

दक्षिण पूर्व मध्य रेलवे  
SOUTH EAST CENTRAL RAILWAY

कार्यालय  
वरिष्ठ उपमहाप्रबंधक, बिलासपुर



Office of the  
Sr. Dy. General Manager, Bilaspur.  
Tel.No. 64006(Rly), 07752-414229

पत्र सं. No. WS/Optg./NGP/18-19/120/

दिनांक Dated: 05.09.2018  
06

The Divisional Railway Manager,  
S.E.C. Railway,  
Nagpur.

Sub. : Work Study on "Review of workload vis-a-vis cadre strength of Cabin Master category of Operating Deptt. in Nagpur Division over SEC Railway."

Ref. : 1] This office letter No WS/Optg./NGP/18-19/694 dated 24.05.2018  
2] This office letter No WS/Optg./NGP/18-19/1081 dated 14.08.2018

The work study has been conducted to review the Cadre strength of Cabin Master of Operating Deptt. in Nagpur Division in view to introduction of CPI/EPI in all station situated on single/double line section in Nagpur Division. The Draft Report is sent to your office on 24.05.2018 followed by a reminder vide letter under reference dated 14.08.2018 but no remark against the recommendation of Study Report has been received to this office yet and therefore it may be assumed that no remarks or comment has to be furnished on the Report.

As it is evident that the status of progress report regarding finalisation & implementation of the Study Reports has to be sent to Railway Board regularly, the above mentioned Study Report is now being finalised with no change in earlier recommendation for surrender of 16 surplus vacant posts of Cabin Master in first phase and 14 surplus live posts of Cabin Master in second phase. Therefore the draft report should be treated as Final Report.

It is, therefore, requested to expedite the implementation of the Study Report by surrendering the recommended posts so that the progress of implementation of Work Study recommendations can be advised to Railway Board accordingly.

This has approval of SDGM/SECR.

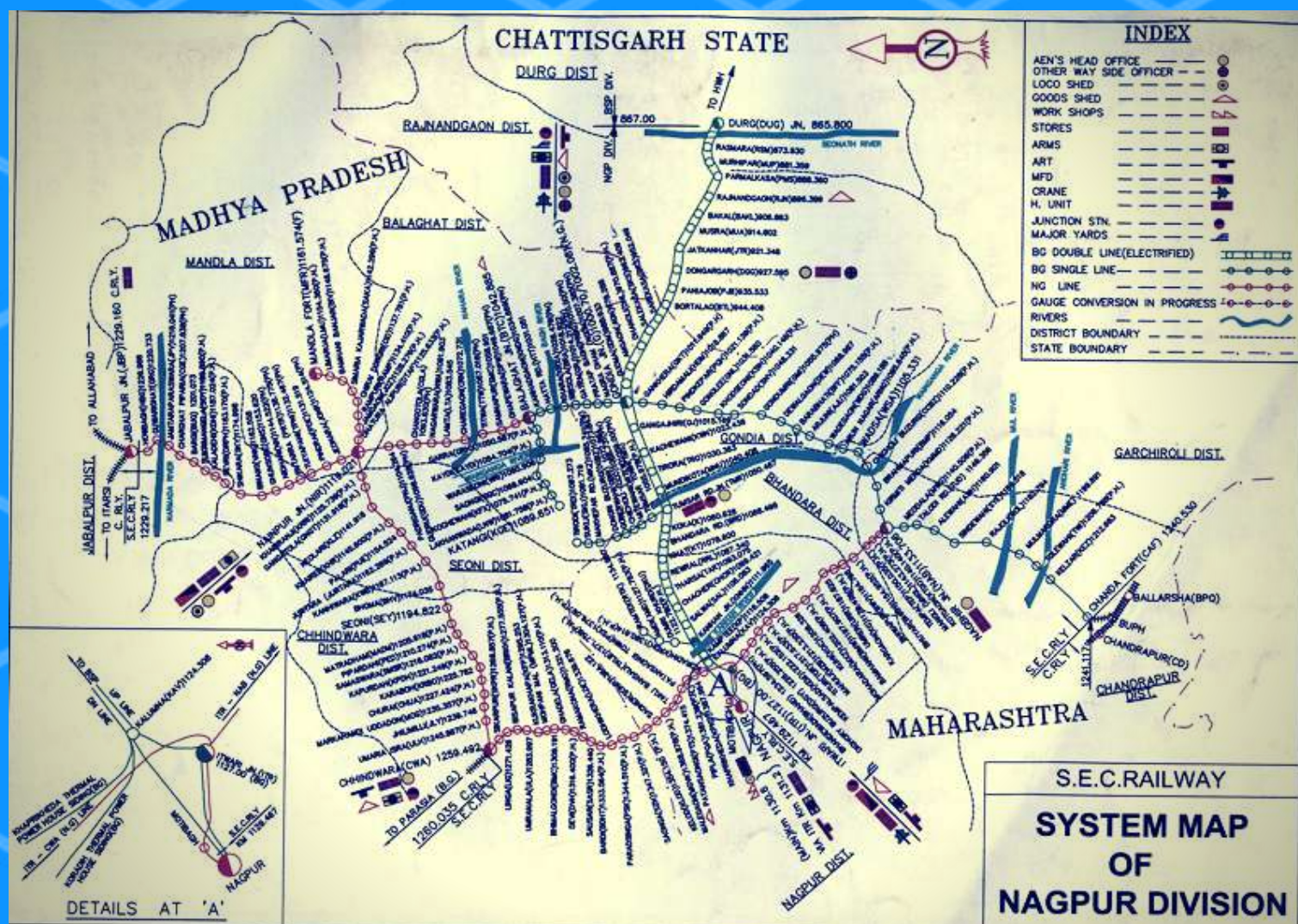
(S. N. Pattnaik)  
Asst. Work Study Officer  
For- SR. DY. GENERAL MANAGER

