



WORK STUDY TO REVIEW THE
OPERATING STAFF STRENGTH OF TI SECTION
FROM NIL – KTU (Excl KTU Station) –
PALAKKAD DIVISION
G.275/WSSR – 121920/2019 – 20

SOUTHERN RAILWAY

PLANNING BRANCH

G.275/WSSR- 121920/2019-20

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OPERATING STAFF STRENGTH OF TI SECTION
FROM NIL – KTU(Excl KTU station) – PALAKKAD
DIVISION

STUDIED BY

WORK STUDY TEAM
OF
PLANNING BRANCH

SEP 2019



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ACKNOWLEDGEMENT

The work study team acknowledges the co-ordination extended by AOM/PGT, TI/ OT Cell/PGT & Other SMs of this section in conducting the study.

(ii)

AUTHORITY

Annual Programme of Work Studies approved by SDGM for the year 2019-20.

(iii)

TERMS OF REFERENCE

Work study to review the Operating staff strength of TI Section from NIL – KTU - Palakkad Division.

(iv)

METHODOLOGY

The work study team has applied the following methodologies in conducting the work study.

- (1) Collection of Data from each station.
- (2) Observation of working procedure and deployment of staff.
- (3) Reassessed the manpower requirement based on the present workload duly applying HOER, SWR and also on need base.
- (4) Discussion with Traffic Inspector/OT cell and Station Masters of this section.

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REVISED RECOMMENDATIONS

4 vacant posts of Pointsman A in GP Rs. 1900/- are found surplus to the requirement, the same may be surrendered and credited to the Vacancy Bank

(Total 4 Posts)

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CHAPTER – I

1.0 INTRODUCTION

- Indian Railway is a part and parcel of every Indians life, which cannot imagine the India without Railways, because this system is the backbone of Indian economy and one of the pillars of our nation.
- The first Indian train started, its run on track on April 16,1853, a Saturday evening 03.35 pm between Boribunder and Thane a distance of 34 Km.
- The second train of the India connected between Howrah and Hoogli on 15th August 1854.
- The third train service made between Vyasarpadi and walajah Road opened on 1st July 1856

1.1 PALAKKAD DIVISION

Palakkad division is one among the six divisions in Southern Railway and is more or less geographically situated in the middle of kerala at a distance of 546 Kms away from the Headquarters.

1.2 OPERATING BRANCH

- Among all branches in Indian Railways, the Operating Branch is very important since the train movements in punctual with safety and coverage all activities to achieve the task are the vital duty for Operating Branch.
- It is one of the interface departments between Public and Railways apart from Commercial branch.
- Operating and Commercial branches are coming under Traffic Department and headed by Member Traffic at Railway Board level.
- The Co-operation required for Railways from State Government /Quasi Government also executed by the Operating Staff.
- Achieving efficiency is the prime motto of any organization on the same determination. Indian Railways also takes all necessary actions to achieve the efficiency. To achieve the target, IR utilized the man power at an optimum level, as it pays 33% of its total revenues to their staff wages.
- This Work study is confined to review the Operating staff strength of TI section from NIL – KTU (Excl KTU station)

CHAPTER – II**2.0 PRESENT SCENARIO**

- 2.1 The TI/ SRR section comprises of 13 stations covering a total distance of 95.80 Kms of which 07 Block stations viz., NIL, VNB, AAM, SRR, KRKD, PTB, PUM where as TDPM, TUV, MLTR, PKQ, CQA, KZC, VPZ, VDKS, KODN, PEU are Halt stations.
- 2.2 This section is a BG and from NIL – SRR is Single line & SRR – KTU is Double line, electrified section of Southern Railway on "B" route, with Absolute Block signaling system with Multiple Aspect Colour Light signals in Standard Interlock relay system(IR) & Route relay Interlock system(RRI).
- 2.3 Between NIL – SRR section, about 07 numbers of Mail/Exp/Passenger trains are operated apart from Goods trains with a maximum permissible speed of 75 Kmph for both passenger & goods trains and between SRR – KTU section, 60 numbers of Mail/Express/Passenger trains are operated apart from goods trains with a maximum permissible speed of 110 Kmph for passenger trains and 75 Kmph for goods trains respectively. The traffic density of NIL – SRR section is 3.63 & SRR – KTU section UP : 13.57 & DOWN : 12.70.
- 2.4 The percentage of utilization of line capacity in this section is 80% on an average. There are 14 level crossings in this section out of which 02 LCs are operated by Traffic department and the rest are Engineering gates.
- 2.5 The Sanction, Actual, Vacancy details of staff working under TI section from NIL – KTU section is as follows.

