

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.TC-I/2021/109/efile/2 (3366987)

New Delhi, dt.28.03.2024

General Manager
All Zonal Railways

Sub: Procedure to capture weighment details in TMS/FOIS and modification thereof after load adjustment of overloaded wagon

Ref: (i) Rates Master Circular/Weighment/2019/0 and subsequent amendments

(ii) Rates Circular No.1 of 2019

(iii) Board's letters No.2007/CE-II/TS/8 dt.02.04.2009 & No.2016/CE-II/TS/2(CC+8+2) dt.24.08.2018

Reference has been received from one of the Zonal Railway stating that after load adjustment, actual weight of commodity is not being reflected in Railway Receipt (RR).

The Joint Procedure Order (JPO) for detailing movement of loaded rakes on different routes are prescribed vide Board's letter under reference (iii) which stipulates the condition for movement of rakes on normal speed, restricted speed and for load adjustment. (copy enclosed)

The procedure to capture weighment details in TMS/FOIS and modification thereof after load adjustment of overloaded wagon are laid down vide Rates Circular No.1 of 2019. However, in the guidelines, there is no mention about the maximum net weight of consignment in a wagon after load adjustment.

The matter has been examined and it has been decided to prescribe guidelines with regard to maximum net weight of consignment in a wagon after load adjustment, by inserting additional sub-para below Para 2(ii) in Rates Circular No.1 of 2019 -

“2(ii) (a) After load adjustment of overloaded wagon, the task in TMS will allow wagon wise adjustment of the weight of consignment. Maximum net weight of consignment in a wagon will be the prescribed 'Permissible Carrying Capacity (PCC) plus Loading Tolerance' of such wagon. Freight will be charged for the net weight 'PCC plus Loading Tolerance', even if net weight of consignment after load adjustment is less than PCC of the wagon.”

ILLUSTRATION-

1. Say for BOXN : Designed Tare Weight - 22.48T ; PCC – 68.1T (on CC+8) ; Loading Tolerance - 01T , then maximum net weight permitted = 68.1+01=69.1T

Net Weight after load adjustment as per Load Adjustment Memo	(current practice)	(Revised Guidelines) Weight for which Freight to be charged
68.1T or less	68.1T	69.1T
68.5T	68.5T	69.1T
69.1T	69.1T	69.1T

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28.03.2024

आमिर्ता

2. Say for BOST : Designed Tare Weight – 25.5T ; PCC – 65.1T(on CC+8); Loading Tolerance - 01T , then maximum net weight permitted = 65.1+01 = 66.1T

Net Weight after load adjustment as per Load Adjustment Memo	(current practice)	(Revised Guidelines) Weight for which Freight to be charged
65.1T or less	65.1T	66.1T
65.5T	65.5T	66.1T
66.1 T	66.1 T	66.1T

CRIS/FOIS will make requisite provision in the system.

These guidelines will be effective from 10.04.2024.

This issues in consultation with Traffic Transportation Dte and with the concurrence of Finance Dte of Railway Board.

(This disposes off ER's letter No.C68/0/Vol-XII/BG(JPO) dt.28.08.2023)

अमितेश

(अमितेश आनंद)

संयुक्त निदेशक यातायात वाणिज्य (दर)
रेलवे बोर्ड

No.TC-I/2021/109/efile/2 (3366987)

New Delhi, dt.28.03.2024

Copy to:

- Pr. Financial Adviser, All Zonal Railways
- Dy.C&AG(Rlys), Room No.222, Rail Bhavan, New Delhi

अमितेश
दि. 28.03.2024

कृते सदस्य (वित्त), रेलवे बोर्ड

No.TC-I/2021/109/efile/2 (3366987)

New Delhi, dt.28.03.2024

Copy to:

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MD/KRCL
MD/CRIS, CAO/FOIS
GS/IRCA, DG/NAIR, DG/IRITM

अमितेश

(अमितेश आनंद)

संयुक्त निदेशक यातायात वाणिज्य (दर)
रेलवे बोर्ड

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EDPG/MSR(D), EDPG/MSR(J), EDTC/R, EDFM, ED(PG), EDFC, EDVT, **OSD/MR**,
Railway Board

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No.2016/CE-II/TS/2(CC+8+2)

New Delhi, Dt. 24.08.2018

General Manager
All Zonal Railways

Sub: Operation of CC+8+2/CC+6+2 trains
Ref: Board's letter No. 2007/CE-II/TS/8 dt.02.04.2009

Please refer Board's letter under reference on the above mentioned subject.

