

Northern Railway

Most Immediate
RTI Case

Headquarters Office
Baroda House
New Delhi

No. RTI/CPIO /OPTG)/ 61/2024/NK

Dated 21.05.2024

Sh.Nikhil Khuran
Mo-WZ-1604, Nangal Raya,
New Delhi 110046


Sub: -Disposal of appeal submitted under section 19 of RTI Act, 2005.
Ref :-Your appeal dated 02.05.2024 recived online in this office on 03.05.2024 through
Dy.GM/Law cum CPIO/Nodal, N.Rly HQ Office, Baroda House, New Delhi .

In reference to your appeal received in this office on 02.05.2024.In this context, the reply received vide item no.1 from concerned public authority i.e.Dy.COM/TT Operating department of Northern Railway,HQ is enclosed herewith for your information please.

The rest of vide item no 2 is pertains to Railway Board,New Delhi,hence, the case is being transferred to above mentioned Board.

This has the approval of Appellate Authority(Chief Transportation Planning Manager,Northern Railway) for your information please.

DA: As above (15 Pages)


21/5/24
(Shubham Kumar)
Dy.COM (T.S) cum CPIO (Optg)

Copy to :-

1. Dy. GM/Law cum CPIO/Nodal,N.Rly HQ Office, Baroda House, New Delhi above reference for your information please.

NORTHERN RAILWAY

Headquarters Office,
Baroda House,
New Delhi.

No. 1-TT/RTI/61/2024

Dated : 07/05/2024

Sub :- 1st Appeal received under section 19 of RTI Act- 2005.

Ref:- Your letter No. RTI/CPIO(OPTG)/61/2024/NK dated 29/04/2024.

The information sought by Shri Anil Kumar Khater is as under:-

Item No. 1. Desired information is attached as annexure 'A'.

Item no. 2. Matter pertains to Railway Board.

IRTC की बैठक में चर्चा किए गए सभी मामले रेलवे बोर्ड द्वारा नोटिफाईड करने से पहले अस्थायी होते हैं। और किसी भी स्तर पर रेलवे बोर्ड द्वारा निरस्त किये जा सकते हैं। उपरोक्त विषयों पर रेलवे बोर्ड द्वारा अंतिम निर्णय करने के बाद ही जानकारी को प्रेस अधिसूचना, अखबार और मीडिया के माध्यम से भी आम जनता के साथ जानकारी साझा की जाती है।


(कविता अरोरा)

वरिष्ठ यातायात प्रबंधक/समय सारणी

Annexure 'A'

I. Introduction of new trains
a. EXPRESS SERVICES

NR, NCR, WCR, CR, SCR, KR, SWR

1. A new weekly Express train between Lucknow to Madgaon.

LKO - MAO		Station	MAO - LKO	
Arr.	Dep.		Arr.	Dep.
--	0640	LKO	0930	--
1505	--	MAO	--	2330

- 1.1 Frequency :-
- 1.2 Commercial stoppages: -
- 1.3 Composition: -
- 1.4 Requirement of rakes
- 1.5 Maintenance: -
- 1.6 Distance

LKO - FRI, MAO - SUN
CNB, VGLJ, BPL, ET, KNW, BSL,
MMR, MRJ
(22+2 = 24 ICF coaches)
One
PM = LKO, SM = MAO
2008.88

NER, NR

2. A new weekly Express train between Lucknow to Kathgodam.

LKO - KGM		Station	KGM - LKO	
Arr.	Dep.		Arr.	Dep.
--	0805	LKO	0240	--
1555	--	KGM	--	1815

- 2.1 Frequency :-
- 2.2 Commercial stoppages: -
- 2.3 Composition: -
- 2.4 Requirement of rakes
- 2.5 Maintenance: -
- 2.6 Distance

LKO - MON, KGM - MON
Path of 12209/12210
Lie over rake of 14259/14262
Nil
PM = LKO with RBPC
342

b. PASSENGER SERVICES

NR

3. Two new Daily MEMU shuttle train between Najibabad to Gajraula.

1 NBD - GJL		2 NBD - GJL		Station	2 GJL - NBD		1 GJL - NBD	
Arr.	Dep.	Arr.	Dep.		Arr.	Dep.	Arr.	Dep.
--	0140	--	1115	NBD	2300	--	0950	--
0500	--	1625	--	GJL	--	1805	--	0600

- 5.1 Frequency :-
- 5.2 Commercial stoppages: -
- 5.3 Composition: -
- 5.4 Requirement of rakes
- 5.5 Maintenance: -
- 5.6 Distance

Daily
En-route station
08 Car MEMU
Two
SRE/CPYZ
106

II. Extension of trains

1. Extension of 22485/22486 NDLS-MOGA-NDLS Express (Bi-weekly) up to Firozpur.

NR

Tentative Timings: -

Day	22485				Station	22486				Day
	Existing		Proposed			Existing		Proposed		
	Arr.	Dep.	Arr.	Dep.		Arr.	Dep.	Arr.	Dep.	

