

CHAPTER XI

MOVEMENT OF TRAFFIC

Explosive and other dangerous goods

11001. Detailed rules for the conveyance of explosives and other dangerous goods are contained in the "Red Tariff" published by the Indian Railway Conference Association. The rules, there in laid down relate only to such duties as Transportation Staff are expected to perform in dealing with such traffic.

11002. General - (a) Smoking, lighting matches or taking lights, hand signal lamps or hurricane lanterns near Explosives and other Dangerous goods or Inflammable liquids is strictly forbidden. Even an empty container or wagon or tank that has contained certain inflammable liquids can have fumes that are liable to cause explosion.

(b). Petrol, Aviation spirit, Benzol and Kerosene oil may be conveyed in bulk in Oil Tank Wagons.

(c). Consignments of Petroleum must not be stored in the sun or in an enclosed shed or near Explosives. Matches or other dangerous goods Wagons containing Petroleum awaiting despatch, unloading or transshipment must be kept in isolated sidings away from running lines and ashpits.

(d). Staff should ensure that every outward or inward package of Explosive or dangerous goods is stored at a safe distance from the Station buildings, either in a covered vehicle or completely covered with tarpaulins, so that it may not be exposed to sun. If possible, such goods should be specially guarded by R.P.F. staff.

(e). Inflammable liquids must not be stored in any of the Railway's enclosed sheds or warehouses. Nor should they be stored near Explosives matches or other dangerous goods or near fires or any agency that produces heat.

(f). Loading and unloading must be performed under the personal supervision of responsible staff.

(g). Petrol, Aviation Spirit and Kerosene Oil in barrels and tins should only be loaded or transhipped into iron-floored, ventilated and square edged wagons.

(h). Except in an emergency, all operations connected with the handling of Petrol must be performed during day light only and not after dark as it shall necessitate the use of a lamp. However, in the case of small consignments of Petrol and other inflammable goods carried in brake-vans, loading and unloading at night may be performed under the personal supervision of the Guard of the train and the Official-in-charge of the station.

(i). The doors of both sides of wagon containing Petrol must remain fully open for 5 minutes before any one is allowed to enter the wagon for loading or unloading purposes.

(j). Loaded Tank Wagons shall, immediately on arrival at destination, be shunted to the position set apart for them which position must be as isolated as possible. They must not, at any time, be allowed inside Goods Sheds.

(k). Empty Tank wagons shall be returned to the Stabling point without delay.

11003. Labels. - (a) Wagons containing Explosives and Dangerous Goods must be labelled prominently on both sides with special labels, "Not to be loose shunted", "Handle with Care", and "Dangerous (Explosive)", specially provided for the purpose.

(b). In addition to the above labels, special paper label showing "Full Highly Inflammable" or "Empty/highly inflammable" are to be affixed to Oil Petrol Tank Wagons at loading and decanting depots. "Full" labels will be affixed at filling depots and "Empty" labels at decanting depots. These labels will be affixed only when tank wagon are not equipped with permanently fixed reversible boards displaying "Full" and "Empty" slogans.

(c). Before tank wagons move from their respective depots transportation staff must see that appropriate labels are affixed to both their sides and that "Empty" labels are removed before "Full" labels are affixed and vice versa.

(d). Care shall be taken to destroy the paper labels on both sides when wagons have been unloaded.

11004. Marshalling of wagons loaded with explosives, inflammable liquids and other dangerous goods.

(a). (i). When vehicles loaded with explosives and inflammable liquids are attached to trains, they should be placed as far away as practicable from the train locomotive, but inside the brakevan. These must be close coupled to one another as well as to the adjoining wagons and must be separated by not less than three wagons not containing explosives or other dangerous goods or articles of inflammable nature from:-

A, The passenger carriages or the brake-van;

B. Any other wagons containing other dangerous goods or articles of inflammable Nature.

C, But in case an electric or a diesel locomotive is used only one such wagon need intervene between the wagons containing explosives, petroleum and other inflammable liquids, and the locomotive

(ii) Wagons containing gases, compressed, liquified or dissolved shall be separated by not less than two wagons not containing explosives or other dangerous goods or articles of inflammable nature from:-

(A). the train locomotive, irrespective of the type of locomotive used,

(B). the passenger carriages or the brake-van;

(C). any other wagons containing dangerous goods or articles of inflammable nature, except that the number of such intervening wagons shall not be less than three when these wagons contain explosives or petroleum and other inflammable liquids.

(iii). Wagons containing inflammable solids and oxidizing substances shall be separated by not less than one wagon not containing explosives or other dangerous goods or articles of inflammable nature from:-

(A). the train locomotive, irrespective of the type of locomotive used.

