

NORTHEAST FRONTIER RAILWAY



WORK STUDY REPORT

ON

**REVIEW OF STAFF STRENGTH OF COMMERCIAL DEPARTMENT UNDER SR DCM LMG OF
LUMDING DIVISION.**

GUIDED BY:

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STUDY NO. WSNF/08/2019 - 20

CASE NO. Z/375/10/08/2019 - 20

CENTRAL PLANNING ORGANISATION

N. F. RAILWAY/MALIGAON

GUWAHATI - 781011.

EXECUTIVE SUMMARY

SUBJECT: Review of Staff Strength of Commercial department under Sr DCM/LMG of Lunding Division.

STUDY NO : **WSNF/08/2019- 20**

CASE NO : **Z/375/10/08/2019 - 20**

AUTHORITY : **SDGM/N.F.R.**

CONCERN DIV. : **Sr DCM/APDJ.**

DEPARTMENT : **COMMERCIAL.**

DATE OF COMMENCEMENT : **08/05/2019**

DATE OF COMPLETION : **01/07/2019**

DATE OF SUBMISSION : **01/07/2019**

TERMS OF REFERENCE:

Approved annual Programme of Work Study.

NOS. OF RECOMMENDATION: 1(One)

The study team has identified total 49 nos. of vacant Posts of different categories (CS/C - 13, CRS - 2, CTI/I – 1 CTTI/I -1, CTI/II-1, ARS -1, CTTI/II – 7, CCC/C -2, Sr TC-3, TTE-12 & TC for TTE - 6) as surplus and proposed for surrender.

PROJECTED MAN POWER : **49 Posts.**

PROJECTED FINANCIAL SAVING : **Rs 328.90 Lakhs per annum.**

MONTH AND YEAR OF CIRCULATION : **JULY/2019**

I N D E X

Chapter	Contents	Page No.
I	Introduction	4
II	Summary of work load	5 - 11
III	Critical analysis and Proposed surplus posts (category & scale wise).	12-17
IV	Recommendation	18
V	Financial Implication	
VI	Ready Reckoner	19

CHAPTER-1

1. INTRODUCTION

The Railway administration has to make the best use of its resources including manpower keeping them at the optimum level to attain the financial viability . Taking into consideration to this objectives, The Railway Board has emphasized to take up review of staff strength of various departments in the Railway. In pursuance of this policy of Railway Board, the central planning Organisation of N.F.Railway/Maligaon has conducted this work study on requirements of staff under Sr DCM/LMG of LMG Division.

1.1 RATIONALE FOR CONDUCTING THIS STUDY:

- Man power is the most costly and precious resource over Indian Railway and right sizing is the need of the hour.
- Focusing attention on core activities by reducing/elimination of non- core activities.
- Improving the efficiency (output/input) either by improving the output (numerator) or by decreasing the input (denominator).
- Up-gradation/introduction of automation/innovations
- Outsourcing of noncore activity.
- Availability of better process/technology.
- Reducing/removing redundancy in work.

1.2 . AUTHORITY:

SDGM of N .F. Railway.

1.3. TERMS OF REFERENCE:

Approved Annual Work Study Programme

1.4. METHODOLOGY:

- a) Collection of data relating to workload.
- b) Discussion with Sr DCM/LMG& Subordinates and obtaining their views.
- c) Assess the workload for Commercial /field activity.
- d) Assess the workload for LMG division's field units.
- e) Assess the staff requirements for the above workload.

1.5 . ACKNOWLEDGEMENT:

Work study team is grateful to Sri A.K.Dey Sr DCM/LMG, Sri S.N.Tiwary ACM/LMG , for their kind guidance and co-operation for conducting this study. The work study team is thankful to Sri P.Bordoloi CCMI/LMG for his assistance rendered to the work study team for conducting the subject study.

- 1.6. a)** Sr DCM/LMG has nominated Sri S.N.Tiwary ACM/LMG as associated officer and Sri P .Bordoloi CCMI/LMG as associated supervisor for the said study (placed as Annex-I)

b) Collection of data relating to workload

The working BOS was collected from Sr. DPO/LMG's office .

CHAPTER-II

SUMMARY OF WORK LOAD

Activities and Work load :

TC :- Ticket Checker TC check passengers for valid tickets and fine ticketless travellers.

TTE :- ensure that seats are rightly allotted to passengers with reservations, and fine ticketless travellers in the train. They are posted on the running trains.