MON, FRI	--	0700	--	0700	NDLS	2335	--	2335	--	
	1405	--	1355	1357	MOGA	--	1625	1623	1625	MON, FRI
			1500	--	FZR			--	1535	

- 1.1 Requirement of Rake : - Nil
- 1.2 Maintenance Primary:- PM-NDLS with RBPC
- 1.3 Distance : - 398 (NDLS-MOGA), 55(MOGA-FZR)

2. Extension of 14033/14034 SVDK-DLI-SVDK Express (Daily) up to Subedargarj.

Tentative Timings: -

Day	14034				Station	14033				Day
	Existing		Proposed			Existing		Proposed		
	Arr.	Dep.	Arr.	Dep.		Arr.	Dep.	Arr.	Dep.	
Daily	--	1520	--	1520	SVDK	0915	--	0915	--	
	0430	--	0410	0425	DLI	--	2005	2000	2015	
			Pass	0515	CYZ			Pass	1910	
			1330	--	SFG			--	1035	Daily

- 2.1 Requirement of Rake : - One rake
- 2.2 Maintenance Primary:- PM to be shifted NCR
- 2.3 Distance : - 654 (SVDK-DLI), 623(DLI-SFG)

3. Extension of 22481/22482 JU-DEE-JU Express (Daily) up to Sriganaganagar.

Tentative Timings: -

Day	22481				Station	22482				Day
	Existing		Proposed			Existing		Proposed		
	Arr.	Dep.	Arr.	Dep.		Arr.	Dep.	Arr.	Dep.	
Daily	--	1845	--	1845	JU	0935	--	0935	--	Daily
	0335	0340	0335	0340	RE	0035	0038	0035	0038	
	0450	0452	0450	0452	DEC	2325	2327	2325	2327	
	0520	--	---	--	DEE	--	2310	--	---	
Via- SSB, ROK, JIND										
			1005	1020	BTI			1815	1840	
Daily			1250	--	SGNR			--	1450	Daily

- 3.1 Requirement of Rake : - One rake
- 3.2 Maintenance Primary:- PM to be shifted NWR
- 3.3 Distance : - 612 (JU-DEC), 426(DEC-SG NR)

4. Extension of 04591/04592 (64551/64552) LDH - ASR - LDH MEMU (daily) up to Chheharta.

Tentative Timings: -

Day	04591 (64551)				Station	04592 (64552)				Day
	Existing		Proposed			Existing		Proposed		
	Arr.	Dep.	Arr.	Dep.		Arr.	Dep.	Arr.	Dep.	
Daily	-	0830	-	0830	LDH	1730	-	1730	-	
	1200	-	1200	1210	ASR	-	1340	1330	1340	Daily
	-	-	1230	-	CIA	-	-	-	1310	

- 4.1 Requirement of Rake : - Nil (lie-over time 01'40")
- 4.2 Maintenance Primary:- PM- SRE
- 4.3 Distance : - (LDH-ASR=142.44), (ASR-CIA=7)

5. Extension of 04615/04616 (74909/74910) PTK-MCTM-PTK DEMU NR
(daily) up to Shri Mata Valshno Devi Katra.
Tentative Timings: -

Day	04615				Station	04616				Day
	Existing		Proposed			Existing		Proposed		
	Arr.	Dep.	Arr.	Dep.		Arr.	Dep.	Arr.	Dep.	
Daily	--	0415	--	0415	PTK	2030	--	2030	--	
	0910	--	0910	0912	MCTM	--	1640	1630	1640	
			0955	--	SVDK			--	1545	Daily

- 5.1 Requirement of Rake : - Nil
5.2 Maintenance Primary:- JUC
5.3 Distance : - (153 PTK-MCTM), (25 MCTM-SVDK)

6. Extension of 03359/03360 BRKA-BSB-BRKA MEMU (daily) up to Ayodhya Cantt . NR

Tentative Timings: -

Day	03359				Station	03360				Day
	Existing		Proposed			Existing		Proposed		
	Arr.	Dep.	Arr.	Dep.		Arr.	Dep.	Arr.	Dep.	
Daily	--	0330	--	0330	BRKA	2030	--	2030	--	
	1710	--	1710	1720	BSB	--	0700	0650	0700	
	--	--	2330	--	AYC	--	--	--	0050	Daily