(B). the passenger carriages or the brake-van;

(C). any other wagons containing dangerous goods or articles of inflammable nature, except that the number of such intervening wagons shall not be less than three when these other wagons contain explosives or petroleum and other inflammable liquid and not less than two when they contain gases-compressed, liquified or dissolved.

(iv). Not more than five wagons of explosives such as gun power or dynamite are to be attached to a goods train. Not more than three powder vans shall be attached to any mixed train.

(b). Such vehicles shall not be attached to passenger or mixed trains except on sections where goods trains do not run.

(c). When dangerous goods in crates are moved in open wagons at least 10 wagons not containing dangerous or inflammable goods must intervene between the locomotive and the first such wagon.

(d). Empty tank wagons which have contained petroleum and other inflammable liquids shall be marshalled under the same condition as in the case of loaded petrol or oil tanks.

(e). On section where fast goods trains run, petrol wagons must always be despatched by them and not by work trains.

11005. Marshalling in times of extreme emergency,- (a) In case of extreme emergency powder vans or wagons containing explosives and other dangerous goods, the wagons containing property of Government may, at the request in writing of the following, be attached to goods, mixed passenger or military special trains :-

(i). The local Military authorities

(ii). An O.C., Air Force Unit,

(iii). The Master General of Ordnance, or the Directors under his control.

(iv). An Ordnance Officer (including a Superintendent of Factories) and

(v). the A.O.C., inc. of Air Force in India On controlled sections, S.M. will obtain the prior permission of the D.O.M. before complying with request. On non-controlled sections, he would submit the request to D.R.M. and G.M. (Optg.) for information.

(b). The following are the maximum relaxation permitted under this rule:-

(i). The maximum number of powder vans which may be forwarded on any one passenger train is two which should be preceded and followed by three goods wagons not loaded with explosives or other traffic of an inflammable nature, but where the difficulty of load precludes the attachment of 3 goods wagons on either side, the number may be reduced to two.

(ii). A maximum of four powder vans or three Iron covered wagons may be forwarded by any one mixed train which should, be preceded and followed by three goods wagons not loaded with explosives or other traffic of inflammable nature, but where the difficulty of load precludes the attachment of three goods wagons on either side, the number may be reduced to two. On the written request of the Military Authorities the powder van or vans need not be detached from a mixed train as soon as the train arrived on a section on which goods trains are running.

(iii). A maximum of eight wagons carrying explosives may be hauled by a goods train.

(iv). A military special ammunition train may haul wagons upto the hauling capacity of the locomotive, at the discretion of Military Authorities.

11006. Shunting- (a) Loose and Fly shunting of or against any Vehicles containing Dangerous and Explosive goods Inflammable liquids and gas holders is strictly forbidden. See G.R. 5.21 and S. Rs 5.21 (I) and (II) in this connection.

(b). When a train to which such vehicles are attached has to be broken up in a yard, the following action shall be taken:-

(i). If it is a flat yard, these vehicles shall first be detached and kept in a siding reserved for the purpose. After the rest of the load has been dealt with, these wagons shall be attached to the load they are intended for, with the Shunting Engine/Pilot attached.

(ii). If it is a Hump Yard, these vehicles shall, similarly be detached and kept either in a siding reserved for the purpose and close to the Hump or in the Engine Escape Line before the Shunting Engine/Pilot starts the humping operations. On no account shall these vehicles be kept in the sorting lines. When the load to which these vehicles are intended to be attached is ready they shall be attached to the load with shunting Engine/Pilot.

(c). All such vehicles must be subjected to the minimum movement in the yard and they must be moved carefully without jerks or any sudden acceleration or deceleration.

(d). During the course of shunting, all such vehicles must be separated from the Diesel Shunting /Pilot by at least one four wheeler not containing goods of a dangerous, explosive or inflammable nature.

(e). In case a vehicle containing inflammable liquids is leaking and has to be moved in the yard, it must be separated from the Shunting /Pilot by at least ten wagons not containing goods of an inflammable, dangerous or explosive nature.

(f). The vehicle mentioned in sub-para (e) above shall not be passed over or taken near fires. The persons responsible for shunting must caution shunters in this connection.

(g). The speed of engines shunting on any vehicles containing Dangerous and Explosive goods and Inflammable liquids is restricted to 8 kilometers an hour.

11007. Transport of Petrol, Aviation Spirit, Benzol and Kerosene Oil:-

(a). Guards in-charge of trains to which loaded Tank Wagons are attached shall examine the exteriors of the Tank Wagon for leaks. Slight sweating through the rivets may be disregarded.

(b). Loaded Tank Wagons shall, immediately on arrival at destination, be shunted to the position set apart for them, which position must be isolated as far as possible. They must not at any time be allowed inside Goods Shed.

