

## Chapter – IV

# Control Organization



Train operations happen round the clock on all days of the week and throughout the year. A train is run as a result of coordinated working of staff of various departmental field units. In order to have a center for coordinating all such field units, each division, zone and railway board has a control organization.

Control Organization functions as the nerve center of the Railway Operations. It deals with monitoring, planning, directing, organizing, coordinating and controlling the multifarious activities associated with train running on a real time basis. The goals of the control organization are...

1. Safe running of trains, ensuring no harm to passengers; damage/loss to freight or impedance to smooth flow of traffic.
2. Punctual running of coaching trains, ensuring path for freight train running and blocks for maintenance.
3. Maximizing loading and freight movement with optimum asset utilization.
4. Coordination in disaster management to ensure relief and restoration of traffic.

### Divisional Control Office

Every division office has a Control Office for the entire jurisdiction of the division. It is under the administrative control of SrDOM. In few larger divisions in other zones, there are Area Controls also covering a specific part of the division. The Chief Controller in charge heads the divisional control office. Chief Controllers, Section Controllers, Train Clerks and other assisting staff work under CHC in charge.

### Control Board

The divisional jurisdiction is split into many control boards, each of which covers one or few sections. Each board is operated by a Section Controller. The control board is provided with continuous communication facility with all block stations, important cabins, freight terminals, loco shed etc. over a section. The Section Controller controls all the interstation train movements in the section. The timings of every train at every station are reported by Station masters to the controller. On blocking of a train by adjacent SM, the action to be taken for the train at his/her station has to be obtained immediately by the SM from the controller. As many trains usually are on

run at any point of time, many such events occur in parallel which requires the decision of the Section Controller. For performing this function, a controller has to be sharp and swift. He/she should have a thorough knowledge of the section and train running. All these actions of timings sharing and decisions communicating happens seamlessly in order to ensure that there is no detention or slowing down of any train running in the section.

The real time data logger based simulation of train operations in all the stations of the section is also made available to the Section Controller so that voice interactions are reduced. Lay out diagrams of stations under its jurisdiction should also be kept in printed form with details of holding capacity of each of the running & non-running lines, gradients and signals including shunt signals for reference. In electrified sections, OHE sectioning diagram depicting the elementary sections in different colors & other details of sectioning post (SP) and Sub-sectioning post (SSP) should also be available in each control board.

## **Train Running and Reporting**

1. Every Station on the section must report the movement of every train-passenger, goods, special, departmental, light engines, TTMs, Tower Wagons, trollies etc. to the controller with timings.
2. No Terminal Station should start a goods or unscheduled train or block the section without the permission of the controller.
3. When the control is in function, Station Master of every station shall take permission from SCOR to send the trains to advance block station.
4. The Controller's permission must be obtained before stopping a train that should run through except to avert an accident or dangerous condition.
5. No station should allow a train, which has been stopped out of course, to proceed, without first informing the controller that the train has been so stopped and receiving his further orders.
6. Station Master must advise the controller of any unauthorized or undue detention to trains at their stations with full explanation.
7. The permission of the Controller must be obtained before the performance of any shunting that will affect crossing and precedence of trains.
8. As soon as a train leaves a train starting station, the Station Master must intimate the following particulars to the control office:
  - Number and description of train, Engine number, class and home shed, Loco Pilot's and Guard's name, load of the train (in tonnes and vehicles), content, BPC details, time of departure, particulars of shunting to be done on the journey, and brief reasons of late start, if any.