

Kind attention of Shri Nan  
dy. CCM (TC) NFR/9HY W.r  
letter No. C/T-42/5715-14/  
Tran/Pt-II dated 08/05/20

**GOVERNMENT OF INDIA (Bharat Sarkar)**  
**MINISTRY OF RAILWAYS (Rail Mantralaya)**  
**(RAILWAY BOARD)**

No. 2014/TG-V/12/1

New Delhi, dated 5<sup>5</sup> .04.2014

Chief Commercial Managers,  
All Zonal Railways.

**Sub: Rules regarding manning of premium trains, earmarking of accommodation for onboard ticket checking staff and charging of unauthorized passengers in these trains.**

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Premium special trains are being operated by Indian Railways on identified sections keeping in view the high demand for travel. These trains have certain unique features, some of which are.

- Shorter Advance Reservation Period.
- Non-availability of any concession.
- No refund.
- Booking of tickets only through internet.
- Dynamic fare structure, etc.

1.1 In this context, formal/informal queries have been received from Zonal Railways seeking clarification on the following issues:-

- (i) Manning of these trains
- (ii) Earmarking of accommodation for on-board ticket checking staff
- (iii) Charging of unauthorized passengers.

2. The matter has been examined and it has been decided as under:-

(i) Manning of these trains:

- a. The trains should be manned on end-to-end basis like Duronto Express trains as per the following yardsticks.

Class	Manning norms
Upper class i.e. 2AC/3AC	One conductor for five coaches
Sleeper Class/ACC	One TTE for three coaches

--2/-

(2)

b. Trains having commercial halts en-route and departing before 2100 hours.

Class	Manning norms
Upper class i.e. 2AC/3AC	One conductor/TTE for five coaches
Sleeper Class/ACC	One TTE for three coaches

Railway should, however, work out leg-wise manning/link in coordination with other Zonal Railways concerned so as to ensure optimum utilization of available manpower.

c. The trains having commercial halt en-route and departing after 2100 hours.

Upper Class i.e. AC Two Tier and AC three tier coaches	One conductor to supervise upto three upper class coaches in the first leg of journey and five upper class coaches in subsequent portion.
Lower class coaches i.e. AC Chair Car, Second Sleeper.	<ul style="list-style-type: none"><li>• In Non-vestibule train, one TTE for each coach.</li><li>• In vestibule train, one TTE for two coaches during the first leg of journey and three coaches in subsequent legs of journey. In case the number of coaches is odd, the number of TTEs may be rounded off to the next higher integer.</li></ul>

(ii) Earmarking of accommodation

The following accommodation may be earmarked for onboard ticket checking staff in premium trains:-

a. AC Two Tier:

- Berth no. 5 in A-1 coach (2AC) should be earmarked for Conductor/TS for all 1<sup>st</sup> AC/AC Two Tier coaches.

b. AC Three Tier Coach:

- Berth no. 7 in B-1 coach for ticket checking staff in trains, for 5AC Three Tier coaches.
- Berth no. 7 in B-3 coach, in addition to berth in B-1 coach, for more than five coaches.
- Not more than three berths of all classes shall be earmarked for TTE/Conductor in a particular train.

.....3/-

(3)

c. Sleeper Class:

- Berth no. 7 in alternate coach for every three Sleeper Class coaches e.g. in case of trains having three Sleeper class coaches, berth no. 7 in S-1 coach will be earmarked and in case the train has six Sleeper class coaches, in addition to berth no. 7 in S1 coach, berth no. 7 in S-3 coach will also be earmarked for TTE.
- Not more than three berths of all classes taken together shall be earmarked for TTEs/Conductor in a particular train.

(iii) Charging of unauthorized passengers:-

In all premium trains, the charging will be as per Section 137 of Railway Act, 1989 and on end-to-end basis i.e. from originating to destination plus excess charge as stipulated in the Act. Since in premium trains the fare is dynamic which changes with the passage of time, for the purpose of fare, the last fare charged (maximum fare) in the particular train shall be taken into account. CRIS will make necessary modification in the software to indicate the last fare charged in the reservation chart of such trains.

3. Necessary instructions may be issued to all concerned.
4. This issues with the concurrence of Finance Directorate of Ministry of Railways.



(Dr. Monica Agnihotri)  
Director Passenger Marketing  
Railway Board

No. 2014/TG-V/12/1

New Delhi, dated 05.05.2014

Copy to:

FA & CAO, All Zonal Railways.  
Director (Audit), All Zonal Railways.



For Financial Commissioner/Railways

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