# GOVERNMENT OF INDIA/(भारत सरकार)
# MINISTRY OF RAILWAYS/(रेल मंत्रालय)
# (RAILWAY BOARD)

**No. 2004/Dev.Cell/IDEI/4** **New Delhi, October 28, 2013**

**Chief Motive Power Engineer,**
**Eastern Railway,**
**Fairlie Place,**
**KOLKATA.**

**Sub: Electronic In-Motion Weighbridge at M/s Panem's Siding, Pakur**

**Ref: i) E.Rly.'s letter no. MP/123/Panem/Inst/Pt.I dated 13.09.2013**
**ii) RDSO's letter no. MW/CS/PE WB dated 22.03.2013 (enclosed)**

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In view of the operational constraints explained by Eastern Railway vide letter under reference i) above, RDSO was asked to do a technical assessment and feasibility of locating the weighbridge on 4 degree curve.

RDSO has done a comprehensive study and has recommended that the weighbridge, on the 4 degree curve location, is not even able to meet the basic metrological requirements and accuracy.

It is, therefore, requested that E. Railway may kindly review and explore the option of relocating the weighbridge installed on M/s Panem's Siding Pakur.

This issues with the approval of AM/Mech.Engg./Railway Board.

Encl: as above.

28/10/13
(NITIN CHOWDHARY)
EDME(Dev.)
Railway Board

Copy to : Director General (Wagon), RDSO, Lucknow.
GM(Commercial), Eastern Railway, Kolkata.

SN-146

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सत्यमेव जयते

भारत सरकार –रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ – 226011
Government of India - Ministry of Railways
Research Designs & Standards Organisation
Lucknow – 226011

**No. MW/CS/PE WB**

**Date. 22.03.2013**
02/04/13

**EDME (Dev),**
**Railway Board,**
**New Delhi-110001**

**Sub: Electronic In-Motion Weighbridge at M/s PAMEM siding, Pakur.**

**Ref:** (i) E.Rly letter no- E/49/ELC/Panem/09 dated-30.03.2011.
(ii) Rly Bd's letter No. 2010/Dev.Cell/IDEI/4 dt. 22.02.2011
(iii)RDSO letter no-MW/CS/PEWB dated-15.04.2011.
(iv)E. Rly letter no - MP/123/ Panem/ Inst/ Pt dated 04.01.2013.

Eastern Railway, vide their ref. (i) above, had indicated directives to conduct the Trial/ testing / calibration of the Electronic In motion Weighbridge installed at a 4 Degree curve at the private siding of Panem Coal Mines Ltd.at Pakur. A request was made to RDSO to associate with these trials. It is not out of place to mention that similar trials were carried out in the year 2011, in which the Weighbridge couldn't pass the metrological requirements of the requisite Standards. The results of these trials were advised vide RDSO Letter under Ref (iii) above.

Consequent to the repeat request of Eastern Railway vide ref. (iv), a team of RDSO Wagon Dte Officials associated with the trials conducted by Eastern Railway from 14.01.2013 to 16.01.2013. Trials were conducted on 14.01.2013, wherein the Metrological performance of the Weighbridge was found not meeting the requirements both for Wagon and Train Weighing. The details of the results obtained in this trial are enclosed as Annexure I.

Consequent to the failure of the Weighbridge in the trials on 14th Jan, 2013, as per the Eastern Railway request, another set of detailed trials, were again conducted on 15th – 16th January, 2013 after a repeat calibration of the Weighbridge by the OEM on 15th January, 2013. These trials included 2 runs each on the IN and OUT directions at less than 10 kmph and higher than 10 kmph Speeds. The analysis of the results is placed as Annexure II.

From the analysis in Annexure II, it reveals that in none of the 4 trials (IN and OUT Directions – low and high speeds), the Weighbridge could meet the metrological norms for maximum permissible error in both individual Wagon Weighing mode and Train Weighing mode. Noteworthy is the fact that the results of the Weighbridge could not even meet the in-service requirements of the maximum permissible error, which are much higher than that of the initial calibration standards.

The Weighbridge has not been able to meet the basic metrological requirements twice over now, once in 2011 and now again in Jan.2013. Eastern Railway may consider a review of the decision on the location of the Weighbridge on a 4 Degree curve in terms of the Railway Board's letter No TC-I/2005/10[illegible]3 dated 06.08.2012.(Copy enclosed)

(S.K. Sharma)
for Director General/Wagon

Dev

Copy to - CME/E. Rly for kind information please.
- Dy. Director (Dev.) for kind information please.

