

No. 2018/Chg/30/2

New Delhi, dated: 30th May, 2018

The General Manager
All Zonal Railways

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COM/KRCL/ Mumbai

Subject: Guidelines for time-tabling activities -2018

The printing and publication of Trains at a Glance (TAG)-2018 is scheduled for 15-08-2018. Instructions already exist with regard to provisioning of adequate time with respect to Engineering allowance, traffic allowance, corridor blocks, watering of trains, etc, however, broad guidelines are being reiterated for strict adherence by Zonal railways.

1. Charting of trains should be done at Maximum Permissible Speed (MPS) of the rolling stock and the Maximum Permissible Speed of the block section subject to observance of all speed restrictions.
2. Trains of similar Maximum Permissible Speed viz. 130 Km/h, 120 Km/h, 110 Km/h may be run in a corridor with a minimum possible headway.
3. Zonal railways should ensure Engineering Allowance at the rate of 6 minutes per 100 Km on all sections.
4. The Traffic Allowance should be kept at bare minimum and should be as per the actual requirement of running depending on the level of congestion, cross movement, crossing/precedence etc.
5. Instead of concentrating it at the last leg of the section, the Engineering & Traffic Allowance should be distributed over all the sections.
6. The time loss due to Permanent Speed Restrictions should be factored in the run time of the block sections.
7. The provision of corridor blocks (Two blocks of 2.5 hours/one block of 4 hours) should be made in the working time table to provide adequate time for maintenance and infrastructure/works.
8. Need is being felt for rationalizing the stoppage time of trains by factoring in time required for watering, power changing/reversal etc. and accordingly, the Zonal railways should:-
 - (a) Provide for stoppage time for watering, at enroute watering stations, which should not exceed 10 minutes.
 - (b) Provide for stoppage time at the stations involving power change which, in no case, should exceed 20 minutes. Similarly, stoppage at the stations involving power reversal should also not exceed 20 minutes.

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9. In the interest of safety of passengers and punctuality of services, Zonal railways should make all out efforts to eliminate slip/sectional coaches and minimizing enroute shunting operations.
10. Efforts should be made to decongest the major terminals by shifting of terminals of trains to eliminate cross movement. The originating/terminating trains may be planned from directional terminals in the vicinity of major terminals.
11. Efforts should also be made to minimize the movement of empty coaching rakes by providing adequate stabling lines and proper planning.
12. The data feeding in SATSaNG related to fixed infrastructure including intersectional distance, loop lines, stabling lines, platforms, pit lines and the running time should be updated and correct feeding should be ensured.

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23/5/14
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Copy to: -CPTMs/All Zonal Railways for information and necessary action.