


SHRAMIK SPECIALS -BSB DIVISION

Prepared by :OPERATING DEPT.



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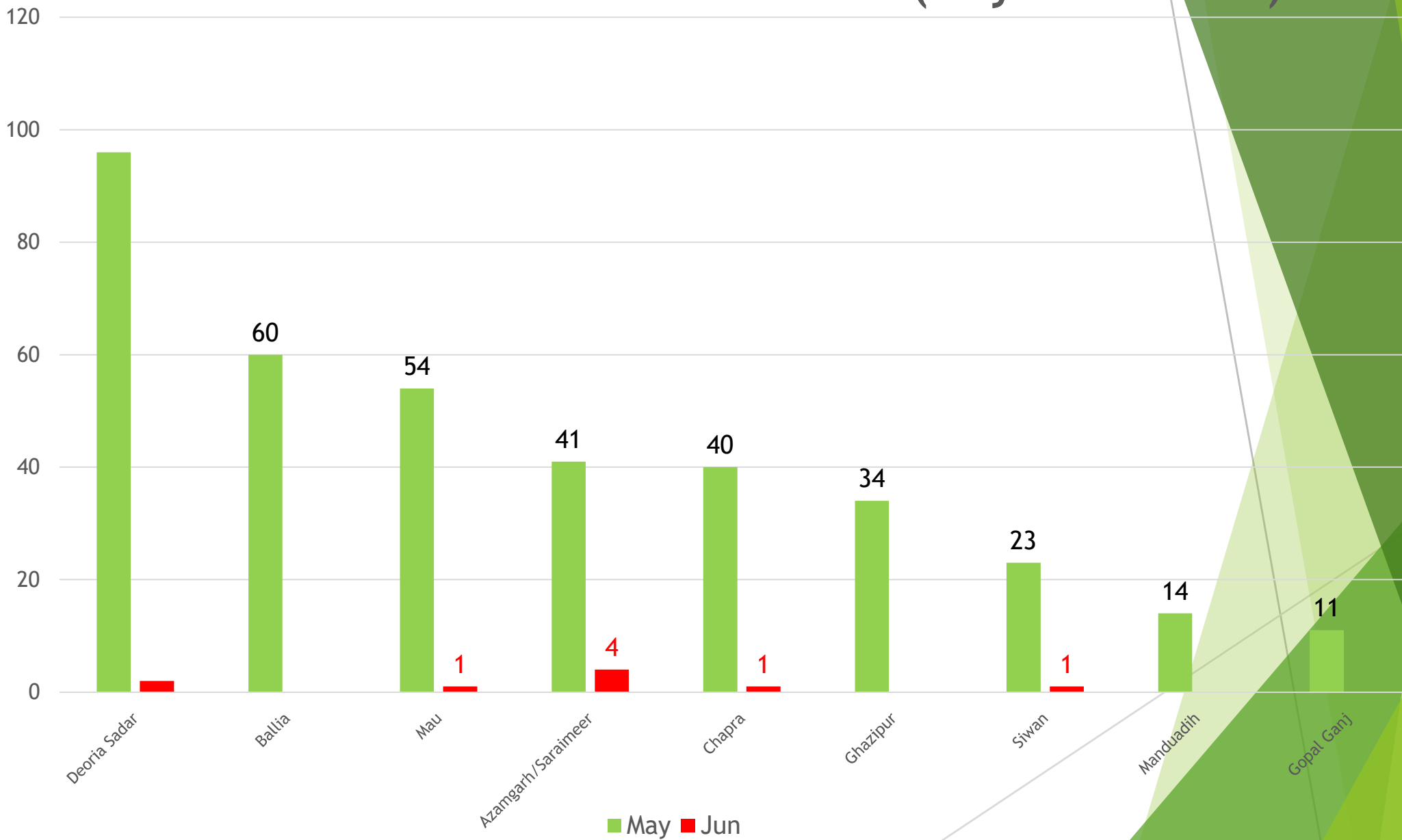
- ▶ Terminating Stations
 - ▶ Originating Stations
 - ▶ Interchange of Shramiks at various Points
 - ▶ Management of Shramik Special
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 - ▶ Challenges /Lessons Learnt
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TERMINATING STATIONS

► Various Stations in Varanasi Division where Shramiks terminated are as follows :

- I. Deoria Sadar
- II. Ballia
- III. Mau Junction
- IV. Ghazipur City
- V. Chapra Junction
- VI. Azamgarh/Sarai Meer
- VII. Gopal Ganj
- VIII. Manduadih
- IX. Siwan Junction

TERMINATED LOADS(May-June 2020)



