

**GUARD**

**FILE**

**1982 Pt.II**

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

No. 82/WDO/SR/9

New Delhi, dt. 14-9-82.

To

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

Sub: Movement of B.G. Brakeman 'BVZT' type  
to RDSO's Drawing No. SK 75522 and  
SK 79559 at a maximum permissible  
speed of 100 kmph..

Please refer this office letter of even number  
dt. 24-8-1982 on the above noted subject. The word 'on'  
appearing between 'kmph' and 'the' in the 7th line of  
para-I is a typographical error and may be corrected to  
read as 'or'.

The receipt of this letter may please be  
acknowledged.

*Deja*

(S. D. Jain)

Addl. Director Civil Engg(G),  
Railway Board

DA: Nil.

No 82/WDO/SR/9

New Delhi, dated 14-9-82

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 164, Ashok Marg,  
Patiala House, Lucknow with reference to his endorsement  
No. RS.17-T(1)/82 dt. 23/3/82, 22/4/82 and 2/3-8-82.
2. The Commissioner of Railway Safety Southern Circle,  
Bangalore-9 with reference to his letter No. 3824  
dt. 9-3-82.
3. The Director General, RDSO, Alambagh Lucknow-5.

*Deja*

(S. D. Jain)

Addl. Director Civil Engg(G),  
Railway Board.



(47)

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

New Delhi, dated 14-9-82.

No. 82/WDO/ODC/1.

To

The General Manager (Works) *copying*  
All Indian Railways.

Subject:- Speed for Movement of over sized consignments - 'A' & 'B' Class.

Under Board's letter No. 5780-W dated 12-9-46 and 14-3-1947 Railways had been empowered to sanction movement of ODCs with net clearance of not less than 3 inches (later classified as A and B class ODCs). These instructions provided for movement of 'A' and 'B' class ODCs by day light goods trains at speeds not exceeding 25 MPH on BG, and 15 MPH on MG, subject further to any speed restrictions on the sections and General Rule 90(a), with provision to allow movement of 'A' class ODCs with net clearance of not less than 6 inches during night as well as day.

2. Subsequently, Under Board's letter No. 64/WDO/ODC/6 dated 17-5-1967, night running of 'B' class ODCs loaded only on 130 tonne well wagons was permitted with stipulations mentioned in that letter.

3. On 16-2-1977, a meeting was held in Board's Office, of the representatives of Operating and Engineering Officers of different Railways and they recommended that 'A' Class ODCs may be permitted to run both during day and night at the sectional speeds permissible for the trains carrying four wheelers. They further recommended that all 'B' Class loads may also be permitted to run at night time at same speeds as allowed during the day.

4. Board have considered the above recommendations and have decided as follows in the matter of movement of 'A' and 'B' Class ODCs.

A. On Broad Gauge.

(i) 'A' Class ODCs: 'A' Class ODCs having net clearance not less than 6" (150 mm) may be permitted to run both during day and night at 40 Kmph as hitherto vide Board's letter No. 5780-W dated 12-9-1946. Alternatively, Railways may run A Class ODCs at higher speeds upto which trains carrying four wheelers are permitted to run on the section, subject to the speed being limited to 30 Kmph in vicinity of fixed structures having gross clearance of less than 15" (380 mm) all such locations being indicated in the instructions to be given to the drivers. This restriction is considered necessary to cater to the possibility of the consignments getting laterally shifted at higher speeds.

P.T.O.



(ii) B Class ODCs: 'B' Class ODCs may be allowed to run at 40 Kmph during day as well as night. However, for night running, following additional conditions shall be observed.

- (a) Seniormost escorting official shall be provided with the details (name, Kilometrage, diagram etc.) of all those structures from which the net clearance is less than 6".
- (b) The seniormost escorting official would be made responsible to ensure that the consignment does not shift from its position enroute.
- (c) At the approach of each of the structures, where the net clearance is less than 6", the train would be stopped and the consignment checked to see that there has been no shifting. For this purpose, five cell flash light shall be provided to the seniormost escorting official.
- (d) The train would be required to pass all such structures at dead slow speed.

B. On Metre Gauge.

- (i) 'A' Class ODCs may be allowed to run at 25 Kmph during day as well as ~~at night as hitherto~~ vide Board's letter No. 5780-W dated 12-9-1946.
- (ii) 'B' Class ODCs may also be allowed to run at 25 Kmph during day as well as at night. However for night running of the 'B' Class ODCs, conditions as stipulated above under A(ii) will be observed.

5. This disposes of Central Railway's letter No. T.607/MW-BR/Policy dated 10/12-2-1982 and Western Railway's letter No. W 591/6/1 dated 19-8-1982.

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

DA:-Nil.

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

No. 82/WDC/ODC/1.

New Delhi, dated 14-9-1982.

Copy forwarded for information & necessary action to

- (i) The Director General, R.D.S.O., Alambagh, Lucknow.
- (ii) Director, Traffic Transportation and Director, Safety, Railway Board, New Delhi.
- (iii) Traffic Transportation-I (5 copies), Railway Board.

DA:-Nil.

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



No. 82/WDO/ODG/1.

New Delhi, dated 14-9-1982.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow.
- 2) The Commissioner of Railway Safety, Central Circle, 2nd Floor Churchgate Station Building Annexe, Maharishi Karve Road, Bombay - 400 020.
- 3) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor Multistoryed Building of Eastern Railway, Calcutta.
- 4) The Commissioner of Railway Safety, Northern Circle, First Floor, Station Building (B.G.) Charbagh, Lucknow.
- 5) The Commissioner of Railway Safety, Northeastern Circle, North Eastern Railway Head Quarters, Gorakhpur.
- 6) The Commissioner of Railway Safety, Southern Circle, 7, Shesadri Road, Gandhi Nagar Post Office, Bangalore-9.
- 7) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Multistoryed Building of Eastern Railway, Calcutta.
- 8) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Maharishi Karve Road, Bombay - 400 020.

DA:-Nil.

*Def 10/9/82*  
( S. D. Jain )  
Additional Director, Civil Engineering,  
Railway Board.

R. Narayanan/WDO-I/8-9-1982.



(49)

COPY of Railway Board's letter No.82/WDO/ODC/1 dated 14.9.82 addressed to General Manager (Works/Optg) All Indian Rlys and copy endorsed to RDSO and others.

ORIGINAL AT S.NO. 84 OF GT/ODC.

Sub:- Speed for movement of oversized consignments - 'A' & 'B'.

Under Board's letter No.5780-W dated 12.9.46 and 14.3.47 Railways had been empowered to sanction movement of ODCs with not clearance of not less than 3" (later classified as A & B class ODCs). These instructions provided for movement of 'A' & 'B' class ODCs by day light goods trains at speeds not exceeding 25 MPH on BG, and 15 MPH on MG, subject further to any speed restrictions on the sections and General Rule 90(a), with provision to allow movement of 'A' class ODCs with net clearance of not less than 6" during night as well as day.

2. Subsequently, under Board's letter No.64/WDO/ODC/6 dated 17.5.1967, night running of 'B' class ODCs loaded only on 130 tonne well wagons was permitted with stipulations mentioned in that letter.

3. On 16.2.1977, a meeting was held in Board's office, of the representatives of Operating and Engineering Officers of different Railways and they recommend that 'A' class ODCs may be permitted to run both during day and night at the sectional speeds permissible for the trains carrying four wheelers. They further recommended that all 'B' class loads may also be permitted to run at nighttime at same speeds as allowed during the day.

4. Board have considered the above recommendations and have decided as follows in the matter of movement of 'A' and 'B' class ODCs.

A. On Broad Gauge

(1) 'A' Class ODCs: 'A' class ODCs having net clearance not less than 6" (150 mm) may be permitted to run both during day and night at 40 kmph as hitherto vide Board's letter No.5780-W dated 12.9.1946. Alternatively, Railways may run 'A' class ODCs at higher speeds upto which trains carrying four wheelers are permitted to run on the section, subject to the speed being limited to 30 Kmph in vicinity of fixed structures having gross clearance of less than 15" (380 mm)



all such locations being indicated in the instructions to be given to the drivers. This restriction is considered necessary to cater to the possibility of the consignments getting laterally snifted at higher speeds.