- 6.1 Requirement of Rake : - Nil
6.2 Maintenance Primary:- PM- ASN
6.3 Distance : - (454 BRKA-BSB), (196 BSB-AYC)
NCR, NR

7. Extension of 14035/14036 DEE - PTK - DEE Express up to Agra.

Tentative Timings: -

Day	14036				Station	14035				Day
	Existing		Proposed			Existing		Proposed		
	Arr.	Dep.	Arr.	Dep.		Arr.	Dep.	Arr.	Dep.	
2,4,6	--	2340	--	2120	PTK	0810	--	0810	--	
	0910	--	--	--	DEE	--	2320	--	--	
	--	--	1100	--	AGC	--	--	--	1900	1,3,5

- 7.1 Requirement of Rake : - Nil
7.2 Maintenance Primary:- PM- AGC with RBPC
7.3 Distance : - (485.67 SSB-PTK), (209.35 SSB-AGC)

8. Extension of services of trains along with conversion of ICF rakes into MEMU rakes

S. No.	Train No.	Existing		Proposed		Extension between
		Running Between	Load	Running Between	Load	
1	54355/56	ROZA-BE- RPZA	07 Coaches	RAC-MB- RAC	08 cars	BE-MB-BE
2	54331/32	BLM- LKO- BLM	09 Coaches	SPN-LKO- SPN	12 cars	BLM-SPN- BLM
3	54321/22	BLM-STP- BLM	07 Coaches	CNB-STP- CNB	08 cars	BLM-CNB- BLM
4	54335/36	BLM-CNB-	09	STP-CNB-	08	BLM-STP-

		BLM		Coaches		STP		cars		BLM	
9. 12369/12370 Extension of train along with meraina of train numbers											
Day	12369				Station	12370				Day	
	Existing		Proposed			Existing		Proposed			
	Arr.	Dep.	Arr.	Dep.		Arr.	Dep.	Arr.	Dep.		
5 days a week	--	1300	--	1300	HWH	0315	--	0315	--		
	1550	--	1550	1600	HW	-	2335	2335	2343		
	--	--	1810	--	DDN	--	--	--	2145	5 days a week	

It is proposed to extend the same on permanent basis upto DDN with frequency of five days on the clubbed path of the train 12327/12328 HWH- DDN upasana Express (BI weekly) along with the single train number as the both pairs of trains are running on same path, route with same termination and origination point over MB division. Permanent extension of the said trains will enhance the operational mobility at HW yard, reduce the platform occupancy and of course, optimum utilization of available stock and path upto DDN station. The proposed timings will be same as existing timings between HWH- DDN.

NR, NCR, WCR, WR

III. Increase In Frequency

i. Increase In frequency of train no. 22467/22468 BSB-GNC Weekly Exp.

Justification: - Train no. 22467/22468 BSB-GNC Weekly Exp. have Primary Maintenance at BSB, It originates on Wednesday at 15.15 hrs. as 22467 & arrives on Friday at 23.15 hrs as 22468.

Its Lie-over period at BSB 112 Hrs. Its lie-over period may be utilized for increase in frequency of this train. Timings of this train should also be revised accordingly.

Existing and proposed days of run are as under:-

Train no.	Existing	Proposed
22467 Ex - BSB	WED	WED, SAT
22468 Ex - GNC	THU	THU, SUN

ii. Increase In frequency of train no. 14231/14232 (PYGS-BST Manwar Sangam Exp).

Justification: -At present this train runs 5 days in a week its rake remains idle at PYGS on rest 2 days (PM at BE linked with 14308/14307, 04383/04384). Train no.22183 (LTT-AYC Saket Exp.) occupies its path from PRG to AYC on 4 & 7, so that revision in timings from PYGS to AYC in train no.14231 required for daily path. This rake may be utilised on separate path Ex PYGS to AYC daily. If revision in timings may be permitted this train can run daily with better utilization of rake.

Existing and proposed days of run are as under:-

Train no.	Existing	Proposed
14231 Ex - PYGS	MON, TUE, WED, FRI, SAT	Daily
14232 Ex - BST	MON, TUE, WED, FRI, SAT	Daily

ix. Conversion of Passenger Into Mail/Express

Conversion of train no 54461/54462 BE - BKI Passenger into Mail/Express. By separated the rake link with train 54461/62 BE-BKI passenger, 54481/82/83/86 HW- RKSH Passenger, by extend the services upto BKI instead of CH, by shifting the terminal from RKSH to YNRK and by providing the primary maintenance at YNRK instead of HW. It will eliminate the shunting at CH station. Operation of train 54461/62 BE- BKI passenger may be plying as connecting train instead of link train by convert the ICF rake of same into MEMU with connecting rake link with train 54351/52/53/54 BE- ALJN Passenger (Same has been proposed in Part "B" of this agenda) and the operation of trains 54481/82/83/86 HW- RKSH Passenger may be done in separate rake link with conversion into MEMU in view of commissioning of YNRK- KARANPRAYAG Section in future.

