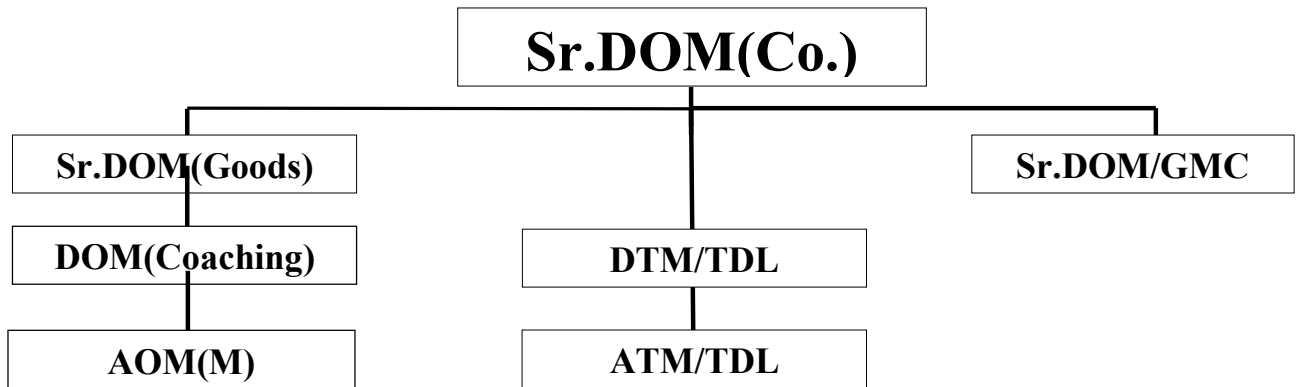


## DRM HAND OUT OPERATING SEPT- 2022

### Organization Chart



#### • Staff Position (As on 01.10.2022)

| Category     | Sanctioned Strength | Men on Roll | Vacancy     | % Vacancy |
|--------------|---------------------|-------------|-------------|-----------|
| Group - C    | 5407                | 3415        | 1992        | 37        |
| * Group - D  | 446                 | 527         | +81         | +18       |
| <b>Total</b> | <b>5853</b>         | <b>3942</b> | <b>1911</b> | <b>33</b> |

\* **Note :** Pointsman “A” (GP – 1900) included in Group “C”, SS- 1583, MOR – 1220, Vac. – 363 & % of Vacancy – 23%

#### ⇒ **Flow of Traffic:**

- **UP direction** -- Iron & Steel and Coal Rakes for Power House of Northern Region
- **DN direction** -- Food Grain to other terminals and Empties for Collieries.
- **Inward rakes** of Clinker, Iron & Steel, Coal, Gypsum, Cement, Fertilizer, Foodgrain, Jute, Salt and POL are received for CAR, NYN, SFG, FTP, CNBI, CPC, JUHI, PNKD, ETW, HGJ, ALJN and DER.
- **Outward traffic** of Food Grain is from CAR, MZP, NYN, IDGJ, FTP, CNBI, CPC, ETW, SKB, MNQ, ETAH, ALJN & SBDR.
- **Containers** from ICD/DER, ICD/GMC, MKPP, ARIK/KRJ & JHUI/HTPL.
- **POL** from BPCL/PNKD and **Fly Ash** from PPGS
- **Stone** from SKGH, CAR and **Cement** from MJAC (CAR), JPCC(CUK) & UCLB (BVAR)

### 3.1 Freight loading:-

#### Revenue loading

| Commodity    | 2020-21    | 2021-22<br>Apr-Sept | 2022-23<br>Apr-Sept | Percentage   |
|--------------|------------|---------------------|---------------------|--------------|
| Container    | 264        | 341                 | 423                 | +24.0        |
| Food Grain   | 18         | 25                  | 23                  | -8.0         |
| Cement       | 33         | 47                  | 39                  | -17.0        |
| Fertilizer   | 30         | 29                  | 28                  | -3.4         |
| Stone        | 18         | 15                  | 18                  | +20.0        |
| Ballast      | 16         | 18                  | 23                  | +27.8        |
| Other        | 08         | 33                  | 41                  | +24.2        |
| <b>Total</b> | <b>387</b> | <b>442</b>          | <b>513</b>          | <b>+16.1</b> |

