

2

2.1 PROPOSED TIMINGS. (WCR,NCR,NR)

| BDTS - JAT | Stations | JAT- BDTS |
|-----------------|---------------|------------------|
| (D) 05.10(Mon) | BDTS | (A) 16.35 (Thur) |
| 05.40/05.43 | BVI | 15.51/15.54 |
| P/06.12 | VR | P/15.27 |
| P/07.54 | BL | P/13.30 |
| 08.50/08.55 | ST | 12.35/12.40 |
| 10.40/10.50 | BRC | 10.15/10.25 |
| 12.00/12.02 | GDA | 09.14/09.16 |
| 15.58/16.00 | NAD | 05.10/05.12 |
| 01.00/01.05 | MTJ | 20.00/20.05 |
| 02.50/02.55 | NDLS | 18.40/18.45 |
| (TUE) 13.00 (A) | JAT | (WED) 08.00 (D) |
| 31.50 HRS | TOR | 32.35 HRS |
| 1955 km | Distance | 1955 km |
| 61.42 KMPH | Average Speed | 60.0 KMPH |

2.2 PROPOSED STOPPAGES: Borivali, Boisar, Vapi, Surat, Bharuch, Vadodara, Dahod, Ratlam

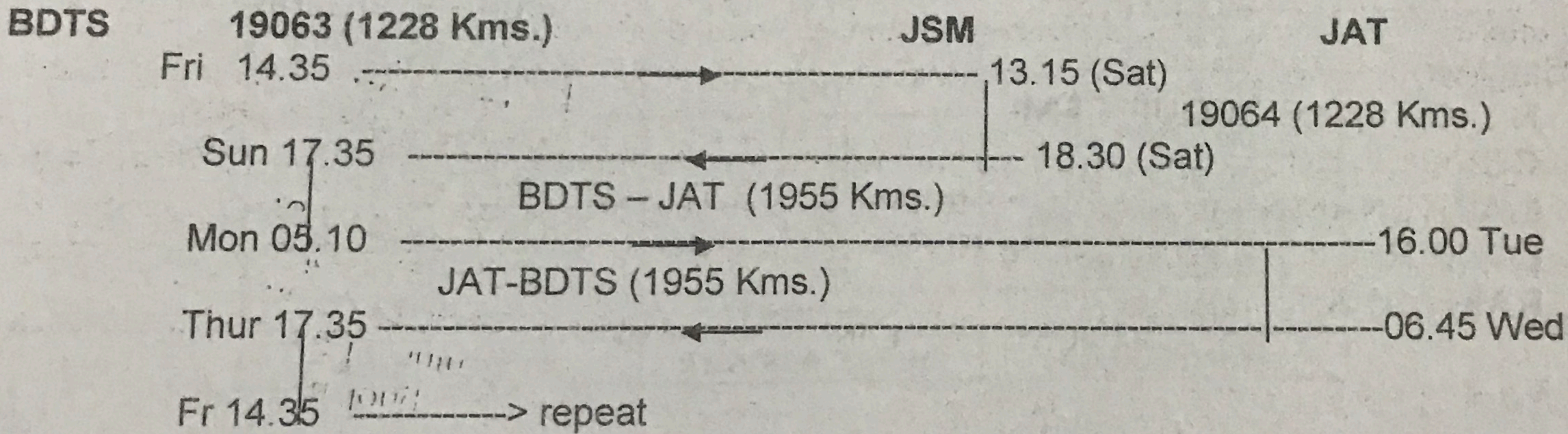
2.3 NO. OF RAKE REQUIRE: NIL

2.4 COMPOSITION: ACCW-1, ACCN-2, CN-6, GS-6, GSLR-1, SLRD-1=17 Coaches.

2.5 MAINTENANCE: Primary Maintenance at BDTS, Secondary at JAT.

2.6 LOCO REQUIREMENT: ONE ELECTRIC LOCO

2.7 RAKE LINK:



3. NEW WEEKLY TRAIN BETWEEN AHMEDABAD (ADI)- CHENNAI (MAS).

3.1 PROPOSED TIMINGS. (CR, SCR, SR, SWR)

| ADI-MAS | Stations | MAS-ADI |
|-------------------|---------------|-----------------|
| (WED) 14.00 (D) | ADI | (A) 19.20 (SAT) |
| .../-14.35 | GER | .../18.50 |
| 18.30/18.35 | ST | 15.30/15.35 |
| 21.35/21.45 | BSR | 12.10/12.20 |
| 01.40/02.00 | PUNE | 08.05/08.15 |
| 09.00/09.05 | WADI | 00.35/00.40 |
| 11.05/11.10 | GUNTAKAL | 21.00/210.05 |
| 20.15/- (A) (THU) | MAS | (D) 12.00 (FRI) |
| 30.15 HRS | TOR | 31.20 HRS |
| 1731 km | Distance | 1731 km |
| 57.22 KMPH | Average Speed | 55.24 KMPH |

NEW WEEKLY TRAIN BETWEEN AHMEDABAD (ADI)- KATRA. (KATR) WITH THE LIE OVER OF RAKE OF TRAIN NO. 19409/19410 ADI-GKP EXP.

5.1 PROPOSED TIMINGS.

(NWR, NR, NCR NER)

| ADI-KATRA | Stations | KATRA-ADI |
|-----------------|---------------|-----------------|
| (MON) 06.05 (D) | ADI | (WED) 23.55 (A) |
| 09.25/09.30 | PNU | 20.35/20.37 |
| 13.08/13.13 | MJ | 16.17/16.19 |
| 15.55/16.05 | All | 14.00/14.10 |
| 18.00/18.10 | JP | 11.30/11.45 |
| 22.00/22.05 | RE | 08.30/08.32 |
| 06.40/06.45 | JUC | 00.25/00.30 |
| 11.15/11.25 | JAT | 20.00/20.10 |
| (TUE) 14.00 (A) | KATRA | (TUE) 17.30 (D) |
| 31.55 HRS | TOR | 30.25 HRS |
| 1599 KM | Distance | 1599 KM |
| 50.10 KMPH | Average Speed | 52.57 KMPH |

