



भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड Railway Board)



No. 2024/CEDO/SR/03/BOSM-22.9t-IR-DFCCIL

New Delhi, dated 29.02.2024

The Director General
Research Designs & Standards
Organisation
Manak Nagar,
Lucknow-226011

The General Manager,
All Indian Railways

Managing Director,
DFCCIL,
5th Floor, Supreme Court,
Metro Station Building Complex,
New Delhi - 110001

Sub : Introduction of Broad Gauge Bogie Open Steel Wagon 'BOSM' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-22081-S-02 , up to a maximum speed of **85 kmph in empty and 75 kmph in loaded condition** over Indian Railways, by Zonal Railways and up to a maximum speed of **85 kmph in empty and 100 kmph in loaded** conditions over routes of **Eastern & Western Dedicated Freight Corridor** of DFCs by DFCCIL

Ref : (i) CCRS letter no. Q.12011/18/2023-24-T.W., dated 01.02.2024
(ii) RDSO letter no. MW/BOSM, dated 11.12.2023
(iii) RDSO Final Speed Certificate (FSC) no. MW/BOSM, dated 07.12.2023

With reference to RDSO above application, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Broad Gauge Bogie Open Steel Wagon 'BOSM' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-22081-S-02 , up to a maximum speed of **85 kmph in empty and 75 kmph in loaded condition** over Indian Railways, by Zonal Railways and up to a maximum speed of **85 kmph in empty and 100 kmph in loaded** conditions over routes of **Eastern & Western Dedicated Freight Corridor** of DFCs by DFCCIL with the following stipulations :

A:

- i. Observance of all conditions laid down in RDSO Final Speed Certificate (FSC) no. MW/BOSM, dated 07.12.2023 for operation up to a maximum speed of 85 kmph in empty and 75 kmph in loaded condition over Indian Railways, by Zonal Railways and up to a maximum speed of 85 kmph in empty and 100 kmph in loaded conditions over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCI, shall be ensured on the Railway/DFCs while seeking the sanction of General Manager/MD-DFCCIL, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction of General Manager/MD-DFCCIL as per CE (G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.
- ii. Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
- iii. Zonal Railways/DFCCIL in turn shall specify the responsibilities/duties of various departments viz. Commercial, C&W etc. including private parties during loading & unloading operation.

- iv. Hand Brakes of the wagons are to be in applied condition during loading/unloading operation.
- v. List of routes identified for 22.9t axle load shall be submitted to the Commission before the start of actual operation of rolling stock.
- vi. The compliance of all the stipulations mentioned in Railway Board letter No. 2020/CE-II/TS/22.82 dt 20.08.2020 shall be ensured by the Railways.
- vii. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
- viii. DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
- ix. **For Indian Railways, the WILD shall mandatorily be provided** before introduction of wagon at speed above 60 Kmph. For speed up to 60 Kmph the WILD may be progressively installed. 100% weighment of loaded wagons (except consignment exempted from weighment) shall be ensured at the loading points to avoid running of overloaded wagons on track.
- x. **For DFCCIL**, adequate number of WILD and 'Weigh Bridges' shall be progressively installed and their working closely monitored. 100% weighment of loaded wagons (except consignment exempted from weighment) shall be ensured at the loading points to avoid running of overloaded wagons on track.
- xi. No overdue in track/rolling stock maintenance shall be permitted.
- xii. Right powering of loaded trains running with 22.9t axle load wagons shall be ensured.
- xiii. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

B:

RDSO letter no.MW/BOSM dated 16.02.2024 for "*Loading diagrams with lashing/locking arrangement for steel coils, plates and Billets of BOSM wagons*" is enclosed herewith for further necessary action.

29.02.24
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/03/BOSM-22.9t-IR-DFCCIL

New Delhi, dated 29.02.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No. Q.12011/18/2023-24-T.W., dated 01.02.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr.), Railway Board

29.02.24
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through mail
29.2.24
A DECCN(L)



फैक्स / Fax : 91-0522-2452494

टेलीफोन / Tele: 0522- 2462638



भारत सरकार —रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ — 226011

Government of India - Ministry of Railways
Research Designs & Standards Organisation
Lucknow – 226011

पत्र सं० एम डब्ल्यू/बीओएसएम

दिनांक: 16-02-2024

निदेशक सिविल इंजीनियरिंग(जी),
रेलवे बोर्ड, रेल भवन,
नई दिल्ली—110 001

Sub: Loading diagrams with lashing/locking arrangement for steel coils, plates and Billets of BOSM wagon.