ECRC & RS

- Job of ECRC & RS is to issue computerized reserved tickets for Railway passengers and to respond to enquiries regarding issue of the same or helping the passengers to plan their travel.
- The job is only indoor, in most of the places in air conditioned offices.
- In most of the stations ECRC works in two shifts on alternate days - from 8-14 hrs and 14-22 hrs. In some small stations where the earnings are less, only one person works in one shift, the timings adjusted suitably as per local conditions.
- Job of UTS staff is to issue computerized un-reserved tickets for Railway passengers and to respond to enquiries regarding issue of the same .

Commercial Clerk :-

- CC can be posted in Ticket Booking Offices (known as Booking Clerk) or in Goods Shed (Known as Goods Clerk).
- Booking Clerk issues tickets to Passengers (either traditional paper tickets or through computerized Unreserved Ticket System – UTS), book Luggage and parcels, supervise their loading and maintains concerned registers. Nowadays in some small stations Booking Clerk is also given additional charge of Computerized Passenger Reservation.
- Booking Clerk can be given independent charge of a small station (known as Clerk-in-charge) stations or work under a Station Master or a Booking Supervisor in other stations.
- Goods Clerk works in major Goods dealing stations/yards. His job involves booking freight traffic, coordinate with SM/YM regarding allotment of wagon, loading/unloading etc.

STATION WISE DISTRIBUTION OF COMMERCIAL STAFF OF LUMDING DIVISION (Except jurisdiction under ACM/GHY)

SN	Station	Category	Pay band	Grade pay	BOS	On Roll strength	Vac
1	LKA	Jr CCC	5200-20200	2000	1	2	-1
2	LMG	Jr CCC	5200-20200	2000	3	8	-5
3	LMG/Relg	Jr CCC	5200-20200	2000	2	4	-2
4	DPU	Jr CCC	5200-20200	2000	1	2	-1
5	DMV	Jr CCC	5200-20200	2000	5	5	0
6	RXX	Jr CCC	5200-20200	2000	1	0	1

7	BXJ	Jr CCC	5200-20200	2000	0	2	-2
8	SZR	Jr CCC	5200-20200	2000	2	1	1
9	HBN	Jr CCC	5200-20200	2000	3	2	1
10	DBZ	Jr CCC	5200-20200	2000	0	1	-1
11	BPB	Jr CCC	5200-20200	2000	0	2	-2
12	BPB/Relg	Jr CCC	5200-20200	2000	0	1	-1
13	SCL	Jr CCC	5200-20200	2000	2	1	1
14	KXJ	Jr CCC	5200-20200	2000	0	1	-1
15	PTKD	Jr CCC	5200-20200	2000	1	0	1
16	TBX	Jr CCC	5200-20200	2000	0	1	-1
17	DMR	Jr CCC	5200-20200	2000	0	5	-5
18	LLBR	Jr CCC	5200-20200	2000	1	0	1
19	ABSA	Jr CCC	5200-20200	2000	2	1	1
20	HJI	Sr CCC	5200-20200	2800	2	1	1
21	LKA	Sr CCC	5200-20200	2800	2	1	1
22	LMG	Sr CCC	5200-20200	2800	7	8	-1
23	LMG/Relg	Sr CCC	5200-20200	2800	1	4	-3
24	DPU	Sr CCC	5200-20200	2800	1	0	1
25	DMV	Sr CCC	5200-20200	2800	4	6	-2
25	BXJ	Sr CCC	5200-20200	2800	2	0	2
26	BXP	Sr CCC	5200-20200	2800	1	0	1
27	BPB	Sr CCC	5200-20200	2800	5	2	3
28	BPB/Relg	Sr CCC	5200-20200	2800	1	2	-1
29	SCL	Sr CCC	5200-20200	2800	3	2	1
30	IIKD	Sr CCC	5200-20200	2800	1	0	1
31	DMR	Sr CCC	5200-20200	2800	3	1	2
32	AGTL	Sr CCC	5200-20200	2800	8	2	6
33	MBO	Sr CCC	5200-20200	2800	1	0	1
34	DBJ	Sr CCC	5200-20200	2800	1	0	1
35	RUP	Sr CCC	5200-20200	2800	1	0	1
36	RAHA	Sr CCC	5200-20200	2800	1	0	1

