

**BHARAT SARKAR/GOVERNMENT OF INDIA
RAIL MANTRALAYA/MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No. 2023/TT-1/76/Staff/11


New Delhi, dated 10.06.2024

**General Manager,
All Zonal Railways.**

Sub: Minutes of the meeting held at Railway Board on 18th & 19th April, 24 to review and optimize crew beats of 5 Zonal Railways as per RBE-105/2022.

Please find enclosed herewith Minutes of the meeting held at Railway Board on 18th & 19th April, 24 to review and optimize crew beats of 5 Zonal Railways as per RBE-105/2022, for information and necessary action.

DA: As above


10/06/24
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**MINUTES OF THE MEETING HELD AT RAILWAY BOARD ON 18TH &
19TH APR'24 TO REVIEW AND OPTIMIZE CREW BEATS OF 5 ZONAL
RAILWAYS AS PER RBE-105/2022.**

A meeting with CFTM's of 5 zonal railways (ECoR, SER, SECR, WCR & CR) on the subject of 'Review and Optimization of crew beats as per RBE 105/2022 and review of coal pilots' was held in Railway Board on 18th & 19th April, 2024. The meeting was chaired by AM/Traffic and attended by following officers:

- 1) ED/TT/F
- 2) ED/TT/S
- 3) GM/CRIS
- 4) GM/FOIS
- 5) JD/TT/POL
- 6) CFTM'S (ECoR, SER, SECR, WCR & CR)

The meeting was called in the background of the following issues:

- (i) In recent months 51 new lobbies and 24 sister lobbies were opened across Indian Railways. This has increased the requirement of running staff on stationary duties for administrative purposes.
- (ii) Indian Railways runs huge number of special, holiday, festival trains etc. almost through out the year. This requires the use of goods crew for running of special trains.
- (iii) Zonal Railways have reported time & again regarding detention/stabling of trains on account of non availability of crew.

To optimize crew utilization and ensuring smooth mobility across IR network, All Zonal Railways to undertake the following measures:

- FOIS-CMS integration has been done. Zonal Railways to order freight trains through FOIS. It should be ensured that TA's for proper loads are given through FOIS.
- Lobbies which have less than 50 TA generations in 24 hrs should be managed through ASM on duty. The CMS- KIOSK should be provided in ASM office.
- Zonal Railways to have clerk less lobbies. It should be ensured that no running staff is deployed for stationary work after FOIS CMS integration.

- Instructions have been given to CRIS for initiating IVRS based crew booking system in which the crew can accept his booking through an automated telephony system.
- Zonal Railways to review the percentage of its TAP working of running staff. Efforts should be made to have crew headquarters or running room at such places to reduce the idle hours of crew. It will help reducing long hour cases of crew and in reducing ineffective duty hours.
- For crew booking, SMS based confirmation system which is available in CMS should be used and the staff engaged in such activities should be removed.
- Zonal Railways should ensure avoiding any one side working of crew in both passenger and freight operations to improve crew utilization.
- Small Running rooms should be managed by station staff and opened only after personal approval of PCOM. The deployment of running staff for stationary duty on management of such small running rooms should be totally avoided.
- All zonal railways to review and adjust/extend crew beats across small running rooms (less than 40 bed).

ECOR, SER, SECR, WCR & CR were advised to ensure regular and smooth availability of crew. To optimize the current running beats of crew and ensuring smooth & fluid train operations the following decisions were taken:

East Coast Railway

It has been observed that in East Coast Railway the average working hours in a fortnight for freight crew is 94 hrs whereas average Km in a fortnight is merely 78 per day.

- Crew KM are in the lower side and there is need to run longer KM in a single crew run in ECoR. Therefore, there is need to improve crack running in ECoR which is decreased from 2% to 1% in the last Financial Year. This should be increased to at least 5%. The following routes for longer running is proposed :

- (1) SCMN – KUR – 414 Km
- (2) NMP – JJKR – 224 Km
- (3) JRLI – TSLJ – 228 Km
- (4) TIG – BIA – 226 Km
- (5) AMB – SBPY – 248 Km
- (6) KDJR – PRDP – 260 Km
- (7) KDJR – BHC – 199 Km
- (8) SBP – RIG – 114 Km
- (9) SBP – BNDM – 153 Km