Sl no	Station	SS/SMs			SHM/I & II			Sr.PM, PMA, PMB			Total		
		San	Act	Vac	San	Act	Vac	San	Act	Vac	San	Act	Vac
1	NIL	3	3	--	--	--	--	7	4	3	10	7	3
2	VNB	3	1	2	--	--	--	6	5	1	9	6	3
3	AAM	3	3	--	--	--	--	6	2	4	9	5	4
4	SRR	25	19	6	4	3	1	32	24	8	61	46	15
5	KRKD	4	4	--	--	--	--	4	3	1	8	7	1
6	PTB	4	4	--	--	--	--	4	3	1	8	7	1
7	PUM	4	4	--	--	--	--	4	3	1	8	7	1
Total		46	38	8	4	3	1	63	44	19	113	85	28

2.6 The sanction, Actual, Vacancy and Excess statement is placed as **Annexure I.**

2.7 **NILAMBUR (NIL)**

Category & Civil district	Commercial wise : D & Operating : B class and Malapuram District
No. of train stoppage	7 Pairs
No. of Platforms	2 lower level
At Kms	65.8
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Interlock Relay System(IR) & Route Relay Interlocking System(RRI)
No of LC gates	One Special class between VNB – NIL LC no.65/600 – 700 Manned by Traffic between 6 -16 hrs & 14 – 22 hrs only
Shunting operations	Shunting of passenger & goods trains and Engine Turn Round

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	3	3	--	--
Sr.P.Man	--	--	--	--
PMA	3	1	2	--
PMB	4	2	2	--
Total	10	6	4	--

2.8 **VANIYAMBALAM(VNB)**

Category & Civil district	Commercial wise : D & Operating : B class and Malapuram District
No. of train stoppage	7 Pairs
No. of Platform	1

At Kms	55.2
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & Route Relay Interlocking System(RRI)
No of LC gates	One Special class between VNB – NIL LC no.55/400 – 500 Manned by Traffic between 6 – 16 hrs & 14 – 22 hrs only

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	3	1	2	--
Sr.P.Man	--	--	--	--
PMA	3	3	--	--
PMB	3	2	1	--
Total	9	6	3	--

2.9 **ANGADIPURAM(AAM)**

Category & Civil district	Commercial wise : D & Operating : B class and Malapuram District
No. of train stoppage	7 Pairs
No. of Platforms	1
At Kms	27.63
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & Route Relay Interlocking System(RRI)
No of LC gates	One Special class between AAM – VNB LC no.39/800 – 900 Manned by Engineering

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	3	3	--	--
Sr.P.Man	--	--	--	--
PMA	3	2	1	--
PMB	3	--	3	--
Total	9	5	4	--

2.10 **SHORANUR(SRR)**

Category & Civil district	Commercial wise : A1 & Operating : Special category and Palakkad District
No. of train stoppage	40 Pairs
No. of Platforms	7
At Kms	578.67
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Interlock Relay System(IR) & Route Relay Interlocking System(RRI)
No of LC gates	Three gates out of which two Special class and one 'C' class between SRR – AAM LC no.4 10/300 – 400, LC no.3 8/500 – 600 & LC no.2 4/100 – 200 Manned by Engineering department
Sidings	24 no's

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	25	19	6	--
Sr.P.Man	8	4	4	--
PMA/SRR	12	8	4	--
TI/SRR	3	1	2	--
PMB	12	12	--	--
SHM/I & II	4	3	1	--
Total	64	47	17	--