37	DEE	Sr CCC	5200-20200	2800	1	0	1
38	BLGH	Sr CCC	5200-20200	2800	1	0	1
39	BHRM	Sr CCC	5200-20200	2800	1	0	1
40	TTLA	Sr CCC	5200-20200	2800	2	0	2
41	M/Cell/LMG	Sr CCC	5200-20200	2800	3	2	1
42	NJN	Sr CCC	5200-20200	2800	1	0	1
43	ACM/BPB/R elg	Sr CCC	5200-20200	2800	1	0	1
44	SCA	Sr CCC	5200-20200	2800	1	0	1
45	KUGT	Sr CCC	5200-20200	2800	1	0	1
46	JRNA	Sr CCC	5200-20200	2800	4	1	3
47	LMG/BGTPT	Sr CCC	5200-20200	2800	0	4	-4
			TOTAL(1)		85	75	10
1	NGAN	CCC/C	9,300 – 34,800	4200	1	1	
2	HJI	CCC/C	9,300 – 34,800	4200	4	3	1
3	LKA	CCC/C	9,300 – 34,800	4200	5	5	
4	LMG	CCC/C	9,300 – 34,800	4200	15	18	-3
5	BRLF	CCC/C	9,300 – 34,800	4200	1	1	
6	DPU	CCC/C	9,300 – 34,800	4200	3	2	1
7	RXRX	CCC/C	9,300 – 34,800	4200	0	1	-1
8	DMV	CCC/C	9,300 – 34,800	4200	15	15	
9	HBN	CCC/C	9,300 – 34,800	4200	2	0	2
10	BEE	CCC/C	9,300 – 34,800	4200	1	1	
11	DBZ	CCC/C	9,300 – 34,800	4200	1	0	1
12	BPB	CCC/C	9,300 – 34,800	4200	9	6	3
13	SCL	CCC/C	9,300 – 34,800	4200	10	9	1
14	RMR/SCL	CCC/C	9,300 – 34,800	4200	1	0	1
15	KXI	CCC/C	9,300 – 34,800	4200	6	4	2
16	TBX	CCC/C	9,300 – 34,800	4200	1	1	
17	AGTL	CCC/C	9,300 – 34,800	4200	7	6	1
18	MBO	CCC/C	9,300 – 34,800	4200	1	1	

19	SLON	CCC/C	9,300 – 34,800	4200	1	0	1
20	JKB	CCC/C	9,300 – 34,800	4200	1	1	
21	JRNA	CCC/C	9,300 – 34,800	4200	5	1	4
22	UDPU	CCC/C	9,300 – 34,800	4200	1	0	1
23	NGCM	CCC/C	9,300 – 34,800	4200	1	1	
24	ICDA	CCC/C	9,300 – 34,800	4200	1	1	
25	DGU	CCC/C	9,300 – 34,800	4200	1	1	
26	TTLA	CCC/C	9,300 – 34,800	4200	2	1	1
27	SCE	CCC/C	9,300 – 34,800	4200	1	0	1
28	ADNI	CCC/C	9,300 – 34,800	4200	1	0	1
29	BXJ	CCC/C	9,300 – 34,800	4200	1	0	1
30	BXP	CCC/C	9,300 – 34,800	4200	1	0	1
31	DTC	CCC/C	9,300 – 34,800	4200	1	0	1
32	BHZ	CCC/C	9,300 – 34,800	4200	1	0	1
33	JRBM	CCC/C	9,300 – 34,800	4200	1	1	
34	SCA	CCC/C	9,300 – 34,800	4200	3	3	
35	BXG	CCC/C	9,300 – 34,800	4200	1	0	1
36	CBZ	CCC/C	9,300 – 34,800	4200	1	0	1
37	BHRB	CCC/C	9,300 – 34,800	4200	1	0	1
38	UDPH	CCC/C	9,300 – 34,800	4200	1	0	1
39	ABSA	CCC/C	9,300 – 34,800	4200	1	0	1
40	TLMR	CCC/C	9,300 – 34,800	4200	1	1	
41	HKD	CCC/C	9,300 – 34,800	4200	1	0	1
42	PTKD	CCC/C	9,300 – 34,800	4200	1	1	
43	BLGH	CCC/C	9,300 – 34,800	4200	0	1	-1
44	BHRM	CCC/C	9,300 – 34,800	4200	0	1	-1
			TOTAL(2)		114	88	26
1	JID	CS/C	9,300 – 34,800	4600	2	1	1
2	CPK	CS/C	9,300 – 34,800	4600	2	0	2
3	HJI	CS/C	9,300 – 34,800	4600	1	0	1
4	LKA	CS/C	9,300 – 34,800	4600	2	1	1