(c). The Guard shall advise the Driver about presence of wagons containing dangerous goods on the train and their positions.

(d). The work of discharging these wagons shall be conducted during day light only, the main holes being kept closed during the operation. The windows and doors of the filling shed shall be locked at night. Station Masters shall occasionally look around depots to see that the rules as to discharging wagons and prohibiting smoking, or the approach of lights are adhered to. Soldering of tins must be done outside the depot wall in the shed provided for the purpose.

(e). Guards in conjunction with the Trains Clerks, where there is one, and the Rakshak must check the condition of all lead seals of the tank wagons at the Station where they are attached to trains and must also satisfy themselves that main-hole covers on such wagons are properly closed and lead sealed. If there is any discrepancy, the Guard shall note it in the special book kept for the purpose and the Guard or the Trains Clerk shall initial the remark in the wagon guidance. The result of the check together with the actual number of lead seals found on the tank must be recorded in the Seal Certificate Book. At the end of run or at the station at which a petrol tank is detached the Guard shall make a similar check of the seals jointly with the Railway Protection Force Staff or with the Station staff where Railway protection Force Staff are not available and the result must again be recorded in the Seal Certificate Book. If lead seals are found defective or missing at the time of check, whether criminal interference is suspected or not, the seals should be replaced as early as possible and in the presence of Railway Protection Force Staff. If criminal interference is suspected, the check should be made in the presence of the Head Rakshak or Station Rakshak and they should sign the entry in the book kept for the purpose. If this immediate check is not possible, the wagon must be sealed with Railway seals and the next changing station as well as the Railway Protection Force Staff stationed there advised by message to check the contents.

(f). This procedure shall be followed at all changing or junction stations when a Petrol Tank Wagon is running loaded.

(g). Similarly, when a Petrol Tank Wagon reaches its destination and has to be placed for unloading, the Goods Shed-staff who shall also maintain a register similar to that maintained at attaching and changing stations shall check the lead seals and grant a receipt to the Trains-Clerk or the Station Master and in return receive signature in a special book for the tank wagon released and sent away again. When Petrol Tank wagons are placed for

unloading, the seals should be checked by either the Head Rakshak or the station Rakshak who will report to the Station Master if any deficiency is noted.

(h). If a train carrying Petrol wagons arrives at a terminal or engine changing station during the hours of darkness, the Guard shall present a memo to Assistant Yard Master/Assistant Station Master giving the number and the position of the wagon or wagons in question on the Train and the Asstt. Yard Master/Assistant Station Master shall, then, warn the number taker not to take a lamp near such wagon or wagons. If the number taker has not already received this information, he shall on seeing special dangerous labels, proceed to the Office of Assistant Yard Master/Asstt. Station Master to obtain the information required. If it is absolutely necessary for the seals of such wagons to be checked during the hours of darkness, the staff deputed for the purpose should obtain safety handlamps or special torches from the office of JE/SE (C&W), Station Master or Head Rakshak, as soon as the work is finished, the lamps should be returned to the Office from where obtained.

(i). The Guards detailed to work Petrol specials shall take with him safety lamps or special torches as far as possible.

(j). Leaky Petrol wagons should not be passed over /taken near fire.

(k). The R.P.F. Staff should be informed in writing of the position of the wagons to enable them to keep a special watch over them and to ensure that naked lights, hurricane or hand signal lamps are not brought near them.

(l). The JE/SE (C&W) should be advised to examine the wagons thoroughly to discover any leaks. The position of the wagons must be indicated to assist the Train Examining staff in locating the wagon.

(m). The Trains Clerk on duty should be advised to ensure that, "Dangerous, Not to be loose Shunted" labels are affixed on the panels of the wagons, if not already done by the Goods Shed Staff.

(n). The number-Taker must indicate the position of the Petrol wagons in red ink or red pencil in the Guard's Vehicle Summary and obtain the Guard's signature in his Office copy.

(o). As soon as such wagons are despatched, the Assistant Yard Master/Assistant Station Master on duty should advise the Section Controller, of the full particulars of the wagons and their position on the outgoing train confirming the advice by an exchange of Private Numbers. The section Controller in turn, should advise the next changing station on Control phone. On non controlled sections such information must be communicated by quickest possible means.

11008. Action by large goods sheds when making over Petrol wagons to yard staff:- (a) The station Master, Goods Clerk, as the case may be, must advise the shunting in-charge of the individual numbers of wagons loaded with petrol to ensure that due precaution is observed by them.

(b). Advice must also be given to Assistant Yard Master/Assistant Station Master on duty with full particulars of the wagons. The advice must be issued but if due to

distance this is not practicable it may be communicated on telephone and confirmed by an exchange of private numbers.

