

WCR - INDEX - 2014

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WCR-2014

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I INTRODUCTION OF NEW TRAINS

1.1.1	New train Jabalpur to Pune Weekly Super fast Exp. via MMR utilizing lie-over rake. (lie-over also linked with item)	Concerned Rly: C.RLY
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PUNE is at present educational, trade and IT hub of India and is home to major medical, engineering, IT and management institutions in addition to the Major Defence institution NDA (Khadakvasla). As such there is a heavy traffic ex JBP and nearby places like Rewa, STA, ET to Pune.

Commercial justification:

Existing number of trains ex JBP to PUNE:

- Daily: One (train no 12150)
- Weekly: Four (train nos. 11046, 11038, 22132, 11034)

All these trains are passing through trains and have very little or no quota ex JBP As such, the accommodation available in these trains do not suffice the demands of passengers from JBP and nearby places towards Pune. Almost same happens in the return direction.

Percentage utilization of the GN quota ex JBP in the existing trains during the year 2012-13 was as under:

Sr	Train no	2AC	3AC	SL
1	12150	135%	149%	142%
2	22132	102%	106%	134%
3	11034	206%	257%	243%
4	11046	No quota		
5	11038	No quota		

Average reserved passengers booked and passengers on WL between JBP -PUNE during the year 2012-13 in various classes is as follows:

Class	Per month	
	Passenger Booked	WL passengers after charting
2AC	669	83
3AC	1356	205
SL	4712	788
TOTAL	3736	1082

Proposed Timings: JBP-Pune on the vacant path of 11038 and Pune-JBP on the vacant path of 22131.

JBP-PUNE		STATION	PUNE-JBP	
Arr.	Dep.		Arr.	Dep.
TUE	08.55	JBP	09.50	THU
15.40	15.42	KNW	03.20	03.25
04.05	WED	PUNE	WED	17.15
1049 km		DISTANCE	1049 km	
18.55 Hrs=1135		TOR	16.35 Hrs = 995	
55.45 kmph		SPEED	63.25 kmph	

Proposed Days of service: Ex JBP TUE

Ex Pune WED

Rake Link : Integrated with 12193/12194 JBP-YPR weekly exp.

Stoppages over WCP: Narsinghpur, Pipariya, Itarsi, Harda

Composition : 2SLR/D+6GS+6GSCN+1ACCW+2ACCN = 17 Coaches

Primary Maintenance: JBP (RBPC)

1.1.2	New train Bhopal to Jammu Tawi Bi-weekly Super fast Exp.	Concerned Rly: NCR & NR
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Jammu Tawi has its importance as a religious and tourist place. However there is no direct originating train ex BPL to JAT.

Commercial Justification:

Existing number of trains ex Bhopal to JammuTawi

The existing trains are as follows which arrive at BPL in packed condition throughout the year.

- Daily: Two (train no 12919 & 11077)
- Bi- weekly: One (train no 16787)
- Tri- weekly: One (train no 16031)
- Weekly: Two (16317, 16687)

% utilization of GN quota in the existing trains having BPL as remote during the year 2012-13 was as under:

Sr.No.	Train no	2AC	3AC	SL
1	12919	108%	134%	135%
2	11077	130%	192%	424%
3	16317	---	137%	133%
4	16687	137%	346%	243%
5	16787	No quota		

Average reserved passengers booked and passengers on WL ex BPL-JAT during the year 2012-13 in various classes are as follows:

Class	Per month	
	Passenger Booked	WL passengers after charting
2AC	341	56
3AC	1180	175
SL	6055	1106
TOTAL	7576	1337

Proposed Timings:

BPL-JAT		STATION	JAT-BPL	
Arr.	Dep.		Arr.	Dep.
--	09.10	BPL	21.10	--
11.25	11.30	BINA	18.50	18.55
09.00	--	JAT	--	22.30
1278 kms		Distance	1278 km	
22.50 Hrs = 1370 mts		TOR	22.40 Hrs. = 1360 mts	
55.97 kmph		SPEED	56.38 kmph	

Days of service: ex. BPL Thu and Sun
ex. JAT Fri and Mon

Proposed stoppages (over WCR): Vidisha, Bina

Composition

2SLR+6GS+9GSCN+1ACCW+2ACCN = 20 Coach

No. of Rakes

One (Railway Board to provide)

Primary Maintenance :

BPL (RBPC)

1.1.3	New train Habibganj to Pune (Bi-Weekly) Super fast Exp. via MMR (Item 1.1.3, 1.1.4 & 1.1.5 interlinked)	Concerned Rly: C.RLY
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There is heavy traffic and demand for direct train connectivity between Bhopal and Pune. 11077/11078 Jhelum and 12779/12780 NZM-VSG Goa are daily and 12629/12630 (Bi-weekly) 12103/12104, 12781/12782 weekly trains pass via Bhopal. 11033/11034, 11037/11038 and 22131/22132 weekly trains passes via Jabalpur-Itarsi. These trains providing connection to Pune

and are overcrowded throughout the year and utilization is more than 110 %. These trains are running to their full composition and capacity to the available infrastructure. Scope of augmentation hardly exists.

Commercial justification:

Average % Quota utilization of trains passing Bhopal and going to Pune:

Train No.	2AC	3AC	SL
12104	140	106	120
11078	140	120	128
12630	109	121	131
12782	110	125	110
12148	150	126	116

Proposed Timings:

HBJ-PUNE		STATION	PUNE-HBJ	
Arr.	Dep.		Arr.	Dep.
---	06.50	Habibganj	23.05	---
11.30	11.35	Khandwa	18.50	18.55
22.40	---	Pune	---	07.20
888 km		DISTANCE	888 km	
15.50 Hrs. = 950 mts		TOR	15.25 Hrs. = 925 mts	
56.08 kmph		SPEED	57.6 kmph	

Proposed Days of service: Ex Habibganj Sun, Fri
 Ex Pune Mon, Sat
 Rake Link : Integrated with HBJ-YPR and HBJ-Mumbai
 Stoppages over WCR : HBD, ET, HD
 Composition : 2SLR+4GS+11GSCN+2ACCW+3ACCN = 22 Coaches

Requirement of rake: Two (+ maintenance & Traffic spare) integrated with HBJ-Mumbai and HBJ-YPR from Rly.Bd.

Primary Maintenance: HBJ (RBPC)

1.1.4	New train Habibganj to Yesvantpur Weekly Super fast Exp. Via Nagpur (Item 1.1.3, 1.1.4 & 1.1.5 interlinked)	Concerned Rly: CR, SCR, SWR
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Secunderabad and Bangalore are Educational & I.T. centres. Many Students, businessmen and Tourists travel regularly to these Metropolitan Cities. Presently 12627/12628, 12649/12650, 12629/12630, 12975/12976, 15015/15016, 12591/12592 are available from Bhopal but all the above trains remain over crowded round the year. Hence a weekly train is proposed between Habibganj and Yesvantpur.

Commercial justification:

Average % Quota utilization of trains passing Bhopal and going to Bangalore:

Train No.	2AC	3AC	SL
12628	122	100	107
12650	119	110	103
12630	109	106	110
15015	110	120	107
12591	118	100	103

Proposed Timings:

HBJ-YPR		STATION	YPR-HBJ	
Arr.	Dep.		Arr.	Dep.
---	10.30	Habibganj	04.10	---
12.05	12.15	Itarsi	02.20	02.25
15.15	---	Yesvantpur	---	23.40
1582 km		DISTANCE	1582 km	
28.45 Hrs. = 1725		TOR	28.30 Hrs. = 1710	
55.02 Km/h		SPEED	55.51 Km/h	

Proposed Days of service: Ex Habibganj Thursday
 Ex Yesvantpur Friday
 Rake Link : Integrated with HBJ-PUNE and HBJ-Mumbai
 Stoppages over WCR: ET
 Composition : 2SLR+4GS+11GSCN+2ACCW+3ACCN = 22 Coaches
 Requirement of rake : Two (+ maintenance & Traffic spare) integrated with HBJ-Pune and HBJ-Mumbai from Rly.Bd.
 Primary Maintenance : HBJ (RBPC)

1.1.5	New train Habibganj to Mumbai Tri-weekly Superfast	Concerned Rly:
	Exp. (Item 1.1.3, 1.1.4 & 1.1.5 interlinked)	C.RLY

There is only one weekly originating train from Bhopal to Mumbai. Bhopal being the state capital and Mumbai the national Business centre, lot of passengers are travelling between Bhopal and Mumbai. There is demand to introduce Tri-weekly train between Bhopal and Mumbai.