5	LMG	CS/C	9,300 – 34,800	4600	5	2	3
6	DPU	CS/C	9,300 – 34,800	4600	1	0	1
7	DMV	CS/C	9,300 – 34,800	4600	5	2	3
8	HBN	CS/C	9,300 – 34,800	4600	2	1	1
9	NHLG	CS/C	9,300 – 34,800	4600	1	0	1
10	BPB	CS/C	9,300 – 34,800	4600	2	2	
11	SCL	CS/C	9,300 – 34,800	4600	5	3	2
12	KXJ	CS/C	9,300 – 34,800	4600	2	2	
13	DMR	CS/C	9,300 – 34,800	4600	2	0	2
14	AGTL	CS/C	9,300 – 34,800	4600	1	0	1
15	TLMR	CS/C	9,300 – 34,800	4600	1	0	1
16	TTLA	CS/C	9,300 – 34,800	4600	1	1	
17	BPB/Relg	CS/C	9,300 – 34,800	4600	1	0	1
18	SCA	CS/C	9,300 – 34,800	4600	2	0	2
19	JRNA	CS/C	9,300 – 34,800	4600	2	1	1
			TOTAL(3)		40	16	24
1	LMG	CTI/I	9,300 – 34,800	4600	4	3	1
		CTI/II	9,300 – 34,800	4200	8	7	1
		Sr TC	5200-20200	2800	12	11	1
		Jr TE	5200-20200	2000	1	21	-20
2	DMV	CTI/I	9,300 – 34,800	4600	1	1	0
		CTI/II	9,300 – 34,800	4200	1	2	-1
		Sr TC	5200-20200	2800	3	2	1
		Jr TE	5200-20200	2000	6	7	-1
3	DPU	CTI/II	9,300 – 34,800	4200	1	0	1
		Sr TC	5200-20200	2800	2	0	2
		Jr TE	5200-20200	2000	1	1	0
4	NHLG	Sr TC	5200-20200	2800	1	0	1
		Jr TE	5200-20200	2000	1	2	-1
5	BPB	CTI/II	9,300 – 34,800	4200	3	2	1
		Sr TC	5200-20200	2800	1	1	

		Jr TE	5200-20200	2000	1	11	-10
6	KXJ	CTI/II	9,300 – 34,800	4200	1	2	-1
		Sr TC	5200-20200	2800	1	0	1
		Jr TE	5200-20200	2000	1	1	
7	SCL	Sr TC	5200-20200	2800	2	0	2
		Jr TE	5200-20200	2000	3	2	1
8	DMR	CTI/II	9,300 – 34,800	4200	1	0	1
		Sr TC	5200-20200	2800	1	0	1
		Jr TE	5200-20200	2000	1	2	-1
9	AGTL	CTI/II	9,300 – 34,800	4200	1	0	1
		Sr TC	5200-20200	2800	0	1	-1
		Jr TE	5200-20200	2000	3	4	-1
			TOTAL(4)		62	83	-21
1	LMG	CTTI/I	9,300 – 34,800	4600	11	10	1
		CTTI/II	9,300 – 34,800	4200	38	33	5
		TTE/LMG	5200-20200	2800	20	4	16
		LR TC for TTE	5200-20200	2000	10	0	10
		CTTI/II	9,300 – 34,800	4200	64	54	10
2	BPB	CTTI/I	9,300 – 34,800	4600	7	6	1
		CTTI/II	9,300 – 34,800	4200	18	15	3
		TTE/LMG	5200-20200	2800	15	4	11
		LR TC for TTE	5200-20200	2000	6	0	6
3	AGTL	CTTI/I	9,300 – 34,800	4600	1	0	1
		CTTI/II	9,300 – 34,800	4200	1	0	1
		TTE/LMG	5200-20200	2800	2	0	2
			TOTAL(5)		193	126	67
1	KYQ	CRS	9,300 – 34,800	4600	3	0	3
		ARS	9,300 – 34,800	4200	3	1	2
		ECRC	5200-20200	2800	1	1	
2	GHY	CRS	9,300 – 34,800	4600	10	11	-1

