

**CENTRAL RAILWAY**

**Review of redundant/non operative &  
outsourced posts in mechanical  
department Solapur division**

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<b>CO-ORDINATING OFFICERS &amp; INSPECTORS</b>	
<b>Officer</b>	<b>Supervisors</b>
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## SYNOPSIS OF THE STUDY

Study Number	:- WSCR/Mech/SUR/1/18-19
Name of Study	:- Review of redundant/non operative & outsourced posts in mechanical department Solapur division
Approved by	:- AGM
Department	:- Mechanical
Division	:- SUR
Date of Commencement	:- 14.08.2018
Date of Completion	:- 28.03.2019
Date of Submission	:- 29.03.2019
No. of Recommendations	:- Nil
Sanctioned Strength (Gr. C+D)	:- 2139
No. of staff studied. (Gr. C+D)	:- 1725
No. of vacancies. (Gr. C+D)	:- 414
No. of posts identified surplus (Gr. C+D)	:- Nil
Financial Implication (Tentative)	:- Nil

## INDEX

S	CONTENTS	PAGE NO.
1	ACKNOWLEDGEMENT, TERMS OF REFERENCE, AUTHORITY AND METHODOLOGY	4
2	SUMMARY OF RECOMMENDATIONS	5
3	CHAPTER – I INTRODUCTION	6
4	CHAPTER – II EXISTING SCENARIO	7
5	CHAPTER – III CRITICAL ANALYSIS, RECOMMENDATIONS & SUGGESTIONS	22
6	CHAPTER – IV FINANCIAL IMPLICATIONS	24

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The work study team also likes to thanks all SSE, Depot SSE, Yard SSE, Crew Lobby/ Running Room Staff of SUR, Wadi, KLBG, DD for the guidance rendered to the work study team for completion of the study. The work-study team is also thankful to other staff of all depots that rendered guidance to the team in conducting the study.

## **AUTHORITY AND TERM OF REFERENCE**

The work-study of “Review of Redundant/Non Operative & Outsourced Posts in Mechanical Department SUR Division” has been included in work-study Program 2018-19 with No. G.250.WSCR/Mech/SUR/01/18-19.

The term of reference for the given work-study is “Review of Redundant/Non Operative & Outsourced Posts in Mechanical Department SUR Division.”

## **BASE FOR STUDY**

1. Due to change in working pattern and technical advancement in recent years certain activities of Mechanical Department have been reduced or have been eliminated completely.
2. Certain activities of Mechanical Department are outsourced in recent years.
3. The workload of existing manpower has been reduced due to above two factors.
4. This Work Study report intends to identify the quantum of workload reduced due to above reasons and right sizing the existing manpower thereof.

## **METHODOLOGY**

1. Identification of Redundant/Non Operative posts due to change in working pattern and technical advancement.
2. Identification of Surplus posts due to outsourcing of certain Departmental activities.
3. Right Sizing of existing manpower, in view of above identified areas of reduction in workload.

## SUMMARY OF RECOMDATIONS & SUGGESTIONS

Sl	RECOMDATIONS AND SUGGESTIONS	Page No.
1.	<i>Recommendation</i> – Nil	23
2.	<i>Suggestion</i> – Nil	23

Indian Railway is [fourth-largest railway network in the world](#) by size with 13.08 lakhs of employees. Mechanical Department is one of the major departments of Indian Railways.

Mechanical Department of Indian Railways are responsible for management of –

- **Train operations** by ensuring Motive Power availability, Crew Management, Rolling Stock Management and Traffic restoration in case of accidents.
- **Production Units** engaged in production of Locomotives, Coaches, Wheel sets, etc
- **Workshops** set up for repair, maintenance and manufacturing of rolling stock and related components.

**Functions of Mechanical Department** include:

1. Production of Rolling Stock
2. Maintenance of Rolling Stock
3. Disaster Management

### **Organisation of Mechanical Department**

- The Mechanical Department is headed by Member (Mechanical) at Railway Board. In each of the zones the Department is headed by a Chief Mechanical Engineer who reports to the General Manager of the Railway. The office of the Member (Mechanical) of the Railway Board guides the CME on technical matters and policy. At the divisional level, Sr. Divisional Mechanical Engineers are responsible for implementation of the policies framed by Railway Board and Zonal Railways.
- Production Units are managed independently by General Managers reporting to the Railway Board. The Workshops are headed by Chief Works Managers and report to the CME.
- **Central Organization for Modernization of Workshops (COFMOW)** under the Mechanical Department is a centralized agency of the Indian Railways responsible for modernization of Railway Workshops and Production Units and carries out procurement and induction of modern workshop technologies and specialized Machines & Plant (M&P).



**Mechanical Department Solapur Division Organizational Setup**

Sr. DME



DME (Vacant)



AME – I



AME-II



AME- Daund



AME-KWV

<b>Sr. No.</b>	<b>Name of officer</b>	<b>Designation</b>	<b>Mobile No.</b>
01	Shri N A Deshmukh	Sr. Divisional Mechanical Engineer	7219614400
02	Shri Ankit	Assistant Divisional Mechanical Engineer (O)	7219614401
03	Shri M G Lad	Assistant Divisional Mechanical Engineer – I	7219614404
04	Shri Pulkit Tiwari	Assistant Divisional Mechanical Engineer – II	7219614405
05	Shri H M Natekar	Assistant Divisional Mechanical Engineer /Daund	7219614406

**Salient Features of Mechanical Department**

Solapur Division is having Route Kilometres of 981.53 and is holy places at Pandharpur, Tuljapur, Gangapur, Akkalkot, Shirdi and at Solapur itself with Shri Siddheshwar Temple.

