

Introduction of new trains-

(1.1) **Jaipur to Udaipur City Superfast express**-In lieu of existing 09721/09722 JP-UDZ S/F express Which is continuously running since September 2012. This was introduced on demand of travelling public and their representatives and is a fully patronised service. Commercially justified.

Details of trains already running between two stations or on the major portion of the route proposed for new train-

- (i) 12991/12992 UDZ-JP S/F express.
- (ii) 19665/19666 KURJ-UDZ express.

Tentative timings-

JP-UDZ		Station	UDZ-JP	
Arri.	Dep.		Arri.	Dep.
--	06:45	JP	21:15	--
08:50	08:55	All	19:10	19:15
11:30	11:32	CNA	16:08	16:10
13:45	--	UDZ	--	14:15
430 KM		Distance	430 KM	
420"		TOR(Minutes)	420"	
61.42 Kmph		Avg. Speed	61.42 Kmph	

Frequency- Daily.

Days of run from both side- Daily.

Proposed commercial stoppages- FL, KSG, All, NSD, BJNR, BHL, CNA, MVJ, RPZ.(Composition- SLR/SLRD-2, GSCZAC-2, GSCZ-6, GS-4 = 14 coaches.

Requirement of Rake- One from Railway Board.

Maintenance- Primary at JP twice a week between 22:00 to 04:00 hours on Tue/Wed and Fri/Sat.

Loco Requirement- One from Railway Board.

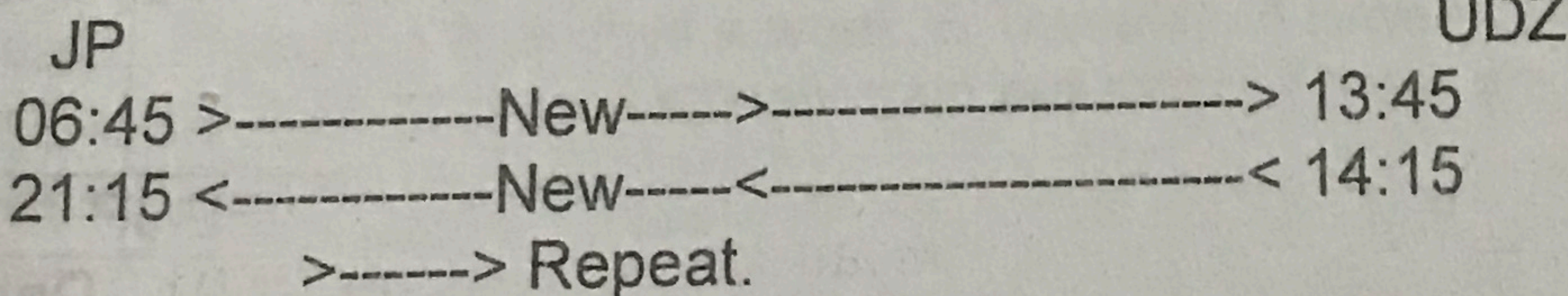
Traction- Diesel.

Line Capacity utilisation-

Section	Line Capacity
JP-FL-JP	89%
FL-MD-FL	68%

JP-FL-JP 89% FL-MD-FL 68%.

Proposed Rake Link-



(1.2.) **Jaipur to Sawai Madhopur Express**- Demand of travelling public and their representatives. The unproductive lie over of of trains no. 19711/1712 atJP will be utilised. This will eliminate movement of ECR from and to JP due to non availability of stabling line at JP.

Commercially justified

Details of trains already running between two stations or on the major portion of the route proposed for new train- 4daily, 1 T/weekly, 7 B/weekly and 12 weekly trains are available on the route of proposed new train but most of them are not stopping at stations enroute

Tentative timings-

JP-SWM		Station	SWM-JP	
Arrl.	Dep.		Arrl.	Dep.
--	09:55	JP	16:35	--
12:25	--	SWM	--	14:05
131		Distance	131	
150"		TOR(Minutes)	150"	
52.40 Kmph		Average Speed	52.40 Kmph	

2

Frequency- Tri Weekly.
 Days of run from both side- Sun, Wed, Thu.
 Proposed commercial stoppages- DPA, SNGN, CKS, BNLW, ISA, and CKB
 Composition- SLR/SLRD-3, GS-8, GSCZ-2, GSCN-6, ACCN-2, ACCW1= 22.
 Requirement of Rake- Nil (other than maintenance days lie over of 19711/19712 will be utilised).
 Maintenance- Primary of 19711/19712 at JP with RBPC on Mon, Tue, Fri, Sat.
 Loco Requirement- Nil.
 Traction- Diesel.
 Line Capacity utilisation- SWM-JP-SWM 75%.
 Proposed Rake Link-

SWM	JP	BPL
	17:30 >-----19711----->11:25	
	09:25 <-----19712-----<16:50	
12:20 <----New	----<09:55	
14:05 >----New	---->16:25	>-----> Repeat.

(1.3.) Jaipur to Phulera Passenger- In lieu of 09769/09770 JP-FL-JP passenger Holiday special which was introduced to meet with commuters demand. The unproductive lie over of 59806/59805 BXN-JP/JP-RTM passenger at JP will be utilised. This will create room on platform at JP from 20:10 to 23:35 hours.

Commercially justified

Details of trains already running between two stations or on the major portion of the route proposed for new train- 15 daily, 1 four days a week, 6 T/weekly, 4 B/weekly and 11 weekly pairs of trains are available on the route of proposed new train but most of them are not stopping at stations enroute between two stations.

Tentative timings-

JP-FL		Station	FL-JP	
Arrl.	Dep.		Arrl.	Dep.
--	20:20	JP	23:35	--
22:05	--	FL	--	22:30
55 KM		Distance	55 KM	
105"		TOR(Minutes)	65"	
31.42 Kmph		Average Speed	50.76 Kmph	

Frequency- Daily.
 Days of run from both side- Daily
 Proposed commercial stoppages-
 (Between JP-FL in UP direction) - KKU, DNK, JOB, HDA
 (Between FL-JP in DN direction) - JOB, KKU
 Composition- SLR/SLRD-2, GS-3, GSCN-5, ACCN-1, CWNAC-1 = 12.
 GSCN will be utilised as GS. ACCN and CWNAC will be kept locked.

Requirement of Rake- Nil (lie over of 59806/59802 will be utilised).
 Maintenance- Primary at KOTA with RBPC
 Loco Requirement- Nil.
 Traction- Diesel.
 Line Capacity utilisation- JP-FL-JP 89%.
 Proposed Rake Link-

RTM	KOTA	BXN	JP	FL
	23:45 >	-----59801-----	>	04:40
		13:05 <	59805--	<06:45
		13:50 >	59806--	>20:10
			20:20 >	--New-->22:05
			23:35 <	--New---<22:30
12:55	-----59802---		<	23:55
13:30 >	-----59803---		>	22:05
	>			Repeat.

(1.4.) Jaipur to Madurai (Via All, CNA, RTM, BSR, PUNE, KVV, WADI, GTL, DMM, SALEM)-
 There has been strong demand from rail users and their representatives for another train to PUNE, Bangalore and one for Madurai. This will also full fill the demand of JP and All Both divisions.
 Commercially justified
 Details of trains already running between two stations or on the major portion of the route proposed for new train- One bi weekly service for Pune via SWM, RTM, BSR. Similarly one bi weekly service Bangalore/Maysore via SWM, NAD and BPL

Tentative timings-

JP-MDU		Station	MDU-JP	
Arrl.	Dep.		Arrl.	Dep.
Sat	22:10	JP	12:15	Sat
00:20	00:30	All	10:00	10:10
03:45	03:50	COR	07:00	07:05
08:00	08:10	RTM	02:40	02:50
19:40	19:50	BSR	15:00	15:00
23:40	23:50	PUNE	11:00	11:10
--	02:35	KVV	--	08:25
07:10	07:15	WADI	03:55	04:00
10:55	11:05	GTL	00:05	00:15
13:15	13:20	DMM	21:50	21:55
16:40	16:50	SBC	18:20	18:30
21:00	21:05	SA	14:05	14:10
22:05	22:10	ED	12:00	12:05
00:10	00:15	KRR	10:05	10:10
02:10	02:15	DG	09:00	09:05
04:15	Tue	MDU	Thu	08:00
2668 KM		Distance	2668 KM	
54'15"		TOR	52:15"	
49.17 Kmph		Average Speed	51.06 Kmph	

Frequency- Weekly

Days of run from both side- Ex JP-Sat To MDU-Tue

Ex MDU- Thu To JP-Sat

Proposed commercial stoppages- On NWR KGU, FL, KSG, All, NSD, BJNR, BHL. (1.4.8)
Composition- SLR/SLRD-2, GS-6, GSCN-8, ACCN-4, ACCW-2, FACCW-1,
WCB-1 = 24.

Requirement of Rake- One from R.B.

Maintenance- (1) Primary at JP

(II) Secondary at MDU

Loco Requirement- One.

Traction- Dese/Electrcl.

Line Capacity utilisation- JP-FL-JP 89%.

Proposed Rake Link-

JP

MDU

Sat 06:45 >-----New-----> 04:15 Tue
Sat 12:15 <-----New-----< 08:00 Thu
>-----> Repeat.

(1.5.) Jaipur to Rameshwarm (Via All, CNA, RTM, BPL, NGP, BZA, TPTY, MS, TPJ, MDU)-There has been strong demand from rail users and their representatives for a direct train to RMM. This will also full fill the demand of JP and All Both divisions. Commercially justified

Details of trains already running between two stations or on the major portion of the route proposed or new train- Nil.

tentative timings-

JP-RMM		Station	RMM -JP	
Arrl.	Dep.		Arrl.	Dep.
Tue	22:10	JP	12:20	Tue
00:20	00:30	All	10:00	10:10
03:45	03:50	COR	07:00	07:05
08:00	08:10	RTM	02:40	02:50
13:55	14:05	BPL	21:55	22:05
16:10	16:15	ET	20:05	20:15
21:15	21:25	NGP	14:45	14:50
08:55	09:05	BZA	03:40	03:45
15:40	15:50	TPTY	20:30	20:40
19:10	19:20	MS	17:05	17:15
01:20	01:30	TPJ	09:00	09:05
04:10	04:15	MDU	03:00	03:10
07:55	Fri	RMM	Sat	23:50
3089 KM		Distance	3089KM	
57'45"		TOR	60'30"	
53.76 Kmph		Average Speed	51.05 Kmph	

Frequency- Weekly

Days of run from both side- Ex JP-Tue To RMM-Fri

Ex RMM- Sat To JP-Tue

Proposed commercial stoppages- On NWR KGU, FL, KSG, All, NSD, BJNR, BHL
Composition- SLR/SLRD-2, GS-6, GSCN-8, ACCN-4, ACCW-2, FACCW-1,
= 24.

Requirement of Rake- One from R.B.
Maintenance- (I) Primary at JP
(II) Secondary at RMM

Loco Requirement- One.
Traction- Dese/Electrcl.
Line Capacity utilisation- JP-FL-JP 89%

Proposed Rake Link-
JP

Tue 22:05 >-----New----->-----> 07:55 Fri RMM
Tue 12:20 <-----New-----<-----< 23:50 Sat
>-----> Repeat.

1.6. **Udaipur to Mysore Jn. via RTM, BRC, PUNE, SBC - Weekly Exp** As per demand given by MP/MLA's, DRUCC members and passenger associations.

Commercially justified

Trains already running between the two stations - NIL

Proposed Timings:-

UDZ-MYS		Day	STATION STN	RLY.	MYS-UDZ		Day
Arr.	Dep.				Arr.	Dep.	
-	05.20	Mon	Udaipur city	NW	5.10	-	Sat
-	07.45		Berach	NW	-	2.50	
07.50	08.00		Cittaurgarh Jn.	WR (115)	2.30	2.40	Sat
11.40	11.50		Ratlam Jn.	WR (188)	22.15	22.20	
15.40	15.45		Vadodara Jn.	WR (262)	18.00	18.10	
02.20	02.30	Tue	Pune Jn.	CR (535)	7.35	7.45	Fri
15.50	15.55		Hubli Jn.	SWR (558)	19.35	19.45	
01.30	01.40	Wed	Bangalore City Jn.	SWR (558)	9.25	9.35	
05.00	-	Wed	Mysore Jn.	SWR (138)	-	6.00	Thu
2264		KM'S		2264			
47'40"		TOR		47'10'			
47.76		AVG.SPD		48.00			

Frequency - Weekly

Days of run from both sides :-

Weekly (Ex UDZ on Mon., Ex MYS on Thu.)