(ii) B Class ODCs : 'B' class ODCs may be allowed to run at 40 kmph during day as well as night. However for night running, following additional conditions shall be observed.

- (a) Seniormost escorting officials shall be provided with details (name, Kilometrage, diagram etc.) of all these structures from which the net clearance is less than 6".
- (b) The seniormost escorting official would be made responsible to ensure that the consignment does not shift from its position enroute.
- (c) At the approach of each of the structures, where the net clearance is less than 6", the train would be stopped and the consignment checked to see that there has been no shifting. For this purpose, five cell flash light shall be provided to the seniormost escorting officials.
- (d) The train would be required to pass all such structures at dead slow speed.

B. On Metre Gauge .

- (i) 'A' class ODCs may be allowed to run at 25 kmph during day as well as at night as hitherto vide Board's letter No.5780-W dated 12.9.1946.
- (ii) 'B' class ODCs may also be allowed to run at 25 kmph during day as well as at night. However for night running of the 'B' class ODCs, conditions as stipulated above under A(ii) will be observed.

5. This disposes of Central Railway's letter No.T.607/MW-BR/Policy dated 10/12.2.1982 and Western Railway's letter No.W 591/6/1 dated 19.8.1982.

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



(51)

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

No. 81/WDO/SR/13

New Delhi, dt 16-9-82

The General Managers,  
All Indian Railways.

Sub: Running of 130 tonne BG well (BWS) wagons.

Ref: Board's letter No. 81/WDO/SR/13  
dated 21-7-1981.

.....

The Board have viewed with concern the delay in movement of ODCs loaded on 130 tonne wagons and poor / well utilisation of these wagons. Checks in this connection have revealed that instructions contained in Board's letter referred to above and other relevant orders are not being followed. / fully

In amplification of the existing instructions, therefore, the following are being circulated for strict compliance to ensure speedier movement.

- i) Sanction: Sanction for 'A' & 'B' class ODCs will be done strictly in accordance with the instructions laid down in Board's letter No. 81/EP1/400/1 dated 11.3.82 addressed to all General Managers (operating) and letter bearing the same number and date to General Managers (Engineering).
- ii) When running empty:
  - a) To be run both during day and night.
  - b) Speed 75 kmph/sectional speed, whichever is less- Feedback from the Railways and physical checks indicate that most of the Railways are still not running at 75 kmph/sectional speed, and are limiting the speed only to 32 kmph. To avoid any confusion the existing legend on the wagon indicating 32 kmph as the upper speed limit should be removed.
  - c) Level of escort: To be supervised by CMI accompanying the 'special'. At night, to be supervised by a TXR (conversant with the working of wagon brakes) along with a suitable complement of staff of the Division over which the 'special' happens to be moving so that the CMI and his staff can take rest during night. It is clarified that before increasing the speed to 75 kmph the necessary sanction from CRS after furnishing the required safety certificate as per extant rules will be necessary.

...2/-



iii) When carrying 'A' and 'B' class ODCs and carrying non ODC load

- a) To be run during day and night - feed back from Railways indicates that over some of the Railways, movement by night is still not being permitted. They will explain why this has not yet been introduced.
- b) Speed to be limited to 30 kmph.
- c) Escort - Brake application etc. to be supervised by the permanent crew during day, and by a Head TXR (conversant with the working of wagon brakes) along with suitable number of men at night who should be made available by the Division over which the ODC happens to be moving. In addition, a TI or any other suitable Inspector of the Division should escort the special during day as well as night for ensuring observance of stipulated instructions. However for non ODC loads, no such additional supervision would be necessary.

iv) For 'C' class ODCs

- a) To move during day only.
- b) Upper speed to be limited to 25 kmph. (Feedback from some of the Railways indicates that while some are permitting speeds as high as 30 kmph, others are limiting it to 15 kmph only).
- c) Escort: PWI/APWI fully conversant with the section. TI/SI of the Division- These are in addition to the permanent crew.  
For movement of 'C' class ODCs on 130 tonne well wagon, CRS's sanction will be required as per extant rules in each individual case. In this connection, attention is invited to instructions issued under Board's letter No. 81/WDO/SR/13 dated 1-6-1982.

v) On electrified sections:

When carrying an ODC on electrified sections, a TRD supervisor may also accompany the special wherever considered necessary, depending on the local conditions. It should also be ensured that provision of **Chapter I-A** (Schedule of Dimensions) are fully complied with.

The Board desire that Railways should confirm by 31.9.82 that the above instructions are being complied with on their system.



Any variation adopted by them so far should be explained at once. These instructions have the approval of all the concerned Directorates in the Board.

*R.P. Singh*

(R.P. SINGH)

DIRECTOR TRAFFIC TRANSPORTATION  
RAILWAY BOARD

DL/N11

No. 81/WDO/SR/13

New Delhi, dt. 16-9-82

Copy (with 2 spares to TT-I Branch & M(N) Branch,  
Railway Board.

*R.P. Singh*

(R. P. SINGH)

DIRECTOR TRAFFIC TRANSPORTATION  
RAILWAY BOARD



54

भारत सरकार  
GOVERNMENT OF INDIA (Bharat Sarkar)  
रेल मंत्रालय (रेलवे बोर्ड)  
MINISTRY OF RAILWAYS (Rail Mantralaya)  
(Railway Board)

नई दिल्ली New Delhi-110001

82/WDO/SR/29.

दिनांक Dated...17-9-82. 19

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

Subject:- Design of 12 axle special wagon for  
M/s. BHIL Hardwar - sanction for  
infringements.

With reference to your letter No. CT/CS/SBFH/BHIL dated 20-8-1982, sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the infringements to item No. 17, 20(b) and 21(b) of Chapter IV-A of R.G. Metric Schedule of Dimensions (1973) involved in the design of 12 axle special wagon (for M/s. BHIL Hardwar for the transport of 200 MW Turbo Generator stator) to Drawing No. WD-81087-S-02 (Alt. I) as mentioned in Annexure-I accompanying your letter referred to above, subject to adequate safeguards being adopted as laid down by the R.D.S.O.

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

DA:-NIL.

No. 82/WDO/SR/29.

New Delhi, dated 17-9-1982.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow-1, with reference to his Endorsement No. RS.18-T(16)/82 dated 10-9-1982.

DA:-NIL.

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



No. 82/WDO/SD/14.

New Delhi, dated 25-9-1982.

To

The Additional General Manager(TS),  
Metropolitan Transport Project(Railways),  
Tilak Bridge,  
New Delhi - 110002.

Subject:- Running of 3660 mm wide EMU stock on  
Delhi Ring Railway - Infringements  
to Schedule of Dimensions.

\*\*\*\*\*

With reference to your letter No. MTP/EL/RS-15 dated 10/8/82 sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the infringements to the B.G. Metric Schedule of Dimensions (1973) involved in connection with the running of above mentioned stock on Delhi Ring Railway as stated in Form - XI (Annexure-A) accompanying your letter referred to above.

Di:-Nil.

( S. D. Jain )

Additional Director, Civil Engineering,  
Railway Board.

No. 82/WDO/SD/14.

New Delhi, dated 25-9-1982.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his Endorsement No. RS.18-T(15)/82 dated 21-8-1982.
- 2) The Commissioner of Railway Safety, Northern Circle, Northern Railway station building, Charbagh, Lucknow-226001, with reference to his letter No.156/1339/EMU, dated 17-8-1982.

Di:-Nil.

( S. D. Jain )

for Secretary, Railway Board.

R. Narayanan/WDO-I/24-9-1982.



(56)

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

No. 82/WDO/SR/30.

New Delhi, dated 25-9-1982.

To

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

Subject:- Regular running of 20 tonne Diesel  
Crane to Eastern Railway's Drawing  
No. IWD-20 CR-1.03/JMP (Alt. 1) on the  
entire Broad Gauge system of  
South Eastern Railway.

