

GOVERNMENT OF INDIA (Bharat Sarkar)
MINISTRY OF RAILWAYS (Rail Mantralaya)
(RAILWAY BOARD)

No. 2010/TG-I/20/P

New Delhi, dated 15 .9.2010

**Chief Commercial Managers,
All Zonal Railways.**

**MD/CRIS,
Chanakya Puri,
New Delhi.**

(COMMERCIAL CIRCULAR NO. 46 OF 2010)

Sub: Five digit train numbering scheme.

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Please find enclosed a copy of Board's letter No. 2007/Chg-II/22/2-Numbering dated 09.09.2010 on the subject quoted above.

2. CRIS is requested to take necessary action to modify the software accordingly and advise the date of its implementation to all the Zonal Railways as well as this office.
3. Zonal Railways should take necessary action in this regard and arrange to fire the new train numbers in the PRS and NTES after getting the necessary information from CRIS.

DA: As above.


(V.K. Sharma)
15.9.10

**Director Traffic Commercial (G)-II
Railway Board**

Copy to:

1. General Manager/PRS-I, CRIS, Chanakyapuri, New Delhi
2. CCM/PMs and CCM/PSs, all Zonal Railways.
3. MD/IRCTC, Bank of Baroda Building, Parliament Street, New Delhi.
4. EDV (T), EDFC, DF(C), OSD/TC, F(C) & V (SS) branches of Railway Board.
5. Director General, Professor/Training & Professor/Commercial Railway Staff College, Vadodara.
6. Adv.(IR) for issuing necessary duty passes to doctors and their staff.
7. The Principals, Zonal Training Centers, Central Railway/Bhusaval, Eastern Railway Dhanbad, Northern Railway, Chandausi, NE Railway, Muzaffarpur, NF Railway, Alipurduar, Southern Railway, Trichy, SE Railway, Sini, Western Railway, Udaipur.
8. General Secretary, National Federation of Indian Railwaymen (NFIR), 3, Chelmsford Road, New Delhi.
9. General Secretary, All India Railwaymen Federation (AIRF), 4, State Entry Road, New Delhi.
10. Secretary General, Federation of Railway Officers Association (FROA), Room No.365-A, Rail Bhawan, New Delhi.
11. Secretary General, Indian Railway Promotee Officers Federation (IRPOF), Room No.268, Rail Bhawan, New Delhi.
12. Secretary General, All India RPF Association, Room No.549, Rail Bhawan, New Delhi.

Handwritten notes at the top of the page, possibly a reference number or date.

No .2007/Chg-II/22/2-Numbering.

Dated: 09/09/2010

The General Managers (Optg),
All India Railways.

Sub: Five digit train numbering scheme

Five digit train numbering scheme has become necessary in view of the four digit numbering scheme having got exhausted as also the need to capture the passenger and suburban train services in the COA, ICMS, PRS and other software applications. The telecommunication equipment available in the country may not be having alphabetical keypads particularly in interior rural areas and therefore alpha numeric numbering scheme has not been considered.

The five digit new train numbering scheme proposes to capture the suburban holiday specials, trains run on Railways Convenience, mixed trains, and all such train which are normally running on a scheduled path and whose running information or information made available to the public/customers. Other than the freight trains of the FOIS, the proposed train numbering scheme will be capable of capturing the rest.

Ministry of Railways desire therefore that all the passenger carrying trains be renumbered as per the five digit train numbering scheme.

A. For all Mail/Express trains including Duronto, Rajdhani, Shatabdi, Jar Shatabdi, Sampark Kranti, Jan Sadharan, Garib Rath, Super-fast trains etc.

