

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

No. TC-1/2005/108/3-pt.

New Delhi // -11-2009

**Chief Commercial Managers,**  
All Indian Railways.

**Sub: Installation of electronic in-motion weighbridge.**

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In terms of Item No. 9 of revised Standard form of agreement for private sidings issued vide Board's letter No. 2002/CE-1/SP/1 dated 12.07.05 and Board's Rates circular No. 12/2007 dated 12.02.07, electronic in-motion weighbridge is to be installed at the sidings.

Instances have come to the notice of Board that at some sidings, static weighbridges are still being used and RRs are being issued on the basis of weighment of such static weighbridges.

In-motion weighbridge is preferred to static weighbridge as it entails weighment of rakes in motion thereby reducing detention to rolling stock. This in turn increases the availability of rolling stock for more loading, which is beneficial to both Railways as well as customers.

There are also some static weighbridges, whose weighment is not being accepted presently and RR is not being issued on the basis of weighment on these static weighbridges. Requests have been received to issue RR on the basis of weighment on such static weighbridge. It has been decided that no request of customer in this regard will be considered.

In addition to above, it has been decided that existing static weighbridges whose weighments are presently accepted by Railways may be replaced with in-motion weighbridges or arrangement may be made to have weighment at associated/alternative associated in-motion weighbridges as per Board's Rates Circular No. 86/2006 latest by 31.03.11. From 01.04.11, the weighment on such static weighbridge shall not be accepted by Railways and RR will not be issued on the basis of weighment on static weighbridge. Further, such weighment will not be recognized by Railways for any purpose.

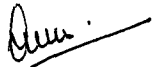
Where weighment on static weighbridge is being accepted at present by Railways for the purpose of preparation of RR and otherwise, the same can continue till 31.03.11. However, in such case, Railway should ensure compliance of the following conditions:

1. The railway track must be level for at least 60 meters i.e. equivalent to about 2 wagons length on either side of weighbridge.
2. The wagons must stay loose i.e. there should not be any contact in the coupling forces of adjacent wagons.
3. There should not be any movement of the wagons during weighment.

Railways may hold meeting with siding owners having static weighbridges and ensure compliance of aforesaid instructions.

In case of specific constraints where static weighbridge cannot be replaced by in-motion weighbridge or weighment cannot be done at associated/alternative associated weighbridges of a particular siding, the Railway should approach Board and obtain specific exemption.

This issues with the approval of Traffic Transportation and Finance Directorates of the Ministry of Railways.

  
(N.K. Parsuramka)  
Director, Traffic Comm. (Rates)  
Railway Board