Originating Stations

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graph TD; A[Originating Stations] --- B[Jalalpur]; A --- C[Varanasi]; A --- D[Ballia]; A --- E[Ghazipur];
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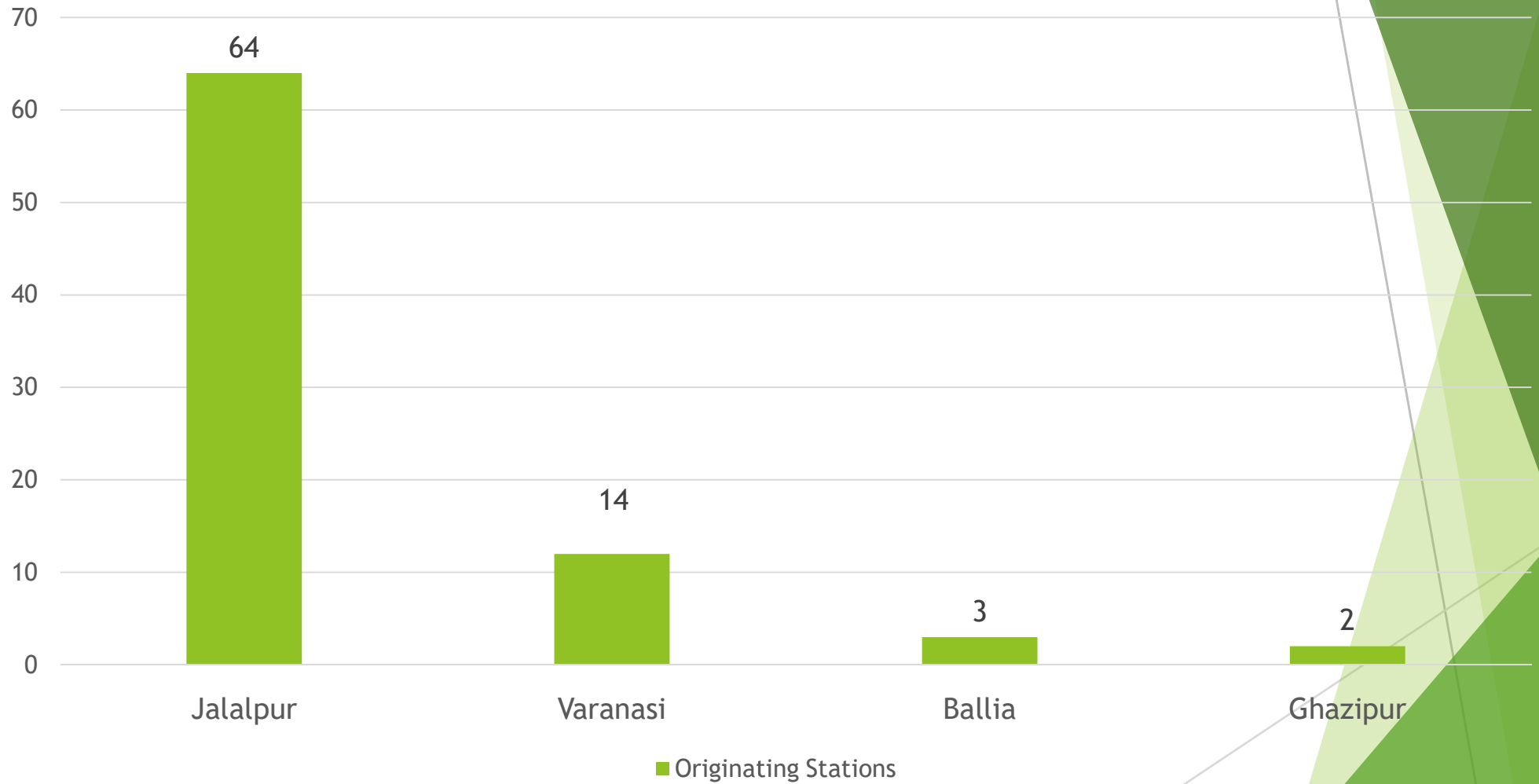
Jalalpur

