



**WORK STUDY TO REVIEW THE
OPERATING STAFF STRENGTH OF TI/MDU
SECTION (Ex : ABI – KGD Station)–
MADURAI DIVISION
G.275/WSSR – 261920/2019 – 20**

SOUTHERN RAILWAY

PLANNING BRANCH

G.275/WSSR- 261920/2019-20

**WORK STUDY TO REVIEW THE
OPERATING STAFF STRENGTH OF TI/MDU
SECTION (ABI – KGD station) – MADURAI
DIVISION**

STUDIED BY

**WORK STUDY TEAM
OF
PLANNING BRANCH**

DEC 2019



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(i)

ACKNOWLEDGEMENT

The work study team acknowledges the co-ordination extended by DOM/C/MDU, TI/ MDU and 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/MDU Section – Madurai 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/MDU and Station Masters of this section.

SRSR.

(v)

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

Sl no	Stations	Designation & Grade pay	Vacant posts	Live post	Total Surplus post
1	MDU	SM in Rs.4200/-	1	--	1
2	TDN	SM in Rs.4200/-	3	1	4
3	TMQ	SS in Rs.4600/-	1	--	1
		SM in Rs.4200/-	3	--	3
Total			8	1	9

(9 Posts)**Recommendation No.2**

4 vacant posts (3 posts of Points men A in GP Rs. 2400/- at MDU & 1 post of Pointsman B in GP Rs.1900/- at VDP station) is found excess to the requirement.

(4 Posts)**Total posts : 13 Posts**


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 16th 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 walahah Road opened on 1st July 1856

1.1 MADURAI DIVISION

Madurai is one among the six divisions in Southern Railway. Officially created in 1856, which span over 1,356 km making it the largest railway division. Currently its covers upto 12 districts of Tamilnadu and in 1 in Kerala. Its head quarters is in Madurai.

1.2 OPERATING BRANCH

Among all branches in Indian Railways, the Operating Branch is very important since the punctual train movements 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 Workstudy is confined to review the Operating staff strength at TI/MDU section between ABI – KGD stations.

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CHAPTER – II

2.0 PRESENT SCENARIO

- 2.1 The TI/MDU section comprises of 10 Block stations such as ABI, KQN, VDP, SDN, SER, KON, MDU, TDN, TMQ & TDN stations, its covers a total distance of 83 Kms.
- 2.2 This section is BG Double line from ABI – MDU & Single line from MDU – VPT, electrified section of Southern Railway in “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 56 number of Mail/Exp and Passenger 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 46 level crossings in this section out of which 09 LCs are operated by Traffic department and the rest are Engineering gates.
- 2.5 The Sanction, Actual, Vacancy details of staff working under TI/MDU 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	ABI	8	9	--	--	--	--	6	5	1	14	14	--
2	KQN	8	9	--	--	--	--	9	8	1	17	17	--
3	VDP	8	8	--	--	--	--	9	8	1	17	16	1
4	SDN	8	7	1	--	--	--	8	8	--	16	15	1
5	SER	8	8	--	--	--	--	8	6	2	16	14	2
6	KON	9	8	1	4	2	--	16	11	5	29	21	8
7	MDU	35	20	15	8	4	4	41	38	3	84	62	22
8	TDN	8	5	3	--	--	--	6	6	--	14	11	3
9	TMQ	8	4	4	--	--	--	10	8	2	18	12	6
10	KGD	4	4	--	--	--	--	6	4	2	10	8	2
Total		104	82	24	12	6	4	119	102	17	235	190	45

2.6 AMBATTURAI (ABI)

Category & Civil district	Commercial wise : D & Operating : B class and Dindugal District, Running lines – 4, Non running lines – Nil
No. of train stoppage & Passing	14 pairs & 42 pairs
No. of Platforms	3
At Kms	443

System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II R – PI/RS
No of LC gates	One Special class LC gate no.317, manning in two shifts(6 – 14 & 14 – 22) by Traffic staffs

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	8	9	-	1
Sr.P.Man	-	-	-	-
PMA	2	2	-	-
PMB	4	3	1	-
Total	14	14	1	1

2.7 KODAIKANAL ROAD(KQN)

Category & Civil district	Commercial wise : B & Operating : B class and Dindugal District, Running lines – 5, Non running lines – Nil
No. of train stoppage & passing	44 Pairs & 12 pairs
No. of Platforms	4
At Kms	454
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay - PI/RS
No of LC gates	One Special class LC gate no. 327A Manned by Traffic round the clock (Continuous roster)

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	8	9	-	1
Sr.P.Man	-	-	-	-
PMA	4	5	-	1
PMB	5	3	2	-
Total	17	17	2	2

2.8 VADIPATTI(VDP)

Category & Civil district	Commercial wise : E & Operating : B class and Dindugal District, Running lines – 4, Non running lines - 1
No. of train stoppage & passing	3 pairs & 53 pairs
No. of Platforms	2
At Kms	465
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & PI/RS
No of LC gates	One Special class LC gate no. 337 Manned by Traffic in two shift(8 – 20 & 20 – 8) EI roster

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	8	8	-	-
PMA	5	4	1	-
PMB	4	4	-	-
Total	17	16	1	-