Major Mechanical establishments of the Division are situated at Solapur (SUR), Daund (DD) & Wadi (WD). The Department is headed by Sr.DME, assisted by four ADMEs posted at SUR & DD respectively. Sanctioned staff strength for Loco Running is 1332, R&M is 69 and C&W is 784.

There are 05 Crew Booking Lobbies at WD, SUR, DD, PB and KWV. All the lobbies are connected through CMS system. There are 06 Running rooms at SUR, WD, PB, DD, KWV & LUR.

There are 3 RCDs located at WD, DD & KWV. Around 178 coaching trains are running on AC traction in PA-DD-MMR section.



There are average 135 Nos. of Mail/Express & passenger trains being handled by the division daily.

Total Coach Holding is 342 coaches. Coaching activity is being carried out mainly at Solapur along with the other small depots at DD, PVR, LUR, SNSI and GR. Major Repair activities viz Intermediate Over Hauling (IOH) and Safe to run Examination are being carried out at Solapur. On an average 22 coaches are being given IOH every month from the well equipped repair shed having all the accessories required.

The major freight activities are being carried out at DD & WD depots. Average 48 Trains Per Month are examined with Premium BPC and 12 Rakes with CC BPC. ROH Shed is located at Daund. 5 BCC rakes and 03 BCC rakes are maintained at WD and DD respectively.

BCN ROH Shed has been commissioned at Daund and ROH of Air Brake Wagons has been started from April 2009. This Shed provided with 01 surface Wheel Lathe, 02 EOT Cranes with UST Facility for testing Axle.

There is one In-motion weigh bridge located at WD with 120T Capacity which is being maintained by the Mechanical Department.

For attending derailment/accidents and disasters this department is equipped with an 'A' class ART at DD with 140T crane, 'B' class ART at WD and SPARME along with Road ART at SUR.

Mechanical department has upgraded the rakes of Siddheshwar/Udyan Express to the Utkrisht standards as per the Railway Board Guidelines.

*[as on 08.03.2019]*

#### **Sanctioned Strength:**

A) The overall sanctioned Strength of C&W Coaching Branch of Mechanical Department is given as under,

<b>Sr.</b>	<b>Designation</b>	<b>G. Pay</b>	<b>S/S</b>	<b>MoR</b>	<b>Vacancy</b>
<b>1.</b>	Sr. SE/Safety	4600	59	56	03
<b>2.</b>	Jr. Engg	4200	32	22	10
<b>3.</b>	Sr. Fitter	4200	64	89	-25
<b>4.</b>	Fitter-I	2800	210	131	79
<b>5.</b>	Fitter-II	2400	100	121	-21
<b>6.</b>	Fitter-III	1900	97	34	63
<b>7.</b>	Sr. Welder	4200	6	9	-3
<b>8.</b>	Welder-I	2800	16	8	8
<b>9.</b>	Welder-II	2400	8	2	6
<b>10.</b>	Welder-III	1900	8	0	8
<b>11.</b>	Sr. Carpenter	4200	1	1	0
<b>12.</b>	Carpenter-I	2800	4	0	4
<b>13.</b>	Carpenter-II	2400	2	0	2
<b>14.</b>	Carpenter-III	1900	3	0	3

15.	Sr. Painter	4200	1	1	0
16.	Painter- I	2800	2	0	2
17.	Painter- II	2400	1	0	1
18.	Painter- III	1900	1	0	1
19.	Sr. Machinist	4200	0	0	0
20.	Machinist/Crane Driver - I	2800	1	1	0
21.	Machinist /Crane Driver – II	2400	1	1	0
22.	Machinist/Crane Driver – III	1900	2	1	1
23.	Sr. Blacksmith/Revitter	4200	1	0	1
24.	Blacksmith/Revitter – I	2800	2	0	2
25.	Blacksmith/Revitter – II	2400	1	0	1
26.	Blacksmith/Revitter – III	1900	0	0	0
27.	BM Chargeman	4200	1	0	1
28.	Sr. Fitter (MW)	4200	2	1	1
29.	Fitter (MW) – I	2800	4	2	2
30.	Fitter (MW) – II	2400	2	0	2
31.	Fitter (MW) – III	1900	2	2	0
32.	Helper MW	1800	1	0	1
33.	CMS	4600	3	1	2
34.	Helper	1800	133	141	-8
35.	S/Wala	1800	10	13	-3
36.	Office Boy	1800	1	1	0
37.	M. V. Driver	2800	2	0	2
<b>Total</b>			<b>784</b>	<b>638</b>	<b>146</b>

**B) The overall sanctioned Strength of Loco Running Category Branch of Mechanical Department is given as under,**

<b>Sr.</b>	<b>Designation</b>	<b>G. Pay</b>	<b>S/S</b>	<b>MoR</b>	<b>Vacancy</b>
1.	Loco Pilot (Mail)	4200	175	156	19
2.	Loco Pilot (Passenger)	4200	78	39	38
3.	Loco Pilot (Goods)	4200	328	337	-9
4.	Shunter	4200+2400	64	9	55
5.	Sr. ALP/ALP-II	2400+1900	581	434	151
6.	CCOR/PCOR	4200	56	49	7
7.	Chief Loco Inspector	4600	50	41	9
		<b>Total</b>	<b>1332</b>	<b>1065</b>	<b>267</b>
	Non-running				
1	Janitor	2400	2	2	0
2	Sr. Cook	2400	4	3	1
3	Cook	1900	4	4	0
4	Asst Cook	1800	2	2	0
5	R. R. Bearer	1800	11	11	0
		<b>Total</b>	<b>23</b>	<b>22</b>	<b>1</b>

**Activities Performed:** Following activities are performed at C&W Coaching branch of Mechanical Department

### SOLAPUR C&W Depot

The depot is a coaching depot, the depot headed by SSE assisted by other SSE, JE and Technician staff. C & W activities divided into three parts i.e. Platform, Yard and Coaching Depot.

