already running on Western Railway (copy enclosed). It is therefore desired that you should approach the CRS, Southern Circle direct for issue of necessary sanction.

1.2.95.
(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

DA : As above.

(185)

SNO 4

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

No.95/CEDO/SR/6.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 16-2-1995.

The General Manager (W),
Central Railway,
Bombay.

Sub:- Sanction for running of BG Sleeper Handling Crane Model-12-6 supplied by M/s.KERSHAW (USA) on all BG Sections of Central Railway.

SNO 1/2

SNO 3 → With reference to your application No.W.681/Y-61/BR/II/72 dated 6-12-1994 sent through the Chief Commissioner of Railway Safety Lucknow, and letter No.W.681/Y-61/BR/II/95 dated 24-1-1995, the sanction of Ministry of Railways is hereby communicated for running of BG Sleeper Handling Crane Model-12-6 supplied by M/s.KERSHAW (USA) upto a maximum speed of 20 Kmph on its own power in working condition at sectional goods train speed when loaded on standard BFR/BRH wagons for transportation on all BG Sections of your railway.

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. It is further subject to the observance of all other conditions/stipulations made in your Joint Certificate, Track Certificate, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 2(ii) Chapter IV-(A) and Diagram No.1-(A) modified and others of BG Schedule of Dimensions (1973). Since the Profile of the machine is within the 'X' Class Moving Dimensions, suitable speed restrictions shall therefore be imposed by the Railway at such of the locations which are not yet clear for movement of 'X' Class engines.

(VED PARKASH) 15/2/95
Executive Director Civil Engineering(G),
Railway Board.

PTO

S-No. 2

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

(186)

New Delhi, Dated 1 -3-1995.

No.95/CEDO/SR/5.

The General Manager (Engg.),
Central Railway,
Bombay - 400 020.

Sub:- Running/working of Ballast regulator Model 66-4 on all B.G.Sections of Central Railway.

With reference to your application No.W.681/Y-61/BR/II/71 dated 6-12-94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running/working of Ballast Regulator Model 66-4, of M/s.Kershaw (USA) as per RDSO's Sketch No.TM/9415 at a maximum speed of 50 Kmph when running on its own power and at 40 KMPH when running in train formation as a dead vehicle on all BG Sections of Central Railway.

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. It is further subject to the conditions/ stipulations made in the Joint Safety Certificate, RDSO's Speed Certificate and all other certificate accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 2(ii) 19(a) and 21(a) of Chapter IV-A of BG Schedule of Dimensions(1973) involved in the design of the above machine,. Since the Profile of the machine is within 'X' Class moving dimensions, suitable speed restrictions therefore be imposed by Railway at such of the locations which are not yet clear for movement of 'X' Class engines.

(VED PARKASH) 1/3/95
EXECUTIVE DIRECTOR CIVIL ENGINEERING(G)
RAILWAY BOARD

New Delhi, Dated: 1 .3.1995.

No.95/CEDO/SR/5,

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his endorsement No.Q.15011/1/94-RS-III dated 3.1.95.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020, with reference to his letter No. 1007 dated 12/13.12.94.
3. The Director Standards(Track), RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary, Railway Board.

...

(187)

Sr No 4

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

No.95/CEDO/SR/4.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 16-2-1995.

The General Manager(W),
Central Railway,
Bombay.

Sub:- Sanction for running of BG Sleeper Exchanger Model-47-4 supplied by M/s.KERSHAW (USA) on all BG Sections of Central Railway.

Sr No 1/2

Sr No 3

With reference to your application No.W.681/Y-61/BR/II/73 dated 6-12-94 sent through the Chief Commissioner of Railway Safety Lucknow, and letter No.W.681/Y-61/BR/II/94 dated 24-1-1995, the sanction of Ministry of Railways is hereby communicated for running of BG Sleeper Exchanger Model-47-4 supplied by M/s.KERSHAW (USA) upto a maximum speed of 30 Kmph on its own power in working condition at sectional goods train speed when loaded on standard BFR/BRH wagons for transportation on all BG Sections of your railway.

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. It is further subject to the observance of all other conditions/stipula ons made in your Joint Safety Certificate, Track Certificate, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 2(ii) Chapter IV-(A) and Diagram No.1(A) modified and others of BG Schedule of Dimensions (1973). Since the Profile of the machine is within the 'X' Class Moving Dimensions, suitable speed restrictions shall therefore be imposed by the Railway at such of the locations which are not yet clear for movement of 'X' Class engines.

(VED PARKASH) 15/2/95
Executive Director Civil Engineering (G),
Railway Board.

PTO

(188)

S No 2

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

No.95/ CEDO/SR/3.

रेल भवन, नई दिल्ली-110001, तिथि 19 .
Rail Bhavan, New Delhi-110001, dated 13-2-95.

The General Manager (W),
Central Railway,
Bombay

Sub:- Running of M/s.LORAM's Rail Grinding Machine on all the B.G.Sections of Central Railway.

S No 1/2

With reference to your application No.W.681/Y-61/BR/II dated 20/12/94 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of M/s.LORAM's Rail Grinding Machine as per RDSO's sketch No.EDO/T-2150 at a maximum speed of 60 Kmph when running on its own power and at 40 Kmph when running in train formation as dead vehicle or at a sectional goods train speed whichever is less in that section for both type of movements on the entire B.G.Sections of Central Railway.

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. It is further subject to the conditions/ stipulations made in the Joint Safety Certificate, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

Ministry of Railways also condone the infringements to item 2(ii), 15, 19(a), 20(a) and 21(a) Chapter IV-A of B.G.Schedule of Dimensions (1973) involved in the design of the above machine. Since the Profile of the machine is within 'X' Class Moving Dimensions, suitable speed restrictions shall therefore be imposed by the Railway at such of the locations which are not clear for movement of 'X' Class engines.

(VED PARKASH) 10/2/95
Executive Director Civil Engineering (G),
Railway Board.

PTO

9/c

PROPOSED
H. M. LOADING - 1995

Loading for Rebuilding/Construction of Bridges on Heavy Mineral Routes

-:H.M. Loading- 1995:-

Introduction :

In order to meet the future traffic requirements on heavy mineral routes of Indian Railways, Railway Board in April' 94, desired R.D.S.O. to give recommendations in regard to the optimum axle load, track loading density and other parameters for maximising throughput on these routes. The guiding figure mentioned by Railway Board was 25t axle load.

1.1 Accordingly an exercise was carried out and Director General, R.D.S.O. vide his D.O. letter No. CT/RG/7 dated 3-6-94 (Copy at Annexure I) apprised C.R.B. that 26t axle load wagon with pay load carrying capacity of 4900t per train on standard loop length ,with a speed potential of 100 kmph would be a viable proposition .

1.2 Bridges have a normal life of about 100 years or more. Introduction of 25/26t axle load with approx. TLD of 10 t/m, would in any case require rebuilding/strengthening of most of existing bridges. Also there could be a need to further increase the axle load/TLD in future to meet the ever increasing traffic volumes. Keeping in view these facts and also that it is very tedious and difficult to strengthen Bridges under traffic , the matter was reviewed and Director General, R.D.S.O. recommended to Member Engineering vide his D.O. letter

No. CBS/HATL dated 22-7-1994 (Annexure II) that it would be worthwhile to provide some cushion in the bridges, now to be rebuilt for future loading and they should be rebuilt for higher loading of about 30t axle load and a track loading density of the order of 12t/m.

1.3 Railway Board considered the above proposal and accepted 30t axle load and 12 t/m trailing load for Heavy Mineral Routes. This was conveyed by Board vide M.E.'s D.O. letter No. 94/CEDO/SR/8 dated 04-01-1995 (Annexure III). Railway Board desired that R.D.S.O. should separately define the future loading standards in respect of proposed Heavy Mineral loading.

1.4 The matter was, therefore, taken up in RDSO by a Committee of six Directors viz. Director (B&S), director (MP), director (elect.), director (Wagon), director (Track) and director (GE) and various issues involved were deliberated upon. It was however, decided that basic parameters such as moving dimensions, standard loop lengths and signal distances etc. should be maintained at the present level, while evolving the new loading standard. Proposed rolling stock characteristics to determine the loading have been discussed in Para 5 below:

2. Present Loading Standards for Bridges :

The loading standard for bridges was last revised in 1987 and is designated as MBG-87 loading. The salient

features of this loading are as under:-

(a) Locomotive : Coupled operation of either of the following two configurations -

i) 19.5m long CO-CO Loco with 25.0t axle load

ii) 16.0m long CO-CO Loco with 22.5t axle load.

Maximum tractive force per loco = 50 t

Total maximum tractive force = 100 t

Braking force 25% of axle load

(b) Trailing Load :

Track loading density = 8.25 t/m

Braking force for air braked stock = 13.4% of train load

The bridges designed/strengthened to above loading standard can safely carry the present fleet of locomotives and wagons operating on Indian Railways.

3. Heavy Mineral Loading in the Past :

It was in 1926 when standard HM loading was first introduced on Indian Railways alongwith two other lighter loadings. The maximum axle load considered for H.M. loading was 28 Tons and the trailing load was 2.3 Tons/ft(7.67t/m) mm. This loading was, however, abandoned in 1964 as the heavier axle load was purely due to driving wheel load consideration and not for hauling 28t axle load wagons; and diesel locomotives with lighter axle loads became available.

4. The Need of Evolving Heavy Mineral Loading again :

Certain routes on Indian Railways carrying heavy minerals, have become saturated or shall become saturated in near future and one of the options to increase throughput of these routes is to introduce heavier axle load wagons. Literature survey indicates that wagons of 30t or higher axle loads are operating on some heavy haul Railways and as such can be adopted on Indian Railways also.

