

पूर्वोत्तर रेलवे

कार्यालय
महाप्रबंधक (यांत्रिक)
गोरखपुर।

सं यां/डीजल/निरीक्षण/सदस्य यातायात

दिनांक 02.03.2012

वमंयाइं(ओ एण्ड एफ)

पूर्वोत्तर रेलवे,

वाराणसी, लखनऊ एंड जजतनगर

विषय :-

Inspection notes of Shri K.K. Srivastava, Member Traffic, Railway Board and ex-officio Secretary to Govt. of India during window trailing from Mughalsarai to lucknow on 04-02-2012 by Train No 12331.

संदर्भ :-

1. Secretary to G.M/GKP's नोट सं० प्र/563/एमटी/01/2012
दिनांक 23.02.2012

2. सदस्य यातायात, रेलवे बोर्ड, का निरीक्षण नोट सं०. 2012/एमटी/टीएन
/2 दिनांक 16.02.2012.

विषयगत संदर्भित नोट (1 एवं 2) की छायाप्रतिलिपि इसके साथ आपको सूचनार्थ एवं आवश्यक कार्यवाही हेतु भेजा जा रहा है।

कृपया उक्त संदर्भित निरीक्षण नोट (2) के मद सं०. 3.2 एवं 3.3 का अवलोकन करें एवं इन मदों पर अपनी टिप्पणी अविलम्ब भेजने की व्यवस्था करें, ताकि अगली कार्यवाही की जा सके।

संलग्नक/यथोपरि।



(सतीश कुमार)
मुमोपाइं(डीजल)

पूर्वोत्तर रेलवे

विषय:- Inspection Notes of Shri K.K. Srivastava, Member Traffic, Railway Board & ex- officio Secretary to Govt. Of India during window trailing from Mughalsarai to lucknow on 04-2-12 by Train No-12331.

संदर्भ:- सचिव/महाप्रबन्धक का पत्र सं० प्र/567/एम.टी./01/2012 दिनांक 23.2.12।

संदर्भित पत्र की छायाप्रति मुयाई महोदय के पृष्ठांकन सहित आपके आवश्यक कार्यवाही हेतु संलग्न है।

अतः आपसे अनुरोध है कि सम्बन्धित मदों पर टिप्पणी देने की व्यवस्था करे ताकि समेकित टिप्पणी मुयाई महोदय को प्रस्तुत कर,उत्तर महाप्रबन्धक महोदय को भेजा जा सके (3.2; 3.3)

[Handwritten Signature]

सचिव/मुयाई

सं०/यथोक्त

मुचलस्टाई

मुमोपाई/डी०

SNDME/OLF/BSB to offer comment.
2.2.12

या/567/1/यातायात/लूज /सा.

गोरखपुर

दिनांक 29.2.2012

पूर्वोत्तर रेलवे

6/1/12
28/2

15
24/2/12

3

पूर्वोत्तर रेलवे
North Eastern Railway


(111)

विषय : Inspection Notes of Shri K.K.Srivastava, Member Traffic,
Railway Board & ex-officio Secretary to Govt. of India
during window trailing from Mughalsarai to lucknow on
04.02.2012 by Train No- 12331.

संदर्भ : सदस्य यातायात, रेलवे बोर्ड का निरी. नोट सं. 2012/एमटी/टीएन/2
दिनांक 16.02.2012 ।

सदस्य यातायात, रेलवे बोर्ड के विषयांकित निरीक्षण नोट की एक प्रतिलिपि आपके पास सूचना और आगे आवश्यक कार्रवाई हेतु संलग्न है ।

संलग्नक / यथोपरि


सचिव / महाप्रबन्धक

मुख्य परिचालन प्रबन्धक

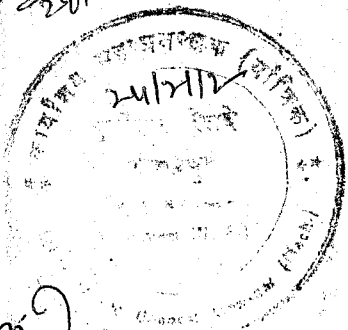
मुख्य यांत्रिक इंजीनियर

मण्डल रेल प्रबन्धक / वाराणसी

संख्या-प्र/563/एम.टी/01/2012

दिनांक 23.02.2012

सिमाना
23/2/12



जी.के.एस.
23/2

(61)

COM, CME, DRM/BSB

1/2
22/2/12

4

**Inspection Notes of Shri K.K. Srivastava, Member Traffic,
Railway Board & ex-officio Secretary to Government of India
during window trailing from Mughalsari to Lucknow
on 04.02.2012 by Train No. 12331**

1. Shri Shiv Kumar Chowdhri, COM/NR, Shri Jagdip Rai DRM/LKO/NR, Shri Neeraj Sharma Sr DCM/LKO, Shri Vikas Chaube Sr DOM/LKO, Shri S. K. Sapra Sr DEN/C/LKO, Shri Ajay Verma Sr DSTE/LKO and Shri R.C.Mishra Dy CE/Const-I, Shri Sudhir Singh, DyCE/Const-II, Shri Gaurav Mathur Dy CEE/RE, accompanied.