Solapur coaching depot is having total holding of 17 Rakes, with 287 ICF coaches, including 03 rakes of DEMU, one road ART and 01 Other Coaching Vehicle (SPART). All these Rakes are maintained under primary schedule.

### Staff Position of SUR coaching depot

Sr.	Designation	S/S	MoR	Vacancy
1.	SSE	29	24	05
2.	JE	09	10	-1
3.	Sr. Tech	22	38	-16
4.	Tech –I	77	36	41
5.	Tech –II	40	43	-3
6.	Tech-III	24	25	-1
7.	Sr. Welder	2	1	1
8.	Welder-I	3	3	0
9.	Welder-II	1	0	1
10.	Sr. Carpenter	1	0	1
11.	Carpenter-I	2	0	2
12.	Carpenter-II	1	0	1
13.	Carpenter-III	1	0	1
14.	Sr. Painter	1	0	1
15.	Painter- I	1	1	0
16.	Painter- III	0	1	-1
17.	Machinist-I	1	0	1
18.	Machinist – III	0	1	-1
19.	Mill Wright – III	0	2	-2
20.	Helper	47	46	1
21.	S/Wala	3	11	-8
22.	M. V. Driver	2	2	0
<b>Total</b>		<b>267</b>	<b>244</b>	<b>23</b>
<b>DEMU Rake</b>				
	JE	1	0	1
	Sr. Tech DSL Mech	1	0	1
	DSL Mech Fitter-I	3	0	3
	DSL Mech Fitter-II	1	0	1
	DSL Mech Fitter-III	4	0	4
	Transmission fitter Sr. Tech	1	0	1
	Transmission fitter Tech-I	1	0	1
	Transmission fitter Tech-II	1	0	1
	Transmission fitter Tech-III	2	0	2
<b>Total</b>		<b>15</b>	<b>0</b>	<b>15</b>
<b>Grant Total</b>		<b>282</b>	<b>244</b>	<b>38</b>

<b>Ministerial Staff</b>			
O. S. (P)	1	1	0
Ch. O. S. (NP)	1	1	0
O. S. (NP)	5	5	0
Sr. Clerk (NP)	0	1	-1
Jr. Clerk (NP)	2	2	0
<b>Total</b>	<b>9</b>	<b>10</b>	<b>-1</b>
<b>Grant Total</b>	<b>291</b>	<b>254</b>	<b>37</b>

**Summary of workload handled by coaching depot SUR is as under:-**

Train Nos	Rake	FAC	ACCW	ACCN	ACCZ	SCN	GS	SCZ	SLR	DCP	TCV	TC	Others	Total
12116/15	1	1	3	2	0	12	2	0	2	0	0	0	0	22
	2	1	3	2	0	12	2	0	2	0	0	0	0	22
	3	1	3	2	0	12	2	0	2	0	0	0	0	22
	4	1	3	2	0	12	2	0	2	0	0	0	0	22
12158/57	1	0	0	0	1	0	0	14	2	0	0	0	0	17
	2	0	0	0	1	0	0	14	2	0	0	0	0	17
11423/24	1	0	0	0	0	0	4	4	2	0	0	0	0	10
11311/12	1	1	2	3	0	8	6	0	2	0	0	0	0	22
	2	1	2	3	0	8	6	0	2	0	0	0	0	22
11051/52	1	0	1	1	0	7	4	0	2	0	0	0	0	15
	2	0	1	1	0	7	4	0	2	0	0	0	0	15
	3	0	1	1	0	7	4	0	2	0	0	0	0	15
	4	0	1	1	0	7	4	0	2	0	0	0	0	15
22155/56	1	0	0	0	0	0	11	1	2	0	0	0	0	14
NGP	SL	0	0	0	0	3	0	0	0	0	0	0	0	3
71301/04 DEMU	1	0	0	0	0	0	0	0	0	2	2	6	0	10
	2	0	0	0	0	0	0	0	0	2	2	6	0	10
	3	0	0	0	0	0	0	0	0	2	2	6	0	10
OCV (R-1, SPART-3	0	0	0	0	0	0	0	0	0	0	0	0	4	4
<b>Total SUR Depot</b>	<b>6</b>	<b>20</b>	<b>18</b>	<b>2</b>	<b>95</b>	<b>51</b>	<b>33</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>18</b>	<b>4</b>	<b>28</b>	<b>7</b>

