

CHAPTER XIII

WORKING OF TRAINS - I

Punctuality

13001. Measures to improve punctuality - (a) It is of utmost importance to run trains according to their scheduled timings. Station Master must ensure that (i) trains are not held up on account of such avoidable delays as no light in signals, Signals extinguished, drooping or lowered late, shunting in the yard, reception of a train at the other end, absence of a railway servant at the foot of a defective Approach signal to pilot the train, non-availability of a clear reception line or delay in obtaining "Permission to Approach" or giving "Permission to approach"; (ii) there is no delay in making over the correct "Authority to Proceed" to the Driver; (iii) package and mails for loading are promptly loaded and those for unloading promptly unloaded; (iv) warners are lowered (according to rules) for run through trains and the trains are not allowed to be looped; (v) use of distant signals (vi) shunting is completed as expeditiously as possible; (vii) all passengers are accommodated within the scheduled stoppage of the train; (viii) the station clocks are synchronised with control and the watches of running staff with the A.S.M.'s clock so that there is no difference in time; and (ix) connecting trains are not put on distant platform, (x) when a train is running late as much time is made up as is possible by curtailing the authorised halt at their stations provided the train does not leave before the departure time shown in the public time table.

(b) Guards must (i) attend their trains in time in accordance with GR 4.04 and start them at the right time; (ii) exchange "All Right" signal with the Driver after the train starts from any station, failing which the Driver is likely to come to a stop; (iii) make over packages and take over packages and cash bags promptly at stations; and (iv) wherever necessary seek the cooperation of control to ensure that their trains are not detained avoidably.

(c) Drivers must also (i) attend their duties in time according to rules; (ii) see that tokens are not missed; (iii) ensure that there is no time loss or engine failure due to the faulty operation of the engine crew; (iv) see that extra time is not taken at stations for loco requirements and (v) try to make up the lost time on the run without disregarding any of the speed restrictions or exceeding the maximum permissible speed of the section.

(d) The control must (i) arrange crossings, precedence and connections in such a way as to cause minimum delay to the trains involved; (ii) warn stations ahead in respect of loading and unloading attaching and detaching, and special occurrence and late running of the train so that the stations concerned may take necessary steps in advance to push on the train after minimum stoppage and (iii) see that the powers to work the trains are requisitioned in time.

(e) The shed incharge should see (i) that engines are properly maintained and are turned out in time, and (ii) the pilots/shunting engines are in perfect working order and their shunters do not waste time in unnecessary loco requirements or while shunting.

(f) Carriage and wagon staff have to see that (i) stock is efficiently maintained, so that frequent attendance on the run is not necessary (ii) brake power of the trains is sufficient and according to rules, and (iii) axles do not run hot necessitating detaching of vehicles on the run.

(g) The Engineering Department must not generally impose too many restrictions in a single section and those imposed must generally be widely spaced.

(h) The signal and telecommunication staff must not allow block or electric speaking instruments, signals or interlocking gear to fail.

