

Coaching Vehicle Census

Coaching Vehicle census is conducted to know the location of coaching vehicles and cross check the information with regard to its due dates. It is done under the directives of Railway Board. The month, date time of census is notified to all the staff involving in census. Prior to conducting a coaching vehicle census, CPTM holds a meeting and instructs the census officials. The data obtained through coaching census is updated in the master table of ICMS.

Passenger Marketing

The demand for travel is always increasing in our country. However, it is also seasonally fluctuating. All trains are not fully occupied throughout the year. Hence there is an opportunity to plan & achieve the best method of coach usage to achieve maximum demand fulfillment.

The following actions are taken in this regard...

Temporary Augmentation: Based on the availability of room in the formation, coaches available are attached for clearing the wait list passengers. This is subject to

- i) Restricted trains: Additional carriage is attached to trains only with permission of the Railway Board/ PCOM/CPTM.
- ii) Prohibited Trains: Additional coach cannot be attached by these trains. This prohibition may be for a portion of journey or throughout to ensure punctuality.

Permanent Augmentation: Based on the demand and temporary augmentation done continuously for some of the trains, coaches can be permanently augmented for that service. This will be included in the coach composition and fired in the PRS.

Coach composition review: Based on occupancy, changing nature of demand, passenger profile, coach composition may be reviewed and optimized.

Rake Link review: As rake link based train services have come up, some of the limitations of one train service are passed on to the linked train. Hence it is better to link similar train services having similar demand. Even within the limitations, the following action shall be taken for improving coach utilization and better passenger satisfaction.

- i) Standardization of rakes with similar demand/loads reducing lie over period at originating/destination stations.
- ii) Extension/ running of train service in case of lie over period is more at secondary maintenance stations.

Stoppage analysis by elimination/provision: Based on the sale of tickets, some halts may be eliminated. Based on the demand and requirement, stoppages may be provided.

Train on demand: During festival seasons and other occasions during which demand for travel shoots up, special trains are planned and run to cater to the particular time period.

Apart from the above operational marketing efforts, other efforts like increase in the capacity of the coaches, better berth utilization and providing better passenger terminals with world class facilities also help in improving passenger satisfaction.

Freight Train Operations

Freight Transportation involves movement of raw material from production centers to industries and semi-finished/finished goods to consuming areas. It plays an important role in economic and industrial development of a country. The freight business is the major source of revenue for the Indian Railways. Main activity centers of freight operation include sidings, goods sheds and examination yards.

Type of Freight trains

Pilot Trains are those moving between serving station and siding for loading or unloading.

Through goods trains are freight trains transporting goods from one goods yard to the next without stoppage at intermediate points. Most of the freight trains run in the Indian Railways fall in this category.

Merry Go Round (MGR) Trains: Certain circuits are planned to make continuous trips between loading and unloading points with captive loco / formation. In SCR, such a system is functioning for supplying coal from Singareni Collieries at Mancheri station to NTPC power plant at Ramagundam station. The track is arranged in a bulb like formation so that there is no requirement for Engine reversal since the movement is circular. Since these trains make continuous round trips between dedicated loading and unloading points virtually without detention, they are named as Merry Go Round trains.

Block rake: Depending upon the type of wagon, a full train length is determined as a block rake. Most of the freight trains in Indian Railway fall in this category. Usually this train is booked for a single destination and gets a fare benefit of Train Load.