5. Characteristics of Rolling Stock Proposed for H.M. Loading

5.1 Locomotives

5.1.1 During discussion in R.D.S.O. it has come out that there is a trend world over for designing locomotives with higher axle loads, to improve their adhesion and hence the starting tractive effort. Also introduction of modern technology like AC-AC traction requires the locomtove weight to go up. Some of the examples of higher axle load locomotives are :

i) M/s. General Motors/USA

Diesel Electric Loco Model SD 70M-AC,CO-CO bogies with overall weight of 177t (axle load of 29.5t).

ii) Morrison Knudson/USA

5000 H.P. CO-CO Diesel Locos with overall weight of 180t (axle load of 30 t)

iii) General Electrics shall be producing loco Model Dash 9 with 31t axle load

iv) South African Railways have electric locomotives with

CO-CO bogies and a total weight of 166.3t (axle load = 27.7t)

Keeping in view the above developments , CO-CO locomotives with 30 t axle load should be considered for proposed H.M. loading.

5.1.2 The electric and diesel locomotives presently running on Indian Railways have axle loads varying from 18.8t (WDM2) to 21t (new WDG2) and maximum tractive effort of 46.9t (new three phase ABB loco). It is the considered view that the proposed loco for H.M. loading should have a maixmum tractive effort of 60t. With coupled operation This will give a total maximum tractive effort of 120t. However, this arrangement can haul 7300t of load (which can be accommodated within the standard loop length with a TLD of about 12t/m) at 90kmph on level track. This is too restrictive and, therefore, a maximum tractive effort of 135t has been considered desirable, which can be exerted by 3 locos of present WAG6 series.

5.1.3 The axle spacings and length of the proposed locos of 30t axle load could be taken the same as that of WAG6C for electric and WDG2 for diesel locomotives. The braking force of each locomotive has been considered as 25t.

5.1.4 Thus the locomotives considered for porposed H.M. Loading are existing loco series in multiple operation

or hypothetical 30t axle load locos mentioned above in coupled operation.

5.2 Wagons:

5.2.1 A conceptual design of a gondola type wagon with 30t axle load has been prepared for transportation of Iron ore and other heavy density minerals. The sketch of the wagon is at Annexure IV. This provides a track loading density of 11.81 t/m. However, to cover other eventualities, a TLD of 12t/m has been considered.

5.2.2 The issue of braking force transmitted to bridges by such a wagon has been gone into detail and is as discussed below:-

5.2.2.1 At present the Bridge rules provide a maximum braking force of 13.4% of the wagon weight for the design of bridges. With the increase in the train load the braking force required to stop the train within the existing braking distance would be higher with the conventional braking system .

5.2.2.2 The comparative figures of braking force exerted by different type of braking systems have been estimated to be as follows:-

	Type of brakes	Brake Power	Max. Coeff. of friction (μ)	Braking force
i)	Cast iron brake blocks	64.68%	0.25	16.17%
ii)	Composition brake blocks	53.6%	0.27	14.47%

iii) Disc Brakes 26.03% 0.4 10.41%

5.2.2.3 Disc brakes are too expensive and not yet proven in service for freight stock. The composition brake blocks have propensity to cause thermal cracks. In view of this, it is considered that for the present only cast iron brake blocks can be used. Thus a braking force of 16.2% of wagon weight is to be considered.

6. Evaluation of Forces for Bridge Design with H.M.Loading:

6.1 Summarising the discussion in Para 5 above, following parameters and combinations of rolling stock have been considered for evaluating the maximum vertical and longitudinal loads exerted on the bridges -

A. Locomotives

i) Diesel Locos

a) WDM2 locos presently running, (Axle load 18.8t, TF 30.5 t) in a consist of 4.

b) WDG1 locos under development (axle load 21t, tractive force 38t) in a consist of 3.

c) Proposed WDG1 type locos (axle load 30t, tractive force 60t) in coupled operation.

ii) Electric Locos:

a) WAG6 series locos presently running (axle load 20.5t, tractive force 45t) in a consist of 3.

b) Proposed WAG 6C type locos (axle load 30t , tractive force 60t) in coupled operation.

B. Trailing load:

i) Wagons as per sketch at Annexure IV with axle load 30 t, and B.F. of 16.2% of wagon weight.

ii) U.D.L of 12t/m and B.F of 16.2% of trailing load.

6.2 The equivalent U.D.Ls and longitudinal forces with various combinations of rolling stock as stated above have been worked out for various loaded lengths of bridges and maximum values sorted out. The table containing these enveloping values of loads and various train formations considered are placed at Annexure V. These values are to be used for the design/ checking of bridges for the proposed H.M. Loading.

(197)

ANNEXURE - I

हरि प्रकाश मित्तल
महानिदेशक

H.P. MITAL
DIRECTOR GENERAL

भारत सरकार - रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
मानक नगर, लखनऊ - 226 011
टेलीफोन : 51221

Government of India-Ministry of Railways
RESEARCH DESIGNS & STANDARDS ORGANISATION
Manak Nagar, Lucknow-226 011
Telephone : 51221

D.O.No.CT/RG/7 3.6.1994

Dear Shri Rao,

Sub: Optimized axle load and other parameters for heavy mineral routes

In the Board meeting on 7.4.1994, which I was also asked to attend, a direction was given that we should give our recommendations in regard to the optimum axle load, track loading density and similar parameters to be adopted for maximizing throughput on heavy mineral routes. 25t axle load was mentioned as a guiding figure. Subsequently we received directions on the subject vide Adv/CE's D.O. letter No. 94/CEDO/SR/8 dt 19.4.1994 and EDME/RSM letter No. 93/M(N)/204/3 dated 22.4.94.

I give, in the following, our recommendations for Board's consideration:

Rails and Sleepers

We find that 60 kg (90 UTS) rails laid on concrete sleepers with density of 1660 numbers/km will be adequate for an axle load of 26t at 100 km/h, for wagon wheel diameter of minimum 840 mm in worn condition. If we exceed this axle load we will have to consider going in for a heavier rail section, which will imply change of sleepers also. This option is, therefore, not recommended and we should restrict the axle load to 26t maximum.

Formation

We find that out of a total length of 5200 track km (see list of heavy mineral route taken into account for this analysis at Annexure I), there are 463 km already identified as having weak formation, on which even with the existing 20.3t axle load a speed of 100 km/h is not permissible. On a rough estimate, approximately Rs. 50

crores need to be spent on these formations, in any case, to bring up the speed capability of 100 km/h. While doing so we can keep the 26t axle load in view and the cost would not increase by any appreciable amount due to this reason. However, for 26t axle load some more stretches may get identified as having weak formation. Information on this is not available and may take a while in compilation by the Zonal Railways. Once a decision is taken by the Board, Zonal Chief Engineers will have to be directed to carry out ballast penetration survey. For the purpose of initial decision making, we may take it that a sum of Rs. 20 crores may need to be spent in addition to the 50 crores mentioned above.

Bridges

In the case of bridges, the track loading density becomes more important than even axle load. If we adopt the 26t axle load, from wagon design consideration, the track loading density would be approximately 10.25 t/m. The bridges existing, at present, cannot be expected to withstand higher than 8.25t/m nor an axle load higher than 22t. Even for these values certain bridges need to be attended to. Therefore, for any higher axle load, even 24 or 25t for that matter, a substantial number of bridges will have to be strengthened or rebuilt. We therefore recommend that 26t may be adopted and an exercise carried out to determine the extent of work involved on bridges. This will also need to be done by Zonal Railways.

Small bridges of less than 6.1 m span may not present much of a problem even if these have to be strengthened, but almost every major bridge will need to be strengthened or rebuilt.

Wagon

It is possible to develop a wagon design on the basis of 26t axle load with carrying capacity of 4900t payload per train on standard route length. The wagon will have a speed potential of 100 km/h.

Braking distance and signalling

With increase in axle load and therefore gross load on given number of wheels, the braking distance goes up because of the limitation of rate of heat dissipation through wheels. For any higher axle load, therefore, braking distance would be more than what it is on the present day 22t axle load wagon. This will be worked out in detail and advised when further detailed work is done. However, it can be foreseen right now that for operating trains with 25 or 26t axle load at 100 km/h, signalling will have to be more or less what we envisage for high speed passenger trains, where braking distance is much higher. Alternatively we may have to go in for disc brakes on wagons

Board may kindly consider this issue further in the light of above recommendations. If an initial decision is taken to go in for parameters suggested above,

detailed work will be carried out. In the course of that work, it would also be necessary to get certain work done by zonal railways on formation and bridges and the exercise may last at least six months.

With regards,

Yours sincerely,

HMunshi

Shri M.K. Rao,
Chairman Railway Board
Rail Bhavan
New Delhi.

Copy to:

1. Shri Ashok Bhatnagar, Member Traffic
2. Shri J. Upadhyay, Member Electrical
3. Shri Raj Kumar, Member Engineering
4. Shri G.K. Khare, Member Staff
5. Shri Hasan Iqbal, Financial Commissioner
6. Shri G.K. Kanchan, Adviser Planning

(200)

ANNEXURE - II

हरि प्रकाश मित्तल
महानिदेशक

H.P. MITAL
DIRECTOR GENERAL

भारत सरकार - रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
मानक नगर, लखनऊ - 226 011
टेलीफोन : 51221

Government of India-Ministry of Railways
RESEARCH DESIGNS & STANDARDS ORGANISATION
Manak Nagar, Lucknow- 226 011
Telephone: 51221

22-7-1994

D.O.No.CBS/HATL

My dear Raj Kumar,

Sub: Re-building of bridges for higher axle-loads and higher TLD on Heavy Mineral Routes.

In my D.O. letter No.CT/RG/7 of 3.6.1994 to CRB, copied to you, I had recommended adoption of an axle-load of 26t and a track loading density of 10.25 t/m for the heavy mineral routes. This recommendation was based on the limitation placed by 60 kg/90 UTS rails which are our current standard. A number of bridges will have to be re-built for this level of track loading density.

2. Wherever complete re-building of bridges is required to be done, a point worth keeping in view would be whether there could be any future need for further increases in axle-load and TLD. Bridges have a life of 100 years or more. Just as we have been able to strengthen many of our bridges to upgrade them from 6.67 to 8.25 t/m TLD, I think it will be worthwhile to provide some cushion in the bridges now to be re-built. It appears quite feasible to develop a new rail section with the same size of foot as the 60 kg rail so that higher axle-loads could be introduced at some future time, using the same sleepers as now available. It has been estimated that an axle-load of at least 30t would then become possible. If such a rail is adopted, we could achieve track loading density of the order of 12 t/m.

