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Government of India (Ministry of Railways)
Ministry of Railways (Rail Mantralaya)
(Railway Board)

No. TCI/1089/69/Placement Timings New Delhi, dated 17-1-1977
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The General Managers,
All Indian Railways.

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Sub: Placement Timings for working a siding -
standardisation of.

Ref: Correspondence ending with Board's letter
No. TCI/1089/72/2 dated 15.9.1976.

Where siding charges are recovered on per trip basis on private/assisted sidings, the siding charge is computed on the basis of the time taken per trip and the shunting hour cost. The All-India shunting hour cost has already been notified to the Railways. In regard, however, to the computation of the trip time, there seems to be no uniformity on railways and this matter was also raised in the last meeting of the C.M. Sheld on 24.9.76.

2. The following guidelines are laid down in regard to arriving at the trip time:

- (a) The trip time should be arrived at on the basis of placement trials in respect of each siding.
- (b) The Railway should laydown a starting point for the operation of placement of wagons in the sidings. This should normally be the middle of the goods shed concerned or the middle of the station or a nominated point from where the engine starts to make the round trip to the siding and back.
- (c) The whole operation is a round trip from the starting point to the termination of the operation at the same point.
- (d) For purpose of siding charges the various functions performed after the engine leaves the centre of the goods shed/station or nominated point constitutes the basis for the trip time. Any marshalling or sorting out that may be done prior to this, even if it relates to the traffic of the customer, should not be legitimately included in the calculation of the trip time.
- (e) Any unforeseen or extra-ordinary factor that may cause delay as a part of the normal working conditions must be allowed for as a part of the trip time in shunting operations provided it takes place within the round trip from the centre of the goods shed/station/nominated point and back to the same.
- (f) However, the time occupied on locomotive duties like watering of engine, refuelling of engine, change of crew or creation of vacuum should not be included in the trip time. If any mechanical defects have to be repaired this time should not also be taken into account. (The presumption is that the customer should be given the services of a railway engine in fit condition to do the work of placement and removal i.e. it should be given properly fuelled, watered and in fit condition to work).

Please acknowledge receipt.

R.N. Saxena
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Jt. Director, Traffic Comml. (R) I, Rly. Board