Commercial justification:

Average % Quota utilization of trains passing Bhopal and going to Mumbai:

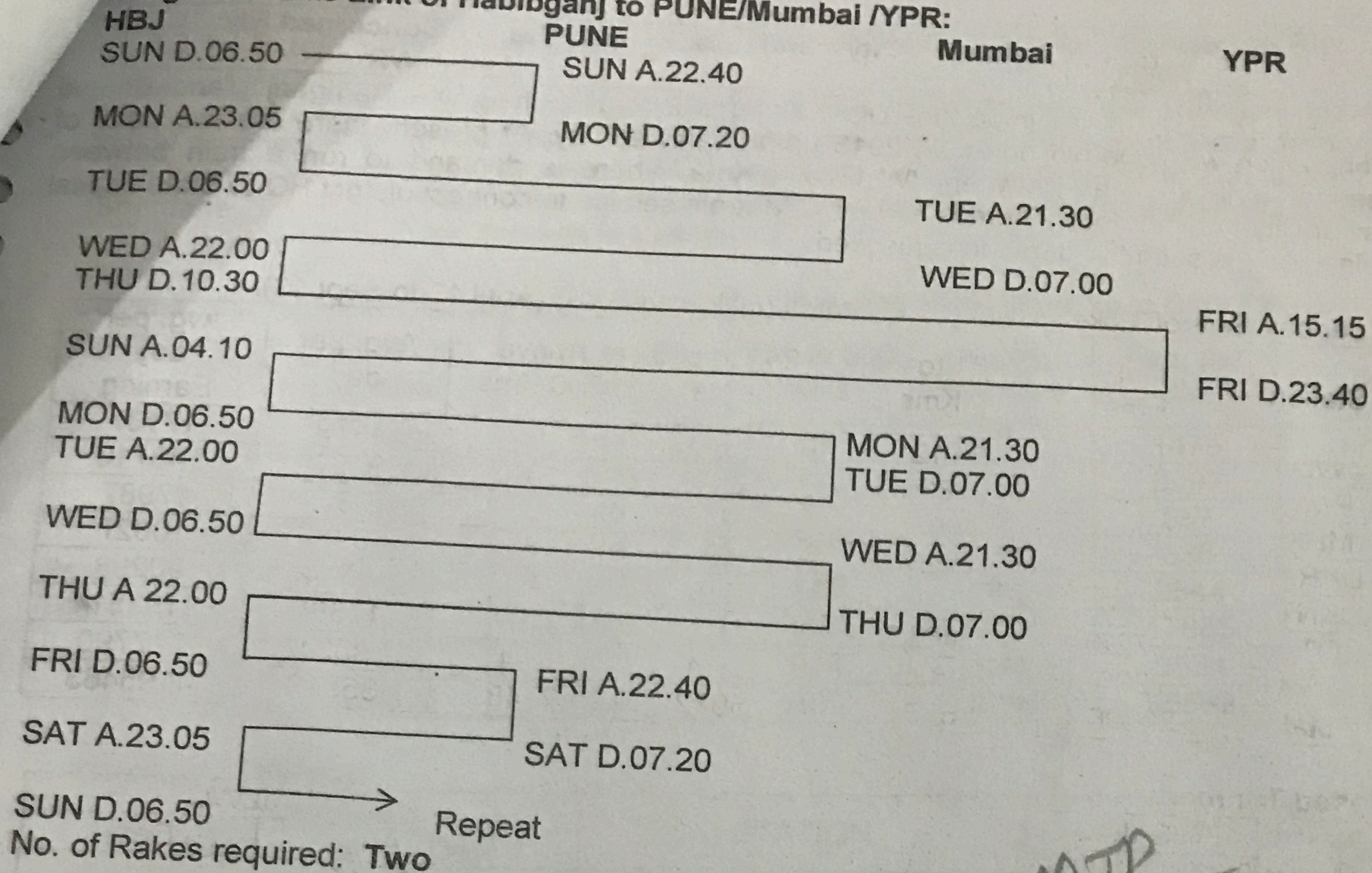
Train No.	2AC	3AC	SL
12138	110	99	100
11058	90	110	106
11016	111	148	113
12174	127	107	99
12154	120	111	111

Proposed Timings:

HBJ-Mumbai		STATION	Mumbai-HBJ	
Arr.	Dep.		Arr.	Dep.
---	06.50	Habibganj	22.00	---
11.40	11.45	Khandwa	17.05	17.10
21.30	---	Mumbai	---	07.00
837 km		DISTANCE	837 km	
14.50 Hrs. = 800		TOR	15.00 Hrs. = 900	
56.43 km/h		Speed	55.08 km/h	

Days of service : Ex Habibganj Mon, Tue & Wed
 Ex Mumbai Tue, Wed & Thu
 Composition : 2SLR+4GS+11GSCN+2ACCW+3ACCN = 22 Coaches
 Requirement of rake : Two (+ maintenance & Traffic spare) integrated with HBJ-Pune and HBJ-YPR from Rly.Bd.
 Primary Maintenance : HBJ (RBPC)

Integrated Rake Link of Habibganj to PUNE/Mumbai /YPR:



1.1.6 New Train KOTA-JAMMU TAWI Weekly Superfast Exp. utilizing lie-over of 19803/19804 Kota-JAT Weekly Exp. Concerned Rly: NCR & NR

The trains No. 19803/19804 Kota-JAT Weekly Express was declared in last budget, this train is returning same day from JAT, as such and it is not useful for return traffic. Since the path is already occupied by other trains. It is therefore, proposed to run a new service between Kota and Jammu Tawi on the existing path of 09021/09022 BDTs-JAT special.

Proposed Timings:

KOTA-JAT		Station	JAT-KOTA	
Arr.	Dep.		Arr.	Dep.
--	06.25	KOTA	00.15	---
11.36	11.38	MTJ	20.40	20.42
14.10	14.15	DSJ	17.05	17.10
20.20	20.47	LDH	10.45	11.05
00.50	--	JAT	--	06.30
1053 kms		DISTANCE	1053 kms	
18.25 Hrs.= 1105 mts		TOR	17.45 Hrs.= 1065 mts	
57.17 kmph		SPEED	59.32 kmph	

Days of service:

19803/19804 Existing		New Train Proposed	
Ex. KOTA	SAT	Ex. KOTA	TUES
Ex. JAT	SUN	Ex. JAT	WED

Proposed Halts: SWM, BTE, MTJ, TKD, DSJ, UMB, LDH, JUC, Chakki Bank Composition : 2SLR/D+6GS+6GSCN+2ACCN+1ACCW = 17 Coaches

Requirement of Rake : NIL
 Primary Maintenance : Kota (RBPC)

1.1.7	New train Jhalawar City and Jodhpur Daily Superfast Exp.	Concerned Rly: NWR
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Jhalawar City is an important District of Rajasthan on new line Ramganj Mandi-Bhopal section, which was opened on 21.06.2013 upto Jhalawar City. At present there are two pairs of Passenger train services between JWLC and Kota. There is demand to run a train between Jhalawar City and Jodhpur. There is no any other train service to connect district HQ to State capital of Rajasthan, as such the demand is justified.

Avg. per day Sale of Tickets for last six months (including PRS) (April 13 to Sept 13):

Station	1 to 160 Kms	161 to 250 Kms	251 to 500 Kms	Above 500 Kms	Avg. per day	Avg. per day Earning
JWLC	1404	12	56	6	1479	17137
RMA	2509	336	313	140	3297	148710
MKX	860	62	27	9	957	17987
DARA	442	49	37	8	536	10027
DKNT	2006	245	248	46	2544	90298
KOTA	6722	4664	4403	2097	17885	3193514
SWM	7290	875	914	444	9524	717790
Total	20606	6237	5972	2748	35563	4195463

Proposed Timings:

JLWC-JU		STATION	JU-JLWC	
Arr.	Dep.		Arr.	Dep.
--	22.15	Jhalawar city	05.45	--
00.15	00.20	Kota	03.35	03.40
02.10	02.30	Sawaimadhopur	01.20	01.40
05.00	05.10	Jaipur	23.00	23.10
10.00	--	Jodhpur	--	18.00
650 km		Distance	650 km	
11.45 Hrs. = 705		TOR	11.45 Hrs. = 705	
55.31 kmph		Speed	55.31 kmph	

Composition: 2SLR+4GS+8GSCN+1CWNAC+1ACCN+1ACCW+1FACCW=18

Requirement of rake: Two (+ maintenance & Traffic spare) from Rly.Bd.

