



**WORK STUDY TO REVIEW  
THE COMMERCIAL STAFF STRENGTH  
AT GOOD SHEDS OVER  
SALEM DIVISION**

**SOUTHERN RAILWAY**

**PLANNING BRANCH**

**New No.G.275/WSSR-381920/2019-20  
(Old No.G.275/WSSR- 041819/2018-19)**

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GOOD SHEDS OVER  
SALEM DIVISION.**

**STUDIED BY**

**WORK STUDY TEAM  
OF  
PLANNING BRANCH**

**OCTOBER 2019**

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**(i)**  
**ACKNOWLEDGEMENT**

The work study team acknowledged the valuable inputs and guidance provided by ADRM/SA, Sr.DCM/SA, ACM/I/SA (Coordinating Officer), CCI/HQ (Coordinating Supervisor), Other commercial supervisors & staff of the respective freight dealing Terminals / Depots / Goods Sheds in connection with the study of Good Sheds/Sidings over Salem Division.

**(ii)**  
**AUTHORITY**

Annual Programme of Work studies approved by SDGM for the year 2019 – 20.

**(iii)**  
**TERMS OF REFERENCE**

Work Study to review the staff strength at Good Sheds / Sidings over Salem Division.

**(iv)**  
**METHODOLOGY**

- (1) Collection of data from field units and divisional office.
- (2) Observation of present activities at the Sidings/ Goods Sheds over SA Division.
- (3) Interaction with supervisors and other staff.
- (4) Identification of areas where re-orientation / re-organisation of work can be achieved.

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(v)  
**SUMMARY OF RECOMMENDATIONS**

**RECOMMENDATION NO.1**

One sealer in the grade pay 9 of Rs.1800/- sanctioned and kept vacant at ED goods shed may be surrendered and credited to the bank of surplus posts.

**RECOMMENDATION NO.2**

One Commercial Supervisor in the grade pay of Rs.4600/- sanctioned and kept vacant at TUP goods shed may be surrendered and credited to the bank of surplus posts.

**RECOMMENDATION NO.3**

One GSP in the grade pay of Rs.1800/- sanctioned and kept vacant at TUP goods shed may be surrendered and credited to the bank of surplus posts

**RECOMMENDATION NO.4**

One Commercial Clerk in the grade pay of Rs.2000/- sanctioned and kept vacant at PGRS siding may be surrendered and credited to the bank of surplus posts.

**SUGGESTIONS**

1. One GSP borne on the strength at goods shed SA may be re-deployed to Divisional office if the post is sanctioned for GS/SA.
2. The 12935 Sq.ft un-used covered goods shed at SAMT may be converted as Road side ware house or it may be leased to merchants for long term basis to get revenue for railways.
3. The present Commercial clerks' sanctioned strength for IGU goods shed may be revised duly pinpointing the posts.
4. For BPOI siding, the feasibility of posting of commercial clerks exclusively for this siding may be explored.
5. One Sr.Commercial clerk posted excess to the sanctioned strength at VRQS siding may be re-deployed to needy place



**1.0 INTRODUCTION**

- 1.1 Goods Traffic also known as freight traffic refers to the transportation of animals or consignments in wagons / containers by trains. This however excludes, any such items being carried by passenger trains. The market share of Railways in the carriage of freight traffic in our country has come down drastically from 80% in 1950-51 to around 38%. Still rail is the cheap mode of transport for transportation of bulk commodities such as Coal, iron ore, food grains, cement, POL products, fertilizers etc. Railway has been the safest, cheapest and fastest mode of travel, especially for long distance passenger services and freight services. The fuel efficiency of Railways is almost 3 times and the land management is nearly 5 times better than the road traffic.
- 1.2 Indian Railways has achieved a record loading of freight traffic to the tune of 1017 mt. during 2012-13 and has proudly, therefore, joined the Billion tons club of Railways in the world. Ours is the second largest in Asia and fourth largest in the world. The freight earnings of Railways account for nearly 65% of the total earnings, whereas the transport output of the freight traffic is hardly one third of the total traffic outputs. About 6,500 freight trains are run every day; whereas, on the passenger front, 13500 passenger trains are run daily.
- 1.3 As per the loading target for the year 2019-20, the Railway Board has fixed loading target for SR has 38 Million Tones. The SA division loading target as fixed as 2.77 Million Tones. Upto June 2019, SR has achieved 8.14 Million Tones of loading. For the year 2019-20, the Goods earning target fixed by the Railway Board is Rs. 3108 Crores and the SA division contribution towards these target as fixed as Rs.225 Crores.
- 1.4. Goods Sheds are important areas where customers interface and their requirements are taken care of and fulfilled. Over the years, the pattern of freight traffic in Indian Railways has radically changed. Nowadays, freight traffic is predominantly dealt in train loads from end to end. Indian Railways has been making the following efforts to increase the carriage of freight and also to increase the market share of Railways.

- i) Dedicated freight corridor
- ii) Introducing Air Brake wagons and high speed wagons.
- iii) Introducing centre Buffer couplers for the wagon fleet.
- iv) Increasing the Line capacity by doubling / patch doubling and new lines.
- v) Strengthening of tracks to enable heavy haul
- vi) Increasing the speed of freight trains by suitably modifying the design of wagons.
- vii) Increasing the net wt. to tare ratio of wagons by reducing the tare weight with light metals and by increasing the track loading density.
- viii) Freight incentive schemes.

For the reason that the freight traffic for Indian Railways is the main breadwinner contributing nearly 65% of the gross earnings and has a tremendous potential yet to be tapped, utmost importance may be accorded, on the one hand, to increase the volume of freight being carried by rail through intense marketing of initiatives and to sustain, on the other hand, the existing freight traffic by serving the customers satisfactorily.

Goods Sheds/Sidings play an important role in the transportation of the freight traffic, where the freight traffic is booked, loaded and earnings are collected.

In this study, an analysis has been made to review the Commercial staff strength at Sidings/Good Sheds over SA division and the same will be discussed in the subsequent Para's.



**2.0 PRESENT SCENARIO**

- 2.1 The loading target for Southern Railways for the current year 2019 – 20 is 38 Million Tones and the targeted freight earnings is Rs.3108 crores. The originating target fixed for loading to Salem Division for the year 2019 – 20 is 2.77 Million Tones. Upto June 2019 the SR has achieved the loading of 8.14 Million Tones.
- 2.2 The major constraint faced by Railways in running freight trains has been inadequate line capacity and the existing line capacity is being utilized for movement of increasing passenger services. Due to which, it leads to entailing recurring losses and this prevents free flow of freight traffic affecting to some extent the freight services.
- 2.3 The pattern of freight traffic has evolved drastically over the years. In the sixties and seventies, small's traffic was in vogue and freight was booked with number of classification ranging nearly 90 to 100. The traffic was carried in conventional vacuum brake open and covered wagons. 4-Wheeler wagon fleet also was used. In the Eighties, BOX wagons consist of 40 in a train formation was introduced.
- 2.4 Each Box wagon has the carrying capacity of 52 T. In the late eighties BOXN, BCN wagons with Air Brake provision came into and this type of wagon has a higher carrying capacity of 58 or 59 tones when compared to sturdier. This train formation can have 40 – 42 BCN wagons and 59 BOXN wagons with net train loads of 3000 – 3300 tonnes and 4100 – 4300 tonnes respectively. Later on variants of BOXNS & BCNS have been the main stay of our wagon fleet.
- 2.5 Now CC + 8 + 2, CC + 6 + 2 and 25 tons per axle load route concept has been in vogue in Indian Railways for quite some time, which has helped IR to improve its throughput, which is nothing but the quantum of traffic carried.



- 2.6 The loading performance of IR has been steadily increasing year after year. Container traffic by Rail has grown considerably increased. Electrification, high speed wagons, higher axle load, better tare to CC ratio etc. has contributed significantly to the growth of the freight traffic.
- 2.7 Though Railways have lost most of the smalls and wagon load traffic, consequent on the change in the pattern of freight traffic, the bulk consignments in train loads for Coal, Iron ore, Iron & steel, Food grains, Cement, Fertilizers, POL etc. remain with Railways. Diversion of POL traffic through pipe lines, heavy haul Volvo Road vehicles, with better suspension, complexity of Railway rules and rates, inadequate customer interface etc. have adversely affected the freight growth of Railways.
- 2.8 This is precisely the reason why most of traffic weans away from Railways to Road transportation which is disadvantageous to the rail customers. Aggressive marketing efforts are therefore the need of the hour to convince and to get the lost customers not only to increase our earnings but to earn the goodwill from the standing customers.
- 2.9 Presently, the booking of freight is greatly simplified with the reduction of the classes to 16 and the system of 'to pay' booking has been put an end to.
- 2.10 Freight Operations Information System (FOIS), Crew Management system (CMS), Terminal Management System (TMS), Rake Management System (RMS) and Terminal Pipeline Management System (TPMS) has significantly contributed to the smooth freight operation.
- 2.11 The following are the active freight dealing Stations /Terminals / Sidings / Good Sheds over SA Division.
- |    |              |   |             |
|----|--------------|---|-------------|
| 1. | Salem        | - | SA, & SSPS. |
| 2. | Salem Market | - | SAMT & SICD |
| 3. | Sankaridurg  | - | SGES & ICSG |
| 4. | Erode        | - | ED          |

5.	Tiruppur	-	TUP
6.	Irugur	-	IGU, BPOI, IGCS & PSHI
7.	Pilamedu	-	PLMD, FCOP & PBPS
8.	Coimbatore North	-	CBF & CBFB
9.	Chavadipalayam	-	CVD
10.	Pugalur	-	PGRS
11.	Virarakkiyam	-	VRQS
12.	Palayam	-	PLMC
13.	Chinna Salem	-	CHSM
14.	Namakkal	-	NMKL
15.	Mecheri Road	-	MCRD
16.	Mettur Dam	-	TEMP & MTDC

2.12 The Sanction and Actual strength of Commercial staff working at Stations/Goods Sheds/ Sidings are given below:

Sl. No	Station	CS / GP Rs.4600		CCC / GP Rs.4200		Sr.Clerk /GP Rs.2800		CC/GP Rs.2000		Total		Vacancy
		S	A	S	A	S	A	S	A	S	A	
GOOD SHEDS												
1.	SA*+SSPS	1	1	2	2	1	0	0	0	4	3	1
2.	SAMT	1	1	2	2	1	0	0	1	4	4	0
3.	ED*	1	1	2	2	2	2	0	0	5	5	0
4.	TUP*	1	0	1	1	0	0	1	1	3	2	1
5.	IGU+BPOI+ IGCS+PSHI	1	1	1	3	1	1	0	0	3	5	-2
6.	CBF*+CBFB	1	1	3	3	2	2	0	0	6	6	0
7.	PLMD+PBPS+ FCOP	1	0	3	3	2	1	0	1	6	5	1
8.	CHSM	1	0	1	0	0	1	0	1	2	2	0
9.	NMKL	1	0	1	1	1	0	0	2	3	3	0
10.	CVD	0	0	1	1	0	0	0	0	1	1	0
11.	MCRD	1	1	2	1	1	2	1	0	5	4	1
12.	IGCS+SGES	0	0	1	1	0	0	0	0	1	1	0
Total		10	6	20	20	11	9	2	6	43	41	2

<b>SIDINGS</b>												
13	VRQS*	1	1	1	1	1	1	1	2	4	5	-1
14	PLMC*	1	0	3	1	2	2	0	0	6	3	3
15	PGRS	1	1	2	1	1	1	1	1	5	4	1
16	TEMP	2	2	4	2	2	3	0	1	8	8	0
<b>Total</b>		<b>5</b>	<b>4</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>23</b>	<b>20</b>	<b>3</b>
<b>Grand Total</b>		<b>15</b>	<b>10</b>	<b>30</b>	<b>25</b>	<b>17</b>	<b>16</b>	<b>4</b>	<b>10</b>	<b>66</b>	<b>61</b>	<b>5</b>

\* As per the data submitted by DPO/SA vide his letter No.SA/P.478/III/Comml/CC dated 27.05.2019.

