

WORKING OF TRAINS

General

No person shall drive a train unless he is in possession of a valid certificate of competency issued by an authorized officer.

No Loco Pilot, Assistant Loco Pilot or Loco Pilot of any self propelled vehicle shall be booked to work a train or to drive a vehicle until he has learnt the road and shall give a declaration that he is fully acquainted with it.

For this purpose he will be booked to work three round trips on each section including one during night before being put to work the train/vehicle independently.

Examination of Trains:

Each train shall be examined as per extant rules by competent person from the rolling stock/electrical maintenance department before being offered for passenger, goods/or any other service.

The purpose of the examination is to ensure that all functions of the train and its constituent carriages/wagons etc are working correctly, particularly safety devices including brake systems, passenger alarm –etc to be listed by competent authority.

The competent staff shall sign a certificate of safety test indicating duration of its validity.

Classification of Trains:

Trains are either scheduled as shown in the Working Time Table or non scheduled trains and are run on the following account: -

Traffic Account :

- (a) Mail/ Express/ Passenger Trains
- (b) Commuter trains EMU/DMU/for Suburban, regional passengers.
- (c) Military Specials including troop trains.
- (b) Parcel trains of carriage of coaching traffic only.
- (c) Goods trains for movement of conventional freight cargo
- (d) Container Trains
- (e) Other trains to include Exhibition Trains, Mobile Hospital on wheels etc.

Engineering Account :

- 1. Ultrasonic and other track testing trains:
 - (a) Material trains.
 - (b) Track maintenance trains like Tie Tamping Machines, Rail grinding trains PQRS, BCM, DGS etc.
 - (c) Wiring Special / Tower wagons.

Miscellaneous Account:

- (a) Staff shuttles.
- (b) Workmen's specials.
- (c) Accident Relief Train (ARTs)
- (d) Accident Relief Medical Van (ARMVs).
- (e) Crane Specials

Train Ordering:

Scheduled passenger trains do not require train ordering.

Train advice is necessary only when these are required to be cancelled, put back or there is any change in the schedule shown in the Public /Working Time Table.

In case of unscheduled trains, train advice should be issued.

Trains are ordered by CTNL in conjunction with the Power Control and or Lobby Supervisor.

Train Preparation:

The time at which train is required to be in readiness in all respects for departure from the starting station will be laid down by the Divisional Railway Manager/SR.DOM.

In case of passenger trains, the rake duly examined and fit in all respects with full compliment of coaches (at least to meet reservation requirements fully) should be placed on the platform well in time to allow all pre departure functions to be completed.

These include-

- Loading of mails, booked luggage, and parcels
- Loading of linen
- Pantry car provisions
- Watering
- Display of reservation charts
- Deployment of train staff
- Attaching of locomotive

To facilitate passengers boarding, generally an important long distance passenger train should be placed on the platform 30 minutes/15 minutes before its scheduled departure, depending upon the terminal layout.

Every Loco Pilot of a train while starting from the starting station must verify adequacy of brake power as certified in train examination document .In addition, he must conduct a “feel test” to ensure that train brakes respond to brake application. In case of failure, he will report to the control and bring his train to a stop as directed by the Control.