2.11 KARAKAD(KRKD)

Category & Civil district	Commercial wise : E & Operating : B class, Palakkad District
No. of train stoppage	Stopping trains : 3 Pairs and passing trains : 51 pairs
No. of Platforms	2
At Kms	584.12
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Integrated Interlock Relay System(IIR)

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	4	4	--	--
Sr.P.Man	--	--	--	--
PMA	1	--	1	--
PMB	3	3	--	--
Total	8	7	1	--

2.12 PATTAMBI(PTB)

Category & Civil district	Commercial wise : B & Operating : B class and Palakkad District
No. of train stoppage	43 Pairs
No. of Platforms	2
At Kms	590.05
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & Route Relay Interlocking System(RRI)
No of LC gates	One Special class & A Class between PTB – PUM LC no.166A 591/600 – 700 & LC no. 167 593/800 - 900 Manned by Engineering

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	4	4	--	--
Sr.P.Man	--	--	--	--
PMA	--	--	--	--
PMB	4	3	1	--
Total	8	7	1	--

2.13 **PALLIPPURAM(PUM)**

Category & Civil district	Commercial wise : E & Operating : B class and Palakkad District
No. of train stoppage	Stoppage trains : 3 pairs & passing trains is 51 Pairs
No. of Platforms	2
At Kms	599.22
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & Route Relay Interlocking System(RRI)
No of LC gates	One Special class between PTB – PUM LC no.167A 597/200 – 300 Manned by Engineering department

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	4	4	--	--
Sr.P.Man	--	--	--	--
PMA	--	--	--	--
PMB	4	3	1	--
Total	8	7	1	--



3.0 CRITICAL ANALYSIS

- 3.1 The operating department is the backbone of train operations. In fact, all other departments like Mechanical, Engineering, Electrical, S&T etc works in co-ordination with operating department in achieving the goal. Now-a-days, the quantum of workload of operating department at stations has been changed to a great extent following the introduction of modern equipments like RRI, MACLS, Electrically operated point motors, Automatic signaling, thereby hard manual operation of points and signals through levers are avoided and Wireless communication between Station masters and Loco pilots/Guards easing the station master to exchange the messages over wireless rather by his personal approach. This results in the study of the present workload vs Man power requirement.
- 3.2 The on duty SS/SM is the in-charge for the safe and efficient train operation as per the Station Working Rules (SWR) of the respective stations and the other Operating Group "D" staff are utilized for platform / station duties and for manning of LC Gates. Though the Group "D" staff is in different categories such as Points man, Cabin man, Gatekeeper, Safaiwala, Station Porter, Shunting staff, Sweeper-cum-Porter etc., they all are utilized for station and LC gate duties as mentioned in the Station Working Rules (SWR) of respective stations.
- 3.3 The work study to review the operating staff strength from NIL – SRR - KTU section name of the stations where operating staff is deputed is as follows.
- Nilambur
 - Vaniambalam
 - Angadipuram
 - Shoranur
 - Karakad
 - Pattambi
 - Pallippuram

3.4 **Duties of Station Manager**

- Effective Supervision of all operating staff.
- Regular Inspection of Records, Authorities and Registers maintained at various locations under his jurisdiction.
- Ensure that the staff are trained as required, that they are not overdue for Refresher course, Safety camp and PME and that their declarations, Block competency certificate, medical fitness certificate, Panel competency certificate are current, before they are drafted for studies.
- Counseling the sub-ordinate staff in safe and efficient working.
- Arranging staff and ensuring availability of required equipment, books and forms etc. at the station.
- Maintaining effective co-ordination with staff of other department.
- Carrying out the duties of SMs on duty during his absence.
- Ensuring that all information to public is displayed in station

3.5 **Station Master**

- Arranging safe and punctual reception and dispatch of trains.
- Maintaining caution order Registers, Preparation and issue of caution orders for all Up & Down trains.
- Maintaining Co-ordination with the office of the Rolling stock for punctual and efficient train operations.
- Arranging proper display of the train indication boards.
- Rostering of Guards working in suburban, co-ordination with all departments and public for smooth working.
- Ensuring proper announcements through PA system and that all arrangements are done in time so as to dispatch the suburban trains to time.
- Ensuring that the essential equipments are kept in good working condition

3.6 **Shunting Master**

- Formation and placement of train rakes as and when necessary.
- Removal of train rakes and placement in various sidings as required.
- Performing shunting operations as per the instructions of the platform SM on duty and in consultation with the CSM in-charge.

