General Manager
Western Railway
Mumbai.

Sub: Running of Freight Trains with CC+8+2t loading.

1. Board has approved running of CC+8+2t loaded wagons on the following route:

<table>
<thead>
<tr>
<th>Railway</th>
<th>Routes</th>
<th>Routes Length (km)</th>
<th>Permitted Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>WR</td>
<td>Ratlam (RTM) – Fatehabad (FTD) - Laxmibai Nagar [LMNR]</td>
<td>115.07</td>
<td>60 kmph</td>
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</table>

2. The approval for running of CC+8+2t loaded wagon on the above routes has been accorded with following stipulations:

(i) The arrears of deep screenings of Turnouts and Plain Track on this 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 this 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% weighment 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 weighment 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/RMN/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.

(viii) Copies of relevant approved noting of CE-II Dte.’s file No. 2017/CE-II/TS/1(Proposal) is enclosed. You are requested to issue necessary Rates Circular or take suitable necessary action in this regard.

3. CRS sanction may be obtained in regular manner within 3 months of issue of rates circular.

4. Rates circular in this regard will be issued separately by TC(R) Directorate.

Copy to: EDTC(R) for kind information please.

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