3. I understand that a number of bridges are already planned to be re-built on the heavy mineral routes. I suggest that this re-building should be done to meet the future loading densities mentioned above.

4. If you agree to this suggestion, you may instruct the concerned Railways to plan re-building of the bridges accordingly. I will have design work in RDSO re-scheduled and re-prioritised in case there are any specific requirements of designs from the concerned railways in this connection.

With best wishes,

Yours sincerely,

HPMittal

o/c.

Shri Raj Kumar,
Member Engineering,
Railway Board,
Rail Bhavan, New Delhi

Copy to
Shri Ashok Bhatnagar,
Chairman Railway Board,
Rail Bhavan, New Delhi.

(201)

ANNEXURE - III

राज कुमार
RAJ KUMAR

इंजीनियरिंग सदस्य, रेलवे बोर्ड और पदेन सचिव
भारत सरकार,
रेल मंत्रालय
MEMBER ENGINEERING, RAILWAY BOARD
&
EX-OFFICIO SECRETARY,
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

D.O. No. 94/CEDO/SR/8

New Delhi, dt. 04.1.95

My dear Mital,

Sub: Rebuilding of bridges for higher axle-loads and higher TLD on Heavy Mineral Routes.

Ref: Your D.O. No. CBS/HATL dt. 22.7.94.

—

Board after considering your proposal, for 30 t axle load and 12 t/m trailing load as a future standard for heavy mineral loading, has decided to accept it. RDSO should, therefore separately define the future loading standards in respect of Heavy Mineral (H.M.) Loading accordingly.

It is proposed that this heavy mineral loading standard be adopted only for the golden quadrilateral and its diagonals and also the heavy mineral routes where minerals are going to be transported in close circuit or almost closed circuit movement. Details of these routes would be intimated to all concerned separately.

With best wishes,

Yours sincerely,

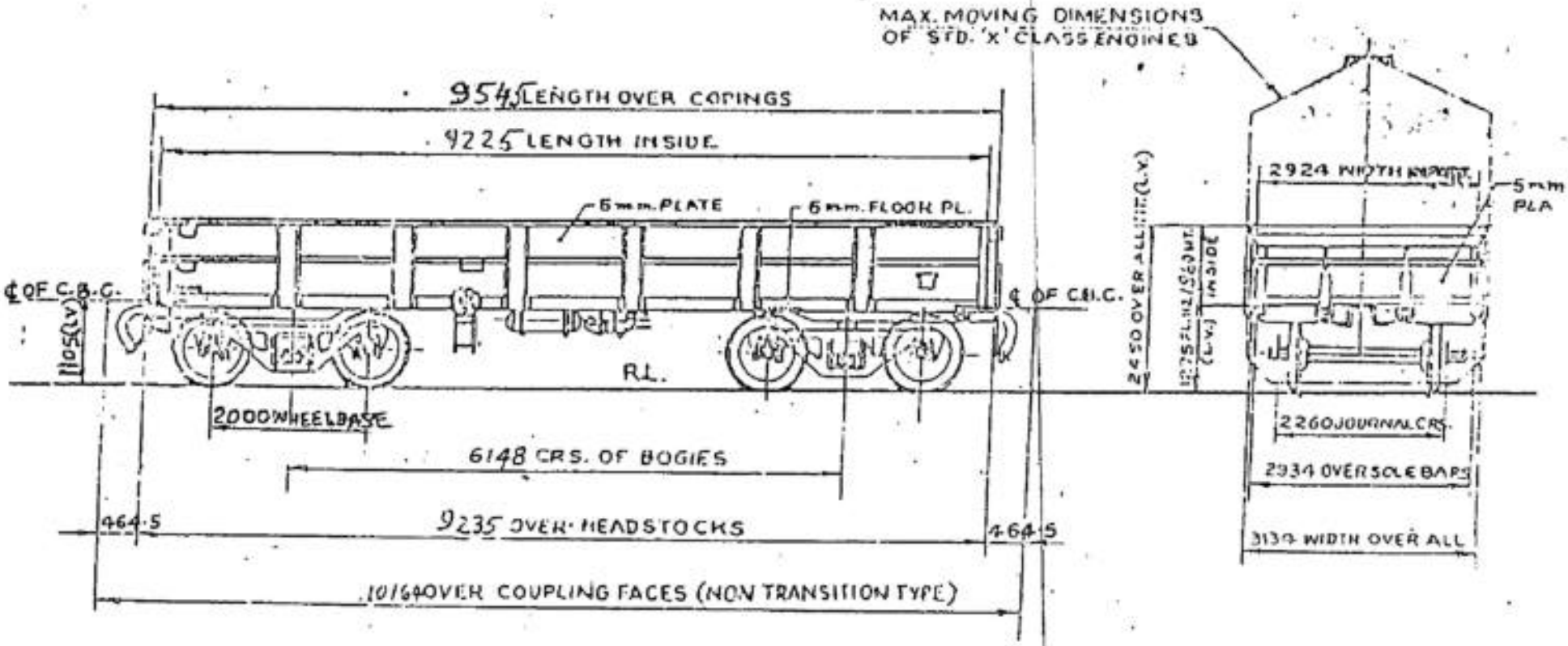
2.1.95

(RAJ KUMAR)

Shri H.P. Mital,
Director General,
R.D.S.O.
Manak Nagar,
Lucknow.

ANNEXURE-IV

SKETCH - GONDOLA WAGON FOR IRON ORE



Axle load - 30 t	Tare 25.8 t	C.G. (Empty)	0.972 m
Track loading density 11·81t/m	Pay load 94.2 t	C.G. (Loaded)	1.936 m

ANNEXURE V

HEAVY MINERAL LOADING STANDARD 1995

Loaded length m	Total load for B.M. (t)	Total load for Shear (t)	Long. load T.E. (t)	Long. load B.F. (t)
1.0	60.0	60.0	10.0	6.3
1.5	60.0	60.0	10.0	6.3
2.0	60.0	63.0	20.0	12.5
2.5	60.0	74.4	20.0	12.5
3.0	60.0	82.0	20.0	12.5
3.5	63.7	87.4	25.0	16.9
4.0	69.8	94.5	30.0	18.8
4.5	78.7	104.0	30.0	18.8
5.0	88.8	111.6	30.0	18.8
5.5	97.1	117.8	30.0	18.8
6.0	104.0	123.0	30.0	19.5
6.5	109.9	129.5	33.3	22.5
7.0	114.9	137.4	33.3	22.5
7.5	119.2	144.2	33.3	22.5
8.0	124.1	150.2	41.7	28.1
8.5	130.7	155.5	41.7	28.1
9.0	136.6	160.2	41.7	28.1
9.5	141.9	164.4	41.7	28.1
10.0	146.7	168.2	50.0	33.8
11.0	161.6	180.3	50.0	33.8
12.0	168.2	189.3	50.0	33.8
13.0	177.4	201.7	60.0	33.8
14.0	186.2	213.0	60.0	37.5
15.0	197.0	226.2	60.0	37.5
16.0	211.0	238.3	60.0	39.4

HEAVY MINERAL LOADING STANDARD 1995

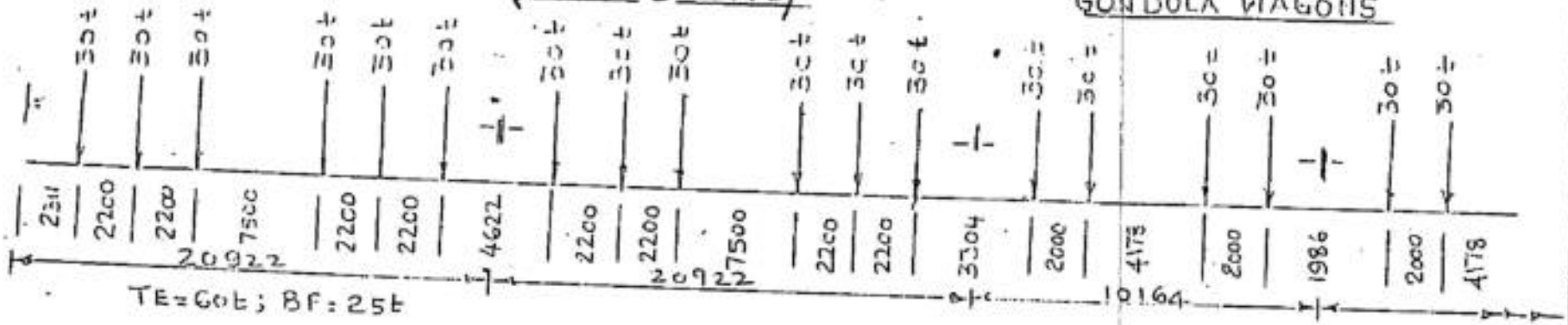
Loaded Length m	Total Load for B.M. (t)	Shear (t)	Long. load T.E. (t)	B.F. (t)
17.0	223.3	252.0	60.0	39.4
18.0	237.6	264.7	66.7	45.0
19.0	250.4	276.0	66.7	45.0
20.0	261.8	286.2	75.0	50.6
21.0	272.2	297.4	75.0	50.8
22.0	281.7	308.4	80.0	52.0
23.0	292.9	320.2	90.0	53.1
24.0	303.2	331.9	90.0	56.3
25.0	314.1	344.2	90.0	56.3
26.0	325.2	356.4	90.0	56.4
27.0	335.8	369.2	90.0	58.3
28.0	347.4	381.7	91.7	61.9
29.0	358.2	393.3	100.0	67.5
30.0	369.9	404.2	100.0	67.5
32.0	392.1	426.8	110.0	69.2
34.0	414.9	450.2	120.0	75.0
36.0	438.2	474.4	120.0	75.0
38.0	461.6	499.2	120.0	78.2
40.0	485.0	522.3	120.0	83.2
42.0	507.6	545.0	120.0	84.6
44.0	528.2	568.5	120.0	88.5
46.0	552.0	592.5	120.0	92.8
48.0	576.0	617.0	120.0	97.7
50.0	600.0	640.3	120.0	102.6
55.0	660.0	698.3	127.5	111.8

