

GOVERNMENT OF PAKISTAN
MINISTRY OF COMMUNICATIONS
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**THE PEOPLE'S TRAIN
(PRELIMINARY EVALUATION)**

NTRC-193

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- c. The capital cost of 8 CDA mini buses alone with carrying capacity of only 224 passengers was Rs. 9.76 million as compared to Rs. 1.50 million for the NTRC Bus Train (carrying capacity 400 passengers).
- d. The recovery rate was 8% for train and 18% for the mini buses, as against the normal range of 33% for train and 50% for buses.
- e. The patronage i.e. no. of passengers per day was 369 for train and 359 for CDA mini buses, giving a capacity utilization of 6% for train and 40 % for CDA coasters.
- f. In contrast the earning of the Bus Train for the first 3 months of its operation was Rs. 0.125 million, expenditure Rs. 0.110 million, thus giving a recovery rate of 114%. The earnings and expenditure of the Bus Train over the two years of its operation was Rs. 0.660 million and Rs. 0.976 million respectively with a recovery rate of 68%.
- g. The patronage for Bus Train was 648 passengers per day and the capacity utilization 65% for the first 3 months and 45% for the two years of its operations.

EXECUTIVE SUMMARY

Under the Prime Minister's Development Programme for big cities, the mass transit was inaugurated on 5th May, 1996, between Rawalpindi Saddar and Pak. Secretariat Islamabad. The system is a rail-road mixed mode, consisting of five bogies train between Marrir Hasan and Margalla Railway Stations. From the Margalla Railway Station, eight CDA coasters operate upto the Pak. Secretariat. The basic objective of the service was to reduce traffic congestion and smoke pollution on Murree road, which is the main link between the twin cities.

Earlier NTRC had designed and developed a Bus Train (Prime mover plus three trailers) using old discarded buses. The Bus Train was operated between Rawalpindi Saddar and Pak. Sectt from January, 1991 till January, 1993. An evaluation has been carried out by NTRC for the first three months of People's Train (May - July, 1996) vis-a-vis Bus Train. The salient results are as follows:-

- a. The earning by the Peoples Train was Rs. 0.179 million against the expenditure of Rs. 2.291 million, incurring a loss of Rs. 2.112 million.
- b. The total earning by the eight CDA mini buses was Rs. 0.145 million against the expenditure of Rs. 0.830 million, resulting in a loss of Rs. 0.685 million.

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5. Queue length and Gate Closure Time Survey at Level Crossing Khayaban-e-Sir Syed on 2nd June, 1996
6. Low public response and huge gap between income and expenditure of The People's Train (The daily Nawa-e-Waqt, Rawalpindi May 28, 1996)
7. CDA and Pakistan Railways to evaluate performance of The People's Train and CDA Mini Buses (The daily News, Islamabad 3rd June, 1996)

Chapter No. 1

INTRODUCTION

The Committee on Prime Minister's Development Programme for five big cities in Punjab held its meeting on 31st March, 1996 to consider the development programme for Rawalpindi and decided to set up a Working Committee with the Chairman CDA as its Convener with the following TOR:-

"To study the feasibility of operating train upto Margalla Station in conjunction with the Babu Train which already operates between Gujar Khan and Golra Sharif stations and that this service is made functional by 1st May 1996 (Labour day)".

After detailed deliberations of the Committee, the Railways and CDA authorities approved the following programme of the rail-road service:-

- i) Pakistan Railways would complete all the arrangements for the train service and after a trial run on 2.5.96 the train will start operating from 5.5.96 (Annexure-I). The train would consist of 5-7 mini buses capable of accommodating 500-700 persons and the journey time between Rawalpindi Railway Station and Margalla Station I-9 would be 15 minutes.

- ii) CDA would run the bus service provided the buses available with the National Highway Authority under the Prime Minister's Transport Scheme are made available to CDA. At least 15 buses would be required to meet the requirement.
- iii) The buses would run on two routes namely :
 - a. 1-9, Aabpara-Pak Secretariat
 - b. I-9-G-9-Pak Secretariat
- iv) Islamabad Administration would issue the route permits for the proposed bus service.
- v) Commuters would be able to utilize the train - bus service by purchasing a single ticket at a cost of Rs 6/-. This amount would be split equally between Pakistan Railways and CDA. Details of weekly, monthly tickets would also be worked out.
- vi) A bus terminus with proper facilities would be developed near Margalla Railway Station I-9.

1.1 OBJECTIVES

The basic objectives of operating the People's Train are:-

- a) to improve the vehicular traffic conditions on the Murree Road;

- b) to control the growing smoke pollution caused by the passenger vehicles plying between Rawalpindi and Islamabad; and
- c) to make use of existing railway line.

Chapter No. 2

OPERATIONS

2.1 The People's Train:

After necessary renovation, Pakistan Railways made its trial run between Margalla Station and Saddar Railway Station on 4.5.96 (Annexure-II). People's Train started its regular operation on 5th May, 1996 between Saddar and Margalla Railway Stations on no profit no loss basis (Annexure-III).

The Margalla Railway Station which was completed and operated for the passengers as well as cargo purpose in 1979 remained operative for the passenger service till 1984. Passenger service remained suspended since then owing to low public response. However, the cargo service remained intact because of the industrial units located in I-9.

During the first three months of its operation i.e. from 5th May to 18th August 1996, People's Train made 6 (six) round trips per day between Rawalpindi and Margalla Railway Stations. Since 18th August, 1996 the number of round trips have been reduced to 4.

Table: 1: People's Train Time Table from 5th May to 18th August,

1996

| Departure from Saddar | Arrival at Margalla | Departure from Margalla | Arrival at Saddar |
|--------------------------|------------------------|----------------------------|----------------------|
| 06:30 | 06:50 | 07:10 | 07:30 |
| 08:00 | 08:20 | 08:45 | 09:05 |
| 09:30 | 09:50 | 13:00 | 13:20 |
| 14:00 | 14:20 | 15:40 | 16:00 |
| 17:00 | 17:20 | 17:40 | 18:00 |
| 21:05 | 21:25 | 21:45 | 22:05 |

Table: 2: People's Train Time Table from Saddar to Margalla since 18.8.1996

| Marrir Dep. | Saddar Arr. - Dep. | Noor Arr. - Dep. | I-10 Arr. - Dep. | Margalla Arr. |
|----------------|-----------------------|---------------------|---------------------|------------------|
| 8 | 805 - 810 | 818 - 819 | 824 - 825 | 0830 |
| 1130 | 1135 - 1140 | 1148 - 1149 | 1154 - 1155 | 1200 |
| 1400 | 1405 - 1410 | 1418 - 1419 | 1424 - 1425 | 1430 |
| 1640 | 1645 - 1650 | 1658 - 1659 | 1704 - 1705 | 1710 |