Copy to:-

- 1) The Executive Director, E&R (ME), Railway Board for kind intimation.
- 2) Secretary/SECR for kind intimation of GM.
- 3) COM, CPO/SECR for kind intimation and necessary action.
- 4) Sr.DOM (CO)/NGP, Sr. DPO/NGP for intimation and necessary action.

(S. N. Pattnaik)  
Asst. Work Study Officer  
For- SR. DY. GENERAL MANAGER

Encl. : 01 work study report



## REVIEW OF WORK LOAD VIS-A-VIS CADRE STRENGTH OF CABIN MASTER CATEGORY

of Operating department in Nagpur Division  
over S.E.C. Railway.



SOUTH EAST CENTRAL RAILWAY  
BILASPUR

REVIEW OF WORK LOAD VIS-A-VIS CADRE  
STRENGTH OF CM CATEGORY OF OPERATING  
DEPARTMENT IN NAGPUR DIVISION OVER S.E.C.  
RAILWAY.

GUIDED BY  
SRI A. K. SINGH  
SR. DY. GENERAL MANAGER

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WORK STUDY CELL  
S. E. C. RAILWAY  
BILASPUR  
STUDY NO.  
SEC/05/2018-19

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**SUMMARY OF RECOMMENDATION**

<b>Rec. No.</b>	<b>Description</b>	<b>Para Ref.</b>
<b>1.</b>	<p>It is recommended that considering existing scenario, it is proposed to surrender the posts of Cabin Master categories from Operating department of Nagpur Division as follows:</p> <p><b><u>1<sup>st</sup> Phase</u></b> : It is recommended that 16 vacant surplus posts of Cabin Master should be surrendered from Operating Department of Nagpur Division.</p> <p><b><u>2<sup>nd</sup> Phase</u></b>: It is recommended that 14 live post of Cabin Master should be surrendered after redeployment into suitable category of Operating department in Nagpur Division.</p>	3.5.1

## CHAPTER - I

### **1.0 INTRODUCTION:-**

- 1.1** The study of “Review of work load vis-à-vis cadre strength of Cabin Master of Operating department in Nagpur division over S. E. C. Railway” has been undertaken in view of conversion of end panels stations into central panel system.
- 1.2** Indian Railways have grown to be the largest railway network under unitary management and the biggest Government undertaking. Carrying millions of passengers and bulk of essential freight traffic, they are the nation’s life line. The role of Operating department is to arrange transportation of men and material as required for economic, industrial and social progress of the country making best use of available resources such as modification of stations, signaling and telecommunications and staff etc.