\*\*\*\*\*

With reference to your letter No. G/Crane/Pt. IV dated 8-6-82  
at through the Chief Commissioner of Railway Safety, Lucknow, Railway  
Ministry sanction the regular running of 20 tonne diesel crane  
manufactured to Eastern Railway's Drawing No. IWD-20 CR-1.03/JMP (Alt. I)  
the entire Broad Gauge system of your Railway at a maximum permissible  
speed upto 65 Km/h when attached to trains with jib resting on match  
stick and 5 Km/h when driven by its own power with or without load with  
jib parallel to the track as recommended by the Commissioner of Railway  
Safety, South Eastern Circle, Calcutta subject to the observance of all  
existing restrictions now in force or that may be imposed from time to time  
further subject to the conditions/stipulation laid down in the Joint  
Safety Certificate and R.D.S.O. letter No. SL/CR/SPD/20T/BG dated  
29-8-80 accompanying your letter referred to above.

The Railway Ministry also sanction the infringement to item No.  
(i) of Chapter IV(c) of the B.G. Metric Schedule of Dimensions (1973),  
involved in the regular running of 20 tonne diesel crane as shown in  
Form - XI accompanying your letter referred to above.

*Ref 23/9/82*

DA:-Nil.

( S. D. Jain )

Additional Director, Civil Engineering,  
Railway Board.

New Delhi, dated 25-9-82.

82/WDO/SR/30.

Copy forwarded for information to:-

The Chief Commissioner of Railway Safety, 16-A, Ashok Marg,  
Patiala House, Lucknow, with reference to his Endorsement No.  
RS.17-T(5)/82 dated 14-9-82.

The Commissioner of Railway Safety, South Eastern Circle, 14, Strand  
Road, 12th Floor, Calcutta-700001 with reference to his letter No.  
732/257/39, dated 25-8-82.

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

*Ref 23/9/82*  
( S. D. Jain )

for Secretary, Railway Board.

DA:-Nil.

R. Narayanan/WDO-I/23-8-82.



57

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

No. 80/WDO/SR/22.

New Delhi, dated 13-10-82.

To

The General Manager,  
Northern Railway,  
Baroda House,  
New Delhi - 110001.

Subject:- Running of WAP-I AC Electric Locomotives at a maximum permissible speed of 120 Km/h on Mughalsarai-Ghaziabad Sections (Rajdhani route) on Northern Railway.

With reference to your letter No. 519-W/377 dated 29-7-82 sent through the Commissioner of Railway Safety, Northern Circle, Lucknow, the Ministry of Railways (Railway Board) hereby sanction the running of WAP-I AC Electric Locomotives on Mughalsarai-Allahabad-Kanpur-Ghaziabad sections (Rajdhani route) of your railway at a maximum permissible speed of 120 Km/h both in Up and Down directions for regular haulage of passenger trains consisting of all coil ICF coaching stock fitted with DA/QA valves and slack adjusters having modified brake shaft arm to ICF drawing No. T-3-3-702 and maintained generally to the standards recommended in RDSO's technical pamphlet No. C-7807 issued under RDSO's letter No. MC/CB/ICF/MM dated 31-3-78/3-6-78 subject to observance of all permanent and temporary speed restrictions already imposed and those which may be imposed from time to time on these sections.

2. The above sanction is further subjected to the Railways' Joint Safety Certificate No. SLC/13/BG, Certificates for the strength of bridges and track, RDSO's letter No. SD.WAPI.11 dated 13/7/82 and all conditions stipulated therein.

19

3. The Railway shall issue a consolidated list of all speed restrictions imposed on these sections on all counts including OHE, in geographical sequence for the facility of reference by train working staff and their observance.

4. The WAP-I AC Electric Locomotives may be fitted with Hastler type speed indicator-cum-recorder which will be kept in good working order. The range of speedometer and recorder will normally be upto 160 Km/h. When a speedometer of a range upto 120 Km/h is fitted then the maximum speed of the train will be limited to 110 Km/h and the train crew advised accordingly. In the event of both the speedometer and the recorder provided in the Locomotives being out of order, the maximum permissible speed shall be restricted to 100 Km/h. The speed recorder charts will be scrutinised at least once a month by a gazetted officer of the Electrical Department.

D/WJ.

( D.P. Garg ) 14/10/82  
Additional Director, Civil Engg;  
Railway Board

....2



No. 80/WDO/ORI/22.

New Delhi, dated 15-10-82.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow, with reference to his letter No. RS. 17-T(2)/79 dated 25-9-1982.
- 2) The Commissioner of Railway Safety, Northern Circle, Northern Railway Station Building, Charbagh, Lucknow with reference to his letter No. 184/1283/B/WAP-I dated 22-9-82.
- 3) The Director General, R.D.S.O., Alambagh, Manaknagar, Lucknow - 5.
- 4) The General Manager, Eastern Railway, Fairlie Place, Calcutta.

*D.P. Garg*

( D.P. Garg ) 14/10/82

Additional Director, Civil Engineering  
Railway Board.

Encl:- Nil.



(59)

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

No. 80/WDO/SR/22.

New Delhi, dated 15 -10-82.

To

The General Manager,  
Eastern Railway,  
Fairlie Place,  
Calcutta.

Subject:- Running of WAP-I AC Electric Locomotives at a maximum permissible speed of 120 Kmph on Howrah - Mughalsarai (Rajdhani route) of Eastern Railway.

With reference to your letter No. W 635/2/10/WAP-I/Vol.I dated 16/8/82 sent through the Commissioner of Railway Safety, Eastern Circle, Calcutta, the Ministry of Railways (Railway Board) hereby sanction the running of WAP-I AC Electric Locomotives for regular haulage of passenger trains consisting of all coil ICF coaching stock fitted with DA/QA valves and slack adjusters having modified brake shaft arm to ICF Drawing No. T-3-3-702 and maintained generally to the standards recommended in RDSO's technical pamphlet No. G-7807 issued under RDSO's letter No. MC/CB/ICF/MM dated 31-3-78/ 3-6-78 at speeds as indicated below:-

Section	Maximum permissible speed (KMPH).
a) Howrah - Bardhaman-Sitarampur-Gomoh (Rajdhani Route) Up direction.	120
b) Gomoh-Mughalsarai Up Direction (Rajdhani Route)	110
c) Mughalsarai-Gomoh-Sitarampur-Bardhaman-Howrah Down Direction (Rajdhani route).	120

2. The sanctions in para 1 above are subject to observance of all permanent speed restrictions indicated in annexures I, II, III & IV of Railway's Joint Safety Certificate No.18/82 and temporary speed restrictions in force and those that may be enforced from time to time.

3. The above sanction is further subjected to the conditions mentioned in the Railway's Joint Safety Certificate No.18/82, the Certificate for the strength of bridges and track, RDSO's letter No. SD.WAPI.11 dated 15-9-82 and all conditions stipulated therein.

P.T.O.



4. WAP-I AC Electric Locomotives may be fitted with Hastler type speed indicator-cum-recorder which will be kept in good working order. The range of speedometer and recorder will normally be upto 160 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 train crew advised accordingly. In the event of both the speedometer and the recorder provided in the locomotives being out of order, the maximum permissible speed shall be restricted to 100 Kmph. The speed recorder charts will be scrutinised at least once a month by a Gazetted Officer of the Electrical Department.

DA:-Nil.

*D.P. Garg*  
( D.P. Garg ) 14/10/82  
Additional Director, Civil Engg;  
Railway Board.

No.80/WDO/SR/22.

New Delhi, dated 15-10-82.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow-1 with reference to his letter No. RS.17-T(2)/79 dated 25.9.82.
- 2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta with reference to his letter No.711/1020/W.P-I/82 dated 15.9.82.
- 3) The Director General, R.D.S.O., Alambagh, Manaknagar, Lucknow-5.
- 4) The General Manager, Northern Railway, Baroda House, New Delhi - 110001.

DA/Nil.

*D.P. Garg*  
( D.P. Garg ) 14.10.82  
Additional Director, Civil Engineering,  
Railway Board.



Income  
21/10/82

21-10-1982 (61)

S No 2

S. D. Jain  
Addl. Dir. Civil Engg/G

D.O. No. 82/WDO/SR/32.  
New Delhi, dated 21st October, 1982.

My dear Dayal,

Subj: Condonation of infringement involved in the running of WAM-4 Electric locomotive with goods/passenger trains on New Delhi - Hazrat Nizamuddin-Patel Nagar-Kishanganj- New Delhi of Ring Railway.

② SM 1/2

Ref: Your Railway's letter No. 519W/270 dated 26.8.82.