For the other Goods Sheds/Sidings, the Sanctioned strength submitted by Commercial section at Sr.DCM/O/SA on 30.08.2019 and the staff actually working at the goods shed/sidings are taken for this study purpose.

2.13 The Sanction and Actual strength of Group 'D' staff working at Stations/Sidings at SA Division are given below:

<b>Sl.No.</b>	<b>Station/Siding</b>	<b>Designation</b>	<b>No.of staff</b>	<b>Remarks</b>
1.	SA(GS)	GSP	1	Working at SA Divl.Office
2.	SAMT(GS)	GSP	2	-
3.	ED (GS)	GSP	2	-
		Sealer	1	Post vacant
4	TUP (GS)	GSP	1	Post vacant
5.	MTPS (S)	GSP	1	-
<b>Total</b>			<b>8</b>	

2.14 As per the siding agreement reached between Railway Administration and the Siding Authorities, the siding owner has to pay the staff cost of one staff per shift. The staff cost bill is being raised by the Divisional Office/SA.

2.15 The commercial activities pertaining to Freight traffic are not exclusively managed by the Goods Supervisors / Clerks but by the common pool of Commercial clerks.

Station Manager at certain stations deal with the commercial duties connected with goods traffic. Similarly the operating department Group D staffs are performing shunting duties to place the wagons for loading/unloading at Good Sheds and sidings.

2.16 Freight traffic requires proper planning, co-ordination and co-operation from the operating department in dealing with the activities connected to it right from the time of reception of the freight train, placement of wagons, forming the rake after release, till the dispatch of the train. Details regarding the movement of goods trains can be had from the Divisional control office.

2.17 Successful freight operation requires meticulous planning in time and in place placement of incoming wagons, entering the particulars in the relevant registers such as Vehicle Register, Number Book, Control message register, vehicle guidance (VG), placement advice register, seal broken register etc. These registers are available in the office of SS/SMR and maintained at certain stations by Station Managers.

2.18 **DETAILS OF THE GOODS SHEDS OVER SA DIVISION ARE DETAILED BELOW (DEPOT-WISE):**

2.19. **SALEM JUNCTION:**

Salem Junction is situated at Km 331.1 on the JTJ – ED electrified Double line section. It is an important station in the region having with Corporation for the Civic Management.

Salem Goods Shed office is working round the clock. There is no outward goods traffic except RMC traffic. The main Inward traffic are Food grains, Cement & Fertilizers. At the time conducting of work study, on party's request, a rake consist of 42 wagons originally booked from BTF (BATHNAHA) to SA, Commodity Maize was re-booked to TUP. 140 tones, Railways Electronic In-motion Weigh Bridge is erected at Karuppur Railway Station which is 3 km away from SA Goods shed and is being attended by the Commercial staff posted at SA Goods shed for taking Re-weighment of rakes as advised by the

Commercial Control office/SA division. As per the due dates, the Weigh Bridge is being attended, verified and certified by the Legal Metrology department of Tamil Nadu.

The last verification was done on 21.9.2018 and the next verification is due on 22.09.2019. FOIS is installed at Goods Shed/ SA and is in working condition.

### **WORKING HOURS:**

The declared working hours for this goods shed is round the clock. On Normal days, staff posted at this GS is working from 0700 hrs to 1800 hrs. Sometimes, as and when the necessity arises, they are performing duties beyond 1800 hrs.

The details of **Inward** and **Outward** traffic dealt at Salem Junction Goods Shed for the year 2016 – 17, 2017 – 18 & 2018 – 19 is as follows:

Month	<b>Inward Traffic</b>					
	2016-17		2017-18		2018 – 19	
	No. of wagons	Wt in Qtl.	No. of wagons	Wt. in Qtl.	No.of wagons	Wt. in Qtl.
Total	3841	284932	3645	226391	4671	299842
Average/ Month	320	23744	304	18866	389	24987

Month	<b>Outward Traffic (RMC TRAFFIC)</b>								
	2016-17			2017-18			2018 – 19		
	No. of wagons	Wt in Tonnes	Amount Rs.	No. of wagons	Wt. in Tonnes	Amount Rs.	No. .of wagons	Wt. in Tonnes	Amount Rs.
Total	1000	62,453	1,24,47,642	721	44,822	90,21,962	966	59,879	1,46,54,489
Ave. per Month	83	5204	10,37,304	60	3735	7,51,830	81	4990	12,21,207

## 2.20 SALEM STEEL PLANT SIDING (SSPS)

There is a private steel plant siding (SSPS) available at a distance of 10 kms away from Salem Jn. 1 CCC is working at this siding and he is moving to the siding as and when the rake is arrived or for other official purpose from Goods Shed /SA. On the other days he is working along with the other staff posted at the Goods Shed /SA. There is no outward goods traffic at this siding.

The details of **Inward traffic** received at Salem Steel Plant siding for the year 2016 to March 2019 is as follows:

Month	INWARD TRAFFIC								
	2016-17			2017-18			2018 – 19		
	No. of rakes	No. of wagons	Wt. in Qtls.	No. of rakes	No. of wagons	Wt. in Qtls.	No. of rakes	No. of wagons	Wt. in Qtls.
Total	121	3871	2,72,968	52	1775	1,09,492	83	3960	2,85,973
Average / Month	10	323	22,747	4	148	9124	7	330	23,831

### STAFF STRENGTH:

The Sanctioned strength of Commercial Staff at this Goods Shed is 4 (1 CS, 2 CCC & 1 Sr.CC). At the time of conducting work study, the actual staff working is 4 (1 CS, 2 CCC & 1 CC). Apart from the above commercial staff, 1 GSP is sanctioned and actually working.

## 2.21 SALEM MARKET: (SAMT)

Salem Market is an important freight handling point in Salem Division. The Goods Shed lies in SA – VRI section at 192.06 kms away from Cuddalore Port. Salem Market is situated 6 kms away from Salem Jn.

### WORKING HOURS:

Goods Shed at Salem Market is functioning round the clock in three shifts as 0600 hrs to 1400 hrs, 1400 hrs to 2200 hrs and 2200 hrs to 0600 hrs. But, in normal days the Goods Shed is functioning in two shifts from 0600 hrs to 1400 hrs and 1400 hrs to 2200 hrs.

As and when the necessities arise, with the proper authority, the goods shed hours can be extended till to the completion of the work.

### **STAFF STRENGTH:**

The Sanctioned strength of Commercial Staff at this Goods Shed is 4 (1 CS, 2 CCC & 1 Sr.CC). At the time of conducting work study, the actual staff working is 4 (1 CS, 2 CCC & 1 CC). Apart from the above commercial staff, 2 GSP are sanctioned and actually working.

The station yard layout is peculiarly situated, so that the CONCOR line is laid on the Northern side of the station with a holding capacity of 30 BFKNs and the rest of the Goods unloading lines are on the Southern end of the station.

### **PLACEMENT CAPACITY OF THE GOODS HANDLING LINES:**

CONCOR LINE	-	30 BKNS
PF LINE (Goods Shed line)	-	20 BCN Lds
Road I	-	33 BCN Lds.
Road III	-	42 BCN Lds.
Road V (New line)	-	20 BCN Lds.
Road IV	-	17 BCN Lds.

CONCOR Depot was opened on 16.07.2001 and has since been functioning.

### **TRAFFIC DEALT:**

The Inward traffic dealt at Salem Market is Cement, Fertilizers, Food grains, Pulses, Maize & containers traffic. There is no outward traffic dealt at this goods shed. A FOIS is installed at Goods Shed SAMT and is in working condition.

**DETAILS OF COVERED GOODSHEDS AVAILABLE AT SAMT:**

LOCATION	SIZE in Ft	TOTAL AREA IN Sq.FT	REMARKS
East Shed	153 x 20	3060	Un-used
Inward Shed	150 x 25	3750	Un-used
Outward Shed	150 x 25	3750	Un-used
West Shed	95 x 25	2375	Un-used
<b>TOTAL</b>		<b>12,935</b>	

**DETAILS OF INWARD TRAFFIC DEALT AT SAMT FOR THE YEAR 2016 – 17, 2017 – 18 & 2018 – 19 ARE AS FOLLOWS:****INWARD:**

	2016 – 17		2017-18		2018-19	
	No. of Wagons	Wt. in tonnes	No. of wagons	Wt. in tones	No. of wagons	Wt. in tones
Total	5841	3,70,573	7022	4,20,049	8815	5,55,746
Avg/Month	487	30,881	585	35,004	735	46,312

**2.22 DETAILS OF CONTAINER TRAFFIC (SICD) DEALT FOR THE YEAR 2016 – 17, 2017 – 18 & 2018 – 19 ARE AS FOLLOWS:****INWARD:**

	2016 – 17		2017-18		2018-19	
	No. of Wagons	Wt. in tonnes	No. of wagons	Wt. in tones	No. of wagons	Wt. in tonnes
Total	1259	75,192	1242	73,563	1464	86,797
Avg/Month	105	6266	104	6130	122	7233

**OUTWARD:**

	2016 – 17		2017-18		2018-19	
	No. of Wagons	Wt. in tonnes	No. of wagons	Wt. in tones	No. of wagons	Wt. in tones
Total	1264	6475	1242	6479	1464	7761
Avg/Month	105	540	104	540	122	647



## 2.23 SANKARI DURG

### 2.23.1 SGES SIDING:

Sankari Durg station is located at 371.2 kms away from Chennai Central and 37 kms away from Salem in SA – ED Electrified main line section. The siding is situated near about 2 kms away from the station. The POL consignments to Indian Oil Corporation (IOC) and HPCL are dealt and are moved through pipelines into their sidings.