For safe and efficient train operation, modern signalling systems such as Multi Aspect Colour Light Signalling (MACLS), Panel Interlocking (PI), Route Relay Interlocking (RRI), Electric Interlocking (EI), Automatic Block Signalling, Block proving by Axle Counters, etc. are in vogue over Indian Railways. Interlocking of level crossings and provision of telephones at manned level crossings have contributed to enhancement of safety. Accordingly, both end cabins of most of the major stations are converted to Central Panel Interlocking system applying modern technology in the field of operations and signaling systems which also save manpower. Cabin Master are working at both end cabins of stations and plays a vital role in train operations under the control of on duty Station Master.

The following methodology has been adopted for conducting the study:

- (i) Collection of relevant field data.
- (ii) Examination of records.
- (iii) Direct observations at different stations/working points.
- (iv) Interaction with officers and staff.
- (v) Critical Analysis.

## CHAPTER - II

### 2.0 OBSERVATIONS:-

The work study team has reviewed the existing workload of Cabin Master vis-à-vis present cadre strength of Operating department in Nagpur Division .

### 2.1 Station-wise staff strength of Cabin Master in Nagpur Division:-

The present Sanctioned Strength of Cabin Master of Operating Department/NGP Div. is 36, Actual strength is 25 and 11 posts are vacant. The details are as under:-

S N	Station Code	Station Name	Interlocking	Category	Sanction	Actual	Vacancy
1	TMR	Tumsar Road	End Panel	Cabin Master	09	04	05
2	BTL	Bortalao	End Panel		07	04	03
3	PJB	Paniajob	End Panel		07	03	04
4	KTPS	Koradih sdg.	-		04	01	03
5	KPKD	Khaperkheda sdg.	-		03	02	01
TOTAL					30	14	16

### 2.2 Bio-Datas of Cabin Master :- Following are the Bio-datas of the CMs presently deployed in Nagpur Division.

S#	Name of the Staff	HQ	Designation	PF Number	Date of Birth	Date of Appointment	Date of Retirement
1.	MICHEL ARICKDAS DAVID	KRPS	Sr.CABINMAN	39500722357	08/09/1963	11/01/1984	30.09.2023
2.	SHAKEEL AHMAD	KPKD	CABINMAN	39500722164	24/06/1958	16/08/1982	30.06.2018
3.	PRAMOD PRABHAKAR PATIL		Sr.CABINMAN	39500722987	26/05/1964	10/04/1989	31.05.2024
4.	HOMESHWAR SHIVNATH PARATE	TMR	Sr.CABINMAN	39500529207	21/10/1962	30/04/1987	31.10.2022
5.	VASANT LAXMAN		Sr.CABINMAN	39500722358	01/07/1961	11/08/1984	30.07.2021
6.	BALKRISHNA		Sr.CABINMAN	39500557920	24/07/1959	03/03/1979	31.07.2019
7.	SANJAY KUMAR MESHRAM		CABINMAN	39506AE0265	06/08/1980	27/09/2006	31.08.2040
8.	RAMSINGH SOILAL UIKE	BTL	Sr.CABINMAN	39500722530	01/07/1959	20/04/1985	31.07.2019
9.	TEJRAM MOTIRAM PUDKE		CABINMAN	39500869758	30/08/1970	18/01/2001	31.08.2030
10.	HARIPRASAD		CABINMAN	39500779836	01/07/1959	24/11/1986	31.07.2019
11.	AMOL SITARAM MANGARE		CABINMAN	39507AE0057	01/08/1988	11/04/2007	31.08.2048
12.	D.K.SHUKLA	PJB	Sr.CABINMAN	39500722125	27/07/1963	20/10/1982	31.07.2023
13.	JEEWANKUMAR		CABINMAN	39500869470	16/08/1977	03/12/1997	31.08.2037
14.	ATISH SHIWANAND JAMBULKAR		CABINMAN	39500869849	28/01/1980	23/04/2003	31.01.2040

**2.3 Duties of Cabin Master:** - The Cabin Master works in 8 hours shift under instructions of the Station Master on duty.