- Securing vehicles when detained on running lines/sidings so that they will not gain momentum and getting out of control.
- Ensuring proper display of correct hand signals during shunting operations.

3.7 **Pointsman/SCP**

- Handing over the caution order, authority etc to the loco pilots & guards whenever required.
- Assisting the person-in-charge of shunting during shunting operations.
- Carrying out any other duties issued by the concerned stationmaster & cabin station master and the shunting master in connection with train operations.
- Maintaining cabin panel and other essential equipments well cleaned and dry.
- Cleaning of points with graphite powder.
- Exchanging All Right signals with GLPs.

3.8 **Gatekeeper**

- Prompt closing and opening of Level crossings.
- Protecting the lines in the event of any obstruction at the Level crossings.
- Keeping all the essential equipments at the LC in good working condition.
- Keeping the Flange ways clean.
- Attending all the trains from the gate lodge side and reporting to SM in case of anything unusual and unsafe condition noticed in the passing train in addition to taking other steps to prevent any accident.
- Reporting to SM on duty for early rectification in case of any failure of level crossing, interlocking, telecommunication and warning system.

3.9 **Other regular works carried out by Station Masters**

- Public address system by way of announcements and verbal in regard to arrival/departure of trains.
- Switch `ON` of Destination boards.
- Maintenance of Muster roll including commercial staff.
- Issuing of Passes/PTO for staff including commercial staff
- Preparatory work in regard to Runover cases.
- Supervision of vehicle Parking stand, VLRs and Advertisement Boards.

3.10 **Commonly maintained registers**

- Power Block Register
- Line Block Register
- Caution Order Register
- Train signal register
- S & T NM Register
- Movement Register for Pointsman booked for shunting operations in Sidings.
- Signal failure message register.
- Inspection register/officers & TI
- Standing order Book (SOB)
- Accident register
- Station Working Rules (SWR)
- Patrol Beat Book
- Attendance register
- Leave/CR register
- Night Duty Allowance register
- Point cleaning register
- Safety meeting register
- Late train report (LTM)
- Signal Post Telephone register (SPT)
- Weather warning register
- Pass/PTO declaration/Issue register
- Guard`s order Book
- Private number exchange register (PN)

3.11 TI/SRR is the overall supervisory control of operating staff of this section who have a centralized leave reserve (LR) staff strength of 01 Group `D` staff against sanction of 03, generally the duty hours of SMs and erstwhile Group `D` is 07.00 to 11.00, 11.00 to 21.00 & 21.00 to 07.00 hours in Continuous roster and 08 to 20.00 & 20.00 to 08.00 in EI Roster.

3.12 **REQUIREMENT OF MANPOWER AT EACH STATION :**

Basically, the assessment for requirement of Manpower is arrived on the basis of SWR & HOER. Staff position furnished by Personnel Branch and the actual taken from the Muster Roll of the concerned stations. The study has taken the Personnel Branch figures in respect to Sanctioned posts and Actuals from respective stations. On observation, the changes in Actual may be due to transfer, retirement and relief arrangements under the control of TI. The requirement of manpower is arrived not only on the lines of SWR but also on need base.

3.13 **NILAMBUR (NIL)**

Train working staff in each shift as per SWR is as under:

Station Master in EI roster - 1

Points man on Platform duty performing EI roster - 1

Points man on Gate duty performing two shifts i.e. 06 – 16 & 14 – 22 hrs - 2

Requirement of staff at this station:

Sl. No.	Category	Sanction	Actual	Minimum requirement of staff per shift	Minimum requirement of staff per day
1	SS/SM	3	3	1	2
2	Points man on Platform & Gate	7	4	2	4
Total		10	7	3	6

3.14 **VANIYAMBALAM(VNB)**

Train working staff in each shift as per SWR is as follows:

Station Master on EI roster - 1

Points man on Platform duty performing EI roster -1

Points man on Gate duty performing only two shifts i.e.06 – 16 & 14 – 22 hrs - 2

Requirement of staff at this station:

Sl. No.	Category	Sanction	Actual	Minimum requirement of staff per shift	Minimum requirement of staff per day
1	SS/SM	3	1	1	2
2	Points man on Platform & Gate	6	5	2	4
Total		9	6	3	6

3.15 ANGADIPPURAM(AAM)

Train working staff in each shift as per SWR is as follows:

Station Master on EI roster - 1

Points man on Platform duty & Shunting operations during Goods movement on EI roster - 1

Requirement of staff at this station:

Sl. No	Category	Sanction	Actual	Minimum requirement of staff per shift	Minimum requirement of staff per day
1	SS/SM	3	3	1	2
2	Points man on Platform & Shunting operating during goods movements	6	2	1	2
Total		9	5	2	4

3.16 SHORANUR(SRR)

The train working staff in each shift is as under:

Station Superintend on Platform duty – 1

Out door Station master on Platform duty – 1

Cabin Station master in A cabin – 1

Cabin Station master in B cabin – 1

Cabin Station master on Panel duty in RRI cabin – 1

Cabin Station master on Block duty in RRI cabin – 1

Shunting master with sufficient number of shunting staffs for coaching & goods yard shunting – 1

Points man on Cabin A – 1

Points man on cabin B – 1

Points man on RRI Cabin/ Block duty – 2

Points man on Shunting & Platform duty – 3 on need basis

Points man on Gate duty - 1

SMs & Points man performing Contentious roster

Requirement of staff at this station:

Sl. No	Category	Sanction	Actual	Minimum requirement of staff per shift	Minimum requirement of staff per day
1	SS in charge & SMs	25	1 19	1 5	1 15
2	Shunting master	4	3	1	3
3	Point mans on Platform, Shunting, A & B Cabins, Block duties in RRI cabin and Gate	32	24	8	24
Total		61	47	15	43

3.17 KARAKAD(KRKD)

Train working staff in each shift as per SWR is as follows.

Station Master in EI roster - 1

Points man in EI roster - 1

Requirement of staff at this station:

Sl. No.	Category	Sanction	Actual	Minimum requirement of staff per shift	Minimum requirement of staff per day
1	SS/SM	4	4	1	2
2	Points man	4	3	1	2
Total		8	7	2	4

3.18 **PATTAMBI(PTB)**

The train working staff in each shift is as follows.

Station Master in Continuous roster - 1

Points man in Continuous roster - 1

Sl. No	Category	Sanction	Actual	Requirement of staff per shift	Requirement of staff per day
1	SS/SM	4	4	1	3
2	Points man	4	3	1	3
Total		8	7	2	6

3.19 **PALLIPPURAM(PUM)**

The train working staff in each shift is as follows:

Station Master in Continuous roster - 1

Points man in Continuous roster - 1

Requirement of staff at this station:

Sl. No	Category	Sanction	Actual	Minimum requirement of staff per shift	Minimum requirement of staff per day
1	SS/SM	4	4	1	3
2	Points man	4	3	1	3
Total		8	7	2	6

3.20 **Summary of Sanction Vs Minimum Requirement and also on Need Basis of SS/SMs**

Stations	Sanction	Actual	Minimum/Need basis
1. NIL	3	3	2+1
2. VNB	3	1	2
3. AAM	3	3	2+1
4. SRR	25	20	15
5. KRKD	4	4	2
6. PTB	4	4	3
7. PUM	4	4	3
Total	46	39	31

At NIL shunting of empty coaching & goods rakes is regular one hence on need basis additional One SM is allowed.

At AAM an average of 5 – 10 covered BCN loaded rakes dealt and also shunting operations of goods trains is there, hence on need basis One SM is allowed.

Minimum Requirement of SMs under TI/SRR (NIL – SRR – PUM) section – 31

RG @ 16.66%(for 31 staff)	- 5.1
Total	- 36.1 say 36.0
Station In charge (SMR/Supervisory SS at SRR)	- 1.0
LR @ 20 % (for 37 staff)	- 7.4
Total	- 44.4 say 44
Total requirements of SM's	- 44

Recommendation No.1

2 vacant posts of Station Master in GP Rs.4200/- at SRR station is found excess to the requirement.

