

CHAPTER VIII

INTERCHANGE OF ROLLING STOCK

I. Interchange with Indian Railways.

8001. Detailed rules for the interchange of Rolling Stock are prescribed in the **I.R.C.A.** Conference Rules Part II.

8002. Definitions - In the context of interchange of stock, the following terms shall have the meanings herein assigned to them :-

- (a) "Owning Railway or Parent Railway" means the railway to which a vehicle or wagon belongs.
- (b) "Forwarding Railway" means and includes each railway sending a vehicle or wagon to another railway, whether on the outward or homeward journey.
- (c) "Booking Railway" means the railway on which traffic originates.
- (d) "Destination Railway" means the Railway on which traffic terminates.
- (e) "Intermediate Railway" means any Railway between the booking railway and the destination railway.
- (f) "Working Railway" means a railway working a Junction.
- (g) "Using Railway" means a railway using a junction worked by another railway.
- (h) "Receiving Railway" means and includes each railway receiving a vehicle or wagon from another railway, whether on the outward or homeward journey.
- (i) "Vehicle" applies only to coaching stock.
- (j) "Wagon" applies only to goods stock.
- (k) "Director" means the Director of Wagon Interchange.
- (l) "Junction of Interchange" means the junction at which the stock between two or more railways is interchanged.

8003. Rules for interchange of coaching stock - (a) Nothing in these rules shall prevent individual railways entering into mutual arrangements for the interchange of coaching stock.

- (b) All empty coaching vehicles shall be returned to the owning railway by the shortest (B.G. or M.G.) route, as the case may be, except where otherwise agreed to by the owning railway.
- (c) Coaching vehicles may be loaded by the receiving railway to a station either :-

- (i) on the shortest route or on the route via which received or
 - (ii) on the owning railway
- (d) (i) A vehicle which has been dealt with in contravention of clause (c) shall be returned to the owning railway by the shortest route, unless reloaded to or via the owning railway when it shall be sent to the owning railway by the booked route.
- (ii) Special vans, i.e. luggage, parcel, motor vans and horse boxes booked by the owning railway to another railway, shall be returned to the owning railway as quickly as possible but in any case not exceeding the total period calculated as specified in sub-para (iii) below.
- (iii) A day for every 120 kms. or part of 120 kms. from the interchange junction to the destination station plus 2 days at the destination. For example the distance between interchange junction and destination is 288 kms. The total time allowed for the vehicle to be returned is 3 plus 2 = 5 days.
- (e) In the event of interruption of through communication from any cause whatever, the railway on which the interruption occurs shall, within 48 hours of the occurrence, dispatch advice of the fact to all railways whose vehicles are detained on account of interruption.
- Note :-** For compliance of this rule, Station Master shall also include the Director Wagon Interchange, New Delhi when issuing accident telegrams in cases of accident classes A1, A2, D1, D2, K-6 and K-7.
- (f) If a railway affixes any fittings on interchange stock in respect of which special instructions are necessary, it must send copies of such instructions to the railways with which such stock is interchanged.

8004. Damages caused by Passengers or troops - Prior to the departure of any troop or special train or before attaching to a train, the individual carriages reserved or chartered for troops, individuals or parties, a statement must be prepared to show the existing damages or deficiencies in the internal fittings of the stock. One copy of the statement will be retained by the dispatching station, one copy will be handed over to the Guard of the train for transmission through to destination and one copy will be given to the Officer-in-Charge of the troops or the person chartering the special, or in the case of individual carriages, the person reserving such carriage. On arrival at destination, all damages must be reported without delay to the Guard and the Station Master, in order that the cost may be recovered from the Officer-in-Charge of the troop train or from the person concerned.

8005. Interchange Junction for Coaching Stock :- The following are the junctions of interchange for coaching stock between the Northern and other Indian Railways :-

	<u>Working Railway</u>	<u>Using Railway</u>
CI	North Eastern Railway	East Central Railway
PNYA	North Eastern Railway	East Central Railway
BBK	Northern Railway	North Eastern Railway
AY	Northern Railway	North Eastern Railway
BSB	Northern Railway	North Eastern Railway
SHG	Northern Railway	North Eastern Railway
ALD	North Central Railway	North Eastern Railway
MB	Northern Railway	North Eastern Railway
RMU	Northern Railway	North Eastern Railway
SCC	Northern Railway	North Eastern Railway
MTJ	North Central Railway	North Eastern Railway

8006. Number Taker's Record. - Each junction of interchange must maintain Number Taker's Books, wherein full particulars of all vehicles interchanged must be recorded. A vehicle shall, unless not in a fit condition to run, be considered as interchanged when entered in the number Taker's Book, and it shall be so entered immediately it is put into a line or siding in which such vehicles are usually placed for that purpose, or at such time and in such ways as may be arranged between the railways forming the junction.