1. All Mail/Express trains including Duronto, Rajdhani, Shatabdi, Jar Shatabdi, Sampark Kranti, Jan Sadharan, Garib Rath, Super-fast trains, trains which for a part of the journey have a Mail/Express character in any one direction, and which presently have a four digit number, shall be prefixed with the digit '1'. The existing four digit train numbering system for these trains shall continue.
2. Wherever the four digit numbering scheme shall get exhausted under the plan at para 1 mentioned above, the prefix of '2' shall be utilized as the first of the 5 digits instead of digit '1' and for the rest four digits, the existing numbering scheme would be followed.
3. All the remaining passenger trains, some of which may be having a four digit number, like Mail/Express trains, but do not have a Mail/Express character on any part of the journey, shall not be prefixed by digit '1' or digit '2', but shall be freshly numbered as per the numbering scheme enumerated below.

DDT/611

*Sd/-
D. K. ...
10/9/10*

B. For special trains, like the summer/festival specials or trains to clear extra rush.

4. Special trains, like the summer/festival specials or trains to clear extra rush include all trains that are run as special trains for the general public, whether fully reserved or fully unreserved or a mix of the same. These special trains may be for the purpose of holiday rush, festival specials, clearing extra wait list, or for clearing rush for any purpose. They shall *not* include trains like the military and other departmental trains that are normally not advertised. All the FTR and other booked specials that maybe pure passenger specials also shall be covered under this numbering system even if they are not fired in the PRS.
5. The trains under this category shall be numbered by prefixing the special train digit '0'. The special trains code prefix shall be followed by the existing four digit train numbering scheme, again, on the basis of the primary maintenance of the train, i.e., the ownership of the train. Thus, all the special trains shall also be numbered in four digits as per the existing train numbering scheme for the express trains except that these trains shall be prefixed with the digit '0'.

C. For all Passenger trains including EMUs/MEMUs/DEMUs/Rail Car etc. but not including Suburban trains.

6. All passenger trains running with conventional coaches, MEMU stock, DEMU stock, Rail Car etc are included in the category of passenger trains (as opposed to Express trains). Presently there is no uniform scheme of train numbering being followed by the zonal railways. No instructions for uniform numbering of passenger trains have been issued by Railway Board either.
7. Since the uniform four digit train numbering scheme is well understood and established over all India railways, it is desired that all passenger trains being run with conventional coaches, MEMUs/DEMUs/Rail Cars, EMUs (in non suburban territory and not covered under the suburban train numbering scheme as detailed elsewhere in this policy), etc be numbered in five digits. The first of the five digits has been segregated on the basis of type of stock utilized to run the service. Thus, all passenger trains run with conventional coaches hauled by locomotive will have the first of the five digits as '5'. All passenger trains run with MEMU stock, will have first of the five digits as '6' and all passenger trains run with DEMU stock, Rail Car etc will have first of the five digits as '7'. The first digit will be followed by the four digits which shall be as per the uniform four digit train numbering policy adopted for express trains.

8. The zone under which the primary maintenance depot of the passenger trains fall shall be the guiding factor for the numbering of trains. It is possible that there are certain trains which run entirely over a particular zone but whose primary maintenance depot has got transferred to another zone during the re-organization of the zones. Even otherwise, such cases may exist. However, the train numbering must adhere to the system of ownership of the train on the basis of primary maintenance.

ILLUSTRATION 'A'

(For guidance purpose only)

If there are two passenger trains running with No.319/320 over both CR and WR separately and undergoing primary maintenance over one of the divisions each of CR and WR (say BBVT and BRC divisions), then the new number of such trains may be 51019/51020 for CR and 59119/59120 over WR, if the rake is conventional coaches, 61019/61020 for CR and 69119/69120 for WR if the rake is MEMU stock, and 71019/71020 for CR and 79119/79120 for WR if the rake is DEMU stock. This follows the Express train numbering scheme in terms of digit 1 and 9 being the zonal code for CR and WR and within that, '0' being the allotted divisional code for BBVT and digit '1' being the allotted divisional code for BRC.. Thus, under the four digit train numbering scheme, the passenger train was numbered as 1019/1020 and 9019/9020 over CR and WR respectively but then allotted the Conventional stock Passenger train prefix of digit '5' in both the cases.