**Performance of Coaching Depot Solapur for the year 2017-18 and 2018-2019**  
(up to feb 2019)

Sr.	Activities	2017-2018	2018-2019
1	No. of Coaches IOH done	225	215
2	Average retention of IOH (hrs)	2920	2351
3	No. of coaches in sick line	108	330
4	Avg detention of Sick (hrs)	839	613.5
5	No. trains examin (Pri)	1289	1314
6	Not marked sick attended on pit	120	140
7	No. of Trains Examin (RBPC)	2035	1869
8	No. of Trains Examin (STR)	16538	15238
9	No. Coaches attended durign STR examination	326	262
10	No. of coaches watering done	298381	274390

**Distribution of Staff as per Men on Roll**

Group 'D'	57	Group 'C'	201
Rake Maintenance	69	Time Office	6
IOH	14	<b>Bio Toilet</b>	<b>6 (2 per shiftX3)</b>
Yard (STR)	53	Misc	14
Reclamation	8	Long leave, IOD, Sick, Ab	6
CTS	10	Supervisors	34
Linen	7	Sr. DME office	3 (Kh as peon)
Store	10	Training	3
SPART	2		
<b>MCC(Mechanical Coach Cleaning)</b>	<b>9 (1+2X3)</b>		
<b>Grant Total</b>			<b>254</b>

### **SUR Lobby and Running Room**

#### **LOBBY:-**

To manage the lobby work, CCOR is overall in charge of Lobby, also one out door and one indoor CCOR is works in every shift. Indoor CCOR looks after the smooth working of booking of ALP/LP, their availability etc, whereas, outdoor CCOR is responsible for movement of LP Box, ALP/LP exchange, loco movement etc. Carrying of line boxes of running staff, cleaning of Box Room and lobby is out sourced.

02 non personnel ministerial staff is looking after the responsibilities of Paysheet, Pass, mileage calculation etc and 01 ministerial staff (N/P) is holding the responsibility of stores. For LP/ALP booking 02 running staff works in each shift, one TNC in each shift works for Guard booking. 02 private staff works in each shift on CMS.

#### **Running Room –**

The entire Running Room work such as General Upkeep, Maintenance, Services, Subsidy Meals for Running Staff is outsourced. One Janitor is posted to monitor the work, one khalasi.

#### **Following Activities are Out Sourced in Mechanical Department at SUR Station:-**

S l	Description
1.	Running Room – General Upkeep, Maintenance, Services, Subsidy Meals for Running Staff
2.	Clean Train Station at SUR
3.	Carriage Watering activity at PF No. 01 to 05 of station
4.	Carrying of line boxes of Running staff, cleaning of Box Room and lobby at SUR
5.	Power Recorder at PCOR office, SUR
6.	AMOC of Bio-Toilet of Primary Maintained Trains at SUR
7.	Pest Control Primary maintained Trains at SUR
8.	CMS SUR
9.	Washing of Train linen + RR SUR

The posts against above out sourced activities have already been surrendered.

### **WADI C&W DEPOT**

Mainly Freight activities are being handled at C&W Depot Wadi. Depot having 03 are working lines out of 06 Receipt/Dispatch lines, each line having capacity of 42+1 wagons, 04 PF lines and 02 line at repair depot/sick line with the capacity of 10 wagon per line. Depot also having 'B' class ART, ARME, 125 T motion Weight Bridge which is under AMC.

The Wadi depot headed by SSE assisted by other SSE, JE and Technician staff. C & W activities divided into three parts i.e. Platform, Yard and Freight Depot.

#### **Staff Position of WADI depot**

<b>Sr.</b>	<b>Designation</b>	<b>S/S</b>	<b>MoR</b>	<b>Vacancy</b>
<b>1.</b>	SSE	10	08	02
<b>2.</b>	JE	03	04	-1
<b>3.</b>	Sr. Tech	14	25	-11
<b>4.</b>	Tech –I	49	22	25
<b>5.</b>	Tech –II	13	15	00
<b>6.</b>	Tech-III	14	07	07
<b>7.</b>	Sr. Welder	02	03	-1
<b>8.</b>	Welder-I	04	02	02
<b>9.</b>	Welder-II	01	00	01
<b>10.</b>	Sr. Mill Wright Fitter	00	02	-2
<b>11.</b>	Helper	28	13	15
<b>12.</b>	S/Wala	01	00	01
<b>Total</b>		<b>139</b>	<b>101</b>	<b>38</b>
<b>Ministerial Staff</b>				
Ch. O. S. (NP)		01	01	00
O. S. II (P)		01	01	00
O. S. II (NP)		01	02	-1
Jr. Clerk (NP)		03	02	01
<b>Total</b>		<b>06</b>	<b>06</b>	<b>01</b>
<b>Grant Total</b>		<b>145</b>	<b>107</b>	<b>38</b>



**Summary of workload handled by Freight depot Wadi for the year 2018-19 is as under:-**

Sl	Activity	APR	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
1.	No. of Premium Rakes	17	22	21	22	25	16	20	18	30	11
2.	No. of CC Rakes	07	06	05	05	03	06	05	05	07	10
3.	No. of INT Rakes	12	12	05	08	04	04	08	07	03	06
4.	No. of Loaded Rakes	03	04	06	05	01	06	01	05	12	14
5.	<b>Total Rakes examined</b>	39	44	37	40	33	32	34	35	52	41
6.	No. of Wgns attended (Light Repairs)	32	40	48	50	43	36	61	33	47	32
7.	No. of Wgns attended (Heavy Repairs)	28	30	52	55	40	32	49	25	35	24
8.	No. of Wgns attended (Loaded Repairs)	08	04	03	08	00	10	03	19	03	22
9.	<b>Total Wgn attended</b>	68	74	103	113	83	78	113	77	85	78
10.	No. of Trains A/Box felt	195	218	203	221	179	180	175	198	227	207

