

Chapter 5

Conclusion and Recommendations

5.1 Conclusion

Adequate infrastructure at stations is necessary for smooth movement of trains through station. Audit observed that in all the fifteen stations reviewed, none of the stations had prepared a Master Plan for providing infrastructure on stations to address the bottlenecks/constraints, which adversely affects the timely arrival and departure of trains to/from stations. The plans for modernisation/redevelopment mainly focussed on facilities and facade of stations only and not on removing constraints and bottlenecks for ensuring timely arrival and departure of trains to/from the stations, which should be one of the most important parameter of the quality of service being provided to the passengers.

During review of the existing infrastructure at the selected 15 stations, Audit noticed that, the infrastructure such as platforms, washing pit lines and stabling lines at the stations were not augmented according to increase in number of trains handled on all these stations. Non-availability of adequate washing pit lines and stabling lines led to movement of empty trains to other depots for maintenance purpose and caused blockage of line due to such movements. These deficiencies were required to be addressed and necessary infrastructure needed to be provided for smooth handling of trains on these stations. In eight stations viz., Mughalsarai, Kanpur Central, Allahabad, Mathura, Bhopal, Itarsi, Vijayawada and Nagpur, the number of platforms was significantly less, though these stations handle a large number of trains every day. Out of 164 platforms in these stations, 64 platforms were shorter in length and could not handle the trains with 24 coaches or more. As a result, trains with 24 or more coaches were stopped at platforms with shorter lengths causing inconvenience to passengers in boarding and de-boarding. To decongest the existing stations, Railways developed new stations/ terminals at adjacent/nearby to the existing stations at New Delhi and Delhi (Anand Vihar Terminal), Allahabad (Cheoki) and Patna (Rajendranagar Terminal) only. In Allahabad (Subedarganj), Delhi (Shakurbasti), Ahmedabad (Sabarmati), Jaipur (Khatipura) and Nagpur (Ajni) stations, though the development of new stations/terminals were planned, the work was yet to be completed and progressing behind schedule. In respect of other stations, no planning was there to develop new stations/ terminals. These constraints led to detentions at various stages, i.e. at adjacent stations/outer signals, *en route* and on stations.

During examination of related records maintained at stations for movement of trains through the station, Audit noticed detention of trains at outer signals/ adjacent stations just before the destination station, which caused inconvenience to passengers travelling in the trains detained. The track remained occupied for a considerable period and the locos, coaches and wagons were utilised sub-optimally. Trains which did not have a scheduled stoppage at the adjacent stations, were also detained at these adjacent stations due to want of path, for the train to move further. At the selected stations, the trains were detained for excess period than that allowed in the time table. Late start of trains from the stations was

also noticed. The reasons attributed were want of clear path, locos, crew etc. Detention of trains also caused loss of earning capacity to the trains. A number of instances were noticed where specific reasons were not recorded by the station authorities for detention of trains at outer/adjointing stations.

Platforms remained engaged due to stoppage of platform return trains at platforms over and above the prescribed period of 75 minutes allowed for cleaning and watering. Audit also noticed detention of empty rakes of terminated trains at platforms beyond a reasonable period of 30 minutes which further detained the trains coming to the stations, for want of clear line/platform, though no time norms were in place for removal of empty rakes of the terminated trains from the platforms. A better co-ordination in operation of trains was needed for optimal utilisation of platforms and reduce detentions of inbound as well as outbound trains.

Railway Administration fixed different allowed time for the same category of trains between two stations. This resulted not only in detention of trains due to occupation of line/track for more time on account of such excess time allowed to these trains, but also in under-utilization of these rakes. By allotting longer time to the trains in Time-Table, though railways shows better punctuality, the passengers do not reach the destination stations within a reasonable permissible time.

Audit noticed that to decongest the stations, a number of traffic facility works were though proposed by divisional authority, were not sanctioned by the competent authority (Railway Board/ Zonal Headquarters). The works which were sanctioned and under execution were also delayed and thereby the stated objectives of decongestion of stations/lines/ platforms were not fulfilled.

5.2 Recommendations

- 1. All Zonal Railways need to prepare comprehensive Master Plans for stations with heavy passenger traffic, identify constraints of station line capacity and devise measures to be taken to address these constraints on priority. They may develop a suitable methodology for assessing the requirements of infrastructure on various stations such as number of platforms, length of platforms, availability of pit lines, stabling lines and yard etc. with reference to the pattern of the traffic being handled at these stations. The milestones for execution of the works identified to address these constraints may be clearly laid down and followed. The infrastructure should be augmented keeping pace with the increase in traffic.***
- 2. Before taking up modernization/redevelopment of stations and constructing new buildings, the possibility of further expansion of the stations by adding more platforms need to be considered. The modernization/ redevelopment of stations should also address infrastructural constraints and works such as construction of additional platforms, stabling and washing pit lines, remodelling of yards etc., should be included in the scope of modernization/redevelopment of stations.***

3. *It may be desirable to increase the length of all the platforms at major stations so as to accommodate trains of 24 or more coaches.*
4. *Railways need to create additional platforms/ pit lines of adequate length where the number of platforms is not adequate for handling the trains originating/ terminating/ passing by the station. Where creation of additional platforms/pit lines is not possible due to space constraints, Railways need to explore alternatives places to develop new stations/terminals to decongest the existing stations and/or increasing length of platforms so as to accommodate two trains simultaneously at a platform.*
5. *The works already planned/ ongoing to augment the station line capacity (platform/lines, yard remodelling, RRI etc.) need to be expedited to achieve the stated objectives of the works.*
6. *To avoid the detention of trains at outer signals/adjacent stations/en route besides augmenting station line capacity, Railway need to address the other constraints causing detentions such as route relay interlocking, yard remodelling, etc. Traffic facility works for removal of these constraints need to be taken up and completed on priority basis.*
7. *Time norms for removal of empty rakes of the terminated trains from the platforms may be prescribed for optimum utilisation of platforms.*

New Delhi

Dated: 19 June 2018



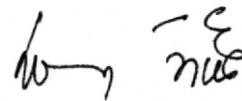
(Nand Kishore)

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Dated: 19 June 2018



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