- Long hours position in East Coast Railway is also analyzed critically. It is noted with concerns that %age of over 12 hrs of Sign in and Sign off increased from 24% to 30 % in the current Financial Year. East Coast Railway should use ET/shunter at important locations like PRDP, TLHR, SCMN, MGPV (and other suitable locations) who shall ready the train in all aspects for the incoming crew. This will reduce PDD and improve 9 hrs positions. This is being successfully followed in SECR, SER & WCR.
- Use of IT tools to be followed more stringently in ECoR. Though 40 % of freight loco are RTIS installed, yet the reporting of loco linking in FOIS is low. It is requested that 'CHALAKDAL APP' to be widely used for this purpose in ECoR.
- Many new crew lobbies and crew HQrs has been opened in ECoR. There is a need to review of opening of crew HQrs at ARK, MSMD and CAP.
- ECoR, SECR and SER should make efforts jointly to improve the BOBRN circuit of **MAVB -SEBD - MAAL/BPSL**.
- The placement in MNDH, Naya Raipur, LAE complex should be done by the working crew of Sambalpur division (ECoR).

South Eastern Railway

- The present working crew beat between Nimpura to Bhadrak may be extended upto jakhapura..
- SER is advised to increase its crew beat length and reduce congestion in TATA yard. At the same time steps shall be taken to reduce crew change at Rourkela.
- The chakradharpur lobby crew should work till Nimpura and work trains in return also.
- Crew to work trains between JSG-CKP to avoid congestion in ROU/BNDM due to crew change of freight trains.
- Trains originating from DPS should be worked upto Gokulpur/NMP, avoiding crew change at TATA.
- SER to run up country loads from Sardega via Bilaspur (BSP) to SCR, NWR, NR, NCR etc.
- The crew beat of Raigarh/KDTR and BRJN lobby may be extended upto CKP and lobby at Dhutra (SER) may be closed.
- Trains forecast between SER - ECoR at JSGR should not be more than 10 so that trains between BSP & CKP may be increased.
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South East Central Railway

- SECR should ensure that all trains towards WCR are formed as Super Bullet and in return direction also the trains should run as super bullet. 75% of super bullets should be run by SDL lobby of SECR.
- The crew beat of Raigarh/KDTR and BRJN lobby may be extended upto CKP and lobby at Dhutra (SER) may be closed.

- To overcome crew problem of NKJ the trains booked to run via JBP-ET may run via Godhani instead of NKJ. SECR to run loads like PSSS, NSPN, TSWs, GETS via Godhani. This will also help in balancing Amla crew at Bhopal/ET.
- SECR should close its lobby at Jabalpur. WCR to run all trains towards Nainpur from its crew.
- SCR to run loads going towards eastern side via BPQ-Nagbhir.
- JSWT loads should be run via CAF towards SCR.
- SECR should keep limited staff at Dongargah i.e. only for banking purpose. The staff at Gondia & Kalamna lobby should be strengthened.
- As Brijrajnagar station has been provided with Y-Connectivity, the Placement and Release may be done with the help of shunters and the train crew may be relieved/take charge from Brijrajnagar station so that their idle working may be reduced and their duty hours remains under control.
- SECR to run crack trains between RSD-Pendra Road, Pendra –KRBA & Bhatapara- Pendra road by-passing Uslapur lobby.
- Similarly, crack trains should be run between Pendra road-NKJ by-passing Shahdol.
- SECR to run crack trains between Bhatapara (BYT)- Jharsuguda (JSG) by-passing BSP and Raigarh lobby.
- Vidhyut Crack should be run from Bhilai to PMAM, the crew after taking rest should run the empties back from PMAM.
- Crack trains to be run between Brijrajnagar-CKP by-passing Jharsuguda to eliminate congestion & crew change at Rourkela & Bandamunda area.
- SECR to close sister lobby at Uslapur because of poor crew utilization as there are 3 lobbies at Bhatapara, DSP & PND in close proximity to USL besides USL has only one platform line in Down direction leading to needless congestion in CIC section.
- SECR and SCR to work crack trains between Nagbhir & Belampalli to avoid detention of trains and crew change at Balharshah.
- After commissioning of Katangikhurd by-pass, SDL crew may work trains upto Beohari & Beohari crew to work trains upto SDL.
- Strength of DGG Lobby to be gradually reduced.
- Crack in the BYT-PND-BYT circuit should be proliferated.
- KDTR to be operationalized as sister lobby of RIG to reduce PDD and congestion.

