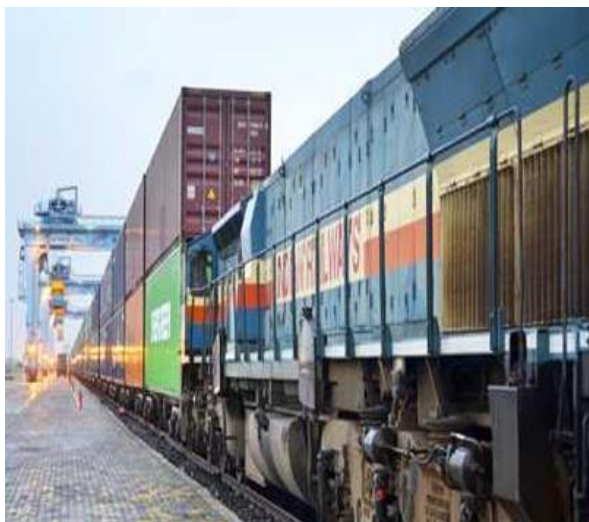


OVER DIMENSIONAL CONSIGNMENT

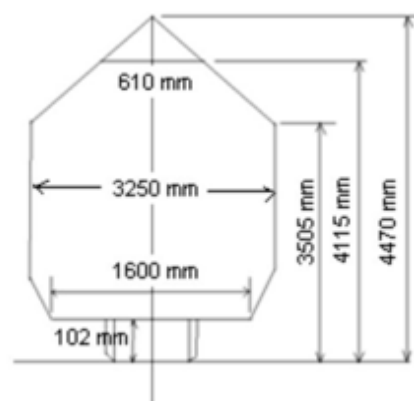
INTRODUCTION:-

The transport of over dimensional consignment has increased considerably in recent years. It has therefore become necessary to give wide publicity to the procedure in vogue on the railway for arranging movement of such consignment. This circular should be read in condition with the railway boards instructions issued from time to time & should be understood by all the staff responsible for movement of oversize consignment.



MAXIMUM MOVING DIMENSIONS:-

- | | |
|---|-----------|
| i) Overall height at top centre | : 4115 mm |
| ii) Overall height of OHE from rail level | : 4470 mm |
| iii) Overall height at the side | : 3505 mm |
| iv) Overall width of eight wheeler | : 3250 mm |
| v) Overall width at maximum level at top center | : 610 mm |
| vi) Floor height | : 102 mm |
| vii) Overall width at bottom | : 1600 mm |



Definition:-

Any consignment, which when loaded upon a wagon, would infringe the maximum standard moving dimension that may be either in length, width and height, at any point, on the entire route, from the booking station to the destination, including via break of gauge is called an Over Dimensional Consignment (ODC).

TYPES OF CLEARANCES:-

There are two types of clearances:-

1. Net clearance
2. Gross clearance

1. Net Clearance: - The maximum clearance between consignment & fixed structure on running condition will be known as "Net Clearance".

2. Gross Clearance: - The net clearance between consignment & fixed structure in stationary condition is known as "Gross Clearance".

NOTE: Net Clearance is less than Gross Clearance.

CLASSIFICATION OF ODC:-

The ODC has been classified in three categories according to the minimum clearance available between the consignment and minimum fixed structure profile.

- I) A- class ODC
- II) B- class ODC
- III) C- class ODC

I) **'A' Class:** The consignment which has a gross clearance of 9 inches and above from the fixed structures and infringes the standard moving dimensions, is classified as A-Class ODC.

a) Sanctioning Authority : Within Division - DRM

Inter Division of the same zone - COM

Inter Railway - COM of the zone and COM of concerned Rly.

b) Speed restriction : En route -- Sectional Speed

Yard, turn out stations – 8 kmph

While passing fixed structures – Dead slow

- c) Movement : During day & night
- d) Escorting : Not required

II) **'B' Class:** The consignment which has a gross clearance of 6 inches and above from the fixed structures but below 9 inches, is classified as B-Class ODC.