9. The existing system of train numbering for Mail/Express trains in which each of the divisions of the zone have been provided with a unique code will be followed. Normally the superfast series beginning with digit '2' in the uniform four digit train numbering scheme has not been allotted to any zone/division. These series of train numbers should be strictly used for numbering trains of other than Broad Gauge.
10. Thus, in the example quoted in the para above, if the trains were in Meter/Narrow gauge, they could have been numbered as 52119/52120 for CR and 52919/52920 for WR. Use of this series for numbering trains for any other purpose should be done with the written consent of Board.

B. For all suburban services of Mumbai, Kolkata, Secunderabad, Chennai and Delhi:

Suburban trains category shall include those trains that have been defined as such by Railway Board and/or Zonal railways in the past. In addition, there are certain categories of passenger trains which are pure commuter in nature though they may not be formally defined within the category of

suburban trains. For the present, the suburban trains category shall be confined to Mumbai, Kolkata, Chennai, Delhi and Secunderabad.

In Mumbai, Kolkata, Chennai, and Secunderabad, the suburban services are well defined both in terms of the stock deployed and the routes over which they run. In case of Delhi suburban trains, there is no clearly defined suburban set of trains or territory. However, certain set of commuter trains comprising passenger trains run with conventional coaches hauled by locomotives, MEMUs, DEMUs etc have come to be referred to as suburban services. The punctuality of these trains are being monitored separately under the head of suburban trains also. For the purpose of numbering of the suburban trains, NR should include these set of trains *excluding* them from numbering under the system stated in paras for numbering of passenger trains.

11. The suburban trains will have the first of the five digits as the suburban code, the second digit which shall be the zonal and/or directional code followed by the number of the train. The varied nature of the suburban flow, especially the directional flow and the sections/sub sections can also be captured by utilizing the second and third digit in such a manner that it becomes unique for a particular direction/ set of stations.
12. The distribution of the first of the five digits for the suburban trains and the second digit shall be as under:

Suburban System	First digit allotted for the Suburban System	Allotted Subzonal code for the Zonal Railway	Series of numbers available	of
Kolkata	3	ER – 0 to 7	30XXX to 37XXX	
		SER – 8 and 9	38XXX to 39XXX	
Mumbai	9	WR – 0 to 4	90XXX to 94XXX	
		CR – 5 to 9	95XXX to 99XXX	
Secunderabad	4	SCR – 7	47XXX	
Chennai	4	SR – 0 to 4	40XXX to 44XXX	
Delhi	4	NR – 5 and 6	45XXX to 46XXX	

13. The actual process of suburban train numbering is expected to be a complex task. While *illustration 'B'* has been provided for guidance propose, the zonal railways may adapt the framework of the suburban train numbering scheme as enunciated above, to suit the local needs and variations under advice to Board.

ILLUSTRATION 'B'

(For guidance purpose)