5.2 **PROPOSED STOPPAGES:** SBI, MSH, PNU,

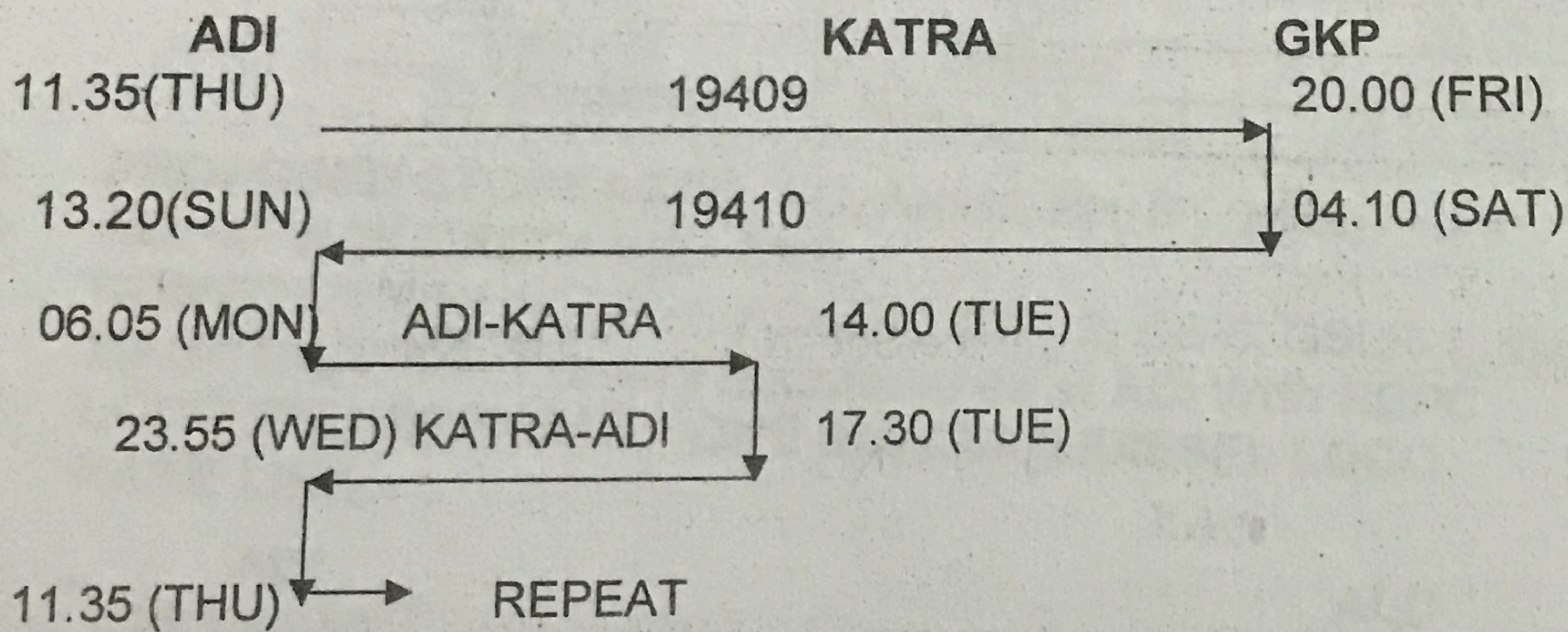
5.3 **NO. OF RAKE REQUIRE:** NIL

5.4 **COMPOSITION:** ACCW-1, ACCN-1, CN-8, GS-6, GSLR-1, SLRD-1=18 Coaches.

5.5 **MAINTENANCE:** Primary Maintenance at ADI (RBPC).

5.6 **LOCO REQUIREMENT:** ONE DIESEL LOCO

5.7 **RAKE LINK:**



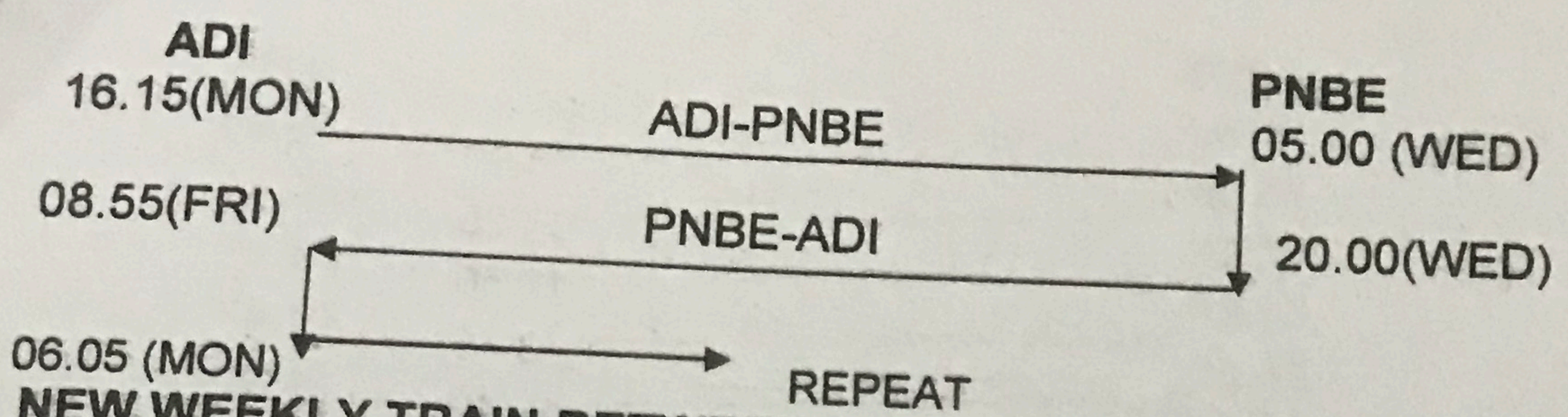
6. NEW WEEKLY TRAIN BETWEEN AHMEDABAD (ADI)- PATNA (PNBE)

6.1 PROPOSED TIMINGS.

(CR, WCR, NR, NCR, ECR, ER)

| ADI-PATNA | Stations | PATNA-ADI |
|-----------------|---------------|-----------------|
| (MON) 16.15 (D) | ADI | (FRI) 08.55 (A) |
| 19.55/20.05 | ST | 04.55/05.15 |
| .../-02.30 | JL | .../-23.05 |
| .../-06.00 | KNW | .../-19.30 |
| 08.20/08.30 | ET | 16.50/17.00 |
| 17.00/17.05 | MKP | 08.00/08.10 |
| 00.55/01.05 | MGS | 23.55/00.05 |
| (WED) 05.00 (A) | PNBE | (WED) 20.00 (D) |
| 36.45 HRS | TOR | 36.55 HRS |
| 1830 KM | Distance | 1830 KM |
| 49.80 KMPH | Average Speed | 49.57 KMPH |

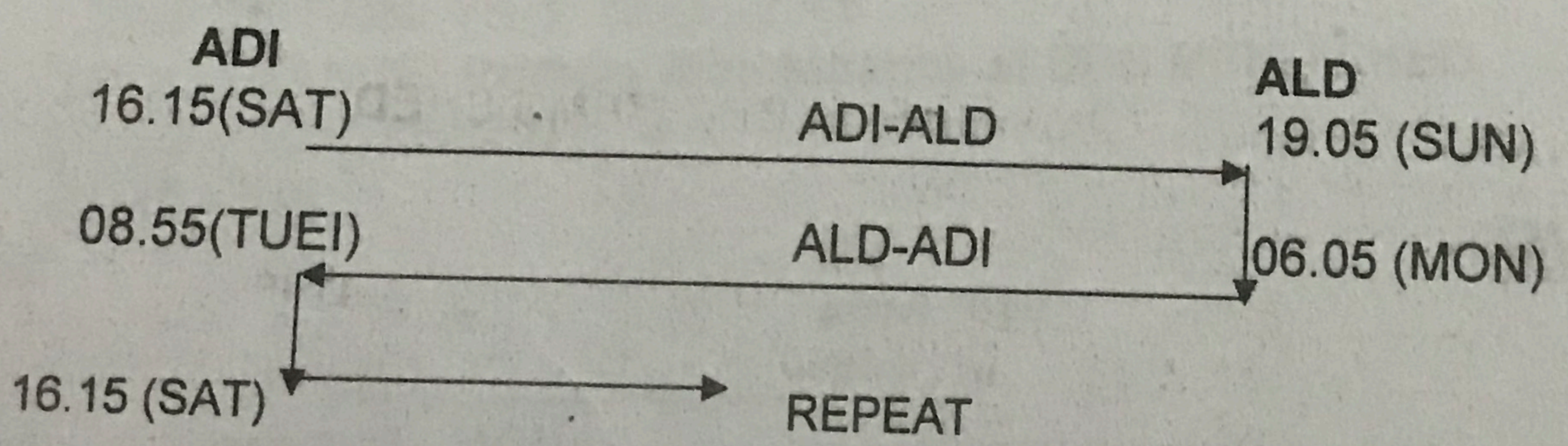
- 6.2 PROPOSED STOPPAGES: ND, ANND, BH, ST, NDB,
- 6.3 NO. OF RAKE REQUIRE: ONE
- 6.4 COMPOSITION: ACCW-1, ACCN-2, CN-12, GS-6, GSLR-1, SLRD-1=23 Coaches.
- 6.5 MAINTENANCE: Primary Maintenance at ADI, Secondary at PNBE
- 6.6 LOCO REQUIREMENT: ONE ELECTRIC/DIESEL LOCO
- 6.7 RAKE LINK:



7. NEW WEEKLY TRAIN BETWEEN AHMEDABAD (ADI)- ALLAHABAD (ALD)
 7.1 PROPOSED TIMINGS. (CR, WCR, NCR)

| ADI-ALD | Stations | ALD-ADI |
|-----------------|---------------|-----------------|
| (SAT) 16.15 (D) | ADI | (TUE) 08.55 (A) |
| 19.55/20.05 | ST | 04.55/05.15 |
| .../-02.30 | JL | .../-23.05 |
| .../-06.00 | KNW | .../-19.30 |
| 08.20/08.30 | ET | 16.50/17.00 |
| 17.00/17.05 | MKP | 08.00/08.10 |
| (SUN) 19.05 (A) | ALD | (MON) 06.05 (D) |
| 26.50 HRS | TOR | 26.50 HRS |
| 1480 KM | Distance | 1480 KM |
| 55.16 KMPH | Average Speed | 55.16 KMPH |