Commercial Stoppages:-

RPZ, MVJ On NWR, COR, RTM, BRC, PUNE and SBC.

Proposed composition of train:-

SLR/1, SLRD/1, ACCW/2, ACCN/3, GSCN/12, GS/4, 1WCB = 24 coaches.

Maintenance :-

Primary Maintenance at Udaipur on Sun/Mon (Slot from 22.00 hrs to 04.00 hrs).

Secondary Maintenance at Mysore Jn. from UDZ to MYS = 2264 Kms

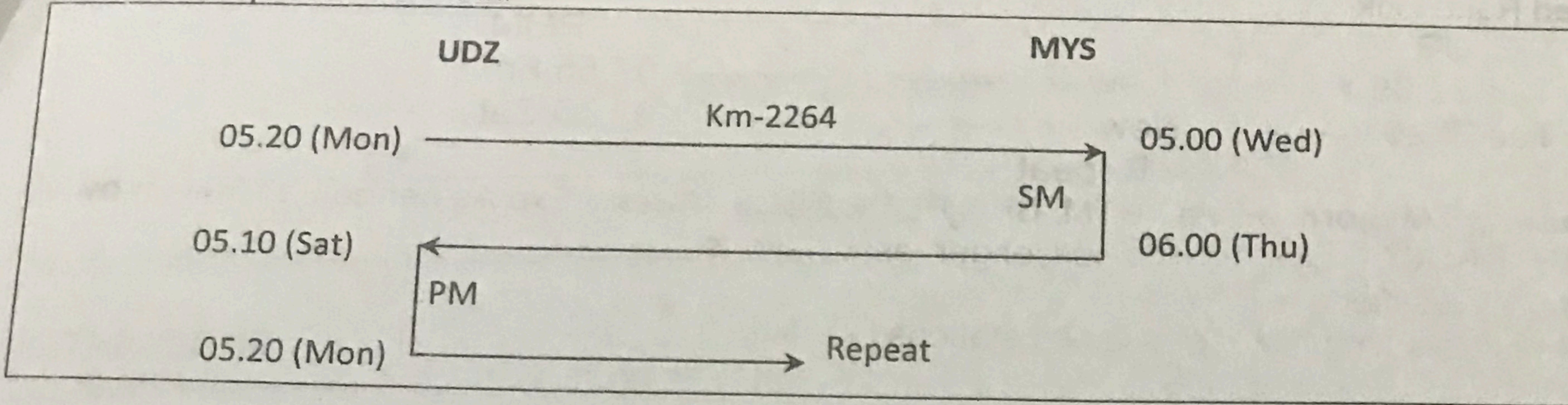
Traction :-

Diesel between UDZ and RTM & beyond RTM.

Line Capacity Utilization (All Div. portion) -

Section	% Utilization With MB
Udaipur city- Chittaurgarh Jn. Year 2012-2013	75.27

1.6.14 Proposed rake link:-



1.7 Sriganaganagar-Katra Via BTI, DUI, LDH, JRC, CHKB with lie over of 12485/12486 SGNR-NED Exp.

Commercial justified

There is a prolong demand of public of Sri Gangangar and surrounding area to provide direct rail connectivity for holy place Vaishno devi dham, Katra. To meet with this demand, it is proposed to introduce a direct express train from Sri Gangangar to Katra with a frequency of weekly. The proposal has been examined operationally and commercially and found feasible in view of anticipated passenger potential of passenger traffic. Proposed Timings of the service is as under.

Commercially justified

Request - M.P.-Sri Ganganagar & public demand, Railway concern-R.B.-NR.

Commercial justification-

Existing service between two station. NIL

1.7.4 Tentative timing-Arr.	Dep.	station	Arr.	Dep.
---	14.55(WED)	SGNR	22.25	Thu
16.50	17.00	BTI	20.05	20.13
18.30	19.00	DUI	18.05	18.35
21.25	21.35	LDH	16.15	16.25
22.25	22.30	JRC	15.15	15.30
00.20	00.25	CHKB	13.30	13.35
02.35	02.45	JAT	11.30	11.45
03.40	03.45	UHP	10.25	10.30
04.45	Thu	KATRA	Thu	09.35
	13.50	Hours of Run	12.50	
	627	Distance	627	
	45.43	TOR	48.85	
		Avg. Speed		

Frequency: - weekly

Days of run: Ex Sriganaganagar to Katra (Wednesday)

Ex Katra to Sriganaganagar (Thrusday)

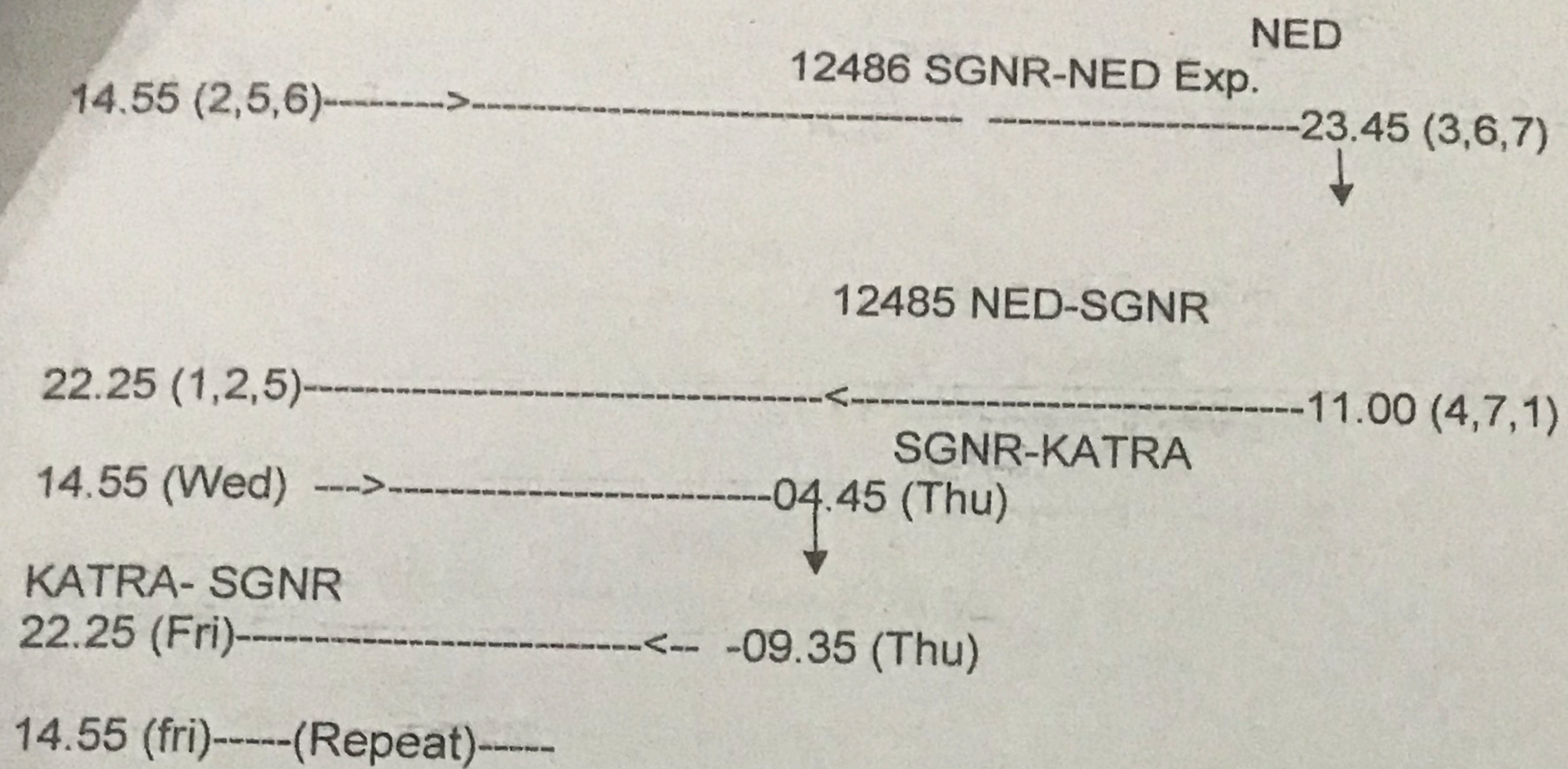
Commercial stoppage - ABS, MOT, GDB, BTI, BCU, TAPA, RPUL, BNN, DUI, AHH, MALERKOTLA, LDH, PGW, JRC, DZA, CHKB, KTHU, JAT

Composition: - ACCN/1, GSCN/7, GSCZ/6, SLR/1, SLRD/1=16

No of Rake required: NIL(lie-over of 12485/12486)

Primary Maintenance. Primary- SGNR with RBPC

Loco reqd. One
 Traction: Diesel
 Line capacity utilization of the section – Northern Railway.
Proposed Rake Link
 SGNR



1.8. Bikaner -Rewari Pass train by merging of 54829/30 Bikaner – Churu Passenger with 59723/24 Rewari- Sadulpur- Hisar & Rescheduling of Saulpur –Hisar passenger service
 Commercially justified

Train proposed by – NWR

Railway Concern – R.B. – NWR.

Request: - M.P. Churu, Bikaner, ZRUCC, Public demand

Prior to the BG conversion the train No. 112 BR was plying between BKN-RE, which was very popular and fully patronized train. After the gauge conversion was completed in two segments i.e. RE-SDLP and SDLP-BKN, accordingly trains between RE-SDLP-HSR and BKN-CUR introduced. Now public and public representatives of the area are strongly insisting to introduce a direct train between BKN-RE. So it is proposed by division to extend the train No. 54829/30 BKN-CUR Passenger up to RE with merging of 59723/24 by revising Rake Links. The proposal has been examined operationally and commercially and found feasible in view of anticipated passenger potential of passenger traffic.

Train proposed by – NWR. Railway Concern – R.B. – NWR.

Commercial justification.

Existing direct passenger service between two stations. NIL

Tentative timing.

BKN-CUR-SDLP-RE		Station	RE-SDLP-CUR-BKN	
ARR	DEP		ARR	DEP
---	09:35(on path of 54829)	BKN	17.30	---
13:15	13:25	CUR	12.40	12.50
14:30	14:40(on path of 59724)	SDLP	10:45	11.20
18:05	---	RE	---	07:15(on path of 59723)

Frequency: Daily

Commercial stoppage on extended portion: -All Stations including Halts as per requirement.