It appears from the Railway's application that the WAM-4 locomotive is being introduced on the Ring Railway but possibly the same is already running on some other sections of the Northern Railway.

In case this position is correct i.e. the loco is already running on some other sections of the Northern Railway, Board's sanction to the condonation of infringement to the locomotive should be already available on the Northern Railway which may please be linked up. In such circumstances, Board's condonation to the infringement of the locomotive itself would not be needed again and again in every case.

Attention is drawn to para 2(a) of Chapter V of the Rules of Opening of Railways which provides that in pursuance of the 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.

It is not clear whether the CRS has been approached to give sanction under his own powers or not in this context. If, however, the position is that the WAM-4 locomotive is being introduced on the Northern Railway entirely for the first time, only in that case Board's approval would be needed.

Yours sincerely,

( S.D. Jain )

Shri K. Dayal,  
Dy. Chief Engineer/SLC,  
Northern Railway, Baroda House,  
New Delhi.

P.T.O.



62

No.82/WDO/SR/32.

New Delhi, dated 21-10-1982.

Copy forwarded for information to:-

① The Chief Commissioner of Railway Safety, 16-A, Ashok Marg,  
Patiala House, Lucknow with reference to his Endorsement No.  
RS.17-T(3)/82-II dated 12-10-82.

② The Commissioner of Railway Safety, Northern Circle, Lucknow  
with reference to his letter No.196/1283/B/WAM-4 dated 29-9-82.

DA:-Nil.

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





63

GOVERNMENT OF INDIA (HARVEST SLIPKAR)  
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)  
(RAILWAY BOARD)

No. 81/WDO/ORI/20.

New Delhi, dt. 21-10-82.

To

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

Sir,

Sub:- New double line between Patel Nagar and  
Rampura Cabin in Delhi area on Northern  
Railway.

With reference to your Endorsement No. RS.10-T(11)/82,  
dated 4-9-1982 I am directed to confirm the action of Commissioner  
of Railway Safety, Northern Circle, Lucknow in authorising the  
opening of the above section for the public carriage of passengers  
as per his letter No. 164/60/A/S/I/OPG/PT. dt. 31st August, 1982.

Yours faithfully,

*Pap 19/10*  
(S.D. Jain)

for Secretary, Railway Board.

DA: Nil.

No. 81/WDO/ORI/20.

New Delhi, dt. 21-10-82.

Copy forwarded for information to:-

- 1) The Commissioner of Railway Safety, Northern Circle, Lucknow  
with reference to his letter No. 164/60/A/S/I/OPG/PT dated  
31st August, 1982.
- 2) The General Manager (MTP), Northern Railway, Baroda House, New  
Delhi with the request that the suitable action on CRS's  
recommendations and suggestions referred to in the report  
prior to the opening of the above line may please be taken  
and CRS informed accordingly under advice to the Railway  
Ministry in an interleaved copy. It is further requested that  
the date of opening of the above section may please be intimated  
as and when the same is commissioned to passenger traffic.

As per extent rules, the Index Plan and section should  
be sent on tracing cloth and not on tracing paper. It is therefore  
necessary that the same may please be sent as drawn on tracing  
cloth at an early date alongwith Ferro Copy each of the Index  
Plan and Section.

*Pap 19/10*  
(S.D. Jain)

for Secretary, Railway Board.

DA: Nil.



64

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

No. 82/WDO/SD/14

New Delhi, dt. 3-11-82  
5

The Addl. General Manager (TS),  
Metropolitan Project (Railways),  
Tilak Bridge,  
New Delhi-110 002.

Sub: Running of 3660 mm wide EMU stock on Delhi  
Ring Railway- Infringements to Schedule of  
Dimensions.

With reference to your letter No. MTP/EL/RS-15, dated  
18th Oct., 1982 sent through the Chief Commissioner of Railway  
Safety, Lucknow, Railway Ministry sanction the infringements,  
to the B.G. Metric Schedule of Dimensions (1973) involved in  
connection with the running of the above mentioned stock on  
Delhi Ring Railway, as stated in Form XI (in two sheets)  
accompanying your letter referred to above.

DA: Nil

*Agar* 3/11  
(S.D. Jain)  
Addl. Director Civil Engg (G),  
Railway Board.

No. 82/WDO/SD/14

New Delhi, dt. 3-11-82.  
5

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety 16-A Ashok Marg,  
Lucknow, with reference to his letter No. RS.18-T(15)/82  
dt. 25-10-82.
2. The Commissioner of Railway Safety, Northern Circle, Northern  
Railway Station Building Cahrbagh, Lucknow-226 001, with  
reference to his letter No. 251/60/L/RE, dt. 25-10-82.

DA: Nil

*Agar* 3/11  
(S. D. Jain)  
for Secretary, Railway Board



(65)

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

New Delhi, dated 22-11-1982.

No. 82/W6/HS/9

The General Managers,  
All Indian Railways.

Sub: Sanction for increase in general speed to  
105 kmph.

At present general sanction for Mail/Express trains, on Broad Gauge, main lines and trunk routes is 100 kmph except for specific trains where sanction for 110 kmph had been obtained in the past on certain routes.

2. The following type of coaches are permitted to run at a maximum permissible speed of 105 kmph provided they are fitted with Direct Admission Valves and Slack Adjusters.

- i) Coaches with ICF all coil bogies.
- ii) Coaches with BEML bogies.
- iii) Coaches with IRS coaching bogies.

ICF coaches fitted with laminated spring bogies are cleared only upto a speed of 100 kmph. ICF, BEML and IRS coaches not fitted with slack adjusters and DA valves are not permitted to run at a speed above 100 kmph. Copies of DG/RDSO's letter Nos. (i) SD.POL.12 dated 30/6/65, (ii) MC/H/Spd dated 15/2/66 (iii) D.O.No.MC/SPD/BG dated 7/8/82 and (iv) MC/SPD/BG/110-130 dated 19/1/81 on the subject are enclosed for ready reference.

3. RDSO have advised that for a speed of 105 kmph the track shall be a normal main line track laid to a minimum standard of 90R rails on sleepers to M+4 density and 200 mm depth of ballast cushion below sleepers which may consist of at least 75 mm cleaned and the rest in the caked up condition, on compacted and stable formation. In this connection, copy of Director Standards(Civil)/RDSO's d.o. letter No.RM2/MRA/HS/2 dated 6/10/82 is enclosed for information.

4. Board desire that Railways should obtain CRS's sanction for general increase in speed from 100 kmph to 105 kmph for the type of coaches mentioned in para 1 above, so that in the next working time table it may be possible to increase the speed of trains composed of these specified coaches from 100 to 105 kmph.

Please acknowledge receipt and advise action taken.  
Hindi version will follow.

*T. Prakash*  
( Tirath Prakash )  
Director Civil Engineering  
Railway Board.

DA/As above.

Copy for information to: (1) Director Coaching/Rly.Bd.  
(2) Director Mechanical Engineering/Railway Board.



(Copy)

No.SD.POL.12

Dated 30th June, 1965.

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

Sub: Running of trains at 105 kmph on  
New Delhi - Agra Section.

Ref: Board's letter No.65/W.VI/TK/5 dated 29th May,  
1965, addressed to RDSO, copy endorsed to you.

The question of increasing the permissible speed of WP locomotive to haul the Taj Express has been considered. WP locomotives have hitherto been permitted to run at a maximum speed of 60 mph vide Board's letter No.6433-W dated 9-5-1950. A review has been made of the oscillation trial records obtained during tests of:-

- (i) WP prototype locomotive.
- (ii) WP locomotive fitted with constant resistance centring device form of control on the leading bogie, and with hind truck of the Cole type having friction slides and spring control.
- (iii) WP locomotive with leading bogie and hind truck having friction slide and spring control as fitted on imported locomotives.

2. Based on a scrutiny of the oscillation records, and on the service experience gained during the past several years under varying track and climatic conditions, it is certified that the WP locomotives may haul the Taj Express at a maximum permissible speed of 105 kmph (65 mph) between Agra and New Delhi, subject to local restrictions as may be in force.

3. It must be noted that WP locomotives built at Chittaranjan Locomotive Works are excluded from the speed limit sanctioned above in view of the fact that the axle load of the CLW built locomotive exceed the axleload of the earlier locomotive, being in the region of 20 tons. The speed limit of 60 mph will apply to CLW built WP locomotives in terms of this office letter No.SL/WP/SPD dated 12-12-63.

