

CHAPTER XXVIII

TIME TABLES

28001. Preparation and issue.- See para 14002.

28002. Considerations governing passenger train time-tables.- The general principles underlying the preparation of passenger train time table are as below :

- (a) The timing of passenger trains must be subordinated to the requirements of travelling public so that the timings may be most convenient to their needs, for instance :-
 - (i) trains should suit the litigants enabling them to attend courts and return in the evenings;
 - (ii) train services serving commercial centres should enable businessmen to have a full day for work at such places before returning to their home stations;
 - (iii) trains should be suitable for staff going to attend offices, students attending colleges and schools and workmen going to places of work;
 - (iv) in case of big cities, dwellers should be encouraged to live in suburbs by the suitability of trains services;
 - (v) trains carrying postal mails should reach important trading centres in mornings and leave in the evenings.
 - (vi) long distance night trains are desirable so that the busy individual can have a full night's sleep during journey and utilise day for attending to his work.
- (b) The other phase of passenger services is the interdependence of the different sorts of services to which attention must always be paid, i.e. :-
 - (i) important through trains must have a number of connecting trains servicing branch lines;
 - (ii) where intermediate branch services form connections with mail and express trains, reasonable margins at connecting points should be provided;
 - (iii) in case of suburban services, the chief consideration is of clearing of traffic during peak hours.
- (c) The operating needs can be summarised as below :
 - (i) availability of coaching stock;
 - (ii) composition and loads of trains;
 - (iii) adequacy of locomotives with suitable tractive effort;
 - (iv) availability of adequate line capacity ;
 - (v) formation of rake and engine links;
 - (vi) mechanical care and maintenance of engines and vehicles;
 - (vii) berthing facilities at stations;
 - (viii) crossing and precedence facilities at station en routes;
 - (ix) allowance for engineering restriction on the section;
- (d) The other considerations to which attention has to be duly paid are :-

- (i) passenger trains, specially suburban services which have been running satisfactorily over a number of years should be interfered with as little as possible except when they are to be speeded up;
- (ii) timings of passenger trains should neither be too tight nor too liberal;
- (iii) stations at which through or sectional carriages are to be attached or detached, should have sufficient halts to enable the work to be done in time;
- (iv) time-tables should give due consideration to the clearance of luggage, parcels; newspaper etc.
- (v) a considerable variation in traffic occurs due to holidays during which an increase in the volume of passenger traffic is registered and this aspect must receive due consideration at the time of preparation of time-tables. Moreover there is seasonal variation in traffic during summer holidays, when there is an increased movement of tourists and parties of students to historical and tourist centres of attraction. At such times the trains become over crowded. An important point to be decided in connection with running of through trains is the advisability of duplicating them or strengthening their rakes by attaching additional carriages.

28003. Considerations governing goods train paths.- The following factors govern the working out of paths for goods train services :-

- (i) The timings should be worked out at economical speeds.
- (ii) Express and through goods trains should be scheduled to run for the longest possible distances transgressing the limits of divisions and even railways.
- (iii) Goods trains paths should, as far as possible, be evenly spaced throughout the 24 hours, but the frequent passage of goods trains should be confined to the period when there is infrequency of passenger trains.
- (iv) Crossing of through goods trains should better be arranged at watering stations.
- (v) Long sections may be split up for work and van goods trains to avoid keeping staff long hours on duty.
- (vi) Locomotive balances should, as far as possible, be maintained.
- (vii) Work trains should be able to feed the stations en route with empties during the night and clear the loaded wagons after a full day's work.
- (viii) Goods train paths should be so coordinated at connecting points as to form connections with other goods train services, viz. through trains with through trains, pick-up goods with pick up goods etc. This keep the flow of traffic constant and reduce detentions to the minimum.