		ARS	9,300 – 34,800	4200	25	36	-11
		ECRC	5200-20200	2800	14	9	5
3	LGBI	ARS	9,300 – 34,800	4200	1	2	-1
4	JID	CRS	9,300 – 34,800	4600	1	0	1
		ARS	9,300 – 34,800	4200	1	1	
		ECRC	5200-20200	2800	0	1	-1
5	HBN	CRS	9,300 – 34,800	4600	3	0	3
		ARS	9,300 – 34,800	4200	2	2	
6	DGU	ECRC	5200-20200	2800	1	0	1
7	CPK	ARS	9,300 – 34,800	4200	1	1	
8	HJI	ECRC	5200-20200	2800	1	0	1
9	LMG	CRS	9,300 – 34,800	4600	1	0	1
		ARS	9,300 – 34,800	4200	5	5	
		ECRC	5200-20200	2800	1	0	1
10	DPU	CRS	9,300 – 34,800	4600	1	1	
		ARS	9,300 – 34,800	4200	2	1	1
		ECRC	5200-20200	2800	1	0	1
			Total(6)		78	72	6
			GROSS TOTAL		572	460	112

CHAPTER -III

CRITICAL ANALYSIS OF EXISTING WORK LOAD AND STAFF REQUIREMENTS :

3.1. Cadre restructuring of commercial department of Indian Railway sis already done, vide **Railway Board Letter no-E(NG)I-2016/PM1/12(Pt.) dt.- 22/02/2018**, (placed as Annex-ii).

As per above letter , due to cadre restructuring of commercial Dept of LMG Division, work load of Comm Sup and Comm Clerk against the existing strength and capacity is reduced by many fold. Moreover Computerisation and use of software for day to day work of Comm Dept. also reduced the work load in terms of man-days ratios.

During discussion with concerned dept. of said division, it is revealed that the existing working (On Roll) strength is adequate against the present work load.

In view of above, the study team had identified the following posts of CS and Sr.CC/Jr.CC as surplus on the basis of rationalization of man power against work load , vice-a-versa to save the Railways Revenue , and the proposal is tabulated in Table-I below-

3.1. EXISTING SANCTIONED AND IDENTIFED SURPLUS POSTS:

TABLE-I

SN	Station	Category	Pay band	Grade pay	BOS	On Roll strength	Vac	Surplus
1	LKA	Jr CCC	5200-20200	2000	1	2	-1	
2	LMG	Jr CCC	5200-20200	2000	3	8	-5	
3	LMG/Relg	Jr CCC	5200-20200	2000	2	4	-2	
4	DPU	Jr CCC	5200-20200	2000	1	2	-1	
5	DMV	Jr CCC	5200-20200	2000	5	5	0	
6	RXRX	Jr CCC	5200-20200	2000	1	0	1	
7	BXJ	Jr CCC	5200-20200	2000	0	2	-2	
8	SZR	Jr CCC	5200-20200	2000	2	1	1	
9	HBN	Jr CCC	5200-20200	2000	3	2	1	
10	DBZ	Jr CCC	5200-20200	2000	0	1	-1	
11	BPB	Jr CCC	5200-20200	2000	0	2	-2	
12	BPB/Relg	Jr CCC	5200-20200	2000	0	1	-1	
13	SCL	Jr CCC	5200-20200	2000	2	1	1	
14	KXJ	Jr CCC	5200-20200	2000	0	1	-1	
15	PTKD	Jr CCC	5200-20200	2000	1	0	1	
16	TBX	Jr CCC	5200-20200	2000	0	1	-1	
17	DMR	Jr CCC	5200-20200	2000	0	5	-5	
18	LLBR	Jr CCC	5200-20200	2000	1	0	1	
19	ABSA	Jr CCC	5200-20200	2000	2	1	1	
20	HJI	Sr CCC	5200-20200	2800	2	1	1	