Ref: RB letter no. 2024/CEDO/SR/03/BOSM-22.9t-IR-DFCCIL dated 07.02.24

Reference above, RDSO has prepared loading diagrams for lashing /locking arrangement of steel coils, plates and billets for BOSM wagon which are as under:

1. Loading diagram for 2/3 steel coils- Drg. No. WD-24014-S-01
2. Loading diagram for 4/5 steel coils - Drg. No. WD-24014-S-02
3. Loading diagram for steel plates - Drg. No. WD-24014-S-03
4. Loading diagram for Billets - Drg. No.WD-24014-S-04

The loading and unloading of finished steel products to be carried out by crane and fastening/locking arrangement to be done as per respective product loading diagram. In addition to above, all instruction given in 'WD-CS-01 - Load securing check sheet' shall also be followed.

This is for your kind information and necessary action please.

संगलंक : As above

(Ajit Kumar Singh)
Digitally Signed by Ajit
Executive Director Stds. /Wagon
Kumar Singh
Date: 16-02-2024 17:39:02
Reason: Approved

Copy to: EDME/Frt./RB for kind information please.

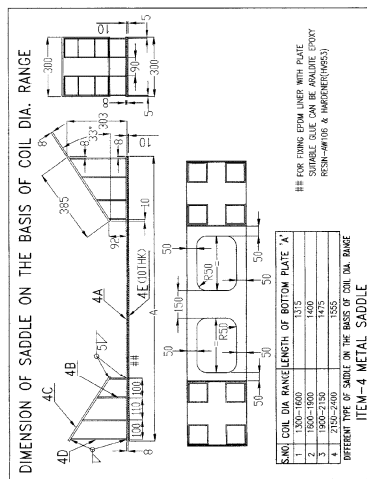


TABLE--A (LOADING SCHEME FOR 03 NO. STEEL COIL)

S.S.NO	COIL WEIGHT AT CENTRE OF WAGON	COIL WEIGHT AT EACH BOGIE CENTRE
1.	NO COIL LOADED AT CENTRE	TOTAL PAY LOAD/2

TABLE-B (LOADING SCHEME FOR 02 NO. STEEL COIL)

ENSION OF SADDLE ON THE BASIS OF COIL DIA. RANGE

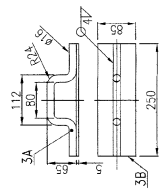


ITEM-4 METAL SADDLE

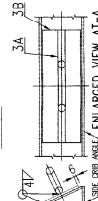
S.NO.	COIL DIA RANGE	LENGTH OF BOTTOM PLATE 'A'
1	1300-1600	1315
2	1600-1900	1400
3	1900-2150	1475
4	2150-2400	1555

DIFFERENT TYPE OF SANDS ON THE BASIS OF COIL DIA RANGE

FOR FIXING EPDM LINER WITH PLATE
SUITABLE GLUE CAN BE ARALDITE EPOXY
RESIN-AW106 & HARDENER(HW953)



ITEM-3



ENLARGED VIEW AT-A

[illegible]

