



पश्चिम रेलवे  
Western Railway

**REVIEW OF STAFF STRENGTH**

**OF**

**TRAIN LIGHTING STAFF**

**OF**

**ELECTRICAL DEPARTMENT**

**OVER**

**VADODARA DIVISION**

**( No. G.463/WR/WS-19/2018-19)**

---

**Led by:**  
Shri Rakesh Kumar  
Dy. Secy.(PG)-CCG

**Guided by:**  
Shri S. Sharma  
SWSO-CCG

**Study Conducted by:**  
Shri R. S. Warang  
CWSI-CCG  
Shri P. S. Sengupta  
CWSI-CCG

---

**Study discussed with Co-ordinating Official : Shri Sushil Borwankar, CTA-BRC**

---

Central Planning Organization  
Headquarter Office  
Churchgate  
Mumbai – 20

**...oOo...**

## EXECUTIVE SUMMARY

Sr. No. of Study	-	19
Case No.	-	G.463/WR/WS-19/2018-2019
Subject	-	Review of staff strength of Train Lighting (TL) Staff of Electrical department over Vadodara Division.
Area	-	Vadodara Division
Division	-	Vadodra
Department	-	Electrical
Authority	-	AGM/CCG
Terms of Reference	-	Assessment of Man power requirement – Corresponding to existing/arising work load.
No. of Recommendations	-	One
Projected Manpower	-	

Category	Existing Cadre	Man on roll	Vacancy	Proposed Cadre	Proposed for surrender	Vacant post	Live post
Gr. C	109	77	32	71	38	32	6
Gr. D	38	26	12	28	10	10	0
<b>Total</b>	<b>147</b>	<b>103</b>	<b>44</b>	<b>99</b>	<b>48</b>	<b>42</b>	<b>6</b>

Financial Implication	-	Total recurring Savings of <b>Rs. 446.01 Lakhs</b> (approx.) per annum.
-----------------------	---	---

...o0o...

# I N D E X

CHAPTER NO.	DESCRIPTION	PAGE NO.	
		FROM	TO
-	Acknowledgement & Terms of Reference	4	--
-	Methodology	5	--
-	Summary of Recommendations	6	--
I	Introduction	7	--
II	Critical Analysis of Existing manpower and Proposed manpower	8	25
III	Financial Implications	26	--

(i)

### **ACKNOWLEDGEMENT**

The work study team is grateful to Sr. DEE (Power) - BRC, Shri Sushil Borwankar, CTA-BRC and all SSE/JE of Train Lighting staff of BRC division for their whole hearted co-operation extended during the course of the study.

### **TERMS OF REFERENCE**

As directed by AGM/CCG, a work study on review of staff strength of Train Lighting Staff of Electrical Department over Vadodara Division is to be conducted during the financial year 2018-19.

The work study has been conducted to assess actual man power requirement for carrying out the existing work load due to change in working pattern.

**...o0o...**

(ii)

### **METHODOLOGY ADOPTED**

- Visit to work place
- Collection of data – staff strength / activities / work load.
- Observation of working system
- Scrutiny of data collected (critical analysis)
- Discussion with nominated officials
- Assessment of man power
- Recommendation for acceptance and implementation
- Finalization of Work Study.

...o0o...

(iii)

### **SUMMARY OF RECOMMENDATIONS**

#### **Recommendation**

#### **Refer Para**

##### **Recommendation No. 1**

2.26.1

*After critical analysis of present workload of Train lighting Staff of Electrical Department of Vadodara Division, the work study team proposes 99 posts ( 71 Gr. C & 28 Gr. D ) of SSE/Technician/Khalasi against the sanctioned cadre of 147 posts ( 109 Gr. C & 38 Gr. D ) of SSE/Technician/Khalasi and 48 posts ( 38 Gr. C & 10 Gr. D ) of SSE/Technician/Khalasi are identified as surplus to the requirement and recommended for surrender immediately.*

**...o0o...**

## **CHAPTER-I**

### **1.0 INTRODUCTION :-**

- 1.1 In its endeavour to provide comfortable and affordable journey to rail users, railways have adopted modern technologies for modernization and upgradation of systems. Modernization and improved services have resulted in increase the revenue expenditure. Consequently reduction in avoidable expenditure against wasteful/redundant activities should be explored.
- 1.2 The electrical maintenance of coaches is a vital activity as it is comfort oriented. A coach through fit to run but may not be electrically fit becomes a cause of complaint and a major factor for leakage of railway revenue as well as cause of detention.
- 1.3 A considerable number of staff is engaged for carrying out the electrical maintenance of coaches. Due to modernization, certain activities have either been closed on modified. After adoption of 110 V supply in place of 24 V supply, a lot of activities have been closed but the staff is still engaged on old pattern.
- 1.4 Keeping in view above, competent authority has desired to conduct a work study on “Review of Staff strength of Train Lighting staff of Electrical Department over Vadodara Division with a view to effect economy in expenditure by reducing wasteful / redundant activities in view of technological up-gradations made in train lighting maintenance system.
- 1.5 Train Lighting Staff are deployed for Scheduled Maintenance of Coaches, repair/maintenance of Under frame/Upper frame, maintenance of lights/fans in case of failure, Cleaning of lights/fans, Checking battery condition, its electrolyte & cleaning of it, Maintenance of Battery charger, On all lights/fans of Coaches of trains before departure of trains and Off all lights/fans of Coaches of trains after arrival of trains, etc.
- 1.6 **Cadre** :- Summary of Sanctioned Cadre, Man on Roll & Vacancy position of Train Lighting Staff (i.e. SSE/JE, MCF to Tech III & Khalasi) of Electrical Department of BRC Division is as follows :-

<b>Sr. No.</b>	<b>Designation</b>	<b>Sanctioned Cadre</b>	<b>Man on Roll</b>	<b>Vacancy</b>
1.	SSE/JE	5	5	0
2.	Technician	104	72	32
3.	Khalasi	38	26	12
	<b>Total</b>	<b>147</b>	<b>103</b>	<b>44</b>

- 1.7 An item has been made in forth coming chapter to analyze each aspect of workload and requirement of man power.

