



**WORK STUDY TO REVIEW THE**  
**OPERATING STAFF STRENGTH OF TI/CLT**  
**SECTION (Ex : KTU – QLD Station) –**  
**PALAKKAD DIVISION**  
**G.275/WSSR – 341819/2019 – 20**

**SOUTHERN RAILWAY**

**PLANNING BRANCH**

**G.275/WSSR- 341819/2019-20**

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OPERATING STAFF STRENGTH OF TI/CLT  
SECTION ( KTU – QLD station) – PALAKKAD  
DIVISION**

**STUDIED BY**

**WORK STUDY TEAM  
OF  
PLANNING BRANCH**

**DEC 2019**



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**ACKNOWLEDGEMENT**

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

(ii)

**AUTHORITY**

Annual Programme of work studies approved by SDGM for the year 2018-19.

(iii)

**TERMS OF REFERENCE**

Work study to review the Operating staff strength of TI/CLT Section – 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/CLT and Station Masters of this section.



**SUMMARY OF RECOMMENDATIONS****Recommendation No.1**

3 vacant posts of Station Master in GP Rs.4200/- at TUA, KUL & WH stations is found excess to the requirement.

**Recommendation No.2**

5 vacant posts (3 posts of Sr. P MAN in GP Rs. 2800/- at KUL + 2 posts of Points man A in GP Rs. 1900/- at QLD station) is found excess to the requirement.

**( 8 Posts)**

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## **CHAPTER – I**

### **1.0 INTRODUCTION**

- Indian Railway 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 Hon'ble Prime Minister of India described as Railways perhaps along with the Post Offices are the only two institutions in India with deep network which if tapped judiciously can create substantial improvement in the inter-land Railways were always considered only on a transport in our country, we want to see Railways is the backbone of India's Economy development.
- The first Indian train started its run on track on April 16<sup>th</sup> 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 15<sup>th</sup> August 1854.
- The third train service made between Vyasarpadi and walajah Road opened on 1<sup>st</sup> 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 at TI/CLT section between KTU – QLD stations.



**CHAPTER – II****2.0 PRESENT SCENARIO**

- 2.1 The TI/CLT section comprises of 15 stations covering a total distance of 80.38 Kms of which 12 Block stations viz., KTU, TUA, TIR, TA, PGI, KN, FK, KUL, CLT, WH, ETR, QLD where as VLI, VLL & CMC are Halt stations.
- 2.2 This section is a BG / Double line, electrified section of Southern Railway on “B” route, with Absolute Block signaling system with Multiple Aspect Colour Light signals in Standard – II Solid State Inter-locking.
- 2.3 In this section, about 65 number of Mail/Exp trains on an average is operated apart from Goods trains with a maximum permissible speed of 100 Kmph for passenger trains & 75 Kmph for goods trains respectively. The traffic density of the section is UP: 13.93 & DOWN: 14.81.
- 2.4 The percentage of utilization of line capacity in this section is 80% on an average. There are 23 level crossings in this section out of which 07 LCs are operated by Traffic department and the rest are Engineering gates.
- 2.5 The Sanction, Actual, Vacancy details of staff working under TI/CLT 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	KTU	4	3	1	-	-	-	8	2	6	12	5	7
2	TUA	5	4	1	-	-	-	4	8	+4	9	12	+3
3	TIR	4	4	-	-	-	-	4	2	2	8	6	2
4	TA	4	3	1	-	-	-	8	3	5	12	6	6
5	PGI	4	4	-	-	-	-	4	3	1	8	7	1
6	KN	4	3	1	-	-	-	8	4	4	12	7	5
7	FK	4	4	-	-	-	-	8	8	-	12	12	-
8	KUL	5	4	1	3	2	1	11	9	2	19	15	4
9	CLT	9	9	-	-	-	-	20	17	3	29	26	3
10	TI/CLT	4	2	2	-	-	-	3	-	3	7	2	5
11	WH	8	4	4	3	-	3	15	14	1	26	18	8
12	ETR	4	4	-	-	-	-	8	7	1	12	11	1
13	QLD	4	4	-	-	-	-	6	3	3	10	7	3
	Total	63	52	11	6	2	4	107	80	27	176	134	42

