CENTRAL RAILWAY

WORK STUDY REPORT ON

“Review of REDUNDANT/NON OPERATIVE & OUTSOURCED POSTS IN S&T DEPARTMENT over bhusawal division.”

Work Study Cell,

Central Railway,

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Coordinating Officer

Mr.Vijay Khanchi, DSTE/S, BSL

Coordinating Supervisors

Mr. Abhijit Chaudhary, Ch.OS(G),BSL.

Inspector

V.S.Tayade, WSI, BSL

Work Study Cell,

Central Railway,

Bhusawal Division.

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SYNOPSIS

01	Study Number	WSCR/S&T/BSL/5/18-19.

02	Study Name	Review of Redundant/Non operative & outsourced posts in S&T Department over Bhusawal Division.
03	Approved by	AGM(C.R)
04	Department	S&T
05	Division	Bhusawal
06	Date of commencement	09/01/2019
07	Date of completion	15/03/2019
08	Date of Submission	15/03/2019
09	No. of Men Studied	804
10	No. of posts Proposed for Surrender	NIL

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ACKNOWLEDGEMENT

The work study team takes this opportunity to express heartily thanks to Mr.Vijay Khanchi, DSTE (S)/BSL, Mr. Abhijit Chaudhary,Ch.OS(G)/BSL and all Depot In-charge, whose valuable guidance provided a successful conclusion to this study and whose productive suggestions enhanced the enthusiasm of the team.

The work study team is also grateful to all the staff working at various depots for furnishing necessary information and data required for conducting the study.

AUTHORITY & TERMS OF REFERENCE

With the approval of AGM(C.R), the work study on “Review of Redundant/Non operative & outsourced posts in S&T Department over Bhusawal Division.” has been included in the Annual Work Study Program for the year 2018-19 with study no: WSCR/S&T/BSL/5/18-19..

METHODOLOGY

1) Collection of data in detail.

2) Field observation and interaction with the staff.

3) Discussion with co-coordinating officers/supervisor.

4) Change in working pattern if any.

5) Working out financial implication involved in saving as a result of surplus employee.

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CHAPTER NO. 01 INTRODUCTION

Signal and Telecommunication Department is responsible for installation and maintenance of Signalling system essential for the safe & speedy movement of trains and Telecommunication systems required for the effective utilization of the large fleet of locomotives and other rolling stock and track as well as for the administration of the vast Railway Network. Telecommunication is a vital infrastructure for managing any transportation network. Indian Railway has an in-house Railway Telecommunication Network for managing Train operations and staff management and to offer Passenger Amenities. In terms of the sophistication in Signalling and Telecommunication installations, Railway occupies the pride of place among the various Indian Railway systems.

Organizational setup and duties of officers and other salient features of the department are detailed below.

SALIENT FEATURES

SIGNALLING

Multiple Aspect Colour Light Signalling (MACL)

Mechanical signals of Semaphore type are progressively replaced by Electrical signalling with Multiple Aspect Colour Signals (MACL). MACL signals have better visibility, quick operation and less maintenance.

Route Relay Interlocking (RRI) and Central Control Panels in signal control system

By mere operations of knobs and route buttons, routes are set automatically and signals are cleared with absolute safety. The entire station is track circuited. Points and signals are perated by individual knobs/slides in small yards.

Panel Interlocking system

Unlike Route relay interlocking, in panel interlocking points and signals are operated individually. This is being adopted in smaller wayside stations.

LED signals for colour light signalling (LED)

In the colour light signals light aspects of mechanical signals are lit by incandescent bulbs. These bulbs have limited hours of working and get fused due to ageing and voltage fluctuations. The bulbs have to be replaced frequently. As an improvement, LED lit signals are now introduced. LED signals are having longer life and better visibility. This type of signal has enhanced the reliability by reducing the incidences of signal lamp fusing. It also affords good visibility to the drivers and more signals are likely to be converted to LED signals.

Replacement of over aged assets

Over aged signalling assets are normally to be replaced after a codal life of 25 years. Most of the signal systems are obsolete mechanical type and no spares are now available in the trade. The mechanical signals are operated from the mechanical lever frame from cabin. Most of the signalling systems have become over-due for replacement.

With the sanction of the Special Railway Safety Fund the over aged assets are being replaced on priority basis.

Track circuiting

Track circuit detects the presence or absence of the train on the track. This is the backbone of the signalling system. This ensures complete safety to the train in case of human failure. Due to high utilisation of the track capacity, this ensures safe, speedy and

punctual movement for train services.

Level crossing

The unmanned gates are taken up for manning where telephone facilities are provided

from the nearest station so that gate will be closed well in advance before the train

approaches the manned gates. LC gates are being taken up for interlocking on the basis

of train vehicle units (TVUs) to ensure safety for both trains and road users.

Train protection & Warning system

This system will give information to the Loco Pilot to regulate the train speed depending

upon the aspect of the signal in advance. In case, the Loco Pilot fails to do so, the train will be automatically stopped by applying brake without the intervention of the Loco Pilot. This

ensures that whenever any train stops on the track, the following trains stop automatically,

thus ensuring safety.

Train Actuated Warning Device

Whenever train approaches an unmanned level crossing, a hooters sounds giving

warning to the road users well in advance about the approach of the train thereby

avoiding any accident.

Networking of Data Loggers

This is a modern equipment used for monitoring the operation of important functions

like Track circuits, Points, Signals, Battery chargers, Batteries etc. installed in Panel

interlocked/RRI installations. These are microprocessor-based equipment logging the

events of the change of status of the various functions in field and relay rooms and

recording the precise time also. The data loggers are useful devices for detecting the

cases of passing the signal at danger by the driver and give important clues in case of

accidents. The data loggers are also used as predictive maintenance tools regarding

deterioration of the performance of signalling gadgets.

Integrated Power Supply System (IPS)/ Non-conventional energy sources

With the introduction of more and more modern Electrical Signalling Systems, the

dependency on the power supply becomes more essential. To get reliable power supply,

the concept of Integrated Power Supply (IPS) has been introduced wherein, the different

signal power supplies like 110 AC, 110 VDC, 24 DC etc. are derived from the common

system, which works on common battery, i.e. DC-DC converter, modular power packs.

This IPS will enhance the working of the signaling system especially in RE (Railway

Electrification) area.

TELECOMMUNICATION

Train Control Communication:

Movement of each and every train is monitored by a controller at the nearest

divisional Hqrs. Facility is also provided to the driver or guard to communicate with

divisional Hqrs through portable telephone which can be easily connected to the overhead

line wires which are running parallel to the track or connected to the Emergency Telephone

sockets provided at every KM in the section where controls are working through under

ground cables. An emergency portable telephone is kept in the Guard’s compartment of

each and every train.

Block Circuits

Running of trains in each section (between any two stations) is controlled by block

circuits through which running of only one train in a section at one time is Electrically

ensured in addition to oral confirmation. Overhead lines of Railway or BSNL and

underground cables are used for this purpose.

Optical Fibre Cable network

Optical Fibre Cable is laid along the track to provide a reliable and noise free

communication. OFC network is widely used for Railway Control Communication taking

advantage of its all long haul high bandwidth circuit interconnecting Railway Telephone

Exchange. Passenger Reservation System, Unreserved Ticketing System, Network Freight

Operating Management system have been transferred through railway OFC.

