Government of India
Ministry of Railways
(Railway Board)

2016/Mobility/4/1 **New Delhi, Dated 07-09-2016**

To:
General Managers
All Indian Railways

Sub: 'Mission Raftaar' – Right powering of freight trains on Indian Railways

With a view to improve mobility on Indian Railways, increase the average speeds of trains, as well as to improve traffic throughput, **Board (MT, M(TR), CRB**) have accorded approval for the right powering of freight trains with horse power (HP) to trailing load ratio close to 2.0.

For implementing right powering following priority has also been decided in order to avoid interposing of single/multiple unit locomotives.

Group I: South Eastern (SER), South East Central (SECR) and East Coast (ECoR) Railways

Group II: South Central (SCR), and Central (CR) Railways

Group III: Eastern (ER), East Central (ECR) and North Central (NCR) Railways.

2. In order to achieve the objective of right powering in accordance with the above strategy, following guidelines needs to be implemented:

2.1 All CC+8+2 and other similar freight trains, with trailing load of 5000 metric tonnes and above, will be hauled by multiple unit WAG-7 locomotives (2 locomotives) with the maximum permissible speeds. In certain cases, where WAG-7 MU locomotives are not available for these type of trains, WAG-9 MU or WAG-5 Consist (3 locomotives) may be adopted.

2.2 Right powering combination, as stated in Para 2.1 above, will be applicable for hauling empty trains also, with one locomotive under power shut down with pantograph in lowered condition. There should be no change of locomotive combination for these trains in the empty direction as otherwise right power will not materialize at loading points.

2.3 Other freight trains will continue to be hauled by WAG-7 SU/WAG-9 SU and WAG-5 MU locomotive combinations. There will be no WAG-5 SU locomotive hauling freight train.

2.4 All Flat Container trains on the above routes will be hauled normally by WAG-9 SU locomotives.

3. Right powering will also be applicable to diesel locomotives. However, its implementation strategy will be advised shortly.

4. Additional locomotives required for right powering of freight trains for each group of Railways as mentioned above, and their homing pattern in the loco sheds will be worked out associating CFTMs/CELEs of respective Zonal Railways by the Railway Board, and advised separately.

(N.K. Shukla)
Adviser/Mobility
Railway Board

Copy to:

A. Chief Operations Managers, All Indian Railways
B. Chief Electrical Engineers, All Indian Railways
C. Managing Director, DFCCIL
D. CAO/FOIS

Copy for Circulation in Railway Board:

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Ministry of Railways
रेलवे बोर्ड/Railway Board
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