

MAJOR ACHIEVEMENTS (2024-25)

Coaching

- Solapur division has secured the 1st rank in Central Railway (CR) and an impressive 6th cumulative rank in Indian Railways (IR) for its outstanding M/Exp punctuality performance, while holding the 17th initial rank in March -2025.
 - i. **Achieved 100% punctuality for 33 consecutive days at the divisional level**
 - ii. **Maintained 100% punctuality for 162 days at the zonal level in CR**
 - iii. **Current year's (2024-25) Mail/Express punctuality stands at 93.78%**
 - iv. **Zonal punctuality performance is at 98.35%**
 - v. **Significant improvement from last year's (2023-24) divisional punctuality of 84.72%, with a notable increase of 9.06%**

A) Implementation of ICMS Caution Order:

Following caution notice station are issuing Caution Orders through ICMS:

Sr.No.	Station	Section
1	LUR	LUR-KWV
2	KWV	KWV-LUR, KWV-MRJ, PVR-MRJ
3	PVR	PVR-KWV, PVR-MRJ
4	KLBG	KLBG-WADI, KLBG-SUR
5	WADI	WADI-SUR
6	SUR	SUR-WADI, SUR-KWV

B) Enhancement of Maximum Permissible Speed (MPS) between DD-WADI & WADI- DD Section:

The following enhancements have been made:

- i. i. Maximum Permissible Speed (MPS) increased from 110 kmph to 130 kmph in the DD-WADI-DD section,
- ii. 44 pairs of LHB trains operating in the DD-WADI & WADI-DD section (337.44 km) are now running at an enhanced Maximum Permissible Speed (MPS) of 130 kmph, increased from 110 kmph.

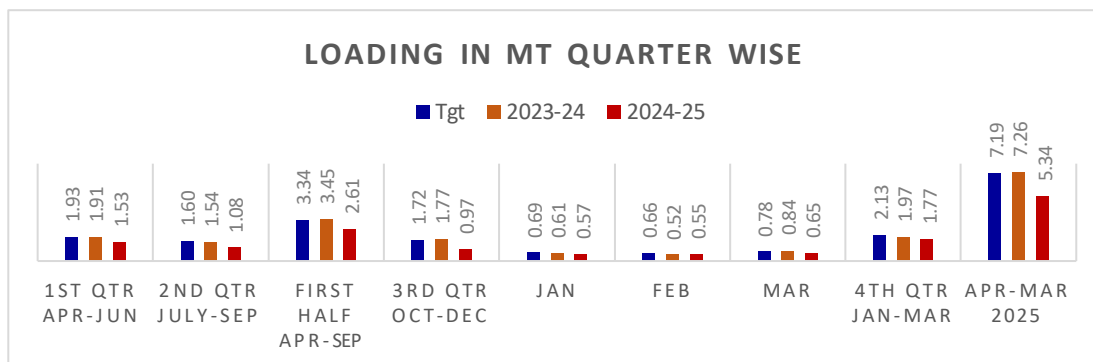
C) Divisional Avg. speed of coaching trains has been increased:

The average speed of Mail/Express and Passenger trains has increased from **50.92** kmph in 2023-24 to **54.12** kmph in 2024-25, showing a **5.91%** improvement.

Freight

New Commodity: POL (HSD) loading is started from Jan-2025 at Pakni siding, first time 01 rake is loaded on 29th Jan 2025 from Pakni to HPSG Hirenandur with earning 10.01 lacs & from Jan-2025 to Mar-2025, **24** rakes are loaded with 3.01 cr earning, from Pakni to HPSG, PSIC, MRJ, PICN.

➤ **In FY 2024-25, 5.34 MT with earnings 421.75 Cr.**



- 121 Freight Trains interchanged on 31.03.2025, which is highest interchange Any Single Day. In 2024-25, 93 average goods trains per day interchanged which is 4.49% more trains over last year.
- **Apr-Mar 2025, 2709 total crack trains run which is +570 more, 26.65 increase over last year. (LY Apr-Mar 2024:2139).**
- 125 Long Haul trains run in 2024-25, which is 9.38% more than over last year of 96 trains.
- In 2024-25, Average speed of goods train improved from 13.40 to 15.82 kmph, which is 18.10% increase from last year.

Asset Utilisation

- During Apr-Mar 2025 Electric Loco utilisation is 405.87 which is 39.78 % & 49.22 increase over last year & KPI target respectively. (Apr-Mar -2024: 290.37, Target 2024 (KPI): 272).
- During Apr-Mar 2025 DSL Loco utilisation is 535.31 which is 81.86 % & 102.0 increase over last year & KPI target respectively. (Apr-Mar -2024: 294.35, Target 2024 (KPI): 265).
- During Apr-Mar 2025 NTKMs is 8118 which is 6.52 % & 4.72 increase over last year & KPI target respectively. (Apr-Mar -2024: 7621, Target 2024 (KPI): 7752).

Safety Initiatives

- **Non-Visibility of Safety Chains Applied to Stabled Loads at Stations:** To ensure clear visibility of Safety chains that applied for securing of the vehicles, all safety chains are being used for securing of stabled load across the division have been painted with a luminous reflective yellow color. Additional 300 Nos. (5m) Safety chains has been procured (received on 08.10.2024) and distributed at all stations.



- **WhatsApp group has been created for Verification of correct filling Authorities and Cross-Verification of Stabled Loads:** - A mechanism has been implemented in view to verify the correctness of all issued authorities in field, photographs of all issued authorities are being immediately sent via WhatsApp to the concerned Sectional TIs. By this procedure cross-checking of the correct filling of the authorities and corrective action as needed is being ensured.