#### PERFORMANCE:-

| Items (wgns/day)                                  |                 | Target<br>(2022-23) | 2020-21    | Apr-Sept   |           | %age  |
|---|-----------------|---------------------|------------|------------|-----------|-------|
|   |                 |                     |            | 2021-22    | 2022-23   |       |
| Throughput  | In Wagons       | -                   | 13584      | 16850      | 20513     | +21.7 |
|   | In Train        | -                   | 278.3      | 338.9      | 402.0     | +18.6 |
| Revenue loading                                   | In Wagons       | -                   | 387        | 442        | 531       | +16.1 |
|   | In Million Tone | 7.55                | 5.002      | 2.832      | 3.291     | +16.2 |
| Wagon Holding                                     |                 | 12000               | 9657       | 10614      | 10495     | +1.1  |
| Wagon Turn Round                                  |                 | 1.71 days           | 1.11       | 1.01       | 1.26      | -24.8 |
| Electric Loco utilization                         |                 | 450Kms              | 432.0      | 418.1      | 383.0     | -8.4  |
| Diesel Loco utilization                           |                 | 425Kms              | 326.2      | 384.5      | 336.4     | -12.5 |
| Punctuality Mail/Exp.                             |                 | 85.0%               | 86.1       | 89.1       | 69.8      | -21.7 |
| Terminal detention (Same day PM to release % age) |                 | -                   | 82.7       | 81.0       | 75.1      | -7.3  |
| Engg. Blocks (Hrs./day)                           |                 | -                   | 176'- 06'' | 160'- 24'' | 235'-34'' | +46.9 |
| Rocket trains                                     |                 | -                   | 4.9        | 3.3        | 5.6       | +69.7 |

### Interchange Points (Avg. / day Sept-2022)

There are 18 interchange points:-

| I/C Point | Rly | T/O  | M/O  | I/C Point | Rly | T/O  | M/O  |
|-----------|-----|------|------|-----------|-----|------|------|
| CAR-CPU   | EC  | 10.1 | 10.5 | GZB-TDL   | NR  | 17.0 | 15.5 |
| DDU-PRYJ  | EC  | 38.8 | 41.8 | LK O-ALD  | NR  | 7.8  | 3.4  |
| AGRA-TDL  | NC  | 10.9 | 9.7  | LKO-GMC   | NR  | 15.9 | 17.6 |
| JBP-MKP   | NC  | 17.0 | 17.6 | VYN-JEP   | NR  | 1.8  | 1.8  |
| JHS-GMC   | NC  | 16.1 | 13.2 | MB-HGJ    | NR  | 1.0  | 1.6  |
| PRRB-PRYJ | NE  | 1.9  | 2.9  | MB-KRJ    | NR  | 6.0  | 4.7  |
| CPA-GMC   | NE  | 3.3  | 7.8  | ETW-BHIND | NC  | 4.7  | 2.6  |
| MKP-BANDA | NC  | 2.0  | 2.0  | EDFC-BDN  | NC  | 23.9 | 24.4 |
| IZN-FBD   | NE  | 0.4  | 0.8  | EDFC-KRJ  | NC  | 17.5 | 17.4 |

**Performance Apr-Sept:-**

| S.N. | Items (Avg. per day)                        | Target    | Achievement |           | % var. |
|------|---|-----------|-------------|-----------|--------|
|      |   |           | 2021-22     | 2022-23   |        |
| 1    | Throughput of Wagons                        | -         | 16850       | 20513     | +21.7  |
| 2    | Throughput of Trains                        | -         | 338.9       | 402.0     | +18.6  |
| 3    | Revenue loading (Wgn/Day)                   | -         | 442         | 531       | +16.1  |
| 4    | Wagon holding                               | 12000     | 10614       | 10495     | +1.1   |
| 5    | Wagon Turn Round                            | 1.71 days | 1.01        | 1.26      | -24.8  |
| 5    | Electric loco utilization                   | 450 Kms   | 418.1       | 383.0     | -8.4   |
| 6    | Diesel loco utilization                     | 425 Kms   | 384.5       | 336.4     | -12.5  |
| 7    | Punctuality Mail/Exp.(%age)                 | 85.0%     | 89.1        | 69.8      | -21.7  |
| 8    | Mail Exp ran per day                        | -         | 175.4       | 228.3     | +30.2  |
| 9    | Terminal detention (Same day P/M to Rele %) | -         | 81.0        | 75.1      | -7.3   |
| 10   | Speed-MGS-GZB (Up)                          | 30 Km     | 40.9        | 25.9      | -36.7  |
|      | GZB-MGS (Dn)                                | 35 Km     | 44.7        | 23.9      | -46.5  |
| 11   | Engg Block Granted ( Hrs per Day)           | -         | 160'-24''   | 235'-34'' | +46.9  |