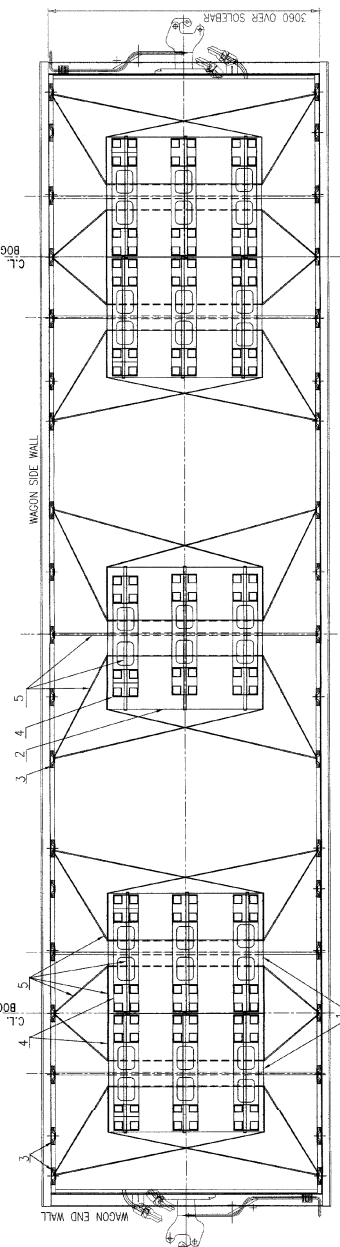
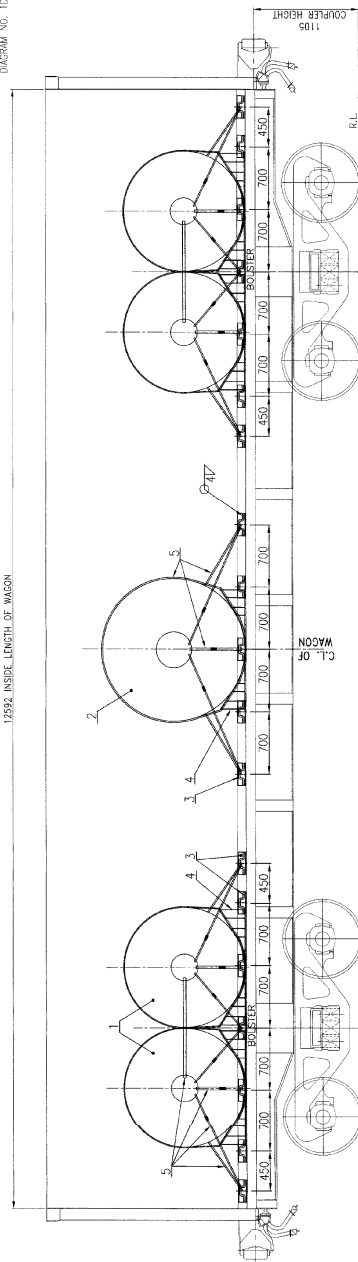
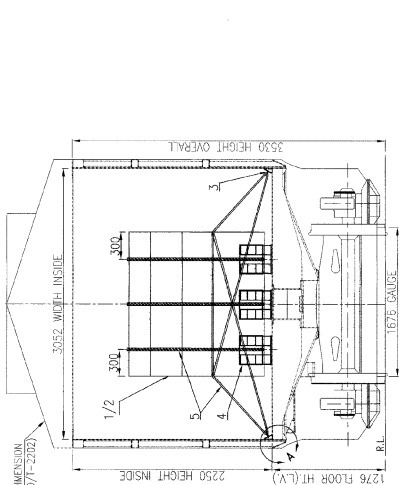
LOADING DIAGRAM FOR 02/03 nos
STEEL COIL ON BOSM WAGON
WITH METAL SADDLE.

GROUP	WD-24014-S-01
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- NOTE:-
1. ALL INDIVIDUAL COIL IS TO BE UNLIMITED BY USING HEAVY DUTY STRAPS AS INDICATED IN SECURING PATTERN SHOWN IN THIS DRAWING.
2. THE COIL LOADING ALONG THE WAGON SHOULD BE SYMMETRICAL ABOUT THE LONGITUDINAL CENTRE LINE AS WELL AS TRANSVERSE AXIS OF THE WAGON.
3. TWO COIL LOADING COMPOSITION DEPENDING UPON THE COIL WEIGHT, CAN BE USED AS PER TABLE A AND B:-
- 3.1. COILS WHICH CANNOT BE LOADED ON EACH BOGE/ BOLSTER CENTRE AND 01 COIL AT MIDDLE OF THE WAGON, PROVIDED THAT MAXIMUM COIL WEIGHT SHOULD NOT EXCEED 25 TON IN ANY CASE.
- 3.2 IF TWO COILS LOADED AS PER TABLE -B, ONE COIL AT EACH BOGE/ BOLSTER CENTRE AND NO COIL LOADING SHALL BE DONE AT CENTRE OF THE WAGON.
4. LOADING OF COILS SHOULD BE SUCH THAT :-
 - 4.1. THE LOAD ON ANY BOGE SHOULD NOT EXCEED WAGON'S PAY LOAD/2.
 - 4.2. THE COILS WEIGHT IMPOSED ON BOTH ROGIES SHOULD BE IDENTICAL.
 - 4.3. MAXIMUM DIFFERENCE IN COILS WEIGHT LOADED ON BOTH BOGE/ BOLSTER CENTRE OF WAGON, SHOULD NOT BE MORE THAN 2 (TWO) TON.
 - 4.4. TOTAL WEIGHT OF LOADED COILS ON WAGON SHOULD NOT EXCEED THE CARRYING CAPACITY (PAY LOAD) OF THE WAGON.
5. BEFORE LOADING, ENSURE THAT NO. OF METAL SADDLE PER COIL SHALL NOT BE LESS THAN THREE (AS INDICATED). SELECT METAL SADDLE ACCORDING TO COIL DIA AS PER ITEM-4 WITH PROPER MATERIAL SPECIFICATION & LENGTH OF BOTTOM PLATE "A". ON THE BASIS OF COIL DIAMETER, ENSURE THAT EACH SADDLE SHALL BE PROVIDED WITH UPM LINER SUITABLY GLUED WITH BOTTOM PLATE AS SHOWN IN DRAWING ITEM-4E. METAL SADDLES ARE PLACED AT CORRECT POSITION ON WAGON FLOOR AS PER DRAWING.
6. AFTER PLACING OF COIL ON THREE SADDLES, COILS SHOULD BE UNLIMITED WITH EACH SADDLE BY STRAPS AS SHOWN IN DRAWING.
7. AFTER STAPLING OF COIL WITH METAL SADDLE, THEN USE FIVE STRAPS ON EACH COIL TO BE TIGHTENED WITH EACH SADDLE FOR SAFE OPERATION.
8. LASHING OF EACH COIL SHOULD BE STRICTLY DONE AS PER LASHING INSTRUCTION.
9. THE TENSIONAL STEEL STRAP USED FOR LASHING AND SECURING SHALL MEET THE SPECIFICATION EN3247:2001. PHYSICAL PROPERTIES ARE MENTIONED BELOW:

S.N.	PARAMETERS	PHYSICAL PROPERTIES (Ref.-EN3247:2001)
1.	NOMINAL WIDTH	31.75
2.	NOMINAL THICKNESS	1.45
3.	MINIMUM BREAKING STRENGTH	49KN (5 TON)

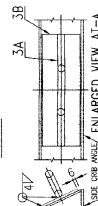
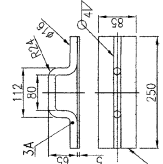
10. ELONGATION OF STEEL STRAP SHALL BE GREATER THAN 7% MEASURED USING A GAUGE LENGTH OF 100MM, WHEN TESTED IN ACCORDANCE WITH EN10002-1.
11. INITIAL TENSION IN STEEL STRAP SHALL BE IN RANGE OF 500kg TO 800 kg. ALL STEEL STRAPS SHOULD BE UNIFORMLY TIGHTENED AND MEASURED BY TENSOMETER.
12. THE LOADING PARTY SHOULD WELD ISOLATION HOOK & PLATE (ITEM NO.3-A & 3B) WITH WAGON SIDE OR ANGLE AS SHOWN IN DRAWING.
13. SECURING ARRANGEMENT SHALL BE CERTIFIED BY CONCERN NARWAY AS PER CHECK SHEET NO. MU-CSS-01-LOAD SECURING CHECK SHEET (LATEST).
14. THE FOLLOWING IS THE GENERAL DRAWING AS THE SIZE AND SHAPE OF CONSUMPTION VARES. THE CONSIGNEE MAY TAKE ADDITIONAL MEASURE TO SECURE THE COILS DURING OPERATION.
15. THE LOADING UNLOADING OF COILS TO BE CARDED OUT IN SUCH A WAY THAT IT WILL NEITHER LOOSE & NOR DAMAGE THE WAGON DURING TRANSPORTATION.