## 2.6 KUTTIPPURAM (KTU)

Category & Civil district	Commercial wise : B & Operating : B class and Malapuram District, Running lines – 4, Non running lines – 2 Goods lay line
No. of train stoppage	51 Pairs
No. of Platforms	2
At Kms	608.67
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II R – PI(Panel interlocking)
No of LC gates	One Special class gate between KTU – TUA LC no.169 Manned by Engineering staffs

<b>Staff details</b>				
Category	San	Act	Vac	Exc
SS/SMs	4	3	1	-
Sr.P.Man	-	2	-	2
PMA	4	-	4	-
PMB	4	1	3	-
Total	12	6	8	2

## 2.7 TIRUNNAVAYA(TUA)

Category & Civil district	Commercial wise : D & Operating : B class and Malapuram District, Running lines – 3, Non running lines – 2 for Goods shed
No. of train stoppage & passing	5 Pairs & 51 pairs
No. of Platforms	2
At Kms	615.04
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)



Standard of Interlocking	Standard II Relay - PI
No of LC gates	One Special class between TUA – TIR LC no.170A Manned by Engineering

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	5	4	1	-
Sr.P.Man	-	2	-	2
PMA	-	2	-	2
PMB	4	4	-	-
Total	9	12	1	4

## 2.8 TIRUR(TIR)

Category & Civil district	Commercial wise : A & Operating : B class and Malapuram District, Running lines – 3, Non running lines – 1
No. of train stoppage	56 Pairs
No. of Platforms	2
At Kms	623.66
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & PI
No of LC gates	Nil

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	4	4	-	-
Sr.P.Man	-	-	-	-
PMA	2	-	2	-
PMB	2	2	-	-
Total	8	6	2	-

2.9 TANUR(TA)

Category & Civil district	Commercial wise : A & Operating : B Class Malappuram District, Running lines – 3, Non running lines – Nil
No. of train stoppage	56 Pairs
No. of Platforms	2
At Kms	631.62
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & PI
No of LC gates	One Special class in TA yard LC no.172A Manned by Traffic in Continuous roster

<b>Staff details</b>				
Category	San	Act	Vac	Exc
SS/SMs	4	3	1	--
Sr.P.Man	-	-	-	--
PMA	4	1	3	--
PMB	4	3	1	--
Total	12	7	5	--

2.10 PARAPANANGADI(PGI)

Category & Civil district	Commercial wise : B & Operating : B class, Malapuram District, Running lines – 3, Non running lines - Nil
No. of train stoppage	Stopping trains : 30 Pairs and passing trains : 26 pairs
No. of Platforms	2
At Kms	639.65
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & PI

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

### 2.11 KADALUNDI(KN)

Category & Civil district	Commercial wise : D & Operating : B class and Kozhikode District, Running lines – 2, Non running lines – 1
No. of train stoppage	5 pairs and 51 passing trains
No. of Platforms	2
At Kms	649.95
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & PI
No of LC gates	One Special class between KN yard LC no.174D Manned by Traffic round the clock

<b>Staff details</b>				
Category	San	Act	Vac	Exc
SS/SMs	4	3	1	-
Sr.P.Man	-	2	-	2
PMA	4	2	2	-
PMB	4	2	2	-
Total	12	9	5	2

2.12 FEROK(FK)

Category & Civil district	Commercial wise : B & Operating : B class and Kozhikode District, Running lines – 4, Non running lines – 2 for towards IOC siding
No. of train stoppage	51 pairs
No. of Platforms	2
At Kms	654.85
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay Panel

<b>Staff details</b>				
Category	San	Act	Vac	Exc
SS/SMs	4	4	-	-
Sr.P.Man	-	1	-	1
PMA	4	-	4	-
PMB	4	7	-	3
Total	12	12	4	4