**PERFORMANCE OF WADI C & W DEPOT FOR 2017-18, 2018-19**

Activities	Apr-17	Apr-18	May-17	May-18	Jun-17	Jun-18	Jul-17	Jul-18	Aug-17	Aug-18	Sep-17	Sep-18	Oct-17	Oct-18	Nov-17	Nov-18	Dec-17	Dec-18	Jan-18	Jan-19
No. of Trains Premium (BCN)	24	17	23	22	22	21	23	22	20	24	23	16	24	20	20	18	18	30	24	11
No. Of Trains CC Rakes	6	7	6	6	10	5	7	5	2	3	2	6	2	5	2	5	2	7	2	10
No. of Trains Intensive (Empty)	11	12	6	12	7	5	7	8	20	5	21	4	25	1	28	7	20	3	28	6
No. of Trains Intensive (Loaded)	2	3	5	4	0	6	4	5	3	1	2	6	4	8	2	5	10	12	5	14
Total no.s of Train examined	43	39	40	44	39	37	41	40	45	33	48	32	55	34	52	35	50	52	59	41
Avg per Day	1.43	1.30	1.33	1.47	1.30	1.23	1.37	1.33	1.50	1.10	1.60	1.07	1.83	1.13	1.73	1.17	1.67	1.73	1.97	1.37

Avg time occupied from B/C to RE ... i) Incentive	2.35	3.5	2.5	3.5	2.4	2.5	2.3	2.3	3.2	2.55	3.25	3.05	3	2.5	3.1 5	3.1	3.25	3.2	3.3 4	3.4
ii) Premium	4.5	4.28	4.18	4.3	4.3	4.0 7	4.2 3	4.26	4.1	4.4	4.16	4.34	4.07	4.3	4.5	4.1 5	4.3	4.3	4.2	4.4
ii) CC	5.1	5.2	5.25	5.08	0	5.2 4	5	5.45	5	5.3	5.15	5.35	5.15	5.3	5.3	5.2 2	5.1	5.3 5	5	5.4
Sick Avg per rake i) Premium	4.04	2.35	4.21	2.59	4.86	3.6 1	4.1 7	3.13	4.02	2.56	4.04	2.37	5	3.6	3.2 5	2.1 5	2.83	1.9 6	3.2 5	1.9
ii) CC	3.83	0.57	1.2	2.05	2.6	1.8	2.8 5	0.4	1	1.66	0.5	1.5	0	2.6	0.0 5	1.0 6	1	2	5	1
ii) Intensive	1.35	0.53	0.72	0.53	0.57	0.5 3	1.5 7	1.3	1.17	1.06	1.21	1.5	1.58	1.22	1.2 3	1.5 8	0.93	0.6	0.8 7	1.0 5
Sick Marking on CTRB	17	7	20	12	20	16	33	12	28	5	24	11	29	15	18	12	8	0	0	0
No. of wgn attended on train (NMS) Welding	446	293	401	360	304	338	400	338	335	287	403	263	459	313	476	297	347	377	437	287
ii) Misc	228	183	360	231	404	242	215	251	232	220	186	130	320	165	256	170	187	234	227	85
Total	674	476	761	591	708	580	615	589	567	507	589	393	779	478	732	467	534	611	664	372
Avg per day	22.5	15.8	24.5	19.1	230 6	19. 3	19. 8	19	18.3	16.4	19.6	13.1	25.1	15.4	24. 4	15. 6	17.2	19. 7	21. 4	12
Avg per train	15.7	12.2	19	13.4	18.2	15. 7	15	14.7	12.6	15.4	12.3	12.3	14.2	14.1	14	13. 3	10.7	11. 7	11. 2	9
Total by pass train	204	250	175	263	189	225	202	259	210	200	198	180		185	175	282	121	0	0	0
Total Rolling In Exam		195	171	218	224	204	196	221	204	179	151	180	185	175	182	198	166	227	230	207
No. of freight attended on train	11	35	5	19	7	13	15	21	6	28	11	21	6	10	3	41	11	24	23	39
No. of pass attended on train	33	7	16	1	19	8	12		8	7	10	9	10	6	23	7	17	1	7	7

Detachment on bypass train	4	0	3	5	2	1	2	0	4	2	10	4	0	6	3	6	2	0	3	4
<b>REPAIR DEPOT ACTIVITIES</b>																				
No. wagon attended I) loaded	5	9	6	4	2	3	2	8	10	0	12	10	3	3	3	19	11	3	6	22
II) Light Repairs	69	31	70	40	90	48	70	50	65	43	70	36	90	62	58	33	46	47	54	32
III) Heavy Repairs	58	28	60	30	64	52	57	55	44	40	58	32	73	49	50	25	42	35	45	24
Total Wgn Repaired in Repair Depot	132	68	136	74	156	103	129	113	119	83	140	78	166	113	111	77	99	85	106	78
<b>Avg per day</b>	4.53	2.26	4.38	2.38	5.2	3.4 3	4.1 6	3.64	3.83	2.67	4.51	2.6	3.41	3.64	3.7	2.5 6	3.19	2.7 4	3.4 1	25
Avg time from PL to RL WGN (Excl Det)	6.58	6.51	7.46	6.38	7.38	6.2 3	8.2	7	7.58	7.39	7.46	6.53	8.4	7.31	6.44	6.0 5	7.45	5.4 9	7.2 5	5.3
Avg time from PL to RL WGN (Inc Det)	14.4 7	23.0 0	10.5 2	17.1 6	8.57	6.5 3	8.5 6	12.2 0	29.5 4	14.5 6	13.6 0	11.3 0	17.0 0	11.4 0	35.57	9.5 0	30.3 0	5.4 9	9.4 4	9.4 0
<b>OTHER ACTIVITIES</b>																				
No of BDT calls attended	1	0	1	0	1	1	0	1	0	1	1	0	1	0	0	0	0	0	0	0
Long Haul Tr. Disp.	13	0	9	0	9	0	3	0	1	0	0	0	2	0	0	0	0	0	0	0

