

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No. 2004/CHG.II/13/stoppage policy

New Delhi, dated 16-5-2006
22-5-06

To

Copy to:

The Chief Comm. Manager/PS
N.W. Railway, Jaipur

1. Chief Passenger Trans. Manager, NW Rly.
2. Chief Passenger Trans. Manager,
All Zonal Railways

Sub.- Provision/withdrawal of stoppages of mail/express trains, rationalization
And review clarification sought by CCM/PS/NWR

Ref.- CCM/PS/NWR letter No. C-24/Stoppage of trains/Policy/D dated
17.4.2006.

In reference to above mentioned letter, it is clarified that the stoppage policy was reviewed by Railway Board in 2005 after almost 13 years as cost of operation which include the cost of stoppage has gone up substantially. Indian Railway is running wide variety of trains like Rajdhani, Shatabdi, superfast, Mail/Express, passengers, intercity, Jan Shatabdi, ordinary passengers etc. Policy has to cover almost all the services, therefore, it is always general in nature but the main purpose behind issuing the policy after almost one and half decade was that at least the cost of stoppage has to be recovered. The details of cost of stoppage of 2 minutes are annexed with this letter.

As Indian Railways run various categories of trains having different types of classes, it is not always possible to make a matrix of all the combinations of sale of tickets for different classes. Therefore, broad guidelines have been issued which can be easily understood keeping in mind the stoppage cost which is the base and bottom line. The base of these costs is 2001-02 as given in the annexure. The basic idea is that the losses in coaching operations are to be reduced. Provision of extra stoppages without proper commercial and operational justification affects line capacity, speed of the train and increases coaching losses as well.

The cost indicated in the annexure is mostly direct cost, the effect on line capacity, speed of trains and overall operation is not fully covered under the cost calculated. Therefore, it is necessary that the total value of the tickets sold at the station should be more than the cost of the stoppage because a new facility is being provided. Moreover, the cost has been calculated on the basis of statistics of 2001-02 and traditionally each policy is relevant for at least 4-5 years. In the coming years, the cost of operation is definitely going to go up because of increase in traffic leading to further line capacity constraints, increase in fuel cost and increase in the cost of assets etc.

Handwritten notes:
Ministry of Railways
Railway Board
Office of Secy.

In the third paragraph of the policy letter, various parameters have been clearly stated including sale of tickets in both directions of all the trains stopping at the station. This gives an indication about the potential of the station. If no mail/express train is stopping, the parameters listed in this paragraph should be analyzed by zonal railways before recommending provision/withdrawal of stoppage etc.

I hope this clarifies your queries raised in your letter.

16/5/06
 (Devendra Singh)
 Director In-charge, Trans. (Coaching)
 Railway Board

End:- One.

Copy to CPTM ① CR ② ER ③ ECR ④ EGR ⑤ NFR

5/10/04

Cost of detention to a through Mail/Express passenger train for two minutes

S/N	Details	cost					
		Broad Gauge					
		Diesel			Electric		
A. Basic Data							
1	Class of the train	M/E	M/E	M/E	M/E	M/E	M/E
2	Average composition of the rake (coaches)	18	20	22	18	20	24
3	Average booked speed of the train (kmph)	100	100	100	110	110	110
4	Duration of detention (min)	2	2	2	2	2	2
5	Actual loss of time with for deceleration, acceleration & halt time	8	8	8	8	8	8
B. Cost Data							
1	Cost of additional fuel/energy consumption						
	(a) consumption in units for stop and start	100.49	108.49	115.49	129.94	142.91	166.25
	(b) Cost per unit 2001-02 (ASS p202 col.68 &74)	16.07	16.07	16.07	4.18	4.18	4.18
	(c) escalated cost for 2003-04 @ 4.07	16.72	16.72	16.72	4.35	4.35	4.35
	(d) cost for additional fuel/energy consumption	1681	1814	1931	565	622	723
2	Cost of train Km. lost						
	(a) Train KM lost *	8.3	8.3	8.3	9.2	9.2	9.2
	(b) Average cost of hauling a coaching train one KM 2001-02 (ASS page 97 col.12)	399.43	399.43	399.43	399.43	399.43	399.43
	(c) Total loss for the Train KM lost.	3329	3329	3329	3661	3661	3661
	(d) Escalated loss for 2003-04 @ 4.07	3464	3464	3464	3810	3810	3810
3	Total cost (1d+2d)	5145	5278	5396	4376	4452	4534

* (A 3 * A 5/60) - ((A 3 * 0.5/60) * (A 5 - A 4))