Table: 3: People's Train Time Table From Margalla to Saddar since 18.8.1996

| Margalla Dep. | I-10 Arr. - Dep. | Noor Arr. - Dep. | Saddar Arr. - Dep. | Marrir Arr. |
|------------------|---------------------|---------------------|-----------------------|----------------|
| 0930 | 0935 - 0936 | 0941 - 0942 | 0950 - 0955 | 1000 |
| 1230 | 1235 - 1236 | 1241 - 1242 | 1250 - 1255 | 1300 |
| 1500 | 1805 - 1806 | 1511 - 1512 | 1820 - 1825 | 1530 |
| 1730 | 1735 - 1736 | 1741 - 1742 | 1750 - 1755 | 1800 |

The fare of single one way rail road journey is Rs 6/- while for railway journey between Marir and Margalla Station is Rs 5/- only. Facility of monthly season ticket at the cost of Rs 200 per month per passenger is also available.

The journey time between Saddar and Margalla was 20 minutes. The journey time was increased to 30 minutes when the

Train started operation from Marir with the additional stops at I-10, Noor and Saddar.

The timings of the People's Train were fixed to facilitate the passengers in getting train for other destinations e.g. for the Rail Car for Lahore in the morning and evening and Tez Gam to Karachi in the morning.

2.2 The CDA Mini Buses:

The Capital Development Authority made special arrangements to take the train passengers onward to other destinations in Islamabad by providing eight 28-seater Mini Buses. These Mini Buses continue plying between Margalla Railway Station and Pak Secretariat facilitating the passengers according to railway time table through two different routes. Some of the Mini Buses operate from Margalla Station to Peshawar More, Karachi Company, PIMS, Blue Area and Pak. Secretariat and vice versa and other operate from Margalla Station to Secretariat via Peshawar More Chowk to I&T Centre, Zero Point, Aabpara, Foreign Office, Pak. Secretariat and vice versa. The Time Table is arranged in such a way that 4 mini buses start from Margalla and 4 from Pak. Secretariat covering both routes. Time taken via Aabpara is 20 minutes while via Karachi Company is about 25 minutes.

Information obtained regarding Mini Bus service as a result of passenger disembarking survey in the last week of May 1996 at the Margalla Railway Station is given below:

Table: 4: Mini Bus Passengers Disembarking Survey at Margalla
(22.5.1996)

| S.No. | Time | Interval minutes | No. of Disembarking passengers |
|---------|------|---------------------|-----------------------------------|
| 1. | 0650 | | 2 |
| 2. | 0655 | 05 | 0 |
| 3. | 0700 | 05 | 0 |
| 4. | 0701 | 01 | 2 |
| 5. | 0725 | 24 | 0 |
| 6. | 0730 | 05 | 0 |
| 7. | 0745 | 15 | 0 |
| 8. | 0750 | 05 | 0 |
| 9. | 0815 | 25 | 5 |
| 10. | 0835 | 20 | 4 |
| 11. | 0935 | 00 | 0 |
| 12. | 0945 | 10 | 0 |
| 13. | 1225 | | 0 |
| 14. | 1245 | 20 | 13 |
| 15. | 1246 | 01 | 10 |
| 16. | 1252 | 06 | 1 |
| 17. | 1330 | 38 | 0 |
| 18. | 1525 | 115 | 10 |
| 19. | 1530 | 5 | 10 |
| 20. | 1535 | 5 | 9 |
| 21. | 1610 | 35 | 6 |
| 22. | 1705 | 55 | 11 |
| 23. | 1715 | 10 | 18 |
| 24. | 1720 | 5 | 16 |
| 25. | 1730 | 10 | 5 |
| 26. | 1735 | 5 | 26 |
| 27. | 1736 | 1 | 1 |
| 28. | 1820 | 26 | 6 |
| 29. | 1846 | 19 | 0 |
| 30. | 1905 | 40 | 8 |
| 31. | 1945 | 40 | 0 |
| 32. | 2120 | 35 | 3 |
| 33. | 2145 | 25 | 6 |
| Total : | | | 172 |

Thus on a typical working day only 172 passengers use the CDA mini buses for arriving at the Margalla Railway Station.

2.3 Reasons For Less Response From Passengers:

Rawalpindi Railway Station is situated in a rather commercial place. People who travel to Islamabad are mostly employees of the Pak. Secretariat and other Government and Non-Government organisations. Commuter traffic is mostly generated from the low-cost housing sectors generally located outside the old city of Rawalpindi. In order to catch the train they need a transport mode for railway station which means extra money and loss of time and also they are required to wait for train's departure time. By the very nature of passengers they do not like waiting but prefer travelling in a fast moving mode as in the case of road based public transport system. Another problem is that most of the people do not know train timings and they are not ready to take risk of going to the railway station and then coming back to the wagon stop.

2.3.1 Operational Problems

A survey was conducted at the Margalla Railway Station, Islamabad on 22.5.1996 from 06:30 hours to 22:00 hours. In this survey the actually observed train arrival timings are detailed below:

| <u>Trips</u> | <u>Time</u> | <u>Interval</u> | <u>Remarks</u> |
|--------------|-------------|-------------------|--------------------|
| 1. | 06:00 | | Right time |
| 2. | 08:30 | 1 hour 40 minutes | Late by 10 minutes |
| 3. | 10:05 | 1 " 35 " | Late by 15 " |
| 4. | 14:18 | 4 " 10 " | Advance by 5 " |
| 5. | 17:20 | 3 " 5 " | Right time |
| 6. | 21:25 | 4 " 5 " | Right time |

The passengers reported lack of coordination between Railways and CDA in that the CDA Mini Buses often arrived late at Margalla Railway Station after the departure of the train. Sometimes the technical problems caused delay during the railway journey like power failure (i.e. engine failure) and the passengers had to wait until the fault was repaired as the passengers do not have any alternative transport system (Annexure-IV) for the railway part of the journey. This can also be a cause of low passenger response.

The minimum interval between two consecutive trips is 1 hour and 35 minutes and the maximum is 4 hour and 10 minutes. For rail route which is isolated from the road service, the huge gaps cause uncertainty to the passengers. They are not sure of catching the train at the station. In the case of a passenger missing the train he loses 20 to 25 minutes to get back to the bus stop and in finding a seat in a wagon. Ideally during peak period, the interval should not be more than 15 minutes, i.e. there should be at least 4 train arrivals at Margalla Railway Station between 7.00 a.m. and 8.00 a.m. and 4 departures between 4 p.m. and 6 p.m. whereas at present there is only one arrival between 7 a.m. and 12 noon and one departure between 4p.m. to 6p.m. at Margalla Railway Station.

