

**Incentive Scheme for Freight Forwarders:** This scheme is introduced to facilitate cargo aggregation & expand commodity basket on railways. Since customers are required to book a minimum of half rake, which they may not have the goods required, a single customer aggregates the different customer's cargo and book by the railways.

## Features common to both coaching and freight operations

### Crew management

#### Posting of crews

LP / ALP / Guards / Shunters are posted at their headquarter stations under Chief Crew Controller (CCC). Crew are required to work from their headquarters to various stations as per their crew beats. Running rooms with catering facilities are provided for outstation crew. The hours of rest for a crew are different for headquarter and outstation. CCC has to ensure the staff working under are not due for refresher courses or periodical medical examination before being booked for working of trains.

#### Road Learning

Crew of the trains has to undergo road learning of the section, in order to familiarize with the signals, stations, gradients and other aspects required for safe running of the trains before they are booked for independent working of trains as per SR 3.78.2 of G&SR 2020.

#### Crew Lobby

The place where crews are booked for train operations is called a lobby. Combined crew lobby is where all three - Guard, Loco pilot and ALP are booked together. The lobby supervisors/staff takes forecast of requirement of crew from the control. They book the crew based on the train order in case of freight trains and non-time tabled coaching trains. A two call system is followed in order to minimize pre departure detentions. The booking of the crew is done through Crew Management System. Care is taken to ensure that the crew booked for a train is designated for working such trains; have a proper LR for the section. Once the crew arrives at the lobby, a breathalyser test is conducted along with signing on, to ensure that there is no alcohol intake or influence. This test is also conducted at the completion of duty while signing off. On completion of the duty, the crew submits a Combined Train Report (CTR) jointly signed by LP and Guard duly mentioning the detailed timings and en route detentions to CCC/SM. Apart from booking the crew for train orders, lobbies also ensure crew balancing for the day as per forecast.

#### Crew equipment & Documents

Crews working the trains are required to possess with them certain equipment as mentioned in SR 4.19.

### 9-Hour Rule

As crew are the most critical for safe running of trains, in order to have maximum alertness, a 10 hour rule was envisaged for at a stretch working, which has subsequently, revised to 9 hours. The following instructions have been issued in regard:

- (1) Running duty at a stretch should not ordinarily exceed 9 hours from the departure of the train.
- (2) Overall duty of running staff from 'sign-on' to 'sign-off' should not generally exceed 11 hours.
- (3) In operational exigencies, running duty may be extended beyond 9 hours within overall limit of 11 hours provided due notice has been given to the staff by SCOR, before the completion of 7 hours duty
- (4) If a train doesn't reach its normal crew changing point / destination within a overall limit of 11 hours, and the crew changing point is approximately 1 hours journey, the staff should be required to work the train up to the crew changing point.
- (5) In exceptional, extreme emergencies like accident, flood, agitation, lightening, equipment failures etc, the staff may be required to work beyond the prescribed limits of working hours and SCOR should advise the staff accordingly.
- (6) In order that running staff are aware of their beat, at every crew HQ stations and normal crew changing point, the beat of staff of Mail Express, passenger, goods trains etc should be prominently displayed on the notice board. Such type of notices also be put on lobby, loco shed, where the running staff is required to sign on and sign off.

### Crew requirement of a division

Crew requirement is reviewed once in six months by the division based on the crew required for working coaching links and average working hours of goods crew. 30% leave reserve and 10% trainee reserve are usually added to the bare requirement.

### Speed of trains

The speed of a train is restricted by the lowest of the permitted speeds among track, locomotive, and formation. It is also impacted by speed restrictions imposed permanently or temporarily. Sectional speed is the maximum speed for which a track is fit. It is given section wise and no train should exceed this speed while running on the section. The speeds of various locomotives, wagons and coaches permitted over a particular section is fixed and issued as a Joint Safety Certificate at zonal headquarters. This is communicated to the crew through Lobby notification and in WTT.

Unlike other modes of transport, train movements are controlled throughout their formation and run. Their priority for running and consequently their transit time and speed are affected by every station, section, division and zone they pass through. Train operations thus require close coordination at all these levels. Working of trains is the most efficient when the best asset utilization is achieved and the needs of passenger & freight customers are satisfied to the maximum extent.

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