

# MUMBAI SUBURBAN RAILWAY PASSENGERS' ASSOCIATION

REGISTERED UNDER THE SOCIETIES REGISTRATION ACT, 1860

AND MUMBAI PUBLIC TRUST ACT 1950

REGISTERED SOCIETY NO. MUM 124/80 GBSBD AND PUBLIC TRUST NO. F6938 (MUM)

## EX CHAIRMAN

SHRI. DIPAK J. GANDHI  
TEL. : (O) 2612 1962 (R) 2618  
3883

MOB. : 9967561799

## VICE CHAIRMAN

SHRI GRESH WADHWANI  
TEL. (O) 2537 0505 (R) 2537 0404  
MOB. : 9930241433.

## CHAIRMAN OFFICE

101, SHRI UPASANI KRUPA,  
20, AJMAL ROAD, OFF. MALAVIYA ROAD,  
VILE PARLE (E), MUMBAI 400 057.

TEL.: 2618 3883/2612 1962

TELE FAX : 2613 6757

Email : [mumbai.suburban@rediffmail.com](mailto:mumbai.suburban@rediffmail.com)

## HON. SECRETARY

SHRI. SHASHIKANT  
N.PARYEKAR

MOB. : 9323644589 /  
7666103999.

## TREASURER

SHRI KISHORE PAREKH

TEL. : (R) 2671 2782

MOB. : 9920245716.

Ref. No.: Cyt. (W.R.)/I.C.

Dt. 29.01.2018

To,  
**Executive Secretary,**  
India Chapter,  
International Advertising Association,  
Free Press Journal Marg,  
Nariman Point,  
Mumbai - 400021

*Kind Attn. Mr. Soumit*

## Sub: Work To Live to Work

*Dear Sir,*  
Our sincere thanks to you for having undertaken above initiative to ease train commute in Mumbai.

To supplement your efforts, we would suggest introduction of Cyclic Time Tables (encl.1: Note on Cyclic Time Table) on all 3 suburban Rlys. which has a proven potential to make commuting safe for all commuters at all times in both up & down directions in 3 suburban sections.

Through limited loading, uniform frequency and 30% additional services to all commuters <sup>ing</sup> Rlys. would become safer from day one of its implementation with the same no. of rakes, tracks & all other infrastructures. All services shall ply on dedicated tracks and stop on dedicated platforms to avoid accidents due to tracks crossings. You may contact Sri Vivek Sahai, former Rly. Board Chairman in this regard. He has prepared a 24 hrs. Cyclic plan for W.rly. which if implemented would substantially reduce overcrowding in all services & deaths on tracks.

Should you need any clarification, please do ask us. I am now 84 years super Sr. Citizen, yet ready to go miles for the cause.

Look forward to hear from you soon.

Yours faithfully

*Ganesh*

Project Director, Cy. T.T.  
Receiptent, President Award, Govt. of India

Encl: note on cyclic Time Table

## NOTE ON

CYCLIC TIME TABLES FOR MUMBAI SUB. RLYS.PRINCIPLES:-

- Limited Loading : Each service be loaded with commuters of only 3 to 5 Stations as against those of 10 to 20 stations packed at present.
- Uniform Frequency : All sector services be made available at uniform intervals at all stations to evenly disperse traffic load on all services.
- Clear long Distance commuters by super fast services & intra suburban commuters by suburban shuttles from early morning till late night.
- Clear Traffic Through Sector wise Services: that would make travel safe of every commuter & yield 30% more services with the same no. of rakes & tracks.