13002. Other measures :- The following other measures to improve punctuality may be utilized to advantage :-

- (a) Punctuality sense should be developed amongst staff and punctuality drives should be observed periodically. During these drives, officers and inspectors should accompany bad runner trains in the brakevans and on the footplates of engines to improve their running to ascertain major causes responsible for such bad running and to suggest remedial measures.
- (b) All officers and inspectors should see that whenever they are in a train on duty, the same is not allowed to get late. Similarly if an officer or Inspector happens to be on duty at a station, he should see that all trains arriving or leaving the station keep to their schedules, and if a train is already running late, that it makes up as much time as is possible. If this be not possible the factors responsible for the detention should be taken note of and promptly reported to the Divisional Operations Manager concerned.
- (c) If the bad running of a train can be ascribed to faulty time tabling such as insufficient halts at stations, insufficient recovery time, tight timings or unsuitable paths, suggestions for improvement in the direction should be sent to the Chief Operations Manager, through Divisional Railway Manager, so that necessary easing be effected when the next time table is drawn up.
- (d) If it is observed that certain important stations become bottlenecks during peak periods affecting punctuality of trains, necessary steps to space the trains should be taken.
- (e) On certain sections it may be observed that although the engines normally are able to haul the loads, they are unable to make up time in case the trains run late. The Headquarters Office should be approached in this connection.
- (f) If certain rake links and engine links are found to be very tight, such links should, as far as possible, be adjusted to ease the position.
- (g) Divisional Railway Manager should keep a close watch on trains and sections which are notorious for mischievous use of the means of communication and should, take steps to disconnect the same from all compartments except on those exclusively reserved for women; prior permission of H.Q. should be taken, so that the matter is given due publicity in the press. This expedient should, however, be used very judiciously and for as short a period as is absolutely necessary. The prescribed procedure for deciding blanking off the train be followed strictly.
- (h) If it is observed that a train is losing time because it is not able to keep to its booked speed due to certain limitations, steps should be taken to remove these causes, failing which arrangements should be made, in consultation with the Chief Operations Manager, to reduce the booked speed.
- (i) Requests by high officials to detain trains beyond their scheduled stoppages should not, ordinarily be complied with.
- (j) Running of trains beyond the capacity of the section should be avoided.
- (k) A special watch should be kept on surprise or special ticket checks or out of course stoppages by Railway Police, Excise or other authorities and it should be ensured that trains are not detained unnecessarily on these accounts. The permission of the Divisional Operations Manager should, normally, be obtained before resorting to such checks or out of course stoppages in exigencies.

13003. Guard and Station Masters to report to Divisions - (a) The Guard shall note down, in full, the cause of each detention on his Journal and shall make over a summary of the

same along with his Load Report to the Assistant Station Master on duty at the end of his run. The Assistant Station Master on duty shall, in turn relay the same to the Section Controller in controlled areas, or advise the same to the Divisional Operations Manager in non-controlled areas.

- (b) The Assistant Station Master on duty shall note down all detentions at his station with detailed reasons in a register specially maintained for the purpose. The Station Master concerned shall check this register daily and take such action as is necessary to remove the recurring causes of detentions at his station. Certain important stations, specially nominated for the purpose by the Divisional Railway Manager, shall send copies of these detention statements to the Divisional Operations Manager.
- (c) The Section Controller shall note all detentions on his graph. See also para 9018 (ii).

13004. Divisional report to headquarters.- (a) In order to ensure necessary check on the punctual running of trains to be exercised, every Division should convey to the Headquarters Office daily on phone early morning a detailed statement of punctuality of all Mail and Express and other passenger trains. This position should show whether these trains were taken over and made over right time or late at the contiguous divisional or other railway junctions. The extent of late running with detailed reasons for the same must also be given.

- (b) In addition to the morning position, Divisional Railway Managers are also required to send periodical and monthly statements reflecting the punctuality performance of trains on their divisions analyzing cause wise and department wise, avoidable and non avoidable..
- (c) The Headquarters Office in its turn, forwards similar daily morning position and periodical and monthly positions to the Railway Board.

LOADS OF TRAINS

13005. Loads of trains.- (a) The normal load of a Mail or Express or Passenger train should not exceed 90% of the hauling capacity of the engine utilized, so as to leave room for attaching additional carriages. Rakes of some important Mail and Express trains are, however, made upto the full hauling capacity.

- (b) The requirement of the various classes viz. Air conditioned, First, Sleepers and Second on trains carrying passengers will be determined by the requirement of passenger traffic offering on the section and by the train. This needs check and review from time to time.
- (c) Postal vans and Dining or Pantry Cars have also to be attached according to requirements.
- (d) The percentage of coaching stock on Mixed trains depends upon the passenger traffic to be cleared. The residue room is utilised for clearance of goods stock.
- (e) As far as possible, Goods trains should be run with full loads prescribed for the section and the class of locomotive used.