HEAVY MINERAL LOADING STANDARD 1995

Loaded length m	Total load for		Long. load	
	B. M. (t)	Shear (t)	T. E. (t)	B. F. (t)
60.0	720.0	758.3	135.0	120.2
65.0	780.0	816.4	135.0	131.2
70.0	840.0	876.4	135.0	139.8
75.0	900.0	934.5	135.0	148.8
80.0	960.0	994.4	135.00	158.6
85.0	1020.0	1052.6	135.0	168.3
90.0	1080.0	1112.4	135.0	178.0
95.0	1140.0	1170.9	135.0	187.8
100.0	1200.0	1236.8	135.0	197.5
105.0	1260.0	1290.7	135.0	207.3
110.0	1320.0	1350.7	135.0	217.0
115.0	1380.0	1410.6	135.0	226.6
120.0	1440.0	1470.6	135.0	236.4
125.0	1500.0	1530.5	135.0	296.1
130.0	1500.00	1590.5	135.0	255.9

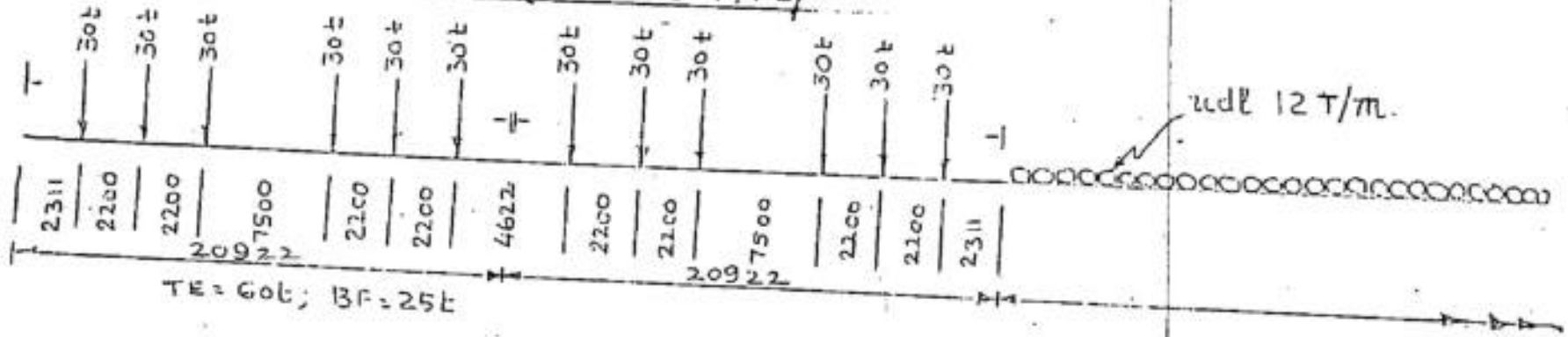
2. Proposed Electric Locos (WAG 6c Type)

GONDOLA WAGONS

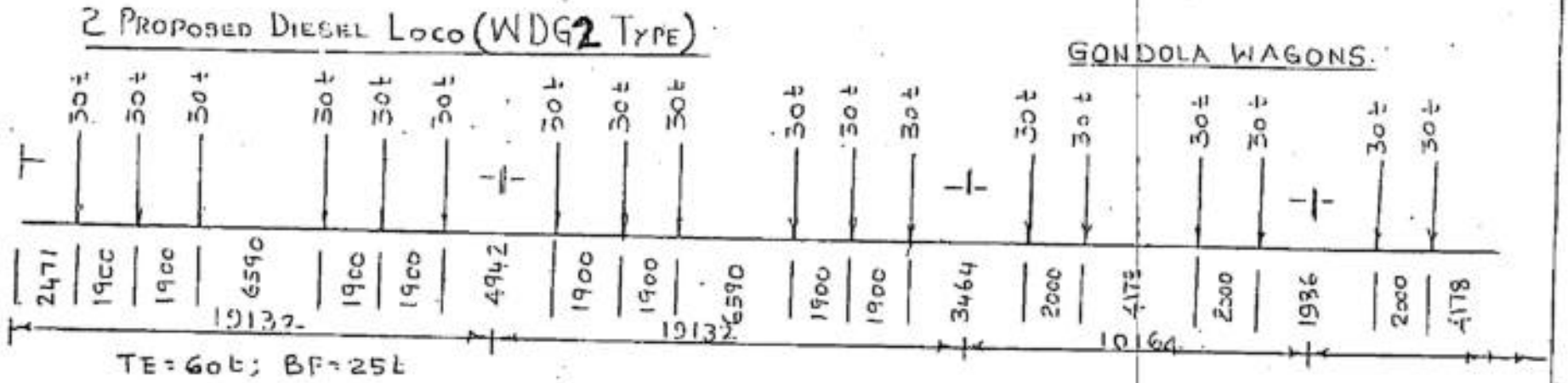


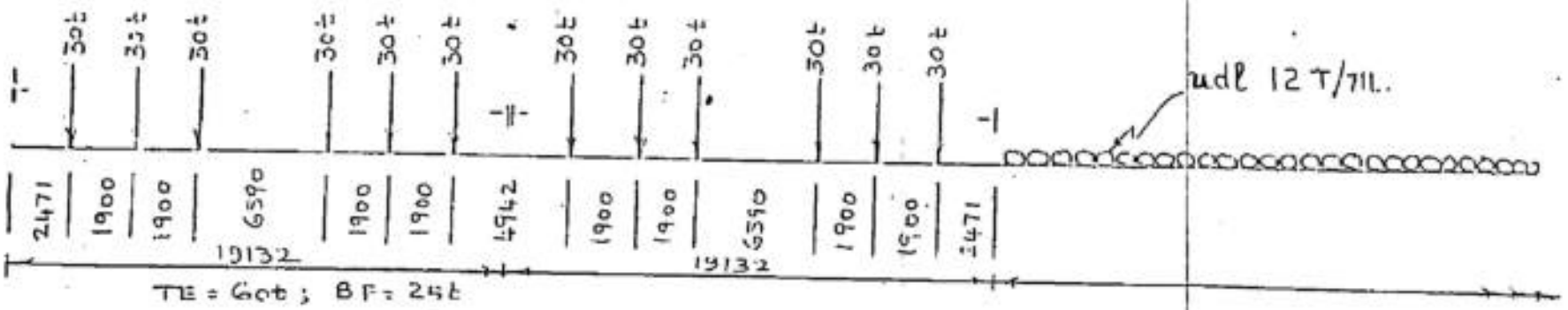
TE = 60t; BF = 25t

2. Proposed Electric Locos (WAG 6c Type)



TE = 60t; BF = 25t


2 PROPOSED DIESEL LOCO (WDG2 TYPE)
GONDOLA WAGONS.
30t
2471
1900
1900
6590
1900
1900
4942
1900
1900
6590
1900
1900
3464
2000
4178
2300
1936
2000
4178
19132
19132
19164
TE = 60t; BP = 25t


2 PROPOSED DIESEL LOCO (WDG2 TYPE)
udl 12 T/mL.
30t
2471
1900
1900
6590
1900
1900
4942
1900
1900
6590
1900
1900
2471
19132
19132
TE = 60t; BP = 25t

GONDOLA (30t) + 3 WAG 6A + GONDOLA (30t) WAGONS

1986 — 30t — 2000 — 30t — 4178 — 30t — 2000 — 30t — 3734 — 20·5t — 2700 — 20·5t — 3500 — 20·5t — 2700 — 20·5t — 3500 — 20·5t — 2700 — 20·5t — 5482 — 20·5t — 2700 — 20·5t — 3500 — 20·5t — 2700 — 20·5t — 3500 — 20·5t — 2700 — 20·5t — 5482 — 20·5t — 2700 — 20·5t — 3500 — 20·5t — 2700 — 20·5t — 3500 — 20·5t — 2700 — 20·5t — 3734 — 30t — 2000 — 30t — 4178 — 30t — 2000 — 30t — 1986

GONDOLA (30t) + 3 WAG 6B + GONDOLA (30t) WAGONS

1986 — 30t — 2000 — 30t — 4178 — 30t — 2000 — 30t — 3404 — 20·5t — 2800 — 20·5t — 3850 — 20·5t — 2800 — 20·5t — 3850 — 20·5t — 2800 — 20·5t — 4822 — 20·5t — 2800 — 20·5t — 3850 — 20·5t — 2800 — 20·5t — 3850 — 20·5t — 2800 — 20·5t — 4822 — 20·5t — 2800 — 20·5t — 3850 — 20·5t — 2800 — 20·5t — 3850 — 20·5t — 2800 — 20·5t — 3404 — 30t — 2000 — 30t — 4178 — 30t — 2000 — 30t — 1986

GONDOLA (30t) + 3 WAG 6C + GONDOLA (30t) WAGONS

1986 — 30t — 2000 — 30t — 4178 — 30t — 2000 — 30t — 3304 — 20·5t — 2200 — 20·5t — 2200 — 20·5t — 7500 — 20·5t — 2200 — 20·5t — 2200 — 20·5t — 4622 — 20·5t — 2200 — 20·5t — 2200 — 20·5t — 7500 — 20·5t — 2200 — 20·5t — 2200 — 20·5t — 4622 — 20·5t — 2200 — 20·5t — 2200 — 20·5t — 7500 — 20·5t — 2200 — 20·5t — 2200 — 20·5t — 3304 — 30t — 2000 — 30t — 4178 — 30t — 2000 — 30t — 1986

Sheet 7 ANNEXURE V

Sheet 8 ANNEXURE V

Sheet 9 ANNEXURE V

Sheet 10 ANNEXURE V

PROPOSED TRAIN FORMATION FOR 30 T AXLE LOAD WAGON FOR HEAVY MINERAL ROUTES.

