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8/5/09

कार्यालय अधीक्षक Office Superintendent	P. K. Sharma
निदेशक Director	37/03 1875
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TA/c	

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2007/CE-II/TS/8

New Delhi, dt. 8/05/09.

The General Managers,
All Sixteen Zonal Railways.


2/221CEN

Sub: Operation of CC+8+2/CC+6+2 trains.
Ref: Rly. Bd's letter of even no. dt. 27.3.2009.

Kindly refer to Board's letter under reference wherein instruction in regard to the subject mentioned above has been forwarded for information and necessary action.

Now these instructions stand revised. The revised instructions on the subject contained in the letter of even no. dated, 02/04/09, are enclosed.

This issues in super-cession of Board's letter of even no. dated, 27/3/09.


(P.K. Sharma)
Director Civil Engg.(P)
Railway Board.

**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.



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

(3) Director/RCRU/PA.
(4) PCB/All 16 Zonal Reps.

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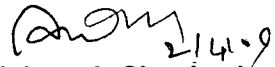
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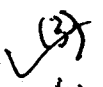

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