Since 18th August, 1996 Pakistan Railways have made arrangements for extending People's Train service upto Marris Hasan by taking the train reverse from Saddar Railway Station to Marris and making 5 minutes stop at Marris. This mini-railway station does

not seem to be feasible as it is again far from the Marrir Bus Stand. Out of thirty passengers interviewed at the Marrir Bus Stop about the People's Train timings at Marrir Railway Station, no one knew about the train's timings. It may be mentioned that the "NTRC Bus Train" operated very successfully on Murree road because of its accurate timings. Passengers who waited for it got the Bus Train at the right time, and if due to some reason, it was late by more than 10 minutes, although rarely, almost 80 percent of the regular Bus Train passengers used to catch wagons for their journey.

2.3.2 Increased Traffic Blockade at Level Crossing Khayaban-e-Sir Syed

By virtue of the People's Train operations between Rawalpindi and Islamabad, the level crossing gate has to be closed for a total number of 32 times a day including the existing 20 times because of main line. A survey was conducted on 02.06.1996 from 0630 to 2230 hours at the level crossing Khayaban-i-Sir Syed. The survey basically focused on the queue lengths in terms of vehicles and length of road section occupied. Big queues of vehicles have been observed with some vehicles occupying the opposite lane which results in traffic jams. A maximum of 245 vehicles were counted in the largest queue which occupied a road length of about 1800 feet. The maximum queue clearance time has been observed as 22 minutes and the gates closing upto 23 minutes during the 16 hours survey period (i.e. from 0630 to 2230 hours). This means a vehicle lost a minimum of 23 minutes at the level

crossing. It could be a nightmarish for the Gatekeeper if another train arrived before the complete clearance of queue as the headway between the motor vehicles is so small that it is almost impossible to close the gate. The total time involved in gate closure was noted as 3 hours and 15 minutes, which exclude the time lost during queue clearance.

The detailed results of the survey conducted may be seen in Annexure-V.

Chapter No. 3

THE FINANCIAL ANALYSIS

3.1 The People's Train

In the first quarter of its operations, the People's Train made six round trips per day between Rawalpindi and Margalla Railway Stations. Since 18th August, 1996³. Pakistan Railways have made some changes in the Time Table. Number of stations and round trips have also been changed. Previously there were three stations namely Saddar, Noor and Margalla and 6 round trips but since 18.8.1996 there are 5 stations with Marrir Hasan and I-10 as the two additional stations. The number of trips have been reduced from 6 to 4 round trips.

Table: 5: People's Train COST SHEET for the months of May, June and July, 1996

| Period | No. of Passengers | Earnings (Rs) | Expenditure (Rs) |
|------------|-------------------|---------------|------------------|
| May, 1996 | 10,529 | 57,981 | 703,080 |
| June, 1996 | 10,586 | 58,043 | 781,200 |
| July, 1996 | 11,339 | 63,399 | 807,240 |
| Total : | 32,456 | 179,423 | 2,291,520 |

Railways is charging two fares i.e. Rs 6 for complete journey (including journey by Mini Bus) and Rs 5 for journey in between the two stations. Although no data has been received from Railways after the changes in the number of trips per

day but the Railways authority have indicated that there has been no improvement either in traffic or revenue earnings by making additional train stops.

Cost sheets of People's Train for the months of May, June and July have been received from the Pakistan Railways which show total earning of Rs 179,423 (Rs 2039/day) and passengers carried are 32,456 (369 passenger/day). Expenditure has been Rs 2.29 million (Rs 26040/day). The cumulative loss has been Rs 2,112,097/-. Such losses have also been reported in the newspapers as well (Annexure-VI).

People's Train have carried 369 passengers/day. If we compare this train with a single PRTC Bus which is carrying 490 passengers/day with daily average running expenditure of Rs 1300 and an average earning of Rs 1100 as per (information obtained from PRTC urban Islamabad). The People's Train incurs Rs 71 for carrying a passenger from Rawalpindi to Margalla Railway Station, whereas PRTC is spending Rs 2.65 for a similar journey. The People's Train is providing a subsidy of Rs 711,942 i.e. 1177% per month for this operation.

3.2 The CDA Mini Buses

The survey results and cost sheets for the months of May, June and July¹ of the CDA Mini Bus operation show that only 46 passengers have been carried per day by a Mini Bus. These ten Mini Buses engaged by the CDA were purchased at a cost of Rs 12.2 million by the Authority for the transportation of the cricket

players during the recent World Cup Cricket tournament. The total cost of 8 Mini Buses is Rs 9.76 million (i.e. Rs 1.22 million per mini bus). During the months of May, June and July, 1996, the total operating expenditure was Rs 830,028 whereas the total earning was Rs 145,335 which gives an operating loss of Rs 684,693. The per day expenditure per coach is Rs 1179/- whereas per day income per coach is Rs 206/-. Thus the monthly shortfall is Rs 29,190 per Mini Bus.

The detailed cost sheet may be seen in Table:-

Table 6: COMPARATIVE STATEMENT OF EARNINGS OF CDA MINI BUSES, W.E.F. 5TH MAY TO 31ST JULY, 1996

(Rupees)

| S.No. | Description | May | June | July | Total |
|-------|-------------------------------------|---------|---------|--------|-----------|
| 1. | Salary of Transport Officer | 6504/- | 6504/- | 6504/- | 19512/- |
| 2. | Drivers Salary | 22283/- | 22283/- | 19916 | 64483/- |
| 3. | Conductors salary | 15408 | 15408 | 13482 | 44298 |
| 4. | Conductors Overtime | 11200 | 11200 | 9800 | 32200/- |
| 5. | Driver Overtime | 8928 | 8892 | 7452 | 25272/- |
| 6. | Salary of Booking Clerk | 2849 | 2849 | 2849 | 8547/- |
| 7. | Fuel | 43513 | 43613 | 51760 | 138886/- |
| 8. | Service | 8087 | 9939 | 26509 | 44535/- |
| 9. | Repair 5% of Capital Cost per annum | 50255 | 50255 | 50255 | 150765/- |
| 10. | Depreciation @ 10% | 100510 | 100510 | 100510 | 301530/- |
| 11. | Total Expenditure | | | | 830028/- |
| 12. | Total Income | 43095 | 49512 | 52728 | 145,335/- |
| 13. | Profit | - | - | - | - |
| 14. | Loss | | | | 684,693/- |

3.3 Comparison:

Comparison of People's Train / CDA mini buses vis-à-vis NTRC Bus Train and wagons operating in Rawalpindi / Islamabad have been described in the following section.

