

Work Done

2020-21 (April- October)

Achievements:

- **Due to COVID-19, even during unprecedented Lockdown, Mumbai division loaded 1061 wagons per day during the month of April 2020** as compared to 1046 wagons loaded during the same period of last year.
- **Container Loading best ever** achieved in April 2020 i.e **842** Container wagons loaded per day which is the best ever during last 94 months.
- **48 Freight Trains interchanged with BSR /W.Rly.i.e 26 Freight Trains Taken over** and 22 Trains Made over on 26.07.2020. Previous best 46 F.Trains interchanged with W.Rly on 22.01.2019.

August 2020

- **127 Fertilizer Rakes loaded during the month of August 2020** which is the highest ever fertilizer rakes loaded as compared to previous best of 120 Rakes loaded in August 2016.
- **66 Iron and Steel Rakes loaded during the month of August 2020** which is the best ever Iron and Steel Rakes loaded in Mumbai Division, as compared to previous best of 63 Rakes loaded in March 2017. 34 Iron and Steel Rakes were loaded in the month of August 2019.

September 2020.

- On 30th September 2020, Central Railway's loading was **3587 wagons which is highest ever during 2020-21**, out of which **1462 wagons were loaded in Mumbai Division. i.e 40%** of total loading of Central Railway
- **105 Freight Trains Interchanged** on 27/9/2020, which is the best ever. This record was achieved amidst running of Mail Express trains with 100% punctuality & 5 Hours Mega Block on both Main Line and Harbour.

October 2020.

- **1242 Wagons loaded per day** during the month of **Oct 2020**, which is the **best ever loading** of Mumbai Division, **previous best was 1222** wagons loaded per day in the month of **May 2012**, and second best ever was **1203** wagons loaded per day in the month of **November 2019**. Loading during the month of Oct 2019 was 1066 wagons per day.
- **Container loading** again surpassed the **best ever. 857 Container Wagon loaded per day** during the month of **October 2020** which is the **best ever** as compared to previous best of **842 Container wagonsloaded per day** during the month of April 2020.
- One more feather in the cap of Mumbai Division, **Business Development Unit**, Mumbai Division tapped the traffic of Automobile from Road to Rail. First time Mumbai Division loading crossed the international border, M/s. Mahindra, Bolero Automobile was loaded from Kalamboli on 24.10.2020, to Benapole (Bangladesh).
- **84.2 Freight Trains interchanged daily** during the month of Oct 2020 which is the best ever as compared to previous best of 83.3 achieved in September 2020.

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2019-20 (April-March):

1. **Panvel Station** :Relaxation of Speed on Crossover Nos. 106/107 which has 1 in 8 ½ Turnouts at PF-No. 6 of Panvel station relaxed from **10 kmph to 15 kmph** on **23.09.2019**. As a result speed improved, and a gain of 2 minutes on each movement on these turnouts.
2. **Jasai Yard** : **Sand hump at Jasai yard converted into a shunting neck** of 42 meters by inserting a Derailing Switch on it for isolation. Shunt signals are also provided for facilitating shunting movement to and fro. At Jasai yard, traction change of each every Container trains from Electric to Diesel is done to facilitate handling in JNPT sidings. Shunting movement for traction change over for the trains received on R & D line 4, 5 & 6 has to pass across **LC Gate No. 30**, which is very **busy gate**. Sand Hump connected to R & D line No. 4, 5 & 6 is just short of LC gate. The benefits accrued due to converting into shunting neck are:
 1. *Shunting movements of Traction Changeover can be performed for trains received on R&D line No. 4,5& 6 without closing the level crossing Gate.*
 2. *Shunting movement lead for both Electric and Diesel engine will reduce by almost 200 meters.*
 3. *There is no involvement of Main lines during the shunting movement of traction changeover through this shunting.*
3. From September 2019 :**Captured Road traffic of Containers of short lead** especially within distance of 500 Kms by ensuring faster movement and within the target time internally set. It also boosted the confidence in the party about movement by rail.
4. **Thane Clamping Magnet Removed**: Removal of 30 Kmph Speed Clamping magnet at Thane with the approval of CRS w.e.f 16.10.2019.
5. **Speed of Trains to Kalyan towards North East**: Relaxation of 15 kmph SR to 25 kmph at DDS 151-152 & 164 -165 at KYN w.e.f 20.10.2019.
6. **Improved Mobility by Rationalization of Loco Movement**: Light Engine movement from LTT /CSMT to KYN reduced by 4 locos/day with effect from 11.10.2019 by rationalization of maintenance trip schedule.
7. **System Improvement/Mobility Improvement**:
Nagothane Ballast siding electrification (Top Wiring) commissioned on 30th November 2019. First Electric loco was successfully placed in the siding on 30th Nov 2019 at 15:25 Hrs.

