

17/10/15
टेलीग्राम - 'कामरेल्स' लखनऊ
फैक्स नं० 0522-2234538

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नागर विमानन मंत्रालय
रेल संरक्षा आयोग, पूर्वोत्तर परिमण्डल

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
COMMISSION OF RAILWAY SAFETY, NORTH EASTERN CIRCLE

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हजरतगंज, लखनऊ-226 001
Hazratganj, Lucknow-226 001

No:3499/BRN Wagon /NCR/SANL-14

25 01 OCT 2015
R. d. s. m. s.
अध्यक्ष 02/10/15

Dated:24.09.15

The General Manager,
North Central Railway,
Allahabad.

Sub: Sanction for regular Operation of roller rake composed of 21 BRN/BRNA/BRNAHS wagon carrying total 60 rail panels of 260 m length each loaded in 5 layers and one 8 wheeler covered wagon BCNM1/BCNAM1 (or BCN variant wagon) (EUR rake) over all BG Sections having maximum axle load of 20.32 t. on North Central Railway.

Ref: आपका आवेदन सं०.355-W/CRS/Roller Rakes Wagon BRN/NCR/Bridge, Dt: 09.09.2015

Sanction is hereby accorded for regular operation of roller rakes composed of 21 BRN/BRNA/BRNAHS wagons carrying 60 rail panels of 260m length loaded in 5 layers as per Drg No.RDSO/T-8403 to RDSO/T-8412 having maximum axle load of 20.32 t, and one 8 wheeler covered wagon BCNM1/BCNAM1 (or BCN variant wagon) at a maximum permissible speed of 60 kmph or sectional speed whichever is less over entire BG routes of North Central Railway.

2. CRS/Central Circle has already sanctioned running of roller rakes vide letter No.C-11(187)/2015-500 dated 12.08.2015 over BG sections of Central Railway.

3. The sanction is also subject to :

- Observance of all the permanent and temporary speed restrictions in force and those that may be imposed from time to time.
- Compliance of all conditions laid in RDSO's Final Speed Certificate No. CT/RL Dt. 03.12.2014 and those in concomitant, Track Certificate dated 24.08.2015, Joint Safety Certificate No.21/BRN/(EUR Rakes)Wagon/NCR/2015, Bridge Certificate No.355-W/Bridge Certificate/Pt.VIII, dated 27.08.2015.
- When rake is taken to site for unloading the rails, train formation should consists of 21 BRN/BRNA/BRNAHS wagons (18 wagons for loading rail & 3 wagons having Ramper/Threader/Chute arrangement used for unloading purpose only) and one 8 wheeler covered wagon BCNM1/BCNAM1 (or BCN variant wagon). Rake should not be allowed to move if 8 wheeler covered wagon BCNM1/BCNAM1 (BCN variant wagon is not attached to train formation.

- d) Wherever height of OHE is less than 4.72m, unloading should be done under power block. In sections where 2m clearance from OHE is not available, unloading should be done under power block.
- e) In electrified section, during unloading operation OHE staff should be available on EUR rake.
- f) Unless Power Block is taken staff should not work by standing on layers of rails on EUR.
- g) Bulk head and rails behind bulk head should be opened /removed in block sections at work site just before starting work. Bulkhead of layers which is to be unloaded should only be opened, all other bulkheads should remain intact.
- h) Whenever unloading is to be done on graded section having gradient steeper than 1 in 100, unloading should be done by moving the train towards down gradient.
- i) Staff working on EUR should be equipped with safety equipment like helmet, industrial safety shoes, industrial safety hand gloves and industrial safety jackets. SSE/SE/IE/P Way working on EUR will be personally responsible for ensuring the same. Unless this condition is satisfied, staff should not be allowed to work on EUR. Sr. DEN/Co will be responsible for procurement of these safety equipments.
- j) 8 wheeler covered wagon should be attached to formation (at other end where Ramper and Threader are not attached) for staff and tools. During movement of EUR staff should sit only in 8 wheeler covered wagon. No staff should be allowed to sit on ramper/threader or any other BRN/BFR/BRH of EUR.
- k) In case of partial unloading of layer, if rake has to move with bulkhead in open condition, under such condition, maximum permissible speed of EUR should be restricted to 20 Kmph.
- l) In sections where gradient is 1 in 100 and steeper, during normal movement of EUR, speed restriction of 30 kmph should be followed.
- m) During unloading operation, speed restrictions of 50 kmph and whistle freely should be imposed on adjacent line.
- n) While passing through platform lines and negotiating Turnout, maximum permissible speed is restricted to 20 kmph.
- o) The distance between the extreme edge of two rails during operation of unloading shall not be more than 3500 mm.
- p) Copy of these instructions should be circulated to all Pway staff and other connected staff of Optg. Mech. and OHE control.



(P.K. Bajpai)

Commissioner of Railway Safety,
North Eastern Circle, Lucknow