- a) Passing of train in accordance with the rule of GR & SR, Block Working Manual, Station Working Rule and other instructions/orders issued time to time.
- b) Handling of Block Instruments for granting line clear for receiving and dispatch of trains as per system of working.
- c) Settings of points and lowering of signals through panel operation at the time of receiving and dispatch of trains.
- d) Maintenance and upkeep of all safety equipments available in custody.
- e) Maintain closure liaison with ASM/SM on duty.
- f) SM/ASM to be informed immediately regarding defects/ deficiencies noticed during receiving and dispatch of trains.
- g) Cabin Master are responsible to see that the incoming train has arrived completely before reversing the points to normal.
- h) To exchange and record Private Number as required under Station Working Rule of that station.
- i) Cabin Master cannot leave the cabin except he has been relieved.
- j) Cabin Master are responsible for operation of traffic level crossing gates.

**2.4 Existing station-wise Deployment of Cabin Master in Nagpur division:**

<b>2.4.1</b>	<b><u>Tumsar Road:-</u></b> Tumsar Road station is provided with End Panel, one is at east end and another at west end. The panel are of push button Domino type. All the points and signals are operated from the control panel. There are 04 CM and 04 ASM/SM are working at both end panels including 01 RG/LR.
<b>2.4.2</b>	<b><u>Bortalao:-</u></b> Bortalao station is provided with End Panel, one is at east end and another at west end. All the points and signals are operated from the control panel. There are 04 CM and 04 ASM/SM are working at both end panels including 01 RG/LR.
<b>2.4.3</b>	<b><u>Paniajob:-</u></b> Paniajob station is provided with End Panel, one is at east end and another at west end. All the points and signals are operated from the control panel. There are 03 CM and 05 ASM/SM are working at both end panels including 01 RG/LR.
<b>2.4.4</b>	<b><u>KTPS:-</u></b> Koradi Thermal Power Station siding is connected to Kalumna and Godhani station, about 9.3 Km from Kalumna. The loaded rakes on being despatched from Kalumna on receipt line clear from Chord cabin are received on line No. 1 to 4 in the Koradi exchange yard. After receipt of the load, the engine is detached and loaded wagons in part of 10 are drawn by MSEB engine into plant. Empty rakes if available in the exchange yard is cleared by the released engine. 01 Cabin Master at KTPS sdg. is performing the activity of Shunting Jamadar. 02 SM and 02 TNC performing the line clear duty by exchanging private number in 08 hrs roster duties at cabins for receipt and dispatch of trains.

<b>2.4.5</b>	<p><b>KPKD:-</b> KPKD siding is connected to Kalumna station, The loaded rakes on being dispatched from Kalumna and Saoner on receipt of line clear from Cabin Master KPKD are received on Line No.2,3 &amp; 4 in the exchange yard. After receipt of the load, the engine is detached and loaded wagons in part of 30 are drawn by MSEB's own power into their plant and empty rake if any available in the exchange yard is cleared by released power.</p> <p>There are 02 CM and 02 ASM/SM are working at both end panels including 01 RG/LR.</p>
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S N	Stn. Code	Interlocking	Actual CM	Utilization
1	TMR	End Panel	04	Working in both End Cabins
2	BTL	End Panel	04	Working in both End Cabins
3	PJB	End Panel	03	Working in both End Cabins
4	KTPS	Sdg	01	Working at siding.
5	KPKD	Sdg	02	Working at siding.
<b>TOTAL</b>			<b>14</b>	

### CHAPTER - III

#### 3.0 CRITICAL ANALYSIS & RECOMMENDATIONS :-

**3.1** Considering the provision of CPI/EPI at existing all stations situated on Single/Double Line section in NGP Division, the following analysis for the category of Cabin Master are carried out by the work study team.

