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

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

<table>
<thead>
<tr>
<th>Case</th>
<th>Gross weight of nominated wagons of trains loaded for</th>
<th>Action required to be taken by Railway</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CC+8+2</td>
<td>CC+6+2</td>
</tr>
<tr>
<td>1(A)</td>
<td>More than 91.6t but less than or equal to 92.1t</td>
<td>More than 89.60t but less than or equal to 90.60t</td>
</tr>
<tr>
<td>1(B)</td>
<td>More than 92.1t but less than or equal to 93.6t</td>
<td>More than 90.60t but less than or equal to 91.60t</td>
</tr>
<tr>
<td>2</td>
<td>More than 93.6t but less than or equal to 95.6t</td>
<td>More than 91.6t but less than or equal to 93.6t</td>
</tr>
<tr>
<td></td>
<td>More than 95.60t</td>
<td>More than 93.60t</td>
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<tr>
<td>---</td>
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</tr>
</tbody>
</table>

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.

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

(Anil Kumar Lahoti)  
EDCE(P)  
Railway Board

Copy for information and necessary action to:

- DG/RDSO/Lucknow
- CCRS/Lucknow
- PCE, PCME, PCCM & PCOM, All Zonal Railways
- DG/NAIR/Vadodra

[Signature]

28/08/2018 11:45