**...oOo...**

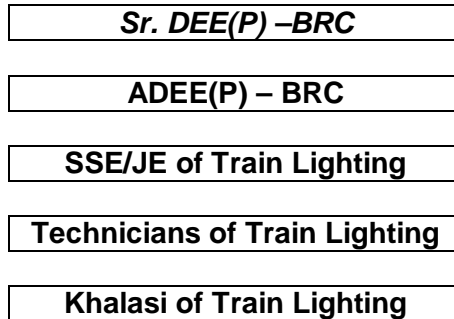
## **CHAPTER-II**

### **2.0 Existing Scenario:**

- 2.1 Vadodara division is an important Division of Western Railway. It has popular religious and tourism places. Industries like Minerals, Plastics, Chemicals, Marbles & Tiles, Soaps and Steel have enhanced the importance of Vadodara division, which has forced the Railways to play an important role by running more short & long distance trains
- 2.2 By virtue of modernization and technological up-gradations, lot of changes have been introduced to effect comfort, convenience to rail users and improved train operations. A large number of mail, express, passenger and goods trains are maintained by Vadodara Division at an optimum level of safety, security, reliability and punctuality.
- 2.3 This work study is limited to the review of Staff Strength of Train Lighting staff of Electrical department over Vadodara Division.
- 2.4 The present day train lighting system has evolved from the erstwhile conventional double battery, conventional heavy copper switch gear system. The basic problem is that system was heavy theft of copper parts of various electrical appliances/ equipments. The Electrical train lighting system has improved owing to the gradual improvement in the standards of amenities viz light, fans and developments of indigenous dynamos, brushless alternators and associated switchgears. The system of End on Generation (EOG) has evolved to overcome the problem of non generation on slow speeds on branch line train as well as interference with generating equipments, batteries and other under gear equipments by antisocial elements. Due to technological developments and modernization, the under-slung AC equipments are being converted into RMPU AC equipments.
- 2.5 The major achievements made by the Railway has been converting the electric supply in conventional coaches from 24V to 110V by changing the generation system. Certain other changes have also been made by the Railways to minimize avoidable activities for reducing excess staff being engaged against unproductive activities.
- 2.6 Vadodara Division has deployed the train lighting staff at different locations viz. **Control Office - PRTN, BRCP, CCC-PRTN, OS-PRTN, JMB, ANND, ND, GDA, DB, BH, KSB, AKV, MGY & NG Workshop-PRTN**. The existing pattern of workload is to be rationalized for effective and economical maintenance due to modernization of conventional coaches.



- 2.7 All Train Lighting staff of Vadodara division are under the administrative control of Sr. DEE(P) - BRC. The **Organization Chart** of Train Lighting staff of Vadodara division is as follows :-



- 2.8 **The details of Sanctioned Cadre, Man on Roll & Vacancy position of Train Lighting Staff (i.e. SSE/JE, MCF to Tech III & Khalasi) of Electrical Department of BRC Division is as follows :-**

Sr No	Unit	SSE/JE			MCF to Tech.			Khalasi			Total		
		SC	MoR	Vac.	SC	MoR	Vac.	SC	MoR	Vac.	SC	MoR	Vac.
1	Control PRTN	1	1	0	6	6	0	3	2	1	10	9	1
2	BRCP	1	1	0	37	32	5	15	12	3	53	45	8
3	CCC-PRTN	2	2	0	14	12	2	9	7	2	25	21	4
4	OS-PRTN	0	0	0	3	1	2	2	2	0	5	3	2
5	JMB	0	0	0	1	1	0	0	0	0	1	1	0
6	ANND	0	0	0	4	1	3	0	0	0	4	1	3
7	ND	0	0	0	4	1	3	0	0	0	4	1	3
8	GDA	0	0	0	4	2	2	1	1	0	5	3	2
9	DB	0	0	0	11	3	8	1	0	1	12	3	9
10	BH	0	0	0	3	1	2	1	0	1	4	1	3
11	KSB	0	0	0	1	1	0	0	0	0	1	1	0
12	AKV	0	0	0	1	1	0	2	0	2	3	1	2
13	MGY	0	0	0	1	4	3	0	0	0	1	4	3
14	NG WS-PRTN	1	1	0	14	6	8	4	2	2	19	9	10
	<b>Total</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>104</b>	<b>72</b>	<b>32</b>	<b>38</b>	<b>26</b>	<b>12</b>	<b>147</b>	<b>103</b>	<b>44</b>

- 2.9 **Yard Stick:**

There has been vast change in working pattern due to introduction of modern and innovative technology and outsourcing activities, therefore, the yard stick in many cases is redundant and is not useful in present scenario. Work study team noticed that work load of Train lighting staff is reduced day by day due to conversion of Narrow Gauge into Broad Gauge.

The available yard stick is very old and there are more changes in working pattern. ***Hence, this work study is conducted on the basis of need base requirement and outsourcing of activities, if any.*** So, the man power is provided ***on the need base*** and accordingly the provision are made.

2.10 **Critical Analysis of workload & Assessment of manpower of Sanitation staff of BCT Division :-**

2.11 **SSE/Control Office – PRTN :**

Control office – PRTN is situated on ground floor in left side building of DRM Office – BRC. This Control office is working round the clock in 3 shifts. This Control office is meant for monitoring trains movements and failure, if any of Train Lighting, Power & RAC of Electrical Department of BRC division.

2.11.1 **Cadre:-** The Sanctioned Cadre, Man on Roll, Vacancy position of staff deployed at Control office – PRTN is as under :-

<b>Category</b>	<b>Sanctioned cadre</b>	<b>Man on roll</b>	<b>Vacancy</b>
SSE/SE/JE	1	1	0
MCF/Sr. Tech to Tech III	6	6	0
Khalasi	3	2	1
<b>Total</b>	<b>10</b>	<b>9</b>	<b>1</b>

2.11.2 **Present Deployment of staff & working in brief :**

Presently, 1 SSE, 6 Technician & 2 Khalasi are deployed for Control office – PRTN.

1 SSE	Overall In charge of Control office – PRTN.
6 Technician	1 MCF in 1st Shift (i.e 08 to 16 Hours) 1 Tech. in 2nd Shift (i.e 16 to 24 Hours) 2 Tech. in 3rd Shift (i.e 00 to 08 Hours) 1 Tech as RG ( 4 days for Tech & 2 days for Khalasi) 1 Tech as LR ( for 5 Tech & 2 Khalasi )
2 Khalasi	1 Khalasi in 1st Shift (i.e 08 to 16 Hours) with MCF 1 Khalasi in 2nd Shift (i.e 16 to 24 Hours) with Technician.
<b>9</b>	<b>Total</b>

2.11.3 **Workload :-**

1. Overall supervision of Divisional activities of Power, TL and RAC including management of all electrical assets working position like lifts, escalators, pumps, DG sets, AC units, UTS, PRS etc.
2. Co-ordination with other various departments over BRC Division, 5 other electrical controls of other Divisions of WR and all other electrical controls over Indian Railways.
3. Daily position of 130 regular passing trains, 60 weekly, biweekly, tri-weekly UP and DN trains.
4. Daily position of primary train maintenance and spare coach position, escorting staff position, extra coach information, and other coaching issues.
5. Assistance given to holiday specials, FTRs, military specials, festival specials, other tourist trains.
6. Compilation of failure reports of punctuality loss and unusual occurrences.
7. Compilation of Monthly PCDO, TL/RAC correspondence.
8. Management of 138 passenger helpline complaints, CMI control, SMS, Web and twitter complaints
9. Liasionning with HQ over various coaching issues, special and safety drives
10. Management of special programmes of saloons for DRM, DG of NAIR, assistance for trips of probationary officers of NAIR and other Indian Railway officials visits.

