

## Empty Running

In an ideal condition, all freight train runs can be in loaded conditions. But practically empty running happens as there is not always a demand in return direction. Certain special type of wagons for POL, Steel, Coal, Natural Gas, Ammonia, LPG etc. have to be generally run empty back to the loading points. Avoiding or reducing the extent of empty haulage and cross movements of similar type of empty stock requires operating acumen strengthened by advance information, close liaison with customers and some freight incentive schemes. Empty wagons are run to loading points with demand or examination points as per their condition.

## Daily Monitoring of Goods Operation

Following are the important goal posts of daily freight operation

- i) **Loading** – All the on hand empty wagons to be loaded are supplied for loading in time to achieve the maximum loading for the day. Empty wagons taken over early in the day shall also be strived to be loaded. Efforts are also taken to ensure a demand pipeline for the next day loading.
- ii) **Unloading** – All on hand inward wagons are placed for unloading in time to achieve the maximum unloading for the day. Inwards taken over early in the day shall also be strived to be unloaded. Wherever possible back loading shall be planned and achieved.
- iii) Maximizing handing over of outward & surplus empties to other divisions.
- iv) Planning appropriate locomotives to clear wagons from terminals after loading/unloading with minimum terminal detentions.

In order to achieve all this control office in the divisions are required to do the following on a continuous basis

### Planning/Forecasting:

Forecasting is done based on odd hours wagon holding duly targeting the above objectives. This brings the requirements for achieving the targets as well as the list of trains that can be run with existing resources. As divisions exchange such information with each other, the forecast can be updated based on expected trains.

DyCHC night shift should chalk out a rough plan in consultation with the adjoining DyCHC. Rough plan must be ready in all respects. Chief controller has to finalize the day's forecast/planning after checking the information, draft plan, and consultation with CHC of adjoining divisions. Copies of the forecast should be sent to SrDOM/DOM. After scrutinizing the same, the SrDOM/DOM gives instructions to CHC for final amendments. All HQ/RB instructions need to be complied. Once finalized, it must be repeated to Central Control.

**Execution:** Finalized plan should be communicated to all concerned supervisors viz Deputy Chief Controller, Controller, Yard Master, SSE/Loco Shed, Terminal SMs, crew lobbies, customers. All out efforts are to be taken to achieve forecasted loading & interchange.

**Review:** As many aspects of the freight operations are dynamic, there can be changes to the expected operations. Any failure or deviation would lead to consequent failure in interchange. Hence initial commitments to interchange have to be achieved by planning for alternatives and making appropriate changes to original plan.

## **Zonal Head Quarter Role**

The Zonal HQ plays a vital role in day-to-day operations of Divisions in two important ways, by giving suitable guidance and assistance.

Similar actions to the ones taken by divisions are taken by the zonal headquarters for inter divisional co-ordinations and forecasting zonal interchange & loading.

Latest Freight operations position of various divisions in the zone is obtained by the HQ central control from divisions through FOIS and other modes of communications.

The information includes, stock position, loading and particulars of old outstanding and fresh registration of indents, freight trains running on each section, category wise position of unloading, Yard balances, average speed, interchange position, Locomotive position and Locomotive utilization etc.

The position is reviewed and analyzed by the PCOM/CFTM/ Dy.COM(Goods), STM(Goods) CEE/Plng. & Operations and CELE. The important position pertaining to various departments is conveyed to the concerned departments as well as the General Manager.

## **Railway Board Role**

Inter zonal co-ordination is done by Railway Board on a daily basis. Such close monitoring helps in ensuring that overall best operations for Indian Railways are achieved. Inter zonal interchange commitments and inter divisional interchange commitments are flagged and compliance is sacrosanct. This operational discipline is the driving force for freight operations.

## **Freight Marketing**

In order to attract traffic to rail as well as address the issues of empty flow and lean season loading, initiatives of freight marketing are taken up. Also, investments in wagons which are the basic assets of freight movement are also attracted with various schemes