The matter has been reviewed. To reduce detention at loading points & enable faster evacuation of loads, and to improve the mobility of train operations, Board (MT, ME & MRS) has decided to revise the Para No.3.2.2.2 of the aforesaid letter, as under-

3.2.2.2 Other than 25T axle load trains

Case	Gross weight of nominated wagons of trains loaded for			Action required to be taken by Railway
	CC+8+2	CC+6+2	CC+4+2	
1(A)	More than 91.6t but less than or equal to 92.1t	More than 89.60t but less than or equal to 90.60t	More than 87.28t but less than or equal to 88.28t	To run at normal speed subject to sectional speed restrictions, in force, if any.
1(B)	More than 92.1t but less than or equal to 93.6t	More than 90.60t but less than or equal to 91.60t	More than 88.28t but less than or equal to 89.28t	Get the load adjusted/unloaded or excess load wagon detached or run the rake at a restricted speed not exceeding 50 kmph.
2	More than 93.6t but less than or equal to 95.6t	More than 91.6t but less than or equal to 93.6t	More than 89.28t but less than or equal to 91.28t	Get the load adjusted/unloaded or excess load wagon detached or run the rake at a restricted speed not exceeding 30 kmph.

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27.8.18

3	More than 95.60t	More than 93.60t	More than 91.28t	Overloaded wagon to be detached at the station and the load split into another wagon brought at the site or the material off loaded and then train is allowed to run. Commercial actions for overload and resulting detention are to be taken as per extent rules.
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Note :

- (a) The allowance of 0.5t for CC+8+2 and 01t for the others in 1(A) is purely a tolerance to cater to the fluctuations in loading/ weighbridge, etc., so that operations are not adversely affected.
- (b) Gross load should normally be upto 91.6t for CC+8+2, 89.6t for CC+6+2 and 87.28t for CC+4+2. The punitive charges for overloading, if any, shall remain applicable as notified from time to time.

Ajay Nandan
(Ajay Nandan)
EDME/Frt
Railway Board

S. Mohanty
27.8.18
(S.K. Mohanty)
PED/TT(M)
Railway Board

Anil Kumar Lahoti
24/08/18
(Anil Kumar Lahoti)
EDCE(P)
Railway Board

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- ⑥ → • DG/NAIR/Vadodra

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

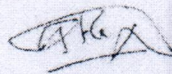
No. 2007/CE-II/TS/8

New Delhi
dated 02/04/09

The General Managers,
All Sixteen Zonal Railways.

Sub: Operation of CC+8+2/CC+6+2 trains

- 1.0 Operating instructions for movement of CC+8+2/CC+6+2 rakes
- 1.1 A memo should be served to the Guard and Driver by the originating SM to be tagged to BPC and VG. Also at each crew change point, a memo should be given to the outgoing Guard and Driver by the SM about higher payload, so that the crew can be vigilant about special precautions including speed restrictions to be observed en-route in view of higher payload.
 - 1.2 Caution boards shall be displayed at Crew Lobbies as well as notified stations prominently depicting caution orders based on track structure.
 - 1.3 Sectional speeds shall be notified, in consultation with Engineering department, to all concerned through Working Time Table as permanent caution. Notified station shall issue caution order accordingly.
 - 1.4 Based on higher carrying capacity, special colour (preferably green) code will be followed in FOIS for such trains.
 - 1.5 Based on above (para 1.1 to 1.4) general instructions, local specific guidelines shall be given by Zonal Railways. Care shall be taken in exigencies when these trains are diverted on alternate routes, to follow above general guidelines as well as zone specific operating instructions.
 - 1.6 The maximum permitted speed of such trains is restricted to 60 kmph. Some wagons have been made fit for higher speeds up to 75 kmph in case of CC+6+2. This should be implemented as per speed restriction issued by RDSO.
 - 1.7 Power shall be provided in accordance with higher trailing load to avoid stalling.