2.11.4 **Critical Analysis** After critical analysis of present workload, the work study team justifies, 9 posts of SSE/Tech./Khalasi for present workload ***on need base requirement*** for Control office – PRTN, against sanctioned cadre of 10 posts of SSE/Tech./Khalasi and thereby 1 post of Khalasi is found excess to the requirement and recommended for surrender.

2.11.5 ***Thus, for Control office – PRTN, the present available 9 posts of SSE/Tech./Khalasi are justified and 1 post of Khalasi is recommended for surrender.***

## 2.12 **SSE/TL Office - BRCP :**

Train lighting office – BRCP is situated on PF No. 1 on BRC Railway Station. This office is working round the clock in 3 shifts. Staff deployed at BRCP is attending daily/ weekly, passing/terminating, UP&DN trains per day, put ON/OFF of UP&DN trains lights/fans, and is also changed UP&DN train's EL box. All passenger's complaints of failure in trains, received from TWITTER, 138 and CONTROL offices are attended at BRCP

2.12.1 **Cadre:-** The Sanctioned Cadre, Man on Roll, Vacancy position of staff deployed at Train lighting office – BRCP is as under :-

<b>Category</b>	<b>Sanctioned cadre</b>	<b>Man on roll</b>	<b>Vacancy</b>
SSE/SE/JE	01	01	0
MCF/Sr. Tech to Tech III	37	32	5
Khalasi	15	12	3
<b>Total</b>	<b>53</b>	<b>45</b>	<b>8</b>

## 2.12.2 **Present Deployment of staff & working in brief :**

Presently, 1 SSE, 32 Technician & 12 Khalasi are deployed for Train lighting office – BRCP.

1 SSE	Overall In charge of Train lighting Office – BRCP.
32 Technician	1 Sr. Tech + 3 Tech = 4 Tech in 1st Shift (i.e 08 to 16 Hours) 1 Sr. Tech + 6 Tech = 7 Tech in 2nd Shift (i.e 16 to 24 Hours) 1 Sr. Tech + 5 Tech = 6 Tech in 3rd Shift (i.e 00 to 08 Hours) 1 Sr. Tech for ART/BRCY for regular checking. 1 Sr. Tech + 1 Tech = 2 Tech for Primary maintenance of DRMs Salon. 1 Sr. Tech + 2 Tech = 3 Tech for Heavy repairs 1 Tech for Stores 4 Tech as RG ( for 24 Tech ) 3 Tech as LR ( for 28 Tech )
12 Khalasi	2 Khalasi in 1st Shift (i.e 08 to 16 Hours) 3 Khalasi in 2nd Shift (i.e 16 to 24 Hours) 3 Khalasi in 3rd Shift (i.e 00 to 08 Hours) 1 Khalasi for Stores 2 Khalasi as RG ( for 9 Khalasi ) 1 Khalasi as LR ( for 11 Khalasi )
<b>45</b>	<b>Total</b>

### 2.12.3 **Workload**:-

1. In Morning Shift :- On an average 30 (daily + weekly) passing/terminating UP&DN trains attended per day at BRCP- Approx 18 UP&DN trains light/fan put ON/OFF at BRCP- Approx 3 UP&DN train's EL box is changed. All passenger's complaints of failure in trains, received from TWITTER, 138 and CONTROL offices are attended.
2. In Evening Shift :- On an average 43 (daily + weekly) passing/terminating UP&DN trains attended per day at BRCP. Approx 20 UP&DN trains light/fan put ON/OFF at BRCP. Approx 4 UP&DN train's EL box is changed. All passenger's complaints of failure in trains, received from TWITTER, 138 and CONTROL offices are attended.
3. In Night Shift :- On an average 50 (daily + weekly) passing/terminating UP&DN trains attended per day at BRCP. Approx 10 UP&DN trains light/fan put ON/OFF at BRCP. Approx 4 UP&DN train's EL box is changed. All passenger's complaints of failure in trains, received from TWITTER, 138 and CONTROL offices are attended.
4. All trains luggage light, side light, tail lamps are regularly and position is mentioned whether ON or OFF or OK. Extra TECHs/KHLs are provided in inter and night shifts during summer season and during running of holiday special trains.
5. At ART/BRCY 4 Coaches primary maintenance and monthly charging schedule is maintained. 14+11 Nos. of charging points at BRC+12928 are regularly checked.
6. Primary maintenance of RA 37 DRM's saloon is done at BRC.
7. Total 127 Nos. of charging points on PF 1/2, 3,5/6,7 and saloon siding are maintained. Total 12 Nos. of battery chargers and 4 Nos. of transformers are maintained at BRCP & BRCY. Heavy repair work of damaged cable trays and changing of defective/ punchtured cables running in between platform is carried out.
8. For Store material and technical correspondence with DRM office at PRTN and daily office work.

2.12.4 **Critical Analysis** :-After critical analysis of present workload, the work study team justifies, 45 posts of SSE/Tech./Khalasi for present workload ***on need base requirement*** for Train lighting office – BRCP, against sanctioned cadre of 53 posts of SSE/Tech./Khalasi and thereby 8 posts of Tech & Khalasi are found excess to the requirement and recommended for surrender.

2.12.5 ***Thus, for Train lighting office – BRCP, the present available 45 posts of SSE/Tech./Khalasi are justified and 8 posts of Tech & Khalasi are recommended for surrender.***

### 2.13 **SSE/Coach Care Centre – PRTN** :

Coach Care Centre – PRTN is situated near PRTN Rly Station. This Coach Care Centre – PRTN is working round the clock in 3 shifts. This Coach Care Centre – PRTN is meant for repairing & maintenance of the BG Coaches i.e. Trip maintenance, Monthly maintenance, Quarterly maintenance and IOH maintenance.

2.13.1 **Cadre**:- The Sanctioned Cadre, Man on Roll, Vacancy position of staff deployed at Coach Care Centre – PRTN is as under :-

<b><i>Category</i></b>	<b><i>Sanctioned cadre</i></b>	<b><i>Man on roll</i></b>	<b><i>Vacancy</i></b>
SSE/SE/JE	2	2	0
MCF/Sr. Tech to Tech III	14	12	2
Khalasi	9	7	2
<b><i>Total</i></b>	<b><i>25</i></b>	<b><i>21</i></b>	<b><i>4</i></b>

### 2.13.2 **Present Deployment of staff & working in brief :**

Presently, 2 SSE, 12 Technician & 7 Khalasi are deployed for Coach Care Centre – PRTN .