4. With regard to the coaching stock, it is also certified that IRS, ICF all coil type and HAL coaches can be permitted to run at a speed of 65 mph provided they are fitted with direct admission and quick release valves as well as slack adjusters regarding which special instructions were issued vide this office letter No.MRA/566 dated 2-6-65. A progress report on the provision of these fittings is awaited from your Rly.

Sd/-  
(R. Krishnamurti)  
for Director General.



(67)

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

No. 82/WDO/SR/29.

New Delhi, dated 1-12-1982.

To

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

Subject:- Running of 12 axle special wagon  
for the movement of 200 MW Turbo  
Generator starter of M/s. BHEL,  
Hardwar.

With reference to your application No. 519-W/408 dated 12-11-82, sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the running of 12 axle special B.G. Wagon to R.D.S.O.'s Drawing No. WD-81087-S-02(Alt. I) for the movement of 200 MW Turbo Generator of M/s. BHEL/Hardwar on the six B.G. sections of your Railway at a maximum permissible speed in empty and loaded condition as mentioned against each section by your Railway in the Joint Safety Certificate subject to the observance of all local and other speed restrictions already in force and those that may be imposed from time to time and further subject to the conditions as laid down in the R.D.S.O.'s letter No. MW/CS/BHEL/HD/7 dated 18-10-82 and all other certificates enclosed with the application.

The Railway Ministry also sanction the infringement of item No. 17, 20(b) and 21(b) of Chapter-IV(A) of the B.G. Metric Schedule of Dimensions (1973) involved in the running of the above wagon as mentioned in Form-XI accompanying your letter referred to above.

DA:-Nil.

*Poppy 11/12/82*  
( S.D.Jain )

Additional Director, Civil Engineering/G  
Railway Board.

New Delhi, dated 1-12-1982.

No. 82/WDO/SR/29.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow with reference to his Endorsement No. RS.17-T(1)/82 dated 18-11-82.
- 2) The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No. 37/1339/12 Axle Spl. Wagon dated 17/11/82.
- 3) The Director General, R.D.S.O., Manak Nagar, Lucknow - 226011.

*Poppy 11/12/82*  
( S.D.Jain )

for Secretary, Railway Board.

DA:-Nil.

R. Narayanan/WDO-I/1/12/82.



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

82/WDO/SR/11

New Delhi, dt. 14-12-82

The Commissioner of Rly. Safety,  
Northern Circle,  
Northern Rly. Stn. Bldg.,  
Chargagh, Lucknow.

Sub: Oscillation Trials on BOXN Prototype  
bogie wagons on Northern Railway.

Ref: Your letter No. 230/1339/BOXN dt. 11-10-82.

While going through Form-XI enclosed with the application of N. Rly forwarded under your reference quoted above, it transpires that the sanction for condonation of similar infringements for prototype BOXN bogie wagons has already been issued under this office letter of even number dt. 19-4-82 (copy on enclosed). The oscillation trials/BOXN prototype wagon are already being conducted on some other sections of Northern Railway. In such circumstances fresh condonation to the infringements of BOXN prototype bogie wagon, which are within the wagon itself and are covered under the sanction dt. 19.4.82 referred above, is not considered necessary. It is therefore requested that necessary sanction for oscillation trials of BOXN wagons ~~as~~ applied for by N. Railway may please be accorded from your end in terms of para 2 of your letter referred above.

D.: As above.

(S.D. Jain) 13/12/82  
for Secretary, Railway Board

No. 82/WDO/SR/11

New Delhi, dt. 14-12-82

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16A, Ashok Marg, Patiala House, Lucknow with reference to his endorsement No. RS17-T(1)/82 dt. 21-10-82.
2. The General Manager (Engg.), Northern Rly, Baroda House, New Delhi with reference to his application No. 519-W/374 dt. 17.9.82. Attention is this connection is invited to para 2(a) of Chapter V of the rules for opening of Railways which provides that in pursuance of the orders issued in Railway Board's Notification No. 350 dt 26-11-1973, 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 section of the same railway can be permitted by CRS without approaching the Board. In such cases CRS is empowered to accord sanction under his own power. It is, therefore, necessary that



69

- 2 -

in future CRs be directly approached to accord the necessary sanction without any reference being made to Railway Board.

*Dejau* 13/11/52  
(S.D. Jain)  
for Secretary, Railway Board.



(70)

GOVERNMENT OF INDIA (Railway Board)  
MINISTRY OF RAILWAYS (Railway Board)  
(RAILWAY BOARD)

No. 82/WDO/SR/36

New Delhi, dt./4-12-82

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

Sub: Running of WDM-4 Diesel Locomotive  
on Balamau-Sitapur City Section.

Ref: Your Railway's letter No. 519-W/339(WT)  
dated 22-9-82.

It appears from your Railway's application referred above that the WDM-4 Diesel Locomotive is being introduced for the first time on Balamau-Sitapur Section but possibly the same is already running on some other section of the Northern Railway as is evident from the particulars of sanction to infringements given in Form-XI enclosed with your letter which says that these infringements have already been condoned by the Board vide their letter No. 78/WDO/SR/20 dt. 17.8.1978. In such circumstances, when Board's condonation to the infringements is already available with the Railway; Board should not be approached again and again to condone the infringements of the locomotive itself in each and every case.

Attention is drawn to para 2(a) of Chapter V of the Rules for opening of Railways which provides that in pursuance of the 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 Commissioner of Railway Safety without approaching the Board.

CRS, Northern Circle, Lucknow may, therefore, be approached direct to give sanction under his own powers in this case. Board may, however, be approached only when a particular locomotive is not already running on any of the sections of the Railway and is being introduced entirely for first time only.

Encl: Nil

No. 82/WDO/SR/36.

sd/-  
(S.D. Jain)  
Addl. Director, Civil Engg/G,  
Railway Board  
New Delhi, dt./4-12-82

Copy forwarded for information to:-

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



Patiala House, Lucknow with reference to his Endorsement  
No. RS.17-T(4)/82, dated 6th November, 82.

2. The Commissioner of Railway Safety, Northern Circle,  
Lucknow with reference to his letter No. 244/1339/1982-4  
dated 19-10-82.

DA: Nil

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



(72)

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

No. 81/WDO/SR/7.

New Delhi, dated 14-12-82.

To

The General Manager,  
Eastern Railway,  
Calcutta.

Subject:- WDS-6 Class Diesel Electric Shunting Locomotives - Introduction in regular service on the Gomoh-Mughalsarai section of Eastern Railway.

With reference to your letter No.W.552/5/4 Vol.I dated 5-1-82, sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the running of WDS-6 Class Diesel Electric Shunting Locomotives in regular service to RDSO's Drawing No.SK.DL.3649 Alt.Nil on the Gomoh-Mughalsarai (via Grand Chord) section of your Railway at a maximum permissible speed of 55 Kmph as mentioned in the Joint Safety Certificate No.27/81 subject to the observance of all speed restrictions now in force or that may be imposed from time to time as mentioned in the Joint Safety Certificate and all other Certificates accompanying your letter referred to above. However, since the maximum permissible speed certified by RDSO for this class of locomotive is only 65 Kmph, it is necessary to ensure that the sanctioned speed of 55 Kmph is not exceeded on any account. For this purpose, it should be ensured that all WDS-6 class locos intended for use on Main Line are equipped with speedometers irrespective of whether they are used for the haulage of Goods trains or passenger trains.

Railway Ministry also sanction the infringement to item 12 and 13 of Chapter-IV(C) of B.G.Metric Schedule of Dimensions (1973) involved in the running of the above Diesel Electric Shunters on the section as shown in Form-XI accompanying your letter referred to above.

DA:Nil.

( S.D.Jain )

Additional Director, Civil Engineering/G,  
Railway Board.

No.81/WDO/SR/7.

New Delhi, dated 14-12-82.

Copy forwarded for information to:-

The Chief Commissioner of Railway Safety, 16 A, Ashok Marg, Patiala House, Lucknow with reference to his Endorsement No.RS.17-T(4)/82, dated 13-10-82.

P.T.O.