- 7.2 PROPOSED STOPPAGES: ND, ANND, BH, ST, NDB,
- 7.3 NO. OF RAKE REQUIRE: ONE
- 7.4 COMPOSITION: ACCW-1, ACCN-2, CN-12, GS-6, GSLR-1, SLRD-1=23 Coaches.
- 7.5 MAINTENANCE: Primary Maintenance at ADI With RBPC
- 7.6 LOCO REQUIREMENT: ONE ELECTRIC/DIESEL LOCO
- 7.7 RAKE LINK:



8. NEW DAILY DEMU TRAIN BETWEEN RATLAM (RTM)- FATEHABAD (FTD) – 4x2 SERVICES EXCEPT TUE,SAT (only 3x2 SERVICES due to Maintenance)
 8.1 PROPOSED TIMINGS. (WR)

| | 1 | 2 | 3 | 4 |
|-----|-------|-------|-------|-------|
| RTM | 06.00 | 10.50 | 15.40 | 20.30 |
| FTD | 08.00 | 12.50 | 17.40 | 22.30 |

| | | | | |
|-----|-------|-------|-------|-------|
| FTD | 08.25 | 13.15 | 18.05 | 23.00 |
| RTM | 10.25 | 15.15 | 20.05 | 01.00 |

7

10. NEW SERVICE OF TWO PAIRS OF DAILY MEMU TRAIN BETWEEN ANND - DAKOR (DK) With Lie over of Memu Rake 69124/69123 (GDA-ANND/ANND-DHD)

10.1 PROPOSED TIMINGS.

| 09123 ANND-DK | 09125 ANND-DK | Stations | 09124 DK-ANND | 09126 DK-ANND |
|---------------|---------------|---------------|---------------|---------------|
| 07.15 (D) | 16.45 (D) | ANND | 09.35 (A) | 18.50(A) |
| 08.10 (A) | 17.40 (A) | DK | 08.30 (D) | 17.55 (D) |
| 55 Mnt | 55 Mnt | TOR | 01.05 | 55 Mnt |
| 29.62 KM | 29.62 | Distance | 29.62 KM | 29.62 KM |
| 32.31 KMPH | 32.31 | Average Speed | 30.53 KMPH | 32.31 |

(WR)

10.2 PROPOSED STOPPAGES: STOPPING AT ALL,

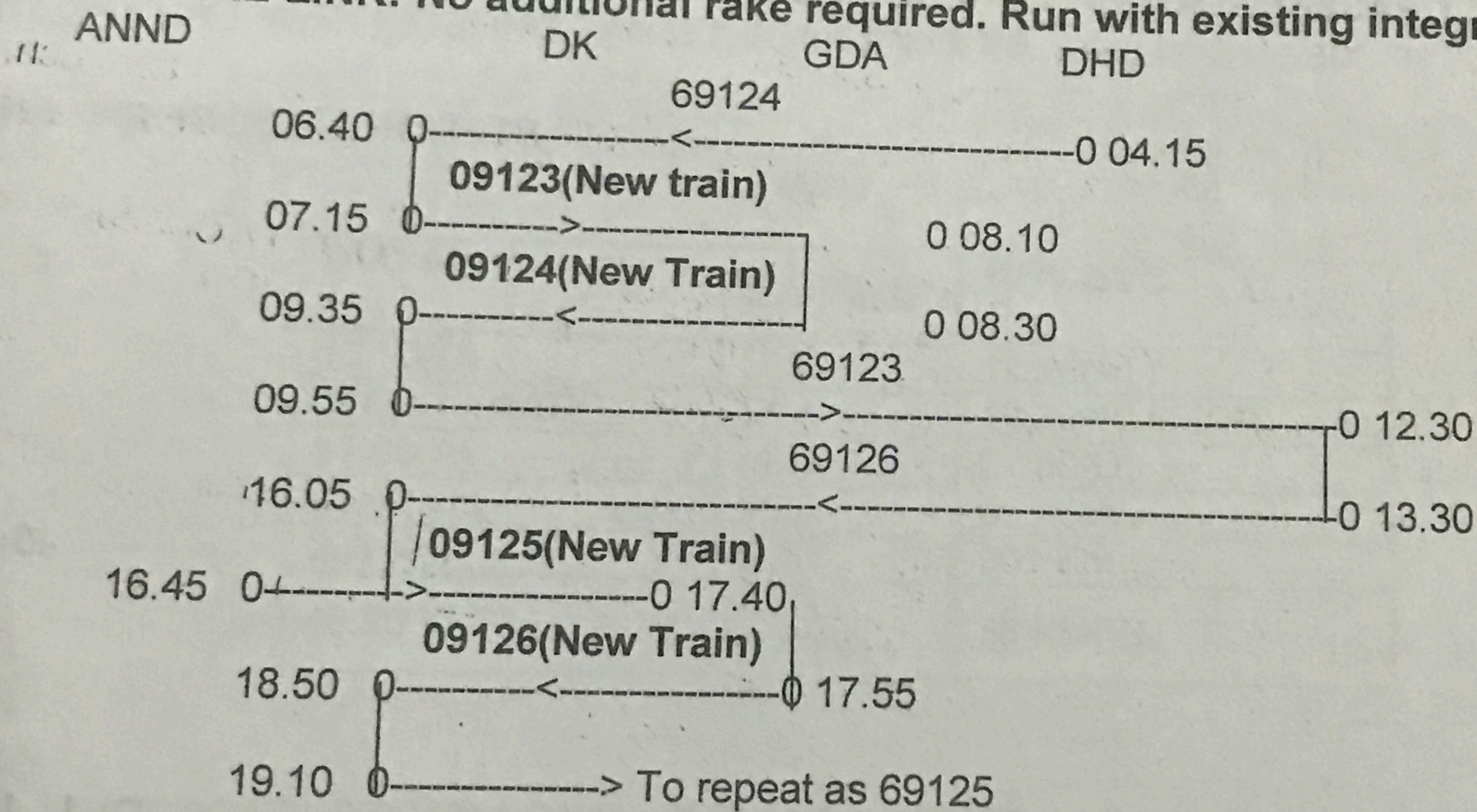
10.3 NO. OF RAKE REQUIRE: NIL

10.4 COMPOSITION: Motor coach (YZZS)=3, Trailor coach(YS)=9 total 12.

10.5 MAINTENANCE: Primary Maintenance at BRC MEMU SHED

10.6 LOCO REQUIREMENT: - NIL

10.7 RAKE LINK: No additional rake required. Run with existing integrated rake link.



11. NEW DAILY PASSENGER TRAIN BETWEEN RAJKOT (RJT)- PORBANDAR (PBR) BY INTEGRATING WITH EXISTING SERVICE OF 59507/59508 (RJT-SMNH)

