

(81) 78 (80/212)
 GOVERNMENT OF INDIA (BHARAT SARKAR)
 MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
 RAILWAY BOARD

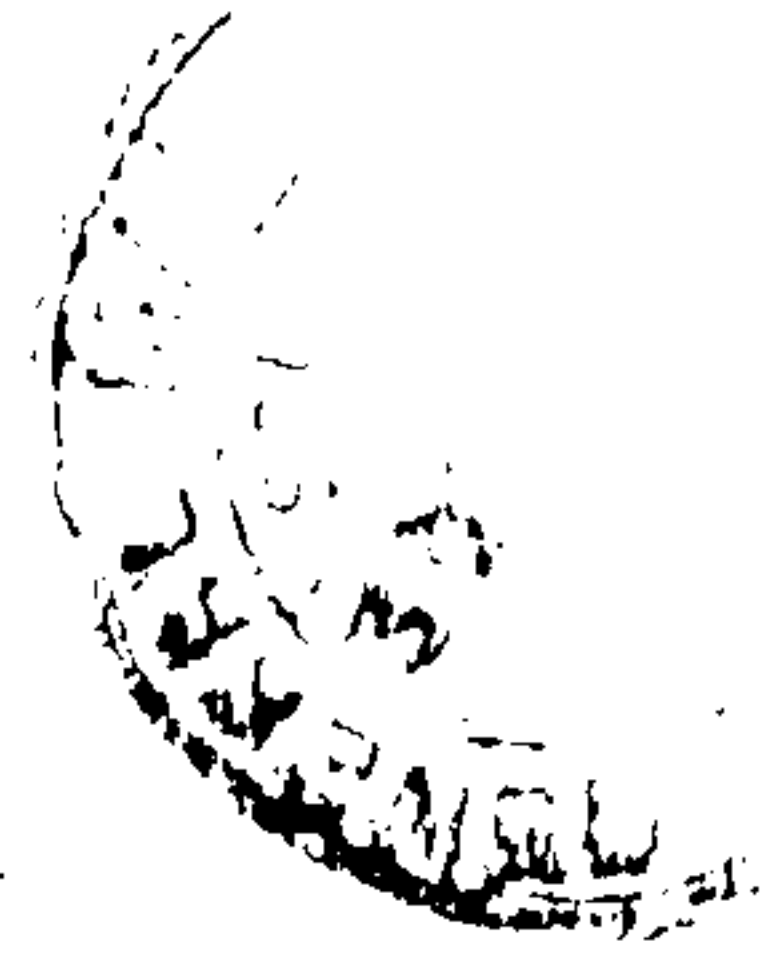
TCI/1089/77/14

New Delhi, dated 23-10-77

The General Managers
 of Indian Railways

Sub:- Classification of engine for
 calculating siding charge as

Ref:- Boards' letter No. TCI/1089/71/2
 dated 12.8.71.



Handwritten note: P. 1/10/11

Board have received a number of representations in which siding charges have been recovered on the basis of train engine hour cost although shunting engines have been utilised for the purpose of shunting.

It is common knowledge that a train engine costs more than a shunting engine because while the train engine is doing shunting work over a siding, it means detention to a train and the cost of such detentions to trains must be recovered from the siding owners who prefer the placement/shunting work to be done at his siding by a train engine.

Although there is no official definition of a "train engine" it is clear that when any engine has to be detached from a train for performing shunting in the siding and is attached back to be starting train after the work is over, it has to be called a "train engine".

Board would like to clarify that the class of an engine, or the complement or grade of staff employed or coal used in a particular engine or the fact that a certain engine moves under an authority or proceed are not relevant in so far as its being classified as either "shunting" or "train engine" for the purpose of calculating siding charge. Only when an engine is actually detached from a train for shunting operations and is attached back to the train when the shunting work is over, it should be treated as a "train engine". In cases where pilots run from point to point, the engines used in such pilots, are not to be classified as "train engines" if they are used for performing shunting at the sidings.

Board would like to emphasize that normally train engines should not be used for shunting/placement purposes over the sidings. In case it becomes essential to do so, at a particular siding the operating branch must certify that no shunting engine is available at the station concerned and the only course left is to utilise a train engine for performing shunting in these sidings.

Please acknowledge receipt.

Handwritten signature of R.N. Saxena

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

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GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALYA)
RAILWAY BOARD

No.TC-I/1089/77/14

New Delhi, dt.28.10.77

The General Managers
All Indian Railways

Sub: Classification of engine for calculating siding charges.
Ref: Board's letter No.TC-I/1089/71/2 dt.12.8.71

1. Board have received a number of representations in which siding charges have been recovered on the basis of train engine hour cost although shunting engines have been utilized for the purpose of shunting.

2. It is common knowledge that a train engine costs more than a shunting engine because while the train engine is doing shunting work over a siding, it means detention to a train and cost of such detentions to trains must be recovered from the siding owners who prefer the placement/shunting work to be done at his siding by a train engine.

Although there is no official definition of a "train engine" it is clear that when any engine has to be detached from a train for performing shunting in the siding and is attached back to be waiting train after the work is over, it has to be called a 'train engine'.

3. Board would like to clarify that the class of an engine, or the complement or grade of staff employed or coal used in a particular engine or the fact that a certain engine moves under an authority to proceed are not relevant in so far as its being classified as either "shunting" or "train engine" for the purpose of calculating siding charges is only when an engine is actually detached from a concerned train for shunting operations and is attached back to the train when the shunting work is over, it should be treated as a "train engine". In cases where pilots, run from point to point, the engines used in such pilots, are not to be classified as "train engines" if they are used for performing shunting at the sidings.

4. Board would like to emphasize that normally train engines would not be used for shunting/placement purposes over the sidings. In case it becomes essential to do so, at a particular siding the operating branch must certify that no shunting engine is available at the station concerned and the only course left is to utilize a train engine for performing shunting in these sidings.

Please acknowledge receipt.

Sd.

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