- a) Sanctioning Authority : Within Division - DRM
Inter Division / Foreign Railway - COM
- b) Speed restriction : En route -- 40 kmph
Yard, turn out stations – 8 kmph
While passing fixed structures – Stop/move
- c) Movement : During day & night
- d) Escorting : During night
- e) Escorting Staff : TXR

III) **'C' Class:** The consignment which has a gross clearance of less than 6 inches from the fixed structures but not less than 4 inches, is classified as C-Class ODC.

- a) Sanctioning Authority : CRS
Speed restriction : En route -- 25 kmph
Yard, turn out stations – 8 kmph
While passing fixed structures – Stop/move
- b) Movement : During day
- c) Escorting : Required
- d) Escorting Staff : SSE(C&W), SSE(P.WAY) and TI

General Instruction:

If any package before loading exceeds the following dimensions, the party concern should be advised to apply the COM of the zonal railway for sanction for the movement of the consignment.

- a) Length : 13716 mm
- b) Height : 2745 mm at centre
- c) Width : 2997 mm
- d) Top width : 610 mm

On receipt of the loading instructions from the COM, the consignment should be loaded on a suitable truck should be lashed and packed properly to avoid shifting of the consignment enroute during transportation.

The greatest weight on any pair of wheel shall not exceed for which the wheel is designed and the weight should be eventually distributed as far as possible on two rails.

After loading, the consignment should be measured in the following manners:

- a) Maximum height of the consignment from the rail level.
- b) Overall width: Overall width means, after loading of the consignment, both sides to be measured from the center of the truck. The overall width is the double the amount of greater side measurement.
- c) Overall width where height is maximum.
- d) Height where width is maximum.

The measurement should be taken by a competent C&W supervisor and should be sent to COM for getting sanction for classification of load, and route through which it will pass. Before dispatch of the load, fit certificate must be obtained from C&W supervisor. All ODCs must follow the routes selected by the COM.

Loco yard, Goods shed and transshipment shed must be avoided for transportation of ODC. Shunting must also be avoided. If any shifting take place, the consignment should be brought to proper place and again it will be properly lashed and packed for its safe running.

PROCEDURE FOR VARIFICATION IN CE's OFFICE:-

The following particulars shall be furnished in duplicate by the COM's office to the Chief Engineer's office in respect of nay over sized consignment.

- Length of consignment
- Height of consignment at top center & side
- Width of the consignment at top & bottom
- Weight of consignment
- Booking station
- Destination station
- The route by which the consignment is to be book

In case of old consignment a sketch showing end & front elevation with the complete dimension Length, width, Height & Weight shall be sent along with the application in duplicate.

Each division will send up to date rolling diagrams showing the moving dimension on the division by 30th September of every year to the Chief Engineer's Office. Clearance of OHE structure (height of contact wire, horizontal distance of OHE, columns etc.) shall be submitted by the traction branch of the division to the chief engineer's office. Thereafter CE's office must be advised to receive the diagram whenever the clearances etc. are affected to rising of track, construction of new structure & alternation of existing structure etc.

Construction organization shall submit to CE's office roll diagram showing supposed clearance before taking any work likely to affect the moving dimension.

While under taking any construction work, such as extension of existing platform, construction of new platform, shelters, road over bridge etc. Whether by open line or construction branch, it must be ensured that the clearance as shown in the Chief Bridge Engineer.

SANCTIONING BY CHIEF ENGINEER'S OFFICE:-

After verifying the particulars of the consignment vis-à-vis the moving dimension, sectional movement of the consignment will be communicated by the chief engineer's office to the COM's office. Such cases which are not within the powers of the chief engineer's office shall be submitted to CRS for sanction by the chief bridge engineer & as soon as he sanction for the movement is received from the CRS, the same shall be communicated to the COP by the chief engineer's office.

In each case section will specify the speed restrictions to be observed, the track & structures to be avoided, lowering of track, lifting of over head electrical equipment, shutting off of power etc. as necessary. COM's office will convey the sanction to the divisions & the division concerned shall be issue message to all concerned official by wire & in case the movement over a particular division is through locations where restrictive unavoidable structures or over head equipment are located, in addition will send conformation copies & obtain acknowledgment. If acknowledgement is not received in time from any of the concerned officials it shall be the duty of the divisional control office to obtain in on telephone

& recode it in the control diary to ensure that the concerned staffs are aware of the condition of movement & their respective duties.

