

CC-141

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No. 2018/Chg/30/1

New Delhi, Dated: 09.07.2018

**The General Managers (Optg.)
All Zonal Railways**

MD/KRCL/Navi Mumbai

**Sub: Minutes of the meeting of CPTMs held in Railway Board on 5th
July, 2018.**

Enclosed herewith please find the minutes of the CPTMs conference held on the 5th July, 2018 in Railway Board. This is information and further necessary action.

This issues with the approval of Board (MT).

M.S. Bhatia
9/7/18
(M.S. Bhatia)
Exec. Director (Coaching)-II
Railway Board

Copy to:

CPTMs/All zonal Railway- for information and necessary action.
COM/KRCL/Navi Mumbai.

Contd--2..

Minutes of the CPTMs' Conference held in Railway Board on 05th July, 2018

The Conference was attended by Member Traffic, ED (Coaching), ED (Coaching)-II, Dir.(Chg), DD(Punctuality) and CPTMs of Zonal Railways. The following items were discussed:-

1. **Corridor blocks:** Zonal Railways were advised to identify 4 hour Corridor Block in Working Time Table. Where ever 4 hour Block is not possible, at least 2.5 to 3 hour block must be incorporated by suitably adjusting Passenger Trains and Inter City Trains. A summary of such Blocks should be indicated Division wise and Section wise in the beginning of the WTT.
2. **Mega Block:** In addition, 5 - 6 hours integrated block on Sunday may also be planned by cancellation/regulation/diversion of Intercity/Passenger trains. Attempt should be made to manage this by cancelling/Short termination and regulation of Passenger trains first before taking up Intercity Intra Zonal Trains. PCOM/CPTM of the Zonal Railway to personally look into the proposals and coordinate with adjacent Zonal Railways. This may be ensured for at least two sections in each Division. In case, a mega block is availed only 3 blocks on alternate days of the week need to be planned. Such mega blocks should be incorporated in the Working Time Table on separate sheet as part of the instructions. All the maintenance departments should pull in resources for getting maximum output in the mega block.
3. **Charting at booked speed:** The charting of trains at 105 Kmph for trains having MPS of 110 Kmph, charting of trains at 115 Kmph for trains having MPS of 120 Kmph needs to be carried out. The Rajdhani, Shatabdi, Tejas, Gatimaan, Humsafar, Garibrath, Duronto & Antyodaya trains having MPS of 130 Kmph will continue to be charted at MPS. However, Loco Pilots shall run trains at MPS even if the train has been charted at booked speed.
4. **Bad runners:** Each Zonal Railway should identify the bad runner trains which regularly lose punctuality. A careful analysis of the reasons for loss of punctuality needs to be carried out and any time table changes required must be carried out in the Time Table so as to improve punctuality. The coaching links/timings of such trains may also be revised, if required.
5. **Terminals:** The busy terminals at Zonal Headquarters and other important terminals need to be studied in detail to ascertain the problems like outside detentions, delay in removal of rakes, pit line occupation and signaling changes if any required for smooth movement. CPTMs should personally visit such terminals and understand the problems first hand.
6. **Standardization of rakes:** The rakes at different maintenance depots may be standardized to improve flexibility in operations and thereby help in improving punctuality.
7. **Punctuality of intra-zonal trains :** The CPTMs should personally monitor the punctuality of intra-zonal trains and ensure punctual running as loss of punctuality in these trains gives a very bad name to the railways.
8. **Replacement of conventional Passenger trains with MEMU:** The short distance passenger trains especially having reversal enroute may be replaced by MEMUs thereby improving the overall mobility of the section.
