

ELIMINATING DELAYS IN FREIGHT MOVEMENT
IN MALAYAN RAILWAY

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ABSTRACT

Operation of goods trains has always been associated with the working of marshalling yards. Goods trains comprising of wagons destined to different destination stations/yards make their way to the yard as had been planned in the time-table to be terminated. These wagons will be sorted out to the different sorting lines in the yard awaiting to be formed into the next scheduled train. In the MR all goods trains except liner or company trains carrying cement and oil are being operated on the yard to yard basis. The present 'through goods' train services being operated on the main line are between Padang Besar-Prai, Prai-Kuala Lumpur and Kuala Lumpur-Singapore. The 'through goods' train operating between Prai-Kuala Lumpur and Kuala Lumpur-Singapore will by-pass Ipoh yard and Gemas yard respectively. Any detaching and attaching of loaded wagon will be done at the respective stations assisted by a shunting engine. This will not only eliminate unnecessary shunting but also wagons in transit are being kept moving without delay in the yards. On the other hand, shunting goods trains services involved short distance journey and shunting is done at wayside stations. In the MR, delays in moving the wagons in the yard

is not only the result of its yard to yard operation but also the inavailability of locomotives and the problem of reduced hauling capacity of the available locomotives. This has posed problem in the running of the existing goods trains efficiently and economically. With the average daily availability of locomotives being 73.5 per cent and the occasional engine failures, the MR finds it difficult to expand its goods trains services.