

CHAPTER XIV

WORKING OF TRAINS - II

Passenger trains

14001. Considerations affecting Passenger Train Timings.- The Primary consideration is needs of the travelling public. However, in meeting these needs, consideration has to be paid to the following factors :-

(a) The facilities available at the terminal stations

Terminal stations should be able to berth trains at the proposed timings; bunching of traffic at terminal stations should be avoided.

(b) Maintenance of connections with other trains;

(c) Rake links;

Every rake has a fixed link designed to make the best use of the stock and to cater for the time required for the maintenance of the rake at its home station. Any change in passenger train timings should not, normally, affect the rake links adversely.

(d) Engine links.

Train engines also have their links based on the same principles as of rake links and should be given due consideration when modifying passenger train timings.

14002. Time Tables.- Public Time tables showing the timings of passenger trains are prepared in the Operating Branch of the Headquarters Office on the basis of suggestions received from the Railway Users consultative committees, the postal departments, the divisions and from the public. These issues are enforced w.e.f. 1st July every year and contain, apart from the timings of passenger trains, a variety of general information relating to passengers, luggage and parcels traffic. The public time tables are printed in English & Hindi.

14003. Detaining passenger Trains for connections :- (a) Subject to exceptions contained in the working time tables, passenger trains shall wait for connections as follows :-

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| (i) Connecting main line trains. | 15 minutes; |
| (ii) connecting main line trains for branch line trains. | 10 minutes; |
| (iii) connecting branch line trains for main and branch line trains. | 30 minutes; |
- This should also be mentioned in working time table.

(b) In cases where through coaches or reserved carriages have to be transferred from a train running late and misconnection would mean considerable delay and inconvenience to through booked passengers; connecting trains may be detained longer than the limits laid down above. Every such detention must be reported in the Daily Detention statement for the information of the Divisional Railway Manager.

14004. Intimation regarding late running of passenger trains.- On non-controlled sections, Divisional Railway Managers shall nominate certain stations to inform the junctions situated on the engine run as well as the next engine changing station or terminal station, as the case may be, of the late running of passenger trains. On controlled sections such advice shall be given by the controllers.

14005. Arrival before time :- No passenger train should normally arrive at a Junction/Important station mentioned in working time table more than five minutes before time.

14006. Destinations Boards.- (a) Destination Boards must be provided on brakevans, upper class carriages, reserved sleeper carriages and sectional and through service coaches. They must be fixed in the centre of the coach at the edge of the roof along the top moulding with the name of the destination station written in English and the regional language. In the case of sectional and through service coaches the names of the station between which they run must be shown on the destination boards.

- (b) The responsibility for fixing destination boards rests with the JE/SE(C&W) of the starting station;
- (c) JE/SE(C&W) must remove destination boards from block vehicles going to shops and fix them on vehicles temporarily used instead till the block vehicles are received from shops.
- (d) Destination boards must be kept in the custody of the JE/SE(C&W).

14007. Station Master and Guards to check up normal composition of rakes.- Station Masters of train starting and terminal stations and Guards must see the trains run with their normal composition and that sectional and through service carriages are equipped with proper destination boards. Any irregularity must be immediately reported to the Divisional Railway Manager.

• Goods Trains

14008. Considerations affecting Goods Train Timings.- The timings and paths available for goods trains on a given section depend primarily on the pattern of passenger train service on that section. Provision is generally made for one shunting train or for a combined van and shunting train daily, the remaining line capacity being utilised for through goods train paths. The number of paths actually utilised from time to time varies according to the demands of traffic.

14009. Working Time-Tables. Normally Goods train paths are shown in the Divisional Working Time-Tables which are issued every year. These time-tables are meant for the use of railway staff only and embody not only the timings of all the trains but a variety of miscellaneous information regarding goods train running.

14010. Stations to load wagons in Station Order.- Station Masters and Goods Clerks must ensure that wagons to be picked up by trains are loaded in such a way that :-

- (i) wagons for up and down directions are in separate groups;
- (ii) wagons for the same station are grouped together. In case of loading for two points, it must be ensured that wagons for one point must be together and there must not be mixed loading for both points.

If loading is not done in groups, wagons must be hand-shunted into appropriate positions before the shunting train arrives.

14011. Starting stations to leave room for road-side Stations.- Station Master of train starting stations are responsible for leaving room on shunting trains for the attachment of stock from road side stations. The demands of road-side stations must be complied with even if it means the holding back of stock at a train-starting station. Special attention is to be exercised in clearance of stock detained at road side stations for any reasons. Controller to monitor position closely.

14012. Vehicle Guidance to show wagons to be picked up en route.- Vehicle guidances for shunting trains prepared by train starting stations must show the number of wagons to be picked up from road-side stations. So long as room is available on trains, however, Guards of shunting trains must not refuse to clear wagons for which no entry has been made in the Vehicle guidance.

14013. Road side stations/Stations enroute to be advised regarding unloading of parcel packages – The Guard of Mail/Express and Passanger trains must intimate to the Station Master through control, the number of parcel packages to be unloaded at way side/enroute stations.

14014. Road-side stations to load packages promptly.- Station Master of road-side stations and enroute must ensure that parcel packages to be loaded are stacked ready for loading before the arrival of the train and that no time is lost in loading them.

14015. Out Reports : As soon as a train leaves the starting station, the Station Master must give an out-report to control and if the section is non-controlled an advice intimating the number and description of the train, the number and class of the engine, the names of the Driver and Guard, the load, and the time of departure.

14016. Crack Trains :- (a) Specially picked engine crews and assigned locomotives work the crack trains which run at high speeds on carefully prepared time tables, like passenger trains. The control keeps a special watch on the progress of the train all through the journey and steps are taken to secure a clear passage for it. The normal delays in crossings, etc., are considerably reduced if not altogether eliminated.

(b) At the destination the train crew has a brief respite before it is put to man another train in the opposite direction, which is waiting at the destination. This second train is worked with the same engine. The control has once more to be on the job, clearing the train's path on the journey. The round trip of the crews is completed within their maximum duty hours and they get their rest at their headquarters.

Train Papers

14017. Purpose.- (a) The various forms required to be used by Guards and Drivers are for three specific purpose, viz. (i) compilation of certain Operating and Commercial Statistics, (ii) Checking upon fuel consumption and (iii) getting a detailed account of all detentions and any special occurrences.

(b) These forms must, therefore, be filled carefully and an accurate account maintained of all attaching and detaching en route, total number and individual numbers of wagons on the train, their individual and total tare weight and load and scheduled arrival and departure at stations with detailed reasons for late running.
