

CHAPTER XXVI

LAY OUT OF PASSENGER YARDS

26001. Lay Out of Passenger Yards.- General consideration affecting passenger station yards are as under :-

- (a) It should be possible to lower signals for simultaneous reception of trains from different directions. The facility is particularly necessary at junction stations, so that all the trains, which are required to connect with one another, may be received at the same time without loss of time in lowering approach signals for one train at a time.
- (b) Similarly, it should be possible to lower departure signals simultaneously for all sides from nominated platforms.
- (c) Unless all trains are booked to stop at the stations, it should be possible to run trains through at the maximum permissible speed.
- (d) There should be an adequate number of shunting necks of sufficient length so that placement and withdrawal of rakes would interfere as little as possible with the reception and despatch of trains.
- (e) If it is an locomotive changing station, locomotive movement should interfere as little as possible with the arrival and departure of trains.
- (f) Number of platforms should be sufficient and their location suitable for berthing of trains for various directions requiring minimum lead for transfer of passengers, luggage, parcels and mails.
- (g) There should be convenient siding including Tourist Siding with platforms, where extra carriages can be stabled after being detached from trains or before attachment to trains.
- (h) Platform and line facilities should be provided for dealing with special traffic, like parcel in wagon loads, live stock and motor cars.
- (i) Stabling lines, washing lines and sick lines must be provided according to requirements.
- (j) If carriages have to be watered at the station, overhead/side filling arrangements for filling water should be made.
- (k) There should be adequate concourse for passengers and direct admission to platforms.
- (l) Platform exits and entrances should be so located as would avoid conflicting streams of traffic. Fewer the exits and entrances, the better for economy in staff and manning.
- (m) Booking offices, luggage offices, cloak rooms, waiting rooms, parcel offices, enquiry offices etc. should be concentrated and easy of access.
- (n) On branch lines where trains stop at every 'station' the platforms can be located on main lines so that trains may not have to take the turn-outs.
- (o) Long platforms may be divided by the provision of scissors cross-overs, enabling berthing of two passenger trains at either end at one and the same time.

- (p) Full use should be made of diamond crossing, single slip and double slip facilities in big yards for train movements.

26002. Terminal Stations.- Terminal stations serve as originating and terminating points for trains and are provided with line terminating in dead ends.

Their design is governed by :-

- (a) a large space or circulating area for passengers to assemble and move about;
- (b) some release lines for easy get away of incoming train engine;
- (c) direct access to and from the platforms;
- (d) facilities for parcels and luggage traffics; and
- (e) Location of booking, parcel and luggage offices, waiting halls, cloak rooms etc.

26003. Mela Stations.- To cope with heavy mela traffic, the following additional facilities are necessary at mela stations :-

- (a) Platforms should be long enough to accommodate double rakes.
- (b) There should be a sufficient concourse for passengers to assemble and move about.
- (c) In case of platforms with "block stops" penetrating deep into the platforms, the rail-bays should be dead-ended-cum-sanded in the interest of safety.
- (d) The number of platforms should be adequate to deal with the expected mela traffic.
- (e) Each platform should be served by a large enclosure in which the passengers for a particular section should be made to assemble first before being admitted on to the platform after the placing of the rake.
- (f) Such enclosure should be fitted with loudspeakers giving constant instructions to passengers regarding the section or type of traffic each is meant for.
- (g) The Booking offices with adequate number of windows should be suitably located to serve the enclosures in a manner that will avoid mixing up of the passengers leading to mistakes.

26004. Passengers platforms.- The following shall be the height above rail level of passenger platforms :-

	B.G.		M.G.	
	Min.	Max.	Min.	Max.
(a) High Passenger Platform	2'-6" (750 mm.)	2'-9" (825 mm.)	1'-0" (300 mm.) (for any passenger platforms)	1'-4" (400 mm.)
(b) Low Passenger Platform	-	1'-6" (450 mm.)	-	-