2. **Inter-Railway interchange issues of NR-ECR
at Mughalsarai:**

2.1 Diesel turn-round time from Vyasnagar to Mughalsarai and back is about 09 hours. The Excessive GM/ECR
detention to rolling stock must be reduced by easing the
congestion at Mughalsarai Yard.

2.2 Only two Shunters per shift are available in MGS yard resulting in yard congestion and hold up of trains in rear. Additional Shunters must be provided to ensure no GM/ECR
holdup on this account. Likewise, shortage of Box Porters
at MGS should be sorted out immediately.

2.3 To enable efficient crew management, proper direction-wise forecast should be made available in UP GM/ECR
direction to LKO Division on the previous day itself, based
on loading planned over ECR.

2.4 Diesel Engines once turned out from shed should not require repairs until its next schedule is due. Cases of engine requiring attention including filling of lube oil, MM
compressor oil or water are reported. Such incidents GM/NR
should be analysed and reduced. Proper communication
and coordination between the two SrDMEs of LKO and MGS
is vital and must be monitored by their respective HQs.

2.5 Weighbridge at VYN is defective since October GM/NR
2011. It should be repaired on priority.

3. **Varanasi Yard:**

3.1 Cross flow of trains across BSB Yard from five directions was discussed. With 05 washing lines and 03 stabling lines, Varanasi yard is handling 42 pairs of

originating and terminating trains; 62 pairs of through coaching trains. As many as 16 coaching rakes are held in the yard during peak period in the day which severely affects the fluidity across this yard. Around 25 pairs of through Goods trains are handled mainly on two through goods lines. Besides stabling problems, other factors affecting mobility across BSB were brought out which include short CSL of lines, excessive cross shunting, crew change at BSB, attaching party coaches and yatra specials, late arrival of NER/NCR/NR crew, box porter availability etc.

3.2 Some of the steps that are immediately required to reduce BSB Yard congestion include :-

- a. Merger of rake links, extension of trains on same crew run, short termination on either side of BSB to reduce stabling at BSB.
- b. Identification of trains like Shivganga and BSB-Rameshwaram Exp. which can be shifted out of BSB To Manduadih, Varanasi City.
- c. Elimination of crew changing at BSB.
- d. Avoidance of any detention in any form in the two through goods lines of BSB by close coordination between NR and NER.

GM/NER
GM/NER
ED/CHG

COM
CME
DRM/BSB

3.3 The joint Yard plan prepared by Sr. DOM/NR/LKO and Sr. DOM/BSB/NER was discussed. Besides works in BSB yard, it proposes washing and stabling facilities at BCY so that terminating trains at BSB can be extended to BCY in forward movement. Since BSB Yard will be the main bottleneck after doubling and electrification of "B" Route, these works must be dove-tailed and executed on priority according to the joint action plan.

GM/NER
GM/NER
AM(Plg.)

COM
DRM/BSB

3.4 Drainage along the track at BSB was choked. The entire draining system should be checked systematically for choking/ silting and made effective before the next monsoon so that there is no repeat of water logging like last year.

GM/NER

3.5 While the drive to improve cleanliness at BSB station was seen to bring out visible results, the condition of platform surface needs improvement.

GM/NER

3.6 A crippling permanent speed restriction of 15 KMPH was noticed across Zafrabad yard which should have been eliminated at the time of doubling. Northern railway should make a plan to eliminate this restriction before commissioning of the balance work of doubling. GM/NR

3.7 Platform surface of platform 2/3 at Jaunpur city was unfinished due to RE work which is now over. This should be completed at the earliest. GM/NR

3.8 Speed of the train was not exceeding 90 KMPH even after sufficient through run. It is a matter of concern that this should happen with WDP-4 loco (20075 of Siliguri shed) which is designed for the best hauling capabilities. A report in this regard may be put up to me within a month by NF Railway. MM GM/NFR

3.9 Road surface of most of the level crossings on LKO-ZBD Section was poor. A concerted action should be taken in this regard. GM/NR