Composition: GS/7, SLR/1, SLRD/1= 9

No of Rake required: NIL (Revised rake link of 59723/24/25/26)

Primary Maintenance: Primary – JU with RBPC (as exists)

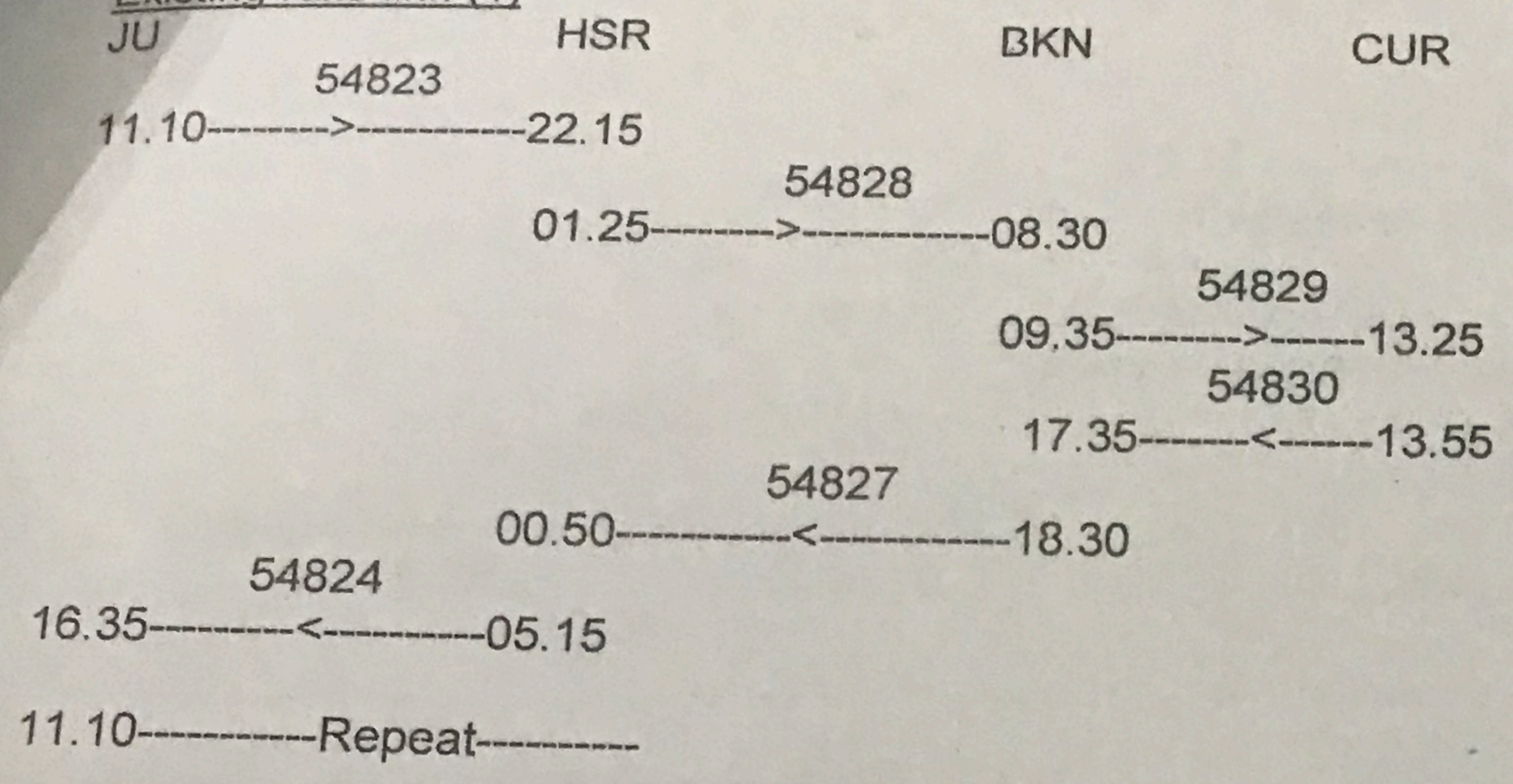
Loco Required: NIL

Traction: Diesel

Line capacity utilization of the section

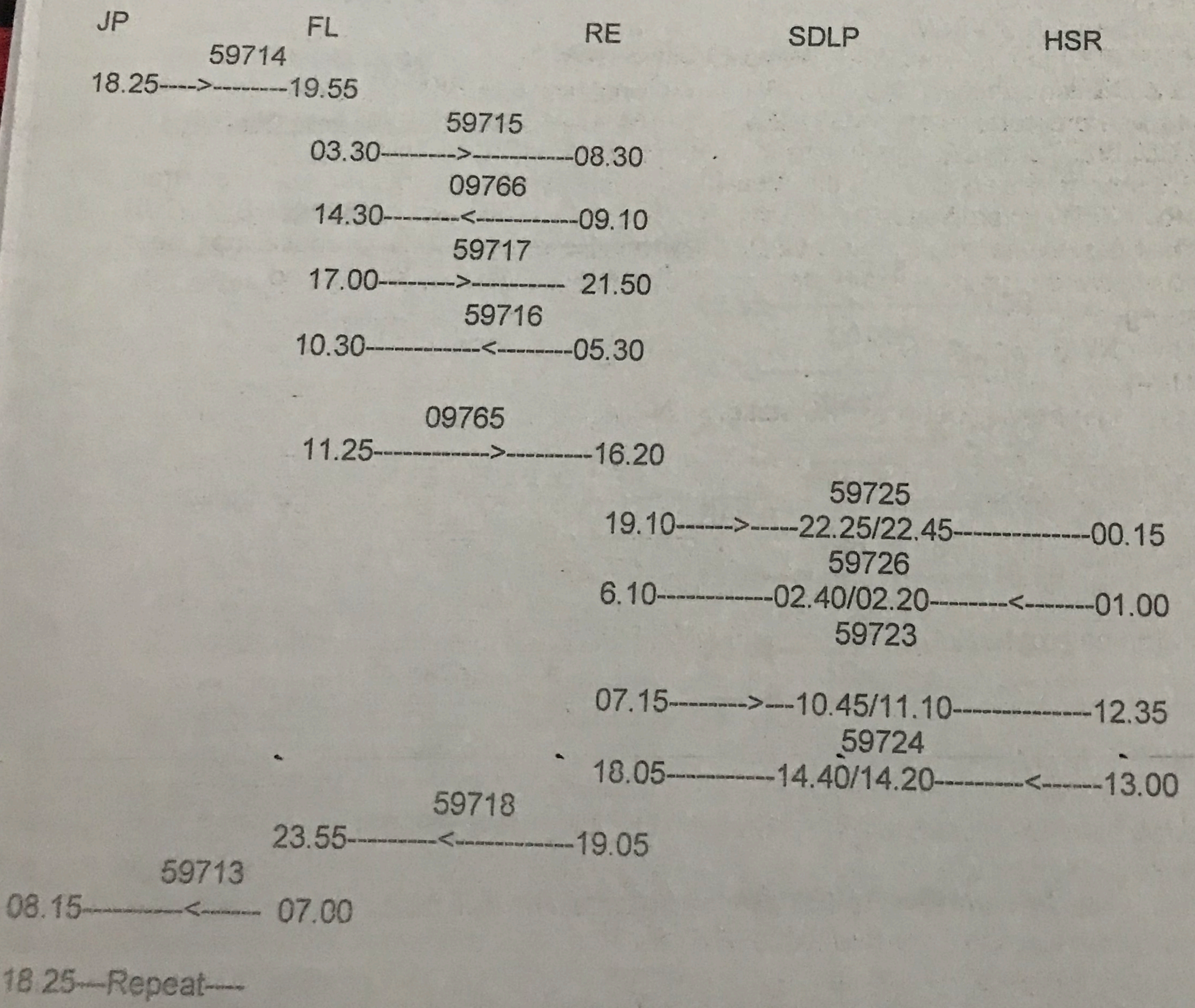
Location	%age Utilisation
BKN-RTGH	28
RTGH-CUR	75
CUR-SDLP	70
SDLP-RE	55

Existing rake link-(1)



Rakes 3

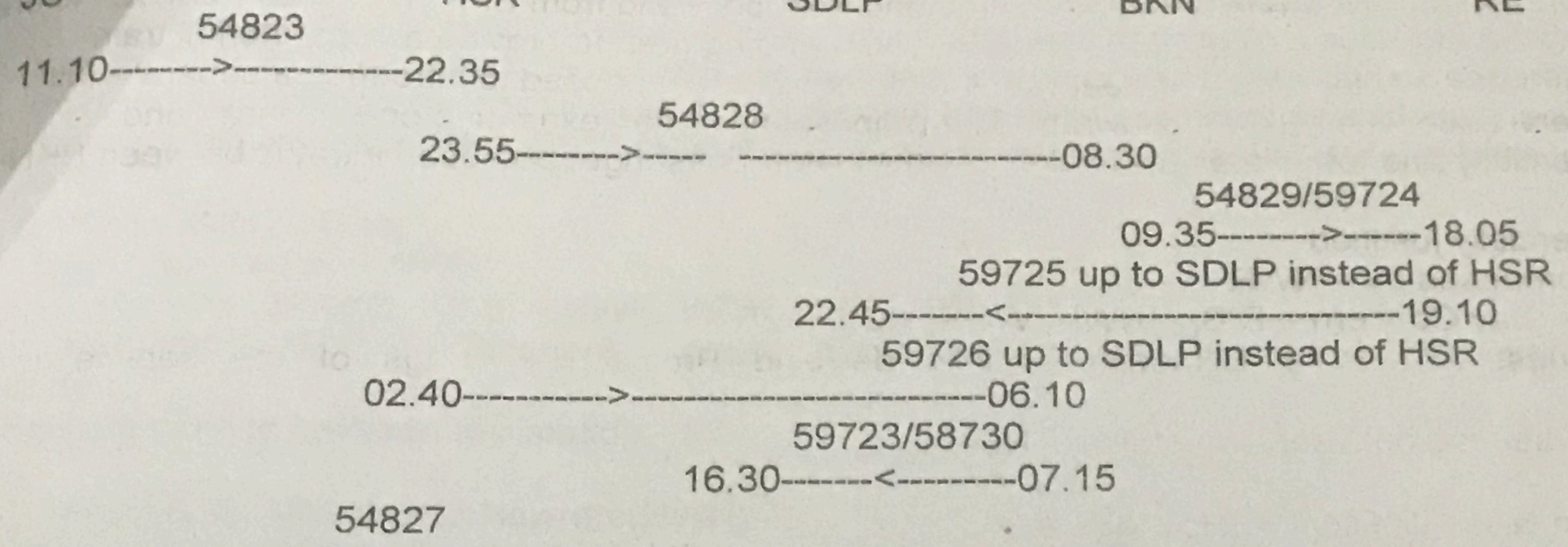
Existing rake link-(2)



Rakes 4

Proposed rake link-(1)

JU HSR SDLP BKN RE



00.50 ← 18.30

Vice 59726

01.15 → 02.30

Vice 59725

07.00 ← 05.40

54824

19.30 ← 07.30

11.10 Repeat

Rakes 4

Primary Maintenance: - JU (With RBPC as exists)

Proposed rake link-(2)

JP FL RE

59714

18.25 → 19.55

59715

03.30 → 08.30

09766

14.30 ← 09.10

59717

17.00 → 21.50

59716

10.30 ← 05.30

09765

11.25 → 16.20

59718

23.55 ← 19.05

59720

08.15 ← 07.00

18.25 Repeat

Rakes 3

Note Train no. 59725/26 will be cancelled between SDLP-HSR

1.9. Bikaner - Howrah (Daily) vice 22307/08-

All present a daily train service available between BKN & HWH as a link train with JU (22307/22308) which is insufficient due to heavy traffic demand from both end from BKN as well as from JU. There is a prolong demand of public of Bikaner and surrounding area to provide a separate full train service from BKN to HWH. To meet with this demand, it is proposed to introduce a separate full train service between BKN to Howrah. The proposal has been examined operationally and commercially and found feasible in view of anticipated passenger potential of traffic between BKN-MTD.

Commercially justified

Train proposed by – NWR

Railway Concern – R.B. – NWR, WCR, NCR, , ER

Request :- M.P. – Bikaner& public demand Proposed Timings of the service is as under:

Existing service between two station - Nil

From & To –Bikaner to Howrah (HWH)

Existing service between two stations. NIL

Train no	From	To	Year of introduction	Occupation
22307/08	JU+BKN	HWH		120%

Tentative timing

Bikaner - Howrah		Station	Howrah -Bikaner	
ARR	DEP		ARR	DEP
-	19.40	BKN	05.15	---
23.30	23.33	DNA	00.55	00.57
03.00	03.10	JP	21.50	22.05
04.25	04.27	BKI	20.10	20.12
05.28	05.30	BTE	18.00	18.02
06.40	07.00	AF	16.45	17.05
09.10	09.13	ETW	14.23	14.25
11.15	11.30	CNB	12.30	12.45
14.45	14.55	ALD	09.50	10.00
17.40	18.00	MGS	07.10	07.30
21.15	21.20	GAYA	03.50	03.55
05.30	-	HWH	-	21.00
	1882	DISTANCE	1882	
	32.10	TOR	33.50	
	53.5	Avg. speed	56.10	

Frequency: Daily

Days of run (i) Ex BKN- Daily

(ii) Ex HWH- Daily

Commercial stoppage on NWR: NOK, NGO, DNA, MKN, KMNC, JP, BTE, AH,AF,ETW,CBC,FTH,ALD,MZP,MGS, BBU, SSM, DOS, AUBR, GAYA,KQR, PNME, DHN, ASN,BWN.