3 WAG 6 A LOCOS

2741	20-5t.
2700	20-5t.
3500	20-5t.
2700	20-5t.
3500	20-5t.
2700	20-5t.
5482	20-5t.
2700	20-5t.
3500	20-5t.
2700	20-5t.
3500	20-5t.
2700	20-5t.
5482	20-5t.
2700	20-5t.
3500	20-5t.
2700	20-5t.
3500	20-5t.
2700	20-5t.
3734	30t.
2000	30t.
4178	30t.
2000	30t.
1986	30t.
2000	30t.
4178	30t.
2000	30t.
1986	

GONDOLA WAGONS

3 WAG 6 B LOCOS

2411	20-5t.
2800	20-5t.
3850	20-5t.
2800	20-5t.
3850	20-5t.
2800	20-5t.
4822	20-5t.
2800	20-5t.
3850	20-5t.
2800	20-5t.
3850	20-5t.
2800	20-5t.
4822	20-5t.
2800	20-5t.
3850	20-5t.
2800	20-5t.
3850	20-5t.
2800	20-5t.
3404	30t.
2000	30t.
4178	30t.
2000	30t.
1986	30t.
2000	30t.
4178	30t.
2000	30t.
1986	

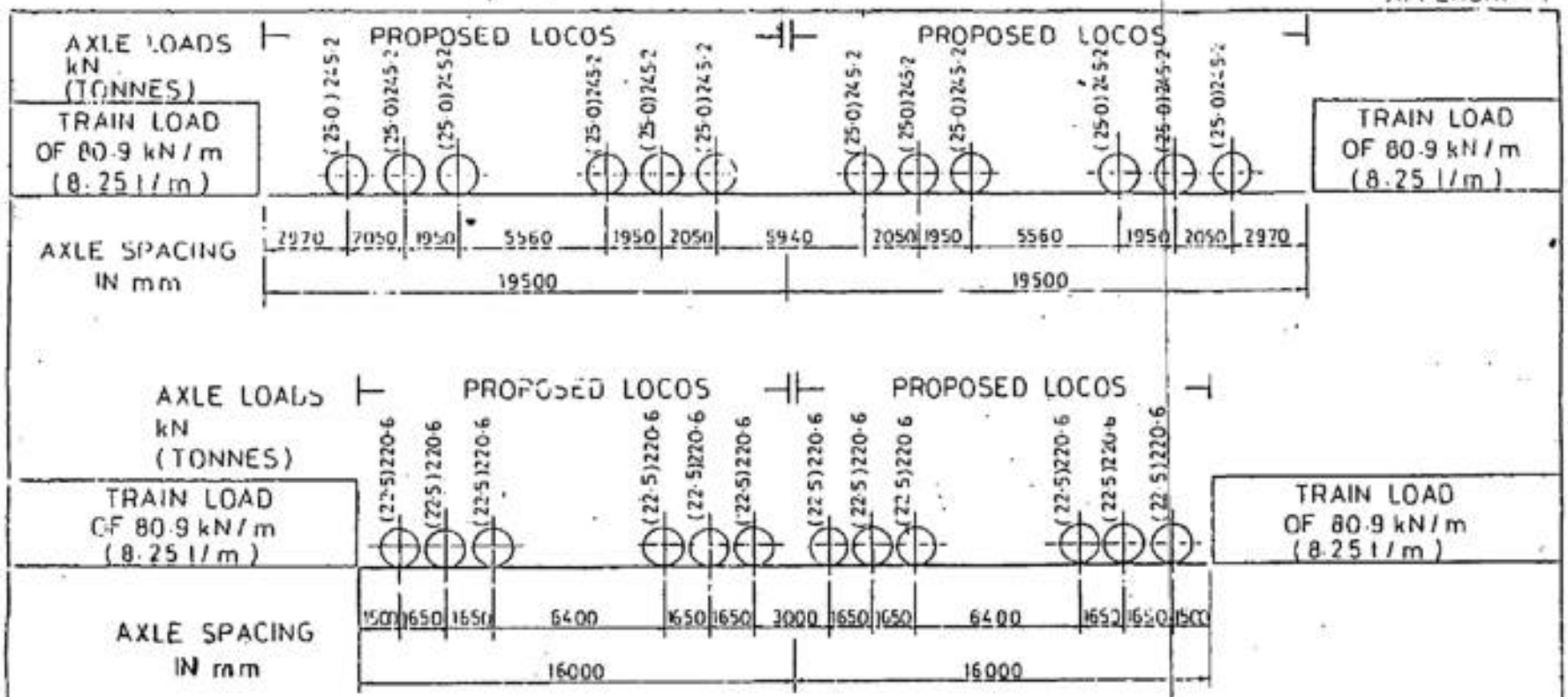
GONDOLA WAGONS

3 WAG 6 C LOCOS

2311	20-5t
2200	20-5t
2200	20-5t.
7500	20-5t.
2200	20-5t.
2200	20-5t.
4622	20-5t.
2200	20-5t.
2208	20-5t.
7500	20-5t.
2200	20-5t.
2200	20-5t.
4622	20-5t.
2200	20-5t.
2200	20-5t.
7500	20-5t.
2200	20-5t.
2200	20-5t.
3304	30t.
2000	30t.
4178	30t.
2000	30t.
1986	30t.
2000	30t.
4178	30t.
2000	30t.
1986	

GONDOLA WAGONS

APPENDIX - I



LONGITUDINAL FORCES

TRACTIVE EFFORT PER LOCO ..... 490.3 kN (50.0 TONNES)

BRAKING FORCE PER LOCO AXLE ..... 25% OF AXLE LOAD

BRAKING FORCE OF TRAIN LOAD..... 13.4% OF TRAIN LOAD $\frac{\text{Alc 2.1}}{19.1.93}$

MODIFIED B. G. LOADING - 1987

CBS - 2347

(16) (A) 205

भारत सरकार–रेल मंत्रालय
Government of India–Ministry of Railways

अनुसंधान अभिकल्प और मानक संगठन

A.K. Harit
Executive Director(B&S)

RESEARCH DESIGNS & STANDARDS ORGANISATION
मानक नगर, लखनऊ 226011
Manak Nagar, Lucknow-226011

टेलीफोन
Telephones] 50567 & 50017
450398

D.O.No. CBS/HM/94 Dated 8.10.1996

Dear Shri Arvind Kumar,

Sub: Heavy Mineral Loading - 1995.

Ref: i) DG/RDSO's d.o. of even number dated 3/4.8.1995.

Put up cam. → ii) Your d.o.number 94/CEDO/SR/8 dated 17.8.95 addressed to DG/RDSO.

iii) DG/RDSO's d.o.letter of even number dated 21.12.95 addressed to you.

CEDO 14/10

...

Vide reference no.(i) above, the details of Heavy Mineral Loading standards were sent to Railway Board for approval. The queries raised vide your d.o. letter at reference (ii) above, were replied by DG/RDSO vide reference (iii) above.

Mr Verma 15/10/96 CEE 14/10

2. It will be worthwhile to mention that we have received consultant's design for bridge from S.E.Railway for proof checking to H.M. Loading - 1995 in connection with Banspani-Keonghar-Daitari new B.G. rail-link. The proof-checking is being done conforming to the proposed H.M. Loading - 1995.

3. Kindly arrange to convey the Railway Board's approval to the proposed H.M. Loading standards at the earliest.

380 15/10/96

With regards,

Yours sincerely,

(A.K. HARIT) 8-10-96

Encl: Nil

Shri Arvind Kumar,
Exec.Director Civil Engg.(B&S),
Railway Board, Rail Bhavan,
New Delhi - 110 001.

(206)

2/1

No.95/CEDO/SR/3. New Delhi, Dated /3 -2-95.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. Q.15011/1/94-RS. dated 3-1-95.

2) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.1046 dated 22-12-94.

3) The Director Standards (Track), R.D.S.O., Alambagh, Lucknow-226011.



(VED PARKASH)
for Secretary Railway Board.

प्रमोद चन्द्र वर्मा
महानिदेशक
P.C. VERMA
Director General

भारत सरकार रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
मानक नगर, लखनऊ 226011
टेलीफोन 451221
Government of India- Ministry of Railways
RESEARCH DESIGNS & STANDARDS ORGANISATION
Manak Nagar, Lucknow 226011
Telephone 451221

(207)

(27)

Section Diary No.

D.O.No. CBS/HM-94

3.8.1995

Dear Shri Raj Kumar,

Sub: Rebuilding of bridges for higher axle loads and higher TLD on Heavy Mineral routes

Ref: Your D.O. letter No. 94/CEDO/SR/8 dt 4.1.95 to Shri H.P.Mital, the then DG

As desired, an exercise has been carried out by a team of Directors for evolving future Heavy Mineral loading standards for design of bridges on heavy mineral routes.

2. As indicated in your D.O. letter, this loading standard is to be adopted for golden quadrilateral, its diagonals and other heavy mineral routes to be identified by the Railway Board.

3. The salient features of the proposed heavy mineral loading are as under:

i)	Maximum axle load of locomotive	- 30t
ii)	Maximum tractive force of locomotive	- 60t
iii)	Maximum axle load of wagon	- 30t
iv)	Track loading density of trailing load	- 12t/m

4. The axle spacings and overall length of the locos have been kept the same as that of WAG6C and WDG2 for electric and diesel locomotives respectively, as these configurations are likely to cause the worst effect on bridges. As for the wagons, a conceptional design for transportation of iron ore and other heavy minerals has been prepared and the same has been considered in the proposed Heavy Mineral Loading.

5. A total tractive force of 135t has been considered for the train so as to allow triple heading of the present WAG6 series locos also. This may be required in situations where double heading of 30t axle load locomotives exerting a tractive force of 120t may fall short of requirement.

6. As regards braking force of wagons, which becomes the governing factor in long span bridges, the present provision in Bridge Rules allows 13.4% of axle load. However, for the

proposed HM loading, the brake power required would be more and as such a braking force of 16.2% of the axle load of wagon has been considered.