21	LKA	Sr CCC	5200-20200	2800	2	1	1	
22	LMG	Sr CCC	5200-20200	2800	7	8	-1	
23	LMG/Relg	Sr CCC	5200-20200	2800	1	4	-3	
24	DPU	Sr CCC	5200-20200	2800	1	0	1	
25	DMV	Sr CCC	5200-20200	2800	4	6	-2	
25	BXJ	Sr CCC	5200-20200	2800	2	0	2	
26	BXP	Sr CCC	5200-20200	2800	1	0	1	
27	BPB	Sr CCC	5200-20200	2800	5	2	3	
28	BPB/Relg	Sr CCC	5200-20200	2800	1	2	-1	
29	SCL	Sr CCC	5200-20200	2800	3	2	1	
30	HKD	Sr CCC	5200-20200	2800	1	0	1	
31	DMR	Sr CCC	5200-20200	2800	3	1	2	
32	AGTL	Sr CCC	5200-20200	2800	8	2	6	
33	MBO	Sr CCC	5200-20200	2800	1	0	1	
34	DBJ	Sr CCC	5200-20200	2800	1	0	1	
35	RUP	Sr CCC	5200-20200	2800	1	0	1	
36	RAHA	Sr CCC	5200-20200	2800	1	0	1	
37	DEE	Sr CCC	5200-20200	2800	1	0	1	
38	BLGH	Sr CCC	5200-20200	2800	1	0	1	
39	BHRM	Sr CCC	5200-20200	2800	1	0	1	
40	TTLA	Sr CCC	5200-20200	2800	2	0	2	
41	M/Cell/L MG	Sr CCC	5200-20200	2800	3	2	1	
42	NJN	Sr CCC	5200-20200	2800	1	0	1	
43	ACM/BPB /Relg	Sr CCC	5200-20200	2800	1	0	1	
44	SCA	Sr CCC	5200-20200	2800	1	0	1	
45	KUGT	Sr CCC	5200-20200	2800	1	0	1	
46	JRNA	Sr CCC	5200-20200	2800	4	1	3	
47	LMG/BGT PT	Sr CCC	5200-20200	2800	0	4	-4	
			TOTAL(1)		85	75	10	0

1	NGAN	CCC/C	9,300 – 34,800	4200	1	1		
2	HJI	CCC/C	9,300 – 34,800	4200	4	3	1	
3	LKA	CCC/C	9,300 – 34,800	4200	5	5		
4	LMG	CCC/C	9,300 – 34,800	4200	15	18	-3	
5	BRLF	CCC/C	9,300 – 34,800	4200	1	1		
6	DPU	CCC/C	9,300 – 34,800	4200	3	2	1	
7	RXR	CCC/C	9,300 – 34,800	4200	0	1	-1	
8	DMV	CCC/C	9,300 – 34,800	4200	15	15		
9	HBN	CCC/C	9,300 – 34,800	4200	2	0	2	
10	BEE	CCC/C	9,300 – 34,800	4200	1	1		
11	DBZ	CCC/C	9,300 – 34,800	4200	1	0	1	
12	BPB	CCC/C	9,300 – 34,800	4200	9	6	3	
13	SCL	CCC/C	9,300 – 34,800	4200	10	9	1	
14	RMR/SCL	CCC/C	9,300 – 34,800	4200	1	0	1	
15	KXI	CCC/C	9,300 – 34,800	4200	6	4	2	
16	TBX	CCC/C	9,300 – 34,800	4200	1	1		
17	AGTL	CCC/C	9,300 – 34,800	4200	7	6	1	
18	MBO	CCC/C	9,300 – 34,800	4200	1	1		
19	SLON	CCC/C	9,300 – 34,800	4200	1	0	1	
20	JKB	CCC/C	9,300 – 34,800	4200	1	1		
21	JRNA	CCC/C	9,300 – 34,800	4200	5	1	4	2
22	UDPU	CCC/C	9,300 – 34,800	4200	1	0	1	
23	NGCM	CCC/C	9,300 – 34,800	4200	1	1		
24	ICDA	CCC/C	9,300 – 34,800	4200	1	1		
25	DGU	CCC/C	9,300 – 34,800	4200	1	1		
26	TTLA	CCC/C	9,300 – 34,800	4200	2	1	1	
27	SCE	CCC/C	9,300 – 34,800	4200	1	0	1	
28	ADNI	CCC/C	9,300 – 34,800	4200	1	0	1	
29	BXJ	CCC/C	9,300 – 34,800	4200	1	0	1	
30	BXP	CCC/C	9,300 – 34,800	4200	1	0	1	
31	DTC	CCC/C	9,300 – 34,800	4200	1	0	1	