- a) In the case of **Eastern Railway**, suburban trains originating from Sealdah may go towards Dumdum (say allotted second digit 1-3) or Ballygunge side (say allotted second digit 4-7). At Dumdum, there are further three directions of Dankuni side (digit 1), Barasat side (digit 2), and Naihati side (digit 3). On Ballygunge side, the directions are Majerhat side (digit 4), Canning side (digit 5), Namkhana side (digit 6), and Diamond harbor side (digit 7). Thus, a train which goes towards Dankuni side can be numbered 31XXX, towards Barasat side can be numbered 32XXX, towards Naihati side can be numbered 33XXX, towards Majerhat side can be numbered 34XXX, towards Canning side can be numbered 35XXX, towards Namkhana side can be numbered 36XXX, towards Diamond Harbour side can be numbered 37XXX. Depending on the number of services in any particular direction, the third digit may also be similarly used to indicate the destination(s) or the branch line(s) the suburban service may take.
- b) For **Chennai suburban zone**, there are four main branches of Chennai Beach – Tambaram/Chengalpattu, Chennai Beach – Velachery (MMTS), Chennai Beach – Gummidipundi and Chennai Central – Arakkonam. The first digit for Chennai suburban is '4'. The second digit, from the table above, maybe 40YXX for Chennai Beach – Tambaram trains, 40ZXX for Chennai Beach – Chengalpattu trains and 40WXX for trains between Tambaram-Chengalpattu where Y, Z and W may take any unique values between 0 to 9. For example, Y maybe 0-2, Z maybe 3-6 and W maybe 7-9 depending on the number of trains as also the need and possibility to utilize the fourth digit on destination wise basis. Chennai Beach – Velachery MMTS services may be numbered as 41XXX and the Chennai Beach - Gummidipundi may be numbered as 42XXX. The Chennai Central – Arakkonam line maybe numbered as 43YXX where Y again can take a value between 0-9 depending on the direction/stations of termination (or origination) like Tiruttani, Pattaviram siding etc. and the number of suburbans run in these sections.
- c) The **Delhi area suburban** trains maybe numbered from 45YZX to 46YZX on the basis of both the direction of the trains as also the type of stock in use in these trains. The third digit Y may be utilized to indicate the direction of travel

in terms of the DUK section (say digit '0'), Delhi Shahdara- Shamali section(say digit '1'), Ghaziabad- Meerut City section(say digit '2'), Ghaziabad – Hapur section, the Aligarh direction trains(say digit '5 and 6') Shakur Basti- Rohtak section(say digit '7'), the Ring railway(say digit '8'), or, Rewari direction(say digit '9') or/and the depending on the number of suburban services and the type of stock in use in each direction. The third digit Z may be used to indicate MEMU when it is '0-2', an EMU when it is '3-5', a conventional passenger coaching stock when it is '6-7', a DEMU when it is '8' and for other types of stock digit '9'. Thus, a MEMU train to Sonapat (DUK code being 0 for Z) could be numbered as 45001(or 45101 or 45201) with last two digits '01' being the number of the service while an EMU train to same destination could be numbered as 45301 (or 45401 or 45501). A differentiation could be further made with odd and even numbers for UP and DN direction trains.

- d) For **Western Railway Mumbai** area, and the **Central Railway Mumbai** area, numbering of suburban trains based on the new scheme has been attempted. While they are not final, the new numbers tend to capture and convey far greater information than is available to the passenger under the existing numbering scheme.

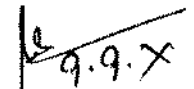
For **Central Railway Mumbai** area, from the public perspective, it is important to know the character of the train, i.e., whether the train is a Fast or Slow train, and will go on Main Line or Harbour line, or the Trans Harbour Line. The numbering captures the above segregation through the numbering Fast trains in 95XXX series, Slow trains travelling beyond Kalyan in 96XXX series, Slow trains south of Kalyan in 99XXX series, Harbour Line trains in 97XXX series and the Trans Harbour Line trains in 98XXX series, followed further by unique series being assigned to the subsections under each of the series. The originating/ destination stations are captured in the new scheme through assigning unique numbers on directional basis with specific series to each sub-section. Up and Down directions shall be indicated through odd and even numbers as at present and the train numbering will be done in chronological order as at present. The detailed numbering of the suburban trains under the new scheme is placed at Annexure 'A'.

For the **Western Railway Mumbai** area, first digit (9) indicates Mumbai area, second digit shall indicate the terminals and the rest three digits shall indicate the originating/terminating station for that terminal followed by the train numbers. Thus, Digit '0' has been assigned to all trains originating/terminating at terminal Virar, digit '1' to terminals of Vasai Road and Bhayandar, digit '2' to terminal of Borivali, digit '3' to terminals of Malad and Goregaon and digit '4' to terminals of Andheri, Bandra, Mumbai Central and trains to CSTM. The next digit indicates the series for specific terminating station for these groups of trains only while the next two digits

shall indicate the actual number of the train. Up and Down directions shall be indicated through odd and even numbers as at present. Further, train numbering will be done in chronological order beginning from 3:25 a.m. as at present. The detailed numbering of the suburban trains under the new scheme is placed at Annexure 'B'. It may be further refined to indicate the 15 car rake services through utilization of unassigned series of numbers.