Railway Telephone Network

There is an in-house Railway Telephone Network connecting all-important offices,

officials, Way stations, Divisional Headquarters & Zonal Head Quarters. Railway

telephones exchanges are inter-connected through Railway OFC network, Railway

Microwave network and are supported by rented BSNL channels as stand by.

Wireless communication System

Driver, Guard, Supervisors & officers of permanent way, Mechanical, Electrical and

Signal & Telecom departments are provided with hand held walkie-talkies, which

can be used to establish communication between moving train & adjacent stations. Every

railway station is provided with 25 watts VHF set for this purpose.

Data network

There is an exclusive PRS network connecting all the PRS centers of Central Railway and other Metros. The centers are connected either through Railway OFC network or hired channels from BSNL. Similarly there is a Freight Operating Management System network for monitoring the movement of freight transport. Coach Operation Information System is a network for coach management and this is under implementation.

Passenger Amenities

Safety, security and comfortable journey of the passengers are the aims of Railways in

train operation. To meet this objective, the following facilities have been provided in

almost all-important stations.

Continuous announcement through public address system

Electronic display board

IVRS system for giving on line information about availability of

Accommodation, arrival & departure of trains.

Call centers and integrated IVRS for giving all types of passenger

Information.

Voice Recorder

Train operation information between controllers at Divisional headquarters and way stations are normally passed through control circuits. All such conversations between section controller and station Master are recorded at control office, which can be used for train management at any time of investigation in case of any accident/mishap.

Rail net

Railway has its own data network for management purpose called “RAILNET”. This is widely used for file transfer, e-mail and public information. Public can visit site www.gov.railnet.in. This network spreads through entire Railway system connecting divisional headquarters, Zonal headquarters, workshops and hospitals.

Disaster Management

Telecom plays a vital role in Disaster Management. To meet the requirement of Disaster Management a universal number is provided at all control offices which can be accessed from any part of India duly pre fixing the city code. There are Accident Relief Trains and Medical Relief Vans placed at strategic locations. All such ARTs and MRVs are equipped with mobile INMARSAT telephones, walkie-talkie sets and public address system. Video conferencing equipments and wireless satellite based modems are also being added.

Video conferencing

Video conferencing facilities are available in divisional headquarters, zonal headquarters and Railway board, for administrative purpose.

Maintenance

Maintenance of all equipments is carried out through the maintenance set up of staff at Divisions, Way stations and in specialized laboratories. However, since the telecom technology is changing fast, Annual Maintenance Contract through reputed firms wherever

necessary is being opted. Maintenance is carried out as per the schedule drawn up in

Telecom Manual.

BSNL Telephone:

BSNL telephones have been provided at all Railway stations for giving train information to the public.

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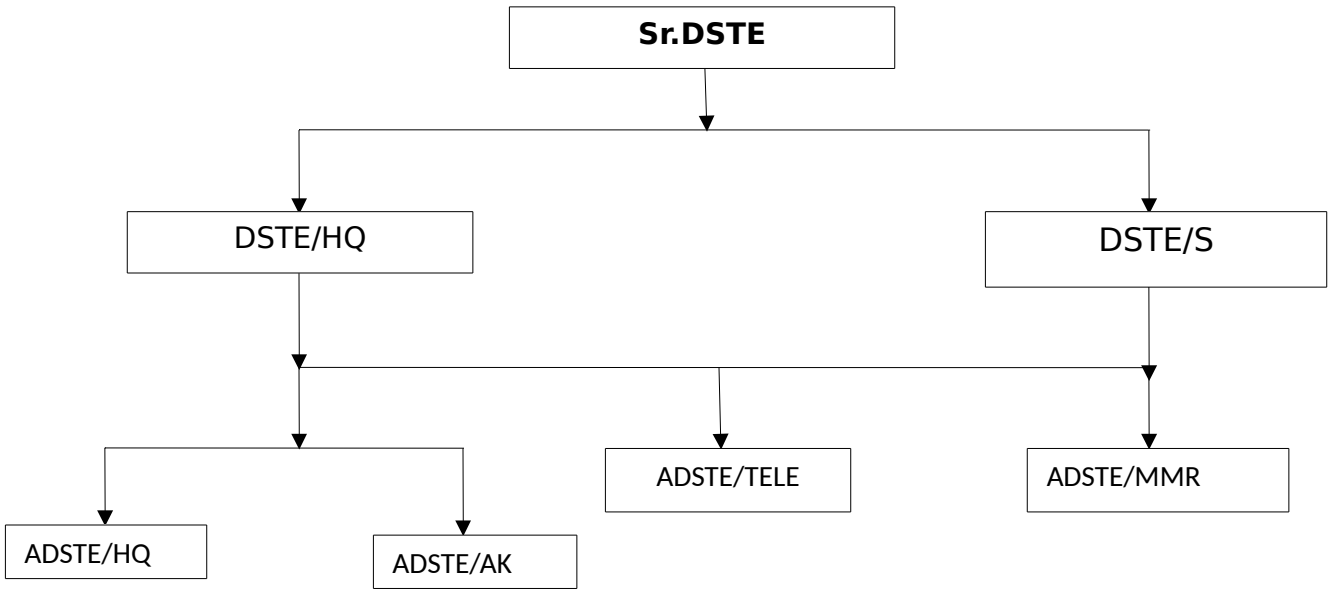
CHAPTER NO. 02 EXISTING SCENARIO

2.1Organization set up of the S&T department:-

At BSL Division, Signal and Telecom staff works under the supreme control of Sr.DSTE, BSL. He is assisted by DSTE, ADSTE, and Supervisors for smooth functioning and effective control.

Structural Chart of S&T Department



Ref: As per SEM Manual, the following data is presented :

DUTIES OF MAINTAINERS:

A. TECHNICAL DUTIES OF SIGNAL MAINTAINERS

11.1 . The duties of Signal Maintainer are detailed in various Chapters in this Manual, the most essential being:-

(a) Efficient maintenance and testing of all equipment under his charge such as Mechanical Signalling equipment, Electrical and Electronic Signalling equipment, Telecommunication equipment, etc., so as to keep them properly adjusted and in good working condition, in accordance with instructions contained in this Manual and such Circulars or Instructions, as may be issued from time to time.

Note:- The term electrical signalling equipment includes all types of Block Instruments.

(b) Carrying out works and alterations to the existing installations under the instructions of the SSE/SE/JE (Signal).

(c) Bringing to the notice of the SSE/SE/JE (Signal) any emergency and situation that may be beyond his competence or control by a message on control phone or by a telegram or by a messenger or personally.

(d) Ensuring that the safety appliances like Safety Belts, lifting tackles and staging, etc., are in good condition and are always made use of in order to ensure his safety and the safety of staff working under him.

(e) Deploying men for look out duties as and when necessary.

11.2 LOCKING OF INTERLOCKING FRAMES AND INTERLOCKING CIRCUITS

11.2.1 The Signal Maintainer shall not remove the covers of interlocking frames and midway release locks or disconnect or alter any connection in the interlocking circuits of electrical interlocking systems except with the approval of and in the presence of his SSE/SE/JE (Signal). Any action, which will vitiate interlocking, shall be done only after disconnection notice has been issued and accepted.

11.2.2 A Signal Maintainer shall, however, attend to the locking failures promptly to permit safe passage of trains till the arrival of the SSE/SE/JE (Signal). If the locking is jamming, efforts shall be made to release the jam, as far as possible, by external means, such as, by tapping and oiling, without opening the covers or making any locking disconnection. If the jam cannot be released in this manner, he shall suspend all the signals operated or controlled from the interlocking frame before opening the covers or disconnecting any locking.