8007. Daily Junction Return. - Each interchange junction must submit daily returns to the Chief Operations Manager concerned showing the coaching stock interchanged in each direction from 0.00 hrs. to 2400 hrs.

Goods Stock

8008. The Wagon Pool - (a) It is an agreement by the terms of which wagons of all Broad and Metre Gauge Railway irrespective of ownership, except those exempted by the Director shall be made available for indiscriminate loading to any station.

(b) The North Eastern Railway participates in the All India Broad Gauge Pool as well as in the Metre Gauge Pool. The utilisation of wagons in these pools is supervised by the Director/ Railway Board.

8009. Pooled, Non-pooled and Local loading stock. - (a) Ordinarily all B.G. wagons with a carrying capacity of 13 tons or over and all M.G. wagons with a carrying capacity of 8 tons or over are,

irrespective of ownership, available for indiscriminate loading to any station. In other words, such wagons are pooled between Railways.

- (b) The Director /Railway Board may, however, exclude certain wagons of this description from the pool. Such wagons are known as non-pooled and are stenciled "N.P." which should be in a circle adjacent to the number of both sides of the wagon.
- (c) B.G. wagons of less than 13 tons carrying capacity and M.G. wagons of less than 8 tons carrying capacity are not considered acceptable for interchange and are marked "For local Traffic only". On two or more railways mutually agreeing to do so, the Director / Railway Board may permit certain wagons of this description to be interchanged for short distance traffic only during a specified period.
- (d) Brake-vans are also interchangeable.

8010. Rules for Interchange of Non-pooled Stock :- (a) If a load is available, these may be loaded by the receiving railway to a station either :-

- (i) on the route via which received.
- (ii) on the owning railway.
- (b) If a load is not available, they should be returned empty to the owning railway by the shortest route.
- (c) They must not be diverted off the route to secure a load except by special arrangement and with the approval of the Director.
- (d) A consignment loaded in an "N.P." wagon may be rebooked to another destination in the original wagon.
- (e) In the event of interruption of through communication from any cause whatsoever, the railway on which the interruption occurs shall within 48 hours of the occurrence, despatch telegraphic advice of the fact to all railways whose wagons are detained on account of the interruption.

Note :- For compliance of this rule Station Master shall also include the Director Wagon Interchange, New Delhi, when issuing accident telegrams in case of accident classes A1, A2, D1, D2, K-6 and K-7.

- (f) The owning railway shall bring to the notice of the adjoining railways wherever "NP" wagons are booked in contravention of the above rules.

8011. Interchange Junctions for Goods Stock :- (a) The following are the interchange junctions for goods stock between the Northern and other railways :-

	<u>Working Railway</u>	<u>Using Railway</u>
CI	North Eastern Railway	East Central Railway
PNYA	North Eastern Railway	East Central Railway
BBK	Northern Railway	North Eastern Railway

BSB	Northern Railway	North Eastern Railway
SHG	Northern Railway	North Eastern Railway
AY	Northern Railway	North Eastern Railway
ALD	North Central Railway	North Eastern Railway
MB	Northern Railway	North Eastern Railway
RMU	Northern Railway	North Eastern Railway
SCC	Northern Railway	North Eastern Railway
MTJ	North Central Railway	North Eastern Railway

(b) All goods stock, without exception, shall be considered as inter-changed on arrival at the junction from the using railway and on departure from the junction to the using railway.

8012. Daily Junction return.- Each Interchange junction shall maintain separate returns for wagon brakevans from and to each railway for all goods stock interchanged, whether pooled or non-pooled. These shall be written up from the Number Taker's books by means of carbon in four foils, which shall be dealt with daily as follows :-

- First foil to be sent to the Director.
- Second and third foils to the C.O.M., of the Railways concerned.
- Fourth foil to be retained at the junction as junction record.

8013. Daily Junction Telegrams. - (a) Each Interchange point must also issue a daily advise to the Director and the Chief Operations Managers concerned showing the total number of wagons received as also the total number of wagons in prescribed categories and groups (covered loaded, covered empty, open loaded and open empty, separately) interchanged in each direction. Separate advices must be submitted for end-falling trucks, BFRs & BFTs to Railway Board, New Delhi and for Tank Wagons to Tank Wagon Cell, Gorakhpur. Confirmation copies of all interchange messages must be sent by post on the same day.