It is desired that all the passenger carrying trains including the Budget announced trains which are yet to be introduced, should be re-numbered as per the above guidelines and the new train numbers should be fired in the PRS, NTES and updated in the COA and ICMS immediately to ensure that the new train numbers are completed by 15th September, 2010 so as to be made effective from 20th December, 2010.

Please ensure compliance.

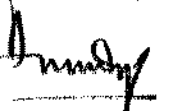

(Niraj Verma)
Director, Chg.-II
09.09.2010.

Enclosure: Annexure (3 pages)

Copy to:

1. PSOs to CRB, MT, MM, ME, ML and FC for kind information.
2. COM, CME, CEE, CCM (All India Railways) and MD/KRCL, AM/C, AM (IT), AM/Traffic, AM(C&T), ED/PM, ED/C&IS, ED/FM, ED/T&C, MD/CRIS, CAO/FOIS/NR, MD/IRCTC, ADG/PR, EDIP, DIP.

In compliance pl.


10.09.10

BTC/G


2c
10/9/10


13/9/10
DDTC (G) II

08/09/2010

CENTRAL RAILWAY
FAST CORRIDOR

				Nos Possible	Existing trains	Balance
CST TO SE FAST	95001	to	95199	99	47	52
SE TO CST FAST	95002	to	95200	99	45	54
Shuttle services to SE FAST	95201	to	95299	49	0	49
Shuttle services from SE FAST	95202	to	95300	49	3	46
CST TO NE FAST	95301	to	95399	49	25	24
NE TO CST FAST	95302	to	95400	49	28	21
Shuttle services to NE FAST	95401	to	95499	49	0	49
Shuttle services from NE FAST	95402	to	95500	49	0	49
CST UPTO KYN FAST	95501	to	95599	49	26	23
KYN TO CST FAST	95502	to	95600	49	24	25
Shuttle services upto KYN FAST	95601	to	95699	49	6	43
Shuttle services from KYN FAST	95602	to	95700	49	4	45
SLOW CORRIDOR TO SE & NE						
CST TO SE SLOW	96001	to	96199	99	43	56
SE TO CST SLOW	96002	to	96200	99	44	55
Shuttle services to SE slow	96201	to	96299	49	16	33
Shuttle services from SE slow	96202	to	96300	49	12	37
CST TO NE SLOW	96301	to	96499	99	39	60
NE TO CST SLOW	96302	to	96500	99	35	64
Shuttle services to SE slow	96501	to	96599	49	4	45
Shuttle services from SE slow	96502	to	96600	49	4	45
SLOW CORRIDOR CSTM - KYN ONLY						
CST UPTO KYN SLOW	99001	to	99699	349	167	182
KYN TO CST SLOW	99002	to	99700	349	167	182
Shuttle services upto KYN slow	99701	to	99799	49	20	29
Shuttle services from KYN slow	99702	to	99798	48	23	25
					782	1293
HARBOUR LINE						
CST to Navi Mumbai	97001	to	97499	249	168	81
Navi Mumbai to CST	97002	to	97500	249	168	81
CST to Western Suburb	97501	to	97799	149	86	63
Western Suburb to CST	97502	to	97800	149	86	63
Shuttle services upto Panvel	97801	to	97899	49	15	34
Shuttle services from Panvel	97802	to	97900	49	19	30
Panvel Andheri Services	97901	to	97999	49	9	40
Andheri Panvel Services	97902	to	97998	48	9	39
					560	431
TRANS HARBOUR LINE						
Thane to Panvel	98001	to	98499	249	52	197
Panvel to Thane	98002	to	98500	249	52	197
Thane to Vashi	98501	to	98999	249	52	197
Vashi to Thane	98502	to	98998	248	52	196
					208	787
UNASSIGNED NOS						
	95701	to	95999	298		
	96601	to	96999	398		