11.2.3 A Signal Maintainer shall also ensure that, once the signals have been suspended as per para 11.2.2 normal working shall not be restored until the locking has been attended to, tested and certified by the SSE/SE/JE (Signal) and the locking trays have been closed, pad locked and sealed.

11.3 MAINTENANCE PROGRAMS

11.3.1 Each Maintainer, as far as possible, adhere to the programme laid down for him by his SSE/SE/ JE (Signal) and shall maintain a record of his visits on form S&T/MR (Annexure 1).

11.3.2 Signal Maintainer shall not normally leave any gear in disconnected condition and in unavoidable eventuality, a specific advice to ASM, duly acknowledged by him shall be obtained.

11.3.3 Each Maintainer shall maintain and test all the equipment under his charge at least once a fortnight.

11.3.4 Each Maintainer shall submit a fortnightly report of his maintenance rounds to his Inspector on Form S&T/MR (Annexure 1).

11.3.5 A Maintainer before leaving his Headquartered Station, shall record his movements in the Movement Board kept at the Station Master's office.

11.4 DISCONNECTION OF APPARATUS

11.4.1 Each Maintainer shall have in his possession a book of Disconnection Notices- Form S&T/DN (Annexure 2). A Maintainer who is in possession of a Competency Certificate cum Training History book (Annexure 4) only shall independently undertake works necessitating issues of Disconnection Notices.

11.4.2 Disconnection Notices need not be issued in situations as listed in Annexure-3 provided suitable precautions are taken. In other situations, when it is necessary to disconnect any equipment in his charge for repairs, replacement or adjustment, the Maintainer shall advise the Station Master on duty in writing on Form S&T/DN (Annexure 2) and obtain the latter's signature before work is started and after it has been completed.

11.4.3 When it is necessary to disconnect point equipment switches or signals for repairs, replacement or alteration, Warner/Distant and Stop Signals governing the lines in question shall be kept in the 'ON' position and made in-operative until the work is completed.

11.4.4 The Maintainer must seal the equipment opened by him under his competence.

11.5 FAILURES

11.5.1 A Maintainer shall attend to all failures in his section promptly proceeding by the first available means on receipt of information. Before taking up work, he shall first obtain failure report/ message from SM/ASM in writing in accordance with provision of G.R.3.68 for each failure recorded in the signal failure register and then issue disconnection notice as per Para 11.4. He shall make every endeavour to rectify the failures expeditiously and take all possible steps to prevent recurrence. If a gear has failed on the unsafe side and the ASM

has been unable to put the relevant signal to 'ON', the Signal Maintainer shall take steps to disconnect/disable the relevant signal and bring it to 'ON'.

11.5.2 All failures which are beyond his competence or control must be brought to the notice of the SSE/SE/JE (Signal) incharge by a message on control phone or by a telegram or by a messenger or personally.

11.5.3 Record of the date and time of rectification and the nature of the fault removed must be recorded in the Signal Incidence and Inspection Register provided at each interlocked station.

11.6 ACCIDENTS

On receipt of advice about any accident in his jurisdiction, the Maintainer shall proceed to the site of accident by first available means. He shall not interfere with any equipment on his own but shall act upon the orders given by the senior most officials at the site of accident.

B. GENERAL DUTIES OF MAINTAINERS

11.7 KNOWLEDGE OF RULES AND INSTRUCTIONS

11.7.1 A Maintainer shall be conversant with rules, regulations and instructions concerning his work contained in the following books of reference as well as other instructions issued from time to time.

i) General and subsidiary rules;

ii) Signal Engineering Manual;

iii) Safety First Book

11.7.2 A copy of those portions of each of the books mentioned in Para 11.7.1 as also all circulars and instructions concerning his work, shall be maintained by him for his reference and information. He shall keep them up to date in respect of Correction Slips issued from time to time.

11.8 A Maintainer shall not permit any artisan or Class IV staff to do any adjustment to the gear in use except under his personal supervision and he shall ensure that the staff under him clearly understand this rule.

11.9 MAINTENANCE OF MUSTER SHEETS ETC.

11.9.1 A Maintainer shall mark his own attendance and that of his staff on the muster sheets received from the SSE/SE/JE (Signal) before starting his work. Erasing and over-writing is not permitted. Loss of muster sheet shall be brought to the notice of the SSE/SE/JE (Signal) at the earliest.

11.9.2 A Maintainer shall work to the duty rosters provided and see that the staff under

him also works according to the roster.

11.10 MATERIALS AND TOOLS AND PLANT

11.10.1 A Maintainer shall, where necessary, get his requirements of materials for maintenance and repair work from the SSE/SE/JE (Signal), giving full particulars of station, location and the gears to be replaced. Released materials shall be returned to the SSE/SE/JE (Signal) immediately. There shall absolutely be no wastage of any material.

11.10.2 A Maintainer shall always take his tools with him when on duty. All tools shall be kept in a condition fit for immediate use.

11.11 CO-OPERATION BETWEEN ELECTRICAL AND MECHANICAL SIGNAL MAINTAINERS:

11.11.1 Electrical and Mechanical Signal Maintainers shall co-operate in testing all signals operated mechanically and controlled electrically.

11.11.2 Electrical and Mechanical Signal Maintainers shall extend full co-operation to each other in their day to day work.

FORM NO. S&T/MR
Annexure 1
Para Nos. 11.3.1 & 11.3.4

SIGNAL & TELECOMMUNICATION DEPARTMENT

MAINTAINER'S REPORT

Day/Night Duty for Week/Fortnight/Month ending.....

Name of Maintainer..... Hqrs. of Maintainer.....