ILLUSTRATIVE PATTERN12<sup>th</sup> CYCLIC TIME-TABLE FOR W.RLY

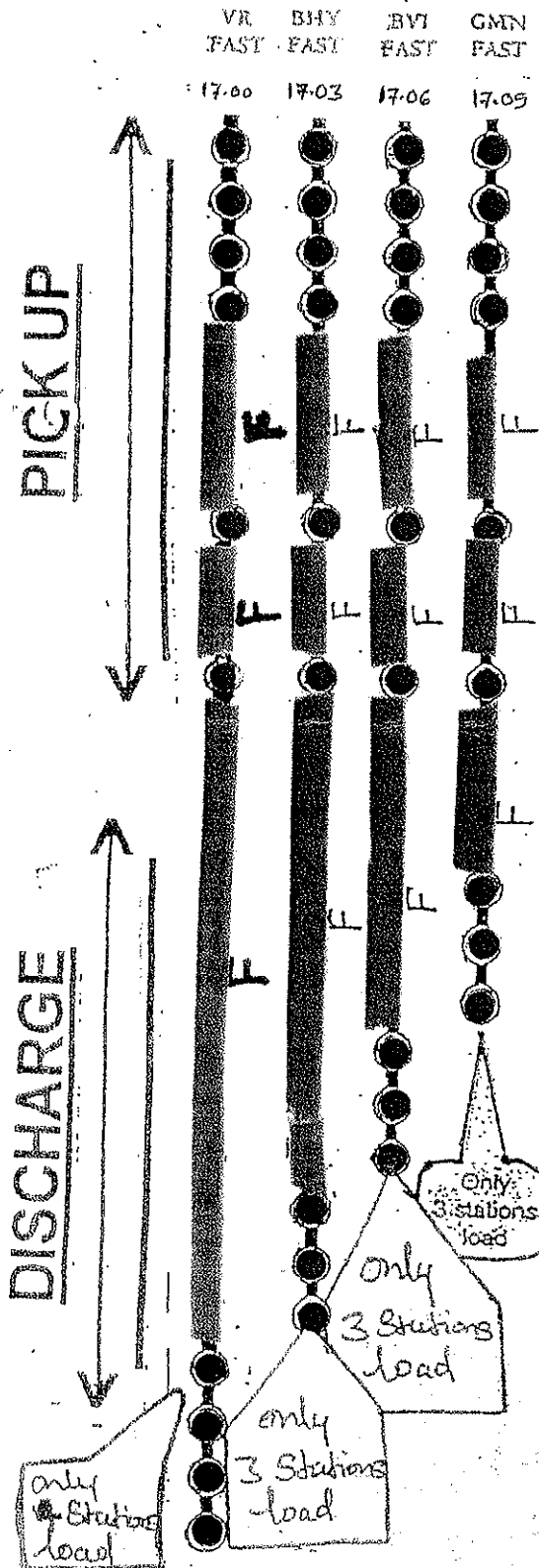
(2 Fast Services for VR Sector &amp; One Sub. Shuttle)

DESTINATION	FAST CORRIDOR DN				SLOW CORRIDOR DN			
	BHY	VR	BVI	GMN	ADH	BVI	BHY	BA - VR SHUTTI
HOW RUN >>>>	SUPER FAST	SUPER FAST	SUPER FAST	SUPER FAST	SLOW	SLOW	SLOW	
CHURCHAGATE	17.00	17.03	17.06	17.09	17.00	17.03	17.06	=====
MARNINE LINES	S	S	S	S	S	S	S	=====
CHARNI ROAD	S	S	S	S	S	S	S	=====
GRANT ROAD	S	S	S	S	S	S	S	=====
MUMBAI CENTRAL	17.10	17.13	17.16	17.19	17.10	17.13	17.16	=====
MAHALAXMI	F	F	F	F	S	S	S	
LOWER PAREL	F	F	F	F	S	S	S	
ELEPHINSTONE	F	F	F	F	S	S	S	
DADAR	17.17	17.20	17.23	17.26	17.22	17.25	17.28	
MATUNGA RD.	F	F	F	F	S	S	S	
MAHIM JN.	F	F	F	F	S	S	S	
BANDRA	17.23	17.26	17.29	17.32	17.30	17.33	17.36	17.39
KHAR ROAD	F	F	F	F	S	S	S	S
SANTACRUZ	F	F	F	F	S	S	S	S
VILE PARLE	F	F	F	F	S	S	S	S
ANDHERI	F	F	F	17.39	17.45	17.46	17.49	17.52
					=====		=====	
JOGESHWARI	F	F	F	17.42		S	S	S
GOREGAON	F	F	F	17.48		S	S	S
MALAD	F	F	17.51			S	S	S
KANDIVALI	F	F	S			S	S	S
BORIVALI	F	F	17.52			18.08	18.09	18.12
						=====		
DASHISAR	17.44	17.47					S	18.1
MIRA ROAD	17.48	17.51					S	18.1
BHAYANDER	18.56	17.57					18.24	18.2
NAIGAON	=====	18.03					=====	18.3
VASAI ROAD		18.08						18.3
NALLA SOPARA		18.13						18.4
VIRAR		18.19						18.4
								=====

F = FAST S = SLOW STOPPING.