- Additionally, photos of the securing of stabled loads are being sent from field staff to the concerned Sectional TIs after stabling and before the clearance of the load, to ensure proper cross-verification of the securing of all stabled loads.

Traffic Facility Works:

- ❖ An initiative has been taken by the division to overcome from crew shortage and to improve crew availability by eliminating GDR checks in private sidings (i) WDSG, (ii) PSNH and (iii) MBSH. In place of GDR checks, implemented Safe to Run examination by TXR staff w.e.f. 30/01/2025. TXR staff endorse Safe to Run in BPC and crew start his train after essential checking of loco, by which crew hours can be saved 1-2 hrs.
- ❖ On 31/01/2025, a trial has been successfully conducted at BALE goods shed of Container train on Goods loop negotiating three cross-overs (DN direction) and two crossovers (UP direction) with restricted speed of 5 kmph.
- ❖ The extension of the CSL of NRD 2 & NRD 1 at Wadi has been successfully completed on 26/12/2024 and 21/01/2025 respectively, increasing their length from 667 m to 727 m. This extension aims to significantly enhance the operational mobility of Wadi Yard, alleviate the previous constraints that limited their capacity to accommodate full lengths loads.
- ❖ The extension works of Road-4 (Passenger PF -2) at Wadi has been completed on 25/01/25 now CSL of this line has been increased by 48 meters and now the CSL became 708 meters which can accommodate the full-length Goods train on this line.

By which, two PF lines get available to deal freight trains, earlier only one line i.e. Road -3 (PF-3) was available.

- ❖ WADI chord line Starter signal has been shifted by 10 m to increase CSL and for accommodation of full-length trains without fouling other lines.
- ❖ ART has been shifted from RD1 line to GIP siding line by which one additional line made available for train passing through yard.
- ❖ Adjustments of Signal Overlap by shifting Starter signal for the lines NRD-1, NRD-2, UDGL, so LC Gate No.03 can be free while receiving train on NRD-1, NRD-2 and UDGL lines.
- ❖ GTL Crew started working up to WDSG siding w.e.f. 28/01/2025.
- ❖ MBSH siding Crew Rest Room has started functioning w.e.f. 24/01/2025.
- ❖ Pakni UP&DN loop-1 given fit for Container trains with SR 10 KMPH w.e.f. 02/10/2024.
- ❖ EI Commissioned at HQR with connectivity of BPGH siding by removing temporary connectivity on 24/06/2024 (with OHE).
- ❖ JEUR loop line speed has been enhanced from 15 kmph to 30 kmph w.e.f. 24/08/2024.
- ❖ WSB -UP loop commissioned on 28/08/2024. Earlier this station was having only 3 running lines.
- ❖ PRWD- UP&DN common loop & sand hump fit for traffic w.e.f. 28/09/2024.
- ❖ MLM- DN loop fit for Container train w.e.f. 29/09/2024.
- ❖ BGVN- OHE fit up to PQRS siding 1 & 2, TM siding w.e.f. 29/09/2024.
- ❖ Sectional Speed between DD-SUR-WADI is enhanced from 110 kmph to 130 kmph w.e.f. 26/02/2025.

Operating Performance

SN	Operating Parameters	2021-2022	2022-2023	Apr-Mar			% Variation With	
				2023-2024	Target 2024-25	2024-25	Target	Last Year
1	Punctuality of M/Exp (Divisional Level)	95.25	88.88	84.72	95%	93.78	▼ -1.28	▲ 10.69
2	Punctuality of M/Exp (Zonal Level)	98.55	95.49	93.08	90%	98.34	▲ 9.27	▲ 5.65
3	Originating Loading (In MT)	7.05	7.33	7.26	7.19	5.34	▼ -25.73	▼ -26.45
4	NTKMS (Goods) Millions	4025	4335	4391	4502	2822	▼ -37.32	▼ -35.73
5	Utilization (FOIS) DSL	358.66	330.66	294.35	265	535.31	▲ 102.0	▲ 81.86
6	Utilization (FOIS) AC	241.70	313.48	290.37	272	405.87	▲ 49.22	▲ 39.78
7	NTKMs/wagon –day	9887.8	9388	7621	7752	8118	▲ 4.72	▲ 6.52
8	WKM/Wagon-day	252.82	237.95	199.19	225	198.86	▼ -11.62	▼ -0.17
9	Wagon Turn Round	1.49	1.59	2.02	1.73	1.96	▼ 13.29	▲ -2.97
10	DWB	3240	3510	4477	3400	3826	▼ 12.53	▲ -14.54
11	% Unloading	92	109	107	100	105	▲ 5.00	▼ -1.87
11	PDD (hrs/mints) SUR	1.08	1.24	1.32	-	1.06	-	▲ -19.70
	WADI	1.39	1.49	1.54	-	1.39	-	▲ -9.74
	KWV	1.08	1.24	1.32	-	1.20	-	▲ -9.09
12	Terminal Detention (Arrl. To Dep in Hrs.)							
	Loading (in Hrs.)	17.26	16.02	17.10	-	18.13	-	▼ 6.02
	Unloading (in Hrs.)	17.58	16.08	20.42	-	18.25	-	▲ -10.63
13	Average Speed of Goods Trains (km/ph)	15.18	16.83	13.40	-	15.82	-	▲ 18.06
14	Total Interchange (Avg/Day Trains)	90	100	89		93		▲ 4.49
15	Machine Blocks (Hrs/mints)	12889.46	11465.11	12930.31	-	10219.28	-	▼ -20.97
16	Crack Trains	1342	2086	2139		2708	-	▲ 26.60
17	Long Haul Trains			96		125		▲ 30.21