No.2016/CE-II/TS/2 (CC+8+2t) New Delhi, dated 19.07.2018

Principal Chief Engineer,

All Zonal Railways

Sub: Delegation of powers to Zonal Railways for approval of running of CC+8+2T trains.


E&R dté., Railway Board vide above referred letter has delegated the powers to General Managers/Zonal Railways for approval of routes for running of CC+8+2T trains subject to other conditions and procedures laid down in this regard.

In order to ensure that operation of CC+8+2T loading does not adversely affect safety, Board had been stipulating certain guidelines/instructions to be complied, while communicating sanctions to routes for running of CC+8+2T trains. As the powers have now been delegated to Zonal Railways, PCEs are required to ensure that these guidelines/instructions are ensured in sanctions being accorded at Zonal level. These guidelines/instructions are reiterated below:

(i) The arrears of deep screenings of Turnouts and Plain Track on the route should be wiped out on priority within a maximum of one year by ensuring adequate maintenance blocks and Engineering Time Allowance.

(ii) The arrears of execution of sanctioned track renewal should be wiped out on priority on the route preferably within two years of sanction or maximum within three years of sanction by ensuring adequate maintenance blocks, movement of material trains and engineering time allowance for execution.

(iii) Periodic rail grinding at stipulated frequency should be carried out on routes brought under rail grinding by ensuring the availability of traffic blocks as per Board’s JPO no. 99/Track-III/MC/6 Vol-V dated 08.05.2009.
(iv) 100% weight of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track. In case of non-availability of weighbridge or defective weighbridge at loading point, the unweighed rake should run at a restricted speed of 40 kmph till weightment is done, subject to strict compliance to conditions stipulated in Board’s JPO no. 2007/CE-II/TS/8 dated 02.04.2009. Wherever, ‘adjustment’ to correct loading in overloaded wagons is resorted to, minimum 10% of such ‘adjusted wagons’ should be reweighed every quarter in order to check effectiveness of “adjustment”.

(v) WILDS should be installed within 15-50 km before all Train examination points on CC+8+2 routes in a time bound manner in order to detect defective rolling stock causing excessive dynamic load on track. The wagons generating critical alarms shall be detached without fail as laid down in Railway Board’s JPO No. 2002/M(N)/960/1 Pt dated 29.07.2008.

(vi) Right powering of loaded trains running with CC+8+2 wagon loads shall be ensured. The cases of stalling should be reviewed by General Manager every month to detect failures due to inadequate powering and to take necessary corrective measures.

(vii) Railway should ensure installation of way side lubricators as per provision of IRPWM in a time bound manner and complete it within maximum two years.

PCEs are advised to ensure the above while processing proposals for operation of CC+8+2T loading for sanction of GM.

Pl acknowledge receipt of this letter.

(Pankaj Tyagi)
Director Civil Engg. (Planning)
Railway Board

Copy to: ED/Track-I/RDSO & Dir. IRIGEN/ Pun. for kind information please.