

**FREIGHT MARKETING**  
**CIRCULAR No. 15 of 2009**

भारत सरकार **GOVERNMENT OF INDIA**  
रेल मंत्रालय **MINISTRY OF RAILWAYS**  
( रेलवे बोर्ड **RAILWAY BOARD** )

No. 2009/TC(FM)/11/7.

रेल भवन, नई दिल्ली - 110 001, तिथि

Rail Bhavan, New Delhi - 110 001, dated **24.06.2009**

**The General Managers,**

- |                                       |                                       |
|---------------------------------------|---------------------------------------|
| 1. Central Railway, Mumbai (CSTM).    | 2. Eastern Railway, Kolkata.          |
| 3. East Central Railway, Hazipur.     | 4. East Coast Rly., Bhubaneswar       |
| 5. Northern Railway, New Delhi.       | 6. North Central Rly., Allahabad.     |
| 7. North Eastern Rly., Gorakhpur.     | 8. Northeast Frontier Rly., Maligaon, |
| 9. North Western Railway, Jaipur.     | 10. Southern Railway, Chennai.        |
| 11. South Central Rly., Secunderabad. | 12. South Eastern Railway, Kolkata.   |
| 13. South East Central Rly, Bilaspur. | 14. South Western Railway, Hubli.     |
| 15. Western Railway, Mumbai,          | 16. West Central Rly., Jabalpur.      |

**(Corrigendum to Freight Marketing Circular No. 12 of 2009)**

**Sub: Policy for running of 'Teevra Gati Sewa (TGS)' train by multiple consignors from multiple originating points.**

**Ref: Freight Marketing Circular No. 12 of 2009 issued vide 2009/TC(FM)/11/7 dated 21.05.2009).**

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Para 1.13 appearing at page 2 of Freight Marketing Circular No. 12 of 2009 issued vide 2009/TC(FM)/11/7 dated 21.05.2009 on the above subject may be replaced as under:-

**1.13 Pattern of maintenance of operations of TGS parcel trains**

- (i) The 'Teevra Gati Sewa (TGS)' parcel trains shall be maintained and run in accordance with provisions of category 3(a) of Policy Circular -4 for coaching maintenance (Revision Jan' 2007) with a dispensation for permitting running of such trains with only terminal attention at the other end and revalidation of the original BPC, for a round trip journey of upto 4500 kms.
- (ii) A base depot may be nominated for such Parcel Vans (VPH/VP/VPHX etc.) running in respective close circuits. The 'Teevra Gati Sewa (TGS)' parcel train shall be required to undergo a detailed pit line examination with a clear 6 hours maintenance slot at such primary depot. If such a base depot does not have requisite infrastructure and pit line slots, the rake may be maintained at the nearest coaching depot where such facilities are available.
- (iii) Attaching/detaching of Parcel Vans to/from the 'Teevra Gati Sewa (TGS)' parcel rake at an identified enroute station may be permitted subject to a detailed pit line examination at the identified enroute station on the closed circuit. Amalgamation/ disintegration of two/ more segments of TGS parcel rakes may also be permitted.

*contd/.....*

The brake power certificate of the TGS parcel train, to be issued by the primary end, shall be valid provided the rake integrity is not broken or changed, or the train engine is not changed. If rake integrity is broken or the train engine is changed, this certificate should be revalidated by Engineer (C&W) through endorsement in the column provided on reverse after ensuring brake continuity, provided the Parcel Vans being attached, if any, have been maintained as per guidelines in para (i) above. Wherever revalidation of the BPC is to be carried out at non-TXR stations, this may be carried out jointly by Guard & Driver as in the case of Freight Stock.

- (iv) All the Parcel Vans running in 'Teevra Gati Sewa (TGS)' parcel trains must be weighed and scrupulously checked for overloading (over the designed carrying capacity for the respective types) before commencement of each journey.
- (v) Rolling in examination must be necessarily conducted in accordance with guidelines as in para (i) above. The operation of new 'Teevra Gati Sewa (TGS)' service should be watched and mid-course corrective action taken if required.

These instructions will come into force with immediate effect.

This issues with the approval of Mechanical Directorate of Ministry of Railways.

Please acknowledge receipt.

**( Archana Srivastava )**  
**Director Freight Marketing**

No. 2009/TC(FM)/11/7.

New Delhi, dated 24.06.2009

Copy forwarded for information and necessary action to:

1. The Chief Operation Manager, All Indian Railways.
2. The Chief Commercial Manager, All Indian Railways.
3. The Chief Mechanical Engineer, All Indian Railway.
4. The Chief Passenger Traffic Manager, All Indian Railways.
5. The Chief Commercial Manager (FM), All Indian Railways.
6. MT, FC, DIG (RPF), AM(Mech), AM(C), Adv.(Traffic), Adv. (F), Adv. (Vig), EDF(C), EDPG, EDME(Chg.), EDTC(R), EDPM, EDV(T), DME(Chg.), DF(C), DTC(R), DTC(Claims), DPM, DTC(G), JDTC(G)/ Railway Board for kind information.

**( Archana Srivastava )**  
**Director Freight Marketing**