1. ALL INDIVIDUAL COIL IS TO BE UNITIZED BY USING HEAVY DUTY STRAPS AS INDICATED IN SECURING PATTERN SHOWN IN THIS DRAWING.
2. THE COIL LOADING ALONG THE WAGON WIDTH SHOULD BE SYMMETRICAL ABOUT THE LONGITUDINAL CENTRE LINE AS WELL AS TRANSVERSE AXIS OF THE WAGON.
3. MULTIPLE COILS LOADING COMPOSITION DEPENDING UPON THE COIL WEIGHT, CAN BE USED AS PER TABLE A AND B :-
3.1 IF FIVE COILS LOADED AS PER TABLE A, COILS AT BOTH SIDE ON EACH BOGIE/ BOLSTER CENTRE AND 01 COIL AT MIDDLE OF THE WAGON, PROVIDED THAT MAXIMUM COIL WEIGHT AT CENTER SHOULD BE 20,000 KGS.
- 3.2 IF FOUR COILS LOADED AS PER TABLE B, 02 NO. UNITIZED COILS AT EACH BOGIE/ BOLSTER CENTRE AND NO COIL LOADING SHALL BE DONE AT CENTRE OF THE WAGON.
4. LOADING OF COILS SHOULD BE SUCH THAT :-
4.1 THE UNITIZED COILS WEIGHT ON ANY BOGIE SHOULD NOT BE MORE THAN 21.
4.2 THE UNITIZED COILS WEIGHT ON EACH BOGIE/ BOLSTER CENTRE OF WAGON, SHOULD NOT BE MORE THAN 21.
4.3 MAXIMUM DIFFERENCE IN COILS WEIGHT LOADED ON BOTH BOGIE/ BOLSTER CENTRE SHOULD NOT EXCEED THE CARRYING CAPACITY (PAY LOAD) OF THE WAGON.
4.4 TOTAL WEIGHT OF LOADED COILS ON WAGON SHOULD NOT EXCEED THE CARRYING CAPACITY (PAY LOAD) OF THE WAGON.
5. BEFORE LOADING, ENSURE THAT NO. OF METAL SADDLE PER COIL SHALL NOT BE LESS THAN THREE AS INDICATED. SELECT METAL SADDLE ACCORDING TO COIL DIA AS PER ITEM-4, WITH PROPER MATERIAL SPECIFICATION & LENGTH OF BOTTOM PLATE 'A' ON THE BASIS OF COIL DIAMETER. ENSURE THAT EACH SADDLE SHALL BE PROVIDED WITH EPDM LINER SUFFICIALLY GLUED WITH BOTTOM PLATE AS SHOWN IN DRAWING ITEM-4E. METAL SADDLES ARE PLACED AT CORRECT POSITION ON WAGON FLOOR AS SHOWN IN DRAWING.
6. AFTER PLACING OF COIL ON THREE SADDLES, COIL SHOULD BE UNITIZED WITH EACH SADDLE BY STRAPS AS SHOWN IN DRAWING. ONE STRAP EACH USED BETWEEN EACH COIL EYE TO TIGHTENED WITH ISOLATION HOOK AT BOTH SIDE WALLS. FURTHER UNITIZED COILS LOADED AT BOGIE CENTERS ARE TIGHTENED WITH ADDITIONAL TWO STRAPS BETWEEN THEIR EYES WITH ISOLATION HOOK PROVIDED WITH SIDE WALLS AS SHOWN IN DRAWING. LASTLY ONE MORE STRAP USED TO TIGHTEN BOTH UNITIZED COILS PASSING THROUGH THEIR EYE TO EYE AS SHOWN.
7. LASHING OF EACH COIL/UNITIZED COILS SHOULD BE STRICTLY DONE AS PER LASHING INSTRUCTION.
8. THE TENSIONAL STEEL STRAP USED FOR LASHING AND SECURING SHALL MEET THE SPECIFICATION EN13247:2001. PHYSICAL PROPERTIES ARE MENTIONED BELOW.

(EN) PARAMETERS

(EN) PHYSICAL PROPERTIES (REF -EN13247:2001)

[illegible]

4. THE LOADING/UNLOADING OF COILS TO BE CARRIED OUT IN SUCH A WAY THAT IT WILL NEITHER LOOSE & NOR DAMAGE THE WAGON DURING TRANSPORTATION. SECURE THE LOAD FOR SAFE OPERATION.