32	BHZ	CCC/C	9,300 – 34,800	4200	1	0	1	
33	JRBM	CCC/C	9,300 – 34,800	4200	1	1		
34	SCA	CCC/C	9,300 – 34,800	4200	3	3		
35	BXG	CCC/C	9,300 – 34,800	4200	1	0	1	
36	CBZ	CCC/C	9,300 – 34,800	4200	1	0	1	
37	BHRB	CCC/C	9,300 – 34,800	4200	1	0	1	
38	UDPH	CCC/C	9,300 – 34,800	4200	1	0	1	
39	ABSA	CCC/C	9,300 – 34,800	4200	1	0	1	
40	TLMR	CCC/C	9,300 – 34,800	4200	1	1		
41	HKD	CCC/C	9,300 – 34,800	4200	1	0	1	
42	PTKD	CCC/C	9,300 – 34,800	4200	1	1		
43	BLGH	CCC/C	9,300 – 34,800	4200	0	1	-1	
44	BHRM	CCC/C	9,300 – 34,800	4200	0	1	-1	
			TOTAL(2)		114	88	26	2
1	JID	CS/C	9,300 – 34,800	4600	2	1	1	1
2	CPK	CS/C	9,300 – 34,800	4600	2	0	2	1
3	HJI	CS/C	9,300 – 34,800	4600	1	0	1	
4	LKA	CS/C	9,300 – 34,800	4600	2	1	1	1
5	LMG	CS/C	9,300 – 34,800	4600	5	2	3	2
6	DPU	CS/C	9,300 – 34,800	4600	1	0	1	
7	DMV	CS/C	9,300 – 34,800	4600	5	2	3	3
8	HBN	CS/C	9,300 – 34,800	4600	2	1	1	1
9	NHLG	CS/C	9,300 – 34,800	4600	1	0	1	
10	BPB	CS/C	9,300 – 34,800	4600	2	2		
11	SCL	CS/C	9,300 – 34,800	4600	5	3	2	1
12	KXJ	CS/C	9,300 – 34,800	4600	2	2		
13	DMR	CS/C	9,300 – 34,800	4600	2	0	2	1
14	AGTL	CS/C	9,300 – 34,800	4600	1	0	1	
15	TLMR	CS/C	9,300 – 34,800	4600	1	0	1	
16	TTLA	CS/C	9,300 – 34,800	4600	1	1		
17	BPB/Relg	CS/C	9,300 – 34,800	4600	1	0	1	

18	SCA	CS/C	9,300 – 34,800	4600	2	0	2	1
19	JRNA	CS/C	9,300 – 34,800	4600	2	1	1	1
			TOTAL(3)		40	16	24	13
1	LMG	CTI/I	9,300 – 34,800	4600	4	3	1	1
		CTI/II	9,300 – 34,800	4200	8	7	1	1
		Sr TC	5200-20200	2800	12	11	1	1
		Jr TE	5200-20200	2000	1	21	-20	
2	DMV	CTI/I	9,300 – 34,800	4600	1	1	0	
		CTI/II	9,300 – 34,800	4200	1	2	-1	
		Sr TC	5200-20200	2800	3	2	1	
		Jr TE	5200-20200	2000	6	7	-1	
3	DPU	CTI/II	9,300 – 34,800	4200	1	0	1	
		Sr TC	5200-20200	2800	2	0	2	1
		Jr TE	5200-20200	2000	1	1	0	
4	NHLG	Sr TC	5200-20200	2800	1	0	1	
		Jr TE	5200-20200	2000	1	2	-1	
5	BPB	CTI/II	9,300 – 34,800	4200	3	2	1	
		Sr TC	5200-20200	2800	1	1		
		Jr TE	5200-20200	2000	1	11	-10	
6	KXJ	CTI/II	9,300 – 34,800	4200	1	2	-1	
		Sr TC	5200-20200	2800	1	0	1	
		Jr TE	5200-20200	2000	1	1		
7	SCL	Sr TC	5200-20200	2800	2	0	2	1
		Jr TE	5200-20200	2000	3	2	1	
8	DMR	CTI/II	9,300 – 34,800	4200	1	0	1	
		Sr TC	5200-20200	2800	1	0	1	
		Jr TE	5200-20200	2000	1	2	-1	
9	AGTL	CTI/II	9,300 – 34,800	4200	1	0	1	
		Sr TC	5200-20200	2800	0	1	-1	
		Jr TE	5200-20200	2000	3	4	-1	
			TOTAL(4)		62	83	-21	5