3.3.1 People's Train/CDA Mini Buses vis-à-vis NTRC Bus Train

Earlier NTRC had designed and developed a Bus Train (Prime mover plus three trailers) using old discarded buses. The Bus Train was operated between Rawalpindi Saddar and Pak. Sectt from January, 1991 till January, 1993. An evaluation has been carried out by NTRC for the first three months of People's Train / CDA Mini Buses (May - July) vis-à-vis NTRC Bus Train.

Table 7: Comparison of Operational Stastics

| System | NTRC Bus Train | People's Train | 8 CDA Mini Buses |
|----------------------|----------------|----------------|------------------|
| Passenger carried | 93,615 | 32,456 | 32,296 |
| Capacity Utilisation | 65% | 6% | 40% |
| Total income (Rs) | 125,285 | 179,423 | 145,335 |
| Total expend. (Rs) | 112,381 | 2,291,520 | 830,028 |
| Profit (Rs) | 12,904 | Nil | Nil |
| Loss (Rs) | Nil | 2,112,097 | 684,693 |
| Recovery Rate | 114% | 8% | 18% |

The earning by the People's Train was Rs 0.179 million against the expenditure of Rs 2.291 million, incurring a loss of Rs 2.112 million. The total earning by the eight CDA mini buses was Rs 0.145 million against the expenditure of Rs 0.830 million, resulting in a loss of Rs 0.685 million. The recovery rate was 8% for train and 18% for the mini buses as against the normal range of 33% for train and 50% for buses. The patronage i.e. no. of

passengers per day was 369 for train and 359 for CDA mini buses, giving a capacity utilization of 6% for train and 40% for CDA Mini Buses. Similar results have been reported in the newspapers (Annexure-VII). In contrast the earning of the Bus Train² for the first 3 months of its operation was Rs 0.125 million, expenditure Rs 0.112 million, thus giving a recovery rate of 114%. The earning and expenditure of the Bus Train over the two years of its operation was Rs 0.660 million and Rs 0.976 million respectively with a recovery rate of 68%. The patronage for Bus Train was 648 passengers per day and the capacity utilization 65% for the first 3 months and 45% for the two years of its operations.

3.3.2 People's Train/CDA Mini Buses vis-à-vis Wagons

The comparative position of People's Train / CDA mini buses vis-à-vis wagon operating between Rawalpindi / Islamabad is as under:

| People's Train | Wagon |
|--|--|
| 1. <u>Fare</u> Fare from Saddar to Pak. Sectt. is Rs 6. | The fare between Saddar and Pak. Sectt. is Rs 6. |
| 2. <u>Journey Time</u> Journey time from Marrir Hasan to Secretariat is 1 hour. | Journey time during peak hour is 50 minutes to one hour and during off peak it is more than one hour as the waiting time on the stops increases. |

People's Train

Wagon

-
- | | |
|---|--|
| 3. <u>Seating Capacity</u> Passengers travel with ease and comfort as far as seating is concerned. | Passengers feel discomfort as far as seating is concerned. More passengers are carried than capacity, some standing by bending at their knee all along the journey. At front seat three female passengers are carried whereas seating capacity is for two. |
| 4. <u>Break Down Service</u> Passengers have no alternative service if train fails on its way. | In case of wagon failure the alternative is available without losing much time. |
| 5. <u>Flexibility</u> Passengers have no flexibility of embarking/d disembarking where ever they like. | Passengers have flexibility of embarking/d disembarking at any place of their choice. |
| 6. <u>Compensation in Case of Failure</u> Fare is not returned in the case of failure of train. | Fare for remaining journey is returned to the passengers |
| 7. <u>Departure and Waiting Time</u> Passenger have to wait for train's departure time. | Wagon departs as soon as it is filled up with passengers |
| 8. <u>Peak & Off Peak Journey Time</u> Train journey time is fixed i.e. 30 minutes and CDA Mini Bus take 25 minute, 5 minute is lost during shifting from train to Mini Bus. | No fixed timings for Wagons. Wagon takes less time during peak hours as it does not need to wait long for passengers |
| 9. <u>Environment</u> Train journey is free of noise and pollution. | Wagon journey is tense, noisy and have lot of pollution. Rash driving and improper behavior with passengers especially with the female passengers are the other problems. |

Chapter No. 4

FINDINGS

The preliminary evaluation of People's Train has been carried out for the first three months of its operation (May-July, 1996) vis-à-vis NTRC Bus Train designed and developed by the NTRC as a low cost mass transit facility. The salient results are as follows:

- a) The earning by the People's Train was Rs 0.179 million against the expenditure of Rs 2.291 million, incurring a loss of Rs 2.112 million.
- b) The total earning by the eight CDA mini buses was Rs 0.145 million against the expenditure of Rs 0.830 million, resulting in a loss of Rs 0.685 million.
- c) The recovery rate was 8% for train and 18% for the mini buses as against the normal range of 33% for train and 50% for buses.
- d) The patronage i.e. no. of passengers per day was 369 for train and 359 for CDA mini buses, giving a capacity utilization of 6% for train and 40% for CDA Mini Bus.
- e) In contrast the earning of the Bus Train for the first 3 months of its operation was Rs 0.125 million, expenditure Rs 0.112 million, thus giving a recovery rate of 114%. The earning and expenditure of the Bus

Train over the two years of its operation was Rs 0.660 million and Rs 0.976 million respectively with a recovery rate of 68%.

f) The patronage for Bus Train was 648 passengers per day and the capacity utilization 65% for the first 3 months and 45% for the two years of its operations.

REFERENCES

1. CDA Mini Bus Purchase File (with CDA)
2. NTRC Bus Train Report (NTRC-156)
3. People's Train File (with Pakistan Railways Rawalpindi)

THE MUSLIM, ISLAMABAD

5th May, 1996

پاکستان ریویز

عولامی ٹرین سروس کا اجراء

5 مئی 1996 بروز اتوار

پینسلز ٹرین کی نمایاں خصوصیات

☆ راولپنڈی سے پاک سیکر ٹریٹ اسلام آباد اور پاک سیکر ٹریٹ سے پنڈی تک چھ روپے کے ایک ہی ٹکٹ میں سفر کی تکمیل
☆ مستقل سفر کرنے والوں کے لئے - 200 روپے ماہانہ سیزن ٹکٹ کی سہولت
☆ ہنسی ڈی اسے (CDA) کی طرف سے مارگلہ ریلوے اسٹیشن اور پاک سیکر ٹریٹ کے درمیان براستہ کراچی کمپنی اور آب پارہ ٹرینوں کی آمد اور روانگی کے اوقات کے لئے بس سروس کی فراہمی۔

