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POSSIBILITIES OF REDUCING TRAIN DELAYS BETWEEN COLOMBO FORT AND MARADANA

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Thesis submitted in partial fulfillment of the requirements for the
Degree of Master of Science in Transportation

Department of Civil Engineering

University of Moratuwa

Sri Lanka

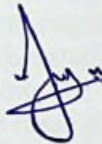
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DECLARATION OF THE CANDIDATE AND SUPERVISOR

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The above candidate has carried out research for the Masters Dissertation under my supervision.

J.M.S.J. Bandan

Signature of the supervisor:

Date: 06.06.2018

ABSTRACT

Sri Lanka Railways (SLR) is operating around 300 passenger train movements daily across its 1400 Km rail network. About 90% of train movements out of this have Maradana or Colombo as the destination or the starting point. It further leads to a figure that around 50 trains which amount to more than 30% of the inbound train service to Colombo is reaching either Colombo Fort or Maradana daily within the morning peak time. All these train movements are using the Colombo – Maradana block section which comprises of only four rail tracks, hence causing a reasonable delay for the morning peak hour train service.

Delay in this particular section is commonly identified as caused by the lack of infrastructure which includes less number of Platforms, inappropriately arranged service feeders (depots) and low flexibility in the signaling system. In addition to this the overlap operation between Colombo and Maradana, which is resulted by always keeping the furthestmost station as the destination or starting point. Overlap operation has created additional train movements which leads the situation to an even worse.

Objective of this research is to find out the root cause for the delay in the Colombo Fort – Maradana section and explore the possibilities of reducing train delays. In this view, the delay portion pertaining to this section is quantified through a survey and it confirms the worthiness of the research. It was then continued to check the actual requirement of continuing the overlap operation and in results, sufficient evidence found for a service restriction. Actual line and platform utilization at present were calculated to find out whether any alterations are required to the systems and operational practices. Train feeding arrangements are also studied for suggesting modifications for the practices in order to catch up the delays. Mainly the issues in reducing the number of train movements in the section and reshuffling the feeding arrangements to achieve this target are addressed in this research.

Key words: Trains, Delay, Platforms, Railway

DEDICATION

To

My Loving Parents and Wife

Who always persuade me to go forward and wish for my success

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Passenger count and the passenger survey will not be possible without the assistance of the following officers at Maradana Train Control Office and the Signal Department. Thank you all, Mr. U. G. U. Indika, , Mr. K. L. A. R. Fernando, Mr. B. P. N. Mendis, Mr. K. A. H. Rangajeewa, Mr. K. S. J. Kuruppu, Mr. M. H. I. K. G. Tissera, Mr. J. A. D. T. Sanjaya, Mr. H. M. S. S. B. Herath, Mr. B. V. Gunapala, Mr. S. A Sepali, Mr. K. R. N. Nayanakantha, Mr. W.M.K. Bandaranayake.

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TABLE OF CONTENTS

DECLARATION OF THE CANDIDATE AND SUPERVISOR.....	i
ABSTRACT.....	ii
ACKNOWLEDGEMENT	iv
LIST OF TABLES	viii
LIST OF ABBREVIATIONS	viii
CHAPTER 1.....	1
1.0 INTRODUCTION.....	1
1.1 Background	1
1.1.1 Operational set up at Colombo Fort and Maradana.....	1
1.1.2 Infrastructure availability	2
1.1.3 Present way of operation - Feeding	2
1.1.4 Present way of operation - Scheduling	4
1.2 Problem Statement	4
1.3 Objectives of the Research.....	5
1.4 Scope of the Research	5
1.5 Hypothesis.....	7
1.6 Methodology	8
1.6.1 Confirmation of existence of the problem	9
1.6.2 Solution research.....	9
CHAPTER 2.....	11
2.0 LITERATURE SURVEY	11
2.1 Trains Vs. other Modes of Inland Transport	11
2.2 Delay	11
2.3 Other Contributory Factors for Delay	14
2.4 Robustness Against Delay.....	16
2.5 Delay Consumes Energy	16
CHAPTER 3.....	17
3.0 METHODOLOGY.....	17
3.1 Explore the Delay Accumulation	17
Main line	18
Coastal line	20
3.2 Quantifying the Delay and Impact	21
Percentage delay in the FOT – MDA section:	21