Varanasi

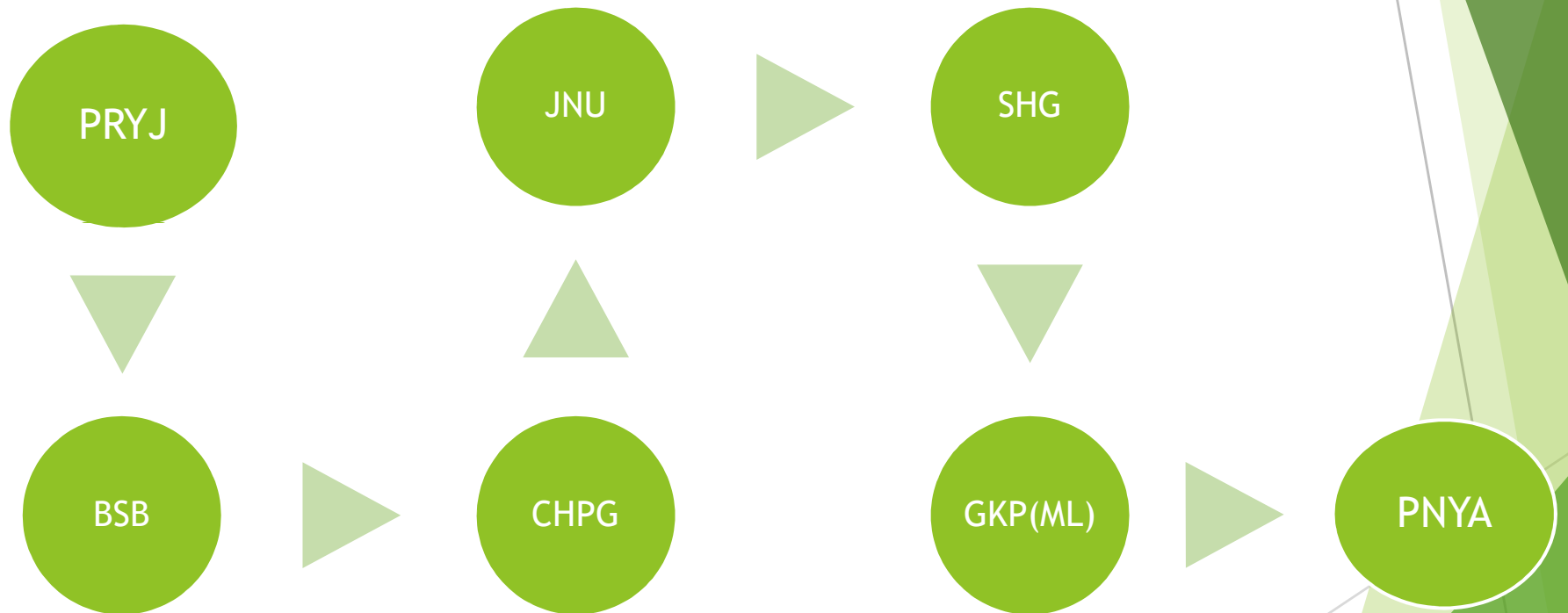
Ballia

Ghazipur

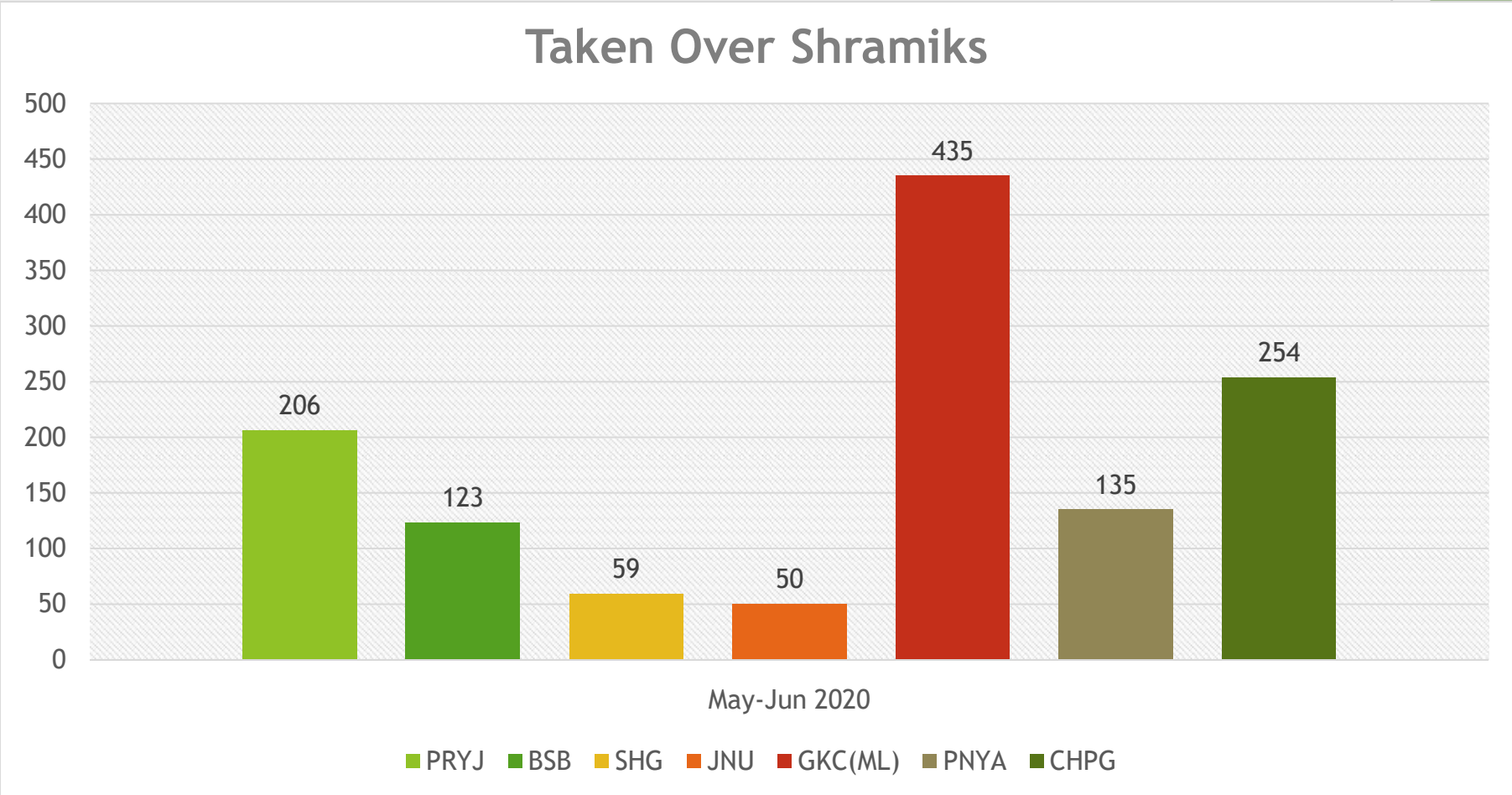
ORIGINATING LOADS May-Jun 2020



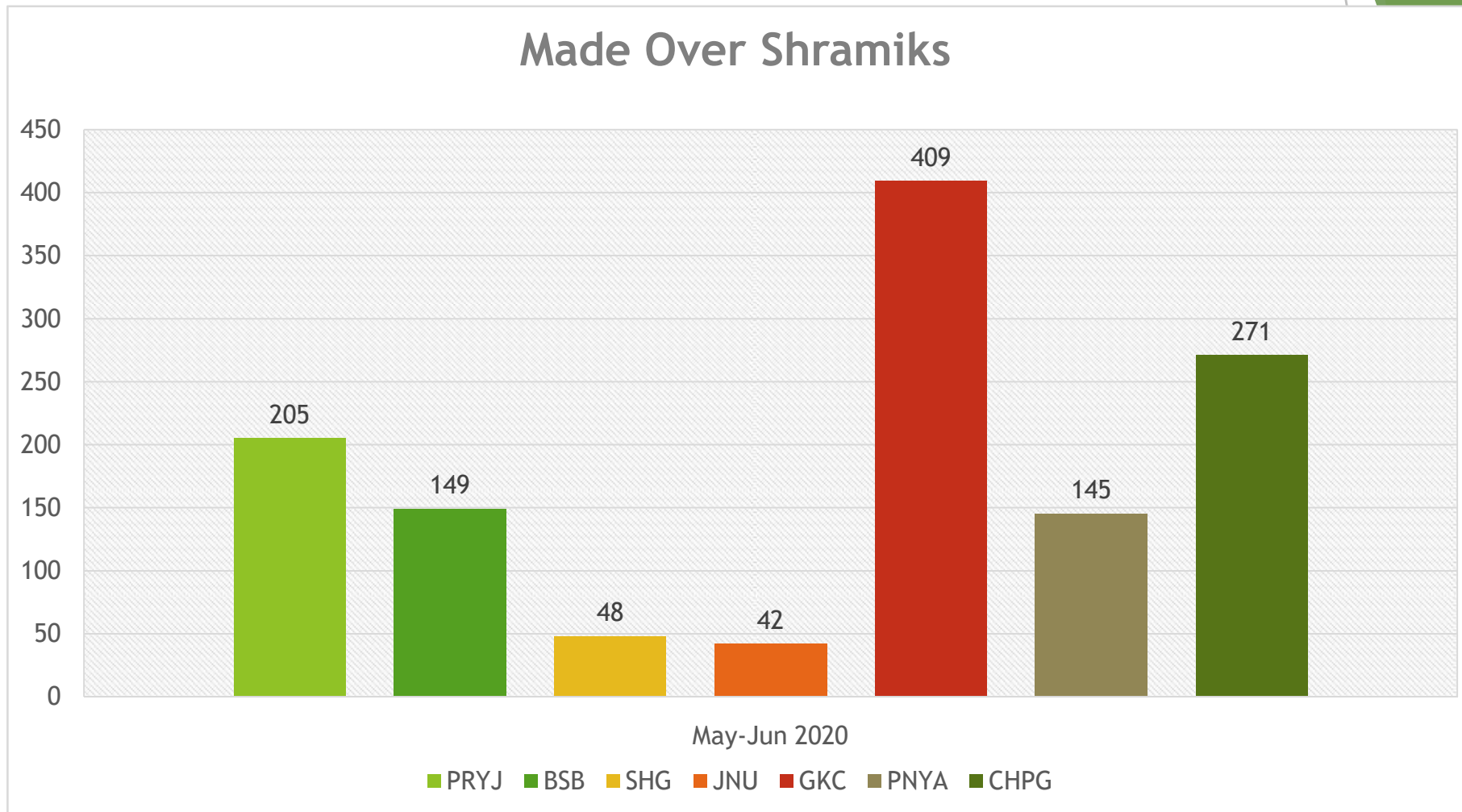
Interchange of Shramik Specials



Interchange - Taken Over

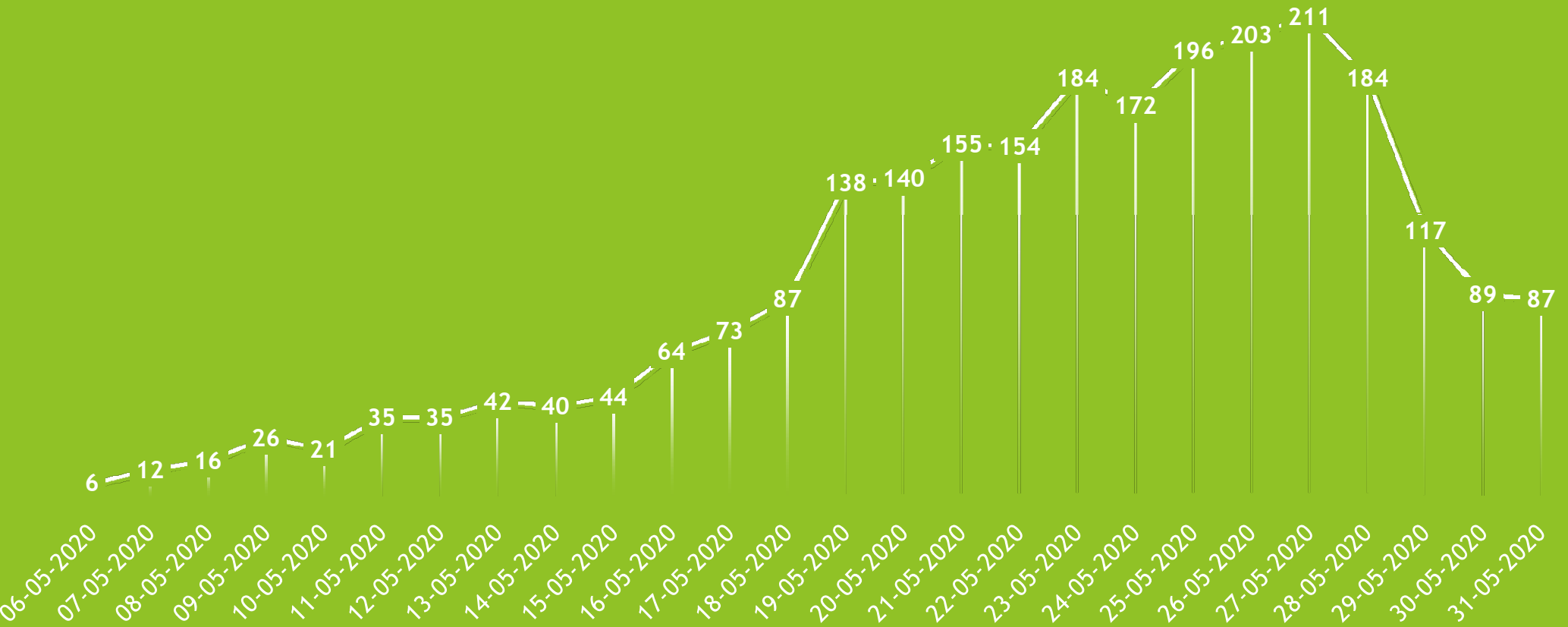


Interchange -Made Over



TOTAL INTERCHANGE

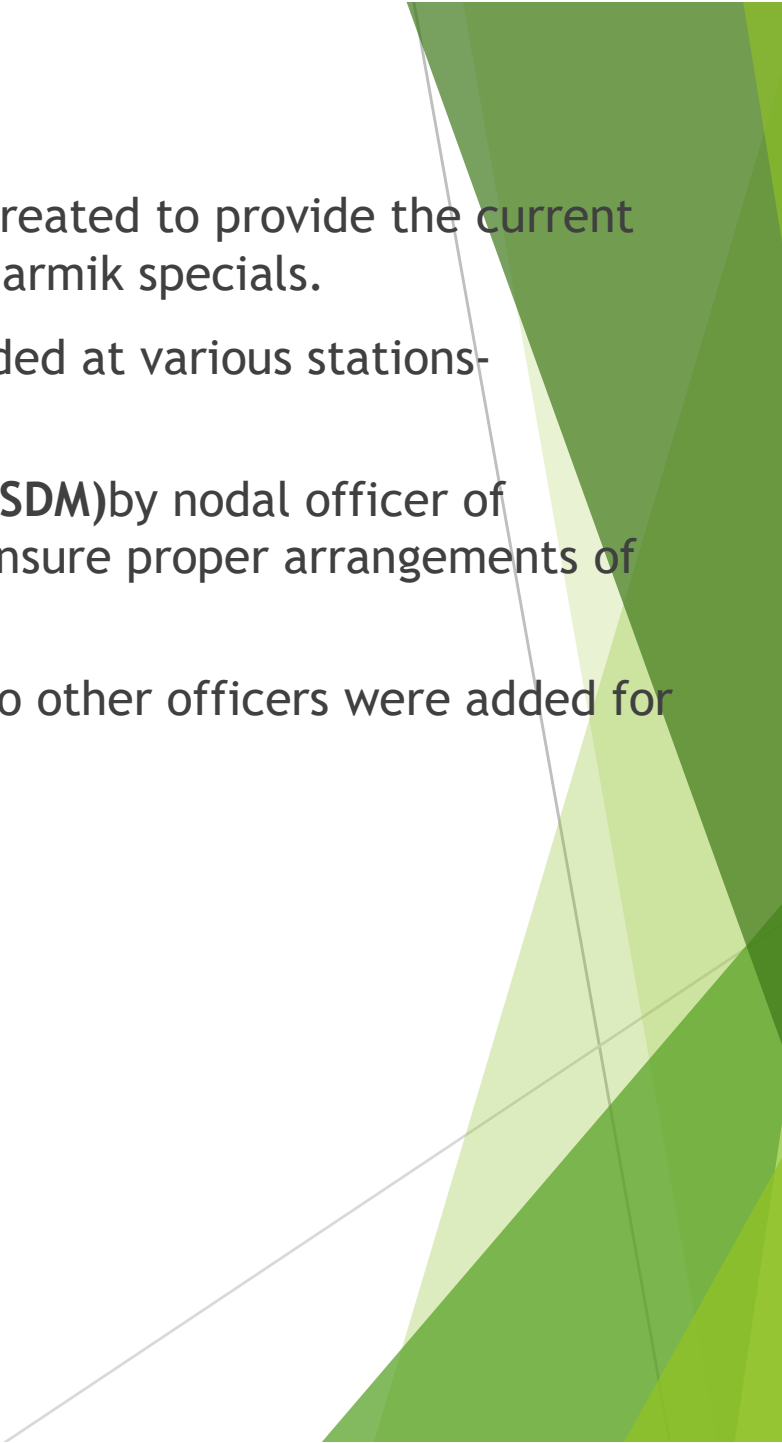
— Total Interchange



Date	PRYJ		BSB		SHG		JNU		GKC		PNYA		CHPG		TOTAL		TOTAL
	T/O	M/O	T/O	M/O	T/O	M/O	T/O	M/O	T/O	M/O	T/O	M/O	T/O	M/O	T/O	M/O	
05-20	1	1	0	1	0	0	0	0	0	1	1	1	0	0	2	4	6
05-20	4	3	0	0	1	0	0	0	2	0	0	2	0	0	7	5	12
05-20	0	2	1	1	2	2	0	0	3	1	1	0	0	3	7	9	16
05-20	4	3	1	1	0	0	0	0	4	3	1	1	5	3	15	11	26
05-20	2	2	0	0	2	2	0	0	3	5	1	0	1	3	9	12	21
05-20	3	2	1	2	2	2	0	0	6	6	2	2	4	3	18	17	35
05-20	5	6	2	1	1	1	0	0	6	6	1	0	2	4	17	18	35
05-20	5	5	2	4	4	4	0	0	3	8	2	3	2	0	18	24	42
05-20	5	4	2	4	1	1	0	0	11	4	1	1	1	5	21	19	40
05-20	5	8	3	2	2	0	0	0	7	7	1	2	4	3	22	22	44
05-20	7	12	5	4	2	2	0	0	8	8	4	3	3	6	29	35	64
05-20	4	6	7	3	2	1	0	0	14	15	3	5	5	8	35	38	73
05-20	11	6	4	6	2	2	0	1	17	9	3	4	10	12	47	40	87
05-20	13	15	10	4	5	3	3	1	26	22	8	6	9	13	74	64	138