11009. Despatch of petroleum wagons by small stations:- (a) Stations attaching Petrol or Aviation Spirit Wagons or wagons loaded with kerosene oil tins or drums to trains must not only inform the Guards of the train, but should also make a suitable remark of this effect in the Guard's vehicle summary.

(b). They must also advise control and the first changing station by phone or message, as a case may be, of full particulars of such wagons so that timely action may be taken at the station on arrival of the train.

11010. Reception of Petrol Specials or Goods trains containing Petrol Wagons:- As far as practicable, Petrol specials are to be received in the Goods Yard whether booked as Coaching or Goods special. If extra wagons are required to be attached, those must be sent well in time to the Goods Yard for attachment. Every endeavour must be made to despatch the specials without delay and within the scheduled time.

11011. Control to give advance information:- The section Controller on duty shall watch the movement of Petrol specials or Goods trains containing petrol wagons and shall keep a record on the chart for the guidance of the successor. He shall, also confirm from the Assistant Yard Master/Assistant Station Master of the next engine changing station that advance information has been received from the junction or engine changing station in rear. The Deputy Chief Controller on duty is personally responsible to see that these instructions are carried out in every case by the Section Controllers.

11012. Precautions at the station receiving advice of approach of Petrol Wagons or specials:- On receipt of advice mentioned in para 11011, the Assistant Yard Master/Assistant Station Master shall take the following action:-

(a). Record this information in his diary noting down the time advice was received.

(b). On non-controlled areas, when advice is received, a reference to this message must be quoted and kept in the Diary.

(c). On receipt of a advice from the Assistant Yard Master/Assistant Station Master about the presence of petrol wagons in the yard, the JE/SE (C&W) must carefully examine such wagons for leaks if any. After examination by JE/SE (C&W). a certificate should be issued to Assistant Yard Master/Assistant Station Master stating whether the wagons show any sign of leakage.

(d). Assistant Yard Master/Assistant Station Master shall ensure that these wagons are not loose or rough shunted and that they are attached to outgoing trains in accordance with the marshalling order laid down in para 11004.

(e). If such wagons are to be placed in the goods shed, special remarks must be made in the "Cut off" memo.

11013. Precautions by Guards:- (a) Immediately on arrival of the train, the incoming Guard shall advise the Assistant Yard Master/Assistant Station Master in writing

giving full particular of such wagons on his train. He shall only go off duty after obtaining signatures of the Assistant Yard Master/Assistant Station Master in his Rough Journal Book for reference and record.

(b). Before starting, the Guard must make a thorough examination of his train to ensure that petrol wagons have no leaks, that lead seals are on and that, "Dangerous, Not to be Loose Shunted" labels are affixed on both sides of such wagons. He shall fully satisfy himself that such wagons are correctly marshalled in accordance with para 11004.

(c). The Guard shall, then, advise the driver about the presence of Petrol wagons on the train and their position.

(d). He should realise that smell of petrol vapour from any wagon is a strong indication of a leak and any wagon found smelling of petrol must be thoroughly examined jointly by the JE/SE (C&W) and the Railway Protection Force staff and that only after he has received a certificate from the JE/SE (C&W) that the wagons are not leaking, he will consent to keep them on the train.

(e). During transit, the Guard will examine all petrol wagons at every halt where time permits.

11014. Transhipment or adjustment of loads.- Only during daylight shall such wagons be transferred to the appointed place, which shall usually be the Goods Shed and the shunting shall be done under the personal supervision of the Yard Master/Shunting staff /Assistant Station Master, due precautions being taken in accordance with para 11006. The Supervisor-in-Charge of that area & the Goods Clerk must be personally contacted and his signature obtained before the person in-charge of shunting leaves charge of those wagons.

11015. Precautions at a roadside Station:- (a) During transit the Guard-in-charge shall examine all such wagons at every halt, and if any of them is detected leaky he shall have it detached at the nearest station with a high level platform. After the wagon has been detached and the signature of the Assistant Station Master has been obtained by the Guard in his Rough Journal Book, he shall proceed with his train and continue to exercise the same vigilance in regard to the remaining such wagons.

(b). The station Master shall send advice to:-

(i). COM (Tanks), Gorakhpur.

(ii). Nearest JE/SE(C&W)

and arrange to have the leaky barrels unloaded in his presence and their contents run out on the ground in an open space. A special watch must be kept to ensure that no fire or naked light is taken near the place until all the petrol has either evaporated or has soaked into earth. The empty containers shall be reloaded into the wagon on their original position and closely packed along with the other leaving no gaps in the tiers. There after this wagon may be sent to destination by a suitable train.