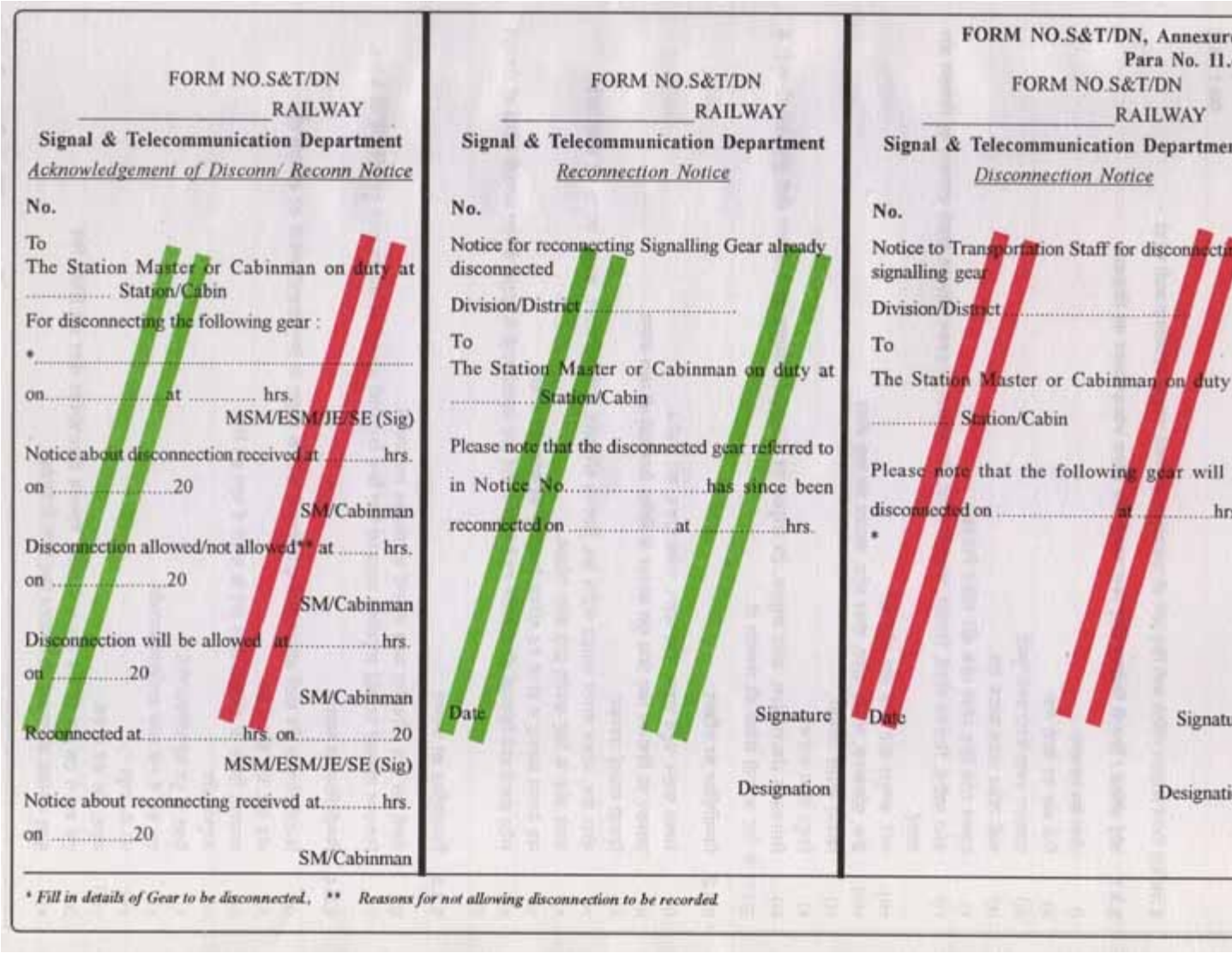
Section.....

Date of Visit	Name of Station/Cabin	Train No. and time arrived	Train No. and time departed	Maintenance Work Done
1	2	3	4	5

Signature of Maintainer

Date.....

Annexture 2



FORM NO.S&T/DN

_____RAILWAY

Signal & Telecommunication Department

Acknowledgement of Disconn/ Reconn Notice

No.

To
The Station Master or Cabinman on duty at ..... Station/Cabin

For disconnecting the following gear :

*.....

on.....at ..... hrs.

MSM/ESM/JE/SE (Sig)

Notice about disconnection received at .....hrs.
on 20

SM/Cabinman

Disconnection allowed/not allowed** at ..... hrs.
on 20

SM/Cabinman

Disconnection will be allowed at.....hrs.
on 20

SM/Cabinman

Reconnected at.....hrs. on.....20

MSM/ESM/JE/SE (Sig)

Notice about reconnecting received at.....hrs.
on 20

SM/Cabinman

FORM NO.S&T/DN

_____RAILWAY

Signal & Telecommunication Department

Reconnection Notice

No.

Notice for reconnecting Signalling Gear already disconnected

Division/District.....

To
The Station Master or Cabinman on duty at ..... Station/Cabin

Please note that the disconnected gear referred to in Notice No.....has since been reconnected on .....at .....hrs.

Date

Signature

Designation

FORM NO.S&T/DN, Annexur
Para No. 11.

FORM NO.S&T/DN

_____RAILWAY

Signal & Telecommunication Departme

Disconnection Notice

No.

Notice to Transportation Staff for disconnecti
signalling gear

Division/District.....

To

The Station Master or Cabinman on duty

..... Station/Cabin

Please note that the following gear will

disconnected on .....at .....hr

*

Date

Signatu

Designati

* *Fill in details of Gear to be disconnected.*, ** *Reasons for not allowing disconnection to be recorded.*

Annexure 3

Para 11.4.2

Situations in which disconnection notice need not be issued provided suitable precautions are taken:

A.3.1 CLEANING AND/OR LUBRICATING /GRAPHITING WITHOUT AFFECTING ANY PHYSICAU ELECTRICAL DISCONNECTION

i) Lever frame basement.

ii) Relay Room & Battery Room.

iii) Apparatus case/battery boxes/Goomty.

iv) Lifting barrier mechanism including winch.

v) Lever lock and circuit controller without opening cover.

vi) Inspection and cleaning of inside equipment by opening the covers of point machines, signal motors, reversers, apparatus cases and detectors,

vii) Point, facing point lock and lock bar.

viii) Cranks, compensators, pullies, wheels, roller stands, counterweights & levers,

ix) Power supply equipment,

x) Insulation joints,

xi) Lens/roundels of signal, point indicator, trap indicator & shunt permitting indicator provided phantom indication to driver of an incoming train is prevented by covering lenses.

A.3.2 TESTING OF

i) Track locking, approach locking, back locking, indication locking, route release.

ii) Checking various parameters of axle counter without disconnecting the equipment.

iii) Power supply equipment.

iv) Lever frame, SM's control frame, signal operation, point operation, level crossing gate & slot circuits.

v) Point by obstruction test for lock only.

vi) Checking and testing of track circuit parameters when the track is unoccupied,

vii) Focussing of colour light signal provided phantom indication to driver of an incoming train is prevented by covering lenses.

A.3.3 ADJUSTMENT OF

i) Wire transmission except double wire operated point transmission.

ii) Tightening of terminals using insulated tools without causing any shorts on adjacent

terminals.

A.3.4 REPLACEMENT OF

i) Electric signal lamp provided phantom indication to driver of an incoming train is prevented by covering lenses.

ii) Bond wire, one at a time,

iii) Plug-in relay in case traffic condition permits,

iv) Indicator lamps,

v) Push button/switch/key of panel,

vi) Lock bar clips/bar stop, one at a time,

vii) G. D. tubes,

viii) Fuse, one at a time.

ix) Pulley, bottom roller/ top roller in wire and rod transmission one at a time and split pins,

x) Batteries /cells without affecting disconnection of supply to main equipment.

Annexure 4

Para 11.4.1

.....Railway

SIGNAL AND TELECOMMUNICATION DEPARTMENT

Competency Certificate cum training History book

Photograph (Attested by Gazetted Officer)

Certificate number.....

This is to certify that

Shri	.
S/o Shri	.
Designation	.
Staff No.	.
Station	.

Division	.

who has undergone training in.....has been examined in the relevant rules and instructions pertaining to his duties stipulated in the Signal Engineering Manual & General and subsidiary rules and he is competent to undertake independently such work which may necessitates disconnection of signalling and interlocking gear in service under open line conditions.

This certificate is valid upto.....

He is also qualified to work on the following block instruments and is competent to disconnect and restore working (Tick the appropriate)

1	Double line block instrument	.
2	Single line token block instrument	.
3	Single line push button block instrument	.
4	Single line handle type block instrument	.
5	.	.
6	.	.

Date:.....
Place:.....

Principal
S& T Training centre

.....Railway

RENEWALS OF COMPETENCY CERTIFICATE

Date	**Renewed upto**	**Block Instruments**		**Signature**
.	**.**	**Added**	**Deleted**	**.**
.	.	.	.	.
.	.	.	.	.
.	.	.	.	.
.	.	.	.	.
.	.	.	.	.