05-20	19	11	8	10	2	1	4	2	24	20	9	9	8	13	74	66	140
05-20	13	13	4	10	2	2	4	4	28	27	10	7	17	14	78	77	155
05-20	15	9	7	17	4	3	11	4	23	26	6	7	11	11	77	77	154
05-20	14	12	13	14	0	0	6	7	39	26	6	14	16	17	94	90	184
05-20	11	11	12	11	3	1	8	4	34	27	8	13	15	14	91	81	172

Management of Shramik Special

- ▶ As the situation was unprecedented ,Coaching control with help from Deputy Goods Control managed the **smooth operations** of Shramik Specials.
- ▶ Each **shift of 8 hours** in Control was monitored by the officers , TIs and Additional TNCs
- ▶ During the first week of the running of the Shramik special, the notifications was received properly .However ,later on when the flow of Shramiks increased ,some notifications were not received and also the feeding of trains in ICMS was not updated.
- ▶ **Regular VC** conducted by DRM Sir with all BOs.

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- ▶ Whatsapp Group named **BSB Shramik special** was created to provide the current status of the running of the terminal/originating Shramik specials.
 - ▶ Provision of meal/drinking water to Shramiks provided at various stations- MUV,ARJ etc.
 - ▶ **Coordination with State Administration (DM,ADM,SDM)** by nodal officer of Railways regarding Originating/Terminal Loads to ensure proper arrangements of Buses and thermal screening of passengers.
 - ▶ Special Coordination Group, with CPTM ECR and two other officers were added for movement of Bihar bound trains.

Challenges /Lesson Learnt :

The pandemic COVID-19 created a terrible atmosphere amongst our officials. After lockdown it was very difficult to manage working of staff properly. In this scenario running of shramik spl was an unexpected experience for our railways.

- ▶ The Primary challenge in handling Shramik specials was the **heavy flow of inbound trains** to terminating locations like Gorakhpur, Varanasi Cantt, Deoria Sadar, Mau , Ghazipur City , Ballia ,Azamgarh,Chapra Jn. etc.
- ▶ On an average daily 10-15 trains were terminating at these stations and the empty coaching rake had to be cleared after proper sanitisation and locking all the coaches(within 45 minutes -60 minutes).