(c). All empty receptables, which have contained petrol shall be kept securely closed until they have been thoroughly cleaned and freed from petrol vapour. It should be noted that

the risk of explosion from a vessel containing the quantity of petrol that remains after it is normally empty is greater than from a full or nearly full vessel.

- (d). A record of the action taken must be kept in the Station Diary.

Wagons containing Petrol or other Inflammable liquids found leaky on the run

- (1) In Case of heavy leakage or fire noticed on the train, stop the train.
- (2) Inspect the wagon, approach the wagon from the direction of wind to avoid exposure to vapour flames
- (3) In case leaky wagon has to be detached, the wagon must be placed in a siding as far away as possible, from the running line so as to avoid the risk of sparks from the engine or moving train Coming into contact with such wagon.
- (4) In case of any leakage which can not be stopped by closing of valve, evaluate leaks, determine repair materials and technigus to be used. Contact nearest Railway station oil installation.
- (5) En sure that there are no ignition sources near by
- (6) Do not smoke or carry open flames Isolate the heavily leaking wagon and keep as far away from the train as possible During isolation, take care to avoid any hammering/sparking, Keep the wagon cool by spraying water.

11016. Precaution at a junction or Engine changing Station:- (a) As soon as any wagon containing Petrol or other inflammable liquids is discovered to be leaking, the Assistant Station Master must have it detached under supervision of responsible staff and that of the JE/SE(C&W) The wagon must be placed in a siding as far away as possible from the running line so as to avoid the risk of sparks from locomotives of passing trains coming into contact with such wagons.

(b). The local Military Authorities and Petrol Depots must be contacted and if they are agreeable, the contents of the leaky drums, may be made over to them. The empty containers must, then, be replaced in their original position and closely packed, after which the wagon may be forwarded to destination. If neither the Military authorities nor the Petrol Depot are willing to accept the contents and return the empty containers, action must be taken as per para 11015.

(c). Railway Protection Force Staff must be asked to mount guard over leaky petrol wagons to ensure that no naked light, hand signal lamp or hurricane lamp is brought near them.

(d). A special register should be maintained where a record should be kept of the action taken in dealing with leaky petrol wagons.

Arms and Ammunition

11017. Rules and regulations regarding conveyance of arms and ammunition are contained in the "Red Tariff" and the "Goods Tariff", both published by the Indian Railways Conference Association.

11018. Safe custody of consignment of arms and ammunition:- The following orders must be strictly observed at forwarding, Transshipping and Destination stations :-

(a). All consignments of Arms, Ammunition or Military Stores must be kept under lock and key while in charge of the Railway, both at stations and on running trains.

(b). Small consignments of Arms and Ammunition, i.e. less than a full wagon load, when tendered by the Military may be despatched by passenger/Mixed trains on sections where goods trains do not run.

(c). Full wagon load consignments must be secured, locked and sealed by the Railway staff in presence of the Military Representative and may be despatched by Passenger/Mixed trains on sections where goods trains do not run.

(d). The Station Master of the despatching station will, on receipt of a consignment of explosives, advise to the receiving station master who should at once advise the consignee to be prepared to take delivery. Where there is a break of gauge the Station Master of the transshipping station should also be advised.

Oversize Consignments/over Dimensioned Consignments

11019. Definition.- An "Out-of Gauge" or oversize load is one which, when loaded on a truck with lashing and packing, infringes the maximum moving dimensions as laid down in the Schedule of Dimensions for Indian Railways.

11020.- When such a consignment is offered. - every endeavour must be made first to bring the load within the prescribed maximum moving dimensions by such expedients as removal of light superstructures, lowering of the load as much as possible so that it is loaded (on packings as may be necessary) removal of large diameter road wheels of Mechanical Transport etc., etc.. When such action is not feasible and the measurements of consignments, when loaded exceed maximum moving dimensions, the procedure detailed in the following paragraphs should be observed by the divisions and the Headquarters Office.

11021.- Classification of "Out of Gauge" loads.- The "Out-of Gauge" consignments are divided into three classes according to the minimum clearance available between the consignment and the minimum fixed structure profile.

(a). Class 'A' Permitted out of gauge loads-such load which exceed the maximum moving dimensions but have a net clearance of not less than 6 inches from any fixed structure on the route.

(b). Class 'B' Exceptional out of gauge loads-Such loads which exceed the maximum moving dimensions but have a net clearance of not less than 3 inches but less than 6 inches from any fixed structure on the route.

(c). Class 'C'-Extra ordinary out of gauge loads-Such load which exceed the maximum moving dimensions and infringe a fixed structure on the route by a net clearance of less than 3 inches ..