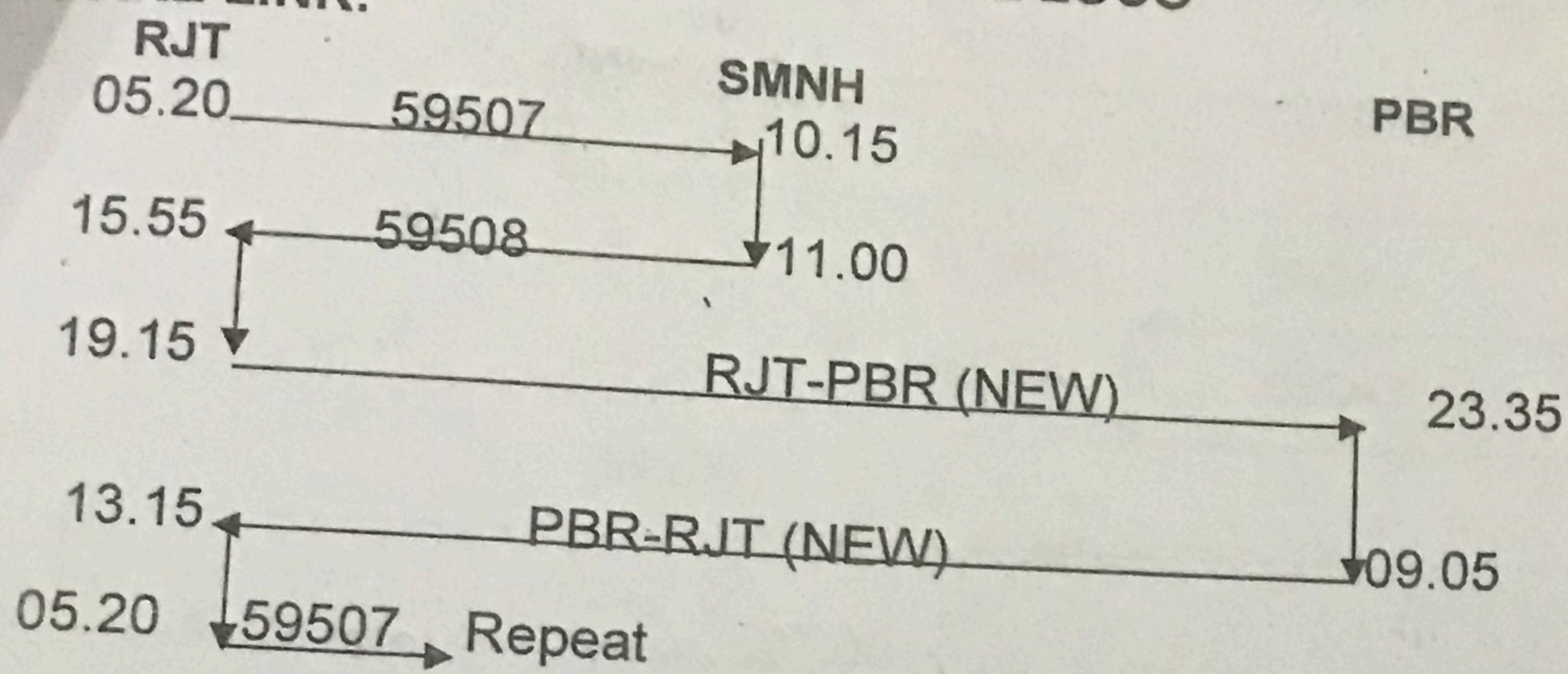
11.1 PROPOSED TIMINGS.

(WR)

| RJT-PBR | STATION | PBR-RJTP |
|-------------|------------|-------------|
| 19.15/(D) | RJT | 13.15(A) |
| 21.00/21.02 | JLR | 11.23/11.25 |
| 22.41/22.43 | WSJ | 09.43/09.45 |
| 23.35/(A) | PBR | 09.05/(D) |
| 4'20" hrs | TOR | 4'10" |
| 202 KM | DISTANCE | 202 KM |
| 46.62 kmph | Avg. Speed | 48.48 kmph |

11.2 PROPOSED STOPPAGES: BKNG, RBR, GDL, VRR, NUD, JLR, DJI, UA, BHY, PLM, JDH, WAB, WSJ, TSRI, RWO

- 11.3 NO. OF RAKE REQUIRE: ONE
- 11.4 COMPOSITION: 7 GS + 2 SLR = 9 Coaches
- 11.5 MAINTENANCE: Primary Maintenance at RJT (RBPC).
- 11.6 LOCO REQUIREMENT: ONE DIESEL LOCO
- 11.7 RAKE LINK:



12 NEW DAILY PASSENGER TRAIN BETWEEN BHAVNAGAR (BVC)- MAHUVA (MHV) BY INTEGRATING WITH EXISTING PASSENGER SERVICES

12.1 PROPOSED TIMINGS.

(WR)

| BVC-MHV | STATION | MHV-BVC |
|-----------------|------------|-----------------|
| 16.00(D) | BVC | 12.20(A) |
| 17/20/17.40(RR) | DLJ | 10.20/10.50(RR) |
| 21.00(A) | MHV | 07.00(D) |
| 05.00 hrs | TOR | 05.20Hrs |
| 201 Km | DIST | 201 Km |
| 40.20 KMPH | AVG. SPEED | 38 KMPH |