At an average of 4 POL rakes per month are received and the siding duties are being manned by the station master on duty. The inward rakes for the year 2016-17, 2017-18 and 2018-19 is as follows:

Year	No.of rakes per year	Avg.per month
2016-17	62	5
2017-18	42	4
2017-18	40	3

### 2.23.2 ICSG SIDING – SANKARI DURG

One CCC is exclusively posted for this siding. In this siding at an average of 17 rakes of cement outward traffic is dealt. The outward traffic particulars for the year 2016-17, 2017-18 and 2018-19 is given below:

YEAR	NO.OF RAKES	NO.OF WAGOS	WT.IN TONES
2016-17	175	3402	1,97,228
2017-18	216	4517	2,88,975
2018-19	237	4894	3,13,526
<b>Total</b>	<b>628</b>	<b>12,813</b>	<b>7,99,729</b>
Avg.per year	209	4271	2,66,576
<b>Avg.per month</b>	<b>17</b>	<b>356</b>	<b>22,215</b>

## 2.24 ERODE:

Erode Jn. is an important station situated at 392.3 km. from MAS in JTJ - CBE BG electrified double line section. Erode Goods Shed is working round the clock. Normally the working hours of the Goods Shed is from 0600 hrs to 2200 hours.

In occasional cases as and when the need arise, the Goods Shed can work up to the completion of work but not later than 2300 hrs. Actual strength of Commercial staff posted at Goods Shed is 5 against sanction strength of 5 (1 GS, 3 CCC & 1 Sr.CC)

The major Inward freight traffic at this Goods Shed is Cement, DOC, Maize, Fertilizers, Rice and Paddy. Booking of RMC is only the outward traffic.

### GOODS UNLOADING LINES:

- i) Goods Shed line
- ii) Bahar line
- iii) New line

Besides these, the platform line holds 31 wagons and on Non-platform line holds 32 wagons. One FOIS is installed at this Goods Shed and is in working condition. One Electronic in-motion weighbridge is available and is on working condition. Regular calibration check is being conducted by the Seherick Company and is being certified by the concerned officials. This weighbridge is utilized as ancillary weighbridge if the Karappur EIMWB is failed.

The average **INWARD TRAFFIC** dealt for the year 2016-17, 2017-18 and 2018-19 is as follows:

YEAR	NO.OF RAKES	NO.OF WAGOS	WT.IN TONES
2016-17	30	1056	66,370
2017-18	34	1276	80,064
2018-19	30	914	57,331
<b>Total</b>	<b>94</b>	<b>3246</b>	<b>2,03,765</b>
Avg.Per year	31	1082	67,922
Avg.Per Month	3	90	5660

The average **OUTWARD TRAFFIC** dealt for the year 2016-17, 2017-18 and 2018-19 is as follows:

<b>YEAR</b>	<b>NO.OF RAKES</b>	<b>NO.OF WAGOS</b>	<b>WT.IN TONES</b>
2016-17	1	135	83,935
2017-18	2	96	62,040
2018-19	2	123	75,130
<b>Total</b>	<b>5</b>	<b>354</b>	<b>2,21,105</b>
Avg.Per year	2	118	73,702
Avg.Per Month	0.13	10	6142

## **2.25 TIRUPPUR:**

Tiruppur is an important industrial town located at 442.46 km from Chennai in Erode – Coimbatore Jn. Double line electrified section. Tiruppur Goods shed is working round the clock but the Goods Shed is normally functioning from 0900 hrs to 1700 hrs

### **Staff Sanction:**

Sanction : 4 (1 CS & 1 CCC, 1 CC & 1 GSP))

Actual : 2 (1 CCC & 1 CC)

### **Traffic Dealt:**

Inward traffic dealt at these goods shed is cement, maize, and food grains. From 31.03.2006, no outward traffic is dealt. At the time of conducting work study, one Maize rake consists of 42 wagons BCN/BCNHL EX SJK to TUP was placed at 1040 hrs and the unloading was in progress. One CCC was available at the goods shed. It was informed by the CCC that, whenever the rake is not dealt at the Goods Shed, the Goods Shed clerks are being deputed to the BO/TUP for issue of UTS tickets. The GSP post is vacant at the time of conducting work study.

### **GOODS UNLOADING LINE:**

There are 4 running lines available, of which one line is having full length to place 42 BCN loads. Paved platform with adequate circulating space is available for the movement of Lorries.

There are 6 covered sheds available with the area of 6960 Sq.Ft. The covered sheds are used occasionally. Adjacent to the covered sheds, a High level PF is available with the holding capacity to place 5 to 6 BCN wagons.

**THE DETAILS OF THE INWARD TRAFFIC DEALT AT TUP GOODS SHED FOR THE YEAR 2016-17, 2017-18 and 2018-19 ARE AS FOLLOWS:**

**INWARD:**

	Inward per year			Average per month		
	No. of Rakes	No. of Wagons	Wt. in tones	No. of Rakes	No. of Wagons	Wt. in tonnes
2016-17	218	8667	5,64,916	18	722	47,076
2017-18	185	7636	4,80,258	15	636	40,022
2018-19	168	6451	4,04,077	14	555	34,773

**2.26 IRUGUR (IGU):**

**2.26.1 GOODS SHED:**

At this Goods shed, at an average of 11 rakes in a month are received as Inward traffic. Sometime maize & DOC are also received. The inward traffic is in increasing trend when compare to the traffic of the previous year. An average of 4 rakes were received as inward traffic for the year 2016-17 and the same has increased to 12 rakes per month during the year 2018-19.

**INWARD:**

Year	Inward per year			Average per month		
	No. of Rakes	No. of Wagons	Wt. in tones	No. of Rakes	No. of Wagons	Wt. in tonnes
2016-17	44	1666	1,05,201	4	139	8767
2017-18	102	3898	2,44,135	8	325	20,345
2018-19	146	4623	2,98,129	12	385	24,844

**2.26.2 IOCL/HPCL SIDING (PSHI) AT IRUGUR:**

POL traffic is predominantly dealt as inward traffic. Bharat Petroleum Corporation Limited (BPCL) has its own pipeline for movement of POL traffic to IOC.

M/s.Hindustan Petroleum Corporation Limited (HPCL) has offered nearly 2 to 4 rakes per month. One rake of Furnace oil / white oil is dealt as inward traffic in alternative months.

The details of the inward traffic dealt at **PSHI/IGU** for the year 2016-17, 2017-18 and 2018-19 are as under:

**INWARD:**

	Inward per year			Average per month		
	No. of Rakes	No. of Wagons	Wt. in tones	No. of Rakes	No. of Wagons	Wt. in tonnes
2016-17	30	1493	78,541	3	124	6545
2017-18	24	1197	62,532	2	100	5211
2018-19	22	1091	57,435	2	91	4786

**2.26.3 CONTAINER TRAFFIC AT IRUGUR:**

The CONCOR siding was started in the year 2016 and it offers one or two inward/outward rakes. During the year 2016-17 they were offered 3 to 7 rakes per month but now the same has reduced to one or nil rake per month.

The details of the inward traffic dealt at **CONCOR SIDING** for the year 2016-17, 2017-18 and 2018-19 are as under:

**INWARD:**

	Inward per year			Average per month		
	No. of Rakes	No. of Wagons	Wt. in tones	No. of Rakes	No. of Wagons	Wt. in tones
2016-17	60	2335	37,934	5	195	3161
2017-18	15	565	22,037	1	47	1836
2018-19	8	335	14,191	1	28	1183

The details of the Outward traffic dealt at **CONCOR SIDING** for the year 2016-17, 2017-18 and 2018-19 are as under:

**OUTWARD:**

Year	2016-17		2017-18		2018-19	
	No. of Wagons	Wt. in tones	No. of Wagons	Wt. in tones	No. of Wagons	Wt. in tones
Total	2335	12,631	525	2508	335	1512
Avg.per Month	195	1053	44	209	30	126

**2.26.4 BPOI SIDING AT IRUGUR:**

The siding was start functioning from the month of November 2018 for POL Outward traffic. Initially in the month of November 2018, 4 outward rakes were moved and it has increased to 50 rakes in the month of May 2019.

Full pledged siding offices with FOIS facilities are available inside the siding. By road the siding is situated near about 8 kms and by track it is situated near about 2 ½ kms away from the IGU station. The staff posted at the IGU station is looking after the commercial activities for all the above sidings as well as goods shed duties at IGU.

The details of the Outward traffic dealt at **BPOI/IGU** for the period from Nov' 2018 to May'2019 is as follows. (Siding commenced from Nov'2018)

**OUTWARD:**

Month	No. of Rakes	No. of Wagons	Wt. in tones	Freight in lakhs Rs.
Nov '18	04	196	10,371	92.71
Dec'18	18	882	46,321	496.06
Jan '19	35	1724	91,720	946.70
Feb '19	28	1371	70,163	735.22
Mar'19	41	2025	1,07,760	1096.90
Apr'19	36	1777	63,574	1186.31
May'19	50	2406	1,30,530	1529.80

**STAFF STRENGTH:**

Sl.No.	Designation	Sanction	Actual
1.	Commercial Supervisor	1	1
2.	Chief Commercial Clerk	1	3
3.	Sr.Commercial Clerk	1	1
<b>Total</b>		<b>3</b>	<b>5</b>

**2.27 PILAMEDU:**

Pilamedu is situated at 8.31 km. from Irugur and 10 kms. from Coimbatore Jn. in ED – CBE – PTJ section. The Pilamedu Goods Shed is functioning in two shifts from 06.00 hrs to 22.00 hrs. The Commercial Clerks posted at this office has to look after the duties in UTS counter from 0600 hrs to 2000 hrs in two shifts as well as PRS duties from 1000 hrs to 1500 hrs. The PLMD station is serving station for FCI siding where the food grains inward rakes are dealt. Apart from that, One more OIL inward siding (BPCL) is situated adjacent to this goods office. One FOIS installed and is in working condition.

**STAFF STRENGTH:**

Sanction : 6 ( 1 CS, 3 CCC & 2 Sr.CC )  
 Actual : 4 (2 CCC, 1Sr.CC & 1 CC)

**TRAFFIC DEALT:**

Inward traffic comprises of Iron & Steel in BRN, BRH, BOST rakes. The Goods Shed line has a capacity of 44 BOST / BRN wagons. Apart from this, there is a BPCL siding where LPG is dealt in BTP GLN tanks and POL is dealt in BTPN tanks. FCI traffic is dealt at FCI siding. The placement capacity for tank wagons are 32 BTPGLNS for LPG, 50 BTPNs (for POL) and 126 BCN (for FCI). There is no outward traffic dealt at this goods shed. The LPG rakes are normally have 32 wagons in a rake. From November 2018 no LPG rakes have been received, only POL products are received at a rate of one rake per month. On an average, 5 FCI rakes, 23 Iron & steel rakes & 1 POL rakes per month are dealt at Pilamedu.