Note-(i) movement of class 'A' & 'B' loads is allowed by a Sr. Scale Officer of Engineering deptt. posted in HQ

(ii) movement of class 'C' loads pertaining to Military Deptt. Is allowed by Dy. CE(Br) advising a copy to CRS.

(iii) movement of class 'C' loads (Comml.) is allowed by CE (personally) under advice to CRS with complete details of the consignments.

11022. Movement of "Out of Gauge" consignments within railway: (a) On receipt of an out-of-gauge consignment offering at a station, the Station Master concerned shall advise the Divisional Operations Manager who will forward it to the Chief Operations Manager furnishing the following particulars:-

- (i). The exact measurements and weight both in figures and words with/without lashing.
- (ii). Stations from and to.
- (iii). The route via which it is to be moved.

A confirmation copy of this message accompanied by a fully dimensioned sketch of the consignment, in duplicate to be obtained from the consignor, should be sent by the Station Master by registered post to Chief Operations Manager, North Eastern Railway, Gorakhpur.

(b). On receipt of this information the SE (C&W) attached to the Operating Branch shall promptly take action and advise the station concerned the same day, the type of wagon into which the consignment should be loaded and the maximum over all dimensions to which the consignment should be confined, with a copy addressed to the Divisional Operations Manager of the originating Division. The D.O.M. should immediately arrange for the truck and the crane. On arrival of these, the Station Master should arrange to load the consignment and securely fasten the same to the truck. After loading, the Station Master should advise the SE (C&W) of the Section to accurately measure the over-all dimensions of the consignment including packing and lashing etc. An accurately worded message giving dimensions both in words and figures will, then, be issued by the Station Master to the COM with a copy to the Divisional Operations Manager. The ODC cell in the Headquarters office shall, then arrange to make a final check in these dimensions for ward it is Dy Chief Engineer with full details and grading class of ODC. On getting clearance from him, issue instructions the same day for movement of the consignment and the route to be followed after obtaining necessary sanctions from COM. Under no circumstances must the wagon with the "O.D.C." be moved without the receipt of these final instructions including restrictions imposed, if any.

(c). If the load falls under Class 'A', ODC cell at H.Q. should advise the D.O.M. of the originating Division and the other D.O.M.s where necessary. The D.O.M. of the originating division will then make arrangements for the movement of the consignment subject to the compliance of the general instructions as given in para 11027 below. The D.O.M. of the originating division will intimate the other D.O.M.s concerned of the movement with complete references so that they may issue instructions to all concerned on their Divisions for receipt and movement of the consignment in their respective sections.

(d). If the load falls under class 'B' the ODC cell in the Headquarters Office will immediately take the case to the Deputy Chief Engineer. The case should be collected personally by the Chief Draftsman, the same day with complete instructions from Dy.C.E. who will order the movement by defining the route and special conditions if the load falls under 'B'.

Particular attention must be paid to the movement of the load on a double line section and special instructions must be issued, where necessary, when load is to be moved on one line without any traffic on the other.

(e). If the load falls within class 'C', the Dy. C.E. will immediately address the Commissioner of Railways Safety for obtaining his sanction and communicate sanction to COM at H.Q. who will issue final instructions to all concerned.

11023. Inter Railway Movement of "Out-of Gauge" consignment:- (a) The Station concerned will furnish the particulars as indicated in para 11022 above. The Station Master will send four copies of a fully dimensioned sketch of the over dimensioned Consignment (O.D.C.)

(b)* On receipt of this message, action will be taken by the ODC cell in C.O.M.'s Office as mentioned in para 11022 above.

(c). As soon as it is decided to accept the over-sized consignment, the other Railways concerned over which it will move will be addressed by the C.O.M.'s Office to examine it and communicate their provisional sanction. The division shall load the consignments only when the provisional sanction has been communicated by the C.O.M.'s Office of this Railway.

(d). After loading the consignment, the SE (C&W) of the section will register the measurement as indicated in para 11022 (b) above and advise the Station Master concerned of the various over all dimensions including packing and lashing etc., as loaded in truck, who in turn will pass on the information to his D.O.M. and office of the C.O.M. followed by a confirmation copy to be sent by Registered post address to the COM.

(e). On receipt of this information C.O.M.'s Office will send the case immediately to the C.E. for assigning class of ODC on this railway. If the load falls under class, 'C', the CE will process and obtain CRS sanction, otherwise the ODC cell of H.Q. will dispose off the case by getting clearance and sanction as laid down in para 11023 above. The COM will collect the case from CE the same day with his final instructions.

(f). The Operating Branch will simultaneously arrange to advise the C.O.M. of the other railways full dimension of the consignment, as loaded in truck for issue of necessary final sanction for movement.

(g). An oversized consignment may fall under Class 'A' on this Railway and under Class 'B' or 'C' on the other railways. In such an eventuality, the case will be referred to the Dy. C.E., Headquarters, for further instructions.