WD-24014-S-02

DATE	ASSLY. DRGS
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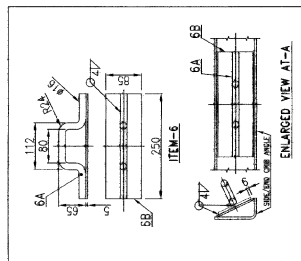
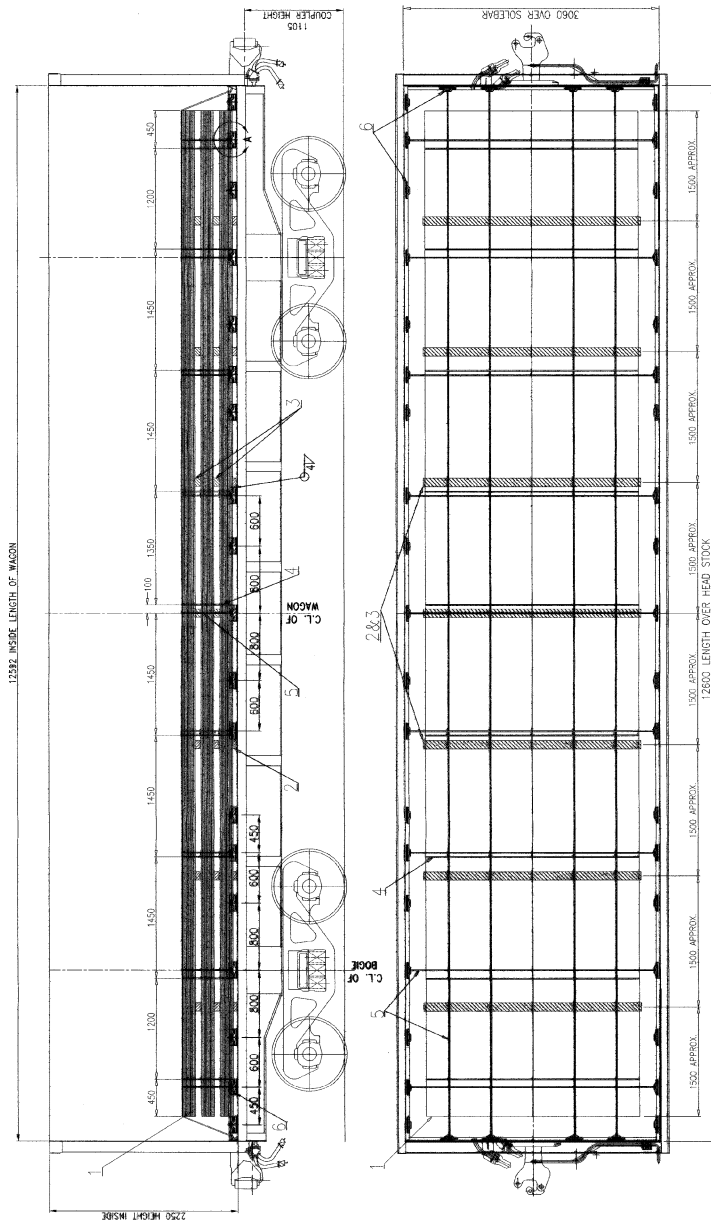
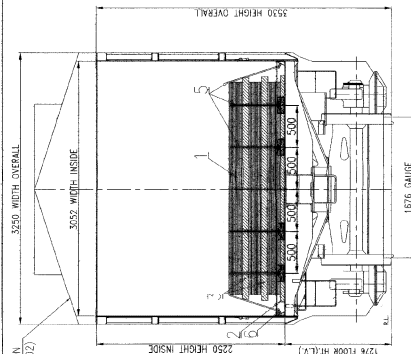
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GE THE WAGON DURING TRANSPORTATION.

IN SUCH A WAY THAT IT WILL NEITHER LOOK

4. THE LOADING/UNLOADING OF COILS TO B



ITEM-2007
SECTIONAL VIEW

1. LOADING SHOULD BE SYMMETRICAL W.R.T. LONGITUDINAL AXIS AS WELL AS TRANSVERSE AXIS PASSING THROUGH CENTRE OF WAGON FLOOR AND ENSURING EVEN LOAD ON ALL WHEELS.
2. IN CASE PLATES ARE LOADED IN LAYERS SEPARATED WITH WOODEN RUNNERS AS PER CUSTOMER'S REQUIREMENT, WOODEN RUNNERS OF SIZE 100MMX50MM

ARE PROVIDED IN INTERMEDIATE LAYERS IN ADDITION TO THE BOTTOM WOODEN RUNNER OF SIZE 100MMX100 MM.

3. THE LOADING PARTY SHOULD WELD ISOLATION HOOK & PLATE (ITEM NO.6A & 6B) WITH WAGON SIDE/END CRIB ANGLES AS SHOWN IN DRAWING.

