

- 1.3.1.3 The loading spectrum actually passing over the track should be recorded with Wheel Impact Load Detector (WILD). Adequate no. of WILD instruments shall be installed by Railways for this purpose. Installation and maintenance of WILD instrument shall be ensured by Railways.
- 1.3.1.4 It shall be ensured that strict discipline is observed by all concerned and severe punitive measures are taken for any overloading that may come to light. With this in view and for ensuring strict compliance in observance of rules as laid down, a quarterly review shall also be done by a multi-disciplinary core group comprising of concerned PHODs namely PCE/CE (Co-ordination), CME & COM under GM of respective Zonal Railways and a report in this regard shall be sent to Railway Board.
- 1.3.1.5 Railways shall take action to replace 90R rails, if any, on priority.
- 1.3.1.6 With increased loading, especially with respect to 90 UTS rails, the phenomenon of rolling contact fatigue (RCF), is likely to take place. The USFD technique to detect RCF is already available. This may specially be kept in view while doing USFD examination of Rails as per existing instructions. Based on the experience, in the initial period of operation, USFD testing at appropriate frequency, to detect RCF defect, should be undertaken in due course.
- 1.3.1.7 In addition, precaution mentioned in Para 6.1 of Minutes of PCEs/CEs meeting issued vide Board's letter no. 2005/CE-II/TS/I dated 13.6.05 shall also be observed, wherever applicable.
- 1.3.1.8 The directives of Railway Board communicated vide para 3.1 and 3.2 of Railway Board's letter no. 2004/Dev.Cell/IDEI/2 dt.29-9-04 and Fax no 2004/Dev Cell/IDEI/2 dt:15-10-2004, and Commercial Dte. /Railway Board's letter no.TCI/2004/109/4 dt:4-11-2004 regarding in motion weigh bridges and monitoring of loading shall be strictly adhered to.

1.3.2 Bridges

- 1.3.2.1 The clearance refers to bridges with standard designs of girders, slabs, pipe culverts, piers and abutments etc. issued by RDSO for BGML, RBG and MBG-1987 standard loadings.
- 1.3.2.2 All other designs of superstructures and sub structures are to be examined under the direction of the Principal Chief Engineer concerned and certified safe by him in terms of current IRS Bridge Rules. Steel Bridge Code, Concrete Bridge Code, Arch Bridge Code, Bridge Substructures and Foundation Code etc. read with up-to-date correction slips.
- 1.3.2.3 In loaded condition, the following restrictions are applicable :-
- (i) On RBG spans of 63.0m and 78.8m (both effective), maximum speed is restricted to 50kmph.