13006. Recording of Loads.- (a) The load of each train, before its departure from the starting station must be recorded in the Number Taker's Book; wherein full particulars of each vehicle must be entered neatly and legibly. On arrival of a train at its engine changing or terminal station, the load of the train must further be recorded in the inward Number Taker's Book. Separate Number Taker's Books should be maintained for Passenger and goods trains and for incoming and outgoing trains.

- (b) In the case of Passenger trains the Block number of the train service coaches must also be clearly indicated and in the case of Goods trains, the type of special stock, if any, as

well as any other stock as ordered by the Divisional Railway Manager whether loaded or empty should be clearly shown.

- (c) In the case of outgoing trains, as soon as the numbers have been taken, the Vehicle Guidance must be prepared and after the Guard has checked over his train with it, he must sign for it in the Number Taker's Book. Any alterations or corrections in this book to be valid, must be initialled by the outgoing Guard.

13007. Transmission of Load Reports to control.- (a) On the departure of a train from the starting station, the load of a train should be telephoned to control on control sections and advised to the Divisional Railway Manager, engine changing and terminal stations on non-Control sections. The load report should be in the marshal order from engine to brakevan.

- (b) In the case of goods trains and such other trains of which load is required to be adjusted at the engine changing or the terminal station, the Controller shall transmit the load report to such stations also.
- (c) In the case of special type of stock, such as BFRs and BFUs etc., the type of each wagon and its painted number must be indicated in the load report guidance.
- (d) Wagons meant for the stations on the section on which the train is running should be shown for individual stations in the order in which these are actually marshalled and, in addition, full particulars of the wagons, (i.e. covered or open, poolable or non-poolable or LT Loaded or empty and the owning railways) should also be shown.
- (e) Wagons for destinations beyond the engine changing or terminal station of the train may be shown sectionwise with total weight for each goods running section or for special stations on that section.

13008. "Leave Room on Train".- (a) At a time fixed by the Divisional Railway Manager, stations on each shunting goods-section will telephone to control the room required for wagons to be cleared from their stations. On non-controlled sections, this information will be given to the starting station concerned by message. The message must show the number of wagons (counting bogie wagons as two) and their gross weight and the name of the destination station.

- (b) Should a train be still under-load, or should it become underload on the run the section Controller on controlled sections and the Guard on non-controlled sections should make every endeavour to clear other wagons for which room may not have been asked for by the Station Master.
- (c) When Station Master have availed themselves of room on earlier trains to clear vehicles for which they have already sent the "Leave Room" message, they must immediately ask Control or terminal station to cancel the message.

OVERLOAD AND DUPLICATION etc.

13009. Overload and double-heading.- (a) When it is necessary to attach additional vehicles to a train above the maximum load permitted for such a train, the Station Master must obtain the Divisional Railway Manager's permission. In the case of Mail and Express trains and passenger trains running over more than one division, the DRM must, first, obtain the sanction of the Chief Operations Manager.

- (b) The double heading of trains carrying passengers is to be permitted only on account of operating necessity or when trains of extraordinary length are required to be run to clear public traffic, but subject to the track or bridge restrictions.

- (c) When double-heading is to be done as an operating necessity in the circumstances which are not ordinarily foreseeable, the power to authorise double-heading may be delegated to officers not below the Senior Scale.
- (d) Whenever a train is to be strengthened to clear rush of traffic to such an extent as to require double-heading, it should be well considered because splitting affects track capacity.

13010. Duplication. - A passenger train may be duplicated if the original train is running so late as would cause serious inconvenience to passengers and disorganise important connecting trains en route.

13011. Diversion - A passenger train may be diverted by another route due to serious accidents or floods or breaches causing dislocation of traffic and blockade of line. This may only be resorted to with the approval of Chief Operations Manager.

13012. Cancellation - A passenger train may be cancelled either due to serious accidents, or when due to abnormal working two passenger trains are running close together between the same points on the same section, or when due to a duplicate train being run, the original train is not considered necessary. For cancellation of trains connecting two or more divisions or railways, the approval of Chief Operations Manager is necessary prior to cancellation of trains.