12.2 PROPOSED STOPPAGES: BVP, VTJ, KDMR, SOJN, SGD, BJUD(D), DLJ, JA, DAS, DME, PCT (D), LMO, SVKD, GKD, VJD, RLA

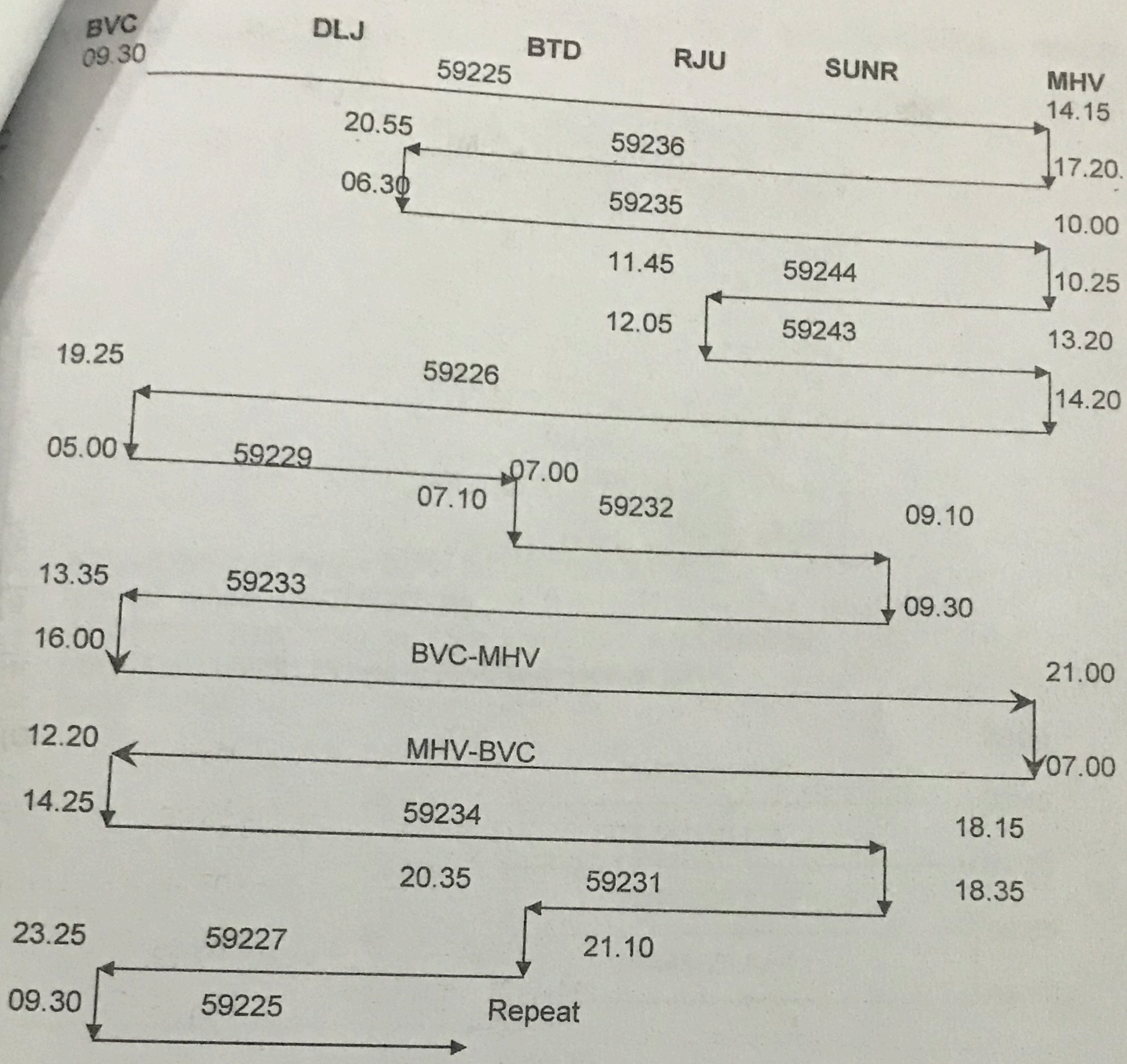
12.3 NO. OF RAKE REQUIRE: ONE

12.4 COMPOSITION: 7 GS + 2 SLR = 9 Coaches

12.5 MAINTENANCE: Primary Maintenance at BVC (RBPC).

12.6 LOCO REQUIREMENT: ONE DIESEL LOCO

12.7 RAKE LINK: The rake link with integration is as under:

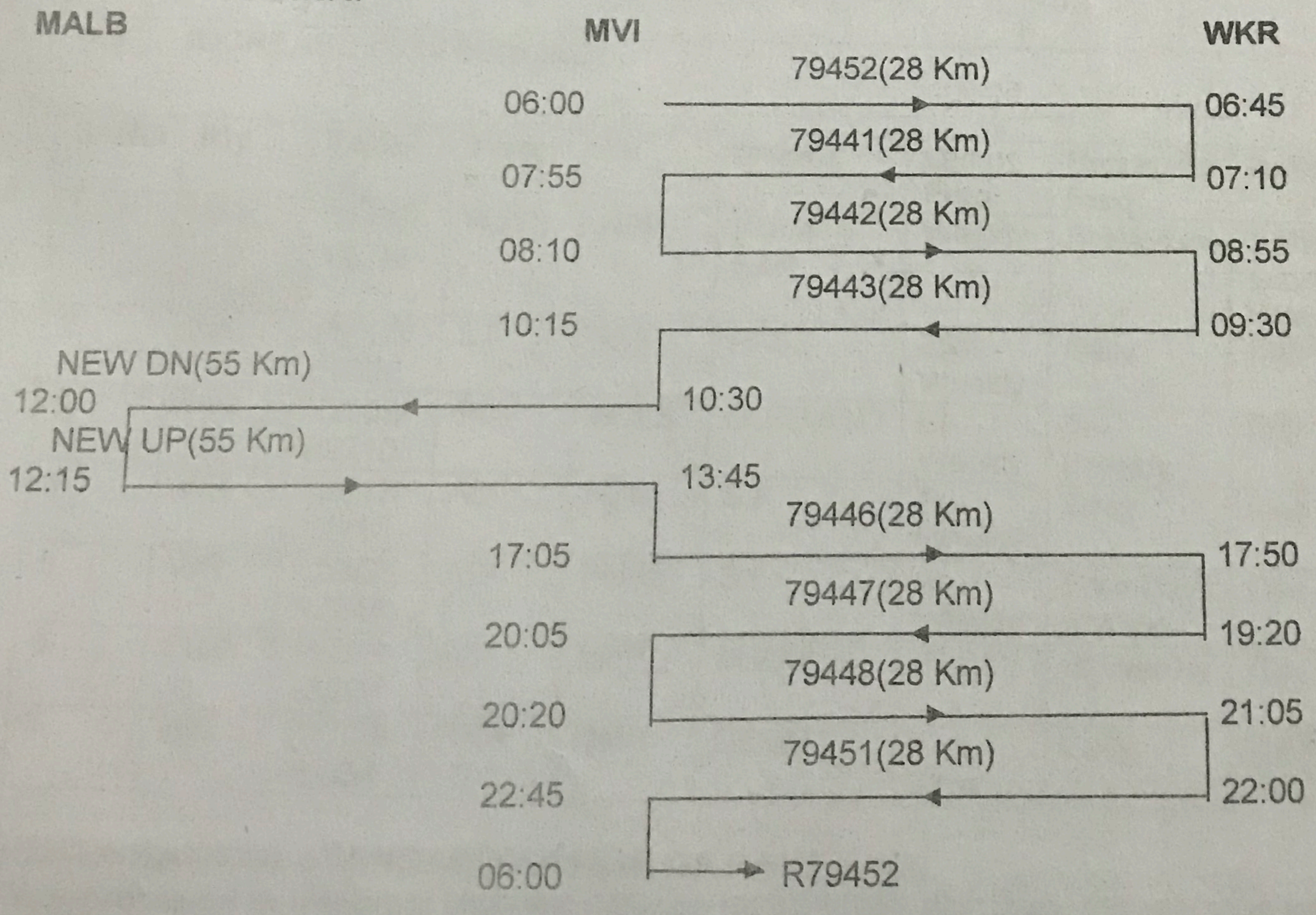


NEW DEMU SERVICE BETWEEN MORBI (MVI)- MALIYA MIYANA (MALB) BY
 OVER OF 79443/79446
 13.1 PROPOSED TIMINGS.

| MVI-MALB | Stations | MALB-MVI |
|-------------|----------|-------------|
| .../10:30 | MVI | 13:45/... |
| 10:40/10:41 | KKR(D) | 13:27/13:28 |
| 10:47/10:48 | BRL | 13:20/13:21 |
| 10:54/10:55 | PPS(D) | 13:13/13:14 |
| 11:04/11:09 | DAC | 12:59/13:04 |
| 11:18/11:19 | WWA | 12:49/12:50 |
| 11:25/11:26 | BHVP(D) | 12:42/12:43 |
| 11:36/11:37 | NBRL(D) | 12:31/12:32 |
| 11:47/11:48 | MALX(D) | 12:20/12:21 |
| 12:00/... | MALB | .../12:15 |
| 55 Kms | Distance | 55 Kms |
| 1.30" | TOR | 1.30" |
| 36.67 kmph | Speed | 36.67 kmph |

(WR)

- 13.2 PROPOSED STOPPAGES: STOPPING AT ALL
- 13.3 NO. OF RAKE REQUIRE: NIL
- 13.4 COMPOSITION: YSD-1+ YS-1 + YZZS-1 = 3 Coaches
- 13.5 MAINTENANCE: Primary Maintenance at KKF.
- 13.6 RAKE LINK:



EXTENSION OF TRAINS

| Sr. No. | Railway | Train no. | From | To | Status | Extension To | Rake Required | Remarks |
|---------|---------|--------------------|------|------|--------|---------------------|---------------|---------|
| 1 | WR | 19573/ 19574 | OKHA | JP | M.EXP | RE | NIL | |
| 2 | WR | 19411/ 19412 | ADI | All | M.EXP | RE | NIL | |
| 3 | WR | 19167/ 19168 | ADI | BSB | M.EXP | MFP/BJU/ SEE/BUI | NIL | |
| 4 | WR | 19107/ 19108 | ADI | UHP | M.EXP | KATRA | NIL | |
| 5 | WR | 12913/ 12914 | IND | NGP | S.F. | R | NIL | |
| 6 | WR | 12923/ 12934 | IND | NGP | S.F. | R | NIL | |
| 7 | WR | 19027/ 19028 | BCTS | JAT | M.EXP | KATRA | 01 | |
| 8 | NWR | 19611/ 19612 | All | ASR | M.EXP | ADI | NIL | |
| 9 | WR | 79454/ 79445 | RJT | MVI | DEMU | BKNG | NIL | |
| 10 | ECR | 13237/38 /39/40 | PNBE | KOTA | M.EXP | ADI | 01 | |

(C) INCREASE IN FREQUENCY

| Sr.NO | Rly | Train no. | From | To | Nature | Old Freq. | Proposed Freq. | Rakes Req. |
|-------|-----|-----------------|------|------|--------------|----------------|---------------------|--|
| 1 | WR | 12247/ 12248 | BCTS | NZM | YUVA EXP. | Weekly | Bi-Weekly | With attaching an additional WACCN/WACCW |
| 2 | WR | 59025/ 59026 | ST | AMI | PASS | TRI- Weekly | Daily | NIL |
| 3 | WR | 22209/ 22210 | BCT | NDLS | DURANTO | BI- Weekly | Tri- Weekly | NIL |
| 4 | WR | 12917/ 12918 | ADI | NZM | S.F. | Tri- Weekly | Daily | One Rake |
| 5 | WR | 12947/ 12948 | ADI | PNBE | S.F. | Bi- Weekly | Four Days a Week | One Rake |
| 6 | ECR | 15269/ 15270 | ADI | MFP | M.EXP | Weekly | Bi-Weekly | One Rake |
| 7 | WR | 79303/ 79304 | RTM | NMH | DEMU | Five days | Daily | NIL(One spare rake available) |

(D) INTEGRATION/ STANDARDISATION OF RAKE LINK

1. It is proposed to integrate the rake links of 12227/12228 BCT-IND, 12239/12240 BCT-JP with 22209/22210 BCT-NDLS Duronto.