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### **Supervisors Work Distribution of C&W Depot, Wadi**

Sl	Name	Desig	Duty
1.	J. Ramesh	SSE	Depot in charge
2.	M. Marennna	SSE	ART in charge + RG & LR for yard and depot in charge
3.	M. Gopala Krishna	SSE	ARME in charge + RG & LR for yard and depot in charge
4.	K Sashidhar Kumar	SSE	Yard in Charge
5.	Suryakant Tegnoor	SSE	Yard supervisor + in motion WB in charge
6.	B. Gopikumar	SSE	Yard supervisor + Additional in charge of ART
7.	Sidram Mahadev	SSE	Yard supervisor + Additional in charge of in motion WB
8.	Hanmantntraya N	SSE	Yard supervisor + Additional in charge of ARME
9.	Shivappa Basappa	JE	Repair depot in charge
10.	Vijayshanthi S	JE	Yard supervisor
11.	T. Venkata Jeevan	JE	Yard supervisor
12.	M. Manikanta Prasad	JE	Yard supervisor

### **Ministerial Staff work Distribution of C&W Depot, Wadi**

01	Basavaraj S	Ch. O.S.	Store
02	G. S. Math	OS/P	Personal
03	Chandrakant M	Jr. Clerk	Store
04	Amruth M.	Jr. Clerk	N. P.

**Total Men on Roll at C&W Wadi depots are 101 i.e. 12 SSE/JE and 89 Technical staffs, the distribution of 89 + 05 re-engaged Technical Staff is as under:-**

#### **Yard Staff Distribution**

There are four batches totalling **43**. Three batches for each shift i.e. 00-08, 08-16 and 16-24. The staff of fourth batch is being utilised batch for leave, rest giver for Yard work as well as for DEMU, Elect Traction Power Change, Sick line etc.

Two batches totalling **08** staff for maintaining **DEMU Rakes**.

#### **Staff Distribution for Elect Traction Power Change**

There are two batches of 07 staff totalling **14** staff for attainting Mail, Express train on platform as there is change of power. There are two shifts i.e. 12.00 to 20.00 and 00.00 to 00.08.

#### **Sick/ Line staff Distribution**

Two batches of totalling 26 staff + 05 re-engaged staff total **31** for direct and indirect inspection in general shift.

#### **Wadi Lobby and Running Room**

**LOBBY:-**

To manage the lobby work, one out door and one indoor LP is working in every shift as CCOR. Indoor CCOR looks after the smooth working of booking of ALP/LP, their availability etc, whereas, outdoor CCOR is responsible for movement of LP Box, ALP/LP exchange, loco movement etc. Carrying of line Boxes of Running Staff and filling sand on Loco is outsourced. For LP/ALP booking 02 running staff works in each shift, one TNC in each shift works for Guard booking. 02 non personnel ministerial staff is looking after the responsibilities of Paysheet, Pass, mileage calculation, stores etc.

01 private staff works in each shift on CMS.

Running Room –

The entire Running Room work such as General Upkeep, Maintenance, Services, Subsidy Meals for Running Staff is outsourced. One Janitor is posted to monitor the work, 02 cook and one bearer is working at Running Room.

**Following Activities are Out Sourced in Mechanical Department at Wadi Station:-**

S l	Description
1.	Mechanised washing of lines of Wadi Running Room
2.	Carrying of line Boxes of Running Staff and filling sand on Loco.
3.	Comprehensive annual maintenance contract of EMIB/WD
4.	CMS data entry
5.	Running Room Wadi housekeeping, subsidised meal, security
6.	AMOC of Bio-Toilet of Primary Maintained Trains at SUR
7.	Pest Control Primary maintained Trains at SUR
8.	CMS SUR
9.	Washing of Train linen + RR SUR

The posts against above out sourced activities have already been surrendered.

## **DAUND**

The DD depot headed by ADME assisted by SSE/JEs and other Technician staff.

All C & W activities are divided into three parts i.e. Platform/passenger, RCD, Yard, ROH Depot, ART, ARME. Freight activities are being handled at C&W Daund. Depot having 03 sick lines, Yard having 04 lines, there are 06 platforms, rolling in/out points, Depot also having 'A' class ART with 140 T Crane and ARME.

