EAST COAST RAILWAY

Office of the
Chief Commercial Manager
1st Floor, Rail Sadan
C.S.Pur, Bhubaneswar-17

Commercial Circular No.58 (G)/2017 Date: 06.04.2017

Sub: Procedure to deal with wagon(s) found overloaded after weighment.

Ref: (i) Rates Master Circular/Weighment/2014/0 circulated vide CCM/ECoR's Commercial Circular No.84(G)/2014 dated 14.07.2014
(ii) Board's letter No.2007/CE-II/TS/8 dt.02.04.2009 (Copy enclosed)

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Enquiry Committee in its report on 'derailment of goods trains(UP MIGK) occurred in Jabalpur Division, WCR' has observed that Board's guidelines regarding procedure to deal with wagon(s) found overloaded after weighment are not being followed by Zonal Railways.

Extant guidelines regarding procedure to deal with wagon(s) found overloaded after weighment is stipulated in Para 4 of Rates Master Circular/Weighment/2014/0 circulated vide CCM/ECoR's Commercial Circular No.84(G)/2014 dated 14.07.2014. Regarding speed restriction in case of overloaded wagon, the revelant instructions are prescribed in Para 3.2.2.1 and 3.2.2.2 of Board's letter No.2007/CE-II/TS/8 dt. 02.04.2009. Instructions regarding in-motion weighbridges issued vide Board's letter No.TC-1/2008/108/3 dt. 30.09.2008. (Copy enclosed) and Rates Master Circular/provision of Weighbridge/2014/0 dt. 12.06.2014 circulated vide CCM/ECoR's Commercial Circular No.69(G)/2014 dated 12.06.2014 are also pertinent in this regard.

Board desires that extant guidelines regarding procedure to deal with weighment and wagon(s) found overloaded after weighment and speed restriction thereto should be strictly complied with. Any deviation from the rules should be viewed seriously and deterrent action may be taken to prevent any such recurrence.

This issues in consultation with Traffic Transportation and Civil Engineering Dte. Of Railway Board

All concerned to note and act accordingly.

Authority:Railway Board's letter No. TC-I/2017/108/1 dated 30.03.2017

Encl: As above (04 pages)

(P.K.Samal)
Dy. Chief Commercial Manager(FS)
Date: 06.04.2017

No.CCM/95/DC/Policy/Pt.V

Copy forwarded to:
All Station Managers/ Goods Supervisors/Commercial Supervisors /Siding Clerks / Booking Clerk in Charges / Weigh Bridge Clerks / Clerk in Charges / Commercial Movement Inspectors.

Copy for information and necessary action to the:-
COM: ECoR,**SDGM**/ECoR/BBS,**Chairman**/RCT/BBS,**Dy.CVO(T)**/ECoR/BBS,**PO/RCT**/ECoR/BBS **Dy.COM(FOIS)**/ECoR/BBS, **Audit officer**/BBS. **DRM**: KUR,WAT,SBP/ECoR, **Sr.DOM**-KUR,WAT, SBP/ECoR, **Sr.DCM**:KUR,WAT/SBP/ECoR.**Dy.CCM(Claims)**/E.Co.Rly.**FA & CAO** :E.Co.Rly , **FA & CAO(T) /** ECoR/BBS, **Traffic Manager**: VZP, Traffic Manager/ Paradeep PortTrust/Paradeep.

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(P.K.Samal)
Dy. Chief Commercial Manager(FS)

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

New Delhi
dated 02/04/09

No. 2007/CE-II/TS/8

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.

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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.

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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)

Copy for information and necessary action to:
(1) DG/RDSO/Lucknow,
(2) CCRS/Lucknow

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GOVERNMENT OF INDIA/BHARAT SARKAR
MINISTRY OF RAILWYS/RAIL MANTRALAYA
(RAILWAY BOARD)

TC-1/2008/108/3 New Delhi 30-09-2008

General Managers,
All Indian Railways

Sub: Installation of in-motion weighbridges.

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During the Board meeting held on 05.09.2008, Board have decided followings:

(i) All weighbridges catering to iron ore loading should be commissioned with in 2 (two) months so that 100% of iron ore traffic on IR gets covered under in-motion weighbridges thereafter.

(ii) All weighbridges planned/proposed to be installed on Zonal Railways should be commissioned within the next six (06) months on a war footing .

(iii) Provision of an in-motion weighbridges is mandatory in all new private sidings having outward traffic.

(iv) All new weighbridges which are presently planned/proposed or which may come up subsequently due to new streams of traffic emerging should be as close to the loading point as possible, if not at the same station.

(v) Few steams of traffic which cannot be weighed on the loading railway's in-motion weighbridges even after commissioning of planned/proposed in-motion weighbridges due to loading stations being close to the zonal inter-change point should be weighed on the adjoining railway's first in-motion weighbridge after the interchange point.

For this a separate joint circular may be issued signed by the CFTM, CRSE and CTE of both railways concerned, covering all such streams of traffic. It will be the responsibility of GM of the loading railway to get this joint circular issued.

(vi) All in-motion weighbridges may be linked to FOIS.

(vii) In case a rake is not weighed on a weighbridge after loading due to defective weighbridge or any other reason, it should be weighed at the next available weighbridge. Till such time it is weighed it should be ~~weighed~~ moved at a restricted speed of 40 kmph or less as decided by the Railway concerned.

It is requested that necessary action may be taken to implement the above recommendations and action taken report may be furnished to Board on monthly basis by ~~1st~~ 1th of the month.

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