7 The enveloping values of the vertical and longitudinal forces exerted by various combinations of locomotives and trailing loads as required for the design of bridges have been worked out for various loaded lengths. A report containing the details of proposed HM loading is enclosed.

8. Board may consider this loading and approve so that further action for formulation of guidelines for building of new bridges on the above routes may be taken.

With regards,

Yours sincerely,

DA: Report

(P.C. Verma)

Shri Raj Kumar,
Member Engineering,
Railway Board,
New Delhi.

Copy to:

Shri G.K. Khare,
Chairman,
Railway Board,
New Delhi.

Shri Masihuzzaman,
Member Mechanical,
Railway Board,
New Delhi.

Shri V. Santhanam,
Member Electrical,
Railway Board,
New Delhi

(209)

G/F-file

Arvind Kumar,
Exe. Director,
Civil Engg.(B&S).

D.O.NO. 94/CEDO/SR|B New Delhi, Dt: 17-08-95.

Dear Shri Verma,

Sub: Rebuilding of bridges for higher axle loads and higher TLD on Heavy Mineral routes.

...

Ref: Your D.O.No.CBS/IM-94 dated 3.8.95 addressed to the Member Engineering.

...

Kindly clarify as to why tractive force of 135 t has been considered. This has to be related to the total trailing load. With 30t axle load wagons what total trailing load of a train has been envisaged and how it would be operated within the loop lines available. Kindly also indicate what would be its effect on the draw gear?

It is also not clear as to why higher percentage of braking force is required for higher axle loads. Since no change in braking distance and signalling is proposed, there should be no need to change the percentage of braking force envisaged. As you are aware, in the existing trains the braking force is about 8.8%. Therefore, even the provision of 13.4% as braking force for future is high and further increasing to 16.4% needs to be carefully examined. Detailed calculations are required to be submitted for consideration of the Board for clearing the proposal.

A very urgent reply is requested.

With regards,

Yours sincerely,

Akumar

(ARVIND KUMAR)
16/8/95

Shri P.C. Verma,
Director General,
R.D.S.O.,
LUCKNOW.

(210)

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

XXR WIRELESS/POST COPY
ISSUED ON 19.9.1995.

GENERAL MANAGERS ...

CENTRAL RAILWAY, BOMBAY
EASTERN RAILWAY, CALCUTTA
NORTHERN RAILWAY, NEW DELHI
NORTHEASTERN RAILWAY, GORAKHPUR
NORTHEAST FRONTIER RAILWAY, GUWAHATI
SOUTHERN RAILWAY, MADRAS
SOUTH CENTRAL RAILWAY, SECUNDERABAD
SOUTH EASTERN RAILWAY, CALCUTTA
WESTERN RAILWAY, BOMBAY.

NO.TCR/1394/93/11(.) REFERENCE BOARD'S MESSAGE OF EVEN NUMBER DATED 14.9.1995 COMMUNICATING CENTRAL GOVERNMENT'S SANCTION FOR LOADING OF BOX WAGONS TO THE EXTENT OF CC+3 METRIC TONNES TILL 31.12.1995(.) IN SUPERSESSION TO THE REFERENCE MESSAGE, AN EXTENSION OF SIX MONTHS TILL 31.3.1996 TO THE SANCTION DATED 28.3.1995 IS HEREBY ACCORDED(.) IN RESPECT OF CHEMICAL MANURES MINIMUM WEIGHT CONDITION WILL CONTINUE TO BE CHARGED AS PER PROVISIONS LAID DOWN IN GOODS TARIFF NO.42 (PART I, VOL.II)(.) GRAINS AND PULSES WILL HOWEVER CONTINUE TO BE CHARGED AT CC+2 TONNES REPEAT CARRYING CAPACITY PLUS TWO TONNES ONLY(.) THESE ORDERS HAVE THE SANCTION OF THE CENTRAL GOVT.(.) ISSUE INSTRUCTIONS TO ALL CONCERNED IMMEDIATELY AND ACKNOWLEDGE(.)

SHARMA/RAILWAYS(.)

Copy by post in confirmation.

*By spl. Messenger

kksharma

(K.K.Sharma)
Jt.Director, Traffic Comml.(R)-I
Railway Board.

NO.TCR/1394/93/11 New Delhi, dated 19.9.1995.

Copy forwarded for information and necessary action to:-

1. DAI/Railway with 36 spares.
2. All Port Trust Railways.

kksharma

(K.K.Sharma)
Jt.Director, Traffic Comml.(R)-I
Railway Board.

ADEQ ain
11/10/95
EDC&G

Copy to:- PSs/MT, MM, ME.
Adv/TT, Adv/Mech., Adv/CE.
EDTT/M, EDTT/C, EDME/RS, EDCE/G, EDTM, ED/S&E.
DTT/F, DTT/S, JDTC/Claims, JDTC(M&S), JD/Stat-CA.
TC/M&S, TC-I, TC-III, TC-IV, TC/CR, Stat/CA, Stat-I, Stat-II, Accounts (Insp.) branches of Railway Board.

(211)

A statement showing the number of Major Bridges, Minor Bridges and Bridges with waterways on Indian Railways as on 31st March, 1995 has been compiled and is placed below at F/A. The compilation has been done on the basis of information received from the railways (serial number shown in the margin). All the Railways have included the ROBs and RUBs in the position of Major and Minor Bridges.

The information has been collected for the Draft para on "Major and Minor Bridges" to be prepared by CE-I Branch for printing in the Board's Annual Report for the year 1994-95. Before the statement is sent to CE-I Branch for necessary action on at their end EDCE(B&S) and Adviser(CE) may kindly see and approve the same. The comparative position of Bridges as on 31.3.95 vis-a-vis those printed in the year book as on 31.3.94 are tabulated below:-

Rly.	S.No.	Railways	Major Bridges (Incl.ROBs & RUBs)		Minor Bridges (incl.ROBs&RUBs)		Total number of Major & Minor @ Bridges(incl. ROBs & RUBs)	
			*31.3.94	31.3.95	*31.3.94	31.3.95	*31.3.94	31.3.95
C	23	Central	1339	1357	13125	13154	14464	14511
E	26	Eastern	838	838	7548	7541	8386	8379
N	15	Northern	1150	1157	15270	15270	16420	16427
NE	25	N. E.	717	707	5246	5057	5963	5764
NF	16	N. F.	1026	1026	4778	4779	5804	5805
S	12	Southern	1265	1277	17331	17443	18596	18720
SC	28	S. C.	1257	1266	13413	13501	14670	14767
SE	17	S.E.	1485	1496	17479	17621	18964	19117
W	18	Western	1185	1199	13069	13180	14254	14379
		Total	10262	10323	107259	107546	117521	117869

@ Reason for increase/decrease: Please see the respective serial number of the Railway shown in the margin.

* As furnished last year for printing.

From a cpmparison of the above figures with the previous year figures, it may be seen that there is an increase of 61 Major Bridges and increase of 287 Minor Bridges as on 31st March, 1995 compared to 31st March, 1994. The reason for increase/decrease may be seen in the respective replies received from the Railways at serial numbers shown in the margin.

After the figures as on 31st March, 1995 are approved by EDCE(B&S) and Adviser(CE), CE-I Branch may please remove a co of the statement placed at F/A for necessary action at their end.

1/11/95

EDCE(B&S) 1/11

Adviser(CE) R P Jain 1.11.95

CE-I/ Copy of the statement removed in C.E.-I. D.O./C.E.-I 27/F1

CEDO

1726/1/11

(212)

S.No. 52

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 19

Issue fair please
29/6/94

No.93/CEDO/SR/17. Dated: 29-06-1994.

The General Manager(Engg.),
North Eastern Railway,
Gorakhpur.

Sub : Introduction of BG EOG AC 3-tier sleeper coach fitted with all coil ICF bogies.

With reference to your applications No.W/340/SC/BG/EOG/AC3/4A dated 01.06.1994 and 16.06.1994 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for introduction of BG EOG AC 3-tier sleeper coach manufactured to RDSO's Drg.No.CSC-1704 and fitted with 16.25 t axle all coil bogies to ICF Drg.No. WT AC 3-0-0-301 without lateral shock absorbers and with twin pipe graduated release air-brake system on Katihar-Barauni and Barauni-Garhara B.G. sections of your Railway at a maximum speed of 100 KMPH.

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. It is further subject to observance of all other conditions/stipulations as mentioned in CRS letter Nos. 204/3472 dated 20.06.1994 and 207/3472 dated 22/23.06.1994, Joint Safety Certificate No.512, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

Recd. photocopy of the letter addressed to GM(CEMS) J.JGP only 29/6/94

Ministry of Railways also condone the infringements involved in the running of BG EOG AC 3-tier coach as shown in Form-XI accompanying your application dated 01.06.1994 referred to above subject to the conditions brought out in CRS's letter No.204/3472 dated 20.06.1994.

Copy of this letter dispatched to CSTO/CCG/PED

(VED PRAKASH) 29/6
Executive Director Civil Engineering(G)
Railway Board

No.93/CEDO/SR/17. New Delhi, dated: 29-06-1994.

Copy forwarded for information to:-

Issue fair please 29/6/94

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his endorsements no. Q.11015/1/94-RS dated 26.06.1994 and Q.13011/1/93-RS dated 26.06.1994.
2. The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow with reference to his letter No.204/3472 dated 20.06.1994 and No.207/3472 dated 22/23.06.1994.
3. The Director Standards/Motive Power, RDSO, Lucknow-226 011.

(VED PRAKASH)
for Secretary, Railway Board

(213) G/F

Arvind Kumar,
Exe. Director,
Civil Engg.(B&S).

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

D.O.NO. 94/CEDO/SR/8 New Delhi, Dt: 17-08-95.

Dear Shri Verma,

Sub: Rebuilding of bridges for higher axle loads and higher TLD on Heavy Mineral routes.

...

Ref: Your D.O.No.CBS/III-94 dated 3.8.95 addressed to the Member Engineering.

...