Composition: ACCN/3, ACCW/1 GSCN/11, GS/6, SLR/1, SLRD/1=23

Primary Maintenance: (I) Primary BKN
(II) Secondary HWH

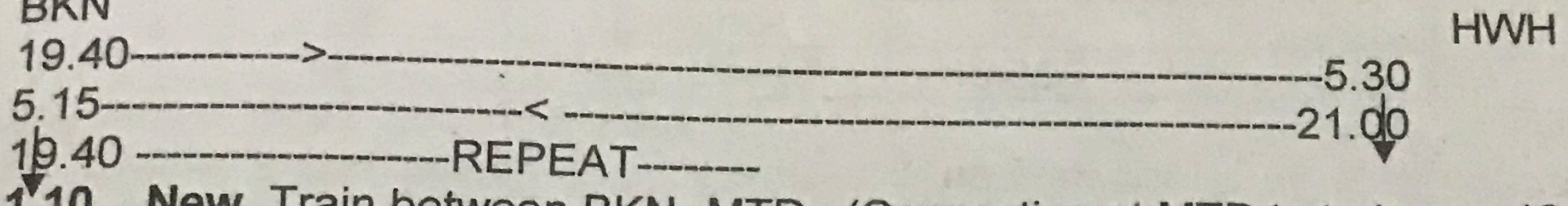
Loco required: Four (From RB)

Traction: Diesel/Electric

Line capacity utilization of the section

Section	%age Utilisation
BKN-MTD	67
MTD-DNA	86
DNA-FL	76
FL-JP	64
JP-SWM	75

Proposed Rake Link -
Rake Link – To be organise.
BKN



1.10. **New Train between BKN- MTD** (Connection at MTD to train no. 12464 dep 20.35, 12308 dep 22.20, 15632 arr 2.52, 12307 arr 04.10, 15631 dep 04.15, 12463 arr 6.12)
Commercially justified
Tentative

BKN-MTD		BKN-MTD		Station	MTD-BKN		MTD-BKN	
Arr	Dep	Arr	Dep		Arr	Dep	Arr	Dep
--	17.15	-	-00.05	BKN	8.25		10.25	-
20.05	-	-3.30	-	MTD	-	4.35	-	6.30

Frequency: Daily

- Days of run (i) Ex BKN- Daily
- (ii) Ex MTD - Daily

Commercial stoppage on NWR: DSO, NOK, NGO,

Composition: SLR-2, GS-6

Rake required: ONE (From RB)

Primary Maintenance: (I) Primary BKN

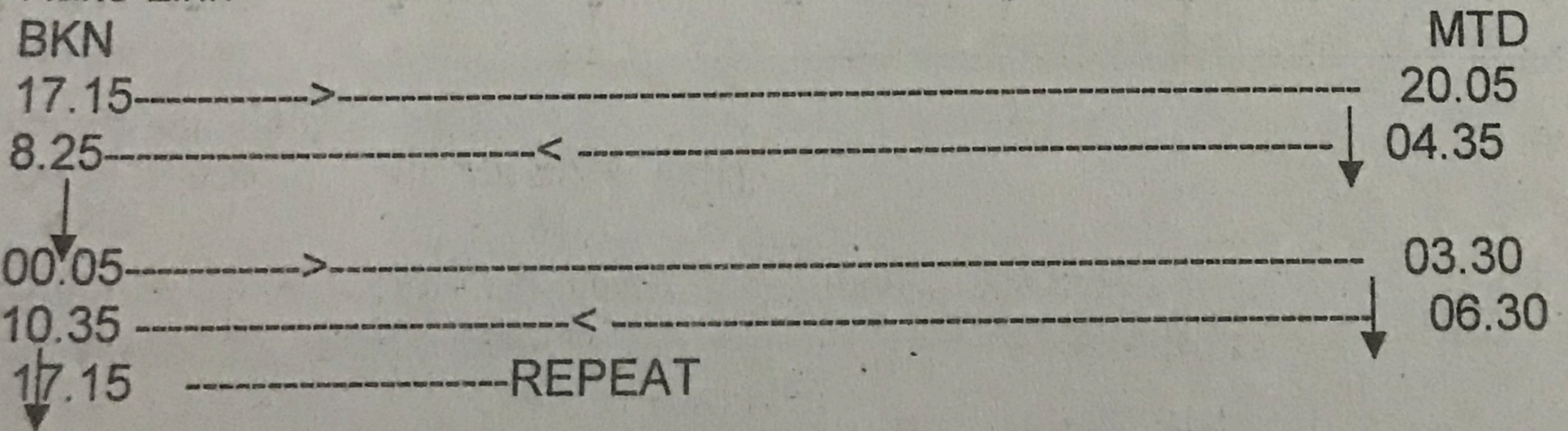
Loco required: One (From RB)

Traction: Diesel

Line capacity utilization of the section

Section	%age Utilisation
BKN-MTD	67

Rake Link –



New train Bikaner-Haridwar via RTCH-RE-DLI.

There is a prolong demand of public of Bikaner-Ratangarh-Churu- Sadulpur- Rewari section to provide direct rail connectivity for Holy place Haridwar. To meet with this demand, division proposes to introduce a direct train from Bikaner to Haridwar with a frequency of four days in a week on the available path of train No. 09639/09640 All-HW tri-weekly Special train between RE-DLI-HW. The proposal has been examined operationally and commercially and found feasible in view of anticipated passenger potential of passenger traffic. Proposed Timings of the service is as under:

Commercially justified

Tentative timing

Arr.	Dep.	station	Arr.	Dep.
---	19.30	Bikaner	09.40	---
01.40	01.45	Rewari	03.22	03.27
03.25	3.35	Delhi	01.30	01.40
10.25	-	Haridwar	-	20.00
	14.55	Hours of	13.40	
	Hrs	Run	Hrs	
	692	Distance	692	
	46.15	Avg. Speed	50.65	

Frequency ; - Three days in a week

Ex Bikaner to Haridwar : Tue, Thu, Sun
 Ex Haridwar to Bikaner : Wed, Fri, Mon

Commercial stoppage -NPS, SDF, SDGH, RJR, RTGH, CUR, SDLP, LHU, MHRG, RE, GGN DEC, DLI, and existing stoppage beyond DLI

Composition ACCN-1 ACCW-1 GSCN 8GS 6 SLR-2 =18

Rake required One Additional (NWR) other than All rake

Maintenance PM ; -BKN SLOT; -10.30-16.30 W/L No. 2

Traction ; - Diesel

Rake -one from RB

Loco requirement -ONE

Line capacity and utilization of concerned section ; -Up to RE 39 %

Train already available on the route NIL

Line capacity utilization of the section

Section	Freight Trains	Passenger Trains	Departmental Trains	Total Trains	Capacity	%age Utilisation
BKN-RTGH	0.86	4.14	0	5	18	28
RTGH-- CUR	6.13	7.43	0	13.56	18	75
CUR-SDLP	6.08	6.57	0	12.65	18	70
SDLP-RE	3.45	6.43	0	9.83	18	55

Proposed Rake Link

BKN

HW

HW

BKN-HW.

19.45 (2,5,7) ----->-----10.25 (3,6,1)

HW-BKN

22.45(4,7,2) -----<-----19.55 (3,6,1)

19.45 (2,5,7) ----->-----Repeat-----

2. Extension -

2.1. 22477/22478 JU-JP-JU S/F express upto AWR- Demand from public representatives to provide direct link for AWR. This will eliminate on productive ECR movement from and to JP which is due to non availability of stabling line at JP.

Commercial justified

Details of trains already running between two stations or on the major portion of the route proposed for extension-14 daily, 2 four days a week, 5 T/Weekly, 4 B/Weekly and 5 weekly trains are available.

Tentative timing-

22477		Station	22478	
Arrl.	Dep.		Arrl.	Dep.
--	18:15	JU	10:30	--
21:53	21:55	FL	06:47	06:49
22:40	22:50	JP	05:40	06:00
00:10	00:12	BKI	03:54	03:56
01:25	--	AWR	--	03:10
462		Distance	462	
430		TOR(Minutes)	440	
64.46 Kmph		Average Speed	63 Kmph	

Frequency- Daily

Days of run from both side- Daily

Proposed Commercial Stoppages on extended portion- GADJ, GTJT, DO, BKI, RHG.

Composition- SLR/SLRD-2, GS-2, GSCZ-9, ACCZ-1, ACCN-1 = 15.

Requirement of Rake- Nil

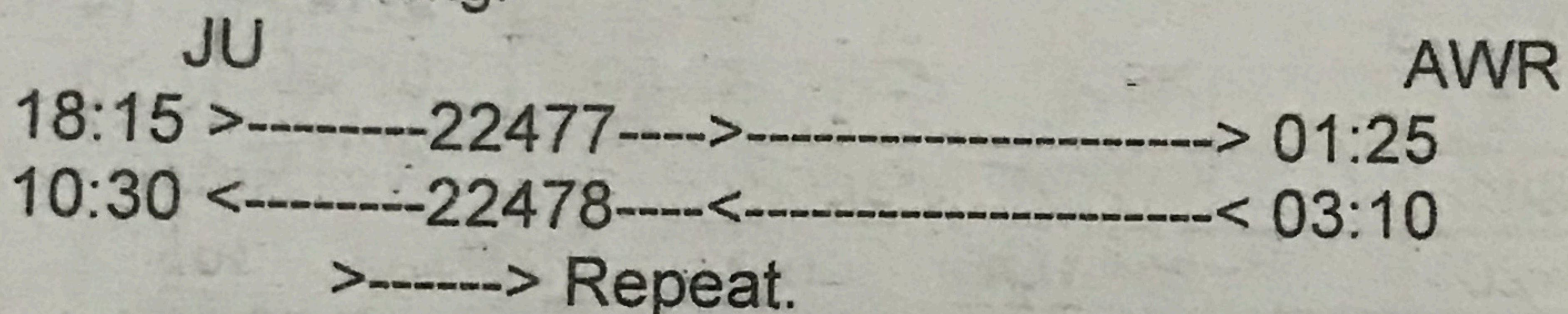
Maintenance- Primary at JU with RBPC.

Loco Requirement- Nil.

Traction- Diesel.

Line Capacity utilisation- JP-BKI-JP 75% and BKI-AWR-BKI 118%.

Proposed Rake Link- Existing.



(.2.2.)19709/19710 JP-KYQ-JP weekly express up to BKN- Demand from public to provide direct link for BKN. This will eliminate un productive ECR movement from and to JP which is due to non availability of stabling line at JP.

Commercial justified

Details of trains already running between two stations or on the major portion of the route proposed for extension – 15610/15609 daily.

Tentative timing-

19709		Station	19710	
Arrl.	Dep.		Arrl.	Dep.
	16:50	BKN	02:30	
22:15	22:17	FL	19:40	19:45
23:30	23:39	JP	18:10	18:45
23:40	--	KYQ	--	19:15
2913		Distance	2913	
3660		TOR(Minutes)	3735	
47.75 Kmph		Average Speed	46.79 Kmph	

Frequency- Weekly .

Days of run from both side- Ex SGNR Mon.

Ex KYQ Thu.

Proposed Commercial Stoppages on extended portion- FL, MKN, DNA, NGO, NOK, DSO, BKN, LGH, LKS, SOG, SRPR, RSNR, GTS, SRW, KESR

Composition- SLR/SLRD-2, GS-6, GSCN-7, ACCN2-1, ACCW-1, WCB-1 = 19.

