“How to increase throughput with existing infrastructure”
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Passenger Throughput

1. Loads of originating trains should be increased to 24 coaches in case of the trains having patronisation and increase in other trains including passenger/suburban trains according to patronisation.

2. Load of originating train like 12417/12418 can be increased to 26 coaches (conventional) or 24 coaches (LHB type).
Passenger Throughput

3. All temporary stoppages provided in the last five years should be reviewed.

4. Majority of the loop lines are fit for 30 kmph and thus the entry and exit of all trains should be monitored.
5. Rationalisation of clean train, crew change, parcel loading and the stoppages at the stations including junction stations should be done.

6. Time tabling should be zero based and recoveries in the last lap of the journey and coaching and goods corridor should be defined.
Passenger Throughput

7. Caution orders should be closely monitored and time loss should be correctly logged.

8. Data logger provided at the stations should be used in computer charting and the job of Section Controllers should be made easy.
9. Action plan to liquidate permanent speed restrictions should be made and implemented so as to generate time.

10. Coaching stock of same type should be allotted to the coaching depot so that the availability of spare stock and their use in times of extra rush and festivals can be utilised.
1. Others traffic like ballast, stone chips, granite and other construction materials should be permitted in the empty flow direction so as to reduce empty running of wagons.

2. All goods trains should run at the prescribed speed and right powering of locomotives should be done.
3. It has been seen that WAG 7 locomotives fit to run at 100 kmph are not running at 100 kmph while hauling the BOXN HL wagons fit to run at 100 kmph.

4. There is a need to run more crack goods trains from the coaching yards without any crew change depending upon the section and hours of run.
5. Electric as well as diesel engines should be detached for schedules only in the direction of shed.

6. In view of increased traffic of containers, rationalisation of freight train examinations required depending upon the identified ports and hinterland depots on different railways. All such identified route should be made fit for 100 kmph by obtaining CRS sanction, if required.

7. Lot of railway materials like cement, iron and steel, ballast and other equipments is reaching the depots by road. Commodities in the form of rakes in 2 points and 3 points can be permitted freely in lean season.
8. Joint safety certificate should be issued for running long haul trains and maximum number of long haul trains should be run in the goods corridor on identified paths.

9. Chord lines should be identified and sanctioned so that reversal of goods trains is avoided.

10. Electric loco failures due to VCD defective should be brought under control and similarly diesel loco failures should be controlled and all failures should be attended in the nearest loco shed.
Freight Throughput

11. Cases of axle lock are on the rise and similarly the cases of equalising been broken should be brought under control.

12. The closed circuit depots can be combined for example MGS and NKJ on ECR and WCR so that the usage of wagons can be increased.

13. Round the clock working should be enforced at all such terminals where more than 15 rakes are handled in a month.
14. The works of traffic facility and throughput enhancement should be monitored at the top level.

15. Sanctioned long loops on all the three divisions of NCR should be commissioned at the earliest.
16. CRS sanction of all running wagons should be obtained and communicated to the field staff.
Others

1. In the saturated sections, favourable cross hours should be provided so as to grant mega maintenance blocks to meet track maintenance requirements.

2. Eight wheeler tower wagons should be provided all trunk routes.

3. All ballast depots should have common routes so that the rakes are placed in the sidings and are run out in an efficient manner so that the turn round of the DMT’s is include.
Others

4. All ART’s and ARM’s should be self propelled and should be diesel driven.

5. All surface crossings should be provided with modern turnouts making the movement feasible at 45 kmph.

6. The boundaries of divisions and railways can be redefined so as to provide single crew runs in one division territory.
7. At all nominated points for attachment of banker engine, suitable lengths of sidings should be developed with common loops so as to control stalling and run trains with bankers with minimum loss of time.
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