#### **3.2 Assessment of CM category of Optg. Deptt./NGP DIV:-:**

- At present, Cabin Masters are deployed in 03 stations (TMR, BTL & PJB) & 02 sidings (KPKD & KRPS) in NGP Division.
- Total sanction of cadre of Cabin Masters in NGP Division is 30 and total on roll Cabin Masters is 14. There is clear vacancy of 16 posts of Cabin Masters.
- Out of total on roll 14 Cabin Masters, 04 on roll staff will retire up to 2019.
- The Cabin Master activities of above stations are managed by ASM/SMs who are re-deployed after closure of NG section for Gauge conversion.
- Automatic Signalling and 3<sup>rd</sup> Line work between NGP-DUG section is under progress (Target: March 2021). And for which it will be required to convert these End Panel stations (TMR, BTL & PJB) into central panel stations for smooth and safe operation of train movement.
- Khaperkheda and Koradih sidings are also proposed for panel stations and the work is under progress.
- Station Masters will be required for manning of these panel stations instead of Cabin Masters.
- Hence, the existing sanction of 30 Cabin Master should be surrendered.

**3.3.1 Tumsar Road:-** The sanctioned strength of Cabin Master at Tumsar Road station is 09 and actual strength is 04.

Tumsar Road station is provided with End Panels; one is at east end and another at west end. The panel are of push button Domino type. All the points and signals are operated from the control panel.

There are 04 CM and 04 ASM/SM are working at both end panels including 01 RG/LR.

The Work study team has observed that Tumsar Road station has been provided with **both End Panels** and Cabin Master are performing 08 hrs roster duties at cabins. Thus, the requirement of Cabin Master is assessed as follows:-

Station Name	Inter-locking	Sanction	Actual Strength	Existing Working
Tumsar Road	EPI	09	04	3 shifts in each Cabin (1 CM/SM in each shift) = $3 \times 2 = 6$ + 2 RG/LR = 08

Automatic Signalling and 3<sup>rd</sup> Line work between NGP-DUG section is under progress. And for which it will be required to convert the End Panel station TMR into central panel station for smooth and safe operation of train movement.

Hence 05 vacant post of Cabin Master should be surrendered from TMR station in first phase and rest 04 live posts of Cabin Master should be surrendered after redeployment into suitable category of Operating department in Nagpur Division.

**3.3.2 Bortalao:-** The sanctioned strength of Cabin Master at Bortalao station is 07 and actual strength is 04.

Bortalao station is provided with End Panel, one is at east end and another at west end. All the points and signals are operated from the control panel.

There are 04 CM and 04 ASM/SM are working at both end panel including 01 RG/LR.

The Work study team has observed that Bortalao station has been provided with **both End Panels** and Cabin Master are performing 08 hrs roster duties at cabins. Thus, the requirement of Cabin Master is assessed as follows:-

Station Name	Inter-locking	Sanction	Actual Strength	Existing Working
Bortalao	EPI	07	04	3 shifts in each Cabin (1 CM/SM in each shift) = $3 \times 2 = 6$ + 2 RG/LR = 08

Automatic Signalling and 3<sup>rd</sup> Line work between NGP-DUG section is under progress. And for which it will be required to convert the End Panel station BTL into central panel station for smooth and safe operation of train movement.

Hence 03 vacant post of Cabin Master should be surrendered from BTL station in first phase and rest 04 live posts of Cabin Master should be surrendered after redeployment into suitable category of Operating department in Nagpur Division.

**3.3.3 Paniajob:-** The sanctioned strength of Cabin Master at Paniajob station is 07 and actual strength is 03.

Paniajob station is provided with End Panel, one is at east end and another at west end. All the points and signals are operated from the control panel.

There are 03 CM and 05 ASM/SM are working at both end panel including 01 RG/LR.

The Work study team has observed that Paniajob station has been provided with **both End Panels** and Cabin Master are performing 08 hrs roster duties at cabins. Thus, the requirement of Cabin Master is assessed as follows:-

Station Name	Inter-locking	Sanction	Actual Strength	Existing Working
Paniajob	EPI	07	03	3 shifts in each Cabin (1 CM/SM in each shift) = $3 \times 2 = 6$ + 2 RG/LR = 08

Automatic Signalling and 3<sup>rd</sup> Line work between NGP-DUG section is under progress. And for which it will be required to convert the End Panel station PJB into central panel station for smooth and safe operation of train movement.