REFERESHER COURSE

S. No.	Course No.	Last attended		Next Due	Signature and Date
.	.	From	To	.	.
.	.	.	.	.	.
.	.	.	.	.	.
.	.	.	.	.	.
.	.	.	.	.	.
.	.	.	.	.	.

EQUIPMENT AND OTHER COURSE ATTENDED

S.No.	Date	Name of course	From	TO	Signature
.	.	.	.	.	.
.	.	.	.	.	.
.	.	.	.	.	.
.	.	.	.	.	.
.	.	.	.	.	.

The duties of Signal Maintainer are detailed in various Chapters in this Manual, the most essential being:-

(a) Efficient maintenance and testing of all equipment under his charge such as Mechanical Signalling equipment, Electrical and Electronic Signalling equipment, Telecommunication equipment, etc., so as to keep them properly adjusted and in good working condition, in accordance with instructions contained in this Manual and such Circulars or Instructions, as may be issued from time to time.

Note:- The term electrical signalling equipment includes all types of Block Instruments.

(b) Carrying out works and alterations to the existing installations under the instructions of the SSE/SE/JE (Signal).

(c) Bringing to the notice of the SSE/SE/JE (Signal) any emergency and situation that may be beyond his competence or control by a message on control phone or by a telegram or by a messenger or personally.

(d) Ensuring that the safety appliances like Safety Belts, lifting tackles and staging, etc., are in good condition and are always made use of in order to ensure his safety and the safety of staff working under him.

(e) Deploying men for look out duties as and when necessary.

*****

CHAPTER NO.03

Review of the Depots, Critical Examination and Recommendations

- There are seven depots of S&T and four depots of Telecom in Bhusawal Division.
- These are as follows:

S&T Depots		
Sr.No	Depot	Depot Incharge
01	NKRD	SSE/Sig./NKRD
02	MMR	SSE/Sig./MMR
03	CSN	SSE/Sig./CSN
04	BSL	SSE/Sig./BSL
05	AK(E)	SSE/Sig./ AK(E)
06	AK(W)	SSE/Sig./ AK(W)
07	KNW	SSE/Sig./ KNW
Telecom Depots		
01	MMR	SSE/Tele/MMR
02	Tele/CTO	SSE/Tele/CTO/BSL
03	Tele/Cable	SSE/Tele/Cable/BSL
04	KNW	SSE/Tele/KNW
05	BSL	SSE/T/MW/BSL

3.1 NKRD S&T Depot

3.1.1 Scale check of NKRD S&T Depot staff :

Sr.No	Category	S/S	MOR	VAC.
01	SSE/ Sig.	05	05	--
02	JE/ Sig.	02	02	--
03	OS	01	01	--
04	MCM/ Sig. Main.	30	23	07
05	B. Smith	01	01	--
06	Helper/Khalasi	31	31	--
07	Watchman	03	03	--
	Total	73	66	07

3.1.2 Jurisdiction of Depot/ Depot- Incharge :

IGP- TLY : (Block & IBS) to LC 102 (UGN- LS) includes :

i. 11 stations.
ii. 04 IBS.
iii. 22 Interlocked LC Gates.

3.1.3 Deployment of the Existing staff :

The deployment of the existing staff at NKRD S&T staff is given below:

Section -In charge	Section	Staff working
JE (GO)	IGP- TLY to PDL	2 ESM + 2 H/Kh
SSE/ DVL	DVL Section	5 ESM + 4 H/ Kh
JE/ NKRD	DVL (BSL End) to NKRD (IGP End)	2 ESM + 2 H/Kh
SSE/ NKRD	NKRD Yard + Indoor +NKRD IBS	4 ESM + 4 H/ Kh
SSE/ OD	OD to KW	3 ESM + 3 H/ Kh
SSE/ NR	KBSN to UGN	4 ESM + 4 H/ Kh
SSE/ NKRD	Overall In Charge	
Total staff		20 ESM + 19 H/ Kh

Remarks : 03 ESM + 12 H/ Kh are used as RG/ LR.

3.1.4 Critical Analysis :

Redundant/ Non- Operative posts identified in the Depot - **NIL.**

Activities Outsourced in the Depot - **NIL.**

Future planning for any outsourcing - **NIL**

3.2 MMR S&T Depot

3.2.1 Scale check of MMR S&T Depot staff :

Sr.No	Category	S/S	MOR	VAC.	Excess
01	SSE/ Sig.	07	05	03	01
02	JE/ Sig.	04	02	02	--
03	OS	02	01	01	--
04	Sr. Clerk	01	--	01	--
05	Jr. Clerk	01	02	--	01
06	MCM/ Sig. Main.	07	06	01	--
07	Sig.Maint-I	24	15	10	01
08	Sig.Maint- II	06	02	05	01
09	Sig.Maint- III	04	05	02	03
10	Painter – III	--	01	--	01
11	Mason- III	--	01	--	01
12	B. Smith	01	--	01	--
13	Sr. W/man	01	01	--	--
14	W/ Man	03	03	--	--
15	Helper/Khalasi	49	52	02	05
16	WC/ SM II	01	--	01	--
17	WC/ SM III	01	02	--	01
	Total	112	98	29	15

3.2..2 Jurisdiction of Depot/ Depot- Incharge :

LC No. 103 to PKE- NI – IBH including AAK+ ANK stations :

3.2.3 Deployment of the Existing staff :

The deployment of the existing staff at MMR S&T staff is given below:

Section -In charge	Section	Staff working
SSE/ LS	LC no. 103 to SUM	4 ESM + 4 H/Kh
SSE/ MMR	MMR E/ Z &LC no. 112, LC 81 Inspection	3 ESM + 3 H/ Kh
SSE/ MMR	MMR W/ Z + Panel	6 ESM + 6 H/Kh
JE/ MMR	AAK to ANK, LC no. 112, LC No 81	3 ESM + 3 H/Kh
SSE/ NGN	PJN to PKE	9 ESM + 10 H/ Kh
SSE/ MMR	Over all In charge	--

Total Staff = 32 ESM + 05 H/ Kh + 01 Mason + 01 Painter.

RG + LR = 02 ESM + 1 Mason + 01 Painter + 24 H/ Kh.

Grand Total = 05 SSE + 03 JE + 32 MCM/ ESM + 55 H/ Kh + 01 Mason + 01 Painter.

3.2.4 Critical Analysis :

Redundant/ Non- Operative posts identified in the Depot - **NIL.**

Activities Outsourced in the Depot - **NIL.**

Future planning for any outsourcing - **NIL.**

3.3 CSN S&T Depot

3.3.1Scale check of CSN S&T Depot staff :

Sr.No	Category	S/S	MOR	VAC.	Excess
01	SSE/ Sig.	07	04	03	--
02	JE/ Sig.	00	02	00	02
03	Head TK	01	00	01	--
04	Sr. Clerk(Stores)	01	02	--	01
05	MCM/ ESM	04	01	03	--
06	ESM I	16	11	05	--
07	ESM II	05	06	00	01
08	ESM III	05	11	--	06
09	B. Smith II	01	00	01	--
10	Carpenter	00	01	--	01
11	Painter II	01	01	00	00
12	Helper/Khalasi	38	39	--	01
13	W/ Man	03	02	01	--
14	App. ESM III	00	01	00	01
	Total	82	81	14	13

3.3.2 Jurisdiction of Depot/ Depot- Incharge :

NI- MWD including DHI Branch line.