❖ ECOR

- Bhilai bound trains taken over at LAE point with TIG crew going in UP direction should work upto G cabin.
- TIG Crew should also do placement into the sidings between LAE & RSD.

- SBP Crew (Via IB) should work trains upto RIG and RIG base crew should work upto SBP. No return pilot should be allowed in both directions.
- ECoR to run crack trains between Titlagarh (TIG)-Bhilai by-passing RSD.

❖ **WCR**

- Number of Super Bullet cracks should gradually increase
- In anticipation of doubling of flyover at MDVK- MAKR, Kota crew headquartered at MTPC to run empties upto NKJ and should take loaded trains for MTPC from NKJ. In case of long hours they may take rest at SGO running room.

❖ **SER**

- RIG/BRJN based crew should go upto CKP & CKP crew upto RIG. At present ROU crew are working upto RIG & returning as pilot. Same is the case with RIG based crew. This one side working should be immediately stopped.

Central Railway

- CR to make efforts to construct Khandwa-Ajanti chord on priority for avoiding reversal at Mathela (WCR).
- SECR and CR should undertake crew change at Kalmna for Amla bound trains kalamana instead of both KAV and GNQ to avoid detention at GNQ as well as wastage of pilot crew.
- Efforts should be made to avoid crew change at Wadi. CR to work trains from Kalaburagi to Chitapur (SCR).
- Efforts should be made to run crack trains Wardha to Amla to avoid change of crew at Nagpur.
- SCR to expedite electrification of Nanded division to facilitate running of BOXN empty and other trains at Akola, Ankai and pimpalkutti interchange points.
- Amla bound Crew of CR should go upto KAV and take over trains at KAV in return direction. CR should ensure LR of its Crew between KAV-GNQ-KAV.
- Amla Crew coming via CWA should go upto NIR & G. CR to give LR to its Amla Crew upto NIR & G both via CWA/KAV and CWA/NIR.
- CR Crew working trains to Koradi Power station should work upto KRDS siding.
- Crew from Wardha lobby to work trains upto Gondia bypassing NGP & Kalamna lobby.
- Loads originating from Manikgarh (SCR) should be worked upto Wardha avoiding crew change at BPQ.
- CR to make efforts to run 12 trains each way in Narkhed- Chandur Bazar section. To ensure this MFSG, BESG, MQSG loads from SECR and loaded Jumbo/ BOXN rakes towards SECR may run on this section.
- CC BOXN examined rakes of Bhusawal for SECR should be run upto Wardha. And from Wardha to Gondia to avoid congestion at NGP.
- CR & WR should have extended crew run across BSR to improve crew utilization as well as increase interchange.

- Trains should run from Belampally to Wardha avoiding crew change at BPQ.
- Amla crew should run SECR loads upto Nainpur by-passing Chindwara lobby. Similarly trains going towards Raipur to be worked upto Gondia by-passing Kalamna.
- Trains from Chandur Bazaar to be worked upto Kalamna. The available crew may go to Nagpur to run chord trains by suitable means. It will obviate the requirement of lobby at Godhani by CR.
- Efforts should be made to extend train working from Amla to Kalamna via Chindwara upto Gondia which is being run by Amla base crew.
- Efforts should be made to extend train crew working from Wardha to Gondia.

West Central Railway

- It was decided that Amla lobby should work trains between Amla & Bhopal primarily. And Etarsi lobby crew may be deployed upto Jabalpur/NKJ.
- NCR should attempt to give Long haul to WCR which can be placed by Banda/cheoki crew directly in the cement plants sidings of Rewa area. WCR to ensure proper rest rooms in its sidings/plants under EOL policy. After rest the crew should work trains in return direction.
- Crew headquarters has recently been opened at PCMC. The crew should now work trains between PCMC-SGO-NKJ and back.

In addition to above, facilities available in EOL sidings were also discussed. Efforts should be made to develop required facilities in EOL sidings vide Freight Marketing Circular No.16 of 2023 dated 13.12.2023. Zone wise position of facilities available in EOL sidings is depicted below:-

Zone wise summary of EOL sidings				
Zone	No. of EOL sidings	Rest Rooms not available	Catering facility not available	CMS kiosk not available
CR	14	7	7	12
ECOR	8	5	5	8
SE	31	10	15	28
SECR	52	40	43	49
WCR	15	7	10	15


 10/6/24
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