MARSHALLING AND ATTACHING OF VEHICLES

13013. Marshalling of carriage on mail and express trains :- The passenger carriages on Mail and Express trains shall be marshalled in accordance with instructions issued by the Headquarters office from time to time. The objects to be attained are convenience of shunting through carriages at junctions, easy access to dining cars, position of Ladies compartments and the general appearance of the trains.

13014. Attaching of four wheeled coaching stock on passenger trains :- Four-wheeled coaching stock carrying passengers and live-stock must not be attached to trains booked at a speed of over 75 km. per hour on the B.G. and 50 km. per hour on M.G. Luggage vans, carriage trucks, fruit vans may be attached to such trains under orders from the Headquarters office after having been certified as fit to run by the JE/SE (C&W).

Note :- A caution order must be issued to the Driver instructing him not to exceed the above speed limits.

13015. Marshalling of Mail/Express and Passengers Trains :-

- (i) On Mail/Express and passenger trains, anti-telescopic or steel bodied SLR must be marshalled next to train engine in front and as a rear most vehicle. Two anti-telescopic or steel bodied coaches should be marshalled inside the anti-telescopic or steel bodied SLRs at both ends. Only anti-telescopic or steel bodied slip/sectional coach should be attached outside SLR, if so required as operationally convenient. Others must be marshalled inside the required number of anti-telescopic/steel bodied coaches.
- (ii) SLRs having passenger portion on one side and luggage-cum-brake on the other, should be so marshalled that the luggage-cum-brake portion is trailing outermost or next to engine. SLRs with passenger portion in the middle can be positioned in any convenient way.
- (iii) On the M.G. if SLR cannot be positioned as mentioned in para (ii) above due to coupler arrangements, marshalling as operationally convenient may be done.

- (iv) On short trains running with single SLR, the SLR whether anti-telescopic/steel bodied or not should be marshalled in the middle with two anti-telescopic/steel bodied coaches in front and two in rear.
- (v) Inspection carriages occupied by Railway Officers whether anti-telescopic/steel bodied or not may be marshalled as operationally convenient but reserved bogies occupied by passengers and inspection carriages/saloons occupied by VIPs should be treated as any other passenger coach and marshalled accordingly.
- (vi) VPs, LRs, and other coaching vehicles should be marshalled as outermost vehicles at either end as far as possible.
- (vii) POH/sick coaches going to shops may be attached next to engine or rear most provided they are properly locked and windows secured, so as to prevent entry of any passenger into these coaches, otherwise they should be treated like other passenger coaches and marshalled inside required number of anti-telescopic/steel bodied coaches.

13016. Position of second classes.- Of the total number of the second class carriages in the normal composition, half shall be immediately near the brakevan and half inside the front SLR/locomotive.

13017. Marshalling of bogie and four-wheeled stock on passenger or mixed trains.- (a) The normal composition shall, as a rule, consist of bogie stock.

- (b) When it is necessary to attach four-wheeled stock on such trains, the following rules must be observed :-
 - (i) A single four-wheeler must not be marshalled between two bogies.
 - (ii) A single four-wheeler may be marshalled between the engine and a bogie vehicle, provided it does not carry passengers. The engine should not, however, be having a bogie tender. A four-wheeler containing passengers may be attached inside the rear engine on a train, if any.
 - (iii) Two or more four-wheelers coupled together may be marshalled between a bogie and the rear brakevan or between the engine and the first bogie. This, however, may only be done if for some reasons it is not possible to attach the four wheelers outside the rear brakevan as provided under subsidiary Rules 4..24.

13018. Goods stock on passenger or mixed trains.- (a) Goods stock may be loaded and allowed to run on any train (except Mail trains) whose booked speed is 75 km. per hour or less on the B.G. and 50 km. per hour on M.G. In case of passenger trains such stock must have been made fit to run by passenger train. In case of vacuum piped vehicles, the speed must not exceed 55 km. per hour on B.G. and 40 km. per hour on M.G.