- ii. Presently, train no. 54463/ 54464 RKSH- CH- RKSH is plying as a link train with the train no. 54461/ 54462 BE- BKI- BE (presently not restored yet) with availing primary maintenance at RKSH and BE respectively along with amalgamation/ bifurcation at CH station. These pairs of trains are linked with the other pairs of trains viz: 54481/ 54482 (HW- RKSH- HW) and 54483/ 54486 (HW- RKSH- HW) also. It is proposed to convert the train 54463/ 54464 (RKSH- CH- RKSH) into express train along with extension upto BKI with load of maximum 18 LHB coaches and existing stoppages over MB division by shifting the terminal from HW to YNRK (Primary maintenance at YNRK) and train 54461/61 (BE- BKI- BE) may run as a connecting service/ train instead of link train/ service between BE- CH- BE instead of BE- BKI- BE with MEMU Rake with load of 12 cars in order to avoid amalgamation/ bifurcation at CH station as per policy of Railway Board. The rake link of train 54461/ 54462, 54481/82 and 54483/86 will be separated from the existing link and plying as separate link after implementation of the proposal, if approved.
- iii. Train no 54423/54424 DLI - BNW - DLI passenger is running as 04089/04090 PSPC between NDLS - HSR - NDLS and extended upto HSR by skipping some stoppages for speeding up. It is proposed to convert 04089/04090 into express with existing timings.

04089		Station	04090	
Arr.	Dep.		Arr.	Dep.
--	1820	NDLS	0940	--
2255	--	HSR	--	0510

v. Speeding up of trains

i. Intra Zonal change required for speeding up

S. N o.	Train no.	Existing T/O & time	Existing M/O & time	Proposed T/O & time	Proposed M/O & time	Speed UP (min)	Time change concerned with
1	13307	NEWC-04:44	AMG-16:10	NEWC-04:44	AMG-15:10	60"	MB Division
2	13151	NEWC-02:04	AMG-13:15	NEWC-02:04	AMG-12:15	60"	MB Division
3	13152	AMG-16:45	NEWC-02:26	AMG-17:15	NEWC-02:26	30"	MB Division
4	12035	RGB-14:30	GZB-20:43	RGB-14:30	GZB-19:50	53"	8 Stoppage skip
5	12036	GZB-07:18	RGB-12:56	GZB-07:18	RGB-12:26	30"	8 Stoppage skip
6	22659		TPZ-1052		TPZ-1020	32"	
7	12171		TPZ-1052		TPZ-1020	32"	
8	12549		UMB-1155		UMB-1125	30"	
9	11905		UMB-0218		UMB-0200	18"	
10	18101		UMB-0158		UMB-0125	33"	
11	18309		UMB-0158		UMB-0125	33"	
12	14207						
13	14208						
14	14205						
15	14206						

ii. Inter Zonal change required for speeding up

S. N o.	Train no.	Existing T/O & time	Existing M/O & time	Proposed T/O & time	Proposed M/O & time	Speed UP (min)	Time change concerned with
1	15635	CNB-19:20	NEWC-07:04	CNB-19:20	NEWC-06:06	58"	DDU/ECR
2	15667	CNB-19:20	NEWC-07:04	CNB-19:20	NEWC-06:06	58"	DDU/ECR
3	15101	AY-00:40	PRYJ-05:25	AY-00:40	PRYJ-04:45	40"	PRYJ/NCR
4	22184	AYC-ORG/14:15	PRYJ-18:20	AYC-ORG/14:15	PRYJ-17:50	30"	PRYJ/NCR
5	18206	AY-14:40	PRYJ-19:55	AY-14:40	PRYJ-19:35	20"	PRYJ/NCR
6	22684	LKO-ORG./18:40	PRYJ-00:25	LKO-ORG/18:40	PRYJ-23:40	45"	PRYJ/NCR
7	15054	ML-Pass/22:05	BSB-06:15	ML-Pass/22:30	BSB-06:05	35"	BSB/NER + HJN/NER
8	11055	PRYJ-08:50	SHG-14:55	PRYJ-09:20	SHG-14:25	60"	BSB/NER + PRYJ/NCR