The details of the inward traffic dealt at **GOODS SHED/PLMD** for the year 2016-17, 2017-18 and 2018-19 are as under:

**INWARD:**

Year	Inward per year			Average per month		
	No. of Rakes	No. of Wagons	Wt. in tones	No. of Rakes	No. of Wagons	Wt. in tones
2016-17	250	7321	4,66,662	21	610	38,889
2017-18	248	7963	5,02,909	21	663	41,909
2018-19	303	10445	6,44,990	25	870	53,749

The details of the inward traffic dealt at **FCI SIDING (FCOP)/PLMD** for the year 2016-17, 2017-18 and 2018-19 are as under:

**INWARD:**

Year	Inward per year			Average per month		
	No. of Rakes	No. of Wagons	Wt. in tones	No. of Rakes	No. of Wagons	Wt. in tones
2016-17	57	2557	1,59,453	5	213	13,288
2017-18	66	2845	1,76,516	6	237	14710
2018-19	55	2424	1,53,445	5	202	12,787

The details of the inward traffic dealt at **BPCL SIDING (PBPS)/PLMD** for the year 2016-17, 2017-18 and 2018-19 are as under:

**INWARD:**

Year	Inward per year			Average per month		
	No. of Rakes	No. of Wagons	Wt. in tones	No. of Rakes	No. of Wagons	Wt. in tones
2016-17	50	1732	72,094	4	144	6008
2017-18	13	492	26,006	1	41	2167
2018-19	24	949	47,323	2	79	3944



## 2.28 COIMBATORE NORTH:

Coimbatore North is an important freight terminal, situated 2.68 km from Coimbatore Jn., and 6.71 km from Pilamedu in IGU – PLMD – CBE section. This station is serving station for FCI siding. The commercial clerks posted at these goods shed is to look after the duties of booking office also. The Reservation cash is being handed over to the CGS who in turn deposits the BO, GS and PRS cash to the Indian Bank, CBF. One FOIS is installed and is in working condition. In this goods shed only inward traffic is dealt and booking of RMC is the outward traffic. The inward traffic at the Goods shed are Wheat, Fertilizer, Soda & Salt, Rice and paddy. At FCI siding only food grains are received and delivered to FCI. The Goods Shed / BO is working from 0600 hrs to 2200 hours in two shifts.

### STAFF STRENGTH:

Sl.No.	Designation	Sanction	Actual	Vacancy
1.	Commercial Supervisor	1	1	0
2.	Chief Commercial Clerk	3	3	0
3.	Sr.Commercial Clerk	2	2	0
4.	Commercial Clerk	1	0	1
<b>Total</b>		<b>7</b>	<b>6</b>	<b>1</b>

### PRESENT UTILIZATION OF STAFF IS AS FOLLOWS:

Commercial supervisor : 1 (For BO, GS & Siding)  
 Goods Shed/FCI : 2  
 Booking Office : 2  
 RG : 1  
 LR : 1

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**TRAFFIC DEALT:**

Inward FCI traffic comprises of Wheat, Rice. At an average 2 rakes are received in a month as inward traffic. The FCI siding is about 1 km away from the station with adequate godown / warehousing facilities are provided. 3 roads (track) are provided inside the siding with the holding capacity of 20 – 20 – 30 wagons in each road. The major inward traffic dealt at the goods shed are Wheat, Fertilizers, Soda & Salt, Rice etc.

The details of the inward traffic dealt at **FCI SIDING (CBFB)/CBF** for the year 2016-17, 2017-18 and 2018-19 are as under:

**INWARD:**

Year	Inward per year			Average per month		
	No. of Rakes	No. of Wagons	Wt. in tones	No. of Rakes	No. of Wagons	Wt. in tonnes
2016-17	38	1751	1,08,188	3	145	9016
2017-18	41	1836	1,15,776	3	153	9648
2018-19	19	822	51,121	2	69	4260

The details of the inward traffic dealt at **GOODS SHED /CBF** for the year 2016-17, 2017-18 and 2018-19 are as under:

**INWARD:**

IOYear	Inward per year			Average per month		
	No. of Rakes	No. of Wagons	Wt. in tones	No. of Rakes	No. of Wagons	Wt. in tones
2016-17	132	3984	2,49,872	11	332	20,823
2017-18	107	3534	2,21,871	9	295	18,489
2018-19	117	4474	2,84,402	10	273	23,700

## 2.29 CHAVADIPALAYAM (CVD):

This goods shed is situated adjacent to station building. One CCC is looking after the goods shed duties. This station lies on ED – KRR single line section. The main inward traffic at this goods shed are De-oiled-cake and maize. No FOIS is installed at this goods shed and the nodal point for FOIS operation is ED goods shed. This goods shed is commenced for traffic on 28 -2-2018. The inward traffic from Feb'2018 to May '2019 is as follows:

<b>Month</b>	<b>No.of Rakes</b>	<b>No.of Wagons</b>	<b>Wt.in Tonnes</b>
Feb 2018	1	42	3637
Mar 2018	4	167	12,372
Apr 2018	4	164	10,146
May 2018	7	292	20,428
June 2018	6	250	15,748
July 2018	12	500	31,540
Aug 2018	12	519	32,468
Sep 2018	7	293	18,581
Oct 2018	8	335	21,144
Noc 2018	9	376	23,767
Dec 2018	7	250	18,475
Jan 2019	6	248	15,757
Feb 2019	6	252	15,957
Mar 2019	4	168	10,629
Apr 2019	4	168	10,613
May 2019	13	546	34,548
<b>Total</b>	<b>110</b>	<b>4570</b>	<b>2,95,810</b>
Avg.Per Month÷16	7	286	18,488

## 2.30 PUGALUR:

Pugalur is situated at 50.44 kms from ED in ED – TPJ Branch section. It is a 'B' class station. PGRS private siding is taking off from the Road No.1 from the station yard and is nearly 1 km. away from the station.

There are 4 siding lines are available with the holding capacity of 32 BOXN wagons on Tippler line and 59 BOXN wagons on road numbers 2,3 & 4 respectively. The road numbers 2, 3 & 4 are the R & D lines. There is a shunting loco owned by the siding Authorities (TNPL) for shunting purpose. Trip charges are being collected from the siding owner for placement/removal of wagons from the siding.

The working hours of PGRS siding is round the clock and the shift timings are 06 to 10, 10 – 20 and 20 – 06 hours. It was verified from the muster that, the staff posted at the siding are normally performing round the clock duties (i.e. 24 hours) and taking night off on the next day.

**THE STAFF STRENGTH AT PGRS SIDING IS GIVEN BELOW:**

Category	Sanction	Actual	Vacancy
Comml. Supervisor	1	1	0
Ch.Comml. Clerk	2	1	1
Sr.Comml. Clerk	1	1	0
Comml. Clerk	1	0	1
<b>Total</b>	<b>5</b>	<b>3</b>	<b>2</b>

**OUTWARD TRAFFIC:**

Since nineties, there has been no outward traffic dealt at PGRS. Outward traffic was dealt predominantly in piecemeal wagon load comprising paper and paper products like News Print paper, Election Paper, Paper to Govt. Stationery and for Text Book society. Due to the policy decision taken by the Indian Railways, "Smalls" and piece meal wagon load traffic were closed down and opting for block/train loads. Hence, the outward traffic has been shifted to Road traffic to various destinations all over the country. These paper products are being exported to other countries by sea through containers. The paper factory is having the production capacity of 900 tons per day. This plant is being the second largest paper production plant in Asia.

**INWARD TRAFFIC:**

The Inward traffic mainly consists of Imported Coal from Karaikal (KIKP) Port, MVTS and rarely from Attipattu (AIP), Indigenous Coal from GX and Singareni collieries & Lime stone from MVTS.

The average **INWARD TRAFFIC** dealt at this siding for the year 2016-17, 2017-18 and 2018-19 is as follows:

<b>YEAR</b>	<b>NO.OF RAKES</b>	<b>NO.OF WAGOS</b>	<b>WT.IN TONES</b>
2016-17	275	16,134	10,65,135
2017-18	167	9665	5,12,580
2018-19	196	11,360	7,66,472
<b>Total</b>	<b>638</b>	<b>37,159</b>	<b>23,44,187</b>
Avg.Per year	213	12,386	7,81,396
Avg.Per Month	18	1032	65,116

PGRS is the nodal point for preparing RR and to make FOIS entries for RMC outward traffic for KMD, LP, PALM and KRR stations. The siding authorities have provided intercom communication facilities to the siding clerk.

The siding clerk has to contact the station through the intercom only. If it fails, there is no other means to contact the station and other authorities. The communication facilities to be improved by providing a P&T phone or a CUG phone at PGRS. It will go a long way in improving the communication network, and also in train operations.

**2.31 VIRARAKKIYAM (VRQ)**

Virarakkiyam is located at 74.32 km from ED in ED – TPJ single line non-electrified BG section of “E” route. VRQ is a 3 road station with one through siding taking off from Rd 3 at point No. 100.

There is a private cement siding (Chattinadu (VRQS)) located at about 2 km away from station, dealing with cement as outward and Coal and Slag as inward traffic.

The siding is taken off from the extended portion of Road 1 at KRR end. The siding office working hours is round the clock. The Staff posted at this siding are working in 3 shifts as 06 – 10, 10 – 20 and 20 – 06 hrs. One FOIS is installed and is in working condition.

The outward traffic is moved in mini rakes. The siding authorities have their own locomotives for shunting purpose.

**Staff strength:**

Sanction : 4 (1 CS, 1 CCC, 1 Sr.CC, 1 CC)  
Actual : 5 (1 CS, 1 CCC, 2 Sr.CC & 1 CC)

The details of the Outward/inward traffic dealt at **VRQS** for the year 2016-17, 2017-18 and 2018-19 are as under:

**OUTWARD TRAFFIC:**

Year	No. of wagons	Wt. in tonnes
2016-17	644	40,832
2017-18	1471	93,294
2018-19	2689	1,73,433
<b>Total</b>	<b>4804</b>	<b>3,07,559</b>
Avg.per year( $\div 3$ )	1601	1,02,520
Avg.Per Month( $\div 12$ )	133	8543

**INWARD TRAFFIC:**

Year	No.of Rakes	No.of Wagons	Wt.in Tonnes
2016-17	17	998	71,246
2017-18	28	1649	1,09,956
2018-19	25	1805	8,71,145
<b>Total</b>	<b>70</b>	<b>4452</b>	<b>10,52,347</b>
Avg.Per year( $\div 3$ )	23	1484	3,50,782
Avg.Per Month( $\div 12$ )	2	124	29,232

### 2.32 NAMAKKAL (NMKL):

This station is located on SA – KRR section. The Commercial clerks posted at this station are being look after the duties of Booking Office as well as Goods shed. In this goods shed, only inward traffic is dealt. Rice and Maize rakes are the inward traffic. One CCC and two Commercial clerks are working at this station. One FOIS is installed at this goods shed and is in working condition. There is no outward traffic dealt at this goods shed.