Note :- A caution order must be issued to the Driver instructing him not to exceed the above speed limits.

- (b) Such stock must be attached next to the engine unless the contents are live-stock or inflammable goods, in which case they must be attached in accordance with para 13019 and 11004. Vacuum piped vehicles should, however, be attached inside the rear brakevan. When attached inside the rear brakevan, electric connections must not be interfered with.
- (c) On such sections on North Eastern Railway where ordinarily only one goods train runs daily, goods stock containing live-stock booked at goods rates may be attached to selected passenger trains, but only at such stations where the halt is sufficient to permit of

- this being done without causing detention to the train and under orders from the Divisional Railway Manager.

(d) JE/SE (C&W) at all coaching and goods "maintenance" and "fit-to-run" stations shall examine all goods stock attached to passenger trains even though the train which they are attached is not ordinarily examined at that station. At those stations when the train would not ordinarily be examined, this examination will be limited to the goods stock only and will be confined to a safe-to-run examination.

13019. Marshalling of vehicles containing Live-Stock, Open trucks containing motor vehicles and loaded horse-boxes.- (a) When attached to goods trains such vehicles may, preferably, be attached in the rear. In any case they must be separated from the engine by at least five wagons not loaded with explosives or other dangerous goods. If attached outside the brakevan concerned rules be observed strictly.

(b) On mixed and passenger trains, they must only be marshalled either inside or outside the rear brakevan subject to the same conditions as described in sub-para (a) above.

(c) In case of motor vehicles carried by Military special trains only two 4 wheeled wagons or their equivalent not loaded with dangerous, explosives or inflammable goods must intervene between the engine and the vehicle or vehicles containing motor vehicles.

(d) Whenever the barrel of the common (gun) after loading protrudes outside the wagon, an eight wheeler open wagon should be interposed between the wagons carrying the gun and adjacent wagon/engine.

13020. Brakevans on passenger and mixed trains.- a) On passenger trains there must be at least one brakevan in the rear of the fixed composition of the train and, if available, a second brakevan in front.

(b) On passenger and mixed trains on short branch lines one bogie brakevan may be attached in the middle of the train to avoid reversing at train terminal. But the limitations set by Subsidiary Rule 4.24 must be observed. Care must be taken, therefore, to ascertain the number and contents of vehicles to be attached and detached at various stations before marshalling the trains.

13021. Procedure to be observed for running of goods trains without brakevan.

1. Running of goods train without brakevan should not be resorted to as regular measure but only for operational exigencies under inescapable circumstances.
2. The decision to run a goods train without brakevan/match truck shall be taken by the Sr. DOM/DOM or any other operating officer of the Division for each individual train personally and details of the train i.e. date, train number, station from and to, last vehicle number shall be recorded with the reasons in a separate register to be maintained in train control office.
3. The running of goods train without brakevan is strictly prohibited under following circumstances:-
 - (a) During total failure of communications.
 - (b) Such section where Automatic Block system of working is in force.
 - (c) When Guard is not provided on the train.
4. Whenever a goods train is permitted to run without brakevan the following precautions shall be observed.
 - (i) The train shall be worked on the last vehicle number principle.