SPECIAL INSTRUCTIONS FOR THE MOVEMENT OF ELECTRIC SECTION:-

1. AC Traction –

Sl. No.	Gap Between Contact Wire & ODC	Speed	Power
1.	390 mm & above	40 kmph	ON
2.	Less than 390 mm & till 340 mm	15 kmph	ON
3.	Less than 340 mm & till 100 mm	15 kmph	OFF

2. DC Traction –

Sl. No.	Gap Between Contact Wire & ODC	Speed	Power
1.	245 mm & above	40 kmph	ON
2.	Between 245mm & 170 mm	15 kmph	ON
3.	Between 170 mm & 75 mm	15 kmph	OFF

Note: If Clearance is between OHE wire & consignment is less than 100mm in AC traction area and less than 75mm in DC traction areas movement of ODC is not possible.

Precautions for Movement of ODCs in 25 kV ac Electrified Sections:

The following precautions must be observed for transport of ODCs in the electrified sections:

1. Movement of ODC shall be undertaken only after sanction of competent authority has been obtained.
2. In all cases where ODC is to be moved, staff accompanying the ODC shall remember that the OHE is 'live' except when a power block has been obtained from the traction officials. Even when a power block has been obtained, all lines other than those for which the power block has been granted are to be treated as 'live' at 25 kV.

3. The following are the prescribed clearances from contact wire for the passage of ODCs through electrified sections and the special restrictions required :
 - a) Special speed restriction is not required when the gross clearance is more than 390 mm.
 - b) Speed must be restricted to 15 km/h when the clearance is between 390 mm and 340 mm.
 - c) Speed must be restricted to 15 km/h and power to OHE must be switched off when the clearance from the contact wire is less than 340 mm.
4. No consignment with less than 100 mm clearance from the overhead contact wire will be permitted in a 25 kV electrified section.
5. A representative of the OHE section should accompany all ODCs having clearances as specified in items 3 (b) and 3 (c) of item (3) above, to supervise safe movement of the ODC at locations where clearance from the contact wire is critical.
6. A representative of the OHE section should also accompany ODCs having width more than 1981 mm for BG (and 1910 mm for MG) from centre line of track.
7. Section Controller and Traction Power Controller must coordinate while an ODC moves in electrified section in order to ensure that OHE masts are not damaged at locations where the clearance is critical.
8. A list of structures where the clearances are restricted in the electricified section and also the clearance, available under the over-bridges should be with the Section Controller and TPCs.
9. To facilitate checking of clearance from the Contact wire for over-dimensioned consignments, the Operating and Engineering branches at the Divisional and Headquarter level should have with them up-to-date charts showing location of the minimum height of contact wire and clearances of OHE structures in the electrified section. The Operating Department may permit movement of ODCs on the basis of clearance checked with the help of the above mentioned charts subject to the speed restrictions. However, when sanction of CRS is required to be obtained for movement of any particular ODC, a specific reference should be made to CEE and a certificate obtained from him in the following form:

"Certified that the minimum height of contact wire on the section over which the consignment is to move is not less than.....except at the following locations where restrictions as indicated below should be observed" :

Section	Location	Height of contact wire	Power "ON" or 'OFF'	Speed Restriction in km/h
1	2	3	4	5

Power Blocks for Movement of ODC:

When an ODC is permitted to be moved in an electrified section with the OHE power off. It will be the responsibility of the Section Controller to arrange with the TPC for power to be cut off before admitting the ODC into the section. An authorised representative of the Traction Distribution Branch will obtain confirmation from TPC by message supported by private number that power has been switched off and then issue a memo to the Guard or other traffic official incharge of the train to the effect that power has been switched off over the specified section. Only on receipt of such memo may the train carrying the ODC be allowed to enter the section.

Note. Since such a memo is not a "permit-to-work", earthing of the OHE is not necessary.

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STC/KPA