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Date: Monday, May 08, 2023 03:36PM
Subject: Proposal/ Feasibility regarding the introduction of Vande Bharat Train between ANVT- DDN.

Tentative/ Confidential**MORADABAD DIVISION**

1/TT/Vande Bharat/ MB/ 2023
 08.05.2023

CPTM/ NR

C/- Sr.DOM- DLI & UMB: For kind information & necessary action please.

Sub: Proposal regarding the introduction of Vande Bharat Train between ANVT- DDN.

Ref: 1. Verbal discussion held on dated: 04.05.2023 in your chamber along with STM/TT/NR & CTNL/TT/NR.
2. Sr.DME/ C&W/ MB's letter no. MC-IV/Vande Bharat/ MB/ 2023 of Dated: 04.05.2023.

In reference to above (1), the verbal proposal received from the HQ office regarding the introduction of Vande Bharat Train between ANVT- DDN is **not found operationally feasible** over the portion of MB division on the proposed timings i.e. DDN/ Arrival: near about 22.00 hrs & DDN/ Dep: near about 05.00 hrs along with Primary maintenance (PM) at DDN due to following reasons:

- Path constraint:** No path is available over HW- DDN section as the same section is ghat section and having two PSR's due to reverse curve over the portion of 2260 meters and 2145 meters between RWL- QSR and DWO- HRW respectively. Also, there are two TSR's due to wild life saving over the portion of 10 km and 6.5 km between RWL- QSR and MOTC Yard- RWL (between 22.00 to 06.00 hrs.) respectively.
- Maintenance Constraint:** There is no availability of required maintenance slot for primary examination at DDN as the same occupied by the primary maintenance of train 12055/56 DDN- NDLS- DDN from 22.00 to 04.00 hrs.
- Washing Line Constraint:** Both washing lines located at DDN yard are not entirely top wired (OHE over the entire pit lines) and not covered with shed as it is very essential that the washing line should be wholly top wired for the maintenance of Vande Bharat rake.
- Platform constraint:** There is an also non availability of platform in the proposed timings slot at DDN for reception and dispatch of the new train.
- It will lead to problematic shunting at DDN yard in case of any DVS.

The below is suggested on the basis of discussion with CPTM/ NR along with STM/TT/NR and CTNL/TT/NR held on **dated: 04.05.2023** in view of importance of the prestigious operation of Vande Bharat train, above constraints, to maintain the smooth traffic mobility over concerned Ghat section / DDN yard, to reduce the hours of run of train, to enhance the average speed of the train and to provide comfortable journey to the valuable/ precious passengers, which are as under:

- Operation of Vande Bharat train may be introduced only by replacing with the existing operation of train 12055/56 DDN- NDLS- DDN Jan Shatabdi express on the proposed timings as this will help in creating suitable path, primary maintenance slot at DDN and handling of train in case of DVS/ technical failure (if any).
- Introduction of same train by replacing the same existing train will also help to increase railway earnings.
- This will also help in the introduction of other Vande Bharat train between NDLS- UHL in near future easily as the rake of DDN- NDLS Vande Bharat train will easily link with the NDLS- UHL Vande Bharat train as same as the rake link of train 12055/56 & 12057/58.

The proposed timings of DDN- ANVT vande Bharat express by replacing the operation of existing train 12055/56 DDN- NDLS Jan Shatabdi Express are as under:

ANVT- DDN		Station	DDN- ANVT	
Arr.	Dep.		Arr.	Dep.
20.44	X	DDN	X	05.12
19.30	19.35	HW	06.17	06.22
18.47	18.52	RK	07.02	07.07
P	18.24	HNC	P	07.36
To be decided by DLI/ UMB Division.		TPZ	To be decided by DLI/ UMB Division.	
		MOZ		
		MTC		
		GZB		
		ANVT		
P.M.	DDN			
Safety inspection	ANVT			
Frequency	To be decided by HQ/ Railway Board.			
Load	16 Cars.			
Enroute Stoppages	As above or to be decided by HQ/ Railway Board.			

We may also introduce the operation of Vande Bharat train between ANVT- DDN by replacing the operation of existing train 12017/18 DDN- NDLS Shatabdi Express, the proposed timings are as under:

ANVT- DDN		Station	DDN- ANVT	
Arr.	Dep.		Arr.	Dep.
12.52	X	DDN	X	16.55
11.31	11.36	HW	17.56	18.01
10.48	10.53	RK	18.41	18.46
P	10.25	HNC	P	19.15
To be decided by DLI/ UMB Division.		TPZ	To be decided by DLI/ UMB Division.	

	MOZ
	MTC
	GZB
	ANVT
P.M.	ANVT [As train 12017/18 is platform return]
Safety inspection	DDN
Frequency	To be decided by HQ/ Railway Board.
Load	16 Cars.
Enroute Stoppages	As above or to be decided by HQ/ Railway Board.

Note: Above proposed timings are subject to the feasibility of all other concerned departments, completion of final charting and the repercussions there of, which may be changed.

In this regard, Sr. DME/ C&W/ MB has also requested vide above reference (2) to provide a spare LHB Shatabdi rake at DDN for smooth operation in lieu of Vande Bharat train in case of DVS and demanded to stable the rake at suitable location as per operational convenience. As far as the request is concerned, the request is **operationally not feasible** as there is no room (line) available to accommodate/ stable the additional rake at DDN.

The comments of all concerned departments of the division will follow.

For your kind perusal and approval please, if deemed fit.

--Sd--

Sr. DOM/ MB