(2 Posts)

3.21 **Summary of Sanction Vs Requirements of Minimum & Need basis of Points man**

Stations	Sr.PMAN/PMA/PMB		Requirement of Points man on Minimum & Need basis
	San.	Act.	
1 . NIL	7	4	4
2 . VNB	6	5	4
3 . AAM	6	2	2
4 . SRR	32	24	24
5 . KRKD	4	3	2
6 . PTB	4	3	3
7 . PUM	4	3	3
Total	63	44	42

Minimum requirement of P.MAN under TI/SRR section (NIL – SRR – PUM) - 42.0

RG @ 16.66% (for 42 staff) - 6.9

Total - 48.9

say 49.0

LR @ 20 %(for 49 staff) - 9.8

- 58.8

Total requirement of Points man - say 59

RG & LRs may be operated at convenient points. In addition to this, TI/SRR is having a centralized LR of 1 Points man staff against the sanction of 3 the same is allowed as it is.

Recommendation No.2

4 vacant posts of Points man A in GP Rs. 1900/- at SRR station is found excess to the requirement.

(4 Posts)

3.22 Summary of Sanction Vs Requirements of Minimum & Need basis of Shunting masters

Stations	SHM I & II		Requirement of Points man on Minimum & Need basis
	San.	Act.	
SRR	4	3	3
Total	4	3	3

Minimum requirement of Shunting masters TI/SRR section - 3.0
(NIL – SRR – PUM)

RG @ 16.66% (for 3 staff) - 0.4

Total - 3.4

LR @ 20 %(for 3.4 staff) - 0.6

Total requirement of Points man 4.0

Hence the existing sanction of 4 is allowed as it is

3.30 Sanction Vs Requirement (Category wise)

Sl. No.	Category	Sanc.	Act.	Total Req.	Surplus
1	SMR/SS Station Master	46	38	44	2
2	Points man	63	44	59	4
3	SHM I & II	4	3	4	--
	Total	113	85	107	6



4.0 PLANNING BRANCH'S REMARKS ON CO-ORDINATING OFFICER'S VIEWS**Coordinating officer remarks :**

The following deficiencies are observed in the report :

- 1) The minimum requirement of SMs worked out at SRR station is not tallying with actual requirement.
- 2) The additional SM on platform duty is not taken into account as train passing staffs in each shift.
- 3) Similarly, pointsman on duty for issue of caution order is also not taken into account while working out the train working staff in each shift.

In the summary of sanction Vs minimum requirement on need basis, the following errors have crept in

- 1) Minimum requirement of SMs at KRKD station is shown as 2 in EI roster whereas minimum requirement in continuous roster is 3.
- 2) Minimum requirement of SMs at SRR is shown as 15 whereas minimum requirement for 6 working posts is 18 in continuous roster.

The following errors found in the summary Vs requirement on need basis for P Man.

- 1) Minimum requirement of P Man at SRR is shown as 24 whereas the minimum requirement for 7 posts in continuous roster and 2 posts in EI roster require a minimum of 25 posts.
- 2) Minimum requirement of P Man at AAM is shown as 2 whereas a minimum of 4 P Man required at AAM(one P man in each shift is required for shunting activities)

Based on the above observations, summary of sanction Vs requirement on minimum and need basis to be corrected as below.

Stations	Sanction	Actual	Minimum/Need basis
1. NIL	3	3	2
2. VNB	3	2	2
3. AAM	3	3	2
4. SRR	25	20	18
5. KRKD	4	4	3
6. PTB	4	4	3
7. PUM	4	4	3
Total	46	39	33

Minimum Requirement of SMs under TI/SRR (NIL – SRR – PUM) section – 33

RG @ 16.66%(for 33 staff)

- 5.5

Total	- 38.5
Station In charge (SMR/Supervisory SS at SRR)	- 1.0
LR @ 20 % (for 39.5 staff)	- 7.9
Total	- 47.4 say 47

Total requirements of SM's - 47

The post of SM in grade pay 4200 is short to the minimum requirement. However TI/SRR is having a sanction of 3 SMs under his control to utilize for RC/PME/Sick and other emergencies to cover 11 stations (PLL – PUM, SRR – NIL)

Planning branch remarks

Requirement of SMs

The requirement of SMs in NIL, VNB, AAM, SRR, KRKD, PTB & PUM is arrived as 29 based on SWR & existing roster followed by SMs and additional 2 SMs is allowed on need basis in AAM & NIL for doing shunting operation of goods and empty coaching rakes.