-2-

- 2) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.1812/1020/W/82, dated 4th February, 82.
- 3) The Director General (Motive Power), R.D.S.O., Manak Nagar, Lucknow - 226011, it is requested that oscillation trials on WDS-6 Class of Locomotives be conducted as early as possible so so that their speed potential and riding qualities could be established with precision.

*Reyn 13/11/82*  
( S.D.Jain )

DA:-Nil.

for Secretary, Railway Board.

R.Narayanan/WDO-I/11/12/82.



(74)

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

No. 82/WDO/SD/24.

New Delhi, dated /4-12-1982.

To

The General Manager,  
Southern Railway,  
18, Millers Road,  
Bangalore - 560046.

Subject:- Bangalore City - Guntakal Section -  
Conversion of existing M.G. into B.G.-  
Yelahanka - Proposed Yard arrangements  
(Broad Gauge) - Final.

With reference to your letter No. W 573/GB/CN/Vol.VII,  
dated 8/11-10-1982, sent through the Chief Commissioner of  
Railway Safety, Lucknow, Railway Ministry sanction the grade  
infringement as per item 2(b) of Chapter-II of B.G. Metric  
Schedule of Dimensions (1973), involved in connection with the  
above mentioned work as stated in Form-XI accompanying your  
letter referred to above. The slip siding, as proposed,  
should be provided.

( S.D.Jain )

Additional Director, Civil Engineering/C,  
Railway Board.

DA:-Nil.

No. 82/WDO/SD/24.

New Delhi, dated /4-12-1982.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg,  
Parade House, Lucknow with reference to his Endorsement  
No. 22.18-T(22)/82 dated 12-11-82.
- 2) The Commissioner of Railway Safety, Southern Circle,  
No. 7, Seshadri Road, Bangalore-560009 with reference to  
his letter No. 2031, dated 15th October, 1982.

( S.D.Jain )

for Secretary, Railway Board.

DA:-Nil.

R. Narayanan/WDO-1/4.12.82.



(75)

GOVERNMENT OF INDIA (HARAT SARAN)  
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)  
(RAILWAY BOARD)

New Delhi, dated 16-12-1982.

No. 82/WDO/SR/14.

To

The General Manager,  
South Central Railway,  
Headquarters Office,  
Works Branch,  
Secunderabad - 500 371.

Subject:- Proposed running of 10 tonnes BG  
diesel crane manufactured by Jamalpur  
workshops on South Central Railway.

With reference to your letter No. W-368/1/6/Vol. II dated 5th November, 82, sent through the Chief Commissioner of Railway Safety, Lucknow, Railway Ministry sanction the running of 10 tonne B.G. diesel crane (30' long jib) having 3 axle rigid frame to Drawing No. 2-WD-10-CR/Alt. I and LD/SK No. 597 and 598 manufactured by Jamalpur workshop with a maximum axle load of 18 tonne including tolerances when being hauled as a trailing load with jib resting on match truck on the various B.G. Sections of your Railway at a maximum permissible speed as indicated against each section in the Joint Safety Certificate No. C 12 B.G. and 5 Km/h when travelling on its own power without load or with permissible loads varying upto 10 tonnes at 5.0M radius with a maximum wheel load with the jib in different positions, 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 observance of the special conditions mentioned in above quoted Joint Safety Certificate accompanying your letter referred to above.

DA:-Nil.

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

New Delhi, dated 16-12-1982.

No. 82/WDO/SR/14. Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow, with reference to his Endorsement No. RS. 17-T(5)/82, dated 27-11-82.
- 2) The Commissioner of Railway Safety, Southern Circle, Bangalore-560009, with reference to his letter No. 2314, dated 17-11-82.
- 3) The Director General (Motive Power), R.D.S.O., Manak Nagar, Lucknow - 226011.

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

DA:-Nil.

R. Narayanan/WDO-I/14-12-82.



(76)

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

New Delhi, dated 11-12-82

No. 82/WDO/SR/37.

To

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

Subject:- Running of WDM-2 Diesel Locomotive  
on Balamau-Sitapur Section.

Reference:- Your Railway's letter No.  
519-W/389(WT) dated 22.9.82.

It appears from your Railway's application referred above that the WDM-2 Diesel Locomotive is being introduced for the first time on Balamau-Sitapur Section, but possibly the same is already running on some other sections of Northern Railway.

In case this position is correct i.e., the loco is already running on some other sections of Northern Railway, Board's sanction to the condonation of infringement to the locomotive should be already available on Northern Railway which may please be linked up. In such circumstances, Board's condonation to the infringement of the locomotive itself would not be needed again and again in every case.

Attention is drawn to para 2(a) of Chapter V of the Rules of opening of Railways which provides that in pursuance of the orders issued in Railway Board's Notification No.350 dated 26-11-1913 the Commissioner 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 Commissioner of Railway Safety without approaching the Board.

It is not clear whether the Commissioner of Railway Safety has been approached to give sanction under his own powers or not in this context. If, however, the position is that the WDM-2 locomotive is being introduced on Northern Railway entirely for the first time, only in that case Board's approval would be needed.

DA:-Nil.

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

New Delhi, dated 16-12-82.

No. 82/WDO/SR/37.

Copy forwarded for information to:-

- 1) The Chief Commissioner of Railway Safety, 16 A, Ashok Marg, Patiala House, Lucknow, with reference to his Endorsement No. RS.17-T(4)/82 dated 6.11.82.
- 2) The Commissioner of Railway Safety, Northern Circle, Lucknow, with reference to his letter No.246/1339/WDM-2 dated 20.10.82.



77

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

No. 82/WDO/SR/25.

New Delhi, dated 17 - 12 - 82.

To

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

Sir,

Subject:- Running of EMU Services on  
Delhi - Ghaziabad Section  
of Northern Railway.

With reference to your Endorsement No. RS.17-T(2)/82, dated 6-12-82 forwarding Commissioner of Railway Safety, Northern Circle, Lucknow's letter No.270/1339/EMU dated 24-11-82, I am directed to communicate Railway Ministry's sanction to the infringements of item 3(i) and item 4 of Chapter-II and item 13(i)(e) & 13(ii)(C) of Chapter-I of the B.G.Metric Schedule of Dimensions (1973) involved in the running of empty EMU coaches on Delhi-Ghaziabad Section of Northern Railway as mentioned in Form-XI accompanying General Manager, Northern Railway's letter No.519-W/270 dated 10-11-82.

DA:-Nil.

*Page 16/12/82*  
( S.D.Jain )  
for Secretary, Railway Board.

No. 82/WDO/SR/25..

New Delhi, dated 17-12-82.

Copy forwarded for information to:-

- 1) The Commissioner of Railway Safety, Northern Circle, Lucknow, with reference to his letter No.270/1339/EMU dated 24.11.82.
- 2) The General Manager, Northern Railway, Baroda House, New Delhi, with reference to his letter No.519-W/270 dated 10-11-82. The sanction for the running of empty EMU coaches on Delhi-Ghaziabad section shall be accorded by Commissioner of Railway Safety, Northern Circle, Lucknow as mentioned in his letter quoted in the Endorsement at 1) above.

DA:-Nil.

*Page 16/12/82*  
( S.D.Jain )  
for Secretary, Railway Board.

R.Narayanan/WDO-I/16.12.82.



# LOADING STANDARDS FOR BRIDGES

78

Year	Vertical Loads.	Longitudinal Loads.
<b>BROAD GAUGE</b>		
1926	<ol style="list-style-type: none"> <li>1. <u>Heavy Mineral Loading.</u>- 28 tons axle-load loco followed by train load of 2.3 tons/ft.run (7.67 t/m)</li> <li>2. <u>BGML Standard Loading.</u>- 22.5 tons axle-load loco followed by train load of 2.3 tons/ft. run (7.67 t/m)</li> <li>3. <u>BGML Standard Loading.</u>- 17 tons axle load loco followed by train load of 1.5 tons/ft. run (5 t/m)</li> </ol>	<p>Maximum tractive effort for coupled loco operation = 47.6t</p> <p>Braking forces = 10% of the axle load.</p>
1975	<u>RBG Loading Standard.</u> - 22.5t axle-load loco with trailing load of 7.67t/m behind loco with a maximum axle load of 22.9t for the train load.	<p>Maximum tractive effort for coupled operation = 75t</p> <p>Braking force = 20% of the axle load.</p>
1987	<u>MBG Loading Standard.</u> - 25t axle-load loco with a train load of 8.25 t/m on both sides of the loco.	<p>Maximum tractive effort for coupled loco operation = 100t</p> <p>Braking force = 20% of the axle load.</p>
<b>METRE GAUGE</b>		
1929	<u>MGML Loading Standard.</u> -13.2t axle-load loco followed by train load of 3.87t/m.	<p>Maximum tractive effort for coupled loco operation = 24.8t</p> <p>Braking force = 10% of axle-load.</p>
1988	<u>MMG Loading Standard.</u> - 16t axle-load loco hauling a trailing load of 5.5t/m on both sides of loco; axle-load of train loads not to exceed 14t.	<p>Maximum tractive effort for coupled loco operation 64t for CO-CO type loco, 48t for BO-BO loco</p> <p>Braking force for loco axles = 25%; for train load = 20%</p>

Designs will cater for coupled operation of locomotives.