(h). Under no circumstances, must provisional sanction be treated as final sanction and final sanction must invariably be awaited before the consignment is despatched.

(i). Whenever an over-dimensioned consignment is to be despatched from a yard/station, the A.Y.M./S.M. concerned must furnish full particulars of ODC (if the section is non-controlled) such as owning railway, type of truck, painted number of the wagon, station from and to, the route over which it is required to move etc. etc. On receipt of this information the Control/divisional office will give necessary permission to the Y.M/S.M. to despatch the

wagon by a particular train and date by means of a train notice, advising at the same time the next control office the appropriate precautionary measures and obtain his acknowledgement. The control will state in the train notice special precautions that are to be taken into the next terminal. A copy of the train notice should be given to the guard and driver of the train carrying the O.D.C. to restrict the speed to Sectional speed permitted for four wheeler/40/25 K.M. per hour in the case BG and 25/20/15 KMPH in case of MG for A/B/C "Out-of-gauge" loads respectively and observe any other speed restrictions at any other point or other precautions as laid down.

(j). When an "Out-of-gauge" consignment is despatched from a Yard/Station, it should be the duty of the despatching A.Y.M./ASM to give the control full details of the O.D.C. e.g. owning railway, type of truck, station from and to, route over which it is to move including painted number of the wagon, train number, date etc.

(k). No over dimensioned consignment must be attached to or transported by a passenger train. The JE/SE (C&W), when issuing a "fit to run" certificate for any train or wagon containing an over-dimensioned consignment must endorse all copies of the "fit to run" certificate to the effect that the loaded wagon concerned is safe to run and that special sanction exists for the movement of over-dimensioned consignment via the particular route specified.

(l). When an over-dimensioned consignment has been offered for transport and the over all dimensions intimated when loaded to all concerned and their acceptance for its transport asked for and it is found that for some reason or other this consignment is not required to be despatched, the sanction accorded to despatch this particular consignment, a fresh sanction must be obtained from all concerned before it is ultimately despatched.

(m). Pocket labels on wagons containing over dimensioned loads are to be specially marked "O.D.C." (meaning over-dimensioned consignment) and provided before despatch showing the correct route as stipulated by the Headquarters Office which must be adhered to.

(n) In no case 'train diversion' be allowed for the train to which ODC is attached

11024. Movement of over-sized consignment from other Railways to the North Eastern Railway or via. N.E. Railway.- (a) The Office of the Chief Operations Manager will take action if the consignment falls under class 'A' The class of ODC will be decided by Dy.C.E. at H.Q. Office.

(b). If, however, it falls under Class 'B' or Class 'C' the COM should take the case to Dy. C.E. and arrange to collect the same from him the same day. If a reference is to be made to the C.R.S., C.E. will arrange to do so the same day for obtaining his sanction.

(c). On receipt of Sanction either by Dy. CE or C.R.S., the office of the Chief Operations Manager will issue instructions for movement to the DRM concerned, with a copy to all concerned enroute.

(d). A register should be maintained by the Central Control at Headquarters Office so that movement of each O.D.C. is checked by the concerned Assistant Transportation Manager in the Headquarters Office.

11025. Maintenance of file.- A separate file should be maintained for each load both in the Headquarters and the divisional offices so that each case can be pursued independently and sanctions issued without holding up other cases. The files should be numbered serially.

11026. General instructions applicable to all Out-of Gauge Loads.- The following general instructions must be observed for the transport of all Out-of Gauge loads over the North Eastern Railway.

(a). The booking Railway on which an 'Out-of-Gauge' load originates is responsible for obtaining the provisional acceptance of the receiving railways concerned quoting the overall dimensions, weight of the consignment, the type of truck on which it is to be loaded, the route over which it is required to move and the starting and destination stations.

(b). On receipt of the provisional sanction, the consignment should be loaded carefully and lashed and packed properly so as to avoid any change of shifting enroute.

(c). Before any 'Out-of-Gauge' load is despatched from loading point, a responsible official not below the rank of a SE (C&W) must personally take measurements of each such load and note in a register (having serially numbered pages) specially maintained for this purpose, the actual overall dimensions and painted number of the truck.

(d). All Out-of gauge' loads should move on the route selected by the railways concerned and sanction given by that route.

(e). The dimensions of the 'Out-of-gauge' loads both as regards its distance from the centre line of the truck and its height above the floor of the vehicle and rail level should be checked by each SE (C&W) at his headquarters stations throughout the route over which the load travels.