2 SSE	1 SSE - Overall In charge of Coach Care Centre – PRTN 1 JE – Supervision in 08 to 17 Hours ( General Shift Duty)
12 Technician	(a) <b><u>General Shift (i.e 08 to 17 Hours)</u></b> 2 Tech for Sick Line working 1 Tech for TL Upper Frame working 1 Tech for TL Under Frame working 1 Tech for Day/Night Gang 1 Tech for RAC working (b) <b><u>Night Shift (i.e 22 to 06 Hours)</u></b> 1 Tech for TL working in Night shift (c) <b><u>Train Scouting Duty)</u></b> 3 Tech for Scouting duty on Vadodoara Exp. (12927/28) 1 Tech for Scouting duty on Mahamana Exp. (20903/04) (d) <b><u>RG/LR</u></b> 1 Tech working as RG/LR
7 Khalasi	(a) <b><u>General Shift (i.e 08 to 17 Hours)</u></b> 1 Khalasi for TL Upper Frame working 1 Khalasi for TL Under Frame working 1 Khalasi for Day/Night Gang 1 Tech for RAC working (b) <b><u>Night Shift (i.e 22 to 06 Hours)</u></b> 2 Khalasi for TL working in Night shift (c) <b><u>Train Scouting Duty)</u></b> Due to shortage of staff, 2 Staff of SSE/RAC/PRTN are utilised for Scouting duty (d) <b><u>RG/LR</u></b> 2 Khalasi working as RG/LR
<b>21</b>	<b>Total</b>

### 2.13.3 **Workload** :- Holding of Train Light Coaches at Coach Case Centre - PRTN

Month	No. of Coaches	Month	No. of Coaches
Jan, 2017	72	Jan, 2017	105
Feb, 2017	68	Feb, 2017	107
Mar, 2017	68	Mar, 2017	111
Apr, 2017	65	Apr, 2017	111
May, 2017	65	May, 2017	111
Jun, 2017	65	Jun, 2017	109
Jul, 2017	65	Jul, 2017	98
Aug, 2017	61	Aug, 2017	95
Sep, 2017	77	Sep, 2017	98
Oct, 2017	75	Oct, 2017	95
Nov, 2017	108	Nov, 2017	--
Dec, 2017	107	Dec, 2017	--
<b>Total</b>	<b>896</b>	<b>Total</b>	<b>1040</b>
<b>Avg. Per Month</b>	<b>74.7</b>	<b>Avg. Per Month</b>	<b>86.7</b>

- 2.13.4 **Critical Analysis** :- Coach Care Centre – PRTN is newly set up Broad Gauge (BG) Coach Repairing Depot. This Centre has presently, doing Trip maintenance, Monthly maintenance, Quarterly maintenance and IOH maintenance of Vadodara Exp. (129027/28) & Mahamana Exp (20903/04). The holding on this Centre is on an average 87 coaches per month. Due to shortage of staff, this Coach Care Centre is utilising 2 Staff of SSE/RAC/PRTN for Scouting duty. Also for monthly/quarterly maintenance, 2 additional staff is required. Thus, work study team proposed to fill-up 4 vacant posts for smooth working of Coach Care Centre – PRTN.

After critical analysis of present & arising workload, the work study team justifies, 25 posts of SSE/Tech./Khalasi for present & arising workload ***on need base requirement*** for Coach Care Centre – PRTN, against sanctioned cadre of 25 posts of SSE/Tech./Khalasi and thereby the vacancy of 4 posts of SSE/Tech/Khalasi is to be filled up early for smooth working. So, 4 posts of SSE/Tech/Khalasi may be redeployed from other station, where excess staff is identified.

- 2.13.5 ***Thus, for Coach Care Centre – PRTN, the work study team justifies, 25 posts of SSE/Tech./Khalasi for present & arising workload and thereby the vacancy of 4 posts of SSE/Tech/Khalasi is to be filled up for smooth working. So, 4 posts of SSE/Tech/Khalasi may be redeployed from other station, where excess staff is identified.***

#### 2.14 **OS/PRTN** :-

Train Lighting Staff of OS/PRTN is working under the supervision of SSE/Safety- PRTN. OS/PRTN Office is situated near PRTN Rly Station. This Office is working in three Shifts i.e. General Shift i.e. 08 to 17Hrs, First Shift 6 to 14 Hrs. and Second Shift 14 to 22 Hrs.

- 2.14.1 **Cadre**:- The Sanctioned Cadre, Man on Roll, Vacancy position of staff deployed at OS/PRTN , working under SSE/Safety – PRTN is as under :-

<b>Category</b>	<b>Sanctioned cadre</b>	<b>Man on roll</b>	<b>Vacancy</b>
SSE/SE/JE	--	--	--
MCF/Sr. Tech to Tech III	3	1	2
Khalasi	2	2	0
<b>Total</b>	<b>5</b>	<b>3</b>	<b>2</b>

#### 2.14.2 **Present Deployment of staff & working in brief** :

Presently, 1 Technician & 2 Khalasi are deployed for OS/PRTN, working under SSE/Safety – PRTN.

--	OS/PRTN staff is working under the supervision of SSE/Safety-PRTN.
1 Technician	1 Tech in General Shift (i.e 08 to 17 Hours) for maintenance of 2 BG Rakes and 1 NG rake.
2 Khalasi	2 Khalasi (one for First Shift 6 to 14 Hrs. and one for Second Shift 14 to 22 Hrs. for maintenance of 2 BG Rakes and 1 NG rake.
<b>3</b>	<b>Total</b>

#### 2.14.3 **Workload** :-

1. On/off lights/fans of Train no. 52033/34, 52035/36 (NG), 59117/18, 59121/22 and 59199/20 (BG) 79455/56 (BG- DEMU) at time of Arrival/Departure.
2. Maintenance of lights/fans in case of failure.
3. Checking of battery position, electro-light, cleaning & maintenance work, etc.
4. Cleaning of Light & Fan.
5. Maintenance of Battery charger of 110 volt DC, 09 KW.

2.14.4 **Critical Analysis** :- After critical analysis of present workload, the work study team justifies, 3 posts of SSE/Tech./Khalasi for present workload ***on need base requirement*** for OS/PRTN, against sanctioned cadre of 5 posts of SSE/Tech./Khalasi and thereby 2 posts of Tech are found excess to the requirement and recommended for surrender.

2.14.5 ***Thus, for OS/PRTN, the present available 3 posts of SSE/Tech./Khalasi are justified and 2 posts of Tech are recommended for surrender.***

#### 2.15 **JMB** :-

Train Lighting Staff of JMB is working under the supervision of SSE/Safety-PRTN. The Train Lighting staff deployed at JMB station is working in Broken Duty i.e 06 to 08, 11 to 15 & 20 to 22 Hours for maintenance of 1 NG rake.

2.15.1 **Cadre**:- The Sanctioned Cadre, Man on Roll, Vacancy position of staff deployed at JMB under the supervision of SSE/Safety – PRTN is as under :-

<b>Category</b>	<b>Sanctioned cadre</b>	<b>Man on roll</b>	<b>Vacancy</b>
SSE/SE/JE	--	--	--
MCF/Sr. Tech to Tech III	1	1	0
Khalasi	0	0	0
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>

#### 2.15.2 **Present Deployment of staff & working in brief** :

Presently, 1 Technician is deployed for JMB station under the supervision of SSE/Safety – PRTN .