The details of the inward traffic dealt at **GOODS SHED /NMKL** for the year 2016-17, 2017-18 and 2018-19 are as under:

#### **INWARD TRAFFIC\_:**

<b>Year</b>	<b>No.of Rakes</b>	<b>No.of Wagons</b>	<b>Wt.in Tonnes</b>
2016-17	93	3489	1,94,503
2017-18	124	4779	2,98,087
2018-19	73	3003	1,87,608
<b>Total</b>	<b>290</b>	<b>11,271</b>	<b>6,80,198</b>
Avg.Per year( $\div 3$ )	97	3757	2,26,733
Avg.Per Month( $\div 12$ )	8	313	18,894

### 2.33 PALAYAM (PALM):

Palayam is situated at 29.49 km from Karur (KRR) in KRR-DG non-electrified BG single line section. The Palayam Goods siding is situated near about 6 km away from the Palayam railway station. The siding is functioning round the clock in three shifts as 07 – 13, 13 – 21 and 21 – 07 hours. Both inward and outward traffic are dealt. The outward commodity is cement and the inward commodities are Slack and Coal. One FOIS is installed at this siding and is in working condition. One CCC and Two Sr.CC (Total-3) are working against the sanction strength of One CS, One CCC, one Sr.CC and One CC (Total 4). Due to any causality like Leave/Rest, this staffs are adjusting themselves by performing 24 hours duties. A dormitory accommodation is provided by the siding authorities inside the siding premises to take short rest by the siding clerks. Two cement plants are available and both the plants are functioning round the clock.

**TRACK LAYOUT IN SIDING:**

There are two loading and two unloading lines are available. The cement bags are being loaded into wagon by using mechanical loading. The plant owing two diesel loco's for shunting purpose. One loco is kept as spare.

The **outward/inward** during 2016-17, 2017-18 & 2018 – 19 is given below:

**OUTWARD:**

<b>Year</b>	<b>No.of Wagons</b>	<b>Wt.in Tonnes</b>
2016-17	2998	1,89,553
2017-18	2783	1,75,010
2018-19	4065	2,57,018
<b>Total</b>	<b>9846</b>	<b>6,21,581</b>
Avg.Per year ( $\div 3$ )	3282	2,07,194
Avg.Per Month ( $\div 12$ )	273	17,266

**INWARD**

<b>Year</b>	<b>No.of Rakes</b>	<b>No.of Wagons</b>	<b>Wt.in Tonnes</b>
2016-17	10	590	39,162
2017-18	55	3237	2,88,628
2018-19	73	3981	2,61,178
<b>Total</b>	<b>138</b>	<b>7808</b>	<b>5,88,968</b>
Avg.Per year( $\div 3$ )	46	2603	1,96,323
Avg.Per Month( $\div 12$ )	4	217	16,360

**2.34 CHINNA SALEM (CHSM):**

Chinna Salem station is located 80 km away from SA station in SA – VRI section. The Commercial clerks posted at this station are looking after the goods shed duties also. This Goods Shed receiving inward rice rakes. The unloading details are available from April' 2018 and the previous records were misplaced along with station records. At present one Sr.CC and one CC (Total Two) are working.



The available details of No. of rakes received and No. of wagons dealt is as follows:

<b>Month</b>	<b>No.of Rakes</b>	<b>No.of Wagons</b>
Apr 2018	5	211
May 2018	6	216
June 2018	5	264
July 2018	3	148
Aug 2018	3	121
Sep 2018	4	162
Oct 2018	4	147
Noc 2018	3	136
Dec 2018	1	21
Jan 2019	6	262
Feb 2019	5	168
Mar 2019	4	151
Apr 2019	5	226
<b>Total</b>	<b>54</b>	<b>2233</b>
Avg.Per Month( $\div 13$ )	4	172

### **2.35 MECHERI ROAD (MCRD)**

Macheri Road station is situated 27.5 km from Salem Jn. in SA – MTDM electrified section. Adjacent to the station, MCRD Goods shed is functioning from 0600 hrs to 2200 hrs. In these goods shed, only outward Iron & steel commodity is being dealt. Commercial clerks are exclusively posted for this goods shed to look after the commercial activities.

One FOIS is installed at the GS and is in working condition. There is no weighment machine available at this Goods Shed for weighment of loads being booked. Karuppur station is having the EIMWB, the loads being booked from this station is being informed to the commercial controller/SA to weigh the load at Karuppur.

After the receipt of the weighment particulars from the station, the RR is being prepared through FOIS and being handed over to the party for collection of freight charges.

Sometimes sender's weight is being accepted if the Karuppur EIMWB is failed duly informed to the Sr.DCM/SA through control message.

**The staff strength at this GS is as follows :**

**Staff strength:**

Sl.No.	Designation	Sanction	Actual	Vacancy
1.	Comml.Supervisor	1	1	0
2.	Chief Comml.Clerk	2	1	1
3.	Sr.Comml.Clerk	1	2	-1
4.	Comml.Clerk	1	0	1
<b>Total</b>		<b>5</b>	<b>4</b>	<b>1</b>

The details of the outward traffic dealt at **GOODS SHED /MCRD** for the year 2017-18 and 2018-19 are as under:

**INWARD TRAFFIC :**

Year	No.of Rakes	No.of Wagons	Wt.in Tonnes
2017-18	36	1417	95,578
2018-19	85	3104	1,92,855
<b>Total</b>	<b>121</b>	<b>4521</b>	<b>2,88,433</b>
Avg.Per year( $\div 2$ )	61	2261	1,44,217
Avg.Per Month( $\div 12$ )	5	188	12,018

**2.35.1 JSW STEEL LTD SIDING (MCSI):**

Adjacent to the station building, one JSW steel Ltd siding is being taken off from the station where both inward and outward traffic are dealt. The major inward traffic is Iron Ore, Coal and Dolomite. The outward commodity is Iron and Steel. The outward commodity is offered from the month of July 2019.

The commercial staff posted at the MCRD goods shed is being looking after the siding duties also. This siding is functioning round the clock. The mechanical unloading is being done at the siding.

The details of the inward traffic dealt at **MCSI SIDING** for the year 2017-18 and 2018-19 are as under:

**INWARD TRAFFIC :**

Year	No.of Rakes	No.of Wagons	Wt.in Tonnes
2017-18	603	34,949	23,48,570
2018-19	713	41,383	28,26,239
<b>Total</b>	<b>1316</b>	<b>76,332</b>	<b>51,74,809</b>
Avg.Per year( $\div 2$ )	658	38,166	25,87,405
Avg.Per Month( $\div 12$ )	55	3181	2,15,617

The details of the OUTward traffic dealt at **MCSI SIDING** for the year 2017-18 and 2018-19 are as under:

**INWARD TRAFFIC:**

Year	No.of Rakes	No.of Wagons	Wt.in Tonnes
2017-18	Nil	Nil	Nil
2018-19	Nil	Nil	Nil
2019-20 (July)	3	176	11920
(Aug)	3	159	10659

### **2.36 METTUR DAM (MTDM):**

This station is located 40 km away from Salem Jn. in SA – MTDM section. The Goods Shed is working in two shifts from 0600 hrs to 2200 hrs. The commercial clerks posted at the MTPS siding is also looking after the duties for the goods shed at MTDM as well as MTDC.

The coal is the inward traffic for MTDM goods shed and there is no outward traffic. The inward traffic of coal is being unloaded at road No.4 of MTDM station and the same is being dispatched to the Chemplast siding (MTDC) through Lorries. Two commercial clerks are posted at MTDM station to look

after the duties of issuing unreserved as well as reserved tickets to passengers in two shifts.

The goods shed activities for the MTDM station is also looking after the staff posted at this station. To assist the Commercial clerks posted at the MTDM station as well as MTDC and MTPS siding, one GSP is sanctioned and presently working. The RG/LR for these staff is being provided from MTPS (TEMP) siding. No FOIS facilities provided at this office.

The inward traffic for the year 2016-17, 2017-18 and 2018-19 for MTDM goods shed is as follows:

**INWARD TRAFFIC:**

<b>Year</b>	<b>No.of Rakes</b>	<b>No.of Wagons</b>	<b>Wt.in Tonnes</b>
2016-17	77	4471	3,00,454
2017-18	61	3582	2,43,576
2018-19	76	4443	3,08,127
Total	214	12496	8,52,157
<b>Avg.per month</b>	<b>71</b>	<b>4165</b>	<b>2,84,052</b>

**2.36.1 METTUR DAM POWER SUPPLY SIDING (MTPS - TEMP):**

The MTPS siding is take off from MCRD station which is located 4 km away from the MTDM station. The siding is being received the coal from AIPO, AIPS & KAKP. There is no outward traffic dealt at these siding. The EIMWB provided at karuppur station is being utilized for weighment of rakes.

There are 12 roads provided inside the siding. Road Nos. 2, 3, 4 & 5 are the unloading lines, Road Nos.6 to 12 are receiving lines. Road No.1 is being utilized for shunting and placement of BV. The working hour of the siding is round the clock and the staff has been provided with rest room facilities to take rest.

The canteen facility at this plant is also extended to the Commercial Clerks posted at the siding. Two power plants are functioning in these siding with the production capacity of 800 MW units at old plant and 600 MW units at new plant. A full pledged siding office with RO water provided for the siding clerks.

The inward traffic for the year 2016-17, 2017-18 and 2018-19 for MTPS (TEMP) siding is as follows:

**INWARD TRAFFIC:**

Year	No.of Rakes	No.of Wagons	Wt.in Tonnes
2016-17	1609	95,256	64,04,601
2017-18	1386	81,335	55,29,308
2018-19	1723	1,01,293	62,14,663
Total	4718	2,77,884	1,81,48,572
<b>Avg.per year</b>	<b>1573</b>	<b>92,628</b>	<b>60,49,524</b>
<b>Avg.per month</b>	<b>131</b>	<b>7719</b>	<b>5,04,127</b>

The staff strength for MTPS siding, MTDM station and MTDC siding is as follows:

**Staff strength:**

Sl.No.	Designation	Sanction	Actual	Vacancy
1.	Comml.Supervisor	2	2	0
2.	Chief Comml.Clerk	4	2	2
3.	Sr.Comml.Clerk	2	3	-1
4.	Commercial clerk	0	1	-1
5.	GSP	1	1	0
<b>Total</b>		<b>9</b>	<b>9</b>	<b>0</b>

**STAFF DISTRIBUTION:**

Sl. No.	Name of the Station/Siding	No.of staff	No. of shifts	Remarks
1.	MTDM station	2	2 (0600 – 1400 & 1400 – 2200 hrs)	For station and MTDC siding work
2.	<b><u>MTPS SIDING</u></b> General Supervision Morning Shift Evening shift Night shift RG/LR for (MTDM/MTPS)	1 1 1 1 2	0800 – 1800 hrs 0700 – 1300 hrs 1300 – 2100 hrs 2100 – 0700 hrs	General Shift Shift duties
<b>Total</b>		<b>8</b>		

**CHAPTER - III****3.0 CRITICAL ANALYSIS**

- 3.1 A goods transaction at a station / siding involves both a) operating (b) Commercial activities. In the operating side, the activities include reception & placement of loads/empties for release/load and despatch of empties/load after loading. Securing of vehicles and planning for shunting operations and movements are also included in the operating side. The shunting operation is being supervised by the SMs with the help of Guards, loco pilots and other operating staff duly advising the traffic control.
- 3.2 The Commercial activities includes registration of wagon demand, booking, loading / unloading, delivery, marking, sealing, refund, maintenance of records, transmission of necessary information through FOIS, remittance of cash etc. The commercial activities are managed by the Commercial clerks, duly supervised by Commercial Supervisors.
- 3.3 The Booking clerks, Parcel Clerks and Goods Clerks are in a single common cadre of Commercial clerks, so that the commercial clerk can be assigned to perform duties at any one the area according to the place of posting.