The details of the integration are as under

- 1) Saving of LHB Rake :- Present rakes – 3 Proposed rakes -2
- 2) Saving of LHB Coaches :- 12 Coaches (LWLRRM-2, LWFAC-1, LACCW-1, LACCN-7, LWCB-2 =12)
- 3) Standardisation of rakes :- Enhancement in load of BCT-IND and BCT – JP from 14 coaches to 16 coaches
- 4) De congestion of BCT Yard on Wednesday by proposed integration

Presently two Duronto trains(12240JP-BCT and 22210 NDLS-BCT) are arriving at BCT but no Duronto train is leaving from BCT on Wednesday. This result in yard congestion on Wednesday, the proposed integration will result in decongestion of BCT Yard on Wednesday, the Arrival at Mumbai Central

| EXISTING | | | PROPOSED | | |
|-----------|-----------|------------|-----------|-----------|------------|
| Day | Train No. | Sch. Arri. | Day | Train No. | Sch. Arri. |
| Sunday | 22210 | 16:15 | Sunday | 22210 | 16:15 |
| Monday | 12228 | 11:40 | Monday | 22210 | 16:15 |
| Tuesday | - | - | Tuesday | - | - |
| Wednesday | 12240 | 11:40 | Wednesday | 12240 | 14:40 |
| Wednesday | 22210 | 16:15 | Thursday | 12228 | 11:40 |
| Thursday | - | - | Friday | 12240 | 14:40 |
| Friday | 12240 | 11:40 | Saturday | 12228 | 11:40 |
| Saturday | 12228 | 11:40 | | | |

Departure from Mumbai Central:

| Existing | | | Proposed | | |
|-----------|-----------|----------|-----------|-----------|-----------|
| Day | Train No. | Sch. Dep | Day | Train No. | Sch. Dep. |
| Sunday | 12239 | 23:15 | Sunday | - | - |
| Monday | 22209 | 23:15 | Monday | 12239 | 23:15 |
| Tuesday | 12239 | 23:15 | Tuesday | 12227 | 23:15 |
| Wednesday | - | | Wednesday | 12239 | 23:15 |
| Thursday | 12227 | 23:15 | Thursday | 12227 | 23:15 |
| Friday | 22209 | 23:15 | Friday | 22209 | 23:15 |
| Saturday | 12227 | 23:15 | Saturday | 22209 | 23:15 |

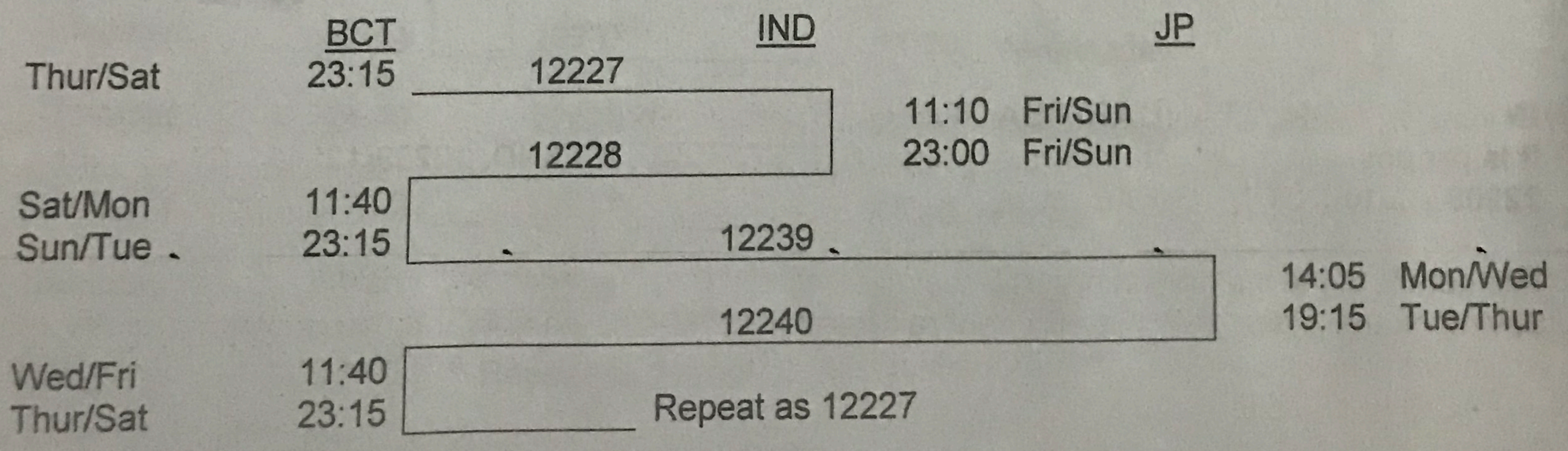
5) Change in days of run/ time :- As under

| S.N | Train No. | Train Name | Station | Present days | Proposed days | TO | Present days | Proposed days |
|-----|-----------|------------|---------|--------------|---------------|------|--------------|---------------|
| 1 | 22209 | BCT-NDLS | BCT | Mon/Fri | Fri/Sat | NDLS | Tue/Sat | Sat/Sun |
| | 22210 | NDLS-BCT | NDLS | Tue/Sat | Sat/Sun | BCT | Wed/Sun | Sun/Mon |
| 2 | 12239 | BCT-JP | BCT | Sun/Tue | M/Wed | JP | Mon/Wed | Tue/Thu |
| | 12240 | JP-BCT | JP | Tue/Thu | Tue/Thu | BCT | Wed/Fri | Wed/Fri |
| 3 | 12227 | BCT-IND | BCT | Thu/Sat | Tue/Thu | IND | Fri/Sun | Wed/Fri |
| | 12228 | IND-BCT | IND | Fri/Sun | Wed/Fri | BCT | Sat/Mon | Thu/Sat |

6) Rake link

1) Present Rake link :-

1) Rake links of 12227/12228 BCT – IND bi-weekly Duronto and 12239/12240 BCT – JP bi-weekly Duronto



(B) Rake link of 22209/22210 BCT – NDLS Duroto Express

| | <u>BCT</u> | | <u>NDLS</u> |
|---------|------------|-----------------|---------------|
| Mon/Fri | 23:15 | 22209 | |
| Wed/Sun | 16:15 | 22210 | 16:55 Tue/Sat |
| Mon/Fri | 23:15 | | 23:30 Tue/Sat |
| | | Repeat as 22209 | |

(II) Proposed rake links

Rake links of 12227/12228 BCT – IND bi-weekly Duroto, 12239/12240 BCT - JP bi-weekly Duroto and 12239/12240 BCT – JP bi-weekly Duroto Express trains

Link No. 1

| | <u>BCT</u> | <u>JP</u> | <u>NDLS</u> |
|-----------|------------|-----------------|----------------|
| Monday | 23:15 | 12239 | 14:05 Tuesday |
| Wednesday | 13:45 | 12240 | 22:00 Tuesday |
| Wednesday | 23:15 | 12239 | 14:05 Thursday |
| Friday | 13:45 | 12240 | 22:00 Thursday |
| Friday | 23:15 | 22209 | 16:55 Saturday |
| Sunday | 16:15 | 22210 | 23:30 Saturday |
| Monday | 23:15 | Repeat as 12239 | |

Link No. 2

| | <u>BCT</u> | <u>IND</u> | <u>NDLS</u> |
|----------|------------|-----------------|-----------------|
| Saturday | 23:15 | 22209 | 16:55 Sunday |
| Monday | 16:15 | 22210 | 23:30 Sunday |
| Tuesday | 23:15 | 12227 | 11:10 Wednesday |
| Thursday | 11:40 | 12228 | 23:00 Wednesday |
| Thursday | 23:15 | 12227 | 11:10 Friday |
| Saturday | 11:40 | 12228 | 23:00 Friday |
| Saturday | 23:15 | Repeat as 22209 | |

14

(E) CHANGE IN STATUS OF TRAIN

NIL

(F) CHANGE IN DAYS

12475 Hapa – Jammu Tawi and 12477 Jamnagar – Jammu Tawi departure days vice-versa.

The change in days will save one shunting movement between Hapa – Jamnagar as maintenance of the rake is done at Hapa. Proposed revised days as under.

| | | Present day | Proposed day |
|-------|-----------------------|-------------|--------------|
| 12475 | Hapa – Jammu Tawi | Wed | Tue |
| 12477 | Jamnagar – Jammu Tawi | Tue | Wed |

Days of service of 29059/29060 ST-HAPA, intercity express will change from Monday/Tuesday to Tuesday/Wednesday.