Primary Maintenance: Jodhpur (RBPC)

1.1.8	New passenger train Bina-Katni by integration of Rake Link. (Item 1.2.4 is also inter-linked with this proposal)	Concerned Rly: Rly. Bd
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To reorganize the passenger services by utilization of lie-over, it is proposed to run a new passenger train between Bina and Katni as per the following schedule:

Bina-Katni		STATION	Katni-Bina	
Arr.	Dep.		Arr.	Dep.
--	12.00	Bina	22.30	--
14.15	14.20	Sagour	20.20	20.25
17.15	17.20	Damoh	18.30	18.35
20.25	--	Katni	--	14.30

The above service will cater to the passengers of 51603 Sagour-Katni. 51603 is cancelled as per Item 1.2.4.

Composition: 2SLR+8GS = 10 Coaches

Requirement of rake: NIL

Primary Maintenance: BINA (RBPC) as existing

1.2 EXTENSION OF EXISTING SERVICES:

1.2.1 Extension of 14115/14116 Allahabad-Haridwar to Jabalpur with increase in frequency from Tri-weekly to four days: **Concerned Rly: NR & NCR**

There is no direct train connectivity from Jabalpur to Uttaranchal, most popular pilgrim and tourist destination in India. It is proposed to run a Daily service between Jabalpur and Haridwar to provide link between important Tourist and Pilgrim places like Bhedaghat, Bandhavgarh, Maihar (Shardadevi), Tirthraj prayag, Lucknow, Bareilly (Nainital & Corbett National Park) & Haridwar.

It is proposed to extend the existing 14115/14116 ALD-HW Tri-weekly Exp. to Jabalpur as under:

Commercial Justification:

Average per day sale of ticket from JBP area towards HW:

Distance Zone	501 & above towards HW
From Jabalpur	128
From Katni	43
From Maihar	29
From Satna	91

Proposed Timings:

There will be no change in timings between Allahabad and Haridwar.

14115 JBP/ALD-HW		STATION	14116 HW-ALD/JBP	
Arr.	Dep.		Arr.	Dep.
---	16.25	Haridwar	14.15	---
01.15	01.25	Lucknow	05.00	05.15
07.45	08.15	Allahabad	23.05	23.35
10.20	10.25	Manikpur	20.20	20.25
14.45	---	Jabalpur	---	15.35
1096		DISTANCE	1096	
22.20 Hrs.		TOR	23.40 Hrs	
48.8 kmph		SPEED	46.5 kmph	

Revised Days of service:

Existing		Proposed	
Ex. ALD	TUE, THU & SUN	Ex. JBP	MON, TUE, THU & FRI
Ex. HW	MON, WED & FRI	Ex. HW	TUE, WED, FRI & SAT

Proposed halts: Katni, Maihar, Satna, Manikpur on the extended portion.

No. of Rakes: 2 (Two)

Composition : 2SLR/D+4GS+6GSCN+1ACCW =13

Requirement : One rake + maintenance and traffic spare.

Primary Maintenance: will be shifted from ALD to JBP (RBPC)

1.2.2 Extension of 22981/22982 Kota-Sriganganagar to Bhatinda **Concerned Rly: NWR**

Due to movement of Military Personnel's, there is extreme demand to extend this train to BTI. Avg. per day Sale of Tickets towards BTI for last six months (including PRS) (April 13 to Sept 13):

Station	251 to 500 Kms	Above 500 Kms
KTT	4403	2097
KPTN	39	9
LKE	50	15
IDG	98	20
Total	4590	2141

Existing services and occupation-
At present there is no direct train from Kota to Bhatinda.

Existing & Proposed Timings:

22981 KOTA-SGNER/BTI					22982 BTI/SGNER-KOTA				
Station	Existing		Proposed		Station	Existing		Proposed	
	Arr	Dep	Arr	Dep		Arr	Dep	Arr	Dep
KOTA		17.25		17.25	BTI				14.45
SWM	19.10	19.30	19.10	19.30	SGNER		17.05	16.55	17.05
HMH	08.35	08.55	08.35	08.55	HMH	18.15	18.35	18.15	18.35
SGNER	10.05		10.05	10.15	SWM	07.45	08.05	07.45	08.05
BTI			12.25		KOTA	09.45		09.45	
Distance	938 KMS		1045 KMS		Distance	938 KMS		1045 KMS	
TOR	16.40 Hrs		19.00 Hrs		TOR	16.40 Hrs		19.00 Hrs	
SPEED	56.28 kmph		55.0 kmph		SPEED	56.28 kmph		55.00 kmph	

Requirement of Rake : Nil

1.2.3 Extension of 54793/54794 Mathura-Sawaimadhapur to Jaipur as Fast passenger. **Concerned Rly: NWR**

It is proposed to extend 54793/54794 Mathura -Sawai Madhopur Passenger train upto Jaipur.

Ticket sale from SWM Station

Station	Average Per Month	
	Passenger	Earnings
CKB	8017	58128
ISA	5295	81535
BNLW	6061	169983
SNGN	2195	54458
DPA	5423	259474
JP	232004	9694698
Total	258993	10318277
Avg P/day	8492	338304

Existing & Proposed timings:

Existing 54794		Proposed 54794		STATION	Existing 54793		Proposed 54793	
Arr	Dep	Arr	Dep		Arr	Dep	Arr	Dep
--	14.00	14.00	--		MTJ	11.25	--	11.25
19.45	--	19.45	20.30	SWM	--	05.05	04.35	05.05
--	--	23.00	--	JP	--	--	--	01.00

Rake requirement : Nil, by Lie over at SWM
 Loco requirement : Nil, The lie over at SWM can be utilized
 Distance : 984 +264=1248 Kilometers
 Primary Maintenance : Bhiwani (NWR) as existing

1.2.4 Extension of 51613/51614 KOTA-DAMOH-KOTA passenger to Katni Murwara and clubbing of existing services of 51603/51606 between Damoh-Sagour in the extend service. **Concerned Rly: WCR**
(Item 1.1.8 is also inter-linked with this proposal)

Lie-over of 51613/51614 Kota-Damoh passenger at Bina is from 12.00 to 17.20 Hrs. i.e; 05.20 Hrs. It is proposed to extend the service of 51613/51614 Kota-Damoh-Kota to Katni Murwara utilizing the lie-over period as per the proposed timings:

1183-6273
1183-4M

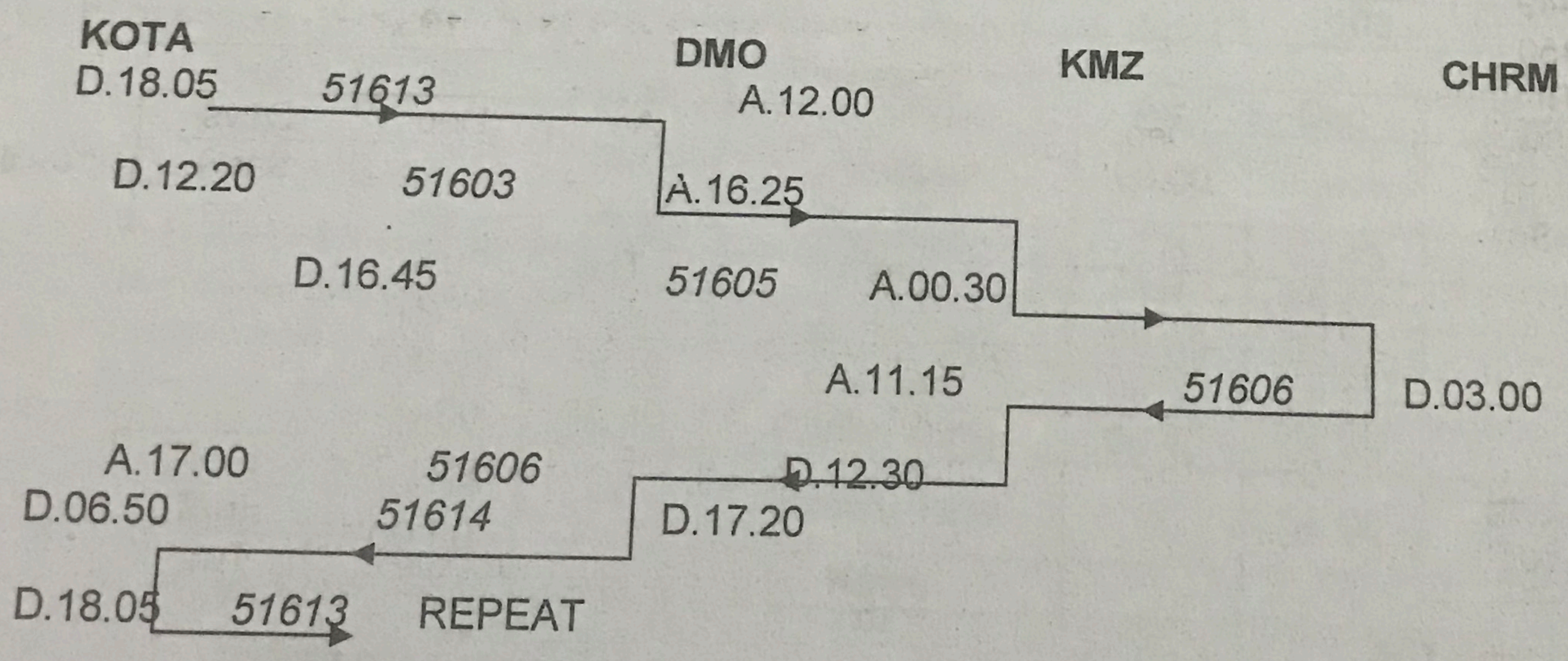
51613 Kota-Damoh to Katni Murwara		STATION	51614 Damoh-Kota ex. Katni Murwara	
Arr.	Dep.		Arr.	Dep.
--	18.05	Kota	06.50	--
12.00	12.20	Damoh	17.00	17.20
16.25	--	Katni Murwara	--	12.30