**3.4 YARD STICK:**

As per the existing yardstick, at goods sheds, a Commercial Clerk is required to issue 40 invoices (Local & Foreign) in a shift of 8 Hrs and to handle 75 Quintals per porter in a shift of 8 hours duty. Due to introduction of FOIS & RBS systems in the goods traffic, generation of RRs through FOIS, registration of wagon demand and other allied activities in the system for which, the yardstick fixed by the railway board at the time of performed duties in manual is not applied in the work study and the requirement of staff for the Goods sheds and sidings are allowed on need base.

- 3.5 The duties at booking point are more and requires more time when compare to the activities at the destination point. The study team has allowed 50% more man power at the booking point then the requirement of man power at the unloading goods sheds/sidings. Wherever, the freight traffic density is less, it is suggested to post Commercial Clerks in split shifts as 6 to 14, 14 to 22 hours or on general shifts, instead of round the clock duties, as most of the Goods sheds and siding office are functioning in the above said timings only. As and when necessary arise, the functioning of goods/siding office beyond 22 hours may be extended as per the requirement of ground situation. This can avoid the idling of staff at night hours and claiming of night duty allowance as well as requirement of night off for the staff.
- 3.6 At present, the forecast of arrival of load/empties can easily be assessed from the FOIS. The distance and other freight calculations are being done in the system himself. It ease the work load of commercial clerks when compare to the previous manual work load. On direct observations, no goods sheds/sidings have been issued with 40 invoices/RRs in shift of 8 hours. The free time allowed for unloading/loading of 21 and above wagons are normally 7 to 10 hours. During this free time, the Commercial clerk on duty can able to maintain the records. Except some goods sheds one or two clerks per shift are sufficient.
- 3.7 The abolition of smalls, wagon loads, computerization, compulsory prepayment of freight, reduction in number of classes etc. have reduced the work load of Goods Shed Clerks. The improved communication facilities like CUG phone, Auto-phone, BSNL land line etc. have made the communication easier. Information systems such as Freight operation Information System (FOIS), Rake management system (RMS), Terminal management system (TMS) and RBS etc. have enabled easier freight handling system and forecasts.
- 3.8 The Group D staff posted at Goods Sheds is of the cadre of Goods Shed Porter (GSP), Marker and Sealer. Their duties confined to fixing of seal cards, side cards, sealing, collection of incoming seal cards etc. Closing of wagon doors is being done by the private agencies.

The sealing of wagons is only at the loading points. At the sidings, the above work is being done by the siding authorities. Hence, posting of Group 'D' staff at the unloading goods shed is not necessary.

- 3.9 Apart from that, as per the Agreement reached between the Railway and the siding owners, the salary of the commercial staff posted at Private sidings are borne by the siding authorities. Hence, reduction of staff strength at the sidings is unwarranted.

It is observed from the statistics, in some goods sheds, the freight traffic is considerably less than 5 rakes per month. In that goods sheds, the Commercial clerks posted at the BO has to manage the goods shed duties also (Ex. NMKL, CHSM etc). Likewise, wherever the work load of goods shed are in increasing trend, some more commercial clerks have to be posted/created (Ex. IGU goods shed). Now-a-days, the forecast of arrival load/empties can be easily assessable through FOIS. All the Commercial Inspectors at the sections have been provided with LRCCs. The LRCCs can be utilized at the time of arrival of rakes and it can avoid the posting of commercial clerks exclusively for the goods sheds. In almost all the stations, the SMs are available and they are trained in commercial duties. The SM/SMRs of such stations can manage the Commercial duties till the arrival of LRCCs.

Keeping the above facts, the requirement of man power for goods sheds/siding over SA division is analyzed as follows:

#### 3.10 **SALEM JUNCTION:**

The Goods shed at SA Junction received on an average of 320, 304 and 389 wagons per month during the year 2016-17, 2017-18, and 2018-19 respectively. The average outward traffic dealt at these Goods shed is 83, 60 and 81 wagons per month during the year 2016-17, 2017-18, and 2018-19 respectively. Similarly the average no. of wagons dealt per month as inward rakes at the Salem Steel Plant siding are 10, 4 and 7 for the 2016-17, 2017-18, and 2018-19 respectively.



One CS, 2 CCC and 1 Sr.CC are sanctioned for SA/SSPS sidings. But, actually, 1 CS, 2 CCCs are working. The commercial clerks posted at these goods shed is looking after the weightment duties at the Karuppur station which is situated 3 kms away from SA goods shed. When compare to the present level of work load, these Goods Shed /Siding can be managed with the present sanctioned staff strength. Hence, the present sanctioned staff strength is allowed for these goods shed/siding on need base.

### **Sanction Vs. Requirement**

<b>Category</b>	<b>Sanction</b>	<b>Actual</b>	<b>Vacancy</b>	<b>Requirement</b>
CS	1	1	0	1
CCC	2	2	0	2
Sr.CC	1	0	1	1
<b>Total</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>4</b>

On verification of muster at goods shed SA, one GSP is borne on the strength of these goods shed and now he is working at Divisional Office/SA. It is clear evident that these goods shed is not in need of any GSP. Hence, the post with person may be re-deployed to Divisional Office/SA, if the post is sanctioned for Goods Shed /SA.

### **SUGGESTION No.1**

One GSP borne on the strength at goods shed SA may be re-deployed to Divisional office if the post is sanctioned for Goods Shed /SA.

#### **3.11 SALEM MARKET (SAMT):**

##### **REQUIRMENT OF COMMERCIAL CLERKS FOR SAMT:**

The Salem Market station is located in the middle of the city. This goods shed handle at an average of 587, 585 & 735 wagons per month for the year 2016-17, 2017 -18 and 2018 -19 respectively. It is seen from the statistics; almost one rake in alternative days is being received. Apart from the goods activities, Container inward/outward traffic also dealt at these goods shed.

The declared roster for these goods shed is round the clock. As per the sanctioned strength received from DPO/SA, 1 Commercial Supervisor, 2 Chief Commercial clerks and 1 Sr.Commercial clerk (Total -4) have been sanctioned. The actual staff workings are 1 CS, 2 CCC and 1 CC (Total-4). Due to the importance of the station and due to increase of the goods traffic when compare to the previous year all the staff sanctioned are allowed on need base.

#### **REQUIRMENT OF GOODS SHED PORTERS FOR SAMT:**

Apart from the above Commercial Clerks, two GSP are sanctioned and actually working at these goods shed. Normally, the goods shed is functioning in 2 shifts as 0600- 1400 and 1400 to 2200 hrs. To open and close the Goods Shed as well as to look after the loading/unloading duties, collection seal cards, bracket labels from the loaded rakes kept for unloading and to seal the Goods Shed office, two GSPs sanctioned and actually working are allowed on need base.

#### **SANCTION VS. REQUIREMENT:**

<b>Category</b>	<b>Sanction</b>	<b>Actual</b>	<b>Requirement</b>
CS	1	1	1
CCC	2	2	2
Sr.CC	1	0	1
CC	0	1	0
GSP	2	2	2
<b>TOTAL</b>	<b>6</b>	<b>6</b>	<b>6</b>

#### **3.12 COVERED GOODS SHED AT SAMT:**

It was observed at the time of data collection, 4 covered goods shed are available with the total area of 12935 Sq.ft. These covered goods sheds are in un-used condition. It is suggested by the work study team that, these goods shed may be converted as Road side ware house or it may be leased to merchants on longtime basis to get revenue for the railways on permanent basis instead of keeping idle for long time.

**SUGGESTION NO.2:**

The 12935 Sq.ft un-used covered goods shed at SAMT may be converted as Road side ware house or it may be leased to merchants for long term basis to get revenue for railways.

**3.13 SANKARIDURG:**

POL is the main inward freight traffic at this station. The POL consignments of Indian Oil Company (IOC) and HPCL are moved through pipelines into their sidings. 5 inward POL rakes were dealt in the year 2016 – 17, 4 rakes were dealt in the year 2017 – 18 and 3 rakes were dealt in the year 2018 – 19. The receipt of POL rakes were very meager as well as it is in decreasing trend when compare to the previous year traffic. As per the present arrangement, the station master on duty is managing the goods shed duties. The existing system may be continued.

**3.14 ICSG SIDING – SANKARI DURG**

One CCC is exclusively posted for this siding. This siding is dealt with at an average of 17 rakes per month of cement outward traffic. The present arrangement may be continued for this siding as the work load at this siding is sufficient to manage with one clerk. The LR/RG required for this clerk may be provided from the SGE station.

**3.15 ERODE:****REQUIRMENT OF COMMERCIAL CLERKS FOR GOODS SHED ED:**

Erode is an important freight handling terminal. This goods shed is handle at an average of 30, 34 and 30 rakes per month for the year 2016-17, 2017 -18 and 2018 -19 respectively. In other words, daily one rake is dealt at the goods shed. The sanctioned strength of Commercial clerks at these goods shed are 1 CS, 3 CCC and 1 Sr.CC (Total-5). As per the muster, the actual staffs working are 1 CS, 3 CCC & 3 Sr.CCs (Total – 7). Out of the above seven clerks, 1 CCC and 1 Sr.CC (Total – 2) are working in BO/ED. Since, it is an importance goods shed and the declared Goods Shed hour is round the clock. By considering the present work load all the sanctioned 5 clerks are allowed on need base.

**REQUIRMENT OF GOODS SHED PORTERS FOR ED:**

Apart from the above Commercial Clerks, two GSPs and one sealer (Total – 3) are sanctioned and actually 2 GSPs are working and one sealer post is kept as vacant. Normally, the goods shed is functioning from 0600 to 2200 hrs. As and when the necessary arise, the goods shed hours is extended upto the completion of work. To open and close the Goods Shed as well as to look after the loading/unloading duties, collection seal cards, bracket labels from the loaded rakes kept for unloading and to seal the Goods Shed office, two GSPs sanctioned and actually working are allowed on need base. The one vacant post of sealer may be surrendered and credited to the bank of surplus post.

**SANCTION Vs REQUIREMENT:**

No.	Category	Sanction	Actual	Vacancy	Requirement	Surplus
1	CS	1	1	0	1	0
2	CCC	2	2	0	2	0
3	Sr.CC	2	2	0	2	0
4.	GSP	2	2	0	2	0
5.	Sealer	1	0	1	0	1
<b>Total</b>		<b>8</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>1</b>

**RECOMMENDATION NO.1**

One sealer in the grade pay of Rs.1800/- sanctioned and kept vacant at ED goods shed may be surrendered and credited to the bank of surplus posts.