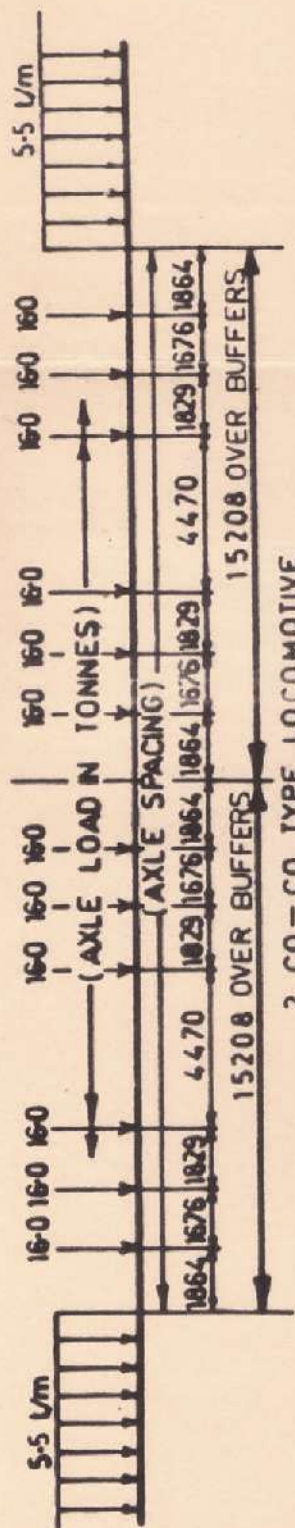
A copy each of the loading standards for BG & MG is placed below.



M.B.G.-1987

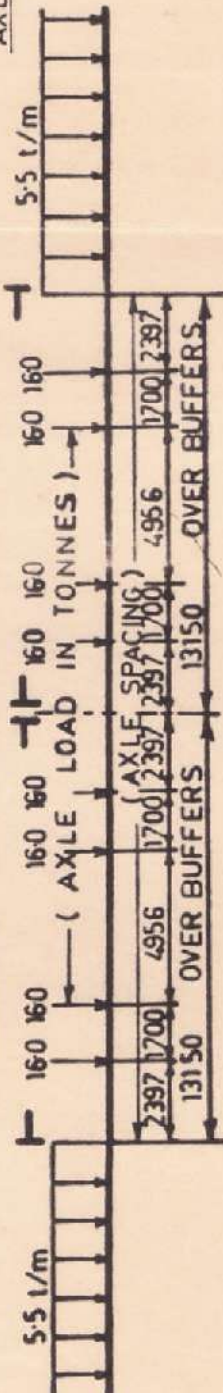


# LOADING STANDARDS - M.G.

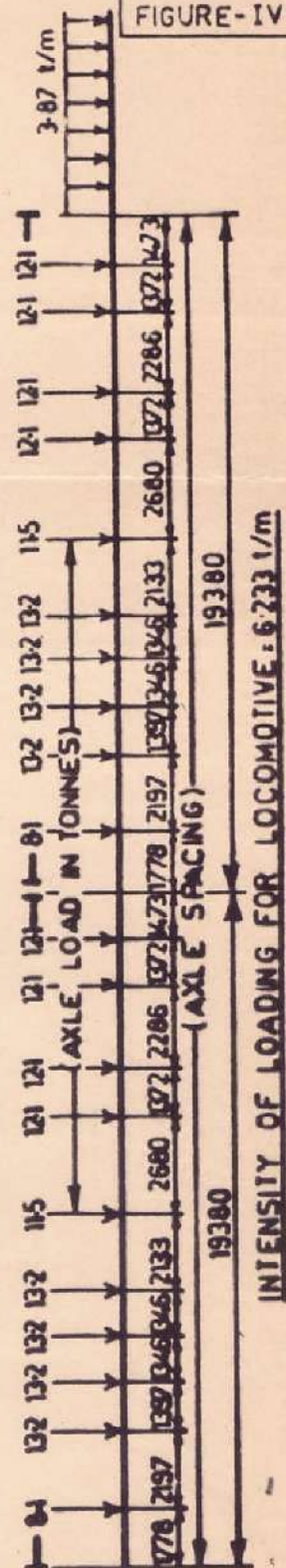


2 CO-CO TYPE LOCOMOTIVE  
INTENSITY OF LOADING FOR LOCOMOTIVE = 6.312 t/m

AXLE SPACING IN MM



2 BO-BO LOCOMOTIVES  
INTENSITY OF LOADING FOR LOCOMOTIVE = 4.867 t/m



M.G. M.L.-1929

INTENSITY OF LOADING FOR LOCOMOTIVE = 6.233 t/m

FIGURE-IV



RAJYA SABHA

STARRED QUESTION NO. 141

TO BE ANSWERED ON 5.5.1982Unloading facility in boxN wagons

\* 141. SHRI R.R. MORARKA :

Will the Minister of RAILWAYS (रेल मंत्री) be pleased to state:-

- (a) whether the boxN Wagons recently introduced by the Railways have only manual unloading facility with the result that long delays are caused in unloading of wagons; and
- (b) if so, what are the practical advantages in introducing this type of wagons?

A N S W E RDEPUTY MINISTER FOR RAILWAYS AND PARLIAMENTARY AFFAIRS.

( रेल एवं संसदीय कार्य उपमंत्री )

SHRI MALLIKARJUN(a) & (b) :

A statement is laid on the Table of the Sabha.



RAJYA SABHA.

CASE NO.82/M(N)/443/16.

STARRED QUESTION NO.141.

TO BE ANSWERED ON 5.5.82.

.NOTE FOR SUPPLEMENTARIES.

NEED FOR A  
NEW WAGON  
TO RUN LONG  
AND HEAVY  
FREIGHT  
TRAINS AND  
INCREASE  
THROUGHPUT  
TO MEET  
TRAFFIC  
DEMANDS.

To meet the increasing demand of bulk transport of raw materials due to expansion of steel plants etc. the have no other alternative except to go for longer Railways and heavier freight trains which will carry much higher pay loads per train. To facilitate this and also in line with the policy of the Railways to evolve new and better designs of wagons a new type of BOX wagon designated as 'BOXN' has been designed. This wagon has been designed to introduce heavier freight trains of 4500 tonnes and later 7500 tonne trains, as against the present level of 2500 tonne to 3500 tonne trains, thus enabling the Indian Rlys. to enter the era of heavy freight trains, which has been adopted quite some time back by some of the major systems in the world. The trains consisting of BOXN wagons will increase the pay load from the present 2420 tonne to 3235 tonne (for 4500 tonne trains) i.e. an increase of 815 tonnes (33%). Thus BOXN wagon will enable increasing the throughput within the existing standard loop length, permissible loading density and other infrastructure on broad gauge sections without additional investment on these.

To facilitate the above, BOXN wagon has been made shorter with marginal increases in the height as well as width so that all bulk materials like coal, iron ore, lime-stone, dolomite can be transported in these wagons to their fully carrying capacity. Introduction of these wagons and their use in much larger numbers is therefore of vital interest not only for the railways, but also for the steel plants, collieries etc. for getting their increasing requirements for transport of raw materials.