2.13 KALLAYI(KUL)

Category & Civil district	Commercial wise : E & Operating : B class and Kozhikode District, Running lines – 4, Non running lines – 2 lines for cement siding
No. of train stoppage	51 pairs
No. of Platforms	2
At Kms	662.83
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & PI
Shunting operations	Shunting of goods trains in sidings & Engine turn round is done

<b>Staff details</b>				
Category	San	Act	Vac	Exc
SS/SMs	5	4	1	-
SHM I & II	3	2	1	-
Sr.P.Man	4	1	3	-
PMA	3	5	-	2
PMB	4	3	1	-
Total	19	15	6	2

#### 2.14 CALICUT(CLT)

Category & Civil district	Commercial wise : A1 & Operating : Special class and Kozhikode District, Running lines – 5, Non running lines – 1
No. of train stoppage	56 pairs
No. of Platforms	4
At Kms	664.60
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & PI
Gates	Two special class LC gates no : 180 & 183 manned by traffic staff round the clock

<b>Staff details</b>				
Category	San	Act	Vac	Exc
SS/SMs	9	9	-	-
Sr.P.Man	-	-	-	-
PMA	16	7	9	-
PMB	4	3	1	-
Total	29	19	10	-

2.15 WEST HILL(WH)

Category & Civil district	Commercial wise : D & Operating : B class and Kozhikode District, Running lines – 3, Non running lines – 3 lines for FCI siding
No. of train stoppage	41 pairs
No. of Platforms	3
At Kms	669.40
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & PI
LC Gates	Two Special class gates no : 189 & 190 manned by traffic staffs round the clock

<b>Staff details</b>				
Category	San	Act	Vac	Exc
SS/SMs	8	4	4	-
SHM I & II	3	-	3	-
Sr.P.Man	4	5	-	1
PMA	7	6	1	-
PMB	4	1	3	-
Total	26	16	11	1

2.16 ELATTUR(ETR)

Category & Civil district	Commercial wise : E & Operating : B class and Kozhikode District, Running lines – 3, Non running lines – 2 siding lines for HPCL sidings
No. of train stoppage	5 pairs
No. of Platforms	2
At Kms	676.50
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)

Standard of Interlocking	Standard II Relay & PI
LC Gates	One C class LC Gate no : 194 manned by traffic staffs round the clock

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	4	4	-	-
Sr.P.Man	-	2	-	2
PMA	4	3	1	-
PMB	4	1	3	-
Total	12	10	4	2

### 2.17 Quilandi(QLD)

Category & Civil district	Commercial wise : E & Operating : B class and Kozhikode District, Running lines – 3, Non running lines – 1 siding line
No. of train stoppage	51 pairs
No. of Platforms	2
At Kms	662.83
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & PI
Shunting operations	Shunting of goods trains in sidings & Engine turn round is done

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	4	4	-	-
Sr.P.Man	-	1	-	1
PMA	2	-	2	-
PMB	4	2	2	-
Total	10	7	4	1



## **CHAPTER - III**

### **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 of TI/CLT(KTU – QLD) and name of the stations where operating staff is deputed is as follows.

- Kuttipuram(KTU)
- Tirunnavaya(TUA)
- Tirur(TIR)
- Tanur(TA)
- Parapanangadi(PGI)
- Kadalundi(KN)
- Ferok(FK)
- Kallayi(KUL)
- Calicut(CLT)
- West hill(WH)
- Elattur(ETR)
- Quilandi(QLD)

### **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 station master & 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 Run over 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(Normal Maintenance) Register
- Movement Register for Points man 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/CLT is the overall supervisory control of operating staff of this section who have a centralized leave reserve (LR) SM is 2 against sanction of 4 & No Group `D` staff available 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 Actual's 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 KUTTIPURAM(KTU)

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

Station Master in Continuous roster - 1

Points man on Platform duty and shunting operations in continuous roster - 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	4	3	1	3
2	Points man on Platform & Shunting operations	8	2	2	6
	Total	12	5	3	9

RG/LR for 3 SMs – 1

RG/LR for 6 Points man - 2

Total requirement of SMs – 4 & Points man - 8

### 3.14 TIRUNNAVAYA(TUA)

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

Station Master in Continuous roster - 1

Points man on Platform duty 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	5	4	1	3
2	Points man on Platform duty	4	8	1	3
	Total	9	12	2	6

RG/LR for 3 SMs – 1

RG/LR for 3 Points man - 1

Total requirement of SMs – 4 & Points man – 4 and the remaining 1 SM is surplus.