4. LENGTH OF WOODEN RUNNER MUST BE MORE THAN WIDTH OF LAYERS.

5. STRAPPING SHOULD BE SYMMETRICAL AND THE END STRAPS SHOULD NOT MORE THAN 450

6. ALL PLATES ARE TO BE SECURED USING HEAVY DUTY STEEL STRAPS AS INDICATED.

7. NO. OF WOODEN RUNNER PER UNITIZED PLATE SHALL NOT BE LESS THAN AS INDICATED.

8.1 THE LOAD SHOULD NOT EXCEED WAGON'S MAXIMUM PERMISSIBLE PAY LOAD.

8.2 THE WEIGHT IMPOSED ON BOTH THE BOGIES SHOULD BE IDENTICAL (EVEN IN CASE OF NON STANDARD STEEL PLATES).

9. THE TENSIONAL STEEL STRAP USED FOR LASHING AND SECURING SHALL MEET THE SPECIFICATION EN13247:2001. PHYSICAL PROPERTIES ARE MENTIONED BELOW;

S.N.	PARAMETERS	PHYSICAL PROPERTIES (Ref.: EN13047:2001)
1.	NOMINAL WIDTH	31.25
2.	NOMINAL THICKNESS	1.45
3.	MINIMUM BENDING STRENGTH	40KN (5 TON)

10. ELONGATION OF STEEL STRAP SHALL BE GREATER THAN 7% MEASURED USING A GAGE LENGTH OF 100MM WHEN TESTED IN ACCORDANCE WITH EN:10002-1.

11. THE MINIMUM NO. OF EACH TYPE OF LONGITUDINAL/LATERAL STRAPS SHALL BE AS INDICATED IN THE DRAWING.

12. THE INITIAL TENSION IN THE STRAP SHALL BE IN THE RANGE OF 500kg TO 800kg.

13. WOOD OF ADEQUATE STRENGTH WHICH CAN SUSTAIN THE LOAD IMPARTED ON IT SHALL BE USED.

14. SECURING ARRANGEMENT SHALL BE CERTIFIED BY THE CONCERN RAILWAY.

15. THIS RDSO DRAWING IS AN INDICATIVE DRAWING AS THE SIZE AND SHAPE OF CONSIGNMENT VARIES. THE CONSIGNEE MAY TAKE ADDITIONAL MEASURE TO SECURE THE LOAD FOR SAFE OPERATION

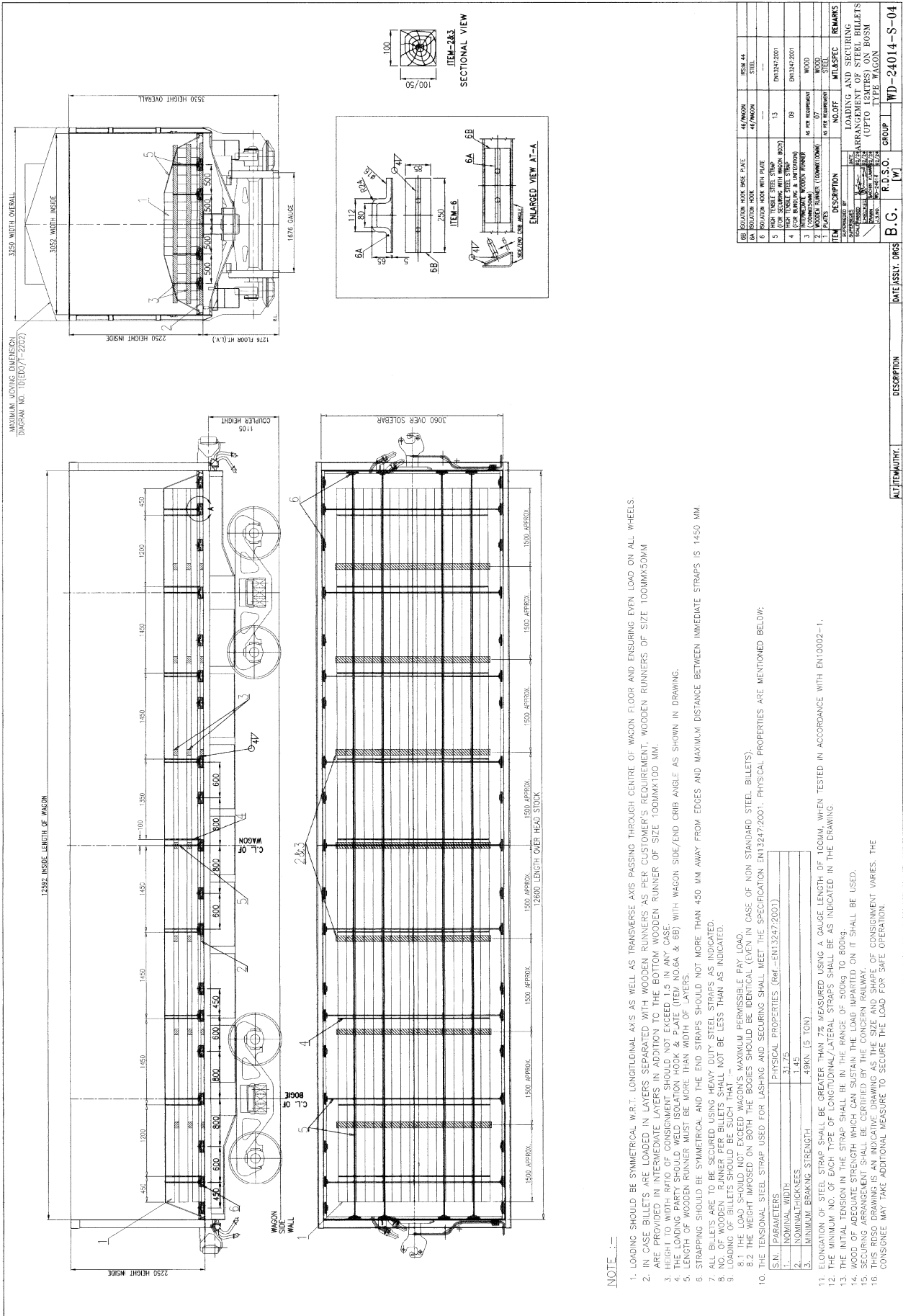
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ALT ITEM AUTH.	DESCRIPTION
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6.
m.