- (ii) Before starting the train, the guard shall relay the number and description of the last vehicle in writing to the SM/Yard Master of the train originating station.
- (iii) The SM/Yard Master of the originating station must intimate the Section Controller of the number and description of the last vehicle under exchange of private number. The Section Controller, in turn, must alert the station Masters enroute of the train number as also the number and description of last vehicle.
- (iv) When asking and giving line clear, the line clear enquiry and its reply must clearly include the number and description of the last vehicle under exchange of private number. The train number, description and private number exchanged should be recorded in the Train Signal Register.
- (v) The number and description of the last vehicle must be repeated to the Section Control and the SM of the station in advance while giving train entering section signal from each station.
- (vi) The JE/SE (C&W) must mention the number and description of the last vehicle while issuing the brake power certificate.
- (vii) L.V.Board/Tail lamp shall invariably be fixed at the tail end or the rearmost vehicle by the Guard.
- (viii) The Guard of the train shall travel on the engine.
- (ix) The Guard, the Driver and his Assistant shall look back frequently during the journey to see that the rear portion of the train is following in a safe and proper manner.
- (x) The station on getting the train number of the train without brakevan and its last vehicle number will inform the end cabins under exchange of private numbers.
- (xi) The Cabinman/Station Master/ASM in the cabin must check the last vehicle number of the train with that obtained from the station in rear or SM on duty, and clear the section only after the complete arrival of the train.
- (xii) In case the staff on duty in the cabins are unable to tally the last vehicle number with that obtained from the station in rear/section controller, or are unable to read the last vehicle number of train, they should contact the cabinman/ASM on duty at the other end of the station and ask them to stop the train and verify the last vehicle number with that received from the control. In the event of SM/ASM/Cabinman also failing to stop the train and verify the last vehicle number, the station ahead should be advised to stop the train and tally the last vehicle number. In such cases, till such time the last vehicle number is properly verified by stopping the train and the complete arrival of the train is ensured, the block section in rear should not be closed.

In case the last vehicle number does not tally with that obtained from the station in rear/Section Controller, every effort should be made to stop the train and the Guard traveling on the engine should be asked to certify complete arrival of the train by issue of an arrival certificate indicating the correct number of the vehicle which is also recorded by the JE/SE (C&W) in the brake power certificate.

Whenever there are no end cabins, the responsibility to tally the last vehicle number shall devolve on the Station Master.
- (xiii) Speed of the train – The train running on last vehicle number without brakevan shall run through the station at a restricted speed of 20 KMPH during day provided visibility is clear. At night or in thick and foggy weather when visibility is affected such a train should stop at each station for verification of the last vehicle number and to ensure complete arrival of the train.
- (xiv) Between stations, the train without brakevan running on last vehicle number may run at the sectional speed subject to other speed restrictions in force. However, in thick and foggy weather, the train will run duly observing the precautions laid down in the G&SR when visibility is restricted.

INSPECTION CARRIAGES

13022. Attaching of Saloons.- Saloons of the Ministers of Central or State Governments, high government officials or other important persons may be attached either in the rear or in the centre of trains as is convenient.

13023. Allotment of Inspection Carriages.- (a) The allotment of Broad and Metre Gauge Inspection carriages, except those allotted to the Divisions, is controlled by the Chief Operations Manager.

- (b) Officers proceeding to station, where rest-house accommodation is available should not, ordinarily, ask for inspection carriages.
- (c) Requisitions for allotment of carriages should be submitted in writing sufficiently in advance and should be accompanied by a complete approved tour programme.
- (d) Divisions should ask prior approval for attaching inspection carriages in Inter division/Inter railway Mail/Express trains.

13024. General instructions for attaching of Inspection Carriages.- (a) No inspection carriage shall be attached to a 'Prohibited' or 'Restricted' train, except that in the latter case an Inspection Carriage may be attached to a 'Restricted' train with the permission of the Headquarters Office.

Note :- 1. "Prohibited trains" are those trains by which due to operational reasons, the haulage of Saloons, Inspection Carriages and other extra carriages is not considered feasible without detriment to the punctuality of trains.

- 2. "Restricted trains" are those trains by which the haulage of Saloons, Inspection Carriages etc. is restricted from the operating point of view except that in exceptional circumstances the Administration may try to accommodate additional carriages by these trains provided room is available and timely intimation is given.

(b) No reduction shall be made in the accommodation for the public in order to attach an Inspection Carriage without the permission of the Chief Operations Manager.

(c) No train shall be double-headed in order to haul an inspection carriage.