### 3.15 TIRUR(TIR)

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

Station Master in Continuous roster - 1

Points man on Platform duty 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 on Platform duty	4	2	1	3
	Total	8	6	2	6

RG/LR for 3 SMs – 1

RG/LR for 3 Points man - 1

Total requirement of SMs – 4 & Points man - 4

3.16 TANUR(TA)

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

Station Master in Continuous roster - 1

Points man on Platform duty in continuous roster - 1

Points man on LC Gate duty(LC no. 172A) 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	3	1	3
2	Points man on Platform & LC Gate duty	8	3	2	6
	Total	12	6	3	9

RG/LR for 3 SMs – 1

RG/LR for 6 Points man - 2

Total requirement of SMs – 4 & Points man - 8

3.17 PARAPANANGADI(PGI)

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

Station Master in Continuous roster - 1

Points man on Platform duty 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 on Platform duty	4	3	1	3
	Total	8	7	2	6

RG/LR for 3 SMs – 1

RG/LR for 3 Points man - 1

Total requirement of SMs – 4 & Points man - 4

### 3.18 KADALUNDI(KN)

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

Station Master in Continuous roster - 1

Points man on Platform duty in continuous roster - 1

Points man on LC Gate duty(LC no. 174D) 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	3	1	3
2	Points man on Platform & LC Gate duty	8	4	2	6
	Total	12	7	3	9

RG/LR for 3 SMs – 1

RG/LR for 6 Points man - 2

Total requirement of SMs – 4 & Points man - 8

### 3.19 FEROK(FK)

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

Station Master in Continuous roster - 1

Points man on Platform duty in continuous roster - 1

Points man for Shunting operations 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 on Platform & shunting operations	8	8	2	6
	Total	12	12	3	9

RG/LR for 3 SMs – 1

RG/LR for 6 Points man - 2

Total requirement of SMs – 4 & Points man – 8

### 3.20 KALLAYI(KUL)

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

Station Master in Continuous roster - 1

Points man on Platform duty in continuous roster - 1

Kallayi is a serving station for cement siding, average inward goods traffic per month is 20 rakes, hence on need basis additional 1 Points man is allowed for assisting shunting operations - 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	5	4	1	3
2	Points man on Platform & Shunting operation duty	11	9	2	6
3	Shunting master	3	2	1	3
Total		19	15	4	12

RG/LR for 3 SMs – 1

RG/LR for 6 Points man - 2

Presently LR/RG for shunting masters arranged by TI/CLT

Total requirement of SMs – 4 & Points man – 8 and the remaining 1 SM post and 3 Points man is surplus.

3.21 CALICUT(CLT)

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

Station Manager in General duty(Supervisory) – 1

Station Master in platform duty on continuous roster - 1

Station Master in Cabin duty (RRI) - 1

Points man on Platform duty in continuous roster - 3

Points man at RRI cabin in continuous roster - 1

Points man for LC gates no 180 & 183 in continuous roster – 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	9	9	2	6
2	Points man on Platform, RRI cabin & LC Gate no 180 & 183	20	17	6	18
Total		29	26	8	24

RG for 6 SMs – 0.9 (6+0.9 = 6.9+ 1 SMR = 7.9)

LR for 7.9 (SMR & SMs) – 1.58 (7.9+1.58 = 9.48 say 9 )

Total requirement of SMs – 9

LR/RG for Points man on Platform, RRI cabin & LC gates – 7, hence total requirement of Points man is 25 but existing sanction is only 20 the same is allowed as it is.

