

General Order of Precedence of Trains

Unless specific orders to the contrary are issued by the PCOM or by those acting on his behalf, the following general orders of procedure shall be observed by control and stations.

1. ARME/ART proceeding to the site of accident.
2. President's and VVIP's specials (Unless otherwise specified in the Time Table).
3. Suburban train in peak rush direction.
4. Superfast trains like Shatabdi, Rajdhani etc.
5. Mail / Express trains.
6. Military personnel special, if instructed by emergency control/DOM.
7. Fast Passenger train
8. Special engaged by the public.
9. Passenger trains.
10. Mixed trains.
11. Military stores special.
12. Express or special goods train.
13. Through goods train.
14. Accident relief train returning from the site of accident (unless otherwise ordered).
15. Shunting and van goods train.
16. Departmental trains.

Note: Following general principles are mentioned for the guidance of Controllers but it must be distinctly understood that nothing in these instructions modifies the safety precautions laid down in the rules (General and Subsidiary Rules, Station Working Rules etc.).

1. A Passenger train nearing the end of its run should not normally be detained in preference to a train which has a longer run before it, as the later train is more likely to make up time and reach its destination punctually than the former.
2. A train running to time should not be detained more than 30 minutes to effect crossing on single line. A train running late due to defective engine, or defect in rolling stock or any other cause which is likely to continue to operate against it and prevent it from making up time, should generally give way to a train running properly.