- ▶ De-boarded passengers cleared from station & circulating area as early as possible (after thermal screening and ensuring social distancing norms)to receive another Shramik special.
- ▶ Constant coordination of Railway administration with State administration.

Challenges /Lesson Learnt

- ▶ SEE crew shortage at CPR was also a major hurdle and several trains got detained at CPR and short of CPR .
- ▶ JGP Memu services started for ARR, could not go beyond KIR as the section was not electrified. Thereby, planning was done to terminate JGP -ARR services till KIR
- ▶ JGP service for Supaul was terminated at SHC due to non electrified section between Supaul and Saharsa . One service from JGP to MBI was commissioned after coordination with Transport Commissioner Bihar.
- ▶ GKP being interchange point, UP shramik Spl were detained for Line Clear.
- ▶ Shramik Spl were detained at Varanasi point due to its terminating load(4-5 per day). ACS Home, Railway nodal officers from UP Govt., Operating headquarters, district officers/officials of Varanasi were advised to allow Shramik Spl bound for Varanasi to terminate at Manduadih as a lot of space was available over there. However later permitted since 23-05-2020 and total 14 trains were terminated at Manduadih instead of Varanasi)

Challenges /Lesson Learnt

- ▶ DEMU services for Mau, Deoria and Gorakhpur were requested by DM/Varanasi and SD/Varanasi . Originating earning of these DEMU didn't accrued to NER.
- ▶ MEMU , which was given by ECR was run for outward Shramik Spl ex. Ballia to Prayagraj via Janghai. However after coming at Aurihar it came to notice that Varanasi (NR) has no crew having road learning via Janghai route. The problem was resolved by topping up Diesel power.
- ▶ During the period 18-05-2020 to 23-05-2020 , Azamgarh NI was being done. NR was advised to give trains for Mau routed via SHG at JNU and BSB points only. Such information was to be given to adjoining division Lucknow in advance and crew had to be booked accordingly. During NI , the entire yard was handed over to Construction Organisation in view of COVID restrictions and social distancing norms. Some trains were terminated at Saraimeer station instead of AMH and entire team of Railway and state govt. were deputed there accordingly.