9	11059	PRYJ-08:50	SHG-14:55	PRYJ-09:20	SHG-14:25	60"	BSB/NER + PRYJ/NCR
10	19053	CNB-11:56	SHG-20:55	CNB-12:01	SHG-20:30	30"	PRYJ/NCR + BSB/NER
11	13510	AY-16:45	SHG-20:55	AY-16:45	SHG-20:30	25"	BSB/NER
12	19054	SHG-03:35	CNB-12:55	SHG-04:05	CNB-12:55	30"	BSB/NER
13	15715	SHG-22:40	AMG-Pass/05:15	SHG-23:25	AMG-Pass/05:15	45"	BSB/NER
14	13430	AMG-Pass/02:20	NEWC-Pass/10:11	AMG-Pass/02:20	NEWC-Pass/09:26	45"	DDU/ECR
15	18104	AMG-Pass/02:20	NEWC-Pass/10:38	AMG-Pass/02:20	NEWC-Pass/10:08	30"	DDU/ECR
16	15623	AMG-Pass/13:45	NEWC-Pass/23:30	AMG-Pass/13:45	NEWC-Pass/23:00	30"	DDU/ECR
17	15053	BSB-23:40-23:50	ML-Pass/07:32	BSB-23:40-23:50	ML-Pass/07:02	30"	LJN/NER
18	19610		RE-02:30		RE-01:45	45"	
19	19602	BBK-02:10	RE-15:13	BBK-02:10	RE-14:30	43"	

VI. Change in route

i. By passing LKO via ASH- following trains may be considered to run via Aishbagh

S. No.	Train no.	Train name	Freq.	Route over LKO Division	Proposed to be diverted via	Stoppage skip
1	11079/11080	GKP-LTT EXP	Weekly	BBK/NER-LKO-CNB	BBK/NER-ASH-CNB	Provided at GTNR instead of LKO
2	11123/11124	BJU- GWL MAIL	Daily	BBK/NER-LKO-CNB	BBK/NER-ASH-CNB	Provided at GTNR instead of LKO
3	12555/12556	GORAKHDHAM EXP	Daily	BBK/NER-LKO-CNB	BBK/NER-ASH-CNB	Provided at GTNR instead of LKO
4	12571/12572	GKP-ANVT HUMSAFAR EXP	Four days in a week	BBK/NER-LKO-CNB	BBK/NER-ASH-CNB	Provided at GTNR instead of LKO

5	12595/12596	GKP-ANVT HAMSAFAR SUF	Tri- weekly	BBK/NER- LKO-CNB	BBK/NER- ASH-CNB	Provided at GTNR instead of LKO
6	12597/12598	GKP-CSMT- ANTODAYA SUF	Weekly	BBK/NER- LKO-CNB	BBK/NER- ASH-CNB	Provided at GTNR instead of LKO
7	15029/15030	GKP-PUNE-EXP	Weekly	BBK/NER- LKO-CNB	BBK/NER- ASH-CNB	Provided at GTNR instead of LKO
8	15065/15066	GKP-PNVL EXP	Five days in a week	BBK/NER- LKO-CNB	BBK/NER- ASH-CNB	Provided at GTNR instead of LKO
9	15067/15068	GKP-BDTS EXP	Weekly	BBK/NER- LKO-CNB	BBK/NER- ASH-CNB	Provided at GTNR instead of LKO
10	15269/15270	MFP-ADI JANSADHARAN EXP	Weekly	BBK/NER- LKO-CNB	BBK/NER- ASH-CNB	Provided at GTNR instead of LKO
11	19409/19410	ADI-GKP EXP	Bi- weekly	BBK/NER- LKO-CNB	BBK/NER- ASH-CNB	Provided at GTNR instead of LKO
12	22411/22412	NHLN-ANVT ARUNANCHAL EXP	Bi- weekly	BBK/NER- LKO-CNB	BBK/NER- ASH-CNB	Provided at GTNR instead of LKO
13	22921/22922	BDTS-GKP ANTODAYA EXP	Weekly	BBK/NER- LKO-CNB	BBK/NER- ASH-CNB	Provided at GTNR instead of LKO

ii. By passing LKO via ASH/LJN- following trains may be considered to run via LJN station