3.3.3 Deployment of the Existing staff :

The deployment of the existing staff at MMR S&T staff is given below:

Section -In charge	Section	Staff working
SSE/ CSN	CSN to NI	5 ESM + 6 H/Kh
JE/ S CSN	CSN + Indoor + VGL IBH + Branch Line	3 ESM + 4 H/ Kh
JE/ S CSN	VGL to LC 127	4 ESM + 4 H/Kh
SSE/ S PC	PC Yard + Indoor to NGD	6 ESM + 6 H/Kh
SSE/ S PC	PC BSL End to MWD	6 ESM + 5 H/ Kh
SSE/ S CSN	Over all In charge	--

Total Staff = 75.
RG + LR = 26 ESM + 41 H/ Kh.
Grand Total = 05 SSE + 03 JE + 32 MCM/ ESM + 55 H/ Kh + 01 Mason + 01 Painter.

3.3.4 Critical Analysis :

Redundant/ Non- Operative posts identified in the Depot - **NIL.**
Activities Outsourced in the Depot - **NIL.**
Future planning for any outsourcing - **NIL.**

3.4 BSL S&T Depot

3.4.1 Scale check of BSL S&T Depot staff :

Sr.No	Category	S/S	MOR	VAC.	Excess
01	SSE/ Sig.	09	11	--	02
02	JE/ Sig.	04	04	--	--
03	OS	02	03	--	01
04	Jr. Clerk	01	--	01	--
05	MCM	34	23	11	--
06	Sig.Maint-I	33	14	19	--
07	Sig.Maint- II	06	10	--	04
08	Sig.Maint- III	06	13	00	07
09	B. Smith I	01	01	00	00
10	B. Smith III	00	02	--	02
11	Motor Driver	01	00	01	--
12	Mason- III	01	00	01	--
13	Painter III	00	01	00	01
14	Sr. W/man	04	00	04	--
15	W/ Man	00	02	--	02
16	Mason III	01	00	01	--
	Total	103	84	38	19

3.4.2 Jurisdiction of Depot/ Depot- In charge :

SS MWD IBH to BSL

3.4.3 Deployment of the Existing staff :

The deployment of the existing staff at BSL S&T staff is given below:

S. N	Section/In charge	Section	Staff Working
1	V. V. Kolte (SSE/S/M/JL)	Overall In charge JL	
2	Samuel Edward (SSE/S/M/BSL)	Overall In charge	
3	S.S.Pardamvar (SSE/SIG)	BDI + BSL-BDI-ABS	09 SM+06H/Kh
4	Vaibhawraj Shukla (SSE/SIG)	RRI (Indoor+ CZ)	08 SM+08H/Kh
5	Vaibhav Gupta (SSE/SIG)	GYC RRI + RRI Z2	06 Sm+06H/Kh
6	Praveen Deshmukh (SSE/SIG)	RRI Z1 + BSL RC	08 SM+08H/Kh
7	Imran Khan (SSE/SIG)	JL RRI	04 SM+04H/Kh
8	D.K.Sahu (JE/SIG)	BSL B + BSL C	05 SM+ 05H/Kh
9	R.R.Pandit (JE/SIG)	Goods Yard	03 SM+04H/Kh
10	Sk. Sayeed (JE/SIG)	SS + ABS+ JL-SS IBH,SS-MWD IBH	08 SM+08H/Kh
			51SM+49 H/Kh

Total staff = 100

RG Staff = 09 ESM + 09 H/Kh

LR Staff = 03 ESM + 03 H/Kh

Grand Total = 24

2) DESU/DETU units in the jurisdiction =3208/11677

3.4.4 Critical Analysis :

Redundant/ Non- Operative posts identified in the Depot - **NIL.**

Activities Outsourced in the Depot - **NIL.**

Future planning for any outsourcing - **NIL.**

3.5 AK (E) AND AK(W) S&T Depot:

3.5.1 Scale check of AK(E) AND AK(W) S&T Depot staff :

Sr.No	Category	S/S	MOR	VAC.
01	SSE/ Sig.	09	07	02
02	JE/ Sig.	06	05	01
03	OS	01	01	00
04	MCM	12	09	03
05	ESM I	32	18	14
06	ESM II	07	06	01
07	ESM III	06	14	+08
08	B. Smith II	01	01	00
09	Helper/Khalasi	69	72	+03
10	W/ Man	04	04	00
11	Sr.Safaiwala	01	01	00
	Total	148	138	10
	App. SSE	00	02	00
	App.ESM-III	00	01	00
		00	03	00

3.5.2 Jurisdiction of Depot/ Depot- Incharge :

I) SSE/Sig./AK(E)=AK to CNDB

II) SSE/Sig./AK(W)= VNA to LC 36

3.5.3 Deployment of the Existing staff :

The deployment of the existing staff at MMR S&T staff is given below:

Section -In charge	Section	Staff working
SSE/Sig/BDWD	VNA-KMKD-MKU-IBH	5 ESM + 4 H/Kh
JE/ Sig./ MKU	MKU-NN-JM-IBH	6 ESM + 9 H/ Kh
JE/ Sig./ SEG	JM-NGZ-PS-IBH & KMN	6 ESM + 5 H/Kh
JE/ Sig./ AK	PS to AK	6 ESM+6 H/Kh +01 B/sm.
JE/ Sig./ MZR	BGN-KTP-IBH-MZR-MUN-IBH	5 ESM + 6 H/ Kh

SSE/ Sig./BD	BD-CNDB	3 ESM + 4 H/ Kh
SSE/ Sig./BD	SPL Works VNA-CNDB	--------
JE/ Sig./ BD	MUN to BD-RRE	11 ESM + 16 H/ Kh
SSE/ Sig./AMI	BD-Junction NEW AMI old AMI LC 04,06	02 ESM + 02 H/ Kh
SSE/Sig./AK(E)	Overall incharge AK to CNDB	03 H/Kh for office works.
SSE/Sig./AK(W)	Overall incharge VNA to GAO	02 H/Kh for office works.

Total Staff = 111.

RG staff= ESM –Nil + 08 H/Kh, LR = ESM-Nil + 03 H/ Kh.

Grand Total = 122 (Excluding SSE & JE)

3.5.4 Critical Analysis :

Redundant/ Non- Operative posts identified in the Depot - **NIL.**

Activities Outsourced in the Depot - **NIL.**

Future planning for any outsourcing - **NIL.**

3.6 KNW S&T Depot

3.6.1 Scale check of KNW S&T Depot staff :

Sr.No	Category	S/S	MOR	VAC.
01	SSE/ Sig.	05	03	02
02	JE/ Sig.	03	03	00
03	OS	02	02	00
04	MCM	11	12	+01
05	SM I	29	16	13
06	SM II	05	03	02
07	SM III	01	04	+03
08	B. Smith II	01	00	01
09	Painter-II	01	00	01
10	Carpainter-II	01	00	01
11	Helper/Khalasi	50	52	+02
12	Sr.Safaiwala	03	03	00
13	Safaiwala	01	01	00
	Total	113	99	14

3.6.2 Jurisdiction of Depot/ Depot- Incharge :

Jurisdiction of SSE/Sig./KNW=DSK-KNW.