3.3	Establishing the Existence of Research Problem	24
CHAPTER 4.....		26
4.0	RESULTS.....	26
4.1	Delay Contribution by Overlap Operation	26
4.1.1	Explore the necessity for overlap operation	29
4.1.1.1	Main line Overlap operation	29
4.1.1.2	Coastline overlap operation	32
4.2	Track and Platform utilization.....	34
	Trains queuing up at FOT admission signals	36
	Occupation pattern of main platforms at Colombo Fort	39
4.3	Geographical Situation of Feeding Depots.....	47
CHAPTER 5.....		52
5.0	ALTERNATIVE APPROACHES AND IMPROVEMENTS	52
5.1	Root Causes for the Delay in Morning Peak Service	52
5.2	Overcoming the Delay Contributing Factors	53
5.2.1	Overlap operation	53
5.2.2	Inflexible track and signaling system	57
5.2.3	Geographical situation of feeding depots	60
CHAPTER 6.....		65
6.0	RECOMMENDATIONS AND CONCLUSIONS.....	65
6.1	Conclusions	65
6.2	Recommendations	66
Bibliography.....		67

LIST OF FIGURES

Figure 1 : Distribution of Feeding Depots and Maintenance Facilities FOT - MDA	3
Figure 2 : Connectivity layout of project area.....	6
Figure 3 : Average no. of trains affected per incident in a metro system.....	15
Figure 4 : Average train delay per incident in a metro system.....	15
Figure 5 : Delay accumulation of Main Line trains bet. RGM and FOT on 26.06.2014	19
Figure 6 : Delay accumulation of Main Line trains bet. RGM and FOT on 27.06.2014	19
Figure 7 : Delay accumulation of Coastal Line trains bet. PND and MDA on 26.06.2014 ...	20
Figure 9 : Percentage delay of Main line trains in FOT – MDA Section on 26.06.2014.....	22
Figure 10 : Percentage delay of Main line trains in FOT – MDA Section on 27.06.2014.....	23
Figure 11 : Percentage delay of Coastal line trains in FOT – MDA Section on 26.06.2014 .	23
Figure 12 : Percentage delay of Coastal line trains in FOT – MDA Section on 27.06.2014 .	24
Figure 13 : Connectivity between FOT - MDA	27
Figure 14 : Sample questionnaire sheets collected back at the survey.....	29
Figure 15 : Passenger demand for overlap operation – Main line.....	31
Figure 16 : Passenger demand for overlap operation – Coast line.....	33
Figure 17 : Track and platform lay out plan at Colombo Fort	35
Figure 18 : Waiting trains at FOT admission signals on morning peak – 26.06.2014	37
Figure 19 : Waiting trains at FOT admission signals on morning peak – 27.06.2014	38
Figure 22 : Platform occupation types at FOT – 26.06.2014	43
Figure 23 : Platform occupation types at FOT – 26.06.2014	43
Figure 24 : Suggested improvements to track and signal layout.....	57
Figure 25 : Illustration of a model depot set up.....	62
Figure 26 : Comparison of model depot set up with FOT MDA	62

LIST OF TABLES

Table 1 : Peak traffic schedule at Colombo Fort.....	17
Table 2 : Train occupation data for FOT – MDA section in morning peak.....	26
Table 3 : Sample population.....	30
Table 4 : Survey results.....	31
Table 5 : Passenger count results and recorded train data.....	33
Table 6 : Composition of coastal line trains.....	55
Table 7 : Shed distribution of coastal line peak service.....	55
Table 8 : Description of feeding depots and maintenance facilities.....	60
Table 9 : Alternatives suggested for FOT MDA depots and yards.....	63

LIST OF ABBREVIATIONS

ADB	Asian Development Bank
CEW	Chief Engineer (Way & Works)
CTC	Centralized Traffic Control
DMU	Diesel Multiple Unit
ELS	Electric Loco Shed
FOT	Colombo Fort
HLS	Hydraulic Loco Shed
HUN	Hunupitiya
KLA	Kelaniya
KV	Kelani Valley
MDA	Maradana
MLV	Mount Lavinia
MRT	Moratuwa
PND	Panadura
RGM	Ragama
SLR	Sri Lanka Railways
WTE	Wellawatta