Requirement of Rake- Nil

Maintenance- Primary at SGNR Secondary at KYQ .

Loco Requirement- Nil.

Traction- Diesel.

Line Capacity utilisation- JP-FL-JP 89%.
Proposed Rake Link- Existing.

SGNR KYQ
(Mon) 10.40 >-----19709>-----> 23:40 (Wed)
(Sun)09:30 <-----19710<-----< 19:15 (Thu)
>-----> Repeat.

(2.3.) **12239/1240. BCT-JP-BCT** bi weekly Duronto express up to BKN With change of status AC Express – To improve occupation which is averaging below 60%. Also to utilise unproductive lie over at JP and to eliminate un productive ECR movement from and to JP which is due to non availability of stabling line at JP.

Details of trains already running between Commercial justified two stations or on the major portion of the route proposed for extension- 3 daily, 1tri weekly, 1bi weekly, 1weekly trains are available .

Tentative timing-

12240		Station	12239	
Arrl.	Dep.		Arrl.	Dep.
--	12:00	BKN	22:00	--
Th	15:10	MTD (bye pass)	Th	18:35
Th	18:10	FL	Th	15:35
19:00	19:10	JP	14:35	14:45
11:40	--	BCT	--	23:15
1541		Distance	1541	
1420		TOR(Minutes)	1365	
65.11 Kmph		Average Speed	67.73 Kmph	

Frequency- Bi Weekly

Days of run from both side- Ex BCT Tue, Sun.
Ex BKN Tue, Thu.

Proposed Commercial Stoppages on extended portion- Nil

Composition-LWLRRM-2, LWFAC-1, LWACCW-2, LWACCN2-8, LWCBAC-1, =14.

Requirement of Rake- Nil

Maintenance- Primary at BCT Secondary at BKN.

Loco Requirement- Nil.

Traction- Diesel.

Line Capacity utilisation- JP-FL-JP 89%.

Proposed Rake Link- BCT

IND
BKN

Rake-1

(Thu)23:15>-----12227----->11:15(Fri)
(Sat)12:05<-----12223-----<23:00(Fri)
(Sun)23:15>-----12239>----->22:00 (Mon)
(Sun)11:40<-----12240<-----<12:10 (Tue)
>-----> Repeat.

Rake-2

(Sat)23:15>-----12227----->11:15(Sun)
(Mon)12:05<-----12228-----<23:00(Sun)
(Tue)23:15>-----12239>----->22:00 (Wed)
(Sun)11:40<-----12240<-----<12:10 (Tue)
>-----> Repeat.

2.4. Train No 12414/12413 Jammu Tavi-Ajmer S/F Express upto Udaipur.
 As per demand given by MP/MLA's, DRUCC members and passenger associations
 and to increase coach utilization.
 Commercial justified

Attached as per annexure - "A"
 Trains already running between two stations - NIL

Tentative Timings:-

Existing 12414 JAT-All Arr./Dep.	Proposed 12414(JAT-UDZ)		STN	Existing 12413 All - JAT Arr./Dep.	Proposed 12413(UDZ-JAT)	
	Arr.	Dep.			Arr	Dep
.../18.15 (Daily)	-	18.15 (Daily)	JAT	08.10 /... (Daily)	08.10 (Daily)	-
12.20 (Daily)	12.20 (Daily)	12.30 (Daily)	All	14.05 (Daily)	14.00	14.05 (Daily)
-	-	15.10	CNA	-	-	10.55
-	15.20	15.40	COR	-	10.25	10.45
-	-	15.45	BEC	-	-	10.20
-	18.10 (Daily)	-	UDZ	-	-	08.15 (Daily)
1017	1317		KM'S	1017	1317	
18'00"	23'55"		TOR	17'55"	23'55"	
56.00	55.92		AVG.SPD	56.92	55.92	

Frequency

Days of run.

Proposed stoppages NSD, BJNR, BHL, MVJ & RPZ

Requirement of rake :- One from RB additional rake required for extended service upto UDZ
 presently due to at present only 1.45 hrs lie-over at Ajmer (Arr.-12.20 & Dep.- 14.05)

Primary at JAT with RBPC.

Requirement of loco :- NIL

Traction - Diesel

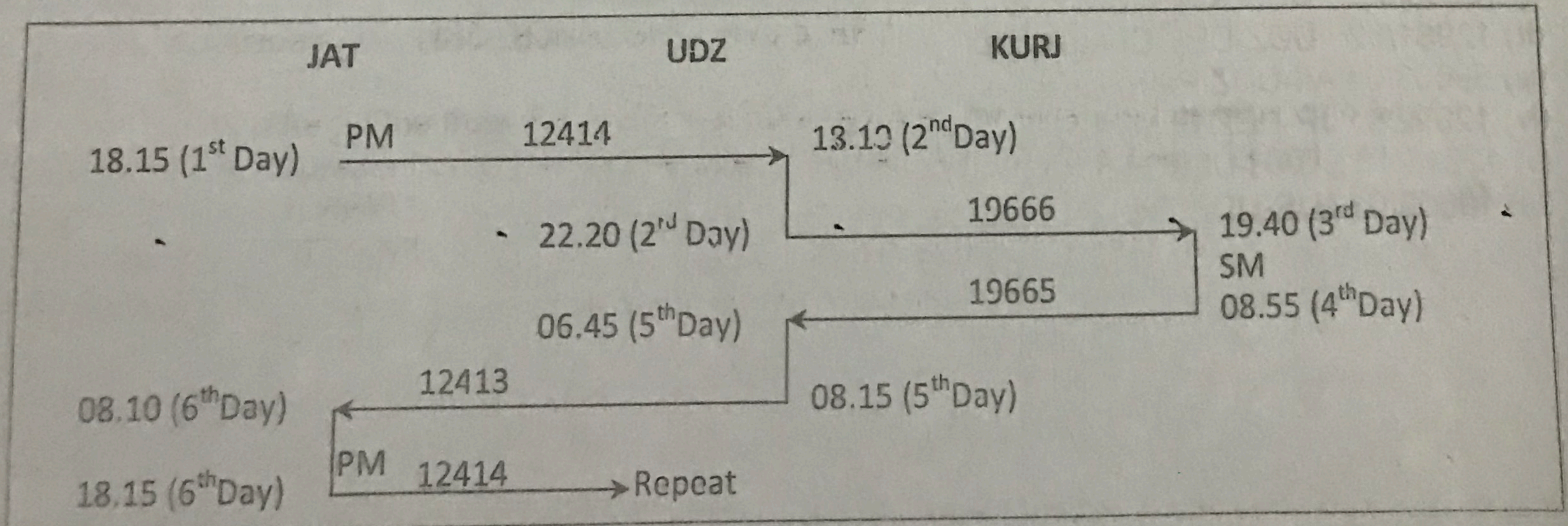
Line Capacity of the section.

Proposed rake link -

Second Option -

If maintenance of 19665 /19666 (UDZ-KURJ) is shifted from UDZ to KURJ than rake of 2413/14
 can be integrated with it and than Secondary Maintenance can be done at KURJ with primary
 Maintenance at JAT as already existing . Hence P/Maintenance of three additional rakes will be
 increase at JAT.2.3.14 Proposed rake link:-

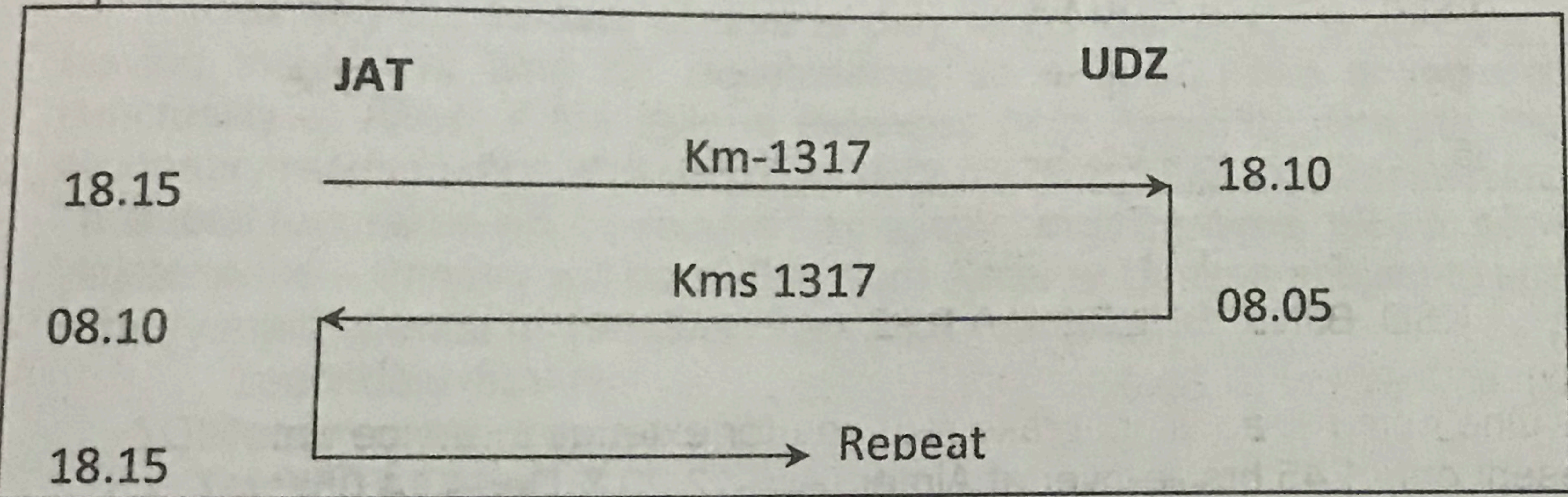
2- Rakes of T.No-12414/13 & 3- Rakes of T.No- 19666/19665 are merged as per following
 rake link :-



Present Composition - Train No. 12414 /13
 SLR/1,SLRD/1,FACCW/1,ACCW/2,ACCN/3,GSCN/12,GS/4 = 24
 Present Composition Train No. 19666 /65
 SLR/1,SLRD/1,FACCW/1,ACCW/1,ACCN/3,,GSCN/9,GS/4 = 20
 Proposed Composition - For standardisation of Rakes:-
 SLR/1,SLRD/1, ACCW/2,ACCN/3,GSCN/12,GS/4,1WCB = 24 coaches.
 Requirement of coaches for integration of rakes of the above two trains -
 GSCN/3, ACCW/1 x 3 = 12 Coaches.
 Line Capacity Utilization (All Div. portion)

Section	Freight trains	Pass Trains	Deptt Trains + LE	Total Trains	Capacity With MB	% Utilization With MB
Ajmer-Chanderiya Year 2011-2012	4.5	10	0.26	14.76	18	82.0
Ajmer-Chanderiya Year 2012-2013	4.43	11	1.71	17.14	18	95.22
Udaipur city- Chittaurgarh Jn Year 2011-2012	0.57	12.00	0.71	13.28	18	73.77
Udaipur city- Chittaurgarh Jn. Year 2012-2013	0.64	12.03	0.88	13.55	18	75.27

Proposed rake link



Note - Due to platform constraint, frequently rake placement/removal will be required and change of schedule of Luxury Trains also may be required and rake of Luxury trains may sent to road side stations for stabling.

2.5. Train No 12987/12988 Sealdah-Ajmer S/F Express upto Udaipur.

This proposal is subject to the shifting of Primary maintenance of Train No. 19665/19666 from UDZ to KURJ as already proposed to HQ. vide letter no. T.425/94 dated : 07.08.2012. The maintenance slot released after it can be utilized for Primary maintenance of Train No.12987/12988 at UDZ after it extension from Ajmer to Udaipur. As per demand given by MP/MLA's, DRUCC members and passenger associations and to increase coach utilisation.

Commercial justified stification along with commercial figures & cost benefit analysis.:-

Trains already running between two stations -

- (i) 19665/66 UDZ-KURJ EXP
- (II) 12981/82 UDZ-DEE Chetak Exp.
- (iii) 59603/04 All-UDZ Pass.
- (iv) 12992/91 JP-UDZ Exp.
- (v) 12315/16 SDAH-UDZ Exp
- (vi) 19602/01 NJP-UDZ Exp.