Note: Train may be renumbered as 51613/51614 KOTA-KMZ-KOTA & 51605/51606 KMZ-CHRM-KMZ

Clubbing of existing services will be as under:

Train No	Existing		Train No	Proposed		Passing time	Remarks
	From	To		From	To		
51603	Sagour D.16.50	Katni A.21.30	51613	Kota D.18.05	Katni murwara A.16.25	Sagour D.09.50	Existing service of 51603 ex. SGO to Katni at 16.50 will be maintained by Item 1.1.12 new service.
51606	Chirimiri D.03.00	Sagour A.16.30	51606	Chirimiri D.03.00	Damoh A.17.00	Sagour A.18.55 instead of 16.30	Existing service of 51606 between Damoh Sagour will be clubbed in this extended service.

Rake link:



NOTE: Primary maintenance will be shifted to Kota instead of Bina.

1.3 INCREASE IN FREQUENCY:

1.3.1	12187/12188 JBP-CST MUMBAI Garibrath Express from three days to Daily	Concerned Rly: CR
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Now 12187/12188 JBP-CST Mumbai Garibrath Express is a popular service from Jabalpur. It is therefore, proposed to increase the frequency from three days to daily.

Commercial justification

Daily Avg. sale of ticket from JBP towards CSTM	=	2813
Daily Avg. sale of ticket from NU towards CSTM	=	711
Daily Avg. sale of ticket from PPI towards CSTM	=	641

Daily Avg. sale of ticket from GAR towards CSTM = 567

Quota Utilization:-

Train No. 12187 3AC = 100%
 Train No. 12321 2AC = 85% 3AC= 90%
 Train No. 11094 2AC = 84% 3AC= 90%
 Train No. 13201 2AC = 82% 3AC= 88%

Requirement of rake: One rake of 2WRRMDAC+18WACCNH=20 Coaches

1.3.2	Increase in frequency of 11449/11450 JBP-JAT from weekly to Bi-weekly with change in days (without extra rake) and extension to Katra.	Concerned Rly: NCR & NR
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JBP-JAT is a weekly train and is highly patronized. Passengers feel inconvenient in return journey, since 11450 starts on the same day from JAT on which it reaches.

It is proposed to increase the frequency of 11449/11450 JBP- JAT from weekly to Bi-weekly with change in timings. To minimize the running time train can pass via Malkhedi-Agasod and NZM chord line avoiding New Delhi area.

Commercial justification:

Daily average ticket sale to Jammu Tawi from stations:

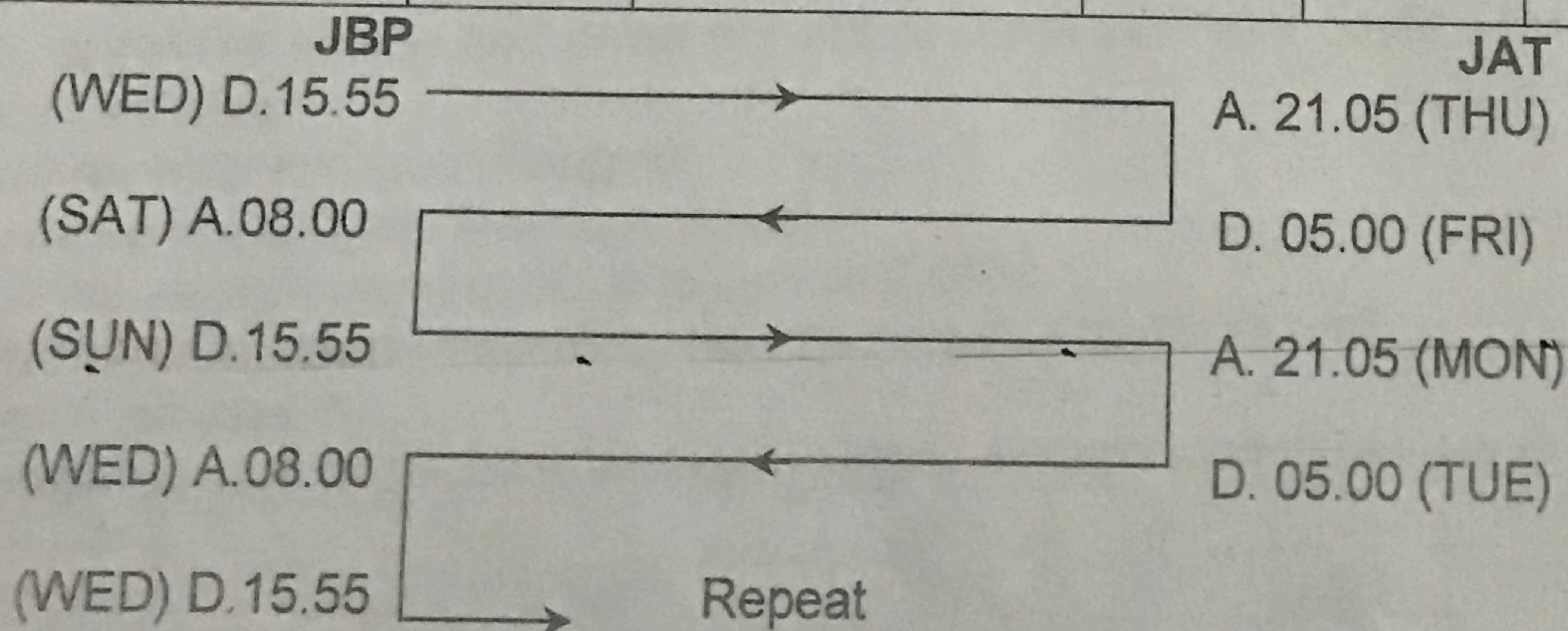
Distance Zone	JBP	KTE	DMO	SGO
Daily average ticket sale	178	186	75	54

Class wise % Occupancy of 11449/11450 JBP-JAT and average waiting list ex. JBP after charting is as under:

Train No.	2AC		3AC		SL	
	% Occupancy	Avg. W/L after charting	% Occupancy	Avg. W/L after charting	% Occupancy	Avg. W/L after charting
11449	125	4	132	16	123	52
11450	104	--	126	--	103	--

Tentative Timings:

Days	Arr.	Dep.	Station	Arr.	Dep.	Days
Wed & Sun	--	15.55	Jabalpur	08.00	--	Sat & Wed
	TH	22.50	Agasod	TH	00.45	
	TH	06.10	Palwal	TH	16.50	
	12.55	13.10	Ambala Cantt	09.35	09.55	
	15.00	15.20	Ludhiana	08.30	08.35	
	18.05	18.10	Chakki Bank	06.40	06.45	
Thu & Mon	21.05	--	Jammu Tawi	--	05.00	Fri & Tue
			Katra			



Composition: 2SLR+4GS+11GSCN+1ACCW+3ACCN = 21 Coaches

Requirement of rake: NIL (Existing One Rake)

Primary Maintenance: JBP (RBPC)

1.3.3 Increase in frequency of 12194/12193 Jabalpur-Yesvantpur Superfast from weekly to Bi-weekly utilizing lie-over period. **Concerned Rly: CR,SCR & SWR**

In the current financial year, new weekly train Jabalpur-Yesvantpur is announced and due for introduction.

Commercial justification:

Existing number of trains ex JBP to Bangalore

At present there is no originating train to Bangalore from JBP. The existing trains are as follows which arrive at JBP in packed condition throughout the year.