☆ آرام دہ کم فریج اور کم وقت میں سفر کی تکمیل ہنسی ڈی اسے ٹرینوں کے ساتھ راولپنڈی میں کنکشن کی سہولت ☆ پینسلز ٹرین اور (CDA) کی بسوں کے اوقات۔

| راولپنڈی سے روانگی | پاک سیکر ٹریٹ آمد | پاک سیکر ٹریٹ روانگی | راولپنڈی آمد |
|--------------------|-------------------|----------------------|--------------|
| 6-10 | 8-55 | 6-10 | 7-20 |
| 8-00 | 8-45 | 8-00 | 9-05 |
| 9-30 | 10-15 | 12-10 | 13-20 |
| 14-00 | 14-45 | 14-50 | 16-00 |
| 17-00 | 17-45 | 16-55 | 18-00 |
| 21-30 | 22-15 | 21-30 | 22-35 |

ہنسی ڈی اسے روڈ کے رش سے نجات اور ماحولیاتی آلودگی سے بچاؤ کی سہولت آرام دہ اور محفوظ سفر کے لئے عوام کی خدمت میں پیش پیش پاکستان ریویز

ریاوسے سے متعلق کسی مسئلہ کی صورت میں رابطے کیلئے روڈ ٹرانسپورٹ سے متعلق کسی مسئلہ کی صورت میں رابطے کے لئے

پاکستان ریویز اسلام آباد، فون: 565412، 565788

پاکستان ریویز اسلام آباد، فون: 9205621، CDA

Mirani opens Pindi, Islamabad train service today ✓

MAQBOOL MALIK

RAWALPINDI, May 4: The government is all set to revive passenger train service between Rawalpindi and Islamabad on Sunday with a view to lessening the increasing traffic load on the main Murree road and minimising the hazards of smoke emitted by the passenger vehicles plying between the twin cities.

Defence Minister, Aftab Shaban Mirani will inaugurate the train service at railway station on Sunday morning when the first train along with five boggies will leave for Islamabad Margalla station, 11-9.

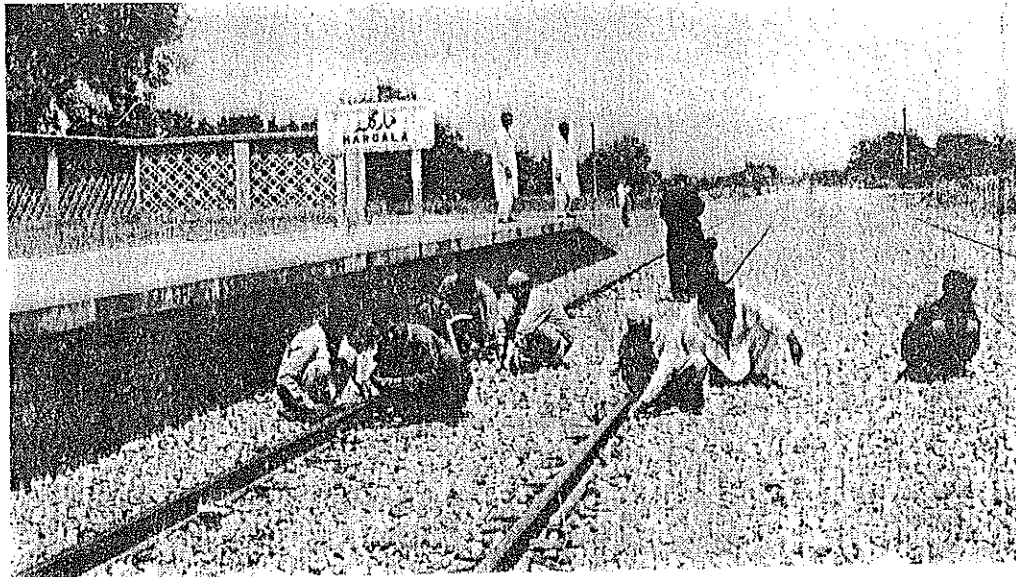
The Pakistan Railways will bear the cost on no-profit-no-loss bases and the train plying between the twin cities will take six trips everyday.

The Capital Development Authority (CDA) has made special arrangements to take the train passengers onward to other destinations by employing as many as ten 28-seater "ROSA" coasters from Mitsubishi of Japan. These coasters will continue plying between Margalla railway station and Pak Secretariat facilitating the passengers from 6 am to 11 am.

These coasters engaged by the CDA were purchased by the authority for the transportation of the cricket players during the recent world cup.

They will ply on two different routes, said the CDA transport officer while talking to The Muslim on Saturday. He said these coasters will operate from the Margalla railway station to Pak Secretariat and vice versa on two different routes created by the authority. Some of the coasters will operate from the Margalla station to Peshawar Mor, Karachi Company, PIMS, Blue Area and Secretariat and vice versa and others will operate from the Margalla station to Secretariat via Peshawar Mor Chowck to Zero Point, Aabpara, Foreign Office and vice versa.

These coasters the CDA trans-



Final touches being given to Margalla station track, which will host Awami Express, starting today. —Photo Contributed

port officer said will remain on the roads since 6 am till 11.15 pm. It may be mentioned that the Margalla railway station which was completed and operated for the passengers as well as cargo purpose in 1979 remained operative for the passenger service till 1984. Passenger service remained suspended since then owing to lukewarm public response. However, the cargo service remained intact because of the industrial units located in H-9.

The Prime Minister Benazir Bhutto taking personal interest in improving the vehicular traffic conditions on the Murree Road and to controlling the growing smoke pollution caused by the passenger vehicles plying between Rawalpindi and Islamabad, directed the railway authorities and the Capital Development Authority to make use of the Margalla railway station and make it operative by reviving passenger train service for the residents of the twin cities.