(G) PROVISION OF HALT

| STATION | TRAIN NO |
|---------|--|
| VS | 19109/19110 12928 12929/12930 |
| SUNR | 19568/19567 12949/12950 |
| THAN | 16334/16333 |
| WKR | 12905/12906 |
| JALD | 59548/59547 |
| ALB | 19059/19060 29059/29060 |
| HAPA | 19269/19270 19568/19567 |
| KMBL | 19568/19567 |
| BHTA | 22905/22906 16338/16337 19565/19566 19575/19576 |
| MTHP | 19575/19576 19251/19252 |
| SHH | 59297/59298 |
| DLJ | 17203/17204 |
| DJI | 12949/12950 |
| WSJ | 12905/12906 |
| BKNG | 11087/11088 |

15

(H) AUGMENTATION
(i) AUGMENTATION OF M.EXP AND PASSENGER TRAINS.

| TRAIN NO | FROM-TO | Present Load | Proposed | Augmentation proposed | CHS REQD |
|-------------|---------------|--------------|----------|-----------------------|------------------------|
| 12903/12904 | BCT-ASR | 22 | 24 | 1 WGSCN, 1WGACCN | 4 WGSCN, 4 WGACCN |
| 12955/12956 | BCT-JP | 23 | 24 | 1 WGSCN | 2 WGSCN |
| 19027/19028 | BDTS-JAT | 20 | 22 | 1 WGSCN, 1WGACCN | 1 WGSCN, 1 WGACCN |
| 19029/19030 | BDTS-DEE | 21 | 22 | 1WGSCN | 1WGSCN |
| 12907/12908 | BDTS-NZM | 23 | 24 | 1 WGSCN | 1 WGSCN |
| 12911/12912 | BL-HW | 18 | 20 | 1 WGACCN, 1WGSCN | 1 WGSCN |
| 19057/19058 | UDN-BSB | | | | 1 WGACCN, 1WGSCN |
| 59439/59440 | BCT-ADI | 14 | 16 | 2 GS | 8 GS |
| 59441/59442 | BCT-ADI | | | | |
| 22909/22910 | BL-PURI | 18 | 18 | 1 WGSCN | 1 WGSCN |
| 19055/19056 | BL-JE | | | | |
| 19023/19024 | BCT-FZP | 15 | 16 | 1 GS | 4 GS |
| 19049/19050 | BDTS- PNBE | 21 | 23 | 2 WGSCN | 2 WGSCN |
| 19065/19066 | BDTS-JE | | | | |
| 12935/12936 | BDTS-ST | 20 | 22 | 1 GS, 1 SCZ | 1 GS, 1SCZ |
| 19059/19060 | ST-JAM | 18 | 20 | 1 GS, 1 SCZ | 1 GS, 1SCZ |
| 12929/12930 | BL-DHD | 19 | 21 | 2 GS | 10 GS, 5 WGSCN |
| 59075/59076 | ST-BSL | 16 | 18 | 2 GS, | |
| 59031/59032 | ST-BH | 16 | 18 | 2 GS | |
| 59077/59078 | ST-BSN | 15 | 18 | 2 GS, 1 WGSCN | |
| 59013/59014 | ST-BSL | 16 | 19 | 2 GS, 1WGSCN | |
| 59037/59038 | VR-ST | 18 | 19 | 1 GS | 2 GS |
| 59039/59040 | VR-BL | 18 | 19 | 1GS | |
| 59045/59046 | BDTS-VAPI | 18 | 19 | 1 GS | |
| 22917/22918 | BDTS-HW | 17 | 21 | 3 WGSCN, 1WACCN | 3 WGSCN, 1WACCN |
| 19063/19064 | BDTS-JSM | 17 | 21 | 3 WGSCN, 1WACCN | 3 WGSCN, 1WACCN |
| 19019/19020 | BDTS-DDN | 15 | 16 | 1 GS | 5 GS |
| 59025/59026 | ST-AMI | 13 | 15 | 1 GS, 1SCZ | 2 GS, 2SCZ |
| 19113/19114 | BRC-BLD | 12 | 16 | 4GS | 8 GS |
| 12927/12928 | BRC-BCT | 19 | 23 | 2 GS, 2WGSCN | 8 GS, 8 WGSCN |
| 59161/59162 | BH-VTL | 7 | 9 | 2 GS | 2 GS |
| 59163/59164 | ANND-VTL | | | | |
| 12915/12916 | ADI-DLI | 24 | 26 | 1 WACCN, 1 WGSCN | 2 WACCN, 2 WGSCN |
| 12902/12903 | ADI-BCT | 24 | 26 | 1 WACCN, 1 WGSCN | 2 WACCN, 2 WGSCN |
| 19144/19143 | ADI-BDTS | 24 | 26 | 1 WACCN, 1 WGSCN | 2 WACCN, 2 WGSCN |
| 19105/19106 | ADI-HW | 24 | 26 | 1 WACCN, 1 WGSCN | 2 WACCN, 2 WGSCN |
| 19110/19109 | ADI-BL | 22 | 24 | 2 SCZ | 4 SCZ |

| | | | | | |
|-------------|----------|----|----|-------------------------|-------------------------|
| 12844/12843 | ADI-PURI | 22 | 23 | 1 WGSCN | 4 WGSCN |
| 16333/16334 | VRL-TVC | 21 | 23 | 1 WACCN, 1 WGSCN | 1 WACCN, 1 WGSCN |
| 16335/16336 | GIM-NCJ | 21 | 23 | 1 WACCN, 1 WGSCN | 1 WACCN, 1 WGSCN |
| 16337/16338 | OKHA-ERS | 21 | 23 | 1 WACCN, 1 WGSCN | 1 WACCN, 1 WGSCN |
| 12947/12948 | ADI-PNBE | 21 | 23 | 1 WACCN, 1 WGSCN | 2 WACCN, 2 WGSCN |
| 19309/19310 | GNC-IND | 17 | 21 | 1 WACCN, 1 WGSCN | 2 WACCN, 2 WGSCN |
| 12957/12958 | ADI-NDLS | 19 | 23 | 1 WACCN, 1 WGSCN, 2 GS | 1 WACCN, 1 WGSCN, 2 GS |
| 19165/19166 | ADI-BSB | 18 | 21 | 3 LWACCN, 1 LWACCW | 6 LWACCN, 2 LWACCW |
| 19167/19167 | ADI-DBG | | | 1 WGACCN, 1 WGSCN, 1 GS | 5 WGACCN, 5 WGSCN, 5 GS |
| 14311/14312 | BHUJ-BE | 18 | 21 | 1 WGACCN, 1 WGSC, 1 GS | 4 WGACCN, 4 WGSC, 4 GS |
| 14321/14322 | BHUJ-BE | | | 1 WGACCN, 2 WGSCN | 1 WGACCN, 2 WGSCN |
| 12993/12994 | GIM-PURI | 18 | 21 | 1 WGACCN, 2 WGSCN | 1 WGACCN, 2 WGSCN |
| 12919/12920 | IND-JAT | 21 | 23 | 2 GS | 8 GS |
| 19313/19314 | IND-NGP | 21 | 22 | 1 GS | 5 GS |
| 19321/19322 | IND-RJPB | | | | |
| 22911/22912 | IND-HWH | | | | |
| 19312/19311 | IND-PUNE | | | | |
| 19325/19326 | IND-ASR | | | | |
| 12913/12914 | IND-NGP | | | | |
| 12923/12924 | IND-NGP | | | | |
| 19310/19309 | IND-GNC | | | | |
| 19329/19330 | IND-UDZ | 17 | 19 | 2 GS | 6 GS |
| 19323/19324 | IND-HBJ | 10 | 14 | 4 GSCZ | 8 GSCZ |
| 59394/59393 | HBJ-DHD | | | | |
| 12973/12974 | JP-IND | 13 | 16 | 3 GS | 6 GS |
| 16325/16326 | TVC-IND | 19 | 21 | 2 GS | 10 GS |
| 12961/12962 | BCT-IND | 22 | 23 | 1 GS | 4 GS |
| 59207/59208 | BVC-OKHA | 8 | 11 | 1 GS, 1 WGSCN, 1 WGACCN | 2 GS, 2 WGSCN, 2 WGACCN |
| 59504/59503 | OKHA-VG | 7 | 11 | 4 GS | 12 GS |
| 59548/59547 | OKHA-ADI | 9 | 11 | 2 GS | 6 GS |
| 19565/19566 | OKHA-DDN | 13 | 18 | 1 WGACCN, 2 WGSCN, 2 GS | 1 WGACCN, 2 WGSCN, 2 GS |