3.22 WESTHILL(WH)

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

Station Master in Continuous roster - 1

Additional Station Master on duty during 06.00 – 22.00 only – 1

Points man on platform duty in continuous roster - 1

Point man for manning LC gates no. 189 & 190 in continuous roster – 2

Shunting Master assisted by Points man – 1 + 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	8	4	1	5
2	Points man on Platform, LC Gates duty & Shunting operations	15	14	4	12
3	Shunting master	3	-	1	3
Total		26	18	6	20

RG/LR for 5 SMs – 2

RG/LR for 12 Points man – 5

Total requirement of SMs – 7 and remaining 1 post is surplus & Points man – 17 but existing sanction is only 15 the same is allowed as it is.

3.23 ELATTUR(ETR)

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

Station Master in Continuous roster - 1

Points man on Platform duty 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 on Platform duty	4	4	1	3
Total		8	8	2	6

RG/LR for 3 SMs – 1

RG/LR for 3 Points man - 1

Total requirement of SMs – 4 & Points man – 4

3.24 QUILANDI(QLD)

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

Station Master in Continuous roster - 1

Points man on Platform duty 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 on Platform duty	6	3	1	3
Total		10	7	2	6

RG/LR for 3 SMs – 1

RG/LR for 3 Points man - 1

Total requirement of SMs – 4 & Points man – 4 and the remaining 2 posts is surplus.

### 3.25 Summary of Sanction Vs Requirement of SS/SMs

Stations	Sanction	Actual	Requirement	Surplus
1. KTU	4	3	4	-
2. TUA	5	4	4	1
3. TIR	4	4	4	-
4. TA	4	3	4	-
5. PGI	4	4	4	-
6. KN	4	3	4	-
7. FK	4	4	4	-
8. KUL	5	4	4	1
9. CLT	9	9	9	-
10. TI/CLT	4	2	4	-
11. WH	8	4	7	1
12. ETR	4	4	4	-
13. QLD	4	4	4	-
Total	63	52	60	3

Total requirements of SMs - 60 (Including RG/LR)

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

3 vacant posts of Station Master in GP Rs.4200/- at TUA, KUL & WH stations is found excess to the requirement.

**( 3 Posts)**



### 3.26 Summary of Sanction Vs Requirements of Points mans

Stations	Sanction	Actual	Requirement	Surplus
1. KTU	8	2	8	-
2. TUA	4	8	4	-
3. TIR	4	2	4	-
4. TA	8	3	8	-
5. PGI	4	3	4	-
6. KN	8	4	8	-
7. FK	8	8	8	-
8. KUL	11	9	8	3
9. CLT	20	17	20	-
10. TI/CLT	3	-	3	-
11. WH	15	14	15	-
12. ETR	8	7	8	-
13. QLD	6	3	4	2
Total	107	80	102	5

Total requirements of SMs - 102 (Including RG/LR)

### **Recommendation No.2**

5 vacant posts (3 posts of Sr. P MAN in GP Rs. 2800/- at KUL & 2 posts of Points man A in GP Rs. 1900/- at QLD station) is found excess to the requirement.

**( 5 Posts)**

### 3.27 Summary of Sanction Vs Requirements of Shunting masters

Stations	SHM I & II		Requirement
	San.	Act.	
KUL	3	2	3
WH	3	-	3
<b>Total</b>	<b>6</b>	<b>2</b>	<b>6</b>

### 3.28 Sanction Vs Requirement (Category wise)

Sl. No.	Category	Sanc.	Act.	Req.	Surplus
1	SMR/SS/SM	63	52	60	3
2	Points man	107	80	102	5
3	SHM I & II	6	2	6	-
	Total	176	134	168	8

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

##### Coordinating officer remarks :

TUA station : The minimum requirement of SMs worked out at TUA station is 4 making the supervisory SS post as surplus. TUA station is a major unloading point where FCI and cement wagons are released, the supervisory SS post maintained at TIR is transferred to TUA for effective management. Since there is no direct R & D facility at TUA, shunting has to be effectively managed to ensure timely placement of inward and timely removal of empties. Hence supervisory SS is very much essential at TUA.