Hence 04 vacant post of Cabin Master should be surrendered from BTL station in first phase and rest 03 live posts of Cabin Master should be surrendered after redeployment into suitable category of Operating department in Nagpur Division.

**3.3.4 Koradi Thermal Power siding:-** The sanctioned strength of Cabin Master at Koradi Thermal Power siding is 04 and actual strength is 01.

The Work study team has observed that 01 Cabin Master at KTPS sdg. Is performing the activity of Shunting Jamadar. 02 SM and 02 TNC performing the line clear duty by exchanging private number in 08 hrs roster duties at cabins for receipt and dispatch of trains.

Station Name	Inter-locking	Sanction	Actual Strength	Existing Working
KTPS	EPI	04	01	3 shifts in Cabin (1 TNC/SM in each shift) = $3 \times 1 = 3$ + 1 RG/LR = 04

Koradih sidings is proposed for panel stations and the work is under progress. Station Masters will be required for manning of the panel station instead of Cabin Masters.

Hence 03 vacant post of Cabin Master should be surrendered from Koradih siding in first phase and rest 01 live post of Cabin Master should be surrendered after redeployment into suitable category of Operating department in Nagpur Division.

**3.3.5 Khaperkheda siding:-** The sanctioned strength of Cabin Master at KPKD siding is 03 and actual strength is 02.

The Work study team has observed that Cabin Master at KPKD sdg. are performing 08 hrs roster duties at cabins. Cabin Master are performing all types of receipt and dispatch of trains. Thus, the requirement of Cabin Master is assessed as follows:-

Station Name	Inter-locking	Existing Sanction	Existing Actual Strength	Existing Working
KPKD	EPI	03	02	3 shifts in Cabin (1 CM/SM in each shift) = $3 \times 1 = 3$ + 1 RG/LR = 04

KPKD sidings is proposed for panel stations and the work is under progress. Station Masters will be required for manning of the panel station instead of Cabin Masters.

Hence 01 vacant post of Cabin Master should be surrendered from KPKD siding in first phase and rest 02 live post of Cabin Master should be surrendered after redeployment into suitable category of Operating department in Nagpur Division.

### 3.4 Existing & Proposed deployment/Surrender of Cabin Master:-

S N	Station Code	Station Name	Sanction	On Roll	Proposed	No. of post to be surrendered	
						1 <sup>st</sup> phase	2 <sup>nd</sup> phase
1	TMR	Tumsar Road	09	04	00	05	04
2	BTL	Bortalao	07	04	00	03	04
3	PJB	Paniajob	07	03	00	04	03
4	KTPS	Koradih sdg.	04	01	00	03	01
5	KPKD	Khaperkheda sdg.	03	02	00	01	02
<b>Total</b>			<b>30</b>	<b>14</b>	<b>00</b>	<b>16</b>	<b>14</b>

### 3.5 RECOMMENDATION:

**3.5.1 Recommendation :-** It is recommended that considering existing scenario, it is proposed to surrender the posts of Cabin Master categories from Operating department of Nagpur Division as follows:

**1<sup>st</sup> Phase** : It is recommended that 16 vacant surplus posts of Cabin Master should be surrendered from Operating Department of Nagpur Division.

**2<sup>nd</sup> Phase**: It is recommended that 14 live post of Cabin Master should be surrendered after redeployment into suitable category of Operating department in Nagpur Division.

**CHAPTER-IV****4.0 FINANCIAL EVALUATION & RESULTS:-**

**Savings due to surrender of 30 identified surplus posts of CM of Operating department of NGP division :-**

Design.	Level	Scale	No. of Post to be surrendered	Mean pay	Cost per Month per staff (Mean Basic pay+ D.A. @ 07%)	Total cost per month (in ₹)	Total cost per year (in ₹)
Cabin Master	L-4	25500-81100	30	53300	57031	1710903	205,31,160
<b>TOTAL</b>			<b>30</b>				<b>205,31,160</b>

Thus, recurring savings to the tune of ₹ 205, 31,160 say ₹ 205 lakh Per annum can be achieved due to surrender of 30 posts of CM from Operating Department of Nagpur Div. and surrender memorandum to be issued by Sr. DPO/ Nagpur /SECR.