--	JMB station staff is working under the supervision of SSE/Safety-PRTN.
1 Technician	1 Tech in Broken Shift (i.e 06 to 08, 11 to 15 & 20 to 22 Hours) for maintenance of 1 NG rake.
<b>1</b>	<b>Total</b>

#### 2.15.3 **Workload** :-

1. On/off lights/fans of Train no. 52033/34, 52036/36 (NG), at time of Arrival / Departure.
2. Maintenance of lights/fans in case of failure.
3. Checking of battery position, electro-light, cleaning & maintenance work, etc.
4. Cleaning of Light & Fan.
5. Maintenance of Battery charger of 110 volt DC, 09 KW.

2.15.4 **Critical Analysis** After critical analysis of present workload, the work study team justifies, 1 post Tech for present workload **on need base requirement** for JMB station, against sanctioned cadre of 1 post of Tech.

2.15.5 **Thus, for JMB Station, the present available 1 post of Tech is justified.**

2.16 **ANND** :

Train Lighting Staff of ANND is working under the supervision of SSE/Power/ANND. The Train Lighting staff deployed at ANND station is working in General Shift i.e. 08 to 17 Hrs. for maintenance.

2.16.1 **Cadre**:- The Sanctioned Cadre, Man on Roll, Vacancy position of staff deployed at ANND Station under the supervision of SSE/Power-ANND is as under :-

<b>Category</b>	<b>Sanctioned cadre</b>	<b>Man on roll</b>	<b>Vacancy</b>
SSE/SE/JE	--	--	--
MCF/Sr. Tech to Tech III	4	1	3
Khalasi	--	--	--
<b>Total</b>	<b>4</b>	<b>1</b>	<b>3</b>

2.16.2 **Present Deployment of staff & working in brief** :

Presently, 1 Technician is deployed for Train lighting work at ANND under the supervision of SSE/Power-ANND.

--	ANND station staff is working under the supervision of SSE/Power - ANND.
1 Technician	1 Tech in General Shift i.e 08 to 17 Hrs for maintenance of 1 BG rake.
<b>1</b>	<b>Total</b>

2.16.3 **Workload** :-

1. On/off lights/fans of Train no. 59163/64, 59169/70 at time of Arrival/Departure.
2. Maintenance of lights/fans in case of failure.
3. Checking of battery position, electro-light, cleaning & maintenance work, etc.
4. Cleaning of Light & Fan.
5. Maintenance of Battery charger of 110 volt DC, 09 KW.
6. Checking of Coach Position.
7. Charging of Battery in case of discharge coach/ battery run down.

2.16.4 **Critical Analysis** After critical analysis of present workload, the work study team justifies, 1 post Tech for present workload **on need base requirement** for ANND station, against sanctioned cadre of 4 posts of Tech and thereby 3 posts of Tech are found excess to the requirement and recommended for surrender.

2.16.5 **Thus, for ANND station, the present available 1 post of Tech is justified and 3 posts of Tech are recommended for surrender.**



## 2.17 **ND** :

Train Lighting Staff of ND station is working under the supervision of SSE/Power/ND. The Train Lighting staff deployed at ND station is working in Broken Duty i.e 08 to 11 & 17 to 19 Hours for maintenance of BG rake, working between ND to MDSA.

- 2.17.1 **Cadre**:- The Sanctioned Cadre, Man on Roll, Vacancy position of staff deployed at ND Station under the supervision of SSE/Power-ND is as under :-

<b>Category</b>	<b>Sanctioned cadre</b>	<b>Man on roll</b>	<b>Vacancy</b>
SSE/SE/JE	--	--	--
MCF/Sr. Tech to Tech III	4	1	3
Khalasi	--	--	--
<b>Total</b>	<b>4</b>	<b>1</b>	<b>3</b>

## 2.17.2 **Present Deployment of staff & working in brief** :

Presently, 1 Technician is deployed for Train lighting work at ND under the supervision of SSE/Power-ND.

--	ND station staff is working under the supervision of SSE/Power - ND.
1 Technician	1 Tech in Broken Duty i.e 08 to 11 & 17 to 19 Hours for maintenance of BG rake, working between ND to MDSA.
<b>1</b>	<b>Total</b>

## 2.17.3 **Workload** :-

1. On/off lights/fans of Train no. 59151/52 and 59153/54 at time of Arrival/Departure.
2. Maintenance of lights/fans in case of failure.
3. Checking of battery position, electro-light, cleaning & maintenance work, etc.
4. Cleaning of Lights, Fans and Battery.
5. Maintenance of Battery charger of 110 volt DC, 09 KW.
6. Checking of Coach Position.
7. Charging of Battery in case of discharge coach/ battery run down.

- 2.17.4 **Critical Analysis** After critical analysis of present workload, the work study team justifies, 1 post Tech for present workload ***on need base requirement*** for ND station, against sanctioned cadre of 4 posts of Tech and thereby 3 posts of Tech are found excess to the requirement and recommended for surrender.

- 2.17.5 ***Thus, for ND station, the present available 1 post of Tech is justified and 3 posts of Tech are recommended for surrender.***

## 2.18 **GDA** :

Train Lighting Staff of GDA station is working under the supervision of SSE/Power/GDA. The Train Lighting staff deployed at GDA station is working round the clock in 3 shifts.

- 2.18.1 **Cadre**:- The Sanctioned Cadre, Man on Roll, Vacancy position of staff deployed at GDA Station under the supervision of SSE/Power-GDA is as under :-

<b>Category</b>	<b>Sanctioned cadre</b>	<b>Man on roll</b>	<b>Vacancy</b>
SSE/SE/JE	--	--	--
MCF/Sr. Tech to Tech III	4	2	2
Khalasi	1	1	0
<b>Total</b>	<b>5</b>	<b>3</b>	<b>2</b>

- 2.18.2 **Present Deployment of staff & working in brief :**

Presently, 2 Technician & 1 Khalasi are deployed for Train lighting work at GDA under the supervision of SSE/Power-GDA.

--	GDA station staff is working under the supervision of SSE/Power - GDA.
2 Technician	1 Tech in 1st Shift (i.e 08 to 16 Hours) 1 Tech. in 2nd Shift (i.e 16 to 24 Hours)
1 Khalasi	1 Khalasi in 3rd Shift (i.e 00 to 08 Hours)
<b>3</b>	<b>Total</b>

- 2.18.3 **Workload** :-

1. Maintenance of any type of failure in passing Trains.
2. Checking of coach position.
3. Checking of Battery, V- belt or any other hanging parts related to electrical side and put – right deficiency.
4. Attend the complaint received from both division i.e BRC and RTM.
5. Maintenance of Battery chargers.

- 2.18.4 **Critical Analysis** After critical analysis of present workload, the work study team justifies, 3 post Tech/Khalasi for present workload ***on need base requirement*** for GDA station, against sanctioned cadre of 5 posts of Tech/Khalasi and thereby 2 posts of Tech are found excess to the requirement and recommended for surrender.