Daily: One (train no 12296)

Weekly: Two (train nos. 12540, 12577) and two trains 12193JBP-YPR/22683 LKO-YPR are due for introduction.

Percentage utilization of GN quota in the existing trains having JBP as remote during the year 2012-13 was as under:

Sr	Train no	2AC	3AC	SL
1	12296	242%	181%	244%
2	12540	163%	227%	141%
3	12577	107%	145%	154%

Average reserved passengers booked and passengers on WL between JBP - SBC during the year 2012-13 in various classes is as follows:

Class	Per month		Per day	
	Passenger Booked	WL passengers after charting	Passenger Booked	WL passengers after charting
2AC	259	26	8.6	0.8
3AC	409	58	13.6	2.0
SL	1096	217	36.5	7.2

Existing timings: on the existing path of 12193/12194 JBP- YPR:

12194 JBP-YPR	STATION	12193 YPR-JBP
D. 06.45	Jabalpur	A.22.15
A. 13.30	Yesvantpur	D.15.45

Existing Days of service : Ex. JBP Saturday
 Ex. YPR Sunday
 Additional Proposed Days of service: Ex JBP Wednesday
 Ex YPR Thursday

Rake Requirement : lie-over rake of 12194/12193 JBP-YPR

1.4 DIVERSION

1.4.1 Diversion of 11447/11448 Jabalpur-Howrah shaktipunj express via Katni South –New Katni Jn withdrawing halt at Katni Jn **Concerned Rly: SECR, NCR &NR**

It is proposed to withdraw the halt of 11447/11448 Jabalpur-Howrah Shaktipunj express Exp. at KATNI station and divert the above trains via Katni South –New Katni Jn Chord Line to achieve:

- Avoid reversal and loco changing.*
- Save time in important Mail/Exp. trains.*
- Facilitate smooth working of trains across KATNI.*
- Curtail outside-detention to other trains for want of platform, and*
- Improve punctuality.*

Average number of boarding and de-boarding at Katni station per day is as under:

Train	2AC	3AC	SL	TOTAL
11447 JBP-HWH	03	11	53	67
11448 HWH-JBP	04	10	43	57

2 REPLACEMENT OF CONVENTIONAL COACHES WITH MEMU AND DMU Concerned Rly: RLY. BD

In continuation to this office letter of even no. dated 12.01.2007, it is proposed to run DMU/MEMU services over West Central Railway. Development of DMU/MEMU maintenance depots is proposed at junction stations having coaching complex available and requires expansion to gain maximum utilization of the developed infrastructure.

(i) TRAINS FOR REPLACEMENT WITH DMU WITH TOILET FACILITY COACHES:

Sr. No.	No. of Train	From	To	No. of Rakes	Requirement of Coaches (TC+DPC)	Remarks (if any)
1	51701/51702	JBP	REWA	ONE	4DPC+8TC=12	Workshop for maintenance at KATNI to be developed
2	51671/51672	ET	STA			
3	51673/51674	ET	KTE	THREE	3(4DPC+8TC)=36	
4	51763/51764	STA	MKP			
5	51765/51766	STA	MKP			
6	51767/51768	KTE	STA			
TOTAL				FOUR	16DPC+32TC=48 Coaches + SPARE	

(ii) TRAINS FOR REPLACEMENT WITH MEMU PREFERABLY WITH TOILET FACILITY COACHES:

Sr. No.	No. of Train	From	To	No. of Rakes	Requirement of Coaches (TC+MC)	Remarks (if any)
1	51601/51602	KTE	BINA	FOUR	4(4MC+8TC)=48	Workshop for maintenance at BINA to be developed
2	51605/51606	KTE	CHRM			
3	51612/51611	BINA	KOTA	FOUR	4(4MC+8TC)=48	
4	51613/51614	KOTA	DMO			
5	51607/51608	BINA	GUNA	ONE	4MC+8TC =12	
6	51609/51610	BINA	GUNA	TWO	2(4MC+8TC)=24	
7	59831/59832	KOTA	BRC			
TOTAL				ELEVEN	44MC+88TC=132 Coaches + SPARE	

(iii) SAVING OF CONVENTIONAL COACHES BY REPLACEMENT:

Sr. No.	No. of Train	From	To	No. of Rakes	SLR	SLRD	SRD	GS	GSCZ	Total
1	51701/51702	JBP	REWA	ONE	1	1	0	9	6	17
2	51671/51672	ET	STA	THREE	3	3	0	33	0	39
3	51673/51674	ET	KTE							
4	51763/51764	STA	MKP							
5	51765/51766	STA	MKP							
6	51767/51768	KTE	STA	TWO	2	2	0	16	0	20
7	51601/51602	BINA	KTE	FOUR	4	4	4	28	0	40
8	51612/51611	BINA	KOTA							
9	51613/51614	KOTA	DMO	ONE	0	0	4	6	0	10
10	51607/51608	BINA	GUNA							
11	51609/51610	BINA	GUNA							
12	59831/59832	KOTA	BRC	TWO	2	2	0	16	0	20
TOTAL				Thirteen	12	12	8	108	6	146

On replacement of conventional coaches with DMU/MEMU coaches the following changes will have to be considered:

- (i) Integrated rake will minimize the existing maintenance time.
- (ii) Status and timings of commuters' service will be maintained.
- (iii) New services will be planned after replacing and regularizing the existing services, by utilizing lie over of rakes.

3 CANCELLATION OF POORLY PATRONIZED SERVICES

3.1 Cancellation of 22183/22184 Habibganj – Indore via Maksi Double Decker and 22185/22186 Bhopal – Indore via Ujjain Double Decker

Date of introduction from 27.09.2013.
 Patronization of this train is very poor.
 Coach composition has been reduced to 2WLRRM+4LWCZDAC =06 Coaches
Reasons for poor patronization:

(i) Available existing services in morning:

- Daily trains : 18234 Bhopal Dep. 4.35,
 11472 Bhopal Dep. 06.00,
 59320 Bhopal Dep. 06.40,
 12920 Bhopal Dep. 07.50,
 59386 Bhopal Dep. 09.05,
 Non-Daily Trains: 19314 Bhopal Dep. 09.55,
 19322 Bhopal Dep. 09.55

(ii) Services available Ex Indore to Bhopal in evening time:

- Daily trains : 12919 Bhopal Arr. 17.25,
 59385 Bhopal Arr. 18.00,
 11471 Bhopal Arr. 22.30,
 18233 Bhopal Arr. 23.25
 Non-Daily Trains: 16325 Bhopal Arr. 21.10,
 19313 Bhopal Arr. 16.35,
 19321 Bhopal Arr. 16.35

4 RESCHEDULING AND SPEEDING UP OF MAIL / EXPRESS TRAINS

4.1 RESCHEDULING OF 12197 BPL-GWL 5 DAYS INTERCITY EXPRESS **Concerned Rly: NCR**

Train No. 12197/12198 loses time in both direction since running time Ex GWL to BPL and BPL to GWL is less due not providing Engineering allowance & operational time as well as three new halts at Ganjbasoda, Mungaoli & Kolaras given and crossing time between GUN-GWL with 14317/14318/19326, 11126/21126 and 59822 not provided resulting loss of punctuality of this train regularly. Hence proposed timings are as under:-

12197				Station	12198			
Existing		Proposed			Existing		Proposed	
Arr	Dep	Arr	Dep		Arr	Dep	Arr	Dep
	15.30	--	15.30	BPL	15.00	--	15.00	--
17.15	17.20	17.40	17.50	BIN	13.05	13.10	13.05	13.10
19.15	19.35	19.45	20.10	GUN	10.40	11.00	10.40	11.00
23.55	--	00.30	--	GWL	--	06.15	--	06.00

Repercussion:

- 14317 Down will remain at SVPI from 23.35 to 1.02 hrs.
- 59822 Down will remain at Mohana from 22.05 to 23.40 for crossing of 12197 & will be handed over late to Kota division.

4.2 SPEEDING UP OF MAIL/EXPRESS/PASSENGER TRAINS

Following trains are received before time at interchanged points. The concerned Railway is requested to review and transfer the extra time over their Railway. This is a major cause of concern, since trains received before time are occupying platform and other scheduled trains are detained outside and are lost on punctuality.