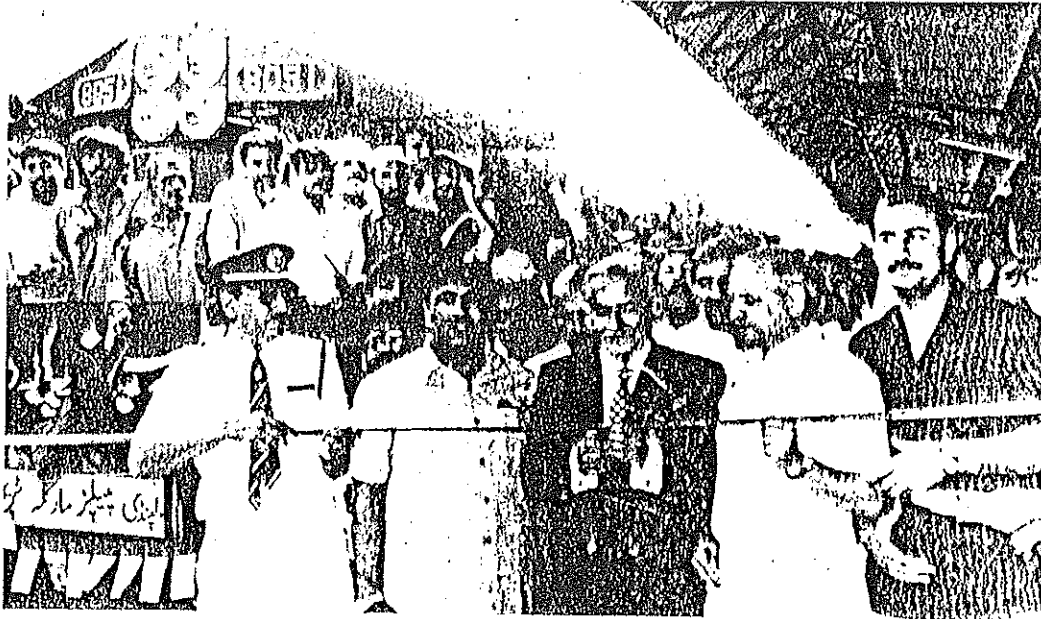
The Muslim has also learnt reliably that Prime Minister directed both the authorities to extend railway service upto Pak Secretariat as early as possible.

According to Abdul Ahmed Razi, Divisional Commercial Officer of Pakistan Railways, Rawalpindi, a passenger intending to travel from Rawalpindi railway station to Pak-Secretariat and vice versa will be charged Rs 6. This amount also include CDA's coaster charges. Facility of monthly season tickets at the cost of Rs 200 per month per passenger will also be available. He said the train to be operated on the route between Islamabad and Rawalpindi will have a capacity of carrying 500-700 passengers per trip.

According to the schedule, he said first train will leave Rawalpindi for Islamabad at 6.10 am and passengers will be lifted by the CDA's coasters from Margalla station and reach Secretariat at

6.55 am. Similarly the CDA coaster lifting the passengers for Margalla station will reach there in order to take the train which would reach Rawalpindi station at 7.20 am. In between the train will take five trips per day with last departure from Rawalpindi at 9.30 pm and would again return from the Margalla station to Rawalpindi station at 10.35 pm. The train will take 20 minutes to reach Islamabad Margalla station from Rawalpindi and vice versa with a brief stop over at Noor railway station.

Awami Train Service inaugurated Rail track to be extended to Pak Sectt, Quaid-i-Azam Varsity



Defence Minister Aftab Shahban Mirani inaugurating the Awami Train at Rawalpindi Railway station on Sunday.—Staff Photo

MAQBOOL MALIK

RAWALPINDI, May 5: Defence Minister, Aftab Shaban Mirani has said the existing rail track upto Margalla station in Islamabad will soon be expanded to Pak Secretariat and Quaid-i-Azam University so as to provide maximum facilities to the commuters of Rawalpindi and Islamabad.

Addressing the inaugural ceremony of Awami Train Service between Islamabad and Rawalpindi here on Sunday morning, Mr Mirani said the train service is part of Rawalpindi Development Package. He pointed out that Prime Minister Benazir Bhutto has allocated an amount of Rs 630 crore for the development of Rawalpindi and welfare of the local residents.

Awami train was an ample proof of the interest of the Prime Minister which she has for the welfare and well being of the down trodden, the Minister said.

The train will carry around 700 passengers in a trip upto Margalla railway station from where the roasters organised by CDA will pick up the passengers for their

onward destinations. Margallah station was constructed on the special directives of late prime minister Zulfikar Ali Bhutto and also inaugurated by him, he said.

Mr Mirani said besides Rawalpindi, Prime Minister's Packages have also been implemented in other big cities of the country to better the living standard of poor masses. Mass Transit Schemes in Karachi would be completed in 1998. A bridge is being constructed at Clifton while a number of link roads have also been constructed to interlink the main areas, he said.

An international airport would be established soon in Lahore to facilitate the people, he added.

He said the Pakistan People's Party has its deep roots in the poor masses for whom the government is establishing various schemes. He hoped, PPP would again come to power with a thumping majority during the next election.

The defence minister also travelled in Awami train from Rawalpindi to Islamabad.

Earlier, Chairman CDA, Zafar Iqbal said the train would help reduce traffic load at Murree

road. The menace of pollution which has made the lives of the people miserable would be lessened following the decrease of the rush on Murree road, he said.

Majority of people based in Saddar and its suburbs will reach the Capital without going through the congested and heavily loaded Murree road, he said.

The coasters will be available to the passengers on arrival at Margallah railway station which will carry them to Pak Secretariat free of cost via Karachi Company and Aabpara, he said.

The fare from Rawalpindi to Islamabad is Rs 6/- (One side) while the passengers would travel from Margallah railway station onward free of cost, in CDA coaches, he added. The seasonal ticket for a month will be available for Rs 200/-, he said.

In all, fifteen coaches were provided by CDA to facilitate the passengers, he said.

Timings of the Awami train have been fixed to facilitate the passengers in getting trains for other destinations from Rawalpindi railway station specially rail-car for Lahore in morning evening and Tez Gam to Karachi.

پشروی خراب ہونے پر پاپلز ٹرین
راستے میں 35 منٹ کھڑی رہی

راولپنڈی (کے پی آئی) راولپنڈی ریلوے اسٹیشن سے اسلام آباد
جانے والی پاپلز ٹرین میں اتوار کے روز اس وقت تکمانہ کھڑا ہو گیا جب
گاڑی صبح 30-9 بجے راولپنڈی ریلوے اسٹیشن سے مارگلہ اسٹیشن کے
لئے روانہ ہوئی تو راستے میں پشروی کی خرابی کے باعث اور اسٹیشن کے
قریب 35 منٹ کھڑی رہی جس سے مسافروں میں غم و غصے کی لہر دوڑ
گئی۔ مسافروں نے ریلوے انتظامیہ کے خلاف زبردست نعرے بازی
کی۔ پشروی ٹھیک ہونے پر گاڑی 35 منٹ کھڑی رہنے کے بعد
10-05 پر روانہ ہوئی۔

QUEUE LENGTH AND GATE CLOSURE TIME SURVEY AT LEVEL CROSSING
KHYABAN-E-SIR SYED DATED 2ND JUNE, 1996.