- 2.18.5 ***Thus, for GDA station, the present available 3 posts of Tech/Khalasi are justified and 2 posts of Tech are recommended for surrender.***

- 2.19 **DB** :

Train Lighting Staff of DB station is working under the supervision of SSE/Power/DB. The Train Lighting staff deployed at DB station is working in General Shift.

- 2.19.1 **Cadre**:- The Sanctioned Cadre, Man on Roll, Vacancy position of staff deployed at BD Station under the supervision of SSE/Power-DB is as under :-

<b>Category</b>	<b>Sanctioned cadre</b>	<b>Man on roll</b>	<b>Vacancy</b>
SSE/SE/JE	--	--	--
MCF/Sr. Tech to Tech III	11	3	8
Khalasi	1	--	1
<b>Total</b>	<b>12</b>	<b>3</b>	<b>9</b>

### 2.19.2 **Present Deployment of staff & working in brief :**

Presently, 3 Technician are deployed for Train lighting work at DB under the supervision of SSE/Power-DB.

--	TL Staff of DB station is working under the supervision of SSE / Power - DB.
3 Technician	1 Tech in 1st Shift (i.e 08 to 16 Hours) at DB 1 Tech. in 1st Shift (i.e 08 to 16 Hours) at CTD 1 Tech. as RG/LR at DB and CTD
<b>3</b>	<b>Total</b>

### 2.19.3 **Workload :-**

1. On/off lights/fans of above train at time of Arrival/Departure at DB and CTD..
2. Maintenance of lights/fans in case of failure.
3. Checking of battery position, electro-light, cleaning & maintenance work, etc.
4. Cleaning of Lights, Fans and Battery.
5. Maintenance of Battery charger of 110 volt DC, 09 KW.
6. Checking of Coach Position.
7. Charging of Battery in case of discharge coach/ battery run down.

2.19.4 **Critical Analysis** After critical analysis of present workload, the work study team justifies, 3 post Tech for present workload ***on need base requirement*** for DB station, against sanctioned cadre of 12 posts of Tech/Khalasi and thereby 9 posts of Tech/Khalasi are found excess to the requirement and recommended for surrender.

2.19.5 ***Thus, for DB station, the present available 3 posts of Tech/Khalasi are justified and 9 posts of Tech/Khalasi are recommended for surrender.***

### 2.20 **BH :**

Train Lighting Staff of BH station is working under the supervision of SSE/Power/BH. The Train Lighting staff deployed at BH station is working in General Shift i.e. 08 to 17 Hrs. for maintenance.

2.20.1 **Cadre:-** The Sanctioned Cadre, Man on Roll, Vacancy position of staff deployed at BH under the supervision of SSE/Power – BH is as under :-

<b>Category</b>	<b>Sanctioned cadre</b>	<b>Man on roll</b>	<b>Vacancy</b>
SSE/SE/JE	--	--	--
MCF/Sr. Tech to Tech III	3	1	2
Khalasi	1	0	1
<b>Total</b>	<b>4</b>	<b>1</b>	<b>3</b>

### 2.20.2 **Present Deployment of staff & working in brief :**

Presently, 1 Technician is deployed for Train lighting work at BH under the supervision of SSE/Power-BH.

--	BH station staff is working under the supervision of SSE/Power - BH.
1 Technician	1 Tech in in General Shift i.e. 08 to 17 Hrs. for maintenance.
<b>1</b>	<b>Total</b>

2.20.3 **Workload** :-

1. On/off lights/fans of Train no. 59161/62, 59031/32 and 59011/12 at time of Arrival/Departure .
2. Maintenance of lights/fans in case of failure.
3. Checking of battery position, electro-light, cleaning & maintenance work, etc.
4. Cleaning of Lights, Fans and Battery.
5. Maintenance of Battery charger of 110 volt DC, 09 KW.

At present Train no. 59161/62, 59031/32 and 59011/12 have been converted into MEMU Rack in place of conventional passenger rake. So all above maintenance work is not required in MEMU rack and all work has been stopped. Now TL staff engaged in Train Passing maintenance work and attend the failure in the coaches of any train passing from BH station, as and when it is required.

The Train lighting staff at BH Station for failure of passing trains is not justified as ST Station & BRC station having Train lighting staff for failure of passing trains. These stations are much closed to BH station.

2.20.4 **Critical Analysis** After critical analysis of present workload, the work study team not justifies any post for BH station, against sanctioned cadre of 4 post of Tech/Khalasi and thereby all 4 posts of Tech/Khalasi are found excess to the requirement and recommended for surrender.

2.20.5 **Thus, for BH station, No post is justified for failure of passing trains and all 4 posts of Tech/Khalasi are recommended for surrender.**

2.21 **KSB** :-

Train Lighting Staff of KSB is working under the supervision of SSE/Power/KSB. The Train Lighting staff deployed at KSB station is working in General duty i.e 08 to 17.00 Hours for failure of passing trains.

2.21.1 **Cadre**:- The Sanctioned Cadre, Man on Roll, Vacancy position of staff deployed at KSB under the supervision of SSE/Power – KSB is as under :-

<b>Category</b>	<b>Sanctioned cadre</b>	<b>Man on roll</b>	<b>Vacancy</b>
SSE/SE/JE	--	--	--
MCF/Sr. Tech to Tech III	1	1	0
Khalasi	0	0	0
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>

2.21.2 **Present Deployment of staff & working in brief :**

Presently, 1 Technician is deployed for KSB station under the supervision of SSE/Power – KSB.

--	KSB station staff is working under the supervision of SSE/Power - KSB.
1 Technician	1 Tech in General duty i.e 08 to 17.00 Hours for failure of passing trains.
<b>1</b>	<b>Total</b>

### 2.21.3 **Workload** :-

Attend the failure of passing Trains, if any.

The Train lighting staff at KSB Station for failure of passing Trains, if any, is not justified as ST Station & BRC station having Train lighting staff for failure of passing trains. These stations are much closed to KSB station.

2.21.4 **Critical Analysis** After critical analysis of present workload, the work study team not justifies any post for KSB station, against sanctioned cadre of 1 post of Tech/Khalasi and thereby a post of Technician is found excess to the requirement and recommended for surrender.

2.21.5 ***Thus, for KSB station, No post is justified for failure of passing trains and a post of Technician is recommended for surrender.***

### 2.22 **AKV** :

Train Lighting Staff of AKV is working under the supervision of SSE/Power/AKV. The Train Lighting Staff deployed at AKV station is working in General Shift i.e. 08 to 17 Hrs. for maintenance.

2.22.1 **Cadre**:- The Sanctioned Cadre, Man on Roll, Vacancy position of staff deployed at AKV Station under the supervision of SSE/Power-AKV is as under :-

<b><i>Category</i></b>	<b><i>Sanctioned cadre</i></b>	<b><i>Man on roll</i></b>	<b><i>Vacancy</i></b>
SSE/SE/JE	--	--	--
MCF/Sr. Tech to Tech III	1	1	0
Khalasi	2	0	2
<b><i>Total</i></b>	<b><i>3</i></b>	<b><i>1</i></b>	<b><i>2</i></b>

### 2.22.2 **Present Deployment of staff & working in brief** :

Presently, 1 Technician is deployed for Train lighting work at AKV under the supervision of SSE/Power- AKV.