As per the views of Coordinating officer, 1 more post of SM is allowed at KRKD station being continuous roster.

The requirement of SMs station wise is here under

Stations	Sanction	Actual	Minimum/Need basis
1. NIL	3	3	2+1
2. VNB	3	1	2
3. AAM	3	3	2+1
4. SRR	25	20	15
5. KRKD	4	4	3
6. PTB	4	4	3
7. PUM	4	4	3
Total	46	39	32

Minimum Requirement of SMs under TI/SRR (NIL – SRR – PUM) section – 32

RG @ 16.66%(for 32 staff)	- 5.3
Total	- 37.3
Station In charge (SMR/Supervisory SS at SRR)	- 1.0
LR @ 20 % (for 38.3 staff)	- 7.6
Total	- 45.9 say 46
Total requirements of SM's	- 46

Coordinating officer remarks**Summary of Sanction Vs Requirements of Minimum & Need basis of Points man**

Stations	Sr.PMAN/PMA/PMB		Requirement of Points man on Minimum & Need basis
	San.	Act.	
1 . NIL	7	4	4
2 . VNB	6	5	4
3 . AAM	6	2	4
4 . SRR	32	24	25
5 . KRKD	4	3	2
6 . PTB	4	3	3
7 . PUM	4	3	3
Total	63	44	45

Minimum requirement of P.MAN under TI/SRR section - 45.0
(NIL – SRR – PUM)

RG @ 16.66% (for 45 staff) - 7.5

Total - 52.5

say 52.5

LR @ 20 %(for 52.5 staff) - 10.5

Total requirement of Points man - 63 staffs

TI/SRR is having a centralized LR of 3 Points man to utilize for RC/PME/Sick and other emergencies covering 11 stations.

Considering the above furnished details, reduction of posts in safety category staffs may affect the safe train passing and hence not agreeable.

Planning branch remarks

Not agreed to.

The work study team has already allowed sufficient Points man station wise as per SWR and the surplus post recommended in the draft report stands good.

REVISED RECOMMENDATIONS

4 vacant posts of Points man A in GP Rs. 1900/- at SRR station is found excess to the requirement.

sk sk

CHAPTER -V**5.0 FINANCIAL SAVINGS**

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

Category	Grade Pay (Rs)	No. of Posts	Money value	Annual Financial savings
Points man A	1900	4	46536	2233728



Annexure**SANCTION, ACTUAL, VACANY & EXCESS STATEMENT OF TI/SRR SECTION**

Sl no	Station	SS/SMs			SHM/I & II			Sr.PM, PMA, PMB			Total		
		San	Act	Vac	San	Act	Vac	San	Act	Vac	San	Act	Vac
1	NIL	3	3	--	--	--	--	7	4	3	10	7	3
2	VNB	3	1	2	--	--	--	6	5	1	9	6	3
3	AAM	3	3	--	--	--	--	6	2	4	9	5	4
4	SRR	25	19	6	4	3	1	32	24	8	61	46	15
5	KRKD	4	4	--	--	--	--	4	3	1	8	7	1
6	PTB	4	4	--	--	--	--	4	3	1	8	7	1
7	PUM	4	4	--	--	--	--	4	3	1	8	7	1
	Total	46	38	8	4	3	1	63	44	19	113	85	28





WORK STUDY TO REVIEW THE
OPERATING STAFF STRENGTH OF TI SECTION
FROM NIL – KTU (Excl KTU Station) –
PALAKKAD DIVISION
G.275/WSSR – 121920/2019 – 20