S. No.	Train no.	Train name	Freq.	Route over LKO Division	Proposed to be diverted via	Stoppage skip
1	13019/13020	HWH-KGM BAGH EXP	Daily	BBK/NER-ML-LKO-AMG	BBK/NER-ML-LJN-AMG	Provided at ASH instead of LKO

iii. **Change in route of trains for Eliminate Engine Reversal at BSP.**
Following trains come from DDU/JEP side and go towards BCY side and vice-versa, in which engine reversal is involved. All the trains are coming by electric traction at present which requires cab changing of loco pilots too; it takes almost 30-35 min each. Due to longer

occupation of PF, other trains suffer outside detention at BSB. So following trains are proposed for route change to avoid engine reversal at BSB:-

TRAIN NO.	EXISTING ROUTE	PROPOSED ROUTE	STOPPAGE SKIP
19489/19490 (ADI-GKP-ADI) EXP	ADI-RTM-STA- MKP-PCOI-VHK- BSB-BCY-GKP	ADI-RTM-STA- MKP-PCOI-VHK- BSB-JNU-ARJ-GKP	BCY
19091/19092 (BDTS-GKP- BDTS) EXP	BDTS-RTM-STA- MKP-PCOI-VHK- BSB-BCY-GKP	BDTS-RTM-STA- MKP-PCOI-VHK- BSB-JNU-ARJ-GKP	BCY
22323/22324 (KOOA-GCT- KOOA) EXP	KOOA-DHN- GAYA-DDU- NEWC-BSB-BCY	KOOA-ASN-PNBE- DLN-GCT	DDU, BSB, BCY
18201/18202 (DURG-NTV- DURG) EXP	DURG-KTE-STA- MKP-PCOI-VHK- BSB-BCY-NTV	DURG-KTE-STA- MKP-PCOI-PRYJ- PRRB-BSBS- BSB-BCY-NTV	NIL
11081/11082 (LTT-GKP-LTT) EXP	LTT-BSL-JBP- STA-MKP-PCOI- VHK-BSB-BCY- GKP	LTT-BSL-JBP-STA- MKP-PCOI-PRYJ- PRRB-BSBS- BSB-BCY-GKP	NIL
15021/15022 (SHC-GKP-SHC) EXP	SHC-TATA- GAYA-DDU- NEWC-BSB-BCY- GKP	SHC-TATA-GAYA- DDU-NEWC-BSB- ZBD-JNU-ARJ- GKP	BCY
15231/15232	BJU-SPJ-CPR- GCT-ARJ-JNU- BSB-VHK-CAR- MZP-PCOI-MKP- STA-NKJ-DURG- GONDIA	BJU-SPJ-CPR- GCT-ARJ-BCY- BSB-BSBS- PRRB-PRYJ MKP-STA-NKJ- DURG-GONDIA	JNU, MZP, BDL, PCOI
20413/20414	BSB-SOP-ZBD- SLN-LKO-CNB	BSB-LOT-JNH- MBDP-SLN-LKO- CNB	NIL
13509/13510	ASN-SPJ-MFP- CPR-AMH-SHG- AY-MUR-GD	ASN-SPJ-MFP- CPR-AMH-GKP- GD	KRND, SHG, ABP, GGJ, AY

VII. Rationalization of rakes

- Extension of Train no.04383/04384(PYGS-JNU-PYGS PSPC) up to AYODHYA (AY) Station by utilizing the lie-over period.
Train no.04383 (PYGS-JNU PSPC) arrives JNU at 09:25 hrs. and departs as 04384 (JNU-PYGS PSPC) at 17:50 hrs. I.e. lie-over period of 8:25 hrs. There is pressing demand of SHG bound passengers to extend this train up to SHG, as there is no passenger service available from JNU to SHG/AY at present.
So that it is proposed to extend train no.04383 up to Ayodhya (AY) Station by utilizing its lie-over period.
The tentative timing for extension of train up to AY is as follows:-

	Train no.	From	Extended Up to	Remark
1.	0438 3	PYGS (existing departure time 06:00 hrs.)	JNU (existing arrival time 09:25 hrs.)	AY (proposed time of arrival 12:50 hrs.) Timings of PYGS to JNU will remain as existing and stoppage to be provided at all en-route stations b/w JNU to AY.
2.	0438 4	JNU (existing departure time 17:50 hrs.)	PYGS (existing arrival time 21:30 hrs.)	AY (proposed time of departure 14:20 hrs.)