### **Staff Position of Daund**

#### **P/U 0107-080**

<b>Sr.</b>	<b>Designation</b>	<b>S/S</b>	<b>MoR</b>	<b>Vacancy</b>
<b>1.</b>	SSE	17	15	02
<b>2.</b>	JE	11	07	04
<b>3.</b>	Sr. Tech	18	36	-18
<b>4.</b>	Tech –I	70	29	41
<b>5.</b>	Tech –II	35	40	-05
<b>6.</b>	Sr. Welder	02	4	-2
<b>7.</b>	Welder-I	10	02	08
<b>8.</b>	Welder-II	04	01	03
<b>9.</b>	Sr. Carpenter	00	01	-1
<b>10.</b>	Painter-II	01	00	01
<b>11.</b>	Sr. Machinist	00	01	-01
<b>12.</b>	Machinist-II	01	00	01
<b>13.</b>	Sr. Tech Black Smith	01	00	01
<b>14.</b>	Tech – I Black Smith	01	00	01
<b>15.</b>	CMS/CMA	03	02	01
<b>16.</b>	BMC	01	00	01
<b>17.</b>	Sr. Tech Mill Wright	02	00	02
<b>18.</b>	Tech-I Mill Wright	02	01	01
<b>19.</b>	Tech-II Mill Wright	02	00	02
<b>Total</b>		<b>181</b>	<b>139</b>	<b>42</b>

#### **P/U 0107-081**

<b>Sl</b>	<b>Designation</b>	<b>S/S</b>	<b>MoR</b>	<b>Vacancy</b>
<b>1.</b>	Tech Ftr-III	44	11	33
<b>2.</b>	Tech Welder-III	05	00	05
<b>3.</b>	Tech Machinist – III	02	00	02
<b>4.</b>	Helper-I	44	58	-14
<b>5.</b>	Office Boy	01	01	00
<b>6.</b>	Sr. S/Wala	02	04	-2
<b>7.</b>	Tech Mill Wright	02	00	02
<b>8.</b>	Helper	01	00	01
<b>9.</b>	<b>Total</b>	<b>101</b>	<b>74</b>	<b>27</b>
<b>10.</b>	<b>Grant Total</b>	<b>282</b>	<b>213</b>	<b>69</b>

**Performance of Coaching Depot Daund for the year 2017-18 and 2018-2019 (up to feb 2019)**

<b>Sr.</b>	<b>Activities</b>	<b>2017-18</b>	<b>2018-19</b>
1	Total Train Examined	612	605
2	Trains Int Examined (Air Brake)	244	290
3	Premium Examination (Trains)	368	307
4	Premium Examination (Avg Time)	4.56	4.27
5	Sick Marking in Premium Exam (vu)	138	146
6	Sick marking in (vu) (int-Pre)	577	1023
7	Made WT Fit wagons (Unit)	1010	1244
8	<b>ROH BCN</b>	<b>152</b>	<b>274</b>
9	<b>ROH BCC</b>	<b>263</b>	<b>186</b>
10	<b>ROH Ors A/B</b>	<b>615</b>	<b>534</b>
11	Total	1030	994
12	Rd Side Hot Axle	0.09	2.73
13	Rd Side Others	0	0
14	Sick Wgn attended in Yard	3470	3989
15	Wgn condemned (vu)	19	0
16	Arising of ROH Wgn	452	599

**Distribution of MOR at DD depot.**

- Three Passenger gangs for three shifts, consisting 33 employees.
- Three examination gangs for three shifts consisting 23 employees.
- There are 03 welders attached to examination gangs, utilised wherever required.
- Three gangs for Bypass, consisting 08 employees i.e. for roll in/out slip coaches.
- 42 employees for ROH depot
- There are 04 welder attached to ROH gang.
- 11 ladies employees are utilised at different offices viz Office, FMM, Record Keeper, Trolley, DPT etc.
- 09 employees for ART.
- 02 employees for ARME.
- 04 employees for Stores.
- Time Office 02, Machinist 01, Mill Wright 01, RTD 03, BDT 04, APP/Wel 02, Office Boy 04, Writer 01.
- 08 employees for RCD FP,
- Two gangs consisting 18 employees for BG (Primary Shuttle)
- 02 employees for pipe line

- One of 11 employees for Rest Giver, Leave Reserve

### **Daund Lobby and Running Room**

#### **Lobby:-**

To manage the lobby work, one in-charge CCOR and 03 medically decategorised LP were posted at lobby as CCOR out of three one is long absent & one is at ZRTI. The work is being managed by two CCOR. For LP/ALP booking 02 running staff works in each shift. No ministerial staff is posted at Lobby.

Carrying of line Boxes of Running Staff and filling sand on Loco is outsourced.

01 private staff works in each shift on CMS.

#### **Running Room –**

The entire Running Room work such as General Upkeep, Maintenance, Services, Subsidy Meals, security for Running Staff is outsourced. No railway staff deputed at Running Room. Running Room work is being monitored by on duty CCOR.

#### **Following Activities are Out Sourced in Mechanical Department at Daund Station:-**

Sl	Description
1.	Repair of defective body panel of BOXN wagon at ROH Shed/ DD
2.	Running Room Daund Housekeeping, subsidised meals, security
3.	CMS activity Daund.
4.	Carrying of line boxes of Running staff.

The posts against above out sourced activities have already been surrendered. No employee(s) is found working on/at out sourced/redundant activities.



**Critical Analysis:**

The aim of this study was review of Redundant/Non Operative and outsourced posts in Mechanical Department of Solapur Division.

Work Study team during the course of work study visited major depot of SUR division viz SUR, Wadi and Dund. Where Coaching, Freight, IOH and ROH are carried out and major traffic of Solapur division is also handled by these depots. Further, SPART, ART, ARME, RCD is also managed by these depot. Divisional Sanctioned Strength of C&W staff is 784, Man On Roll is-638 and carrying 146 vacancies. These on roll staffs is being utilised for various activities like platform attention, yard activities, sick line activities, IOH, ROH, numbers of staff is nominated to work on SPART, ART and ARME.