GROUP

WD-24014-S-03



12392 INSIDE LENGTH OF WAGON

12250 HEIGHT INSIDE

3060 OVER SOLEBAR

12392 INSIDE LENGTH OF WAGON

12250 HEIGHT INSIDE

3060 OVER SOLEBAR

12392 INSIDE LENGTH OF WAGON

12250 HEIGHT INSIDE

3060 OVER SOLEBAR

12392 INSIDE LENGTH OF WAGON

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12392 INSIDE LENGTH OF WAGON

12250 HEIGHT INSIDE

3060 OVER SOLEBAR

12392 INSIDE LENGTH OF WAGON

12250 HEIGHT INSIDE

3060 OVER SOLEBAR



INDIAN RAILWAYS

CHECK SHEET FOR LOADING & SECURING OF CONSIGNMENTS ON WAGONS

S.NO.	Month/year of issue	Amendment No.	Revision No	Pages
1.	JULY- 2023	---	---	02

ISSUED BY

**RESEARCH DESIGNS AND STANDARDS ORGANISATION
MINISTRY OF RAILWAYS
MANAK NAGAR, LUCKNOW - 226 011**

JULY-2023

Check Sheet for Loading and securing the consignments on wagon

Wagon type/Code:	Wagon No:	Loading Place/ code:
Loading Commodity:	Relevant Loading Diagram no:	Date:

S. No.	Stage/ Parameters	Requirement as per Loading Diagram	Actual Parameters Found		Remark
			Consignment Loading Authority	Railways / Inspecting Authority	
1	Condition of wagon used for loading	Fit for Loading			
		Unfit for loading (reason)			
2	Pay Load of used wagon	As per relevant wagon diagram			
3	Weight of each commodity (Steel Coil/ Pipe/ Billets/ Wire Roll/ Bars etc.)	Weight details provide on loading commodities			
4	No. of commodities/ Bundles loaded	Total no. of commodities/ Bundles			
5	Total weight of loaded consignment (in ton)	Sum of S. No. 3 & 4			
6	No. off wooden block/log or steel saddle used at bottom of each consignment	As per loading diagram no. off used =			
7	Total no. wooden block/log or steel saddle used at bottom/ wagon	As per loading diagram total no. used/ wagon =			
8	Side wooden log/ other fixing arrangement for consignment with side wall (if used in relevant loading diagram)	No. off Side wooden log/ other fixing arrangement used at each side wall as per loading diagram =			
9	No. off Lashing chain/ strap used for securing of each consignment/bundle	As per loading diagram no. off used for each consignment/ bundle =			
10	Total no. off Lashing chain/ strap used for securing/ wagon	As per loading diagram total no. used/ wagon =			
11	Tension given to the lashing straps	Tension as per loading diagram =			
12	All loaded consignment found in wagon with correct stacking, securing & lashing arrangement.	Correct stacking, securing & lashing arrangements as detailed/ mentioned in relevant loading diagram found satisfactory. (YES/ NO).			

Consignment/ Loading Authority		Railway/ Inspecting Authority	
Signature:		Signature:	
Name:		Name:	
Designation:		Designation:	
Date:		Date:	