(d) An Inspection Carriage shall only be attached to a train when :-

- (i) load permits or under the provision of para 13009 (a).
- (ii) Attaching and detaching can be done within the allowed halt in the case of Mail, Express and Fast passengers trains and in the case of other passenger/mixed train extra detention does not affect the punctuality of the train. Control on controlled sections shall be responsible to ensure this before permitting the attaching of such a carriage.
- (iii) In the case of through goods trains attaching and detaching of Inspection Carriages is only permitted at stations where such trains are booked to halt with sufficient stoppages. Divisional operations Manager may relax this at his discretion.
- (e) Normally an Inspection Carriage may be marshalled in front or at the rear end of the train, as convenient, subject to other rules regarding marshalling of vehicles. It may be marshalled inside the rear brakevan only at such stations and for such destinations where shunting engines are available at the time of the trains concerned with sufficient halts.

- (f) Rules regarding attaching of 4-wheelers on a train (see para 13014 and 13017) also apply to attaching of four-wheeler Inspection Carriages.

13025. Attaching of Inspection Carriages to light engines.- (a) Officers' Inspection Carriages may be attached to light engines running on Loco or Traffic account on a written order from the officer occupying the Carriage on permission from Divisional Operation Manager. In such a case, however, stops must not be made at or between stations for the purpose of inspection and the engine may only be stopped at a station for attaching or detaching the carriage.

- (b) The Officer concerned shall be responsible for seeing that a tail lamp or a red flag is attached in the rear by day and that the tail lamp is lit at night. Also that the hose coupling is duly connected.

13026. Attaching of Inspection Carriages to and from other railways.- Inspection Carriages of officers of the railway exercising running power over a section of another railway may be attached to the trains of the railway exercising running power. For attaching such carriages to the trains of the working railway, prior permission of the railway concerned must be obtained.

Order of Precedence

13027. Precedence of trains.- Unless special orders to the contrary are issued by the COM, the following general orders of precedence must be observed :-

- (i) Accident relief trains proceeding to the site of accidents.
- (ii) Special trains for the President, Vice-President and Prime Minister of India and other foreign dignitaries.
- (iii) Mail trains.
- (iv) Express trains.
- (v) Military personnel trains.
- (vi) Parcel Express trains.
- (vii) Special trains engaged by the public.
- (viii) Passenger trains, mixed trains and through goods trains.
- (ix) Military vehicle and Store trains.
- (x) Relief Train returning from the site of an accident.
- (xi) Crack Specials.
- (xii) Express goods trains.
- (xiii) Through goods trains.
- (xiv) Material trains (when not working on section, the section being the normal engine run for through trains).
- (xv) Shunting goods trains.

(xvi) Material trains (when working on section).

(xvii) Working ballast trains.

Crossing of trains

13028. General Principles.- The following principles should be observed when arranging crossings:-

- (a) the train lower in order of precedence should ordinarily be detained for a crossing. If, however, the more important train is running to time it may be detained for 10 minutes or so provided this will save a heavy detention to the less important train;
- (b) a train nearing the end of its run should not normally be detained in preference to a train which has a longer run before it;
- (c) a train running late due to a defective engine, contrary winds or any other cause which is likely to continue to operate against it should generally give way to a train running under more favourable conditions.

Requisitioning of Power

13029. Requisition.- For every goods train, other than a regular train, the Station Master of the starting station or Control, as the case may be, must give notice to the Lobby incharge for turning out the train engine timely.

13030. Light engines.- Whenever on account of the cancellation of a train or otherwise an engine has to be run light, the Lobby incharge concerned must advise control if the section is controlled and the Station Master if the section is non-controlled, whether the engine can haul a load and if so, to what extent. The Station Master or Control, as the case may be, must hold back the engine if there is any prospect of giving it a load within the next few hours. However, on sections where there are more trains daily in one direction than in the other and the running of light engines cannot be avoided, the engines should be allowed to go by attaching double heading in other trains. Light running of locomotive be allowed only in exceptional circumstances.