**Depot-wise observations are as under:-****SUR Coaching Depot–**

Work Study team during the course of work study visited SUR depot and studied the distribution of staff among various work being performed.

Solapur coaching is having total holding of 17 Rakes, having 287 ICF coaches, including 03 raked of DEMU, one road ART and 01 OCV (SPART). All these Rakes are maintained under primary schedule.

Solapur coaching depot having sanctioned posts of 267, MOR 244, the actual work distribution is studied by work study team, the details of staff distribution is given in chapter 02. The staff distributed for various work are found sufficient. No redundant/non operative and out sourced posts are found at SUR depot.

**Following Activities are Out Sourced in Mechanical Department at SUR Station:-**

Sl	Description
1.	Running Room – General Upkeep, Maintenance, Services, Subsidy Meals for Running Staff
2.	Clean Train Station at SUR
3.	Carriage Watering activity at PF No. 01 to 05 of station
4.	Carrying of line boxes of Running staff, cleaning of Box Room and lobby at SUR
5.	Power Recorder at PCOR office, SUR
6.	AMOC of Bio-Toilet of Primary Maintained Trains at SUR
7.	Pest Control Primary maintained Trains at SUR
8.	CMS SUR
9.	Washing of Train linen + RR SUR

The posts against above out sourced activities have already been surrendered. One Janitor and one khalasi is posted to monitor the work, 06 C& W staffs, 02 in each shift is deputed for

monitoring quality of work Bio Toilet and 09 C& W staffs, 03 in each shift is deputed for coach cleaning and for keeping the records which is found sufficient.

### **WADI FREIGHT DEPOT-**

Work Study team during the course of work study visited Wadi Freight depot and studied the work load, distribution of staff.

Mainly Freight activities are being handled at C&W Depot Wadi. Depot having 03 are working lines out of 06 Receipt/Dispatch lines, each line having capacity of 42+1 wagons, 04 PF lines and 02 line at repair depot/sick line with the capacity of 10 wagon per line. Depot also having 'B' class ART, ARME, 125 T motion Weight Bridge which is under AMC.

Wadi freight depot is having total holding of 17 Rakes, having 287 ICF coaches, including 03 raked of DEMU and 01 OCV (SPART). All these Rakes are maintained under primary schedule.

Solapur coaching having sanctioned posts of 139, MOR 101, the actual work distribution is studied by work study team, the details of staff distribution is given in chapter 02. The staff distributed for various work are found sufficient. No redundant/non operative and out sourced posts are found at SUR depot.

### **Following Activities are Out Sourced in Mechanical Department at Wadi Station:-**

S l	Description
10.	Mechanised washing of lines of Wadi Running Room
11.	Carrying of line Boxes of Running Staff and filling sand on Loco.
12.	Comprehensive annual maintenance contract of EMIB/WD
13.	CMS data entry
14.	Running Room Wadi housekeeping, subsidised meal, security
15.	AMOC of Bio-Toilet of Primary Maintained Trains at SUR
16.	Pest Control Primary maintained Trains at SUR
17.	CMS SUR
18.	Washing of Train linen + RR SUR

The posts against above out sourced activities have already been surrendered. 04 staff are working to maintain ART/ARME and 18 staffs are nominated, which are allotted other regular duties and as and when required or in case of emergency are called to work ART/ARME

### **Daund –**

Daund depot is mainly Freight activities Depot. Depot having 03 sick lines, Yard having 04 lines, there are 06 platforms, rolling in/out points, Depot also having 'A' class ART with 140 T Crane and ARME.

### **Following Activities are Out Sourced in Mechanical Department at DD Station:-**

Sl	Description
5.	Repair of defective body panel of BOXN wagon at ROH Shed/ DD

6.	Running Room Daund Housekeeping, subsidised meals, security
7.	CMS activity Daund

The posts against above out sourced activities have already been surrendered. No railway staff deputed at Running Room. Running Room work is being monitored by on duty CCOR. Lobby work is being managed by two CCOR. For LP/ALP booking 02 running staff works in each shift. No ministerial staffs are posted at Lobby.

#### **Summary of Critical Analysis:**

Thus as can be seen from the above, Work Study Team opinions that ‘No’ posts are identified as surplus at present.

It is observed that despite having 146 vacancies Mechanical Department of Solapur Division is functioning smoothly moreover Indian Railway is moving towards adoption of new LHB type of coaches which requires lesser maintenance and man power, all ICF coaches are going to be replaced with LHB type of coaches in near future. In light of this a fresh review for actual assessment of man power required in Mechanical Department of Solapur Division is required to be carryout.

Also Sr. DME SUR vide L. No. SUR/M/323/Work Study/2018 dated 27.08.2018 informed that there are no redundant/Non operative posts at Mechanical Department.

Thus, no redundant/non operative and outsourced posts at Mechanical Department, Solapur Division and hence no surrender/ suggestion.

**Recommendation:** The fresh review for actual assessment of man power required in Mechanical Department of Solapur Division is required to be carryout.

**Suggestion:** Nil

<b>Chapter 4</b>	<b>Financial Implications</b>
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**Recommendation:** The fresh review for actual assessment of man power required in Mechanical Department of Solapur Division is required to be carryout.

**END OF STUDY**