**3.16 TIRUPPUR GOODS SHED:**

The Goods shed at Tiruppur deals with the inward traffic of Foods grains and cement. At an average of 19 rakes per month are received. To look after the duties, 1 CS, 1 CCC and 1 CC (Total – 3) are sanctioned but actually one CCC and 1 CC (Total – 2) are working. The declared goods shed hour is round the clock but the Goods shed is normally functioning up to 1800 hrs. Whenever, the rake is not received, the goods shed clerks are performing duties at the booking office. By considering the present work load two commercial clerks are sufficient. The LR/RG for these staff may be provided from the BO/TUP. The

supervisory duties to be managed by the CS posted at the BO/TUP or the SMR/TUP.

### **REQUIRMENT OF GOODS SHED PORTERS FOR TUP:**

The prime duties of the GSP is to open/close the Goods shed and collection seal cards, bracket labels from the loaded rakes kept for unloading. The good shed is not handling with any outward traffic. Sealing of wagons is not arising. Hence, the sanctioned post of one GSP and kept vacant may be surrendered and credited to bank of surplus posts.

### **SANCTION VS. REQUIREMENT:**

Category	Sanction	Actual	Requirement	Surplus
CS	1	0	0	1
CCC	1	1	1	0
CC	1	1	1	0
GSP	1	0	0	1
<b>Total</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>

### **RECOMMENDATION NO.2**

One Commercial Supervisor in the grade pay of Rs.4600/- sanctioned and kept vacant at TUP goods shed may be surrendered and credited to the bank of surplus posts.

### **RECOMMENDATION NO.3**

One GSP in the grade pay of Rs.1800/- sanctioned and kept vacant at TUP goods shed may be surrendered and credited to the bank of surplus posts

**(Total – 2 Posts)**

### **OTHER INFORMATIONS:**

It was seen at the time of data collection that, a total of 6960 Sq.ft covered goods shed godown is available. It is being used very rarely. It is suggested that, the godowns may be least out for long time to merchants to get permanent revenues for railways.

#### **3.17 IRUGUR:**

At this goods shed, the inward traffic is in increasing trend when compare to the traffic of the previous year. During the year 2016-17, averages of 4 rakes

were received as inward traffic. During the year 2018-19, the same has increased to 12 rakes per month.

Apart from the Goods shed work, the commercial clerks posted at this Goods shed are looking after the siding commercial duties for the IOCL/HPCL (PSHI) where 1 or 2 rakes are received per month. A CONCOR siding is offering both inward/outward traffic. The commercial record work for this traffic is also being looked after by the Goods shed staff.

A BPOI siding has started functioning from the month of Nov' 2018. By road, this has located 8 km away from the station and by track it is situated 2 ½ km away from the station. On the commencement year, this siding had offered 4 rakes of POL outward traffic but it has increased to 50 rakes per month.

The SMR IGU is also expressed his opinion to post the commercial clerks exclusively for BPOI siding round the clock as the siding is having full pledged siding office as well as FOIS facilities are installed inside the siding. The Work Study team is also suggesting to explore the possibilities of posting the commercial clerks round the clock for the BPOI siding.

At present 3 commercial clerks are sanctioned for this Goods shed but actually 5 commercial clerks are working. Apart from the Goods shed commercial activities, they are doing the siding commercial duties also.

Hence, the present sanctioned strength may be revised by pinpointing. The present commercial staff sanctioned for this goods shed are allowed on need base.

### **SUGGESTION NO.3:**

The present Commercial clerks' sanctioned strength for IGU goods shed may be revised duly pinpointing the posts.

### **SUGGESTION NO.4:**

For BPOI siding, the feasibility of posting of commercial clerks exclusively for this siding may be explored.

**SANCTION VS. REQUIREMENT:**

Category	Sanction	Actual	Requirement
CS	1	1	1
CCC	1	3	1
Sr. CC	1	1	1
<b>Total</b>	<b>3</b>	<b>5</b>	<b>3</b>

**3.18 PILAMEDU:**

The Pilamedu Goods Shed is functioning in two shifts from 06.00 hrs to 22.00 hrs. The Commercial Clerks posted at this office has to look after the duties in UTS counter from 0600 hrs to 2000 hrs in two shifts as well as PRS duties from 1000 hrs to 1500 hrs. The PLMD station is serving station for FCI siding where the food grains inward rakes are dealt. Adjacent to this goods office, an OIL siding (BPCL) is situated. One FOIS system has been provided and the same is in working condition. The commercial clerks posted at this goods shed are doing the UTS, PRS duties at the station as well as goods shed duties in two shifts. Due to consideration of the present work load at the station as well as goods shed, the requirement of commercial clerks is worked out as follows:

**REQUIRMENT OF COMMERCIAL CLEKS:**

- a) For supervisory duty - 1 CS (In General Shift)
- b) For UTS/PRS counter (1 x 2 shifts) - 2
- c) For Goods shed/Siding duties (1 x 2 Shifts) - 2
- d) Add: LR/RG for these staff - 1
- Total - 6 staff**

**SANCTION VS. REQUIREMENT:**

Category	Sanction	Actual	Requirement
CS	1	0	1
CCC	3	3	3
Sr. CC	2	1	2
CC	0	1	0
<b>Total</b>	<b>6</b>	<b>5</b>	<b>6</b>

### 3.19 COIMBATORE NORTH:

This station is serving station for FCI siding. The commercial clerks posted at these goods shed is to look after the duties of booking office also. The Reservation cash is being handed over to the CGS who in turn deposits the BO, GS and PRS cash to the Indian Bank, CBF. In this goods shed only inward traffic is dealt and booking of RMC is the outward traffic. The inward traffic at the Goods shed are Wheat, Fertilizer, Soda & Salt, Rice and paddy. At FCI siding only food grains are received and delivered to FCI. The staff requirement for this station as well as to look after the goods shed duties is as follows:

#### REQUIREMENT OF COMMERCIAL STAFF FOR CBF (STATION & GS):

Commercial supervisor	:	1 (For BO, GS & Siding in general shift)
Goods Shed/FCI	:	2 (For 2 shifts)
Booking Office	:	2 (For 2 shifts)
Add: RG/LR	:	1
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<b>Total</b>		<b>6</b>
		---

#### SANCTION VS. REQUIREMENT:

Sl.No.	Designation	Sanction	Actual	Requirement
1.	Commercial Supervisor	1	1	1
2.	Chief Commercial Clerk	3	3	3
3.	Sr. Commercial Clerk	2	2	2
<b>Total</b>		<b>6</b>	<b>6</b>	<b>6</b>

### 3.20 CHINNA SALEM (CHSM):

The Commercial clerks posted at this station are looking after the goods shed duties also. As per the statistics available at this station, at an average of 4 rakes were received per month from Apr 2018 to Apr 2019. To deal the above said rakes, the present available commercial clerks are sufficient. The RG/LR for these staff has been provided from ATU station and the same system may be continued.



**SANCTION Vs REQUIREMENT:**

Sl.No.	Designation	Sanction	Actual	Requirement
1.	Comml.Supervisor	1	0	1
2.	Chief Comml.Clerk	1	0	1
3.	Sr.Commercial Clerk	0	1	0
4.	Commercial Clerk	0	1	0
<b>Total</b>		<b>2</b>	<b>2</b>	<b>2</b>

**3.21 CHAVADIPALAYAM (CVD):**

This goods shed is situated adjacent to station building. One CCC is looking after the goods shed duties. The main inward traffic at this goods shed are De-oiled-cake and maize. No FOIS is installed at this goods shed and the nodal point for FOIS operation is ED goods shed. This goods shed is commenced for traffic on 28-2-2018. The average inward rakes from Feb' 2018 to May' 2019 is 9. To look after the commercial duties, the one CCC is sanctioned and physically working is sufficient.

**3.22 PUGALUR:**

PGRS private siding is taking off from Road No.1 from the station yard and is situated nearly 1 km. away from the station. The working hours of PGRS siding is round the clock and the shift timings are 06 to 10, 10 – 20 and 20 – 06 hours. It was verified from the muster that, the staff posted at the siding are normally performing round the clock duties (i.e. 24 hours) and taking night off on the next day. The Inward traffic mainly consists of Imported Coal. At an average of 18 rakes per month are dealt at this siding. PGRS is the nodal point for preparing RR and to make FOIS entries for RMC outward traffic for KMD, LP, PALM and KRR stations. To look after the commercial duties in 3 shifts per day, 3 commercial clerks are allowed and the LR/RG for these staff one more staff is allowed. Hence, the requirement of commercial staff for this siding is 4. The sanctioned strength is 5 and the actual staff working is 3. The excess sanctioned strength of one commercial clerk at this siding may be surrendered and credited to the bank of surplus posts.

**THE REQUIREMENT OF STAFF FOR PGRS SIDING IS AS FOLLOWS:**

Category	Sanction	Actual	Requirement	Surplus
Comml. Supervisor	1	1	1	0
Ch.Comml. Clerk	2	1	2	0
Sr.Comml. Clerk	1	1	1	0
Commercial clerk	1	0	0	1
<b>Total</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>1</b>

**RECOMMENDATION NO.4**

One Commercial Clerk in the grade pay of Rs.2000/- sanctioned and kept vacant at PGRS siding may be surrendered and credited to the bank of surplus posts.

**3.23 VIRARAKKIYAM (VRQS):**

This siding is deal with both inward and outward traffic. The inward commodities are Coal and Slag and the outward commodity is Cement. The outward commodity is moved in mini rakes and the inward coal and slag traffic is received in rakes. By seeing the statistics, the average outward traffic was 133 wagons per month and the inward rake per month was 2. To deal the traffic, 4 commercial clerks are sanctioned and 5 are presently working. The siding office is functioning round the clock. By considering the present work load, 4 commercial clerks are sufficient and one excess Sr.Commercial clerk posted and presently working at this siding may be re-deployed to the needy place.

**THE REQUIREMENT OF STAFF FOR VRQS SIDING IS AS FOLLOWS:**

Category	Sanction	Actual	Requirement
Comml. Supervisor	1	1	1
Ch.Comml. Clerk	1	1	1
Sr.Commercial clerk	1	2	1
Comml. Clerk	1	1	1
<b>Total</b>	<b>4</b>	<b>5</b>	<b>4</b>

**SUGGESTION NO.5:**

One Sr.Commercial clerk posted excess to the sanctioned strength at VRQS siding may be re-deployed to needy places.

**3.24 NAMAKKAL (NMKL):**

The Commercial clerks posted at this station are being look after the duties of Booking Office as well as Goods shed. In this goods shed, only inward traffic is dealt. Rice and Maize rakes are the inward traffic. One CCC and two Commercial clerks are working at this station. There is no outward traffic dealt at this goods shed. In a month an average of 8 inward rakes are received. To look after the UTS as well as goods shed duties the sanctioned strength of 3 commercial clerks are allowed on need base.