3.6.3 Deployment of the Existing staff :

The deployment of the existing staff at MMR S&T staff is given below:

Section -In charge	Section	Staff working
SSE/Sig/KNW	Overall incharge	
SSE/ Sig./ BAU	MKU-NN-JM-IBH	ESM + 9 H/ Kh
JE/ Sig./ KNW	KNW to BRGJ	6 ESM + 5 H/Kh
JE/ Sig./ NPNR	NPNR-CDI, NPNR-MWA	6 ESM+6 H/Kh +01 B/sm.
JE/ Sig./ DGN	DGN-BMA-KDK,SXA	5 ESM + 6 H/Kh
SSE/ Sig./RV	DSK+SAV+DSK	01 MCM +7 ESM + 8 H/Kh

Total Staff = 111.
RG staff= ESM –Nil + 08 H/Kh, LR = ESM-Nil + 03 H/ Kh.
Grand Total = 122 (Excluding SSE & JE)

3.6.4 Critical Analysis :

Redundant/ Non- Operative posts identified in the Depot - **NIL.**

Activities Outsourced in the Depot - **NIL.**

Future planning for any outsourcing - **NIL.**

3.7_SSE/Tele/MMR Depot

3.7.1 Scale check of SSE/Tele/MMR Depot staff :

Sr.No	Category	S/S	MOR	VAC.
01	SSE/ Tele.	07	06	01
02	JE/ Tele.	03	02	01
03	Ch.OS	01	01	00
04	MCM	02	02	00
05	TCM I	11	09	02
06	TCM II	04	00	04
07	TCM III	03	04	+01
08	C/J-I	01	01	00
09	C/J-III	00	02	+02
10	Helper/Khalasi	15	11	04
11	Peon	01	01	00
	Total	48	39	09

3.7.2 Jurisdiction of Depot/ Depot- Incharge :

Excluding IGP(KM 136.51 to 327.46) to CSN(Excludung), Ankai (Km 490.68MMR to Km 503.79 Ankai kila).

3.7.3 Deployment of the Existing staff :

The deployment of the existing staff at MMR Tele staff is given below:

Section -In charge	Section	Staff working
SSE(T) & JE(T) NKRD. Section IGP to LS since HQ is situated at NKRD SSE(T)=03 Posts JE(T)=01 Posts	IGP-GO	TCM-III=01 + 00 H/Kh
	PI,AV,LT,DVL	TCM-I & TCM-III=02 + 00 H/Kh
	NK,TMW&IRIEEN,PRS	MCM=01, TCM-I=2, JC/J=1, H/KH=03
	OD,KW,KBSN	TCM-I=1, + 00 H/Kh
	KBSN, NR & UGN	TCM-I=1, + 00 H/Kh
	UGN - LS	TCM-I=1, + 00 H/Kh
SSE(T) & JE(T) MMR Section, SUM,MMR, MMR ART, ANK, AAK,PNV, HSL & PJN & Malegaon SSE(T)= 02 Posts JE(T)=01 Post Since HQ is situated at MMR	SUM,AAK & ANK	
	MMR, Workshop, MMR UTS, MMR PRS, MMR Yard, MMR ART, MMR-Lobby, PNV & HSL, PJN & Malegaon PRS	MCM-=01, TCM-2,C/J-2, H/Kh-07
SSE(Tele) NGN=1	NGN, NGN Yard, NGN PRS, PKE, NI & HPR & NGN Lobby	SSE(T)=01, TCM-I=2 & TCM-III=01, H/Kh-00

Total Staff = 33

RG + LR = TCM+ H/ Kh.= NIL

Grand Total = 39.

3.7.4 Critical Analysis :

Redundant/ Non- Operative posts identified in the Depot - **NIL.**

Activities Outsourced in the Depot - **NIL.**

Future planning for any outsourcing - **NIL.**

3.8 SSE/Tele/Cable/BSL Depot

3.8.1 Scale check of SSE/Tele/Cable/BSL Depot staff :

Sr.No	Category	S/S	MOR	VAC.
01	SSE/ Tele.	08	08	00
02	JE/ Tele.	03	02	01
03	MCM/TCM	10	05	05
04	TCM I	14	08	06
05	TCM II	02	00	02
06	TCM III	01	05	+04
07	MCM/CJ	01	01	00
08	C/J-II	00	01	+01
09	C/J-III	01	00	01
10	MCM/Carpenter	01	01	00
11	Jr.Clerk	01	01	00
12	W/man	02	02	00
13	Helper/Khalasi	22	22	00
	Total	66	56	10

3.8.2 Jurisdiction of Depot/ Depot- Incharge :

Depot	**Jurisdiction**
SSE/TELE/CABLE/BSL	From BSL C to SEG
SSE/TELE/CABLE/AK	From SEG to BD and branch line (AMI, CNDB,WLGN)

3.8.3 Deployment of the Existing staff :

The deployment of the existing staff at SSE/Tele/Cable/BSL staff is given below:

Sr.No	Section Incharge	Section	Staff working
01	SSE/T/BSL	BSL RPTR and local testing and failures	MCM/TCM/BSL and Khalasies.
		BSL C to VNA	TCM-I/VNA and Khalasi/BSL
		ACG to BDWD	TCM-I BSL and Khalasi/BSL
		BDWD to KMKD	TCM-III/BDWD and Khalasi /BSL
02	JE/T/MKU	KMKD-BIS	TCM-I/MKU and Khalasi /BSL
		BIS-KJL(excl)	TCM-III/MKU and Khalasi /MKU
03	JE/T/SEG	KJL-NN	TCM-III/NN and Khalasi /BSL
		NN(excl)-SEG(excl)	TCM-III/JM and Khalasi /BSL
		SEG local	MCM/SEG and Khalasi /SEG

3.8.4 Critical Analysis :

- Redundant/ Non- Operative posts identified in the Depot - **NIL.**
- Activities Outsourced in the Depot - **NIL.**
- Future planning for any outsourcing - **NIL.**

3.9 SSE/Tele/CTO/BSL Depot

3.9.1 Scale check of SSE/Tele/CTO/BSL Depot staff :

Sr.No	Category	S/S	MOR	VAC.

01	SSE/ Tele.	13	13	00
02	JE/ Tele.	04	04	00
03	MCM(TCM)	10	11	+01
04	MCM(WTM)	04	03	01
05	TCM I	18	07	11
06	TCM II	04	02	02
07	TCM III	01	05	+04
08	Helper/Khalasi	41	37	4
09	WTM-I	05	03	02
10	WTM-II	01	00	01
11	C/J-I	01	00	01
12	C/J-II	01	00	01
13	C/J-III	00	01	+01
14	Sr.W/man	02	01	01
15	Painter/MCM	01	00	01
16	Clock repairer-I	01	00	01
17	Office peon/Tele	02	02	00
18	Motor Driver-I	02	00	02
19	Motor Driver-II	03	00	03
20	Motor Driver-III	01	00	01
21	Motor cleaner	01	01	00
22	CIWT	01	01	00
23	DIWT	01	00	01
24	IWT	01	01	00
25	STO	01	02	+01
26	CH TO	04	01	03
27	Sr.TO	00	02	+02
28	Clock repair MCM	00	01	+01
28	Total	124	98	26

3.9.2 Jurisdiction of Depot/ Depot- In charge:

SSE/Tele/CTO/BSL has its jurisdiction over SSE/Tele, CTO, AUTO, Field, DNMC, JL, PC & CSN Telecom staff.