--	AKV station staff is working under the supervision of SSE/Power - AKV.
1 Technician	1 Tech in General Shift i.e. 08 to 17 Hrs. for maintenance.
<b><i>1</i></b>	<b><i>Total</i></b>

### 2.22.3 **Workload** :-

1. On/off lights/fans of Train no. 59167/68 at time of Arrival/Departure.
2. Maintenance of lights/fans in case of failure.
3. Checking of Coach position.
4. Checking of battery position, electro-light, cleaning & maintenance work, etc.
5. Charging of Battery in case of discharge coach/ battery run down
6. Cleaning of Light & Fan.
7. Maintenance of Battery chargers.

2.22.4 **Critical Analysis** After critical analysis of present workload, the work study team justifies, 1 post Tech for present workload ***on need base requirement*** for AKV station, against sanctioned cadre of 3 posts of Tech/Khalasi and thereby 2 posts of Khalasi are found excess to the requirement and recommended for surrender.

2.22.5 ***Thus, for AKV station, the present available 1 post of Tech is justified and 2 posts of Khalasi are recommended for surrender.***

## 2.23 **MGY :**

Train Lighting Staff of MGY is working under the supervision of SSE/Power/MGY. The Train Lighting staff deployed at MGY station is working in General Shift i.e.08 to 16 Hrs.

2.23.1 **Cadre:-** The Sanctioned Cadre, Man on Roll, Vacancy position of staff deployed at MGY Station under the supervision of SSE/Power- MGY is as under :-

<b>Category</b>	<b>Sanctioned cadre</b>	<b>Man on roll</b>	<b>Vacancy</b>
SSE/SE/JE	--	--	--
MCF/Sr. Tech to Tech III	1	4	- 3
Khalasi	--	--	--
<b>Total</b>	<b>1</b>	<b>4</b>	<b>- 3</b>

## 2.23.2 **Present Deployment of staff & working in brief :**

Presently, 4 Technicians ( 1 of Cadre & 3 excess to cadre) are deployed for Train lighting work at MGY under the supervision of SSE/Power-MGY against the Sanctioned Cadre of 1 post of Technician.

--	MGY station staff is working under the supervision of SSE/Power - MGY.
1 Technician + 3 Technician (Excess to Cadre)	1 Tech in General Shift i.e.08 to 16 Hrs. on platform for On/Off. 2 Tech. in General Shift i.e.08 to 16 Hrs. on Pit line 1 Tech. as RG/LR.
<b>4</b>	<b>Total</b>

## 2.23.3 **Workload :-**

1. On/off lights/fans of train no. 52023/24, 52022/21, 52027/28, 52045/46 at time of Arrival/Departure.
2. Maintenance of lights/fans in case of failure.
3. Checking of coach position
4. Checking of battery position, electro-light, cleaning & maintenance work, etc.
5. Charging of Coach Battery.
6. Cleaning of Light/Fan/Batteries etc.
7. Maintenance of Battery chargers

Presently, MYG-CRND-MLSR & MYG-CRND-MKRL sections of NG are in working and MYG-BD-CDD section closed due to NG to BG Gauge conversion work. Previously, 1 Technician is working at MYG station for on/off work. 3 staff which excess at DB station are deployed at MYG station and are deployed at MYG station for Pit line work. At MYG station, total 30 coaches are in operation. 30 Coaches/per month = 1 coach/per day. For maintenance of one Coach in pit line, 1 Technical staff is justified.

Thus, 1 Technician for on/off work and 1 Technician for pit line working, 2 Technician are justified at MYG station.

2.23.4 **Critical Analysis** After critical analysis of present workload, the work study team justifies, 2 post Tech for present workload ***on need base requirement*** for MGY station, against sanctioned cadre of 1 post of Tech and thereby 1 posts of Tech, which is excess to the cadre is justified and 2 technician, which are found excess to the requirement and recommended for redeployment at Coach care Centre – PRTN.

2.23.5 ***Thus, for MGY station, the present available 2 post of Tech are justified and 2 posts of Tech, which are excess to the cadre are found excess to the requirement and recommended for redeployment at Coach care Centre – PRTN.***

#### 2.24 **SSE/NG Workshop – PRTN :**

NG Workshop – PRTN is situated near PRTN Rly Station. This NG Workshop – PRTN is working in General Shift i.e. 08 to 17 Hrs. This NG Workshop–PRTN is meant for repairing & maintenance of the NG Coaches i.e. POH maintenance.

2.24.1 **Cadre:-** The Sanctioned Cadre, Man on Roll, Vacancy position of staff deployed at NG Workshop – PRTN is as under :-

<b>Category</b>	<b>Sanctioned cadre</b>	<b>Man on roll</b>	<b>Vacancy</b>
SSE/SE/JE	1	1	0
MCF/Sr. Tech to Tech III	14	6	8
Khalasi	4	2	2
<b>Total</b>	<b>19</b>	<b>9</b>	<b>10</b>

#### 2.24.2 **Present Deployment of staff & working in brief :**

Presently, 6 Technician & 2 Khalasi are deployed for NG Workshop – PRTN.

1 SSE	Overall In charge of NG Workshop – PRTN.
6 Technician	<b><u>General Shift (i.e 08 to 17 Hours)</u></b> 2 Tech for Sick Line working 1 Tech for TL Upper Frame working 1 Tech for TL Under Frame working 1 Tech for Battery 1 Tech working as RG/LR
2 Khalasi	<b><u>General Shift (i.e 08 to 17 Hours)</u></b> 1 Khalasi for TL Upper Frame working 1 Khalasi for TL Under Frame working
<b>9</b>	<b>Total</b>

2.24.3 **Workload** :- NG Workshop – PRTN is old Narrow Gauge (NG) Workshop - PRTN. NG Workshop – PRTN is doing POH of NG Coaches, which includes Upper Frame items like fans, switches, lamps wiring etc., Under frame items like alternator safety chain panel etc., Office work like maintaining Telly book, indents, office record, correspondence with CWM office etc. NG Workshop – PRTN's work is carried out in General Shift only.

**Coach Out Turn of NG Workshop – PRTN** is as follows :-

Year	No. of Coaches		Avg. per month
2015-16	47 Coaches	47/12 = 3.9	4 Coaches
2016-17	35 Coaches	35/12 = 2.9	3 Coaches
2017-18	30 Coaches	30/12 = 2.5	2.5 Coaches
2018-19			2 Coaches

From the above, table it is seen that Coach out turn of NG Workshop – PRTN is in decreasing trend. Presently, only 3 Sections i.e. Miyagam Karjan - Malsar (37.86 KMs), Choranda – Motikoral (18.45 KMs) & Jambusar - Pratapnagar (51.25 KMs) = Total 107.56 KMs are in working condition. From last three years, POH of average 2 Coaches per month is done at NG Workshop – PRTN. Thus, for 2 Coaches of POH, 1 SSE, 2 Technician & 2 Khalasi , total 5 staff are sufficient.