14

Following trains are received before time in at Khandwa and Itarsi point:

Train No.	From	To	Interchange point	Average before time
12107/12173/12161/12153	common path		KNW	20"
12781/12147/12103	common path		KNW	15"
19049/19051/12943/19053	common path		KNW	30"
12165/11067/11069	common path		KNW	20
12149	PA	PNBE	KNW	20
11015	LTT	GKP	KNW	15
11057	LTT	ASR	KNW	15
12171	LTT	HW	KNW	30
12629	YPR	NZM	KNW	15
12914/12924	common path		ET	15
12643/12803/12645	common path		ET	15
16017/16687	common path		ET	15
16031/16093	common path		ET	15
12967/12975/18473/12969	common path		ET	15
12405/12409	common path		ET	15
12687	MDU	DDN	ET	15
12721	HYB	NZM	ET	15
14009	CWA	DEE	ET	15
15016	YPR	GKP	ET	20
12723	HYB	NDLS	ET	15
12542	LTT	GKP	ET	15

Following trains are received before time in down direction at Nagda point:

Train No.	From	To	Interchange point	Average before time
12431	TVC	NZM	NAD	10"
12939	PUNE	JP	NAD	10 to 15"
12449	MAO	NZM	NAD	10"
12263	PUNE	NZM	NAD	10 to 15"
12911	BL	HW	NAD	10"
12917	ADI	NZM	NAD	10"
12217	KCVL	CDG	NAD	10"
12287	KCVL	DDN	NAD	10"
12483	KCVL	ASR	NAD	10"
12941	BVC	ASN	NAD	10"
12937	GIM	HWH	NAD	10"
19569	OKHA	BSB	NAD	10"
12907	BDS	NZM	NAD	10"

Following trains can be speeded up and time can be transferred to NCR:

S. NO.	Train No	TA	Speeding up	Remarks
1	12217 12287 12483	10"	Possible	Received 10" to 30" BT from RTM Division at NAD I/C point. Speeding up is not possible unless the changes in timings as well as repercussion on other trains are accepted by WR, NCR & NR. At present 12925 is ahead of these group of trains.
2	12941	24	10"	
3	12316	28"	10"	
4	12937	35"	10"	
5	19569	10"	10"	
6	12903	17"	5"	
7	12907	36"	30"	
8	19023	24 "	10"	
9	12449	23"	10'	
10	12283	16"	6"	
11	12263	16"	5"	

S. NO.	Train No.	FROM	TO	(Existing)		(Proposed)		Speeding up	Remarks
				Arr	Dep	Arr	Dep		
12	11055	LTT	GKP	...	07.22	...	06.52	30	
13	11059	LTT	CPR	...	07.22	...	06.52	30	
14	12362	CSTM	ASN	...	07.35	...	07.05	30	if 11055/59 taken early
15	12546	LTT	DBG	...	07.35	...	07.05	30	
16	19051	BL	SEE	...	17.20	...	17.00	20	
17	19049	BDS	RJPB	...	17.20	...	17.00	20	
18	17610	PAU	PNBE	...	17.20	...	17.00	20	
19	13202	LTT	PRJPB	21.15	21.20	20.55	21.00	20	
20	11093	CSTM	BSB	21.50	21.55	21.20	21.25	30	if 13202 is taken 20" early
21	12167	DR	BSB	22.10	22.12	21.40	21.42	30	if 13202/11093 is taken early
22	12295	SBC	PNBE	...	23.45	...	23.15	30	32" precedence time will be eliminated
23	12536	R	LJN	Ohan	23.20	Ohan	23.30	10" late	
24	11072	BSB	LTT	12.45	12.50	12.35	12.40	10"	
25	12511	Group		23.10	23.15	23.00	23.05	10"	
26	12652	Group		TH	19.45	TH	19.40	5"	
27	12968	JP	Group	09.20	09.25	09.10	09.15	10"	
28	22404			13.10	13.15	13.00	13.05	10"	
29	11015	LTT	GKP	16.50	16.55	16.40	16.45	10"	
30	15024		GKP	11.55	12.00	11.10	11.15	45"	
31	22111	BSL	NGP	10.50	11.15	10.40	11.00	15"	
32	12519			19.15	19.40	19.00	19.15	15"	
33	19302	YPR	INDB	23.45	23.55	23.15	23.25	30"	

4.4 BAD RUNNERS OVER WCR

Train	From To	Description	Assistance required
11077	PA-JAT JHELUM EXP.	11 Halts over WCR. WCR T/O at 04.40 and M/O at 11.30 i.e; TOR of 06.50 Hrs. Traffic allowance of only 05 minutes is provided.	It is proposed that either the train may be made over to WCR by CR at Khandwa point 15 minutes early or the train may be permitted to be made over 15 minutes late to NCR at BINA point.
12541	GKP-LTT EXP.	12541 GKP-LTT Daily Exp. Is plotted ahead of 12002 NDLS-BPL Shatabdi express upto BPL, due to late handing over by NCR 12002 Shatabdi Exp. Takes preference over 12541 between Bina-BPL, and 12541 loses punctuality due to un-scheduled preference.	NCR has agreed to overlap the timings with 12144 SLN-LTT weekly Exp. Overlap in timings of 12541 to 18.45 instead of 18.05 and of 12144 to 18.05 instead of 18.45 at KNW is not agreed to C.Rly.
12919	IND-JAT MALWA EXP.	03 Halts over WCR. No Traffic allowance. Loco reversal time at BPL is 15 minutes. TOR of 12919 / 12902 is 02.25 Hrs. including 15 minutes reversal time at BPL. Bare running time is 150 minutes.	12919 is required 10 minutes early from W.Rly. at BPL point.
11057	LTT-ASR EXP.	19 Halts over WCR and preference to three express trains. WCR T/O at 09.40 and M/O at 17.55 i.e; TOR of 08.15 Hrs. ETA provided is 20 minutes against 28 minutes. Inter sectional running time is more than actually provided due to more halt and heavy traffic, there is time loss.	11057 to be made over at 18.15 instead of 17.55; i.e; 20 minutes late to NCR at BINA.

5 AUGMENTATION OF TRAINS PROPOSED OF EXISTING SERVICES Concerned :
Rly Bd

S. NO	TRAIN NO.	No. of Rakes	Present Load	Proposed Load	Type of Coach	% Occupation		
1.	11271/11272	2WC	10	12	2GS	Over crowding		
2.	11447/11448	3WC	16	19	1GSCN	CLASS	11447	11448
						SL	172.3	161.49
3.	11449/11450	1WC	21	23	1ACCN 1GSCN	CLASS	11449	11450
						3A	134.26	125.67
						SL	125.7	101.66
4.	11463/11464 11465/11466	4WC	21	23	1ACCN 1GSCN	CLASS	11463	11464
						3A	136.02	133.09
						SL	156.8	141.5
5.	12059/12060	1WC	18	20	1ACCZJ 1GSCZJ	CLASS	12059	12060
						2S	105.4	78.85
						CC	101.36	94.82

6.	12121/12122	1WC	20	23	1ACCN 1GSCN	CLASS 12121 12122 3A 105.67 116 SL 107.68 105.78
7.	11471/11472 22181/22182	4WC	22	24	2ACCN	CLASS 11471 11472 2A 103.14 113.57 3A 102.4 108.15 SL 103.34 122.07
8.	12159/12160	1WC	15	19	FACCW 1ACCW 1ACCN 1GSCN	CLASS 12160 12159 2A 113.55 102.59 3A 101.01 91.82 SL 111.06 95.79
9.	12181/12182	2WC	18	21	1ACCN 2GSCN	CLASS 12181 12182 3A 130.01 127.6 SL 122.09 121.55
10	12183/12184	1WC	18	20	1ACCN 1GSCN	CLASS 12183 12184 3A 106.31 80.56 SL 117.89 90.37
11	12185/12186	2WC	20	23	FAC instead of FACCW 1ACCW 1ACCN 1GSCN	CLASS 12185 12186 1A 87.57 90.18 2A 104.35 108.64 3A 109.75 119.33 SL 107 111.67
12	12189/12190	2WC	16	19	1FAC 2GSCN	CLASS 12189 12190 2A 110.83 107.95 3A 115.26 112.18 SL 116.06 113.15
13	12192/12191	2WC	20	23	1ACCW 1ACCN 1GSCN	CLASS 12192 12191 1A 118.4 113.72 2A 166.91 170.8 3A 127.25 143.23 SL 135.91 137.37
14	59831/59832 59833/59834 59835/59836 59837/59838 59839/59840	4WC	10	12	2GS	Over crowding
15	59801/59802 59805/59806	2WC	12	16	2GS 2GSCN	GS 178% SL 115%
16	59811/59812 59813/59814	4WC	12	14	2GS	175%
17	51611/51612 51613/51614	4WC	10	14	4GS	175%

