Principal Chief Commercial Manager,
South Eastern Railway
Indian Railways.

Sub: Policy for diverting traffic to alternative goods sheds from busy goods sheds.

Ref: Board's letter of even number dated 27.06.2020 (RC No.14 of 2020)

Reference above, it is advised that vide Para 4 of Rates Circular No. 14 of 2020, Zonal Railways are empowered to review and add/modify to the list of busy and alternate Goods sheds.

Some of the important broad considerations for choosing alternative goods shed(s) for a busy goods shed are as follows:

1. The busy goods shed is one where high number of rakes come resulting in frequent imposition of restriction.
2. An alternative goods shed to a busy goods shed is one which can attract traffic away from the busy goods shed. It is normally in close vicinity of the busy goods shed say 30-40 km away. Normally the inward receipt at the alternative goods shed is low so that if extra rakes get diverted, they can be handled easily at the alternative goods shed. Normally, there should not have been any restriction at the proposed alternative goods shed or if there have been restrictions, the same could be few and far between.
3. A busy goods shed can have more than one alternative goods sheds also if there are more than one goods shed in the vicinity of a busy goods shed.

The above listed criterion is not exhaustive. In addition to these, Zonal Railways may analyze and identify the busy and alternate goods sheds depending on field conditions.

This issues in consultation with TT directorate.

(This disposes off South Eastern Railway’s letter No.RA/710/39 dated 29.06.2020)

(Shilpi Bishnoi)
Director, Traffic Commercial (Rates)
Railway Board

Copy to:

1. Principal Chief Operations Manager, All Zonal Railways
2. Principal Chief Commercial Manager, All Zonal Railways