

- 2.5.3 Conditions stipulated in the Railway Board's letter no. 2005/CE-II/TS/7 dated 01-05-06 for operation of 22.32 t (CC+6t+2t) axle load shall continue to apply.
- 2.5.4 The design of the wagon infringes clause 13(b) of Chapter IV (A) and the profile for the Maximum Moving Dimensions of 1929 as shown in diagram 1A and others of the BG Metric Schedule of Dimensions-1973. Similar infringements are observed for the newly revised IRSOD, 2004. These infringements have been condoned by Railway Board vide their Letter No. 93/CEDO/SR/5 dated 30.12.93.
- 2.5.5 The wagon will run at normal speed at locations where track centers are minimum 4570 mm ( 15'-0") and structure distance is 2135 mm (7'-0"). On locations where track centers are less than 4570 mm ( 15'-0") and for structure distance less than 2135 mm suitable restrictions shall be imposed.
- 2.5.6 Suitable precautions for safety of passengers standing on the platform such as provision of strip marking beyond which passengers will not stand and the drivers blowing their horn while passing through platform lines to warn the passengers standing close to the platform, have to be taken by the Railways.
- 2.5.7 Before operation of the wagon on any route a campaign of education of the line staff will be carried out to warn them of additional width of these wagons.
- 2.5.8 The wagons have been painted with distinctive colour code to make them stand out amongst other wagon i.e red zebra strips on white background at all the four corners.
- 2.5.9 It shall be ensured that pick up shoes are in closed condition while wagon in operation. And the same will be in open condition at the unloading terminal only.
- 2.5.10 These wagons are fitted with compressed air brakes and therefore shall not be moved in a mixed train formation. All the wagons shall be moved only in special train formation hauled by a suitable locomotive capable of hauling the trailing rake of wagons fitted with air brakes. Brake vans in the rear shall also be suitable for compressed air brake operations.
- 2.5.11 The maximum permissible speed of the empty and loaded wagon in the siding at originating point and destination shall be decided by the Chief Engineer concerned.

Encl: Drg. No. WD-91071-S-01 alt. 9



( S. Mani )

Exe. Director Standards (Motive Power)

**Copy for information to :**

1. The Secretary ( Mech./Engg.), Railway Board, Rail Bhavan, New Delhi – 110 001.
2. The General Manager ( Mech./Optg.)