DESIGN  
FEATURES OF  
BOXN WAGONS

The loading dimensions and other features of the BOXN wagon as compared to the existing BOXC ( BOX with straight CBC) type of bogie open wagon are furnished below:-

contd....2/-



- : 2 : -

	<u>BOXC</u>	<u>BOXN</u>
1. Length over buffers/ coupler faces.	13730 mm.	10713 mm. ✓
2. Body height(inside).	1080 mm.	1950 mm.
3. Body width (inside).	2852 mm.	2950 mm.
4. No. of doors for un- loading.	5 on each side.	3 on each side.
5. Approximate tare.	25.08 tonne.	22.47 tonne.
6. Payload.	56.28 tonne.	58.81 tonne.
7. No. of wagons in exist- ing loop of 686 m (585m effective length).	43	55
8. Gross load per train.	3495 tonne.	4470.4 tonne.
9. Approx. payload per train.	2420 tonne.	3235 tonne.
10. Axle Load.	20.32 tonne.	20.32 tonne.
11. Track loading density.	5.93 t/m.	7.59 t/m.
12. Type of bogie.	UIC fabricated type. Cast Steel.	
13. Type of bearing.	Cylindrical roller Cartridge taper bearing. roller bearing.	
14. Type of coupler.	Standard non- transition CBC.	Enhanced capacity non-transition CBC.
15. Type of brake.	vacuum brake.	Air brake.

BOXN wagon is fitted with air brakes in lieu of the vacuum brakes which will help in achieving better brake Power and reducing braking distances to enable 4500/7500 tonne trains being run without any major change in signalling system. Running of such heavy trains would not have been possible with the vacuum brakes.

As BOXN wagon has been conceived and designed for bulk transport of raw materials, they have to ply normally in unit trains only which would automatically call for mechanical handling and loading/unloading facilities. Steel Plants/Collieries/Power Houses etc. who will be handling the bulk traffic with BOXN wagons already have mechanical loading/unloading facilities which can be utilised for unloading BOXN wagons also after some modifications. Such bulk transport and handling is not at all compatible with manual loading or unloading. As such having only 3 doors for unloading on each side as against 5 doors on each side of BOX wagons should not be treated as an adverse feature.

contd....3/-



- : 3 : -

Normally the wagon would have been designed without any doors at all. Provision of 3 doors has been made only to meet the highly abnormal situations where manual unloading may have/be resorted to.

IMPROVED  
TECHNICAL  
FEATURES  
TO MINIMISE  
FAILURE  
AND  
REDUCE  
MAINTENANCE

Based on the experience with the earlier BOX wagons where a number of problems are thrown up with regard to the performance of the bogies, bearings, brakes etc. BOXN wagon incorporates improved designs for these items; Cast Steel Bogies as against the fabricated bogies of the earlier BOX wagons which are developing a large number of welding failures; Cartridge Taper roller bearings to minimise the large number of failures now being experienced with the cylindrical roller bearings on BOX wagons; Air brakes, apart from meeting the basic objective of running larger and heavier trains, will also eliminate the large number of troubles experienced with vacuum brakes like brake fade, inoperative brake cylinders etc. and reduce maintenance work. In addition, the air brake equipments are also lighter and thereby increase the payload capability of the wagons.

Apart from increasing the payload per train and thereby enabling increased throughput, the above features are expected to enable the wagon to give much better trouble-free performance in day-to-day operation and also reduce their down time and increase their availability for carrying traffic.

CENTRE  
BUFFER  
COUPLERS  
PROVIDED  
TO PERMIT  
7500 TONNE  
AND 10000  
TONNE TRAINS  
AT A FUTURE  
DATE.

Another feature is fitment of enhanced capacity Centre Buffer couplers on these wagons which will enable running of 7500 tonne trains also at a later date. Couplers provided at present on BOX wagons are not suitable for more than 6500 tonne trailing loads, while the enhanced capacity couplers being fitted on BOXN wagons will enable trailing loads of even 10,000 tonnes at a distant future.

BULK CUSTOMERS LIKE  
STEEL PLANTS  
ADVISED LONG  
TIME BACK  
ABOUT INTRODUCTION OF  
BOXN WAGONS

Steel Plants/Collieries/Power Houses etc. who will be handling the bulk traffic, have been advised even 2 to 3 years back of the Railways' intention to have BOXN wagons and to run heavy trains with a view to enable them to make necessary arrangements for loading/unloading of these wagons. These units already have mechanical handling

contd....4/-



equipments like tipplers and no serious problems are envisaged in handling of BOXN wagons after some modifications to tipplers and their wagon placement systems, weight bridges etc.

MANUAL UN-  
LOADING &  
TIME TAKEN  
FOR UNLOAD  
ING BOXN  
WAGONS  
COMPARABLE  
WITH BOX  
WAGONS.

A comparative study of manual unloading of prototype BOXN wagons and BOX wagon was undertaken in July, 1981 at Talkatora Power House. During these trials, the total time taken for unloading of coal from BOXN wagons compared favourably with the time taken for unloading from BOX wagons as under :-

	<u>BOXN Trial</u> <u>Wagon No.1</u>	<u>BOXN Trial</u> <u>Wagon No.2</u>	<u>BOX WAGON.</u>
No. of doors provided.	3 on each side.	3 on each side.	3 on each side.
Quantity of coal loaded.	60.8 tonne	60.8 tonne	57.9 tonno.
No. of labour engaged.	Three.	Four.	Three.
Unloading time taken.	4 hrs. 40 min. x3 = 14 man hrs.	3 hrs. 15 min. x4 = 13 man hrs.	4 hrs. 40 min. x3 = 14 man hrs.

These trials have shown that the BOXN wagons with 3 doors on each side can also be unloaded within the free time of 5 hrs. (in case of coal) without difficulty.

LOADING &  
UNLOADING  
TRIALS WITH  
BOXN WAGONS

Two prototype BOXN wagons were first sent to collieries and steel plants for loading and unloading trials. These trials have indicated that there will be no problems of loading at the loading points. These trials have also established that coal (the lightest of raw materials) can be loaded to its full carrying capacity. There will, however, be some modifications required to the tipplers at the unloading points to cater to the slightly increased height and the shorter length of the wagons. Some difficulties in weightments of these wagons is also anticipated at loading and unloading ends. This matter is under dialogue between the Ministry of Railways and the Steel Plants and also SAIL. Recently SAIL have written that the matter be discussed and it is proposed to hold a ministerial level meeting shortly to work out acceptable arrangements.

TRIALS TO  
ESTABLISH  
SPEED POTENTIAL  
AND ALSO  
BRAKE POWER  
OF BOXN  
WAGONS.

In the meanwhile, trials are being conducted on BOXN wagons with two different types of cast steel bogies on the Gaya-Mughalsarai section of Eastern Railway, where the track is maintained to Rajdhani standards. These trials when concluded, will indicate the maximum permissible

contd....5/-



- : 5 : -

speed potential of BOXN wagon on well maintained tracks, separately when the wagon is fitted with <sup>each</sup> type of bogie. These trials will enable running of BOXN trains at higher speeds at a later date on tracks built and maintained to higher standards. Confirmatory trial runs are also proposed to be conducted with 4500 tonne trains consisting of these wagons for proving the design expectations regarding brake power and braking distances. After successful completion of all these trials, it would be possible to introduce regular running of trains.

INTRODUCTION OF THE NEW WAGON.

The first rake of 55 BOXN wagons has also been turned out by Golden Rock Workshops of Southern Railway in January, 1982 and for the time being is in service in Khurda Road and Waltair Divisions of South Eastern Railway east coast line for traffic other than coal or iron ore. After the completion of trials, it is proposed to introduce running of 4500 tonne trains, consisting of BOXN wagons, on the Kiriburu, Bokaro-Rourkela circuit of South Eastern Railway for movement of iron ore/coal. Later 4500 tonne trains of BOXN wagons will be introduced on other closed circuits for movement of the bulk commodities.

MANUFACTURING PROGRAMME FOR BOXN WAGONS.

Manufacture of BOXN wagons is being done by both Railway workshops and other wagon builders in public and private sector. It is proposed to procure about 20,000 BOXN wagons (equivalent to 50,000 four-wheeler units) during the Sixth Plan period for meeting the anticipated traffic requirement of bulk commodities, subject to availability of matching funds, to enable procurement of 1 lakh wagons in terms of four-wheelers units covering all types of wagons.

....