Loading:

8. Milestone recorded in loading by Mumbai Division. 1203 wagons per day was loaded during the month of Nov'19, which is the best ever loading during the last 7 years, previous best was 1222 wagons loaded in May 2012. Loading during the month of Nov'18, was 973 wagons per day which the division surpassed by 23.6% over last year.

March 2020:

- Mumbai Division **surpassed target** of originating loading of 16.45 MT by loading **16.63 MTs** during the financial year 2019-20.
- **2nd Rank** in terms of percentage increase in loading from last year amongst divisions with more than 10 MT loading(CKP -20.10%, BB 11.24%).

- **7th Rank** in terms of **incremental loading** from last year in MT (CKP, DHN, WAT, MYS, KUR, SBP, BB) with 1.68 MT.
- **13th Rank** in terms of **percentage increase in loading** from last year (RN, DNR, SA, MYS, BSB, IZN, LKO, MDU, SPJ, SBP, CKP, BCT, BB) with 11.24%.
- **17th Rank** in terms of **loading in MT** (DHN, CKP, KUR, BSP, SC, WAT, ASN, R, ADI, NGP, UBL, JBP, BZA, KGP, ADRA, DLI, Bb) with 16.63 MT.

9. Work Done during Lockdown:

- a. Train services were operated as per schedule till 21.03.2020.
- b. On Janata Curfew day i.e. 22.03.2020 only 40% of suburban services operated.
- c. Daily 16 breakdown services are in operation exclusively for transportation of staff.
- d. Road & Rail transport is made available to all staff to reach work place.
- e. Food arrangement is being made at Goods Shed.

2018-19

1. **980 Wagons loaded per day** during the current financial year 2018-19 as compared to **942 wagons loaded per day** during the same period of last year.
2. At **KRCL** - record no of Freight Trains handed over. **8 Freight Trains** handed over on **22.03.19** as compared to previous best of **07 Freight Trains** handed over on **09.12.2018**.
3. **21 Freight Trains Unloaded** at **Nagothane in August 2018**, which is the best ever monthly unloading as compared to previous best of 16 Rakes unloaded in Apr 2018.
4. **Bhiwandi** :Division has successfully commissioned Loop line at **Bhiwandistation**, PH-16 works sanctioned in the year 2010.
5. **Igatpuri yard remodelling**, Traffic Works Programme of 2009 completed successfully in Nov 2018.
6. Electrification of **Panvel –Pen** commissioned on 10.11.2018 & increase in **MEMU services** (8 services) introduced w.e.f. **11.11.18**.
7. Closure of **Thakurli LC gate** on 4th June 2018.
8. Speed over turnouts on passenger loop in **Diwa – Roha section increased to 30 kmph**.
9. **KLMG Yard examination of Steel Rakes** started from **08.01.2019**, earlier the rake was going to Kalyan and coming back, division saved 2 sets of crew, path & power.
10. First time on Mumbai division, a **ballast rake** consisting of **39 wagons unloaded in a single day**.
11. First Trains despatched with Electric traction for THAL on 30th Nov 2018.
12. **4 Trains loaded** from **DRT on 13th Jan 2019**.

2017-18

- 1) **Requirement of Assistant Loco Pilot (ALP) on Shunter Loco**, were reduced by 15 at Trombay&Turbhe, with effect from 02nd Oct. 2017, and thus saving Rs. 56.12 lacs annually.
- 2) 4th Terminal at JN Port opened on 27.12.17 in a time bound manner.(BMCT- Bharat Mumbai Terminal Container)
- 3) **Crack Trains introduced between PNVL-KJT-LNL** :Panvel lobby Goods crew was working freight loads till Karjat only. Division took it as mission and consulted both the unions and apprised them the merits of running of trains upto Lonavla, which will minimize detention of Freight loads and also effective utilization of crew. As a result, Crack trains were introduced between PNVL-KJT-LNL from 1st Dec 2017 .
- 4) **Improvement in Crew utilization** :Panvel Depot crew has started "Signing Off" at BSR and working back after taking rest with effect from 10.01.2018, reducing spare run of crew and thereby improved crew utilization.
- 5) **Data Logger** installed at **CSMT central Cabin** and **Roha** Interchange point during the month of January 2018, in order to have real time monitoring of Trains.