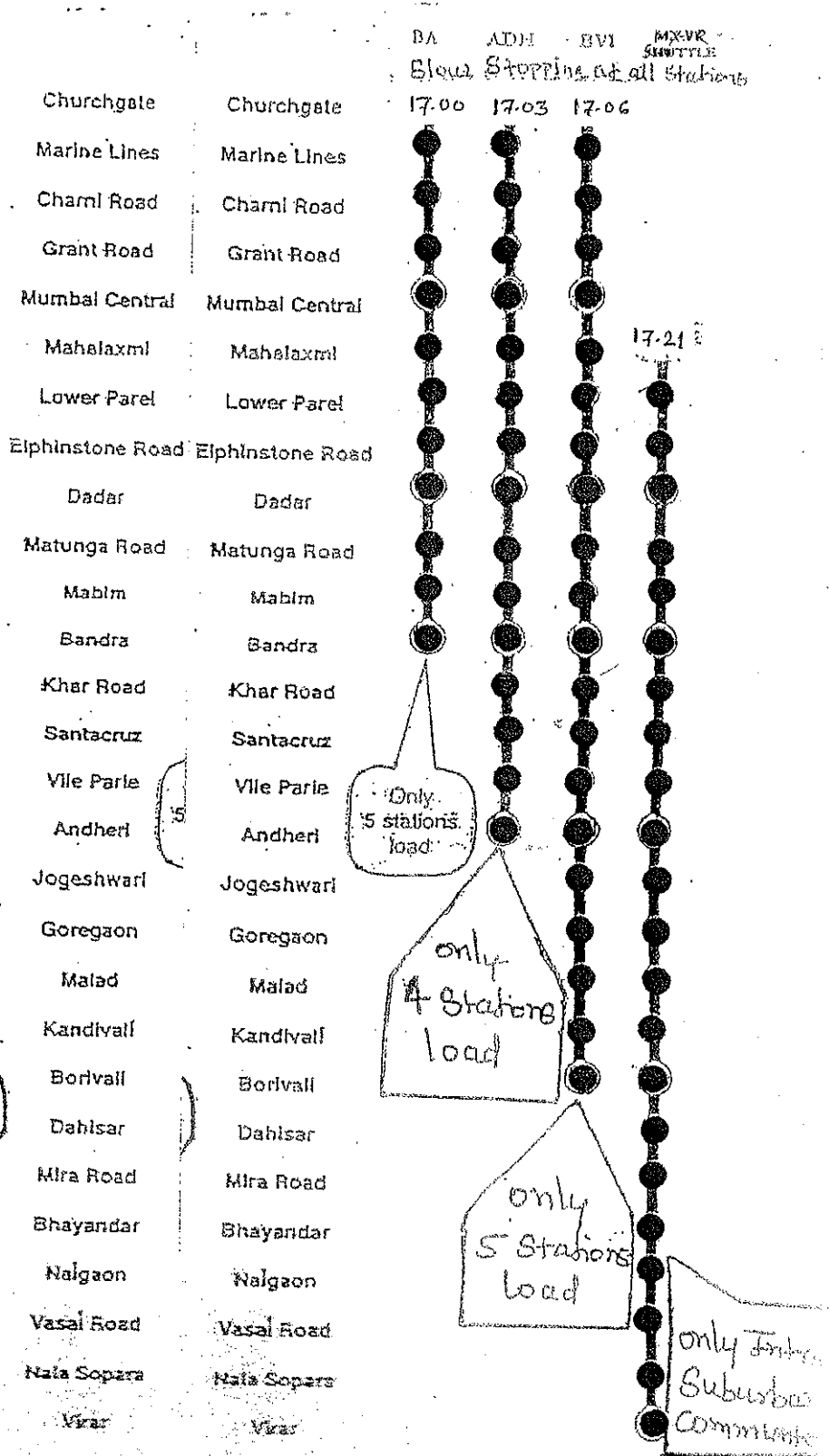
Continued Page.....2/-

**W. RLY  
CYCLIC CONCEPT  
AT A GLANCE  
FAST CORRIDOR**



**FAST CORRIDOR**

**W. RLY  
CYCLIC CONCEPT  
AT A GLANCE  
SLOW CORRIDOR**



**SLOW CORRIDOR**

- |                  |                  |
|------------------|------------------|
| Churchgate       | Churchgate       |
| Marine Lines     | Marine Lines     |
| Charni Road      | Charni Road      |
| Grant Road       | Grant Road       |
| Mumbai Central   | Mumbai Central   |
| Mahalaxmi        | Mahalaxmi        |
| Lower Parel      | Lower Parel      |
| Elphinstone Road | Elphinstone Road |
| Dadar            | Dadar            |
| Matunga Road     | Matunga Road     |
| Mabim            | Mabim            |
| Bandra           | Bandra           |
| Khar Road        | Khar Road        |
| Santacruz        | Santacruz        |
| Vile Parle       | Vile Parle       |
| Andheri          | Andheri          |
| Jogeshwari       | Jogeshwari       |
| Goregaon         | Goregaon         |
| Malad            | Malad            |
| Kandivall        | Kandivall        |
| Borivall         | Borivall         |
| Dahisar          | Dahisar          |
| Mira Road        | Mira Road        |
| Bhayandar        | Bhayandar        |
| Nalgaon          | Nalgaon          |
| Vasai Road       | Vasai Road       |
| Nala Sopara      | Nala Sopara      |
| Virar            | Virar            |