*Corrigendum to Rates Circular No.12 of 2007*

**GOVERNMENT OF INDIA(BHARAT SARKAR)**
**MINISTRY OF RAILWAYS(RAIL MANTRALAYA)**
**RAILWAY BOARD(RAIL BHAVAN)**

**No.TC-I/2005/108/3** **New Delhi, dt. 06.08.2012**

**General Managers**
All Zonal Railways

**Sub : Installation of electronic in-motion weighbridges(EIMWBs) of private siding on Railway land**

**Ref** : (i) Board's letter No.TC-I/2005/108/3 dt.12.02.2007(Rates Circular No.12 of 2007)
(ii)Board's letter No.TC-I/2005/108/3 dt.26.06.2007
(iii)Board's letter No.TC-I/2005/108/3 dt.14.09.2007(Rates Circular No.90 of 2007)

**1.0** Please refer to guidelines contained in Para No.10 of Rates Circular No.12 of 2007, which stipulates that no private in-motion weighbridge will be installed on railway land.

**2.0** Board is in receipt of a number of proposals from Zonal Railways regarding installation of weighbridges by private parties on railway land on account of operational and/or technical constraints. The matter has been examined and it has been decided to replace the guideline enumerated in Para No.10 of Rates Circular No.12 of 2007 with the following insertion:-

"10.1 In case of private sidings, electronic-in-motion weighbridge (EIMWB) should generally be installed in the private land portion. In other words, Zonal Railways should continue to make all efforts to install weighbridge within the siding premises (i.e. on the private land portion) as a matter of general rule or practice.

10.2 In case it becomes unavoidably essential to install the weighbridge of private siding either wholly or partially on railway land, on account of operational and technical constraints, permission may be granted by the General Manager of Zonal Railways; the location of such EIMWBs would be decided by the COM in consultation with CCM, CME and PCE.

10.3 The cost of procurement (inclusive of the requisite warranty and a post-warranty, five-year comprehensive AMC), installation, maintenance (even after the expiry of the initial warranty and the five-year comprehensive AMC), operation (including staff costs) and replacement of these EIMWBs would be borne by the private siding owner. To this end, the concerned Zonal Railway should execute an agreement with the private siding owner, which should specify inter alia that Railways would be free to weigh rakes of customers other than the private siding owner on such weighbridges.

10.4 After installation, such weighbridges would be treated as Railway's own weighbridges. While Railways would be the executing agency for functions relating

to installation, operation, manning and maintenance of such EIMWBs, the associated costs over its life cycle and replacement thereafter would have to be borne by the private siding holder; to this extent, the private siding holder would no longer have physical ownership rights as such over the weighbridge so installed. A facilitating provision should accordingly form part of the agreement between Zonal Railway and the private siding holder."

**3.0** All other terms and conditions as stipulated in Rates Circular No.12 of 2007 will continue to apply unchanged.

**4.0** This issues in consultation with Traffic Transportation, Mechanical and Land & Amenities Directorates and with concurrence of Finance Directorate of Ministry of Railways.

**(Aashima Mehrotra)**
**Director, Traffic Comml.(Rates)**
**Railway Board**

**No.TC-I/2005/108/3** **New Delhi, dt.06.08.2012**

Copy to:

1. **FA&CAOs**, All Zonal Railways
2. Dy.C&AG(Rlys), Room No.222, Rail Bhavan, New Delhi.

For **Financial Commissioner/Railways**

**No.TC-I/2005/108/3** **New Delhi, dt.06.08.2012**

Copy to:

1. Managing Director, CRIS, Chanakyapuri, New Delhi-21.
2. Chief Admn. Officer, FOIS, N. Rly., Camp: CRIS, Chanakyapuri, New Delhi-21.
3. Managing Director, KRCL, Belapur Bhavan, Sector-11, CBD Belapur, Navi Mumbai-400614.
4. Director General, Railway Staff College, Vadodara
5. General Secy., IRCA, New Delhi.
6. Director, IRITM, Campus: Hardoi Bye-pass Road, Vill-Kanausi, P.O.-Manaknagar, Lucknow-226011
7. Secretary, RRT, 5, Dr. P.V. Cherian Crescent Road, Egmore, Chennai-600105.
8. Chief Commissioner of Railway Safety, Lucknow.

**(Aashima Mehrotra)**
**Director, Traffic Comml.(Rates)**
**Railway Board**

Copy for information:

**CRB, MT, FC**, Railway Board
AM(C), AM(T), AM(T&C), AM(C&IS), Adv(F), Adv(Infra), Adv(Safety), Adv(R), Adv.TT(M), Adv(CC), EDPG, EDFM, EDPM, ED(T&C), EDTT(M), EDTT(S), EDTT(F), EDFC, EDVT, ED(S&E), ED(Plg), ED(PPP), ED(PP), DTC(G), DPM, Dir(T&C), DFM, DFC,DDTC(R), Railway Board
TC(R), TC(CR), F(C), Safety Branches, Railway Board