

Issue form letter
11/2/83

Government of India
Ministry of Railways
(Railway Board)

Bharat Sarkar
Rail Mantralaya

No.82/Chg.II/13/18/Policy.

New Delhi 11/2 Feb., 1983.

The General Managers
All Indian Railways.

Sub:- Provision of stoppage of Mail/Express
trains at stations.

The matter with regard to the policy for provision of stoppages to passenger carrying trains has been examined and Board desire that while considering the requests the following criteria may be adopted:-

2. The Railways have broadly the following five distinct categories of trains carrying passengers:-

- i) Ordinary passenger trains which are short distance in nature stopping at all stations and halts enroute.
- ii) Fast Passenger trains skipping a few unimportant stations in order to speed up a particular service in a particular section.
- iii) Mail/Express trains stopping at only important and semi-important stations serving district headquarters, major hospitals, University complexes, industrial/business centres, important pilgrim centres and important junction stations serving branch lines.
- iv) Fast Mail and Express trains serving important Metropolitan cities, major towns, industrial/business complexes and important junction on trunk routes often covering more than one Zonal Railway and skipping several stations that Mails and Expresses under item (iii) would serve.
- v) Super Fast Mail/Express trains providing very fast services between Delhi and State Capitals and between different State Capitals and major cities with very few stoppages at intermediate points.

3. While planning different services the time distance ratio should be kept in view so that the transit time of long distance passengers and medium distance passengers is brought down to the barest minimum to have convenient arrival/departure from originating and destination stations.

The stoppages should be worked out keeping in view the following:-

- i) In case of ordinary passenger trains stopping at all stations, attempt should be made to give two trains each way to serve the passengers- one train in the morning hours and one in the evening.

ii) In each section an attempt should be made to give minimum one fast service by introducing a fast passenger train providing halts at convenient points particularly during the day light hours for reaching the passengers at places where Courts, Schools, Colleges, Industrial Centres and District Headquarters are situated.

iii) The fast service should also be available to all stations in the shape of fast passenger trains. Different fast trains should be staggered in such a way that stoppages are provided at convenient hours and skipping through the stations where it is not convenient. It is not always necessary that all fast trains should stop at that station thereby slowing down every service.

iv) Fast Mail/Express trains running on trunk routes covering long distances are made to run faster by limiting the stoppages to only important stations serving the trunk routes. The stoppages should cover important towns and cities, major industrial/business complexes, important pilgrim centres and junction stations. As some of these trains touch cities like Delhi, Madras, Howrah and Bombay where there is large number of suburban trains running in the evening and morning peak hours, the trains are necessarily tailored to reach and depart the terminals at fixed hours only. While considering stoppages to these trains this aspect should be kept in mind. To ensure convenient travel for the long distance passengers distance restrictions for passengers to travel on these trains should be imposed to discourage the short distance travellers to travel by these trains.

4. It has been seen that in spite of different fast services available on the routes there are demands for provision of stoppages to trains. Due to increase in traffic some of these are justified for a particular station. However, the stoppages should be viewed in the lead and category of passengers that move on the route. It is necessary that a stoppage to any train at any particular station should be studied in the overall context of other services provided at the station, the trend of movement of passengers to important points, the occupation of the fast trains which are serving other long distance interests, and the problems that will be caused in receiving and despatching of trains at the terminals on account of increase of stoppage of trains at intermediate points.

This disposes General Manager Eastern Rly's letter No. TT/582/31/Policy dated 17-9-1982.

(Kishan Lal)
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