#### 2.24.4 **Critical Analysis**

After critical analysis of present & arising workload, the work study team justifies, 5 posts of SSE/Tech./Khalasi for present workload ***on need base requirement*** for NG Workshop – PRTN, against sanctioned cadre of 19 posts of SSE/Tech./Khalasi and thereby 14 posts of Tech/Khalasi are found excess to the requirement and recommended for surrender.

2.24.5 ***Thus, for Narrow Gauge (NG) Workshop - PRTN, the present available 5 posts of Technician are justified and 14 posts of Tech/Khalasi are recommended for surrender.***

2.25 **Proposed Staff** :- Unit/Station wise summary of Sanctioned Cadre, Proposed and Surplus Staff of **Train lighting Staff** (i.e. SSE/JE, MCF to Tech III & Khalasi) of Electrical Department of BRC Division is as follows :-

Sr No	Unit	SSE/JE			MCF to Tech.			Khalasi			Total		
		SC	Prop	Surp	SC	Prop	Surp	SC	Prop	Surp	SC	Prop	Surp
1	<b>Control PRTN</b>	1	1	0	6	6	0	3	2	1	10	9	1
2	<b>BRCP</b>	1	1	0	37	32	5	15	12	3	53	45	8
3	<b>CCC-PRTN</b>	2	2	0	14	14	0	9	9	0	25	25	0
4	<b>OS-PRTN</b>	0	0	0	3	1	2	2	2	0	5	3	2
5	<b>JMB</b>	0	0	0	1	1	0	0	0	0	1	1	0
6	<b>ANND</b>	0	0	0	4	1	3	0	0	0	4	1	3
7	<b>ND</b>	0	0	0	4	1	3	0	0	0	4	1	3
8	<b>GDA</b>	0	0	0	4	2	2	1	1	0	5	3	2
9	<b>DB</b>	0	0	0	11	3	8	1	0	1	12	3	9
10	<b>BH</b>	0	0	0	3	0	3	1	0	1	4	0	4
11	<b>KSB</b>	0	0	0	1	0	1	0	0	0	1	0	1
12	<b>AKV</b>	0	0	0	1	1	0	2	0	2	3	1	2
13	<b>MGY</b>	0	0	0	1	2	-1	0	0	0	1	2	-1
14	<b>NG WS-PRTN</b>	1	1	0	14	2	12	4	2	2	19	5	14
	<b>Total</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>104</b>	<b>66</b>	<b>38</b>	<b>38</b>	<b>28</b>	<b>10</b>	<b>147</b>	<b>99</b>	<b>48</b>



- 2.26 **Unit/Station wise summary of Sanctioned Cadre, Man on Roll, Vacancy position, Proposed Staff and Surplus Staff of Train lighting Staff** (i.e. SSE/JE, MCF to Tech III & Khalasi) of Electrical Department of BRC Division is as follows :-

<b>Sr No</b>	<b>Unit</b>	<b>Sanctioned Cadre</b>	<b>Man on Roll</b>	<b>Vacancy Position</b>	<b>Proposed Staff</b>	<b>Surplus Identified</b>	<b>Refer Para</b>
1	<b>Control PRTN</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>2.11.5</b>
2	<b>BRCP</b>	<b>53</b>	<b>45</b>	<b>8</b>	<b>45</b>	<b>8</b>	<b>2.12.5</b>
3	<b>CCC-PRTN</b>	<b>25</b>	<b>21</b>	<b>4</b>	<b>25</b>	<b>0</b>	<b>2.13.5</b>
4	<b>OS-PRTN</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2.14.5</b>
5	<b>JMB</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2.15.5</b>
6	<b>ANND</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>2.16.5</b>
7	<b>ND</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>2.17.5</b>
8	<b>GDA</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2.18.5</b>
9	<b>DB</b>	<b>12</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>2.19.5</b>
10	<b>BH</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>2.20.5</b>
11	<b>KSB</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2.21.5</b>
12	<b>AKV</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2.22.5</b>
13	<b>MGY</b>	<b>1</b>	<b>4</b>	<b>- 3</b>	<b>2</b>	<b>-1</b>	<b>2.23.5</b>
14	<b>NG WS -PRTN</b>	<b>19</b>	<b>9</b>	<b>10</b>	<b>5</b>	<b>14</b>	<b>2.24.5</b>
	<b>Total</b>	<b>147</b>	<b>103</b>	<b>44</b>	<b>99</b>	<b>48</b>	

2.26.1 **Recommendation No. 1**

*After critical analysis of present workload of Train lighting Staff of Electrical Department of Vadodara Division, the work study team proposes 99 posts ( 71 Gr. C & 28 Gr. D ) of SSE/Technician/Khalasi against the sanctioned cadre of 147 posts ( 109 Gr. C & 38 Gr. D ) of SSE/Technician/Khalasi and 48 posts ( 38 Gr. C & 10 Gr. D ) of SSE/Technician/Khalasi are identified as surplus to the requirement and recommended for surrender immediately.*

**...o0o...**

### **CHAPTER – III**

#### **3.0 FINANCIAL IMPLICATION**

- 3.1. On critical examination of all the activities carried out by Train lighting Staff (i.e. SSE/JE, MCF to Tech III & Khalasi) of Electrical Department of BRC Division and looking at the existing work load, the work study team proposes, 99 posts ( 71 Gr. C & 28 Gr. D ) of SSE/Technician/Khalasi against the sanctioned cadre of 147 posts (109 Gr. C & 38 Gr. D) of SSE/Technician/Khalasi and 48 posts (38 Gr. C & 10 Gr. D) of SSE/Technician/Khalasi are identified as surplus to the requirement and recommended for surrender immediately..
- 3.2 On implication of the study report and surrendering the 48 posts of Train lighting Staff (i.e. SSE/JE, MCF to Tech III & Khalasi) of Electrical Department of BRC Division are found surplus to the requirement, annual recurring saving will be achieved as tabulated below :-

<b><i>Category</i></b>	<b><i>No. of Surplus posts</i></b>	<b><i>Average cost per Employee</i></b>	<b><i>Annual saving in Rs.</i></b>
<b>Group - C</b>	<b>38</b>	<b>Rs. 10,03,714</b>	Rs. 3,81,41,132
<b>Group - D</b>	<b>10</b>	<b>Rs. 6,45,968</b>	Rs. 64,59,680
<b>Total</b>	<b>48</b>		<b>Rs. 4,46,00,812</b>

- 3.3 On implementation of the recommendations brought out in the work study report, annual recurring saving of **Rs. 446.01 Lakhs** per annum can be achieved.

**...o0o...**