Tentative Timings:-

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Existing 12987 SDAH-All Arr./Dep.	Proposed 12987(SDAH-UDZ)		STN	Existing 12988 All - SDAH Arr./Dep.	Proposed 12988 (UDZ-SDAH)	
	Arr.	Dep.			Arr	Dep
.../23.20 (Daily)	-	23.20 (Daily)	SDAH	15.55 /... (Daily)	15.55 (Daily)	-
02.45 (Daily)	02.45 (Daily)	02.55 (Daily)	All	12.50 (Daily)	12.40	12.50 (Daily)
-	-	06.25	CAN	-	-	09.25
-	06.35	06.55	COR	-	08.55	09.15
-	-	07.05	BEC	-	-	08.50
-	09.20 (Daily)	-	UDZ	-	-	06.20 (Daily)
1642	1942		KM'S	1642	1942	
27'25"	34'00"		TOR	27'05"	33'30"	
60.25	57.11		AVG.SP	60.70	58.31	

Frequency - Daily.

Days of run - Daily.

Proposed stoppages - NSD, BJNR, BHL MVJ & RPZ

Composition -

SLR/1, SLRD/1, ACCW/2, ACCN/3, GSCN/12, GS/4, 1WCB = 24 coaches.

Requirement of rake :- one from RB.

(i) Presently the lie-over of rake is only 10.05 hrs at Ajmer and this train frequently arrive late leaving insufficient time for maintenance so a spare rake is required to maintain originating punctuality at Ajmer if the train is extended from Ajmer to Udaipur there will be requirement of secondary maintenance at Sealdah as distance from UDZ to SDAH will be 1942 Kms

Thus total four rakes will be required as against existing three rake in service and one spare.

Maintenance - Primary will be shifted from Ajmer to Udaipur subject to shifting of Primary maintenance of 19665/66 from UDZ to KURJ.

Secondary-SDAH.

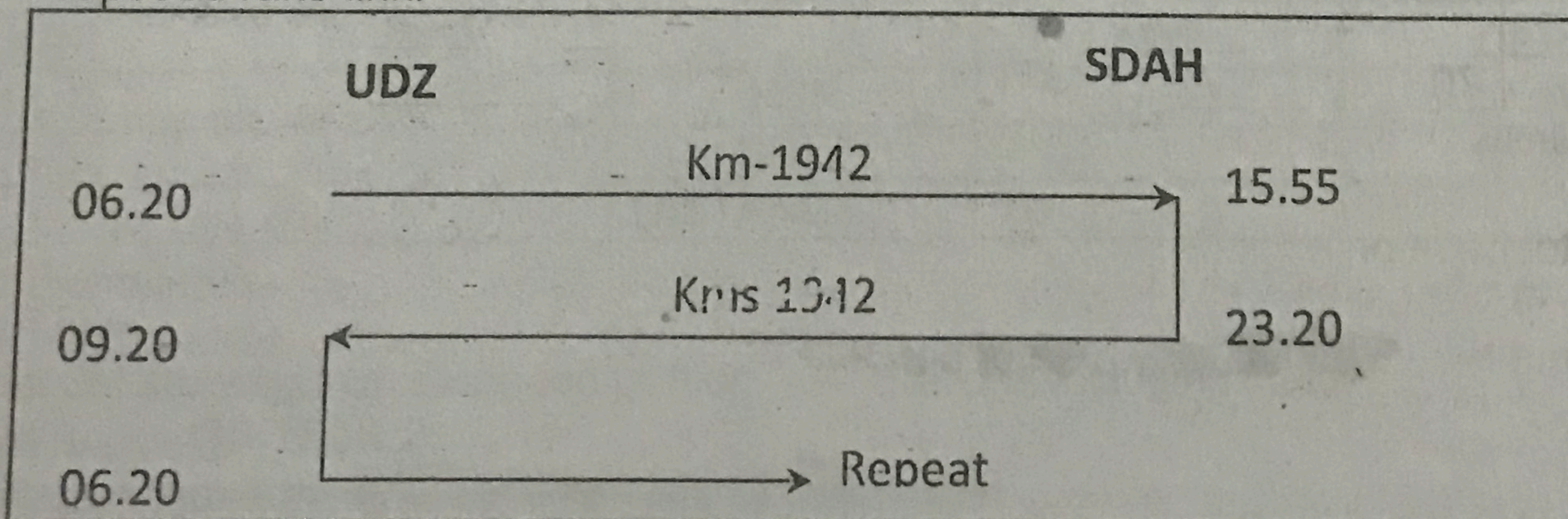
Requirement of loco :- NIL

Traction - Diesel.

Line Capacity of the section.

Proposed rake link - Primary Maintenance is proposed to be shifted from Ajmer to Udaipur city after shifting of primary maintenance of Train no, 19665/19666 to KURJ Secondary Maintenance will be required at Sealdah as distance from UDZ to SADH is 1942 Kms.

Proposed rake link:-



Line Capacity Utilization (All Div. portion)

Section	Freight trains	Pass Trains	Deptt Trains + LE	Total Trains	Capacity With MB	% Utilization With MB
Ajmer-Chanderiya Year 2011-2012	4.5	10	0.26	14.76	18	82.0
Ajmer-Chanderiya Year 2012-2013	4.43	11	1.71	17.14	18	95.22
Udaipur city- Chittaurgarh Jn Year 2011-2012	0.57	12.00	0.71	13.28	18	73.77
Udaipur city- Chittaurgarh Jn. Year 2012-2013	0.64	12.03	0.88	13.55	18	75.27

Note – (1) After extending service to UDZ there will be requirement of secondary maintenance at SDAH as kms of UP/DN journey 3884 kms.

(2) Due to platform constraint, frequently rake placement/removal will be required and change of schedule of Luxury Trains also may be required.

2.6. Extention of train .No. 54634 LDH-HSR /54631HSR-DUI Passenger up to Sadulpur (Daily) Commercial justified

Train proposed by – NWR
Railway Concern – R.B. – NR, NWR.
Request: - M.P. – HSR

As Train No 59723/24 Rewari- Sadulpur- Hisar- Rewari is proposed from Rewari to Bikaner direct, to provide alternate service for the section, NWR proposes the extension of Train No. 54634 LDH-HSR /54631HSR-DUI Passenger up to Sadulpur.

Commercial Justification –

Existing service between two stations:

Train no	From	To	Year of introduction	Occupation
54823/24	JU-HSR-JU			100%
54827/28	BKN- HSR-BKN			100%

Tentative timing

LDH-HSR-SDLP		Station	SDLP-HSR-LDH	
ARR	DEP		ARR	DEP
11.15	12.00	HSR	17.00	17.45
13.30	---	SDLP	---	15.35
	70	DISTANCE	70	

Frequency – Daily.

Days of run-

Commercial stoppage on extended portion: - All Stations including Halts .

Composition: - GS 7SLR 2.

No of Rake required: - NIL (Lie over rake of 54634/31)

Maintenance – (i) Primary LDH with RBPC (As existing).

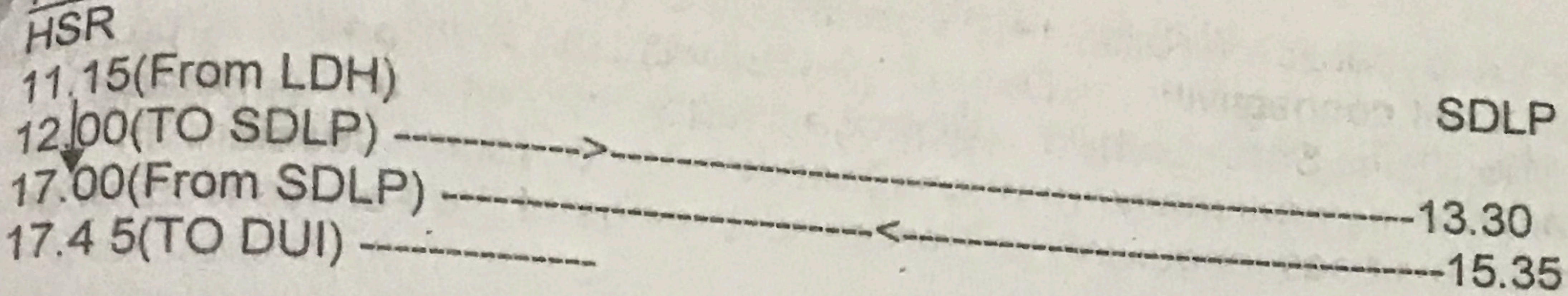
Loco Required – Nil

Traction – Diesel.

Line Capacity utilization of the section.

Section	%age utilisation
HSR-SDLP	53

Proposed Rake Link



2.7. Extension of Train No. 54602 ASR-HSR /54605HSR-LDH Passenger up to Sadulpur (Daily)
 Commercial justified CONFIDENTIAL

Train proposed by – NWR
 Railway Concern – R.B. – NR, NWR.
 Request: - M.P. – HSR

Commercial Justification-
 Existing service between two stations:

Train no	From	To	Year of introduction	Occupation
54823/24	JU-HSR-JU			100%
54827/28	BKN- HSR-BKN			100%

Tentative timing

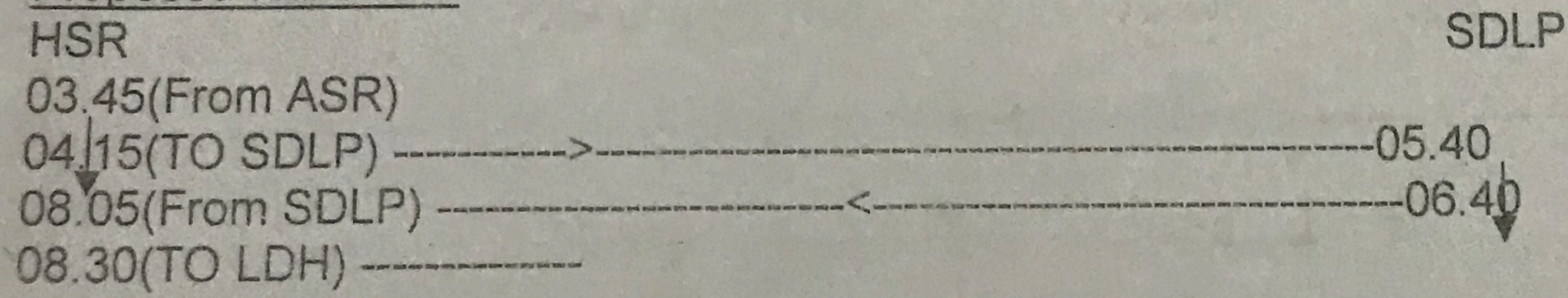
ASR-HSR-SDLP		Station	SDLP-HSR-LDH	
ARR	DEP		ARR	DEP
	17.10	ASR		
		LDH		
03.45	04.15	HSR	08.05	08.30
05.40	-- --	SDLP	-- --	06.40
	70	DISTANCE	70	

Frequency – Daily.
 Days of run- Daily.
 Commercial stoppage on extended portion: - All Stations including Halts as per requirement.
 Composition: - GSCN/1 GS 8SLR 2
 No of Rake required: - NIL (Lie over rake of 54602/54605)
 (i) Primary- ASR with RBPC (As existing).
 Loc Required - Nil.
 Traction – Diesel

Line capacity utilization of the section

Section	Freight Trains	Passenger Trains	Departmental Trains	Total Trains	Capacity	%age Utilisation
HSR-SDLP	3.27	4.14	0	7.41	14	53

Proposed Rake Link



CONFIDENTIAL

2.8. Extension of Train No. 12455/56 Delhi Sarai Rohilla- Sriganga Nagar Express up to Bikaner
 Commercial justified

Train proposed by – NWR
 Railway Concern – R.B. – NWR, NR
 Request: - M.P. – SGNR

There is a prolong demand of public of Raisingh Nagar and Srikanpur area specially BSF HQ personnel to provide direct rail connectivity for Delhi. To meet with this demand, it is proposed to extend Train No. 12455/56 Delhi Sarai Rohilla- Sriganga Nagar Express up to Bikaner). The proposal has been examined operationally and commercially and found feasible in view of anticipated passenger potential of passenger traffic. Proposed Timings of the service is as under:
Commercial Justfction.

