

GOVERNMENT OF INDIA (BHARAT SARIN)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

NO. TC-I/87/214/2.

New Delhi, dt. 13-3-1987.

The General Managers,
All Indian Railways: (With 2 spares)

Sub: Siding charges on train loads running through
from and to private sidings/exchange yards.

In terms of Paras 1805-T, 1831-E and 1836-E, the user of the siding has to pay a siding charge to be fixed by the Railway Administration for every wagon, whether loaded or empty, hauled over the siding in each direction.

2. In Para 3(xi) of Board's letter No. 85/WI/SP/45 dt. 1.12.1986 (copy enclosed), it has been laid down that in respect of new sidings which are constructed with the facilities of handling full train loads, and on the assumption that the freight trains will enter into and exit from the private siding without being dealt with at the serving station, freight charges should be levied right upto the peripheral yard instead of upto the nominated station with siding charges beyond it. It, however, mentioned that this would not apply to existing sidings which will continue to pay freight charges upto the nominated station and the siding charges beyond it.

3. Board have considered the matter further. It has been decided that even in the case of existing sidings, when a train runs through to or from a private/assisted siding with railway's locomotive or originates from or terminates in the exchange/peripheral yard provided by the siding holder, freight should be levied upto the buffer end of such siding/yard on through distance basis, and no siding charge should be levied on the basis of trip time and shunting/train engine hour cost. However, if railway locomotive is used for performing shunting inside the sidings, shunting charges for such shunting as per existing rules would be leviable.

4. With a view to implementing the above decision, the following action should be taken by the Railway Administration by the target dates indicated against each:-

(a) To be completed by 15.4.1987

Identify the sidings which have the facility of handling full train loads and where the trains directly enter into/exit from the peripheral/exchange yards without terminating/originating at the station which is presently notified as the serving station. These sidings should be notified as independent booking points and allotted a station code.

(b) To be completed by 15.5.1987

The chargeable distance for such sidings should be worked out and notified to all concerned.

(c) From 1.7.1987.

The system of charging freight upto the buffer end of such siding should be brought into force w.e.f. 1st July, 1987 positively.

5. Board desire that urgent action may please be taken to ensure that the targets laid down in para 4 above are strictly adhered to. A compliance report may please be sent to Board on item (a) by 30th April, 1987 and on item (b) by 1st June, 1987.

6. The revised system of charging should be advised to the concerned siding holders giving them atleast one month's notice.

7. This issues in consultation with the Finance Directorate of the Ministry of Railways.

Please acknowledge receipt.


(M.S. Bhandari)


Executive Director, Traffic Commercial
Railway Board.

No. TC-I/87/214/2

New Delhi, dt. 13 -3-1987.

Copy forwarded for information to:

1. EA & CAOs, all Indian Railways.
2. ADAI (Railways), New Delhi. (with 36 spares)
3. General Secretary, I.R.C.A., New Delhi.
4. Principal, Railway Staff College, Vadodara.


(M.S. Bhandari)

Executive Director, Traffic Commercial
Railway Board.