- ii. Proposal of new train between PBH-RBL-UBN-DMW-RRS-ON. There is a persistent demand of PBH-RBL route passengers for connectivity with RBL and RBL-ON-CNB route passengers for connectivity with ON & CNB, as there is no daily Morning Passenger Train service available from PBH area to RBL and RBL area to ON-CNB. Passengers of this route will be facilitated by this daily passenger train heavily. At present two services are being commenced from RBL are as follows:-

S.no	Train no.	From	Timing	To	Timing
1.	04247	RBL	(Ori.) 05.05	RRS	(Ter.) 06.55
	04248	RSS	(Ori.) 07.30	RBL	(Ter.) 09.40
2.	04251	RBL	(Ori.) 17.30	RRS	(Ter.) 19.55
	04252	RSS	(Ori.) 20.40	RBL	(Ter.) 22.40

Above mentioned services only facilitate RBL area passenger connectivity up to RRS therefore It is now proposed to discontinue these services and introduce a new Daily fast passenger train service from PBH to ON via RBL-UBN-RRS.

PBH-ON Fast Passenger		Station	ON-PBH Fast Passenger	
ORG.	06.00	PBH	19.30	TER
07.45	08.18	RBL	16.15	16.44
10.15	10.20	RRS	14.00	14.05
12.00	TER.	ON	ORG	13.00

Note-

- i. This train has the same stoppages between RBL and RRS as 04247/04248 & 04251/04252.

Benefits:-

- a. After introduction of this service it will facilitate heavy demand of PBH and AME area passengers in direct connectivity to the ON/CNB area.

- b. It will decongest RBL area and to avoid long duration stabling in RBL Station.
- c. It will also result in providing One slot for Primary Maintenance at RBL Station due to Primary Maintenance being shifted to PSH station in the newly constructed Washing line.

vii). Revision in train terminal

The Delhi Triangle is a crucial intersection for train movement from different directions like Panipat, Rohtak, Rewari etc. towards Delhi/New Delhi stations. Train movement at Triangle area faces limitations due to permanent speed restrictions of 25 KMPH over entire stretch, with speed restriction of 15 KMPH imposed on its eight diamond crossings. This speed restriction is observed by all trains traversing through this section as per direction of movement. This restriction in train movement significantly impacts train operations due to:

- Detention: Trains are forced to slow down considerably while navigating these junctions, leading to delays and schedule disruptions.
- Reduced Efficiency: The slow speed limit hinders the overall efficiency of train movement through the network.
- Potential Congestion: Delays experienced at the triangle can have cascading effects, causing congestion in other parts of the railway system.

To mitigate the slow train movement in DLI area following revised train handling plan may be considered:

- i. Shifting of train terminal from NDLS to DLI.
To minimise cross movement in triangle area terminal of trains running from Ghaziabad side towards Ambala and vice versa can be shifted from NDLS to DLI. Trains that may be considered for terminal change area as under:

S.no	Train no.	From	To	NDLS Arr	NDLS Dep
1	12460	Amritsar	New Delhi	14:25	*****
2	14681	New Delhi	Jalandhar city	*****	14:45
3	14682	Jalandhar city	New Delhi	13:15	*****
4	12459	New Delhi	Amritsar	*****	13:50
5	12056	Dehradoon	New Delhi	11:05	*****
6	12057	New Delhi	Daulatpur Chowk	*****	14:35
7	12058	Daulatpur Chowk	New Delhi	11:45	*****
8	12055	New Delhi	Dehradoon	*****	15:20
9	12203	Saharsa Jn	Amritsar	13:55	14:05
10	12204	Amritsar	Saharsa Jn	10:50	11:05

- ii. Revision in terminal of trains to ensure directional traffic.
To curtail train movement in triangle area, Terminal of train can be changed in direction of train movement.

S.no	Train no.	From	To	Arr	Dep	Existing Terminal	Revised Terminal
1	12915	Sabarmati Jn	Delhi	10:00	*****	DLI	DEE

2	22995	Delhi	Jodhpur	*****	21:20	DLI	DEE
3	22996	Jodhpur	Delhi	06:45	*****	DLI	DEE
4	12916	Delhi	Sabarmati Jn	*****	14:55	DLI	DEE
5	12985	Jaipur	Delhi Sarai Rohillah	10:25	*****	DEE	DEC
6	12986	Delhi Sarai Rohillah	Jaipur	*****	17:35	DEE	DEC

Note: Above proposed revision in train terminal may require Re-charting of proposed trains and other trains. Above analysis emphasizes the importance of a well-rounded approach. Final decisions regarding implementation will require a thorough assessment. Above proposed train handling plan will evade issue of trains experience significant slowdowns, hindering overall traffic flow and potentially causing cascading congestion due to cross movement

Note: - Shifting of train terminal of trains from DLI to DEE is subject to implementation of extension of train no. 14035/14036 up to AGC, and train no. 22481/82 up to SGNR.