| Sl. No. | Time | | Interval Minutes | No. of Vehicles | | Time Taken for Q-Clearance Minutes | Q.Length in Feet | Remarks |
|---------|-------------------|-------------------|------------------|-----------------|------|------------------------------------|------------------|---|
| | Gate Closed Hours | Gate Opened Hours | | East | West | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 1. | 0630 | 0640 | 10 | 16 | 30 | 7 | 300 | Khyaban-e-Sir Syed is a two lane single carriage way. But when the level crossing gate is closed, vehicles make up to four queues on each side. This causes a serious congestion and results/delays in traffic clearance. |
| 2. | 0655 | 0700 | 5 | 19 | 14 | 4 | 250 | |
| 3. | 0715 | 0725 | 10 | 31 | 103 | 10 | 800 | |
| 4. | 0737 | 0745 | 08 | 43 | 55 | 12 | 550 | |
| 5. | 0820 | 0827 | 07 | 97 | 116 | 07 | 850 | |
| 6. | 0840 | 0843 | 03 | 118 | 47 | 04 | 450 | |
| 7. | 0907 | 0912 | 05 | 64 | 38 | 05 | 450 | |
| 8. | 0945 | 0950 | 05 | 41 | 42 | 06 | 500 | |
| 9. | 1003 | 1010 | 07 | 58 | 52 | 12 | 530 | |
| 10. | 1014 | 1025 | 11 | 103 | 75 | 10 | 620 | |
| 11. | 1040 | 1044 | 04 | 39 | 50 | 10 | 450 | |
| 12. | 1226 | 1232 | 06 | 53 | 30 | 10 | 300 | |
| 13. | 1238 | 1242 | 04 | 54 | 45 | 11 | 480 | |
| 14. | 1250 | 1253 | 03 | 156 | 51 | 14 | 700 | |
| 15. | 1310 | 1312 | 02 | 34 | 46 | 08 | 430 | |
| 16. | 1330 | 1336 | 06 | 24 | 56 | 12 | 500 | |
| 17. | 1402 | 1412 | 10 | 45 | 59 | 06 | 700 | |
| 18. | 1550 | 1554 | 04 | 29 | 37 | 03 | 400 | |
| 19. | 1634 | 1630 | 04 | 25 | 20 | 03 | 450 | |
| 20. | 1648 | 1653 | 05 | 64 | 62 | 07 | 650 | |
| 21. | 1705 | 1708 | 03 | 27 | 22 | 03 | 400 | |
| 22. | 1721 | 1727 | 06 | 50 | 58 | 09 | 600 | |
| 23. | 1750 | 1756 | 06 | 74 | 85 | 08 | 680 | |
| 24. | 1825 | 1848 | 23 | 245 | 227 | 22 | 1800 | |
| 25. | 1906 | 1912 | 06 | 70 | 86 | 07 | 690 | |
| 26. | 1942 | 1950 | 08 | 49 | 110 | 09 | 750 | |
| 27. | 2114 | 2120 | 06 | 29 | 51 | 06 | 500 | |
| 28. | 2152 | 2158 | 06 | 38 | 30 | 01 | 400 | |
| 29. | 2208 | 2214 | 06 | 16 | 36 | 04 | 350 | |
| 30. | 2222 | 2226 | 04 | 11 | 18 | 02 | 300 | |

پینڈو ٹرین کوئی حوالہ پر چھین گئی 23 دنوں میں 5 لاکھ روپے کا نقصان

ایک دن کے اخراجات 16 ہزار روپے ہیں، جبکہ آمدنی ایک ہزار روپے روزانہ بھی نہیں، خالی ڈبے سارا دن چکر لگاتے رہتے ہیں