ANNEXURE 'B'

Sr. No.	Terminal	Existing Originating	Existing Destination	Train Number Assigned	Existing number of services	Balance numbers left		
1.	Virar	Churchgate	Virar	9 0 0 0 1	170	129		
				9 0 2 9 9				
		Parel	Virar	9 0 3 0 1	1	98		
				9 0 3 9 9				
		Dadar	Virar	9 0 4 0 1	39	60		
				9 0 4 9 9				
		Bandra	Virar	9 0 5 0 1	17	82		
				9 0 5 9 9				
		Andheri	Virar	9 0 6 0 1	55	44		
				9 0 6 9 9				
		Borivali	Virar	9 0 7 0 1	40	59		
				9 0 7 9 9				
		Bhayandar	Virar	9 0 8 0 1	2	97		
				9 0 8 9 9				
	Blank	9 0 9 0 1						
		9 0 9 9 9						
2	Vasai Road	Churchgate	Vasai Road	9 1 0 0 1	7	92		
				9 1 0 9 9				
		Dadar	Vasai Road	9 1 1 0 1	5	94		
				9 1 1 9 9				
		Bandra	Vasai Road	9 1 2 0 1	1	98		
				9 1 2 9 9				
		Andheri	Vasai Road	9 1 3 0 1	20	79		
				9 1 3 9 9				
		Borivali	Vasai Road	9 1 4 0 1	9	90		
				9 1 4 9 9				
		3	Bhayandar	Churchgate	Bhayandar	9 1 5 0 1	41	58
						9 1 5 9 9		
				Dadar	Bhayandar	9 1 6 0 1	6	92
						9 1 6 9 9		
Bandra	Bhayandar			9 1 7 0 1	1	98		
				9 1 7 9 9				
Andheri	Bhayandar			9 1 8 0 1	5	94		
				9 1 8 9 9				
Borivali	Bhayandar			9 1 9 0 1	5	94		
				9 1 9 9 9				

	Terminal	Existing Originating	Existing Destination	Train Number Assigned					Existing number of services	Balance numbers left
4	Borivali	Churchgate	Borivali	9	2	0	0	1	448	251
				9	2	7	9	9		
		Mumbai Central	Borivali	9	2	8	0	1	3	46
				9	2	8	4	9		
		Mahalakshmi	Borivali	9	2	8	5	1	6	42
				9	2	8	9	9		
		Dadar	Borivali	9	2	9	0	1	6	22
				9	2	9	2	9		
		Bandra	Borivali	9	2	9	3	1	6	22
				9	2	9	5	9		
		Andheri	Borivali	9	2	9	6	1	5	33
				9	2	9	9	9		
5	Malad	Churchgate	Malad	9	3	0	0	1	14	35
				9	3	0	4	9		
6	Goregaon	Churchgate	Goregaon	9	3	0	5	1	8	41
				9	3	0	9	9		
7	Andheri	Churchgate	Andheri	9	4	0	0	1	143	156
				9	4	2	9	9		
		Mahalakshmi	Andheri	9	4	3	0	1	1	98
				9	4	3	9	9		
8	Bandra	Churchgate	Bandra	9	4	4	0	1	31	68
				9	4	4	9	9		
9	M'bai Central	Chuchgate	M'Bai Central	9	4	5	0	1	5	94
				9	4	5	9	9		
10	CSTM	Andheri	CSTM	9	4	6	0	1	5	94
				9	4	6	9	9		
		Borivali	CSTM	9	4	7	0	1	1	98
				9	4	7	9	9		
			G/Total						1106	

Unassigned numbers:

90901 to 90999
93101 to 93999
94801 to 94999