Kindly clarify as to why tractive force of 135 t has been considered. This has to be related to the total trailing load. With 90t axle load wagons what total trailing load of a train has been envisaged and how it would be operated within the loop lines available. Kindly also indicate what would be its effect on the draw gear?

It is also not clear as to why higher percentage of braking force is required for higher axle load. Since no change in braking distance and signalling is proposed, there should be no need to change the percentage of braking force/as envisaged. As you are aware, in the existing trains the braking force is about 8.8%. Therefore, even the provision of 13.4% as braking force for future is high and further increasing to 16.4% needs to be carefully examined. Detailed calculations are required to be submitted for consideration of the Board for clearing the proposal.

A very urgent reply is requested.

With regards,

Yours sincerely,

Kumar
(ARVIND KUMAR)
16/8/95

Shri P.C. Verma,
Director General,
R.D.S.O.,
LUCKNOW.

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

214

G/F

No.95/CED0/SR/9. रेल भवन, नई दिल्ली-110001, तिथि 04-7-1995.
Rail Bhavan, New Delhi-110001, dated 19

The Chief Mechanical Engineer,
Konkan Railway Corporation Ltd.,
Belapur Bhavan, Plot No.6,
Sector-11, CBD Belapur,
New Bombay - 400614.

Sub: Running of Special Purpose Gang Cars for track maintenance on Konkan Rly.

Ref: Your letter No.KR/CO/M/23 dated 21.6.1995.

....

Reference may be made to this office sanction letter of even number dated 14.3.95, wherein Board have issued sanction for running of Special Purpose Gang Cars for a period upto 30.6.95. As the sanction expires on 30.6.95, Ministry of Railways' sanction is hereby extended for running of Special Purpose Gang Cars for a further period of two months i.e. upto 31.8.95 subject to the condition that further extension should be asked through CRS and CCRS. Copy of CRS's letter recommending sanction for a specific period is enclosed.

The conditions/stipulations made in the sanction letter dated 14.3.95 will be unchanged.

3/7/95

(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009.
3. The Director Standards (Motive Power), RDSO, Lucknow - 226 011.

(VED PARKASH)
for Secretary Railway Board.

(215)
S No 3

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

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated

No.94/CEDO/SD/14 Dt.15-4-1994.

The Chief Administrative Officer/Const.,
Northern Railway,
Kashmere Gate,
D E L H I - 6.

Sub :- Dispensation to infringement due to fixed structure on platform at Sirsa, Kalan-wali, Raman, Bhattu & Mandi Adampur on Rewari-Bathinda section in connection with Gauge Conversion of Rewari-Bathinda.

With reference to your two applications bearing No.Misc./W.Spl./W/P dt.23.2.94 & 7.3.94, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to Item 7(i), 7(ii) & 7(iii) Chapter-II of BG Schedule of Dimensions(1973) involved in retention of existing passenger platform shelter at Sirsa and Item 7(ii) & 7(iii) Chapter-II of BG Schedule involved in retention of existing platform shelters at Kalanwali, Raman, Bhattu & Mandi Adampur stations as shown in respective Form-XI and Drawings for these stations accompanying your application referred to above in connection with conversion of Rewari-Bathinda section from MG to BG.

It is however noted that eaves boards of shelters at the above stations which project inside the fixed structure line at a distance of 1600 mm from centre line of track shall be dismantled to remove the infringement to maximum moving dimensions shown in diagram No.2 of BG Schedule.

(VED PRAKASH)
Executive Director Civil Engineering(G)
Railway Board

No.94/CEDO/SD/14 New Delhi, Dated 15-4-1994.

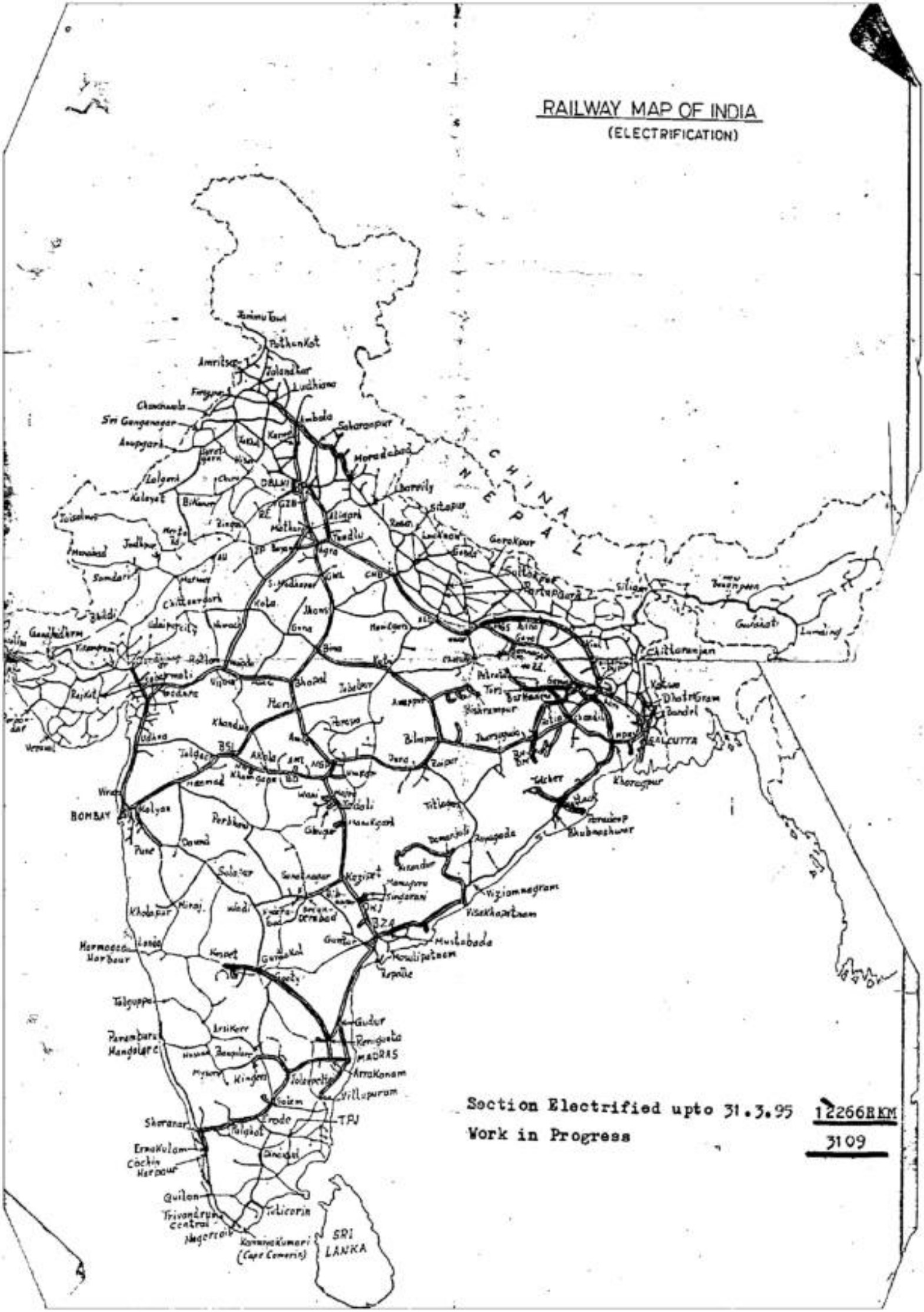
Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001, with ref. to his endorsement No.Q.11014/1/93-RS dated 13.4.94 & No.Q.11014/1/93-RS dt.13.4.94 both the endorsements bearing the same date.
2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri New Delhi-110 021, with ref. to his letters No.1236 dt. 24.2.94 & No.1333 dt.25.3.94.

(VED PRAKASH)
for Secretary, Railway Board.

RAILWAY MAP OF INDIA

(ELECTRIFICATION)


CHINA
NEPAL
SRI LANKA
BOMBAY
MADRAS
CALCUTTA
DELHI
Pathankot
Amritsar
Ludhiana
Ambala
Saharanpur
Moradabad
Bareilly
Sitapur
Lucknow
Gorakpur
Agra
Jhansi
Bina
Kota
Bhopal
Itarsi
Nagpur
Raipur
Bilaspur
Titlagarh
Vizianagram
Visakhapatnam
Bhubaneshwar
Kharagpur
Dhanbad
Asansol
Chittaranjan
Siliguri
Guwahati
Jodhpur
Ajmer
Jaipur
Kota
Ratlam
Vadodara
Surat
Bharuch
Vapi
Kalyan
Pune
Solapur
Wadi
Manmad
Jalgaon
Akola
Khandwa
Itarsi
Gondia
Balharshah
Warangal
Kazipet
Hyderabad
Guntur
Vijayawada
Nellore
Renigunta
Arakkonam
Villupuram
Jolarpettai
Salem
Erode
Coimbatore
Tiruchchirappalli
Tuticorin
Madurai
Dindigul
Palghat
Shoranur
Ernakulam
Cochin Harbour
Quilon
Trivandrum Central
Nagercoil
Kanyakumari (Cape Comorin)
Mangalore
Hubli
Londa
Miraj
Kolhapur
Chalisgaon
Bhusaval
Nasik
Igatpuri
Kalyan
Panvel
Porbandar
Veraval
Rajkot
Jamnagar
Viramgam
Mehsana
Palanpur
Abu Road
Marwar
Phalodi
Jaisalmer
Bikaner
Hisar
Rewari
Gwalior
Jhansi
Lalgarh
Kaliyaganj
Siliguri
Jalpaiguri
Alipurduar
Cooch Behar
Guwahati
Lumding
Tezpur
Dibrugarh
Tinsukia
Jorhat
Haldia
Midnapore
Kharagpur
Tatanagar
Rourkela
Titlagarh
Sambalpur
Jharsuguda
Raipur
Durg
Bilaspur
Katni
Jabalpur
Satna
Allahabad
Mughalsarai
Varanasi
Gorakhpur
Lucknow
Sitapur
Moradabad
Saharanpur
Ambala
Ludhiana
Jalandhar
Amritsar
Pathankot
Jammu Tawi
Firozpur
Ferozepur
Abohar
Sri Ganganagar
Hanumangarh
Suratgarh
Bikaner
Jodhpur
Merta Road
Nagaur
Ajmer
Kishangarh
Phulera
Alwar
Rewari
Rohtak
Jind
Kalka
Chandigarh
Ambala
Yamuna Nagar
Saharanpur
Roorkee
Haridwar
Delhi
Ghaziabad
Tundla
Etawah
Kanpur
Fatehpur
Allahabad
Manikpur
Satna
Katni
Jabalpur
Gondia
Balharshah
Warangal
Kazipet
Secunderabad

No.152-P of 1916
GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

(216)

Dated the 21st of January 1916

NOTIFICATION.