SEGMENTATION OF TRAINS: BY OTHER RAILWAYS

18	11057/11058	4CR	17	21	2 GS 2 GSCN	Over crowding
19	12427/12428	2NR	16	19	1FACCW 1ACCN 1GSCN	Over crowding
20	15009/15010	2CR	15	19	1ACCW 1ACCN 2GSCN	15010 CLASS Defined % berth booked 2A 46 100.08 3A 64 105.48 SL 353 113
21	59341/59342	4WR	08	12	4 GS	Over crowding
22	59355/59356	2WR	10	14	4GS	115%
23	59385/59386	4WR	14	16	2GSCN	Over crowding
24	54811/54812	3NW	13	15	1 GS 1GSCN	Over crowding
25	51157/51158	4CR	12	14	2GS	Over crowding
26	51187/51188	4CR	10	12	2GS	Over crowding

6.1 PROVISION OF EXTRA STOPPAGES

Concerned: Rly Bd

S.No.	Train No.	Stoppage Demanded at	Daily Avg. tkt sale	Daily Avg. Earnings	Avg. No. of Trains Stopping Daily
1	11464 JBP-SMNH 11094 BSB-CSTM	MADANMAHAL	5115	5.31 lakh	22
2	11471/11472 JBP-IND	SHRIDHAM	4216	0.98 lakh	26
3	12390/12389 GAYA-MS	GADARWARA	4282	1.88 lakh	24
4	11471/11472 JBP-IND	KARELI	3645	1.19 lakh	23
5	12741/12742 VSG-PNBE 11037/11038 PA-GKP	PIPARIA	4798	2.3 lakh	42
6	51671/51672 ET-KTE	BHITONI	1059	27315	4
7	11451/11452 JBP-REWA	JUKEHI	407	6923	8
8	1055/1056 LTT-GKP 1059/1060 LTT-CPR 2141/2142 LTT-RJPB 2165/2166 LTT-BSB	KATNI	16958	10.05 lakh	47

9	18205/18206 DURG-GKP 12295/12296 SBC-PNBE	MAIHAR	8732	4.05 lakh	26
10	12361/12362 CSTM-ASN 12539/12540 YPR-LKO 12545/12546 LTT-DBG	SATNA	10794	10.27lakh	All trains fuelling
11	58229/58230 REWA-BSP	HINAUTA RAMBAN	26	372	
12	11701/11702 JBP-INDB 11703/11704 REWA-INDB	KHURAI	2269	87331	16
14	13423/13424 AII-BGP	SAGOOR	8222	6.36 lakh	
15	11449/11450 JBP-JAT	PATHARIA	2681	68683	12
16	13025/13026 HWH-BPL 19607/19608 AII-KOAA 18009/18010 AII-SRC 19605/1906 KOAA-AII	KHANNA BANJARI	597	26270	3

S.No.	Train No.	Stoppage Demanded at	Daily Avg. tkr sale	Daily Avg. Earnings	Avg. No. of Trains Stopping Daily
17	19413/19414 ADI-KOAA 18009/18010 AII-SRC	BEOHARI	1092	71107	6
18	51675/51676 KTE-CPU	BHARSENDI	24	396	1
19	12913/12914 GROUP	BHOPAL	19165	15.68 lakh	110
20	12405/2406 BSL-NZM 12409/2410 BSP-NZM 16031/16032 GROUP 16317/16318 GROUP	HABIBGANJ	6652	5.72 lakh	38
21	12967/12968 GROUP	HOSHANGAEAD	2547	1.36 lakh	23
22	12141/12142 CSTM RJPB 19051/19052 BL-MFP 15267/15268 LTT-MFP	ITARS!	6355	4.45 lakh	116
23	11071/11072 LTT-BSB	DANAPURA	518	20504	8
24	12183/12184 BPL-RBH	CANUBASODA	3317	1.38 lakh	20
25	12001/12002 BPL-NDLS 12611/12612 MAS-NZM 12511/12512 GROUP	DINA	6997	3.41 lakh	74

26	19053/19054 ST-MFP	BIYAVARA				
27	12903/12904 BCT-ASR	RAJGARH	1316	65375		
28	19801/19802 KOTA-IND 54811/54812 JU-BPL	DAKANIYA TALAV	2558	90298	16	
29	19801/19802 KOTA-IND	MOTIPURA	242	4198	4	
30	19037/19038 BDTS-GKP 19039/19040 BDTS-MFP	CHAUKI SALPURA	956	20725	8	
31	19607/19608 AII-KOAA 19659/19660UDZ-SHM	DARA BARAN	539 2679	10027 90206	12 16	

6.2 REVIEW OF EXPERIMENTAL STOPPAGES

Concerned: Rly Bd

128 experimental halts were granted since 01.04.2009. Commercial department has reviewed the experimental halts and are of the view that,

1. Out of 128 halts, 8 halts are for ordinary trains, Annexure A.
2. 30 experimental halts are justified and recommended to be converted as permanent, Annexure B.
3. As per Railway Boards guidelines vide Rly.Bds L.No.2004/Chg-II/13/Stoppage Policy dt.11.07.2005; CCM(PS) has identified 90 halts as financially not justified Annexure C.

An analysis of boarding and alighting of passengers is as under:

Number of passengers (Boarding + alighting)	No. of stations having boarding and alighting passengers
Less than 50	67
51 to 100	17
More than 100	06
Total	90

4. In addition to 30 justified halts, this railway is of the view that 23 halts which have more than 50 passengers (Boarding + alighting), may continue though financially not viable. (Annexure C Sr.No.68 to 90.)
5. JBP, BPL and KOTA divisions have suggested to continue and convert all the halts as permanent.

All the experimental halts provided are on recommendations of MPs/MLAs. Railway Board is requested to kindly convey the conversion of experimental halts to permanent as recommended.

List of Temporary stoppages provided to passenger trains

Annexure A

Sr. No.	Train			Halt station	Average passengers boarding / alighting per trip			Avg. reserved pass. Earn. Per day	Avg. unreserved pass. Earn. Per day per train	Total
	No.	From	To		Brd.	De-Brd.	Total			
1	51701	JBP	REWA	SKAR	0	0	0	0	338	338
2	51702	REWA	JBP	SKAR	0	0	0	0	338	338
3	51612	BINA	KOTA	SKPA	1	2	3	0	79	79
4	51611	KOTA	BINA	SKPA	3	2	5	0	79	79
5	51614	DMO	KOTA	SKPA	3	4	7	0	79	79
6	51671	ET	KTE	BNE	6	2	8	0	2506	2506
7	51613	KOTA	DMO	SKPA	7	2	9	0	79	79
8	51672	KTE	ET	BNE	7	5	12	0	2506	2506

List of Temporary stoppages financially justified

Annexure B

Sr. No.	Train			Halt station	Average passengers boarding / alighting per trip			Avg. reserved pass. Earn. Per day	Avg. unreserved pass. Earn. Per day per train	Total
	No.	From	To		Brd.	De-Brd.	Total			
1	12564	FD	LTT	JBP	55	45	100	22490	10895	33385
2	12823	DURG	NZM	SGO	58	48	106	11988	10677	22665
3	14009	CWA	DEE	BPL	177	202	379	10390	11841	22231
4	14010	DEE	CWA	BPL	270	200	470	6484	11841	18325
5	12824	NZM	DURG	SGO	48	38	86	7201	10677	17878
6	19605	KOAA	ADI	DMO	11	9	20	3445	10410	13855
7	12563	LTT	FD	JBP	50	41	91	2874	10895	13769
8	19606	ADI	KOAA	DMO	17	14	31	1889	10410	12299
9	12940	JP	PA	RMA	12	22	34	7765	3284	11049
10	18208	All	DURG	ASKN	19	9	28	5102	5693	10795
11	12540	LKO	YPR	STA	26	38	64	2171	8155	10326
12	12361	ASN	CSTM	STA	38	64	102	2088	8155	10243
13	12362	CSTM	ASN	STA	16	35	51	766	8155	8921
14	12539	YPR	LKO	STA	16	11	27	149	8155	8304
15	12546	LTT	DBG	STA	34	5	39	0	8155	8155
16	12545	DBG	LTT	STA	38	18	56	0	8155	8155
17	12904	ASR	BCT	HAN	27	11	38	5520	2574	8094
18	12198	GWL	BPL	BAQ	32	26	58	82	7007	7089
19	12197	BPL	GWL	BAQ	29	24	53	69	7007	7076
20	19053	ST	MFP	ASKN	24	8	32	1282	5693	6975
21	18207	DURG	All	ASKN	20	9	29	533	5693	6226
22	12715	NED	ASR	BINA	17	8	25	2794	3424	6218
23	19054	MFP	ST	ASKN	15	7	22	156	5693	5849
24	12530	JBP	HBJ	GAR	123	120	243	762	4827	5589
25	12903	BCT	ASR	HAN	13	19	32	2975	2574	5549
26	11449	JBP	JAT	KYE	7	5	12	2298	2943	5241
27	12529	HBJ	JBP	GAR	133	111	244	165	4827	4992
28	12477	JAM	JAT	BTE	13	5	18	1196	3715	4911
29	12475	HAPA	JAT	BTE	9	11	20	944	3715	4659
30	12476	JAT	HAPA	BTE	12	4	16	757	3715	4472

