

(ii) On RBG span of 47.3m (effective), maximum speed is restricted to 55 kmph.

(iii) For single headed operation, track on bridges and approaches of BGML span 78.8 m (effective) shall be strengthened or modified in such a way so as to allow for dispersion of longitudinal force as per clause 2.8.3.2 of IRS Bridge Rules. In cases where dispersion cannot be allowed as per Clause 2.8.3.2 such as due to provision of SEJ in bridges etc., the bridge superstructure including bearings and sub-structure shall be checked for longitudinal force without dispersion and certified safe by the Principal Chief Engineer concerned.

(iv) For double headed operation, track on bridges and approaches of BGML spans 63.0m and 78.8m (both effective) shall be strengthened or modified in such a way so as to allow for dispersion of longitudinal force as per clause 2.8.3.2 of IRS Bridge Rules. In cases where dispersion cannot be allowed as per Clause 2.8.3.2 such as due to provision of SEJ in bridges etc., the bridge superstructure including bearings and sub-structure shall be checked for longitudinal force without dispersion and certified safe by the Principal Chief Engineer concerned.

1.3.2.4 Other specific restrictions are applicable which are indicated in relevant Speed Certificates of hauling single/multiple locomotives issued by RDSO.

1.3.2.5 The clearance is subject to the following parameters of wagon.

- (i) Maximum axle load (loaded) - 22.32t.
- (ii) Maximum axle load (Empty) - 6.4t
- (iii) Maximum C.G height from Rail level (loaded) - 2390 mm
- (iv) Maximum C.G height from Rail level (Empty) - 1120 mm
- (v) Maximum braking force at rail level per axle - 10 % of axle load

1.4 Signalling

1.4.1 Provision of GR, SR, SEM and all extent instructions issued from time to time shall be complied with.

1.4.2 The condonation regarding infringements in schedule of dimensions shall be obtained in accordance with local conditions before movement.

1.4.3 On the sections where EBD of more than 1Km. is to catered for, second distant signal or automatic signaling should be available failing which suitable speed restriction is to be imposed.

1.5 Rolling Stock

1.5.1 Before initiating the movement, CME of the railway will certify the track worthiness and safety of the rolling stock.

1.5.2 For movement of wagon on any private or assisted siding for loading or unloading the consignments, the Chief Engineer of Railway shall be referred to.