Existing service between two stations:

Train no	From	To	Year of introduction	Occupation
NIL				

Tentative timing.

DEE-SGNR-SOG		Station	SOG-SGNR-DEE	
ARR	DEP		ARR	DEP
---	20.55	DEE	06.35	
05.30	05.55	SGNR	22.35	22.15
12.00	---	BKN	---	16.15
	623	Distance	623	
	11.15	TOR	11.05	
	55.37	Avg speed	56.21	

Frequency: Daily

Day of run- Daily

Commercial stoppage on extended portion: - KESR,SRW,GJS RSNR.JES
SOG,AS,MHJ,LKS.

Composition: - FAC 1, ACCW 2,ACCN 3, GSCN 5, GS 2, SLR 2

No of Rake required: - Nil (L/O of 12455/56)

Primary: DEE with RBPC (As exists)

Loco required: - Nil

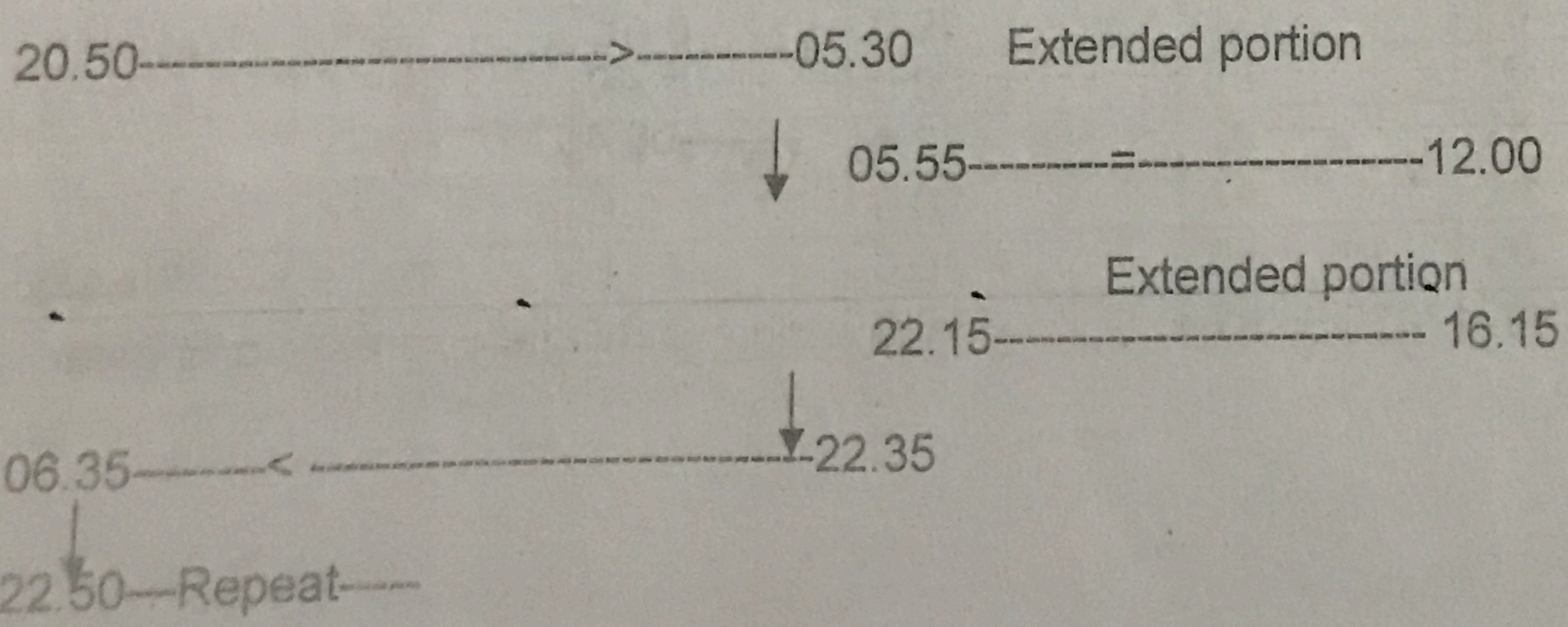
Traction: Diesel

Line capacity utilization of the section

Section	Freight Trains	Passenger Trains	Departmental Trains	Total Trains	Capacity	%age Utilisation
SOG-SRPR	0.3	4.0	0.1	5	15	33
SRPR-SGNR	0.03	2.28	0	2.5	18	13
SOG-LGH	6.69	7.20	0.02	15	18	93
LGH-BKN	1.18	6.50	0	8	18	44

Proposed Rake Link

DEE SGNR BKN



9. Extension Of Tain No.11089/11090 PUNE-JU Ahimsa Express up to Bikaner.
Commercial justified

Train proposed by – NWR ,
Railway Concern – R.B. – NWR, WR, CR.
Request: - DRUCC & ZRUCC and Public

There is a prolong demand of public of Bikaner and surrounding area to provide direct rail connectivity for Pune. To meet with this demand, it is proposed to extend Train No. 11090/11089 weekly Ahimsa Express up to Bikaner . The proposal has been examined operationally and commercially and found feasible in view of anticipated passenger potential of passenger traffic. Proposed Timings of the service is as under:
Commercial Justification.

Existing service between two stations:

Train no	From	To	Year of introduction	Occupation
NIL				

Tentative timing

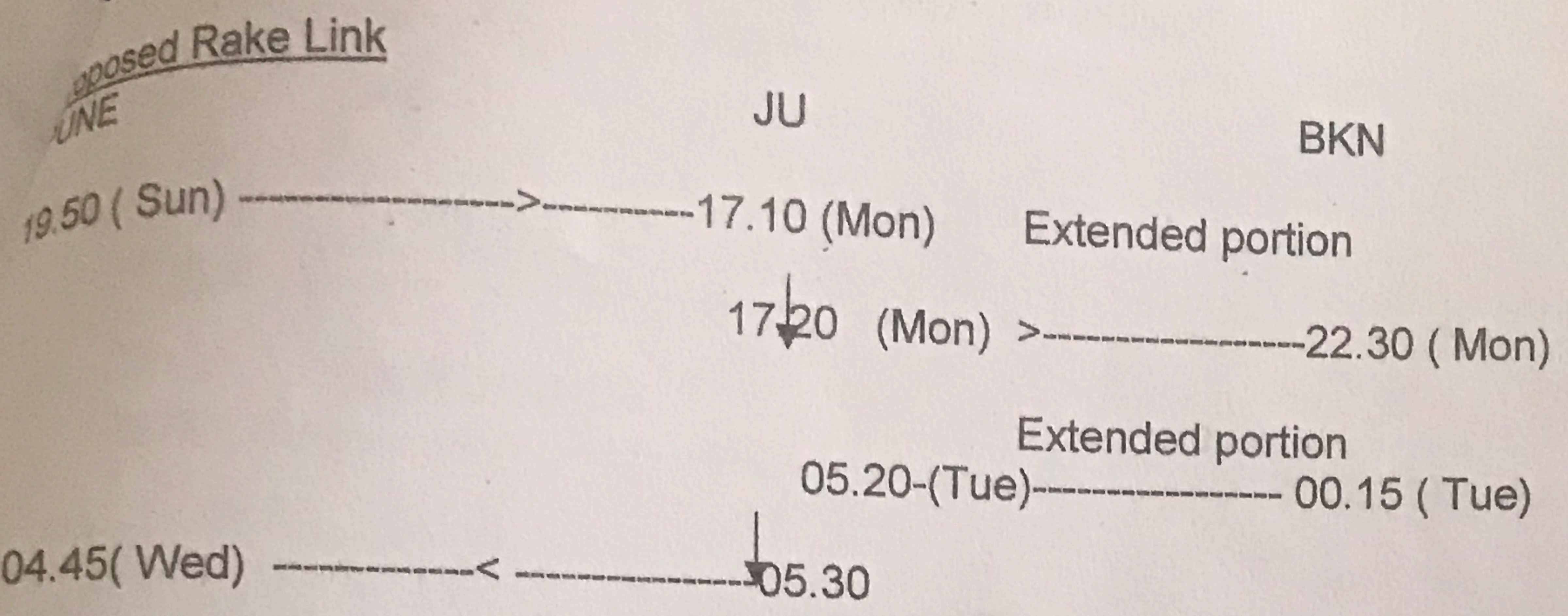
11090 PUNE-JU/BKN Exp		Station	11089BKN/JU-PUNE Exp.	
Arr.	Dep.		Arr.	Dep.
-	19.50 (Sun)	PUNE	04.45 (Wed)	-
07.45	08.05	ADI	15.10	16.00
17.10 (Mon)	17.20 (Mon)	JU	05.20 (Tue)	05.30 (Tue)
22.30 (Mon)	-	BKN	-	00.15 (Tue)
26.40 Hrs.		TOR		28.30 Hrs.
	1371	Distance:		1371
51.41Kmph		Avg. Speed		48.10 Kmph

Frequency : Weekly
Days of run - Ex Bikaner : TUE Ex PUNE : SUN
Commercial stoppage on extended portion: - NOK, NGO, MTD
Composition: - FAC-1 ACCW-1 , ACCN 2, GSCN-10, GS-2, SLR 2.
No of Rake required: Nil (L/O of 11089/11090 PUNE-JU Exp)
Maintenance: Primary-Pune with RBPC(as Exists)
Loco required: - Nil
Traction: Diesel

Line capacity utilization of the section

Section	Freight Trains	Passenger Trains	Departmental Trains	Total Trains	Capacity	%age Utilisation
BKN-MTD	1.57	10.0	0.20	12	18	67
MTD-JU	1.77	14.0	0.30	25	26	95
JU-LUNI	11.37	14	0.02	26	26	100
LUNI-MJ	3.93	7.0	0.02	11	24	47
MJ-ABR	13.02	17.5	0.01	36	26	140
ABR-PNU	9.4	18.5	0.01	29	26	112

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2.10 Jaipur -Indore superfast express train & extension of 12973/74 (Ex INDB on WED) UP TO Bikaner with L/over rake of 12974/73 JP-INDB bi-weekly superfast express.
 Commercial justified
 Train proposed by – NWR
 Railway Concern – R.B., NWR, WCR, WR
 Request: - M.P. – Bikaner

There is no direct train from BKN to Indore, the most popular city of Madhay Pradesh. In view of heavy traffic potential, Bikaner division proposes a new superfast express train between Bikaner-Indore with L/over rake of 12974/73 JP-INDB bi-weekly superfast express.