Halts not financially justified of Mail/Exp. Trains

Annexure C

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Sr. No.	Train			Halt station	Average passengers boarding / alighting per trip			Avg. reserved pass. Earn. Per day	Avg. unreserved pass. Earn. Per day per train	Total
	No.	From	To		Brd.	De-Brd.	Total			
1	12963	NZM	UDZ	MLGH	3	1	4	1	1097	1098
2	11452	REWA	JBP	SBD	3	1	4	3	715	718
3	11272	BPL	ET	NOI	3	2	5	216	344	560
4	11271	ET	BPL	NOI	3	2	5	0	344	344
5	11452	REWA	JBP	UDR	4	2	6	8	433	441
6	11447	JBP	HWH	MWJ	5	2	7	840	524	1364
7	19020	DDN	BDTS	FSP	4	3	7	15	738	753
8	11451	JBP	REWA	SBD	4	3	7	17	715	732
9	11451	JBP	REWA	UDR	4	3	7	1	433	434
10	12964	UDZ	NZM	BXN	3	5	8	49	3361	3410
11	19020	DDN	BDTS	NNW	2	6	8	4	1077	1081
12	11448	HWH	JBP	MWJ	5	3	8	240	661	901
13	19019	BDTS	DDN	FSP	7	2	9	64	738	802
14	11701	JBP	INDB	MAKR	1	8	9	45	0	45
15	12465	INDB	JU	LKE	3	7	10	36	1082	1118
16	12197	BPL	GWL	KLRS	2	8	10	0	545	545
17	19019	BDTS	DDN	NNW	3	8	11	112	1077	1189
18	11452	REWA	JBP	UHR	7	4	11	153	735	888
19	12192	JBP	NDLS	BAQ	8	5	13	173	3702	3875
20	12964	UDZ	NZM	HAN	8	5	13	56	2574	2630
21	14318	DDN	INDB	CBK	4	9	13	0	2163	2163
22	12466	JU	INDB	LKE	5	8	13	60	1082	1142
23	11702	INDB	JBP	MAKR	5	9	14	41	0	41
24	12478	JAT	JAM	BTE	9	7	16	598	3715	4313
25	15017	LTT	GKP	SGBJ	7	9	16	0	413	413
26	11702	INDB	JBP	SHR	10	7	17	0	1862	1862
27	11451	JBP	REWA	UHR	12	5	17	3	735	738
28	11701	JBP	INDB	SHR	11	7	18	88	1862	1950
29	12191	NDLS	JBP	BAQ	11	8	19	217	3702	3920

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Sr. No.	Train			Halt station	Average passengers boarding / alighting per trip			Avg. reserved pass. Earn. Per day		Avg. unreserved pass. Earn. Per day per train	Total
	No.	From	To		Brd.	De-Brd.	Total	A		B	
										A+B	
30	12964	UDZ	NZM								
31	15018	GKP	LTT	MLGH	11	8	19	283	1097	1379	
32	12466	JU	INDB	SGBJ	12	8	20	0	413	413	
33	22162	DMO	BPL	SVA	5	16	21	104	1564	1669	
34	15017	LTT	GKP	GAJ	12	9	21	6	775	781	
35	12716	ASR	NED	BRUD	9	12	21	0	318	318	
36	12416	NZM	INDB	BINA	12	10	22	137	3424	3561	
37	12465	INDB	JU	GOH	10	12	22	41	732	773	
38	22161	BPL	DMO	SVA	18	5	23	90	1564	1655	
39	12198	GWL	BPL	GAJ	14	9	23	0	775	775	
40	11452	REWA	JBP	KLRS	18	5	23	11	545	556	
41	15018	GKP	LTT	GSPR	15	8	23	0	328	328	
42	12963	NZM	UDZ	BRUD	13	10	23	0	318	318	
43	12963	NZM	UDZ	HAN	11	13	24	340	2574	2914	
44	12466	JU	INDB	BXN	12	13	25	334	3361	3695	
45	19802	INDB	KOTA	CMU	15	11	26	111	1646	1757	
46	12415	INDB	NZM	ANTA	20	6	26	7	1533	1540	
47	12415	INDB	NZM	GOH	11	15	26	40	732	772	
48	11652	SGRL	JBP	SGAM	26	1	27	30	1159	1189	
49	15159	CPR	DURG	MJG	15	12	27	61	708	770	
50	15160	DURG	CPR	MJG	18	9	27	16	708	724	
51	11451	JBP	REWA	GSPR	24	3	27	1	328	329	
52	12939	PA	JP	RMA	20	9	29	729	3284	4013	
53	11072	BSB	LTT	JTW	21	8	29	176	876	1053	
54	12182	JP	JBP	ATH	14	16	30	465	766	1231	
55	12465	INDB	JU	CMU	19	12	31	658	1646	2304	
56	19801	KOTA	INDB	ANTA	9	22	31	104	1533	1637	
57	12181	JBP	JP	ATH	25	6	31	602	766	1368	
58	11071	LTT	BSB	JTW	15	16	31	58	876	935	
59	12465	INDB	JU	VMA	14	19	33	652	2428	3080	
60	11651	JBP	SGRL	SGAM	2	34	36	0	1159	1159	
61	12466	JU	INDB	DKNT	19	22	41	32	2156	2188	
62	14317	INDB	DDN	CBK	18	25	43	0	2163	2163	
63	11701	JBP	INDB	MNV	25	20	45	428	2141	2569	
64	12465	INDB	JU	DKNT	27	18	45	90	2156	2246	
65	22161	BPL	DMO	MABA	17	28	45	8	1788	1796	
66	22112	NGP	BSL	CAER	27	18	45	10	1672	1682	
67	19802	INDB	KOTA	CBK	17	32	49	17	2163	2180	
68	12465	INDB	JU	VMA	27	23	50	655	2428	3083	
69	12412	NZM	JBP	SHR	38	13	51	0	1862	1862	
70	22162	DMO	BPL	MABA	33	18	51	40	1788	1828	
71	22112	NGP	BSL	KKN	31	23	54	14	2251	2265	
72	11702	INDB	JBP	MNV	26	33	59	135	2141	2276	
73	12197	BPL	GWL	MNV	24	38	62	10	2141	2151	
74	19802	INDB	KOTA	PFR	21	47	68	65	1330	1395	

Sr. No.	Train			Halt station	Average passengers boarding / alighting per trip			Avg. reserved pass. Earn. Per day	Avg. unreserved pass. Earn. Per day per train	Total
	No.	From	To		Brd.	De-Brd.	Total			
								A	B	A+B
74	19802	INDB	KOTA	KHRJ						
75	12530	JBP	HBJ	KY	35	34	69	34	1356	1390
76	12529	HBJ	JBP	KY	39	35	74	575	1796	2371
77	22111	BSL	NGP	KKN	43	37	80	41	1796	1837
78	22111	BSL	NGP	CAER	56	27	83	290	2251	2541
79	19801	KOTA	INDB	KHRJ	56	27	83	152	1672	1824
80	19802	INDB	KOTA	SFW	54	29	83	145	1356	1501
81	19801	KOTA	INDB	CBK	21	66	87	59	2179	2238
82	19801	KOTA	INDB	PFR	65	26	91	50	2163	2213
83	19801	KOTA	INDB	SFW	66	25	91	79	1330	1409
84	22111	BSL	NGP	BPF	69	27	96	43	2179	2222
85	22112	NGP	BSL	BPF	77	22	99	205	1918	2123
86	12198	GWL	BPL	MNV	54	50	104	51	1918	1969
87	12529	HBJ	JBP	MML	70	44	114	27	2141	2168
88	12530	HBJ	JBP	MML	5	134	139	0	2998	2998
89	12530	JBP	HBJ	MML	170	7	177	837	2998	3835
89	12530	JBP	HBJ	PPI	118	139	257	1532	2596	4128
90	12529	HBJ	JBP	PPI	148	109	257	645	2596	3241