

INSPECTION NOTE OF MEMBER (OPERATIONS & BUSINESS DEVELOPMENT) OF JAMMU TAWI STATION AND REVIEW OF USBRL PROJECT ON DATE 13.04.2022

S.NO	ITEM	ACTION BY
1	PARCEL OFFICE	
1.1	Parcel office is attached to the saloon siding of the station . The parcel office was neat and clean and well kept. The main inward on the station is from Military. Average monthly inward and outward is 535 and 323 packages respectively. Although PMS has been installed at the station, all the staff have not been trained to utilise PMS. Training shall be imparted at the earliest, to the staff, to get PMS working.	AM/C CCM/NR DRM/FZR
2	LOCO LOBBY	
2.1	The loco lobby is manned by the departmental staff and was kept in a neat and clean manner. Two CMS kiosk were there which were functional. Staff is signing on both on the kiosk as well as manually. This duplicity should be reviewed. One unusual was reported regarding signal raised itself at RMJK station, but action taken report was not mentioned, it should be mentioned.	DRM/FZR
3	RESERVATION OFFICE	
3.1	The reservation office is attached to the station building. It's a big office and multiple ticketing windows are there but most were closed due to less traffic. 2 Counters were working at the time of inspection and queue of 5-6 people per counter was there. 518 slips are being dealt with per day with an average earning of Rs 4,55,000/- per day. Division should open alternate counter during peak hours to avoid crowding and reduce waiting time.	CCM/NR DRM/FZR
3.2	The Lighting arrangement in main reservation hall was insufficient and the hall appeared dark and dingy. Sufficient lighting should be provided in the reservation hall.	DRM/FZR
4	BOOKING OFFICE	
4.1	Only One counter per shift is presently being opened. Currently many Mail Express trains of JAT with unreserved class are yet to switch to GS from 2S due to non completion of ARP period. With increase in trains with unreserved coaches, the requirement of booking windows would increase. Division should prepare for that and open additional booking windows to prevent crowding and reduce waiting time.	CCM/NR DRM/FZR

4.2	One ATVM and 2 COTVM have been provided at JAT, out of which only ATVM was in working order. Defective COTVMs should be made functional immediately or replaced with ATVM. No facilitator was present at the ATVM to assist the passengers. Division should explore feasibility of providing Outsourced facilitators per the extant rules.	CCM/NR DRM/FZR
5	JAN AAHAR	
5.1	Jan Aahar operated by IRCTC is available on Platform no 1. The kitchen was inspected. Neat and clean preparation of food was observed. Staff in the kitchen were in uniform and wearing gloves.	
5.2	One refrigerator which was in use was not in providing sufficient cooling. It should be immediately replaced.	CMD/IRCTC DRM/FZR
5.3	One room in the kitchen is kept as a store room with old and non functional items. It should be cleaned and cleared off of non functional items. The overall cleanliness of the kitchen was satisfactory.	CMD/IRCTC DRM/FZR
6	STALLS	
6.1	Many stalls in the main concourse were found to be closed and in dilapidated condition. It was informed that a long pending court case is ongoing due to which these stalls are not operational. Division should take action to resolve these issues expediently so that additional revenue can be generated for the station.	CCM/NR DRM/FZR
7	POWER CABIN	
7.1	Train Despatcher (TD) cabin is attached to PF no 1 . The location of the power cabin is such that Dy SS operating the panel has no visibility of the trains. The TD cabin is small and cramped with multiple system of working in operation at the station.	
7.2	Slot system is in use at JAT. East cabin is having panel interlocking and west cabin is having lever frame. It was informed that yard remodelling work is going to start soon and central panel will be provided at JAT. It was instructed that work must be expedited as central panel will result in improved safety and enhance mobility.	COM/NR DRM/FZR
8	DISCUSSION WITH DIVISIONAL OFFICERS	
8.1	Work of 2nd entry of JAT is sanctioned and about to begin. Division should ensure that 2 nd entry work and station redevelopment works are in sync with each other.	DRM/FZR
8.2	The station has 2 goods handling lines in the good shed, apart from that one FCI siding and POL siding is also there. For beginning of work of 2 nd entry, good sheds lines have to be handed over. Alternate goods shed at Baribrahmana (BBMN) have been sanctioned and work is	DRM/FZR

	<p>under progress. It should be completed at the earliest so that work at JAT can be started.</p> <p>The development of BBMN would take care of the good shed traffic but FCI siding and POL traffic would continue to be handled at the station as the alternate sidings would take more than 1 year to commission. While handing over the good shed area, division should ensure that regular day to day operations of the station is not hampered and the FCI and POL traffic is not hampered. Division should identify the works that can be taken up immediately with minimum disruption.</p>	
8.3	<p>A PFT by ACTL at Samba and a POL siding by M/s BPCL at Bajalta have been proposed. Work is in progress. These need to be commissioned at the earliest to expand the business scope.</p>	DRM/FZR
8.4	<p>Provision of parcel siding has also been planned at JAT in view of the demand of Parcel train. It should be finalised at the earliest. For providing parcel siding, there is no involvement of existing yard, hence, work can be started immediately.</p>	COM/NR DRM/FZR
8.5	<p>Presentation on yard remodelling of JAT was given by Dy.CE/C.</p> <p>As per the yard remodelling plan, 5 washing are being provided at JAT station. With the commissioning of the Katra- Banihal Link, the train services would get extended up to the valley and many trains would not originate or terminate at JAT.</p> <p>NR and FZR division should relook at the requirement of 5 washing lines at JAT in view of SVDK getting connected with Banihal, and most of the traffic would be shifting to SVDK and beyond and a comprehensive plan for train handling and maintenance should be worked out.</p>	AM/TT AM/PLG COM/NR
8.6	<p>Presentation on Katra – Banihal Rail link section was given by Chief Engineer/USBRL officer in ADRM/JAT office.</p> <p>The work on Chenab bridge and Anji Bride is progressing well and is two main tunnels i.e. T-14 and T-44 are the main challenge to be overcome.</p> <p>The division explained that they had projected the requirement of 3 good sheds in the valley portion to cater to demand of both inwards and outward traffic.</p> <p>Considering the huge potential of providing freight services in the valley, adequate funds should be provided in the project itself to construct these 3 good sheds at Anantnag, Sopore and Pampore. NR to send a proposal to</p>	GM/NR AM/PLG AM/TT

	board for seeking sanction and funds if required.	
8.7	The Sopore station was earlier a crossing station. It was set on fire by miscreants and subsequently it was converted into halt station. Sopore has good potential of Freight business. Moreover, by converting it into halt the length of block section is also increased affecting line capacity and mobility. In view of the above Sopore should be converted back into a crossing station with provision of Goods handling facilities.	COM/NR DRM/FZR
8.8	It was informed that Electrification work of entire division is sanctioned. CORE/RITES are the executing agencies nominated for different sections. The current method of execution of electrification in patches should be reviewed and complete routes should be targeted so that benefit of electrification accrues immediately.	GM/NR AM/RE
8.9	A group award of Rs 50,000/- (Rupees Fifty Thousand Only) was awarded for the divisional team for good work done and further motivation.	Sec/RB DRM/FZR

S. Mohanty

(Sanjay Kumar Mohanty)

Member (Operations and Business Development)

No 2022/MOBD/TP/01

New Delhi 25.05.2022

Copy to :

1. AM/TT,AM/C,AM/T&C, AM/M&BD,AM/PLG, Secretary/RB,PED/CHG
2. GM/NR, COM/NR,CCM/NR,DRM/FZR