- (b) The following codes have been allotted to the various railways for use in interchange telegrams :-

Railway	Code	Railway	Code
Eastern	A	East Central	R
Western	B	North Western	S

Northern	D	North Central	T
Central	E	West Central	V
Southern	F	East Cost	X
North-East-Frontier	J	South western	Y
North-Eastern	G	South east Central	Z
South-Eastern	K	Konkan	P
Calcutta Port Commissioner	M	Pakistan Bangladesh	C

8014. Daily Junction Balance.- It means number of vehicles received minus number of vehicles despatched upto 24 hrs. It is also called interchange balance of date.

8015. Wagon Balance.- (a) It is the number of wagons on which hire Charge is credited or debited to a particular railway on a particular day. Wagon balance is equal to Progressive balance of the previous day plus Interchange balance of date equal to total number of wagons owned by a railway minus number of wagons despatched.

(b) The Director/Railway Board intimates to each railway its wagon balance on the 10th, 20th and last day of each month. He also intimates every month the confirmed wagon balance for each day of the preceding month together with details of adjustments carried out during the month.

8016. The Target - (a) In order to meet with the requirements of various railways and maintain a proper wagon balance between them the Railway Board in consultation with the C.O.Ms of the various railways, fixes periodically a certain number of wagons for a particular railway, which should at least be plus or minus for that railway. This tentative figure is called the "Target", for that railway.

8017. Wagon Days - Wagon days are the number of days a wagon is utilised by a railway.

8018. Hire Pool - It is an account kept by the Director/Railway Board which shows the daily progressive wagon balance of a particular railway. Hire charges are calculated by taking the aggregate balance at each junction at midnight. The hire levied on debtor railways will be divided among creditor railways in proportion to their credits, debits being raised and credits being allowed on gross figures for the month. The Director/Railway Board communicates monthly the hire charges (whether debited or credited) to the accounts office of each railway. The hire charges are fixed in terms of four wheeler by the Railway Board.

8019. Factors which affect interchange - A division which has one or more junctions of interchange with other railway requires an efficient train control in order that the interchange balance may be properly maintained. The following factors should be borne in mind in this connection :-

- (i) Power and Guard positions should be watched at junctions of interchange. Trains are often held up for want of powers and Guards.
- (ii) Stabling of trains en route to junctions of interchange should be prevented.

- (iii) Local junctions should not be congested as it adversely affects the interchange position.
- (iv) Forecast of trains arriving at or likely to arrive at or departing from junctions of interchange before 24 hours should be obtained.
- (v) The daily position of empty stock available on the division should be watched. Any increase, among other reasons, may be due to a fall in interchange balance.
- (vi) The actual stock in the train received and/or hauled over at Interchange point, be verified and recorded.
- (vii) Local loading stock and other wagons which are not accepted in interchange should not be worked in large numbers to interchange points as these cannot be interchanged and may lead to congestion in yards. They will affect the reception and despatch of interchanged wagons.

8020. Neutral control examination at junction of interchange :- At certain junctions of interchange the examination of trains on arrival and before departure for interchange is done by the neutral control train examining staff appointed by the I.R.C.A. The object is to carry out an impartial examination of trains for interchange in order to avoid disputes between railways as to the fitness or otherwise of a wagon. The main principles of this scheme are :-

- (i) On arrival of a train the neutral control staff examines it and points out the results to the repairing staff concerned. 75 minutes are allowed to repair the deficiencies, damages etc. After this, the neutral control staff passes or rejects wagons and debits for the items left unrepaired are raised against the tendering railway.
- (ii) Trains for despatch must be ready 135 minutes before the scheduled departure. They are examined by the neutral control staff and after the repairs have been carried out, they are re-examined by neutral control staff and debits raised against the despatching railway.

8021. Wagon Census.- (a) With a view to ensuring that the wagon balances of each railway are correct, wagon census is held every alternate year. The census is conducted by a very elaborate procedure with a view to ensuring correct enumeration of each wagon. Detailed instructions for census are issued by Railway Board every year which should be followed strictly. The main principle of a census is that every wagon entered in the stock book of railways should be enumerated. After the census, enumerations are checked with the records of individual railways. It often happens that some wagons remain untraced. These generally come under the following categories :-

- (i) Stock in existence but not enumerated.
- (ii) Stock not in existence but enumerated.
- (iii) Duplicate enumerations.