| | | | | | |
|---|----------|----|----|------------------------|------------------------|
| 19119/ 19120 | ADI-SMNH | 10 | 11 | 1 GS | 4 GS |
| 59421/ 59424 | RJT-VRL | | | | |
| 59423/ 59422 | SMNH-RJT | | | | |
| 59459/59460 | RJT-SMNH | | | | |
| 59297/59298 | PBR-VRL | 8 | 09 | 1 GS | 1 GS |
| 12941/ 12942 | BVC-ASN | 22 | 24 | 1 WACCW, 1 WCB | 1 WACCW, 1 WCB |
| 19259/ 19260 | BVC-KCVL | 18 | 20 | 1 WACCW, 1 WCB | 1 WACCW, 1 WCB |
| 12949/ 12950 | PBR-SRC | 18 | 20 | 1 WGSCN, 1 WCB | 1 WGSCN, 1 WCB |
| 12905/12906 | PBR-HWH | 22 | 23 | 1 WGSCN | 1 WGSCN |
| 19269/19270 | PBR-MFP | 21 | 22 | 1 WGSCN | 1 WGSCN |
| 12905/12906 | PBR-HWH | 21 | 22 | 1 WGSCN | 4 WGSCN |
| 19263/19264 | PBR-DEE | | | | |
| 19269/19270 | PBR-MFP | | | | |
| 12971/12972 | BVC-BDTS | 21 | 23 | 2 WGSCN | 02 WGSCN |
| 79454/79445 | RJT-MVI | 03 | 06 | 1 YSD, 1 YS, 1 YZZS | 1 YSD, 1 YS, 1 YZZS |
| 79441/79442/ 79443/79444/ 79445/79446/ 79447/79448/ 79451/79452/ 79453/79454 | WKR-MVI | 03 | 06 | 1 YSD, 1 YS, 1 YZZS | 1 YSD, 1 YS, 1 YZZS |

(II) AUGUMENTATION OF MEMU RAKES FROM 12 CAR TO 16 CAR

15 MEMU rakes are utilized on VR-DRD-PNVL-ST-BRC-ANND-ADI etc .sections. These trains are run with 140% utilization . Hence it is proposed augment these services from 12 CAR to 16 Car. This would require 15 DTC and 45 TC = 60 MEMU CHS

(III) AUGUMENTATION OF DEMU RAKES

ANND-CBY section is served by 3 DEMU Rakes of 6 Coaches ADI-PTN section is served by one DEMU rake of 8 coaches and WKR-MVI SECTION is served by 1 rake

It is proposed to augment these services. Augmentation will require 5 M C and 12 TC

(IV) REPLACEMENT OF CONVENTIONAL RAKES BY MEMU AND DEMU RAKES

| SR. NO | TRAIN NO | KM | RAKE | CHS UTILISED | REQUIREMENT |
|--------|-------------|-----|------|-----------------------------|------------------------|
| 1 | 59115/59116 | 79 | 1 | GS-4,SLR-1=5 CHS | 8 CAR MEMU |
| 2 | 59165/59166 | 79 | | | |
| 3 | 59157/59158 | 35 | | | |
| 4 | 59031/59032 | 60 | 1 | FC-1,CN-1,GS-12,SLR-2=16CHS | 16 CAR MEMU |
| 5 | 59353/59354 | 55 | 2 | GS-12,SLR-4=16CHS | 2 RAKES OF 16 CAR MEMU |
| 6 | 59345/59346 | 41 | | | |
| 7 | 59317/59318 | 55 | | | |
| 8 | 59051/59052 | 161 | 1 | GS-12,SLR-2=14CHS | 16 CAR MEMU |
| 9 | 59161/59162 | 120 | 1 | GS-5,SLR-2=7 CHS | 9CAR DEMU |
| 10 | 59163/59164 | 14 | | | |

SPEEDING UP OF TRAINS

18

of Up Mail/Exp. Trains, which can be speeding up by early handing over at Vasai Road to

| No. | Train No. | Existing | Proposed | Speeding Up over Div. | Existing | TRT |
|-----|-------------------------|-------------|-------------|-----------------------|----------|-----------|
| | | BSR | BSR | | TRT | Curtailed |
| 1 | 17017 Up RJT - SC Exp. | 18.20/18.30 | 18.00/10.10 | 20" | 70" | 20" |
| 2 | 16613 Up RJT - CBE Exp. | 18.20/18.30 | 18.00/10.10 | 20" | 75" | 20" |
| 3 | 17203 Up BVC-CCT Exp. | 18.20/18.30 | 18.00/10.10 | 20" | 75" | 20" |
| 4 | 19568 Up OKHA-TN EXP. | 18.20/18.30 | 18.00/10.10 | 20" | 73" | 20" |
| 5 | 19202 Up PBR - SC Exp. | 18.20/18.30 | 18.00/10.10 | 20" | 77" | 20" |
| 6 | 16333 Up VRL - TVC Exp. | 20.30/20.40 | 19.15/19.35 | 1'.05" | 88" | 65" |
| 7 | 16335 Up GIM - NCJ Exp. | 20.30/20.40 | 19.15/19.35 | 1'.05" | 98" | 65" |
| 8 | 16337 Up OKHA-ERS Exp. | 20.30/20.40 | 19.15/19.35 | 1'.05" | 93" | 65" |
| 9 | 16311 Up BKN-KCVL Exp. | 20.30/20.40 | 19.15/19.35 | 1'.05" | 101" | 65" |
| 10 | 19260 Up BVC-KCVL Exp. | 20.30/20.40 | 19.15/19.35 | 1'.05" | 106" | 65" |
| 11 | 16209 Up All - MYS Exp. | 23.35/23.45 | 23.00/23.10 | 35" | 88" | 35" |
| 12 | 16507 Up JU - SBC Exp. | 23.35/23.45 | 23.00/23.10 | 35" | 83" | 35" |
| 13 | 16505 Up GIM - SBC Exp. | 23.35/23.45 | 23.00/23.10 | 35" | 102" | 35" |
| 14 | 16531 Up All - YPR Exp. | 23.35/23.45 | 23.00/23.10 | 35" | 88" | 35" |
| 15 | 16533 Up JU - YPR Exp. | 23.35/23.45 | 23.00/23.10 | 35" | 94" | 35" |

Details of Up Mail/Exp. Trains, which can be speeding up by early handing over at JALGAON to C.RLY.

| Sr. No. | Train No. | Present | Proposed | Speeding Up over Div. | Existing | TRT |
|---------|----------------------|-------------|-------------|-----------------------|----------|-----------|
| | | JL | JL | | TRT | Curtailed |
| 1 | 16501 ADI - SBC EXP. | 04.40/05.05 | 04.00/04.25 | 40" | 95" | 40" |
| 2 | 59013 ST - BSL EXP. | 08.40/08.45 | 08.30/08.35 | 10" | 36" | 10" |
| | | | | | NDB-JL | |