Challenges /Lesson Learnt

- ▶ On one occasion , NTES was not updated by other division for inward load of AMH/SMZ , due to this proper prior forecast was not given to State team created inconvenience in service. However state govt. has managed arrangements and passengers were de-boarded within 1.5 hour.
- ▶ During the period BTT-ARJ section was non electrified and a large no. of interception of power was necessitated before ARJ. Sometimes Spl trains were diverted via Chhapra which has not stoppage between BSB and BTT with approval of DRM/Varanasi due to unavailability of diesel power.

In some cases of diversion of inward loads esp for SV , passengers agitation were faced due to confusion during engine reversal time at CPR.

- ▶ Sometimes passengers de-boarded from SEE bound trains at CPR who have to go to SV. They were asked to board Up trains of main line and at many occasion empty rakes of JGP or other empty of that direction were used with approval of DRM/Varanasi.
- ▶ A DEMU was run between BSB-GKP but 1st trip was not allowed by GKP as per DM/GKP , therefore it was terminated at KHM and passengers were sent by up empty spl to GKP. Medical check up was conducted at GKP.

Challenges / Lesson Learnt

- ▶ Wrong notification were given by SR and WR like zigzag commercial stoppages were given at CPR, SV, MKI ,HJP and MFP.
- ▶ In various trains by many zones, scheduled time of running given were not justified and feasible, like time of running between BSB-PNYA was only 2 hours ,caused delay in scheduled running.
- ▶ It was observed that RPF did not allow to de-board passengers en-route from Shramik spl at PRRY and BSB , which were scheduled to other destinations. This event occurs for Sh/Spl scheduled to GCT caused over carrying of passengers ,later those over carried passengers were allowed to came back by empty rake with approval of DRM/BSB.
- ▶ DEMU services was given for Mau- Deoria - Gorakhpur as per request of DM Varanasi and SD Varanasi because terminating passenger were accumulating at Varanasi and there was possibility of stampede / Covid -19 spread .These passengers were also carried by GKP bound Sh/Spl trains.

Challenges /Lesson Learnt

- ▶ Extra rakes for ECR and NFR bound Org trains from JGP were kept on hand , so that there might not be any delay.
- ▶ Due to lock down , there were working restrictions for day only at pits at CPR and MUV.
- ▶ A team of Officers as well as Supervisors was constituted on whatshap for better coordination and it included C&W department , Electrical , Mechanical (power), Medical, Commercial and Operating dept. This helped in availability of crew on time , maintenance and availability of rake on time and other assistances headquarters help by giving timely notification per outward trains . Notifications were posted on receipt and actual running of shramik special was updated on every three hours. A one level higher team of Senior officers of NER , adjacent divisions and zones had been made for better interaction and communication , Sr. Dom had to interact directly with CPTM of other zones as in NER there was no CPTM during May June .

Challenges /Lesson Learnt

The practices adopted by our office -

- ▶ Operational Safety - OMS run before hand had been conducted to ensure that assets are in prime condition. Availability of railway staff having fully rested up . Proper communication between railway teams and other Non railways team . Frequent Monitoring by Branch Officers , DRM , PHODs and GM. Placement of rakes well before schedule departure to avert hue and cry.
- ▶ Passengers Safety - Strict adherence of guidelines of central government , state government and local administration regarding stopping of spread of corona like social distancing , use of mask, and facility of medicine and medical team when required.
- ▶ Ensuring food and drinking water- Proper stoppage were given at major stations to ensure supply of food, snacks and drinking water. Supply of food packets was the main responsibility of IRCTC however as IRCTC could not chip in every where . Commercial dept have to arrange supply of food packets. Portable water was supplied through pipe line arrangement on the doors of each coach. Some times local foods like Sattu were supplied by Station Superintendent at Aunrihar within short stoppage
- ▶ Sanitization of Coaches :-- At each origination the coaches of rakes were fully sanitized by C&W department . In addition to above, other coaches were also sanitized on information received from our team/ control room.
- ▶ State Govt. had arranged carrying of passengers to their destination by buses from the circulating areas of railway stations.
- ▶ Smooth evacuation of passengers- The reception of trains were normally managed on home platform only or as per the advice of state govt. officials and operational need of the stations. Proper stoppage were given so that passengers were de-boarded safely and platform can be evacuated and sanitized properly.

Thanks

