

Central Railway



Head Quarter's Office
Electrical branch
2nd floor, parcel office building,
Chhatrapati Shivaji Maharaj Terminus,
Mumbai.

CEE/OP Instruction No. 10/2023

No. L.102. LG.5.Safety/Accident (31)

Date: 20.07.2023

Sr.DEE/TRO/BB, BSL, NGP
Sr.DME (Fr & Op) BB
DME/Op/ PA
DME/O&C/SUR


Sub: Monitoring/Counseling of loco running staff for Safe Train Operation

There have been many adverse safety incidences in Indian Railway and all out efforts need to be made to eliminate such incidences. Hence it is essential to regularly monitor the items which may affect safety adversely. Thus a format on google sheet have been prepared for monitoring/counseling of LP/ALP for maintaining safe train operation. This format is not exhaustive and Divisions may add any other aspect, as per their working conditions.

Divisions should instruct and ensure that this google sheet is filled up by all CLIs every time they monitor/counsel the crew. Defects / deficiencies noticed during monitoring may also be attended on an urgent basis.

The link for above mentioned google sheet is as under:

<https://docs.google.com/spreadsheets/d/1F9CRhgr2mzC-OPi9VNR3nXDq9ipbNqNr/edit?usp=sharing&ouid=104112654577060199346&rtpof=true&sd=true>


(H.M.Sharma)

Chief Electrical Engineer/Operation

Central Railway



Head Quarter's Office
Electrical branch
2nd floor, parcel office building,
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Mumbai.

No. L.102. LG.5.Safety/Accident (31)

Date: 17.07.2023


Sr.DEE/TRO/BB, BSL, NGP
Sr.DME (Fr & Op) BB
DME/Op/ PA
DME/O&C/SUR

Sub: Evaluation of Performance of ALPs

During recent accidents on IR, it was noticed that in some cases, ALPs were not alert while performing the duties. There was no regular system for evaluating the performance of ALPs in divisions. To check the performance of ALPs, BSL Division has developed an app for getting feedback of ALPs by Loco Pilots after completion of the trip.

As already confirmed by all divisions, this app for evaluation of performance of ALPs is being used in all the lobbies. Based on the feedback, divisions should prepare a database, through which weak ALPs can be identified and necessary counseling can be done to upgrade the knowledge of ALPs.

Compliance of this may be advised to HQ.


(H.M.Sharma)

Chief Electrical Engineer/Operation

Central Railway

PCEE's office
Mumbai CSMT

L.253.AC.136/B-Crew Matters

Dated - 03.05.2023


Sr. DEE / TRO, BB, BSL, NGP
Sr DEE/TR/PA
DME (OP) PA, DME (O&C)SUR

Sub Duty Hours of Running Staff
Ref: Railway Board's letter no. 2007/Elect (TRS)/225/7 dated
26.04.2023 (Annexure I)

Railway Board, vide letter quoted under reference, has issued instructions regarding duty hrs. of running staff (copy enclosed), which is to be complied in all the divisions.

Incidentally, while reviewing working hrs of LPG in divisions from Sign On to Sign Off for the month of Apr' 2023, it is observed that, duty hrs of crew, even for more than 12 hrs, is considerably high e.g., BB - 11.30%, BSL - 16.5%, NGP - 31.2%, PA- 3.6% and SUR 8.5%. Lobby- wise details of working hrs are enclosed in Annexure - II.

As advised by Railway Board, all out efforts may be made to control the duty hrs by giving relief timely to the running staff in all the divisions.


03.05.2023
(H M Sharma)
CEE/OP/CR

Copy to

PCOM, PCEE, PCSO - for information please

CFTM - May please advise divisions for compliance of Rly Bd's letter mentioned under reference.



भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)



No. 2007/Elect(TRS)/225/7

New Delhi, Dated : 26.04.2023

General Managers,
All Indian Railways(incl. KRCL)

Sub : Duty Hours of Running Staff

Ref : (i) This office letter of even dated 24.04.2023

(ii) Railway Board's letter no. E(LL)/2016/HPC/1 dtd. 28.11.2016

Zonal Railways were sensitized on the issue of running staff being worked for more than the stipulated duty hours vide letter under ref.(i). Some Zonal Railways have sought clarification on the stipulation of the duty hours.

In order to clarify, instructions contained in Board's letter 28.11.2016 are reiterated as under:

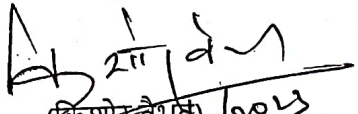
- (i) Total duty at a stretch (from 'sign on' to 'sign off') for the Running Staff should not exceed 11 hours.
- (ii) Running duty at a stretch should not ordinarily exceed 9 hours. Such duty may extend further provided the railway administration gives at least 2 hours notice before the expiry of 9 hours to the crew that they would be required to perform running duty beyond 9 hours, with the stipulation that the total duty from 'sign on' to 'sign off' shall not exceed 11 hours.
- (iii) In case train does not reach its destination, normal crew changing point or the point where the reliver has been arranged, within overall limit of 11 hours, and such a point is approximately one-hour journey away, the Running Staff shall be required to work to that point provided the maximum hours in that trip does not exceed 12 hours.
- (iv) For loco pilots of all Mail/Express trains, the running duty (for the purpose of preparation of links only) should not exceed 8 hours. However P&C time shall not be included within 8 hours.
- (v) The above provision for running duty hours and total duty hours shall be applicable to all Running Staff including Loco Pilots (Mail/Express), Loco Pilots (Passenger), Loco Pilots (Freight), Motormen and Guards except wherever stated otherwise.

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- : 2 :-

(vi) Subject to exigencies of service, Headquarter rest of all Running Staff will be 16 hours irrespective of the duration of their incoming trip. Further, in exigencies of service, the existing provision will continue to be the minimum condition.

It is again advised to ensure compliance.


(किशोर वैभव) 2013
कार्यकारी निदेशक विद्युत अभियांत्रिकी (चल स्टाफ)
फ्लोर सं : 1, कमरा सं. : 113, रेलवे बोर्ड
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WORKING HOURS SignON/SignOFF REPORT OF April 2023