<b>Category</b>	<b>Sanction</b>	<b>Actual</b>	<b>Requirement</b>
Commercial Supervisor	1	0	1
Ch.Comml. Clerk	1	1	1
Sr.Comml. Clerk	1	0	1
Comml. Clerk	0	2	0
<b>Total</b>	<b>3</b>	<b>3</b>	<b>3</b>

**3.25 PALAYAM (PALM):**

The Palayam Goods siding is situated near about 6 km away from the Palayam railway station. The siding is functioning round the clock in three shifts as 07 – 13, 13 – 21 and 21 – 07 hours. Both inward and outward traffic are dealt. The outward commodity is cement and the inward commodities are Slack and Coal.

One CCC and Two Sr.CC (Total-3) are working against the sanction strength of One CS, three CCC and Two Sr.CC (Total-6). Due to any causality like Leave/Rest, these staffs are adjusting themselves by performing 24 hours duties. Two cement plants are available and both are functioning round the clock. The siding is functioning round the clock and the commercial staffs are also performing the round the clock duties.

The average outward traffic per month at this siding is 273 wagons and an average inward rake received per month is 4. To deal the present level of work load, considering the distance of siding from station, the round clock working and the distance from the siding office to the siding yard, the sanctioned strength is allowed to continue.

**SANCTION VS. REQUIREMENT:**

Category	Sanction	Actual	Requirement
Commercial Supervisor	1	0	1
Ch.Comml. Clerk	3	1	3
Sr.Comml. Clerk	2	2	2
<b>Total</b>	<b>6</b>	<b>3</b>	<b>6</b>

3.26 **MACHERI ROAD (MCRD) & JSW STEEL LTD SIDING (MCSI):**

The working hours of Goods Shed are from 06.00 till 22.00 hrs. The good shed is functioning in two shifts as 06 to 1400 hrs and 1400 hrs to 2200 hrs. Iron & steel are the outward traffic. The Commercial Clerks posted at these goods shed is being looking after the duties at the MCSI siding also. The MCSI siding is functioning round the clock. The average inward traffic per month is 5 rakes at the goods shed, the average inward rakes at MCSI siding per month is 55 rakes. Apart from that, from the month of July 2019 onwards the siding is offering outward traffic also. Hence, the present staff sanctioned and actually working at these goods shed are allowed on need base.

**SANCTION VS. REQUIREMENT:**

Category	Sanction	Actual	Requirement
Commercial Supervisor	1	1	1
Ch.Comml. Clerk	2	1	2
Sr.Comml. Clerk	1	2	1
Commercial Clerk	1	0	1
<b>Total</b>	<b>5</b>	<b>4</b>	<b>5</b>

### 3.27 **METTUR DAM (MDTM):**

Goods Shed is working in two shift as 06 to 1400 hrs and 1400 to 2200 hrs. The commercial clerks posted at the goods shed is being looking after station duties like issuing of UTS tickets as well as PRS tickets to passengers. They are working in two shifts as 0600 – 1400 hrs and 1400 to 2200 hrs.

The sanction strength of commercial clerks is included in the sanctioned strength of staff for MTPS siding. While compare the present work load for this station, two staff are allowed for station duties as well as goods shed duties.

### 3.28 **METTUR DAM POWER PLANT SIDING (MTPS):**

The siding is functioning round the clock. The commercial clerks posted at the siding are working in shift duties. To look after the shift duties as well as to maintain records at MTDM station, MTDC siding and MTPS siding one commercial supervisor is working in general shift. To provide RG/LR for these staff 2 commercial clerks have been sanctioned and presently working. The average inward rake for MTPS siding is 131 per month. For the present level of work load and the staff sanctioned and presently working are sufficient and the work study team is also allowing the sanctioned strength of commercial clerks. To assist the commercial clerks at MTDM station, MTDC and MTPS siding one GSP is sanctioned and presently working staff is allowed on need base.

### **SANCTION Vs REQUIREMENT OF COMMERCIAL CLERKS FOR MTDM, MTPS AND MTDC SIDING**

<b>Sl.No.</b>	<b>Designation</b>	<b>Sanction</b>	<b>Actual</b>	<b>Requirement</b>
1.	Commercial Supervisor	2	2	2
2.	Chief Commercial Clerk	4	2	4
3.	Sr.Commercial Clerk	2	3	2
4.	Commercial Clerk	0	1	0
5.	GSP	1	1	1
<b>Total</b>		<b>9</b>	<b>9</b>	<b>9</b>

**SUMMARY OF COMMERCIAL CLERKS SANCTIONED, ACTUALS AND REQUIREMENT**  
**FOR GOODS SHED/SIDINGS OVER SA DIVISION**

Sl. No	Station	CS / GP Rs.4600			CCC / GP Rs.4200			Sr.Clerk /GP Rs.2800			CC/GP Rs.2000			Total			SURPLUS	
		GOODS SHED CUM SIDINGS																
		S	A	R	S	A	R	S	A	R	S	A	R	S	A	R		
1.	SA*+SSPS	1	1	1	2	2	2	1	0	1	0	0	0	4	3	4	0	
2.	SAMT	1	1	1	2	2	2	1	0	1	0	1	0	4	4	4	0	
3.	ED*	1	1	1	2	2	2	2	2	2	0	0	0	5	5	5	0	
4.	TUP*	1	0	0	1	1	1	0	0	0	1	1	1	3	2	2	1	
5.	IGU+BPOI+ IGCS+PSHI	1	1	1	1	3	1	1	1	1	0	0	0	3	5	3	0	
6.	CBF*+CBFB	1	1	1	3	3	3	2	2	2	0	0	0	6	6	6	0	
7.	PLMD+PBPS+FCOP	1	0	1	3	3	3	2	1	2	0	1	0	6	5	6	0	
9.	CHSM	1	0	1	1	0	1	0	1	0	0	1	0	2	2	2	0	
10.	NMKL	1	0	1	1	1	1	1	0	1	0	2	0	3	3	3	0	
11.	CVD	0	0	0	1	1	1	0	0	0	0	0	0	1	1	1	0	
12.	MCRD +MCSI	1	1	1	2	1	2	1	2	1	1	0	1	5	4	5	0	
13	ICGS+SGES	0	0	0	1	1	1	0	0	0	0	0	0	1	1	1	0	
Total		10	6	9	20	20	20	11	9	11	2	6	2	43	41	42	1	
SIDINGS																		
13	VRQS*	1	1	1	1	1	1	1	1	1	1	2	1	4	5	4	0	
14	PLMC*	1	0	1	3	1	3	2	2	2	0	0	0	6	3	6	0	
15	PGRS	1	1	1	2	1	2	1	1	1	1	1	0	5	4	4	1	
16	TEMP	2	2	2	4	2	4	2	3	2	0	1	0	8	8	8	0	
Total		5	4	5	10	5	10	6	7	6	2	4	1	23	20	22	1	
Grand Total		15	10	14	30	25	30	17	16	17	4	10	3	66	61	64	2	

**SUMMARY OF GROUP 'D' STAFF SANCTIONED, ACTUALS AND REQUIREMENT**  
**FOR GOODS SHED/SIDINGS OVER SA DIVISION**

Sl.No.	Name of the Goods shed/sidings	Designation	Sanction	Actuals	Requirement	Surplus
1.	SA(GS)	GSP	1	1	1	--
2.	SAMT(GS)	GSP	2	2	2	--
3.	ED (GS)	GSP	2	2	2	--
		Sealer	1	0	0	1
4	TUP (GS)	GSP	1	0	0	1
5.	MTPS (S)	GSP	1	1	1	--
<b>Total</b>			<b>8</b>	<b>6</b>	<b>6</b>	<b>2</b>

**GS – Goods Shed      & S- Siding**

**CHAPTER - IV**

**4.0 PLANNING BRANCH'S REMARKS ON CO-ORDINATING OFFICER'S VIEWS.**



**5.0 FINANCIAL SAVINGS:**

**5.1** If the recommendations in the study report are implemented the annual recurring financial savings will be as under:

Sl. No.	Category	Grade Pay Rs.	No. of post	Mean pay Rs.	Annual Financial savings (Rs.)
1	Commercial Supervisor	4600	1	1,09,571	13,14,852
2	Commercial Clerk	2000	1	53,118	6,37,416
3	Sealer	1800	1	43,817	5,25,804
4	Goods shed porter	1800	1	43,817	5,25,804
<b>TOTAL</b>			<b>4 Posts</b>		<b>30,03,876</b>

**ANNEXURE - I****Sanction and Actual strength of Commercial staff working at  
Stations/Goods Sheds/ Sidings**

Sl. No	Station	CS / GP Rs.4600		CCC / GP Rs.4200		Sr.Clerk /GP Rs.2800		CC/GP Rs.2000		Total		Vacancy
		S	A	S	A	S	A	S	A	S	A	
GOOD SHEDS												
1.	SA*+SSPS	1	1	2	2	1	0	0	0	4	3	1
2.	SAMT	1	1	2	2	1	0	0	1	4	4	0
3.	ED*	1	1	2	2	2	2	0	0	5	5	0
4.	TUP*	1	0	1	1	0	0	1	1	3	2	1
5.	IGU+BPOI+ IGCS+PSHI	1	1	1	3	1	1	0	0	3	5	-2
6.	CBF*+CBFB	1	1	3	3	2	2	0	0	6	6	0
7.	PLMD+PBPS+ FCOP	1	0	3	3	2	1	0	1	6	5	1
8.	CHSM	1	0	1	0	0	1	0	1	2	2	0
9.	NMKL	1	0	1	1	1	0	0	2	3	3	0
10.	CVD	0	0	1	1	0	0	0	0	1	1	0
11.	MCRD	1	1	2	1	1	2	1	0	5	4	1
12.	ICGS+SGES	0	0	1	1	0	0	0	0	1	1	0
Total		10	6	20	20	11	9	2	6	43	41	2
SIDINGS												
13	VRQS*	1	1	1	1	1	1	1	2	4	5	-1
14	PLMC*	1	0	3	1	2	2	0	0	6	3	3
15	PGRS	1	1	2	1	1	1	1	1	5	4	1
16	TEMP	2	2	4	2	2	3	0	1	8	8	0
Total		5	4	10	5	6	7	2	4	23	20	3
Grand Total		15	10	30	25	17	16	4	10	66	61	5

\* As per the data submitted by DPO/SA vide his letter  
No.SA/P.478/III/Comml/CC dated 27.05.2019.

For the other Goods Sheds/Sidings, the Sanctioned strength submitted by Commercial section at Sr.DCM/O/SA on 30.08.2019 and the staff actually working at the goods shed/sidings are taken for this study purpose.

2.13 The Sanction and Actual strength of Group 'D' staff working at Stations/Sidings at SA Division are given below:

<b>Sl.No.</b>	<b>Station/Siding</b>	<b>Designation</b>	<b>No.of staff</b>	<b>Remarks</b>
1.	SA(GS)	GSP	1	Working at SA Divl.Office
2.	SAMT(GS)	GSP	2	-
3.	ED (GS)	GSP	2	-
		Sealer	1	Post vacant
4	TUP (GS)	GSP	1	Post vacant
5.	MTPS (S)	GSP	1	-
<b>Total</b>			<b>8</b>	