IX. Changes required at Zonal interchange point for creation of block corridor

i. Inter zonal change in timings

Train no	Days at I/C	From	To	Interchange point	Existing time	Proposed time
22451	2, 5	BDTS	CDG	Rewari	0915	0740
22709	3	NED	AADR	Palwal	0850	1000
19325	3, 6	INDB	ASR	Palwal	1035	0840

ii. Intra zonal change in timings

Train no	Days at I/C	From	To	Interchange point	Existing time	Proposed time
12046	Except-Wed	CDG	NDLS	Ambala Cantt	1247	1200
22430	Daily	PTK	DLI	Ambala Cantt	1350	1640
11841	Daily	KURJ	KKDE	Extension upto UMB/CDG and diversion of train via DSJ, PWL		

X. Suggestion

- To avoid three reversals out to four reversals of train no 19415/19416 ADI-SVDK- ADI express and due to platform constraints at ASR. It is proposed to change the route of train no 19415/19416 via FZR-JUC-PTKC-SVDK instead of FZR-JUC-ASR-PTK-SVDK.
- Either Train no. 04651/04652 (ASR-JYG-ASR, Tri-weekly) & 04653/04654 (ASR-NJP-ASR, Weekly) will be cancelled or timings of both trains will be revised.

XI. List of clone train running by NR

S. No.	Train no	From	To	Frequency
1	04652	ASR	JYG	SUN, WED, FRI

ADDITIONAL AGENDA FOR IRITC-2024

... Bharat due to operational Reasons

S. No-18

2	04651	JYG	ASR	TUE, FRI, SUN
	04654	ASR	NJP	WED
3	04653	NJP	ASR	FRI
	04056	DLI/ANVT	BUI	WED
	04055	BUI	DLI/ANVT	THU

ADDITIONAL AGENDA FOR IRITC-2024

A. Conversion of existing trains into Vande Bharat and Amrit Bharat due to operational Reasons:

S.N	Train No.	Train Name	Existing Type	Existing Load	Proposed Conversion	Remark
1	12017/ 12018	DDN-NDLS-DDN	Shatabdi Exp.	16	Vande Bharat	To avoid reversal at SRE
5	19415/ 19416	SBIB – SVDK MEX	MEX	20	Amrit Bharat	To avoid Four loco reversals over NR
6	19225/ 19226	JU – JAT EXP	MEX	19	Amrit Bharat	To avoid Four loco reversals over NR
7	13509/ 13510	ASN-GONDA WKLY EXP	MEX	22	Amrit Bharat	Three reversals, Two over NR and one over NER
8	19489/ 19490	ADI-GKP-ADI	MEX	22	Amrit Bharat	To avoid reversal at 8SB
9	19091/ 19092	BDS-GKP-BDS	MEX	22	Amrit Bharat	To avoid reversal at 8SB
10	22323/ 22324	KOAA-GCT-KOAA	MEX	20	Amrit Bharat	To avoid reversal at 8SB
11	18201/ 18202	DURG-NTV-DURG	MEX	22	Amrit Bharat	To avoid reversal at 8SB
12	11081/ 11082	LTT-GKP-LTT	MEX	22	Amrit Bharat	To avoid reversal at 8SB
13	15021/ 15022	SHC-GKP-SHC	MEX	22	Amrit Bharat	To avoid reversal at 8SB

B. Proposal to run new Amrit Bharat trains:

S.N	Train No.	Train Name	Load	Remark
1	New train	BUI-ANVT EXP	19	Proposed to run on the path of 04055/04056 Clone Spl with revised timings
2	New train	ASR-JYG EXP	17	Proposed to run on the path of 04651/04652 Clone Spl with revised timings
3	New train	ASR-NJP	17	Proposed to run on the path of 04653/04654 Clone Spl with revised timings

C. Shifting to Primary Maintenance from Northern Railway to Other Railways:

S.N	Train No.	Train Name	Existing Type	Existing Load	Present Maintenance Depot	Lie-Over In NR	Proposed Maintenance Depot	Lie-Over over at NJP	Remark
1	12407/ 12408	ASR-NJP-ASR	MEX	19	ASR/NR (PM)	15 hrs 50 min	NJP/NFR	85 hrs 50 min	Extra lie over at NJP

D. Proposal for extension of trains:

S.N	Train No.	Train Name	Primary Maintenance	Existing terminal	Extension to	Remarks
1.	14203/ 14204/ 14213/ 14214	BSB-LKO-BSB & BSB-BRK-BSB	LKO	BSB	BCY	To avoid shunting movement at BSB. After remodelling of BSB yard some operational constraints have emerged which restricts the shunting in face of reception from Lohta and Shivpur side.