In exercise of the powers conferred by the Notification of the Government of India in the Department of Commerce and Industry No.801 of 24th March 1905, in respect of Section 25(1) of the Indian Railways Act, 1890 (IX of 1890), the Railway Board hereby delegate to the Senior Government Inspectors of Railways, Circles I, II, II A and III to VII, the power under Sections 18 and 19 of the said Act to sanction the opening for the public carriage of passengers of new lines within their respective Circles, subject to the conditions and restrictions recommended by them being observed until such time as they, after further inspection, shall order that they may be relaxed or removed in the interest of the public, any such relaxation or alteration being reported to the Railway Board for information. The Railway Board reserve to themselves the power to confirm or cancel any sanction or order given under the authority hereby delegated, on receipt of the results of inspection.

P.C YOUNG
Sd/-
Offg. Secretary, Railway Board.

****

A copy forwarded to the Senior Government Inspectors of Railways, Circles No.1, II, II A and III to VII.

2. With this general authority given to Senior Government Inspectors it will not be necessary for them to apply, as heretofore, for delegation of powers in each individual case of a new line or a section thereof which may be ready for opening.

3. It is requested that the actual date of opening of a new line or section of a new line may invariably be reported by telegram for the information of the Railway Board.

4. In respect of lines which are under the administrative control of local Governments or Administrations and which were built as railways or to which the Railways Act has been applied it is important that the prior sanction of the local Government or Administration concerned should invariably be obtained before the actual opening of the line is authorised, while in the case of native State lines like those in Mysore State where a special Railways Regulation is in force, the Durbar themselves will have authority to accord sanction to actual opening on receipt by them of the results of inspection.

All cases in which any doubt or difficulty presents itself should be referred to the Railway Board for orders.

By order,
Sd/-
M.R HORN,
Assistant Secretary, Railway

NOTIFICATION NO. 350 OF 1913.

(a) In pursuance of the orders issued in Railway Board's Notification No. 350, dated 26th November, 1913, Government Inspectors of Railways can sanction, under section 16(1) of the Indian Railways Act, 1890 (IX of 1890), the use of locomotive engines, or other motive power, and rolling-stock to be drawn or propelled thereby on new lines of railway within their respective circles, subject to the condition that the said officers shall, in exercise of the said power, act in accordance with the general rules or orders on the subject passed from time to time by the Government of India.

(b) Before according such sanction in any particular case, it should be ascertained that, as required by section 16(2) of the Indian Railways Act, the application of the General Rules by the Administration which will work the line has been previously sanctioned and notified in the Gazette of India. Copies of the notified sanctions to the application of the General Rules on a line are communicated to the Government Inspector of Railways concerned, but in case a copy has not been received prior to receipt of an application under section 16(1) of the Indian Railways Act, inquiry should be made from the Railway Administration concerned as to whether the necessary application under section 16(2) has been made before the Railway Board addressed in the matter.

(c) In the case of a line traversing Indian State territory, the use of locomotive engines and rolling-stock can be sanctioned under the Indian Railways Act only if jurisdiction over the land occupied by a line has been ceded to Government by the Darbar concerned; otherwise sanction should be conveyed by an executive order in which the form customarily used is that there is no objection to the use of, etc. etc.

(d) All cases in which any doubt or difficulty presents itself should be referred to the Railway Board for orders.

No.152-P of 1916
GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

Dated the 21st of January 1916

NOTIFICATION.

In exercise of the powers conferred by the Notification of the Government of India in the Department of Commerce and Industry No.801 of 24th March 1905, in respect of Section 25(1) of the Indian Railways Act, 1890 (IX of 1890), the Railway Board hereby delegate to the Senior Government Inspectors of Railways, Circles I, II, II A and III to VII, the power under Sections 18 and 19 of the said Act to sanction the opening for the public carriage of passengers of new lines within their respective Circles, subject to the conditions and restrictions recommended by them being observed until such time as they, after further inspection, shall order that they may be relaxed or removed in the interest of the public, any such relaxation or alteration being reported to the Railway Board for information. The Railway Board reserve to themselves the power to confirm or cancel any sanction or order given under the authority hereby delegated, on receipt of the results of inspection.

P.C YOUNG
Sd/-
Offg. Secretary, Railway Board.

****

A copy forwarded to the Senior Government Inspectors of Railways, Circles No.1, II, II A and III to VII.

2. With this general authority given to Senior Government Inspectors it will not be necessary for them to apply, as heretofore, for delegation of powers in each individual case of a new line or a section thereof which may be ready for opening.

3. It is requested that the actual date of opening of a new line or section of a new line may invariably be reported by telegram for the information of the Railway Board.

4. In respect of lines which are under the administrative control of local Governments or Administrations and which were built as railways or to which the Railways Act has been applied it is important that the prior sanction of the local Government or Administration concerned should invariably be obtained before the actual opening of the line is authorised, while in the case of native State lines like those in Mysore State where a special Railways Regulation is in force, the Durbar themselves will have authority to accord sanction to actual opening on receipt by them of the results of inspection.

All cases in which any doubt or difficulty presents itself should be referred to the Railway Board for orders.

By order,

-illegible-,

Assistant Secretary, Railway

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MINISTRY OF RAILWAYS
(RAILWAY BOARD)
....

MOST IMMEDIATE
संसद कार्य
PARLIAMENT BUSINESS

220

The Committee on Subordinate Legilsation, Rajya Sabha had enquired of this Ministry on 17.9.1987 whether the Rules made under Sections 27, 47, 56(E), 71 (E) and 84 of the Indian Railways Act have been published in the Official Gazette and laid before each House of Parliament and if not, what are the reasons therefor?

2. Since this query has been made in connection with the Railway Passengers (cancellation of Tickets and refund of Fares) Rules, 1986, this information was called for from some Directorates by the Commercial Directorate vide their Note No. TC-III/2003/87/EC(Pt.) dated 28.10.1987. That Directorate has advised that despite repeated reminders, complete information has not been received by them.

3. As the Committee on Subordinate Legislation has desired that the Chairman, Railway Board should appear before the Committee on 29.12.1988, all Directorates are required to kindly furnish the following information today i.e.26.12.1988 positively. Where no rules were required to be made under the above mentioned sections by any of the Directorates, that Directorate may kindly send the 'NIL' report, or advise on telephone accordingly.

Read at 16.15 hrs

(i) Whether any Rules have been made under Sections 22, 47, 56(E), 71(E) & 84 of the Indian Railways Act.

(ii) If so, whether these Rules have been published in the Gazette of India and laid on the Table of the House (both Lok Sabha and Rajya Sabha) indicating the date on which these Rules were laid.

(iii) Also furnish an up-to-date copy of the Rules.

(iv) In case no Rules have been made so far, the reasons therefor may please also be indicated.

(T.L. NANDA)
Joint Secretary(Parliament)

No.88/Parl./21/RS
New Delhi, dated: 26.12.88

To

DG/RPF, DG/RHS, Adv.(B), Adv.(CE), Adv.(W), Adv.(L), Adv.(F), Adv.(ME), Adv.(PU), Adv.(MS), Adv.(MTP), Adv.(P), Adv.(S&T), Adv.(S), Adv.(RS), Adv.(T), ED(Chg), ED(Safety), ED(Vig.) & ED(RE).

copy for information to:

PSs/CRB, FC, ME, MM, MT, ML, OSD & SECRETARY

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No.152-P of 1916
GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

229

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P.C YOUNG
Offg. Secretary, Railway Board.

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All cases in which any doubt or difficulty presents itself should be referred to the Railway Board for orders.

By order,
H.R HORN,
Assistant Secretary, Railway

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

....

अति आवश्यक
MOST IMMEDIATE
संसद कार्य
PARLIAMENT BUSINESS

(223)

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(T.L. NANDA)
Joint Secretary(Parliament)

No.88/Parl./21/RS
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DG/RPF, DG/RHS, Adv.(B), Adv.(CE), Adv.(W), Adv.(L), Adv.(F), Adv.(ME), Adv.(PU), Adv.(MS), Adv.(MTP), Adv.(P), Adv.(S&T), Adv.(S), Adv.(RS), Adv.(T), ED(Chg), ED(Safety), ED(Vig.) & ED(RE).

copy for information to:

PSs/CRB, FC, ME, MM, MT, ML, OSD & SECRETARY

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

No.96/CEDO/SD/11. रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated .8.96.

To,

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

Sub: Construction of Bye-Pass connecting Madras - Mangalore line with Mangalore-Kankandi line. Administrative approval for grade steeper than 1 in 1200 in station yard.

.....

With reference to your application No.W.338/J/3 Dt. 13.5.96 & 14.03.96, Administrative approval of Ministry of Railways is hereby communicated for (i) adoption of existing gradient 1 in 100 and 1 in 120 on Mangalore-Kankanadi mixed Gauge line and Mangalore-Madras B.G. line respectively as it forms a part of Mangalore Station yard by ~~proposed~~ construction of Bye-Pass line and (ii) adoption of gradient 1 in 400 at Mangalore end and 1 in 668 at Kankanadi end to merge with the proposed Bye-Pass line, as per drawings accompanying your application referred above, against 1 in 1200 gradient decided by Ministry of Railways in terms of 88/CEDO/SD/8 Dt.06.09.89.

The approval is subject to condition that a clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on main line.

(S. M. SINGLA)
Exec. Dir. Civil Engg. (G)
Railway Board.