(f). Loco yards, goods sheds and transhipment platform sheds should be avoided for transport of 'Out-of-gauge' loads. This does not prohibit the use of portions of the line adjacent to the goods sheds and transhipment platform sheds which are not directly in front of such sheds which can be approached without running the consignment in front of the shed.

(g). When the width of the consignment is in excess of 10' - 6 inches (3200 mm) when loaded on a truck and a height less than 4' - 0 inch (1200 mm) from rail level, such consignments should be unloaded short of the goods platform at the destination.

(h). If the overall width of an 'out-of-gauge' load exceeds 5' -6 inches (1650 mm) from the centre line of the truck, platform edges must be kept clear of passengers and their luggage during transport.

(i). Speed of the trains carrying an 'A' class 'Out-of-gauge' load must not exceed sectional speed of 4 wheeler per hour on Broad Gauge, and 25 K.M. per hour on Metre Gauge subject to any other speed restrictions on the section of the line, and provision in General Rule 4.10 (1).

(j). 'Out-of-Gauge' loads having 0' -9 inches (225 mm) (or more) gross clearance from structures horizontally and vertically after making allowances for curvature, superelevation etc. can move during the day and night.

(k). Shunting of trains with an 'Out-of-gauge' load should be avoided as far as possible and arrangements will be made for inspection of the load by an experienced SE (C&W) at the station where shunting becomes necessary, in addition to the check by the SE (C&W) enroute at their Headquarters stations, vide sub para (e) above.

(l). The articles shall be securely fastened to the vehicles or bolsters in such vehicles on which they rest in such a manner that they cannot shift from their position. However, if any shifting still takes place the consignment must be brought to the proper place and position and securely fastened before the train is allowed to proceed.

(m). If the articles rest on more than one vehicle, they shall rest on not more than two points, one in one vehicle and one in another, suitable bolsters or other arrangements being provided to enable the vehicles to pass freely round any curves on the line. Other vehicles may, if necessary, be interposed either between or beyond those on which the articles rest, but the articles must not under any conditions touch or be fastened to any part of such other vehicles.

(n). The greatest weight on any pair of wheels shall not exceed that for which the vehicles are designed, and this weight shall, as nearly as possible be evenly distributed on the two rails. In no case must the load rest on the end of a vehicle in such a manner that the weight on any pair of wheels shall be more than double that on any pair of wheels shall be more than double that on any other pair of wheels in the same vehicle.

(o). 'Out-of-Gauge' loads should move by through trains and not by work or Shunting trains, as far as possible.

(p). Due to restrictions on night running or for any other reason if any 'out-of-gauge' load is detached from any train at any station, the traffic staff is responsible for stabling the load in a safe place till despatch from the station.

(q). The freight for transport of 'Out-of-gauge' load should always be charged on the actual distance over the carried route and not via the shortest route.

(r). Train carrying Class 'B' and class 'C' 'Out-of-gauge' loads on the double line section must not cross in the block section.

(s). Station Masters will describe the train carrying O.D.Cs. showing the train number with letter 'ODC' suffixed to it e.g. 174 Dn with ODC.

11027. Additional special precautions in addition to General Instructions for the transport of 'B' Class 'Out-of Gauge' loads.

(a). The load must move under the personal supervision of a competent JE/SE (C&W) and T.I. (M), who must submit full report of their journey to the Chief Operations Manager, Gorakhpur.

(b). The load may move during day and night.

(c). The speed of the train carrying the load must be restricted to 40 K.M.P.H. on Broad Gauge, and 20 K.M.P.H. on metre Gauge, and must further be restricted to 8 K.M.P.H. while passing stations, yards, and turn-outs.

(d). Such loads must be attached next to the engine in a goods train.

(e). All high level goods platforms must be avoided through out the journey.

(f). In addition to freight and other charges, infringement charge as per existing rules, per truck for the actual distance of carriage over the railways specified by Chief Operations Manager, Gorakhpur must be realised for this move.

11028. In addition to instructions mentioned in paras 11026 and 11027 further instructions to be observed for the transport of 'C' class 'out-of-gauge' loads are as under.

(a). 'C' Class 'Out-of-gauge' loads can be moved only on receipt of sanction from the Commissioner of Railways safety.

(b). Representatives of Engineering and Mechanical Departments must also accompany the load.

(c). The speed of the train carrying the load must not exceed 25 K.M.P.H. on Broad Gauge, and 15 K.M.P.H. on Metre Gauge or such lower speed as may be specified in each individual case. It must further be restricted to 8 K.M.P.H. while passing station yards, curves and turn outs on B.G. and M.G.

(d). The load must move at a dead slow speed after stop dead while passing the fixed structures at the minimum distance prescribed in the schedule of Dimensions on the straight and curves and all isolated side structures such as water columns, signal posts, trestles of foot-over bridges etc.