3.9.3 Deployment of the Existing staff:

The deployment of the existing staff at SSE/Tele/CTO/BSL staff is given below:

Category	MOR	Deployment
SSE/Tele	13	BSL SSE/Tele/CTO: 03 nos (02 in shift duty, 01 General in charge) BSL SSE/Tele/AUTO: 04 nos-General Duty BSL SSE (Tele) Field: 02 nos-General Duty BSL SSE (Tele) DNMC: 02 nos-General Duty JL: 01 no-General Duty CSN: 01 no-General Duty
JE(Tele)	04	BSL SSE (Tele)CTO: 01 nos/shift duty SSE (Tele)/AUTO-02 nos-General Duty CSN: 01 no-General Duty
MCM (TCM)	11	BSL SSE (Tele)CTO:04 nos. (02 in shift+ 02 in General) BSL SSE(Tele)/AUTO:04 nos.(02 in shift+ 02 in General) JL: 02 no-General Duty CSN: 01 no-General Duty
MCM WTM	03	BSL SSE (Tele)CTO: 01 no-General Duty BSL SSE (Tele)/AUTO-02 nos-General Duty
TCM-I	07	BSL SSE (Tele)CTO: 03nos. (01 in shift+ 02 in General) BSL SSE (Tele)/AUTO-01 nos-General Duty BSL SSE (Tele) DNMC: 03 nos-General Duty
TCM-II	02	CSN: 02 no-General Duty

TCM-III	05	BSL SSE (Tele)CTO: 01 no-Shift Duty BSL SSE (Tele)/AUTO-02 nos-General Duty BSL SSE (Tele) Field: 01 nos-General Duty at BDI CSN-01 General duty at PC.
Khalasi	37	BSL SSE (Tele)CTO: 09 nos (04 in shift Duty, 05 General Duty) BSL SSE (Tele)/AUTO: 18 nos (04 in shift Duty, 14 General Duty) BSL SSE (Tele) Field: 02 nos-General Duty in cable gang. BSL SSE (Tele) DNMC: 01 nos-General Duty JL: 01 General Duty PC: 02 General Duty CSN: 04 General Duty
Clock repairer/MCM	+01	BSL SSE (Tele) Field: 01 General Duty
Cable Jointer -III	+01	BSL SSE (Tele)/AUTO: 01 General Duty
Sr.Watchman	01	BSL SSE (Tele)/AUTO: 01 Shift Duty
Office peon/Tele	02	BSL SSE (Tele)CTO:02 nos.(Fax Centre) Both are handicapped.
Motor Cleaner	01	BSL SSE (Tele)/AUTO: 01 in General Duty
CIWT	01	BSL SSE (Tele)CTO: 01 in General Duty
IWT	01	BSL SSE (Tele)CTO: 01 in General Duty
STO	02	BSL SSE (Tele)/AUTO: 01 in General Duty,01 Shift Duty
CH TO	01	BSL SSE (Tele)/AUTO: 01 in Shift Duty
Sr. TO	+02	BSL SSE (Tele)/AUTO: 02 in Shift Duty

3.9.4 Critical Analysis :

- Redundant/ Non- Operative posts identified in the Depot - **NIL.**

- ❖ Activities Outsourced in the Depot - **NIL.**
- ❖ Future planning for any outsourcing - **NIL.**

3.10 SSE/Tele/KNW Depot

3.10.1 Scale check of SSE/Tele/KNW Depot staff :

Sr.No	Category	S/S	MOR	VAC.
01	SSE/ Tele.	04	04	00
02	JE/ Tele.	02	01	01
03	MCM/TCM	02	03	+01
04	TCM I	05	04	01
05	TCM II	01	00	01
06	TCM III	02	01	01
07	WTM-I	01	01	00
08	C/J-III	01	00	01
09	Helper/Khalasi	08	09	+01
	Total	26	23	03

3.10.2 Jurisdiction of Depot/ Depot- Incharge :

KNW TO DSK (Exc) :

Total number of stations=15

3.10.3 Deployment of the Existing staff :

The deployment of the existing staff at SSE/Tele. KNW staff is given below:

Sr.No	Category	Section	Staff working
01	SSE/T/KNW	KNW to DSK	2 SSE + 1 SSE as Overall Section In Charge
			1 SSE at BAU
02	JE/T/NPNR	--	--
03	MCM	Working under SSE/ BAU, 1	Working under SSE/

		NPNR & 1 KNW	BAU, 1 NPNR & 1 KNW
04	TCM – I	Working under SSE/ KNW, BMA, NPNR	1 TCM at KNW, 1 at BMA, 2 at NPNR & 1 SAV
05	TCM-III	SSE/ KNW	At KNW
06	Khalasi	Working under SSE/T/ KNW, NPNR, BAU & RV	5 Khalasi at KNW, 1 at NPNR, 2 at BAU & 1 at RV.

3.10.4 Critical Analysis :

- Redundant/ Non- Operative posts identified in the Depot - **NIL.**
- Activities Outsourcing in the Depot - **NIL.**
- Future planning for any outsourcing - **NIL.**

3.11 SSE/T/MW/BSL

3.11.1 Scale check of SSE/T/MW/BSL Depot staff :

Sr.No	Category	S/S	MOR	VAC.
01	SSE/ Tele.	03	01	02
02	JE/ Tele.	02	03	+01
03	MCM/WTM	05	05	00
04	WTM I	08	04	04
05	OS II	01	01	00
06	Motor Driver	00	01	+01
07	Helper/Khalasi	04	07	+03
	Total	23	22	01

3.11.2 Jurisdiction of Depot/ Depot- Incharge :

Depot	**Jurisdiction**
SSE/TELE/CABLE/BSL	From BSL C to SEG
SSE/TELE/CABLE/AK	From SEG to BD and branch line (AMI, CNDB,WLGN)

3.11.3 Deployment of the Existing staff :

The deployment of the existing staff at SSE/Tele/Cable/BSL staff is given below:

Sr.No	Section Incharge	Section	Staff working
01	SSE/T/AMI	AMI-WLGN	Khalasi-01
		TK- BD	MCM-01, Kh-01 Working under SSE/T/BD.
02	JE/T/BSL	Shift duty at Test Room	MCM-02, WTM I-02, OS-01, Kh-01, Motor Driver-1
		AK-NGZ	MCM-02,Kh-02
		BDI-MWD	WTM I-01, Kh-01
03	JE/T/PC	MYJ-GAA	TCM-I-01
		HPR-NGN	Kh-01 working under SSE/T/NGN
04	JE/T/MMR	ANK-HSL	-------

Total = 22 staff (No RG=LR)

3.11.4 Critical Analysis :

- Redundant/ Non- Operative posts identified in the Depot - **NIL.**
- Activities Outsourced in the Depot - **NIL.**
- Future planning for any outsourcing - **NIL.**

Critical Analysis:

As per DRM(S&T)'s Office, BSL L.No. BSL/N/Staff Creation/012 dated 08.02.2019 a creation for 387 technical posts is proposed based on the guidelines/norms for creation of posts of signaling staff as per Rly. Board's L.No. S-

12/S&T/Norms/NG/SIG/2010/04 dated 20.08.2010. These posts are required for the assets being created for BSL-IGP 3RD line, 4th line BSL-JL & CSN-DHI RE work.

The Telecom Unit workload on BSL Division in the year 2018 was 126791 units.

The aim of the work study is to identify the Redundant/Non-operative & outsourced posts in S&T Department. The work study team discussed with all depots in charge about such posts in their depots but at present no such posts are identified.

Recommendation: NIL