- 1.8 Restriction/limitation of tractive/braking efforts, in view of condition of bridges etc, if any, shall be imposed as per requirement.
- 2.0 **Weather related conditions-** CC+8+2 loading is not permitted during monsoon period for those commodities which absorbs water such as coal, gypsum etc. monsoon period for above purpose is from 1st Jun to 31st August.
- 3.0 **Installation and functioning of weigh bridges/overloading of wagons**
- 3.1 Action in this regard shall be taken as per Board's letters no. TC1/2004/109/4 dated 04/11/04, TC-1/2008/108/3 dated 30/09/8 and 19/01/09 (corrigendum).
- Functioning of weigh bridges in the division should be reported in the daily position. If a weighbridge goes out of order then loading shall be permitted upto 7 days by DRM; upto 30 days by COM; upto 6months by GMs with their personal approval. If the weighbridge remains out of order for more than six months, loading of CC+8+2/CC+6+2 shall not be permitted.
- 3.2 Following procedure will be followed for dealing with wagons overloaded beyond PCC + Loading Tolerance;
- 3.2.1 Zonal Railways shall ensure that loading in wagons is limited to the Permissible Carrying Capacity + loading tolerance.
- 3.2.2 In rare case, when any overloading is detected beyond this level, following procedure shall be followed:

3.2.2.1 25 t Axle Load Trains:

Case	25 t axle	Action required to be taken by Railway
1	More than 100 t but less than 102 t	Get the load adjusted/ unloaded or excess load wagon detached or run the rake at a restricted speed not exceeding 30 kmph
2	More than 102 t	Overloaded wagon to be detached at the station and the load split into another wagon brought at the site or the material offloaded and then train is allowed to run. Commercial actions for overload and resulting detention are to be taken as per extent rules.

3.2.2.2 Other than 25 t Axle Load Trains:


Case	Gross weight of nominated wagons of trains loaded for			Action required to be taken by Railway
	CC+8+2	CC+6+2	CC+4+2	
1	More than 91.28 t but less than 93.28 t	More than 89.28 t but less than 91.28 t	More than 87.28 t but less than 89.28 t	Get the load adjusted/ unloaded or excess load wagon detached or run the rake at a restricted speed not exceeding 50 kmph
2	More than 93.28 t but less than 95.28 t	More than 91.28 t but less than 93.28 t	More than 89.28 t but less than 91.28 t	Get the load adjusted/ unloaded or excess load wagon detached or run the rake at a restricted speed not exceeding 30 kmph.
3	More than 95.28 t	More than 93.28 t	More than 91.28 t	Overloaded wagon to be detached at the station and the load split into another wagon brought at the site or the material offloaded and then train is allowed to run. Commercial actions for overload and resulting detention are to be taken as per extent rules.

3.2.3 In connection with above, it is to clarify that when traffic is booked via routes which involve two or more of different routes i.e. CC+4+2, CC+6+2, CC+8+2 and 25 t axle load routes, the loadable/chargeable weight will be permissible carrying capacity of the route for which permissible carrying capacity is most restrictive.

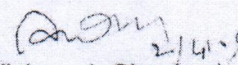
3.2.4 In case of imposition of speed restrictions, Station Masters of detecting station will give message to the control office and also give memo to the Driver/Guard for running train at the restricted speed as determined in consultation with Divisional Control. Divisional control will also pass on this information to adjoining Divisional Control as may be necessary.

4.0 Zonal Railways which have already issued a JPO in this regard should modify the same in accordance with these guidelines.

5.0 This issues in super-cession of Board's letter of even no. dated 27/03/09.


(G.C. Budhalakoti)
EDME(Fr)


(Deepak Nath)
EDTT(M)


(Vishwesh Chaubey)
EDCE(P)

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