IMPROVING EFFICIENCY AND PERFORMANCE IN RAILWAYS

SUGGESTIONS

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COST REDUCTION BY CHANGING TRADITIONAL MAINTAINANCE PROCEDURE

Reducing rake maintenance time from 6 Hrs to 3Hrs

OBHS staff, Automatic washing plants and outsourced pit line cleaning being used, Rake maintenance time in pit should be Reviewed and reduced.

- It will lead to better utilization of assets, i.e., Rakes, Pit lines etc so that more services can be provide by same rakes.
- Improved punctuality in case of faster return back when trains are unusually late.
- Reduced expenditure in creation of more pit lines.
- Presently done in some divisions but no uniform policy.
Loco Maintenance in Nearest shed

- Presently O/D locomotives and Failed Locomotives go their Home shed for maintenance purposes. However, in Today’s technology driven world, this concept seems outdated. Instead Loco should go to the nearest Shed for any maintenance irrespective of shed. It will enable maximum power utilization, reduce shunting and rake detention on power account.
- Maintenance record of Locos should be made online
- Minor work such as O-1 schedule, Trip schedule is being done at nearest shed but Monthly Overdue and Major repairs still happens at home shed.
- Shed wise Quota should be fixed for major repairs. So necessary inventory, manpower etc should be planned accordingly.
Punctuality Calculation should be linked to customer satisfaction

- Currently train lost by 1 ”min “ is same as train lost by 2-3 Hrs in Punctuality measurement.
- 5-10 ” min late at terminal point hardly matters to passengers but delay more than 1 hours greatly affect customer satisfaction about train service.
- Divisional punctuality performance should be determined by Total minutes lost by trains. Proportional weightage of minute lost should be included in punctuality Index.

USE of AI(Artificial Intelligence) in Time tabling and Running time tabled Freight Trains.

- Use of ICMS Historical data of train running for predicting path, crossing and time table of trains. Paths identified could be used to Run timetabled freight and Passenger trains.

Culture of Innovation

- Maximum ideas for improvement comes from grass root level and they need to be promoted by providing monetary and non monetary incentives at divisional level. There is no system to facilitate research and innovation at division level.

Monetization of Vacant Seats

- Powers should be given to Ticket checking staff for monetizing vacant seats as in Airlines