3.10 The progress of RE works was reviewed. The work is still to be completed at BSB and SLN yards due to which no operational benefit has been derived from the vast resource already invested. This should be done on priority so that some of the trains from MGS, terminating at BSB can be shifted to electric traction. GM/CORE

3.11 It was learnt that electrification on Varanasi-Janghai section is being carried out on single line and the doubling estimate for the section does not have a TRD sub-estimate. Material modification of the RE estimate must be obtained out on priority to resolve the issue. ML GM/CORE

3.12 Progress of doubling work on Lucknow - Sultanpur-Zafrabad section was reviewed. Even though this is a crucial line capacity work for IR, 50 percent of the route is still on single line as there is substantial delay in the execution of the balance 148 Kms of doubling. Besides, work of only 3 block sections on either side of existing double line patch at SLN, is projected to be completed by 2012-2013. ME GM/NR

Construction officers apprised that work is getting delayed for want of clearance from the State Govt's forest department as the railway land along the line had been declared as "protected forest". This matter should be taken

7

up at the highest level as development of this vital railway network is a national priority. GM/NR may review the progress at his level and apprise me of the action taken and revised targets set.

4. **Review of Divisional Performance along with COM, DRM and divisional officers:**

4.1 Coaching trains on the division have increased from 186 in 2007-2008 to 232 in 2011-2012. Similarly, through put of freight traffic has increased from a level of 4000 wagons in 2007-2008 to more than 7000 wagons in 2011-2012. AMT

4.2 With crew availability of less than 2.8 crew per POL, significant infrastructural constraints, heavy block requirement for large number of ongoing works offer a unique challenge to the division. It is appreciable that the running time of loaded trains from MGS to Alamnagar has reduced from 14.29 hours in 2009-2010 to 12.30 hours in 2011-2012 and running time of empty trains from AMG to MGS has reduced from 11.04 hours in 2009-2010 to 10.19 hours in 2011-2012. GM/NR AM/T

4.3 There is improvement in punctuality from about 50% in 2010-2011 to about 70% in 2011-2012. Improvements in time tabling, elimination of cross movements, rationalized platform berthing, redistribution of recovery times on exit routes beyond terminals besides improvement in asset performance were mentioned as the factors which resulted in this improvement. However, the punctuality performance of the Division must improve further. There is sufficient scope for further improvement. GM/NR ED/Chg.

4.4 Large number of Speed restrictions on LKO Division is a matter of serious concern. The division is carrying out track renewal works of PQRS, TRT and even deep screening though BCM, without a reliable supply of Ballast. This faulty planning has not only resulted in long stretches of speed restrictions but is also potentially unsafe. Action plan to reduce speed restrictions on LKO division should be reviewed at the level of GM/Northern railway and a report sent to me within a week. ME GM/NR

5. **Infrastructure constraints affecting flow of trains on Lucknow-Kanpur section, Lucknow-Barabanki section and across Lucknow area:**

5.1 Lucknow-Kanpur section, with 65 pairs of Coaching trains and about 20 goods trains is perhaps the section

with heaviest traffic density over Northern Railway. However, there are three stations on LKO-CNB down line which do not have down loops. It was apprised that during sanctioning of Revised Estimate, instructions have been issued from Railway Board to drop these works and propose afresh. This should be reviewed. In view of the high traffic density, sanctioned works for additional loops on this section should be given high priority. AM/PLG

5.2 There are cross movements at Manaknagar for trains received from LJN. Similarly cross movements take place and at Malhaur for trains from/to Gonda towards LJN. Additional time may be provided in trains in the new time table to take the operational constraints into account. ED/CHG

5.3 Lucknow -Dilkusha block section has the heaviest traffic density in Lucknow area. Between Alambagh and Dilkusha cabins on either side of Lucknow station, about 100 pairs of coaching trains and about 15 pairs of freight trains are being run on a twin single line. AMT

5.4 Accordingly, sanctioned and proposed works for development of infrastructure in Lucknow area including automatic signalling across Lucknow area and on LKO-CNB line, 04 line entry-exit and yard remodelling of Lucknow; doubling of UTR-AMG bye pass, new coaching terminal at Transport Nagar, ramp connectivity of LKO-CNB line with UTR-AMG by pass to provide grade separation, linking of Manaknagar-Aishbag, additional loops on LKO-CNB down line, 30kmph speed on Loop lines, etc. need to be carried out on priority. AM/PLG
GM/NR



(K.K.Srivastava)

Member Traffic/Railway Board

No. 2012/MT/TN/2

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