پینڈو ٹرین کوئی حوالہ پر چھین گئی 23 دنوں میں 5 لاکھ روپے کا نقصان

پینڈو ٹرین 7

ورمیان سارا دن چکر لگاتے رہتے ہیں۔ منہ ڈبے نئے تحفہ وفاق دارالحکومت اور آنے والے سرکاری ملازمین کی شہری مشکلات کم کرنا اور وقت کی بچت کرنا تھا لیکن اس ٹرین سرورس نئے ٹائم شیڈول اور وقت کی زیادتی کے سبب لوگوں نے ریٹائرمنٹ سے استیفسن کا رخ کرنا چھوڑ دیا۔ دوسری جانب چھ دنوں کے وقت راولپنڈی سے پینڈو ٹرین مارا کلا ریٹائرمنٹ سے استیفسن پر پہنچی ہے تو اس وقت سی ڈی اے کے ملازمین کو چھ سی ڈی اے کے انسران کو کمروں پر ڈراپ کرنے میں مصروف ہوتی ہیں اور مسافروں کو اس کے گاڑیوں کی قلت کا سامنا کرنا پڑتا ہے۔ پاکستان ریٹائرمنٹ کی گٹ بک کے مطابق 5 مئی سے 2 مئی تک 22 دنوں میں مارا کلا اسٹیشن سے راولپنڈی تک 11256 افراد نے سفر کیا جبکہ ریٹائرمنٹ سے استیفسن راولپنڈی سے بھی اتنے ہی افراد نے مارا کلا تک سفر کیا۔ گٹ بک کے مطابق 5 مئی کو 23 مئی کو 9 مئی کو 15 مئی کو 8 مئی کو 9 مئی کو 10 مئی کو 11 مئی کو 11 مئی کو 12 مئی کو 13 مئی کو 14 مئی کو 15 مئی کو 15 مئی کو 16 مئی کو 17 مئی کو 18 مئی کو 19 مئی کو 20 مئی کو 21 مئی کو 22 مئی کو 23 مئی کو 24 مئی کو 25 مئی کو 26 مئی کو 27 مئی کو 28 مئی کو 29 مئی کو 30 مئی کو 31 مئی کو 1 جون کو 2 جون کو 3 جون کو 4 جون کو 5 جون کو 6 جون کو 7 جون کو 8 جون کو 9 جون کو 10 جون کو 11 جون کو 12 جون کو 13 جون کو 14 جون کو 15 جون کو 16 جون کو 17 جون کو 18 جون کو 19 جون کو 20 جون کو 21 جون کو 22 جون کو 23 جون کو 24 جون کو 25 جون کو 26 جون کو 27 جون کو 28 جون کو 29 جون کو 30 جون کو 1 جولائی کو 2 جولائی کو 3 جولائی کو 4 جولائی کو 5 جولائی کو 6 جولائی کو 7 جولائی کو 8 جولائی کو 9 جولائی کو 10 جولائی کو 11 جولائی کو 12 جولائی کو 13 جولائی کو 14 جولائی کو 15 جولائی کو 16 جولائی کو 17 جولائی کو 18 جولائی کو 19 جولائی کو 20 جولائی کو 21 جولائی کو 22 جولائی کو 23 جولائی کو 24 جولائی کو 25 جولائی کو 26 جولائی کو 27 جولائی کو 28 جولائی کو 29 جولائی کو 30 جولائی کو 31 جولائی کو 1 اگست کو 2 اگست کو 3 اگست کو 4 اگست کو 5 اگست کو 6 اگست کو 7 اگست کو 8 اگست کو 9 اگست کو 10 اگست کو 11 اگست کو 12 اگست کو 13 اگست کو 14 اگست کو 15 اگست کو 16 اگست کو 17 اگست کو 18 اگست کو 19 اگست کو 20 اگست کو 21 اگست کو 22 اگست کو 23 اگست کو 24 اگست کو 25 اگست کو 26 اگست کو 27 اگست کو 28 اگست کو 29 اگست کو 30 اگست کو 31 اگست کو 1 ستمبر کو 2 ستمبر کو 3 ستمبر کو 4 ستمبر کو 5 ستمبر کو 6 ستمبر کو 7 ستمبر کو 8 ستمبر کو 9 ستمبر کو 10 ستمبر کو 11 ستمبر کو 12 ستمبر کو 13 ستمبر کو 14 ستمبر کو 15 ستمبر کو 16 ستمبر کو 17 ستمبر کو 18 ستمبر کو 19 ستمبر کو 20 ستمبر کو 21 ستمبر کو 22 ستمبر کو 23 ستمبر کو 24 ستمبر کو 25 ستمبر کو 26 ستمبر کو 27 ستمبر کو 28 ستمبر کو 29 ستمبر کو 30 ستمبر کو 1 اکتوبر کو 2 اکتوبر کو 3 اکتوبر کو 4 اکتوبر کو 5 اکتوبر کو 6 اکتوبر کو 7 اکتوبر کو 8 اکتوبر کو 9 اکتوبر کو 10 اکتوبر کو 11 اکتوبر کو 12 اکتوبر کو 13 اکتوبر کو 14 اکتوبر کو 15 اکتوبر کو 16 اکتوبر کو 17 اکتوبر کو 18 اکتوبر کو 19 اکتوبر کو 20 اکتوبر کو 21 اکتوبر کو 22 اکتوبر کو 23 اکتوبر کو 24 اکتوبر کو 25 اکتوبر کو 26 اکتوبر کو 27 اکتوبر کو 28 اکتوبر کو 29 اکتوبر کو 30 اکتوبر کو 31 اکتوبر کو 1 نومبر کو 2 نومبر کو 3 نومبر کو 4 نومبر کو 5 نومبر کو 6 نومبر کو 7 نومبر کو 8 نومبر کو 9 نومبر کو 10 نومبر کو 11 نومبر کو 12 نومبر کو 13 نومبر کو 14 نومبر کو 15 نومبر کو 16 نومبر کو 17 نومبر کو 18 نومبر کو 19 نومبر کو 20 نومبر کو 21 نومبر کو 22 نومبر کو 23 نومبر کو 24 نومبر کو 25 نومبر کو 26 نومبر کو 27 نومبر کو 28 نومبر کو 29 نومبر کو 30 نومبر کو 1 دسمبر کو 2 دسمبر کو 3 دسمبر کو 4 دسمبر کو 5 دسمبر کو 6 دسمبر کو 7 دسمبر کو 8 دسمبر کو 9 دسمبر کو 10 دسمبر کو 11 دسمبر کو 12 دسمبر کو 13 دسمبر کو 14 دسمبر کو 15 دسمبر کو 16 دسمبر کو 17 دسمبر کو 18 دسمبر کو 19 دسمبر کو 20 دسمبر کو 21 دسمبر کو 22 دسمبر کو 23 دسمبر کو 24 دسمبر کو 25 دسمبر کو 26 دسمبر کو 27 دسمبر کو 28 دسمبر کو 29 دسمبر کو 30 دسمبر کو 31 دسمبر کو

راولپنڈی (کے پی آئی) اسلام آباد اور راولپنڈی کے درمیان شروع کیا جانے والا پینڈو ٹرین منہ بھرا ایک ارب روپے کی لاگت سے تیار کیا گیا مسلسل خسارے کا شکار ہے۔ ریٹائرمنٹ کو 22 دنوں میں 5 لاکھ روپے سے زائد نقصان ہو چکا ہے۔ پینڈو ٹرین کے ایک دن کے اخراجات 16 ہزار روپے ہیں جبکہ آمدنی ایک ہزار روپے روزانہ بھی نہیں۔ ٹرین کے خالی ڈبے راولپنڈی ریٹائرمنٹ سے مارا کلا ریٹائرمنٹ سے استیفسن کے

بقیہ نمبر 7 صفحہ 7 پر

THE NEWS, ISLAMABAD
DATED 3RD JUNE, 1996

CDA, PR to evaluate performance of People's Train

By Masir Iqbal

ISLAMABAD: Officials of the Capital Development Authority (CDA) and Pakistan Railways (PR) are expected to meet in a few days to ascertain the performance of People's Train Project, which was started last month.

Though one month is not enough to arrive at any conclusions, but the authorities are expected to discuss innovative ideas to improve the services to attract more and more passengers.

The PR has not worked out how much losses it has suffered since the project started, but the uneasiness is evident. According to a report, the department is facing an approximate daily loss of Rs 16,000 though the project was started on no profit—no loss basis.

According to a survey 1,256 passengers travelled from this train from May 5 to May 27 while it sold tickets worth Rs 16,000 in the same period. Ironically it was observed that there is more rush on Fridays and Saturdays as families enjoy the train service on holidays.

The PR seems ready to let the private sector use the railway tracks by taking over the whole project. Any private company willing to venture in this project will be welcomed by the PR after seeking an assurance that the new party has to take the responsibility of providing the same facilities of coaster services to the passengers being done by the CDA.

The meeting is also expected to

bring changes in the present schedule as the existing timings are not feasible and most of the time especially in the morning, all the five bogies remain empty.

The PR has also tried to coincide the timings of the arrivals and departures of other trains with the People's Train. This will help the passengers to go directly to Islamabad or catch any train from the railway station.

The train journey from Rawalpindi to Islamabad no doubt is more comfortable, consumes less time and above all it protects the passengers from nerve shattering honking and traffic jams, still it failed to attract regular commuters. Mainly because the terminus, situated at the railway station is not convenient for every passenger.

Keeping in the view the commuters' inconvenience, the PR is also working on a proposal to extend the journey under a phased programme from Murreer Hassan chowk instead of railway station within this month.

The PR is seeking a similar assistance from the board like the CDA did by providing the coasters at the Margalla Station. If the project gets the green signal it will increase the journey time to 30 minutes.

Earlier, the train takes 20 minutes from railway station to Margalla station, Islamabad. From Margalla ten coasters purchased by the CDA during the World Cup, picks and drops the passengers to secretariat without any extra cost.