1	LMG	CTTI/I	9,300 – 34,800	4600	11	10	1	1
		2CTTI/II	9,300 – 34,800	4200	38	33	5	3
		TTE/LMG	5200-20200	2800	20	4	16	6
		LR TC for TTE	5200-20200	2000	10	0	10	6
		CTTI/II	9,300 – 34,800	4200	64	54	10	4
2	BPB	CTTI/I	9,300 – 34,800	4600	7	6	1	
		CTTI/II	9,300 – 34,800	4200	18	15	3	
		TTE/LMG	5200-20200	2800	15	4	11	6
		LR TC for TTE	5200-20200	2000	6	0	6	
3	AGTL	CTTI/I	9,300 – 34,800	4600	1	0	1	
		CTTI/II	9,300 – 34,800	4200	1	0	1	
		TTE/LMG	5200-20200	2800	2	0	2	
		TOTAL(5)			193	126	67	26
1	LGBI	ARS	9,300 – 34,800	4200	1	2	-1	
2	JID	CRS	9,300 – 34,800	4600	1	0	1	
		ARS	9,300 – 34,800	4200	1	1		
		ECRC	5200-20200	2800	0	1	-1	
3	HBN	CRS	9,300 – 34,800	4600	3	0	3	2
		ARS	9,300 – 34,800	4200	2	2		1
4	DGU	ECRC	5200-20200	2800	1	0	1	
5	CPK	ARS	9,300 – 34,800	4200	1	1		
6	HJI	ECRC	5200-20200	2800	1	0	1	
7	LMG	CRS	9,300 – 34,800	4600	1	0	1	
		ARS	9,300 – 34,800	4200	5	5		
		ECRC	5200-20200	2800	1	0	1	
8	DPU	CRS	9,300 – 34,800	4600	1	1		
		ARS	9,300 – 34,800	4200	2	1	1	
		ECRC	5200-20200	2800	1	0	1	
			Total(6)		22	14	8	3
			GROSS TOTAL		516	402	114	49

CHAPTER-IV

RECOMMENDATION

The study team has identified total 49 nos. of vacant Posts of different categories (CS/C - 13, CRS - 2, CTI/I – 1, CTTI/I -1, CTI/II-1, ARS -1, CTTI/II – 7, CCC/C -2, Sr TC-3, TTE-12 & TC for TTE - 6) as surplus and proposed for surrender.

CHAPTER- V

FINANCIAL IMPLICATION EXPENDITURE / SAVINGS PER ANNUM

SN	Category	Pay Band	G/Pay	Basic Pay in Rs	Revised Pay as per 7 th CPC	Salary per annum in INR	Nos. of posts proposed for surrender	Total amount in Rs
1	CS/C	9,300 – 34,800	4600	26,650	68,490.5	8,21,886	13	1,06,84,518
2	CRS	9,300 – 34,800	4600	26,650	68,490.5	8,21,886	2	16,43,772
3	CTI/I	9,300 – 34,800	4600	26,250	67,462.5	8,09,550	1	8,09,550
4	CTTI/I	9,300 – 34,800	4600	26,250	67,462.5	8,09,550	1	8,09,550
5	CTI/II	9,300 – 34,800	4200	26,250	67,462.5	8,09,550	1	8,09,550
6	ARS	9,300 – 34,800	4200	26,250	67,462.5	8,09,550	1	8,09,550
7	CTTI/II	9,300 – 34,800	4200	26,250	67,462.5	8,09,550	7	56,66,850
8	CCC/C	9,300 – 34,800	4200	26,250	67,462.5	8,09,550	2	16,19,100
9	Sr TC	5200-20200	2800	15,500	39,835	4,78,020	3	14,34,060
10	TTE	5200-20200	2800	15,500	39,835	4,78,020	12	57,36,240
11	TC for TTE	5200-20200	2800	15,500	39,835	4,78,020	6	28,68,120
						TOTAL	49	3,28,90,860 =328.90 lakhs

1.0. PROJECTED SAVINGS PER ANNUM :

The related savings against proposed surplus posts is at the tune of Rs 328.90 Lakh (say) as calculated in above table.

CHAPTER - VI

6.0. READY RECKONER

Pay Band	GP	Mean pay	Basic Pay in Rs	M.F. of 7 th CPC(2.57) & revised Pay	Salary per annum in INR
9300-34800	4600	22050	26,650	68,490.5	8,21,886
9300-34800	4200	22050	26,250	67,462.5	8,09,550
5200-20200	2800	12700	15,500	39,835	4,78,020
5200-20200	2400	12700	15,100	38,807	4,65,684
5200-20200	2000	12700	14,700	37,779	4,53,348
5200-20200	1900	12700	14,600	37,522	4,50,264
5200-20200	1800	12700	14,500	37,265	4,47,180