Proposed timing

BKN-INDB		Station	INDB-BKN	
ARR	DEP		ARR	DEP
	14.15 (5)	BKN	15.00 (4)	-
20.55	21.05	JP	08.20	08.30
21.12	21.14	DPA	07.55	07.57
23.15	23.15	SWM	05.55	06.10
00.25	00.35	KOTA	04.05	04.15
03.55	04.20	NAD	01.05	01.30
05.10	05.20	UJN	23.55	00.05
06.02	06.04	DWX	23.01	23.03
07.25 (6)	-	INDB	-	22.25 (3)
	980	distance	980	
	17.10	TOR	16.35	
	57.0	Avg	59.0	

Commercial stoppage – NOK,NGO,DNA,MKN,FL,JP, DPA,SWM, KOTA, NAD, UJN, DWX

Frequency –weekly

Days of run – Ex Bikaner - Friday : Ex Indore - Wednesday

Composition:- CWNAC/1, ACCN/1, GSCN/06,GS/03 ,SLR/02 =13

No of Rake required;- Nil – Lie-over rake of 12973/12974

Existing service between two station. NIL

JP
 21.05 (Sun) → 12974 JP-INDB INDB BKN
 ← 07.25 (Mon)

08.20 (Tue) 12973 INDB-JP
 ← 22.25 (Mon)

NEW JP-INDB
 21.05 (Tue) → 07.25 (Wed)

Extension 12973 up to BKN
 15.00 (Thu) ← 22.25 (Wed)

Extension 12974 up to BKN
 14.15 (Fri) → 07.25 (Sat)
 12973 INDB-JP

NEW INDB-JP
 08.20 (Sun) ← 22.25 (Sat)

21.05 (Sun) — Repeat 12974

Primary Maintenance: - JP on Sunday

Secondary Maintenance: - BKN on Friday

2.11 Extension of train No.14705/14706 DEE-SUJH Express up to Jodhpur
 Commercial justified

Train proposed by - NWR,
 Railway Concern - R.B. - NWR, Request: - DRUCC & ZRUCC and Public

There is a prolong demand of public of ladnun and surrounding area to provide direct rail connectivity for DEE & JU. To meet with this demand, it is proposed to extend Train No. 14705/14706 up to JU. The proposal has been examined operationally and commercially and found feasible in view of anticipated passenger potential of passenger traffic. Proposed Timings of the service is as under:

Existing service between two stations:

Train no	From	To	Year of introduction	Occupation
22481/82	JU	- DEE	2011	

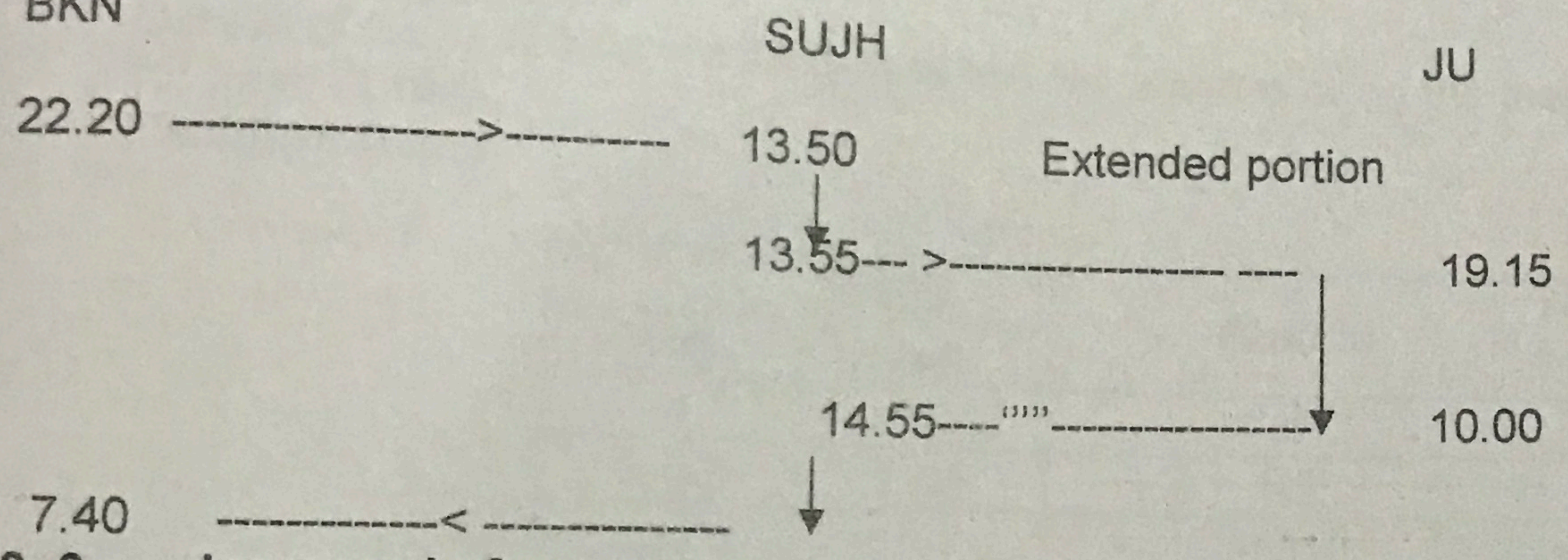
Tentative timing

11090 PUNE-JU/BKN Exp		Station	11089 BKN/JU-PUNE Exp.	
Arr.	Dep.		Arr.	Dep.
	7.05	↑ DEE	22.10	
13.50	13.55	SUJH	14.55	15.00
19.15	-	JU ↓		10.00
12.10 Hrs.		TOR		12.10 Hrs.
	622	Distance:	622	
	51.1kmph	Avg Speed		51.1 Kmph

Daily
 Ex JU : Daily Ex DEE : Daily
 Commercial stoppage on extended portion: - LAU, DIA, CTKT, KHTU, DNA, REN, MTD, GOTN,
 Composition: - SLR-2, GS-6, GSCN-8, ACCN-1, ACCW-1, =18
 No of Rake required:
 Primary Maintenance:
 Loco required: -
 Traction:
 Line capacity utilization of the section
 One From R.B
 BKN- RBPC
 One
 Diesel

Section	Freight Trains	Passenger Trains	Departmental Trains	Total Trains	Capacity	%age Utilisation
RTGH-MTD	1.57	10.0	0.20	12	18	67
MTD-JU	1.77	14.0	0.30	25	26	95

Proposed Rake Link
BKN



3.0 Increase in frequency-

3.1 12974/12973 JP-IND S/F express bi weekly to tri weekly- Demand from travelling and to utilise unproductive lie over at JP. Commercial justified

Details of trains already running between two stations or on the major portion of the route proposed for train - 1 daily. Tentative timing-

12974		Station	12973	
Arri.	Dep.		Arri.	Dep.
--	21:05	JP	08:20	--
23:05	23:15	SWM	05:55	06:10
03:55	04:20	NAD	01:05	01:30
07:25	--	IND	--	22:25
599		Distance	599	
620		TOR(Minutes)	595	
57.96 Kmph		Average Speed	60.40 Kmph	

Frequency- Existing- Bi weekly. Proposed- Tri weekly.
Days of run from both side-

Ex	Existing	Proposed
JP	Fri, Sun	Tue, Fri, Sun
IND	Mon, Sat,	Mon, Wed, Sat

Proposed Commercial Stoppages on extended portion- DPA
 Proposed Composition-
 Existing- SLR/SLRD-2, GS-3, GSCN-6, ACCN-1, CWNAC-1= 13.
 Proposed- SLR/SLRD-2, GS-5, GSCN-8, ACCN-2, ACCW-1= 18.
 Requirement of Rake- Nil (but 1ACCW, 1ACCN and 2GS proposed additional will be require
 Maintenance- Primary at JP with RBPC.
 Loco Requirement- Nil.
 Traction- Diesel.
 Line Capacity utilisation- JP-SWM-JP 75%.
 Proposed Rake Link- JP

(Fri) 21:05>-----12974>----->07:25 (Sat) IND
 (Sun)08:20<-----12973<-----<22:25 (Sat)
 (Sun)21:05>-----12974>----->07:25 (Mon)
 (Tue)08:20<-----12973<-----<22:25 (Mon)
 (Tue)21:05>-----12974>----->07:25 (Wed)
 (Thu)08:20<-----12973<-----<22:25 (Wed)
 >-----> Repeat.

3.2 19609/19610 All-HW express Tri weekly to Four days - Demand from travelling public and to utilise unproductive lie over at All Commercially justified - Details of trains already running between two stations or on the major portion of the route proposed for train - 1 daily. Tentative timing-

19609		Station	12973	
Arri.	Dep.		Arri.	Dep.
--	19.50	JP		--
1.43	1.45	RE	3.17	3.20
10.25	--	HW		20.00
			--	

Frequency- Existing- Tri weekly to Four days
 Days of run from both side-

Ex	Existing	Proposed
All	Mon, Thu, Sat	Mon, Wed, Fri, Sat
HW	Tue, Fri, Sun	Tue, Thu, Sat, Sun

Commercial Stoppages - Same
 Proposed Composition-
 Existing - SLR/SLRD-2, GS-4, GSCN-9, ACCN-2, ACCW-1= 18.
 Requirement of Rake- Nil (but GSCN- 6,ACCW-2, ACCN-2 and 3GS proposed additional will be required to intigrate with 19611/12-19613/14) .
 Maintenance- Primary at All with RBPC.
 Loco Requirement- Nil.
 Traction- Diesel.
 Proposed Rake Link-

4. Diversion of Trains

4.1. 12464/63 JU-DEE Raj samparak kranti exp to start from JU only, Presently 22464/63 & 12463/64 amalgamates and bifurcates at MTD to avoid shunting its proposed to run 12463/64 from Ju only and to run connecting train BKN to MTD, item no. (1.10)
 Train proposed by - NWR
 Railway Concern - R.B. - NWR,
 Rake - Required -Nil

Loco Required – Nil
Pm at JU with RBPC.

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4.2 **Proposal for Train no. 12307/12308 JU-HWH**, Train no 12307/12308 presently originate from JU/BKN and amalgamate at Merta Road to avoid shunting it is proposed that 12307/12308 to run Ex Ju only and to compensate a new train BKN to HWH may be introduced ,
Train proposed by – NWR

Railway Concern – R.B. – NWR,
Request :- To avoid shunting at MTD.

Existing service between two stations.:- NIL

Tentative timing

Jodhpur – Howrah		Station	Howrah – Jodhpur	
ARR	DEP		ARR	DEP
-	20.30	JU	6.25	---
4.00	-	HWH	-	23.30

Frequency:

Commercial stoppage

Composition: ,

Rake required:

Maintenance:

Loco required:

Traction:

Daily

As exist,

AS EXIST

NIL

PM HWH- SM –JU

NIL

Diesel

4.3 **Proposal for Train no. 15631/32 BME-GHY**, Train no 15631/32 presently originate from BME/BKN and amalgamate at Merta Road to avoid shunting its proposed that 15631/32 to run Ex BME only and to compensate a new connecting train between BKN to MTD (Item no- 1.10) may be introduced ,

Train proposed by – NWR

Railway Concern – R.B. – NWR,

Request :- To avoid shunting at MTD.

Existing service between two stations.:- NIL

Tentative

Tentative timing Barmer – Guwahati		Station	Guwahati – Barmer.	
ARR	DEP		ARR	DEP
-	22.45	BME	9.00	---
23.55	-	GHY	-	10.45

Frequency:

Commercial stoppage

Composition: ,

Rake required:

Maintenance:

Loco required:

Traction:

B- Weekly

As exist,

AS EXIST

NIL

PM GHY - SM –BME

NIL

Diesel

4.4 **Proposal for Train no. 14659/60 DLI- JSM/BME & 12461/2462 to extended up to BME**, Train no 14660/14659 presently originate from BME/JSM and amalgamate at Jodhpur to avoid shunting its proposed that 14659/60 to run Ex JSM only and to compensate 12462/61 JU- DLI Can be extended up to BME with Revise timings. (Item no- 2.11)

Train proposed by – NWR

Railway Concern – R.B. – NWR,

Request :- To avoid shunting at Jodhpur

Existing service between two stations.:- NIL

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14659 Existing		14659 Proposed		Station	14660 Existing		14660 Proposed	
Arr	Dep	Arr	Dep		Arr	Dep	Arr	Dep
..	17.30	..	17.30		DLI	11.10	..	6.25
4.45	5.05	4.45	5.05	JU	22.30	23.00	19.30	20.00
11.15	..	11.15	..	JSM	..	17.15	..	13.00

Tentative timing

12461 Existing		12461 Proposed		Station	12462 Existing		12462 Proposed	
Arr	Dep	Arr	Dep		Arr	Dep	Arr	Dep
..	21.15	..	21.15		DLI	6.25	..	9.30
7.45	..	7.35	7.45	JU	..	20.00	22.15	22.30
..	..	11.45	..	BME	19.00

Frequency:
 Commercial stoppage
 Composition:
 Rake required:
 Maintenance:
 Loco required:
 Traction:

Daily
 As exist,
 AS EXIST
 NIL
 PM - NR (RBPC)
 NIL
 Diesel