- (b) After the list of the wagons of these three categories are prepared, a check is made with the movement records in the I.R.C.A. office and most of the irregularities are rectified by an elaborate check.

(c) On the basis of the census enumerations, the correct interchange wagon balance of each railway is arrived at by taking the difference between each railway's wagons found on other railways, any other railways wagons found on each railway.

(d) The results of the census are notified in two stages, one as preliminary and the other final. Immediately after the total number of enumerations railway - wise is known preliminary census balance is announced. The final census results are announced after thorough check is made to trace the wagons which have either missed enumeration or have been enumerated incorrectly.

8022. Hire Charges - Vehicles belonging to one railway and used by another shall be subject to a hire charge as mutually agreed upon by the two Railway administration. Block rakes running on through passenger services shall, however, not be subject to hire charges.

8023. Pooled and non-pooled stock :- The standard wagons which are interchangeable between Pakistan and India shall have a distinguishing mark for the guidance of staff, i.e., 150 mm. dia circle with a diagonal across, thickness of lines being 12 mm.

(b) Special type of stock (specially built for the transport of specific commodities), as mutually agreed from time to time shall have the mark 'NP'.

(c) All goods stock shall be considered as interchanged on arrival at the Junction station from the using railway and on departure from the junction to the using railway.

(d) Wagons marked 'NP' shall be loaded and booked by the receiving railway to the owning railway or a station en route.

8024. Rules for Interchange of Non-pooled stock :- (a) A consignment loaded in an 'NP' wagon may be re-booked to another destination in the original wagon.

(b) All 'NP' wagons shall be returned to the owning railway as quickly as possible, but the period shall not exceed that specified in sub-para (c) below :

(c) One day for every 55 kms. or part of 55 kms. from the interchange junction to the destination station plus 3 days for transshipment point.

(d) If any country detains an "NP" wagon beyond the period specified in sub-para (c) above, it shall pay a penalty four times the hire charges per day per B.G. 4-wheeled wagon to the owning railway, in addition to the hire charges.

(e) In the event of an interruption of through communication from any cause whatever for 12 hours or over, penalty shall not be charged under the provision of the above rule for the period during which the interruption lasts on wagons delayed in consequence either short of or beyond the point of interruption.

(f) In order to obtain the benefit of sub-rule (e) the railway on which the interruption occurs must, within 48 hours of the occurrence, despatch advice of the fact to all railways whose vehicles are thus detained failing which hire and penalty will be chargeable at the option of the owning railway until the despatch of such advice. The advice shall be acknowledged by the receiving

railway and, if an acknowledgement is not received within 48 hours of the issue of the advice, it shall be repeated.

8025. Daily Junction Returns :- (a) Each point of interchange must prepare daily returns showing full particulars of all goods stock, whether pooled or non-pooled interchanged in each direction.

8026. Hire Charges :- Goods stock of one Railway when used by another is subject to the hire charges prescribed in Rule 14, Section III of Annexure II of the I.R.C.A. "Fundamental and Subsidiary Rules". Hire charges are calculated on the daily aggregate wagon balance at each interchange point at midnight, adjustments being made on account of Junction and Transit allowances.

8027 Junction Allowance :- Wagons are considered to be interchanged on arrival at the junction from the using railway and on departure from the junction to the using Railway. Since, however, there is necessarily a time-lag between the time of arrival of wagons at the junction and the time of onward despatch, wagon balances calculated on the basis of interchanged transactions are adjusted by crediting the working railway with an allowance, called the "Junction allowance" of 10 hrs. for every wagon interchanged. This calculation is made for a three months period. Thus if 7200 wagons are interchanged during three months of 90 days the wagon balance will be adjusted in favour of the working railway by

$$\frac{7200 \times 10}{90 \times 24} = 33 \text{ Wagon days.}$$

8028. Transit Allowance :- The Transit Allowance is an allowance given to the using railway on the basis of one full day's credit for all wagons leaving the border station of the using railway (or the Interchange point) on one day and reaching the interchange point (or the border station of the using railway) on the second day and one day's additional credit for every subsequent day of receipt. This calculation is made for a three months period. Thus if 900 wagons travel between the border station of the using railway and the interchanged point (and vice versa) during three months of 90 days, the transit allowance will be

$$\frac{900 \times 24}{90 \times 24} = 10 \text{ Wagons.}$$