IT WILL BE OBSERVED THAT

1. Limited Loading:- Each service shall be loaded with commuters of only 3 to 5 stations at any given time. Hence all commuters would be travelling safely at all times, with overcrowding expected to be reduced by about 50% on all services at all times.

Commuters of:

- a. Only 3 heavy stations each on BHY, BVI & GMN Super Fast Services.
  - b. Only 4 stations on Andheri Slow & Virar Super fast Services.
  - c. Only 5 stations on BVI Slow Services, with just preceding BA & Andheri slow services siphoning off most of BA & ADH sector commuters from BVI slow services.
  - d. Only intra suburban Commuters on MX-VR Shuttles.
2. Even distribution of traffic load on all services free to Uniform frequency.
  3. Total Services: 1600 as against only about 1200 plied at present, at 3 mts. Headway.

(Slow: 4 Per Cycle at 3" headway x 5 Cycles Per Hr x 2 (Up & Dn.) x 20 Hrs. = 800  
(Fast: 4 Per Cycle at 3" headway x 5 Cycles Per Hr x 2 (Up & Dn.) x 20 Hrs. = 800  
Total 1600

4. All long distance main / Express trains to ply on their multidirectional V track between Mumbai Central & BVI on W. Rly.

5. Benefits:-

- a) 25 to 30% saving in travel time for long distance commuters (ADH to VR) through super fast services.
- b) Direct services without any changeover at any in between station for all commuters to go from any station to any station between CCG & VR & CST & Kalyan, the most gruesome necessity under present time-tables.
- c) About 30% more services with the same no. of rakes, tracks etc. through super fast and sector wise services.
- d) Clock-like punctuality as experienced earlier on W. Rly and on Harbour Line where such Uniform Cyclic Time Tables were introduced in the past.
- e) Similarly, if the time tables of all three suburban Rlys. (Western, Central Harbour) were redesigned on the principles of Time Table construction as laid down under the Indian Rly. Act, our city could have totally 3800 services daily on its 10 tracks (C. Rly 4 + Harbour 2 + W. Rly 4) at 3 mts headway (20 services per track per hour x 10 tracks x 20 hours of daily operations after providing 200 path for mail / Express trains) & totally 5800 services daily at 2 mts. headway (30 per track per hour x 10 tracks x 20 hours daily operations) as against totally only 2500 services plied by all three railways at present. With total no. of services substantially increased & revamped to match with today's traffic needs and density, there could be little doubt about all commuters travelling safely from early morning till late night to give to the city a safe & dependable suburban Rly.

f) WIN WIN SCENARIO FOR ALL:-

- a. All rail commuters of all 3 sub. Rlys. would be travelling safely throughout the day, from any station to any station in less than a year.
- b. With assured safer rail travel, large no. of road commuters would jump on to rlys, including those having their own vehicles in view of rail travel being speedy, eco-friendly and economic, substantially reducing air & noise pollution levels in the city.
- c. Rlys. revenue would also increase substantially with the same infrastructure & the rolling stock.
- d. With substantially reduced road vehicles plying on the road there will be notable relief in frequent road traffic jams in the entire city & its satellite towns.
- e. BEST buses average running speed which is reduced to about 12 km per hour from earlier about 24 kmph will also improve its fleet turn rounds as also its total revenue.

For Indian Rlys., Mumbai's Sub. Section might be a small tail of its vast rail network in our country for our city, but sub. Rlys. are a life line and for our country a financial capital. Hence a safe and reliable mass transport system is essential. Hence both central & State Governments ought to take necessary initiative to prevail upon sub. Rlys. to rationalize its sub. rail operations on a top priority basis to cure no. of ailments of our city to improve every Mumbaiker's life in the shortest possible time without much cost of money and time to make Mumbai liveable.

Yours Faithfully,

(DIPAK J. GANDHI)  
EX-CHAIRMAN.

Encl.:- 1) Cyclic Time Table at AGLANCE.