Annexure - 11

Divn.	LOBBY	≤4 Hours		04-08 Hours		08-09 Hours		09-10 Hours		10-11 Hours		11-12 Hours		>12 Hours		Total Trips
		Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	
BB	CLA	55	2.5%	621	27.8%	1313	58.9%	102	4.6%	94	4.2%	38	1.7%	7	0.3%	2230
	CSTM	641	20.8%	2262	73.3%	48	1.6%	52	1.7%	23	0.7%	14	0.5%	45	1.5%	3085
	KYN	234	5.0%	1128	24.0%	589	12.6%	736	15.7%	623	13.3%	499	10.6%	883	18.8%	4692
	LNL	157	19.9%	215	27.2%	75	9.5%	109	13.8%	69	8.7%	92	11.7%	72	9.1%	789
	PNVL	353	6.8%	1524	29.4%	598	11.6%	714	13.8%	699	13.5%	497	9.6%	791	15.3%	5176
	Total	1440	9.0%	5750	36.0%	2623	16.4%	1713	10.7%	1508	9.4%	1140	7.1%	1798	11.3%	15972
BSL	BD	5	0.6%	125	13.8%	123	13.6%	129	14.2%	181	20.0%	137	15.1%	207	22.8%	907
	BSL	59	15.4%	309	80.5%	8	2.1%	3	0.8%	1	0.3%	4	1.0%	0	0.0%	384
	BSLX	162	3.3%	1184	24.3%	711	14.6%	755	15.5%	735	15.1%	554	11.4%	773	15.9%	4874
	CSN	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	33.3%	0	0.0%	2	66.7%	3
	IGPX	34	15.6%	76	34.9%	18	8.3%	17	7.8%	23	10.6%	21	9.6%	29	13.3%	218
	KNW	37	12.3%	89	29.5%	38	12.6%	31	10.3%	45	14.9%	30	9.9%	32	10.6%	302
	MMR	0	0.0%	13	76.5%	3	17.6%	0	0.0%	0	0.0%	0	0.0%	1	5.9%	17
	NGN	73	6.0%	271	22.3%	153	12.6%	159	13.1%	170	14.0%	125	10.3%	262	21.6%	1213
	Total	370	4.7%	2067	26.1%	1054	13.3%	1094	13.8%	1156	14.6%	871	11.0%	1306	16.5%	7918
NGP	AMLA	266	12.3%	831	38.4%	269	12.4%	236	10.9%	174	8.0%	129	6.0%	257	11.9%	2162
	BPQ	214	6.9%	586	18.9%	150	4.8%	148	4.8%	208	6.7%	268	8.6%	1528	49.3%	3102
	BTBR	1	0.4%	36	14.4%	19	7.6%	52	20.8%	71	28.4%	32	12.8%	39	15.6%	250
	DHQ	1	0.5%	152	70.0%	46	21.2%	17	7.8%	0	0.0%	1	0.5%	0	0.0%	217
	GGG	0	0.0%	6	5.8%	18	17.5%	16	15.5%	9	8.7%	15	14.6%	39	37.9%	103
	JNO	48	29.6%	51	31.5%	9	5.6%	17	10.5%	11	6.8%	9	5.6%	17	10.5%	162
	MJRI	1	0.2%	5	1.2%	28	6.7%	58	13.9%	105	25.2%	106	25.5%	113	27.2%	416
	NGP	287	5.0%	1134	19.7%	475	8.3%	677	11.8%	678	11.8%	626	10.9%	1871	32.6%	5748
	TAE	36	8.2%	112	25.5%	19	4.3%	28	6.4%	48	10.9%	56	12.8%	140	31.9%	439
	TEO	0	0.0%	228	91.2%	20	8.0%	2	0.8%	0	0.0%	0	0.0%	0	0.0%	250
	WR	55	20.4%	46	17.0%	23	8.5%	23	8.5%	15	5.6%	21	7.8%	87	32.2%	270
	Total	909	6.9%	3187	24.3%	1076	8.2%	1274	9.7%	1319	10.1%	1263	9.6%	4091	31.2%	13119
PA	GPR	153	12.8%	569	47.6%	132	11.0%	133	11.1%	107	8.9%	63	5.3%	39	3.3%	1196
	MRJ	32	6.4%	226	45.2%	63	12.6%	81	16.2%	61	12.2%	14	2.8%	23	4.6%	500
	PUNE	3	37.5%	3	37.5%	0	0.0%	0	0.0%	0	0.0%	2	25.0%	0	0.0%	8
	Total	188	11.0%	798	46.8%	195	11.4%	214	12.6%	168	9.9%	79	4.6%	62	3.6%	1704
SUR	DD	377	18.3%	788	38.2%	251	12.2%	220	10.7%	150	7.3%	120	5.8%	158	7.7%	2064
	KWV	116	17.0%	286	42.0%	90	13.2%	66	9.7%	53	7.8%	31	4.6%	39	5.7%	681
	LUR	14	10.8%	65	50.0%	11	8.5%	10	7.7%	17	13.1%	4	3.1%	9	6.9%	130
	PB	105	13.2%	306	38.4%	88	11.1%	76	9.5%	74	9.3%	58	7.3%	89	11.2%	796
	SUR	92	6.1%	625	41.3%	192	12.7%	206	13.6%	158	10.4%	115	7.6%	125	8.3%	1513
	WADI	91	5.6%	517	31.7%	297	18.2%	188	11.5%	219	13.4%	155	9.5%	162	9.9%	1629
	Total	795	11.7%	2587	38.0%	929	13.6%	766	11.2%	671	9.8%	483	7.1%	582	8.5%	6813