KUL station : KUL is another major unloading point with an average of 25 rakes dealt in a month. The duty SM along with train passing duties is not in a position to manage all the allied works. The peculiar lay out of the siding lines at KUL make it all the more difficult to carry out safe shunting operations. The need of a supervisory SS at KUL is a must to ensure safe and effective shunting operations at KUL. There is also a need to bring down the terminal detention to stock at KUL. Hence the post of supervisory SS to be retained for effective supervision.

WH station : WH is also an unloading point with FCI siding. There is an average of 15 rakes received in month. The 4 (Four) additional SM post given at WH are as per RB sanction considering the work load. The additional SM strength in the present SWR of WH is 3, which will be corrected as 4 by providing night shifts. Hence the sanctioned strength of 8 SMs at WH is to be retained.

##### Planning branch remarks :

Man power of SMs arrived as per SWR by providing sufficient LR/RG at TUA, KUL & WH stations, hence the recommendations made in work study report stands good.

##### Remarks to the work study report of KTU – QLD section – SHM/PM

KUL station : KUL is an unloading point for inward loads cement. The line leading to goods yard is taking off from road 3 and diverge into 3 spur lines. A gradient of 1 in 260 falling towards dead end (Kallayi River) requires additional man power to ensure safety in shunting operation. The shunting and placement in goods lines to be performed very cautiously and adequate deployment of staff is very essential here. The present shunting

staff shift 1 SHM +2 P Man is to be maintained for the same. A part from this, the station is unmanned once this batch goes for shunting. This situation is managed by calling off duty staff from time to time. Hence the existing strength of 11 P man is to be retained.

QLD station : The station is having a BT/PQRS siding. Shunting for placement and release of BT stocks is frequent at this station. The station is also having stoppage for 18 pairs of Pass/Exp trains with an average of 1800 passengers per day. The duties of attending these trains as well as shunting are to be managed with the existing strength of 6 P Man. The recommendation to make 2 posts as surplus will affect the smooth working and hence the existing strength may be retained.

Reduction of 3 posts of SM and 5 post of P man in safety category will affect safety in train operation and hence not agreeable.

Planning branch remarks :

Man power of Points man arrived as per SWR and on need base for shunting operations by providing sufficient LR/RG at KUL & QLD stations, hence the recommendations made in work study report stands good.



## 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:

Sl.No.	Category	Grade Pay (Rs)	No. of Posts	Money value (Rs)	Annual Financial savings (Rs)
1	Station Master	4200	3	82768	2979648
2	Sr. Points man	2800	3	68040	2449440
3	Points man A	1900	2	46536	1116864
Total			8		6545952



ANNEXURESANCTION, ACTUAL, VACANY & EXCESS STATEMENT OF TI/CLT 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	KTU	4	3	1	-	-	-	8	2	6	12	5	7
2	TUA	5	4	1	-	-	-	4	8	+4	9	12	+3
3	TIR	4	4	-	-	-	-	4	2	2	8	6	2
4	TA	4	3	1	-	-	-	8	3	5	12	6	6
5	PGI	4	4	-	-	-	-	4	3	1	8	7	1
6	KN	4	3	1	-	-	-	8	4	4	12	7	5
7	FK	4	4	-	-	-	-	8	8	-	12	12	-
8	KUL	5	4	1	3	2	1	11	9	2	19	15	4
9	CLT	9	9	-	-	-	-	20	17	3	29	26	3
10	TI/CLT	4	2	2	-	-	-	3	-	3	7	2	5
11	WH	8	4	4	3	-	3	15	14	1	26	18	8
12	ETR	4	4	-	-	-	-	8	7	1	12	11	1
13	QLD	4	4	-	-	-	-	6	3	3	10	7	3
	Total	63	52	11	6	2	4	107	80	27	176	134	42





**WORK STUDY TO REVIEW THE**  
**OPERATING STAFF STRENGTH OF TI/CLT**  
**SECTION (Ex : KTU – QLD Station) –**  
**PALAKKAD DIVISION**  
**G.275/WSSR – 341819/2019 – 20**



**WORK STUDY TO REVIEW THE**  
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**G.275/WSSR – 341819/2019 – 20**