2.9 SHOLAVANDAN(SDN)

Category & Civil district	Commercial wise : D & Operating : B Class Dindugal District, Running lines –4, Non running lines – Nil
No. of train stoppage & passing	10 Pairs & 43 pairs
No. of Platforms	2
At Kms	473
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & PI/RS
No of LC gates	One Special class LC gate no. 346 Manned by Traffic in Continuous roster

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	8	7	1	--
PMA	3	3	-	--
PMB	5	5	-	--
Total	16	15	1	--

2.10 SAMAYANALLUR(SER)

Category & Civil district	Commercial wise : E & Operating : B class, Madurail District, Running lines – 4, Non running lines - Nil
No. of train stoppage & passing	02 Pairs and passing trains : 51 pairs
No. of Platforms	2
At Kms	482
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & PI/RS

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	8	8	-	-
PMA	4	2	2	-
PMB	4	4	-	-
Total	16	14	2	--

2.11 KUDAL NAGAR(KON)

Category & Civil district	Commercial wise : D & Operating :4, Non running lines – 7 (5 Good shed yard & 2 Container yard)
No. of train stoppage & passing	4 pairs and 50 passing trains
No. of Platforms	2
At Kms	481
System of working	Absolute Block System

Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & PI/RS
No of LC gates	Nil

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	9	8	1	-
SHM	4	2	2	-
PMA	11	6	5	-
PMB	5	4	1	-
Total	29	20	9	-

2.12 MADURAI(MDU)

Category & Civil district	Commercial wise : A1 & Operating : Special class and Madurai district, Running lines – 9, Non running lines – 1
No. of train stoppages	56 pairs
No. of Platforms	6
At Kms	493
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay Panel
LC Gates	LC Gate no. 367 & 368 Special and C class manned by Engineering department

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	24	20	4	-
SHM	8	4	4	-
PMA	41	36	5	-
PMB	-	2	-	2
Total	73	62	13	2

2.13 TIRUPARANKUNDRAM(TDN)

Category & Civil district	Commercial wise : D & Operating : B class and Madurai District, Running lines – 3, Non running lines – Nil
No. of train stoppage & passing	12 pairs & 35 pairs
No. of Platforms	2
At Kms	502
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & PI/RS
LC Gates	LC Gate no. 372 C class manned by Traffic in two shifts(8 – 20 & 20 -8) EI roster

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	8	5	3	-
PMA	2	1	1	-
PMB	4	5	-	1
Total	14	11	4	1

2.14 TIRMANGALAM(TMQ)

Category & Civil district	Commercial wise : D & Operating : B class and Madurai District, Running lines – 3, Non running lines – 1
No. of train stoppage & passing	14 pairs & 15 pairs
No. of Platforms	2
At Kms	512
System of working	Absolute Block System
Type of Signals	Multi Aspect Colour Light Signal(MACL)
Standard of Interlocking	Standard II Relay & PI/RS
Gates	Two LC gates no. 377 & 378 is available out of which one is special and one is C class manned by traffic staff in continuous & EI roster

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	8	4	4	-
PMA	6	5	1	-
PMB	4	3	1	-
Total	18	12	6	-

2.15 KALLIGUDI(KGD)

Category & Civil district	Commercial wise : E & Operating : B class and Virudhunagar District, Running lines – 2, Non running lines – Nil
No. of train stoppage & passing	4 pairs & 51 pairs
No. of Platforms	2
At Kms	526
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 gates no. 387 manned by traffic staffs in two shifts (EI roster)

Staff details				
Category	San	Act	Vac	Exc
SS/SMs	4	4	-	-
Sr.P.Man	-	-	-	-
PMA	2	-	2	-
PMB	4	4	-	-
Total	10	8	2	-

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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/MDU (ABI – KGD) and name of the stations where operating staff is deputed is as follows.
- Ambatturai(ABI)
 - Kodaikanal road(KQN)
 - Vadipatti(VDP)
 - Sholavandan(SDN)
 - Samayanallur(SER)
 - Koodal nagar(KON)
 - Madurai(MDU)
 - Tiruparankundram(TDN)
 - Tirumangalam(TMQ)
 - Kaaligudi(KGD)

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/MDU is the overall supervisory control of operating staff. No LR SMs & Points man is available with TI. Generally the duty hours of SMs and erstwhile Points men staff 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.

TI/MDU section from ABI – MDU is a double line and from MDU – VPT is a single line operation, presently ABI – KON, 2 SMs is available per shift for panel & train operation and from MDU – VPT, 1 SM per shift. Hence based on SWR and the present system of working the man power arrived stationwise is here under

3.13 AMBATTURAI (ABI)

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

Station Master in Continuous roster - 1 + 1 on need basis – 2

Points man on Platform duty in continuous roster - 1

Points man on LC gate no. 317 in two shifts (During day hours) - 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	9	2	6
2	Points man on Platform & LC Gate operations	6	5	2	5
	Total	14	14	4	11

RG/LR for 6 SMs – 2

RG/LR for 5 Points man - 1

Total requirement of SMs – 8 & Points man - 6

3.14 KODAIKANAL ROAD(KQN)

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

Station Master in Continuous roster - 1 + 1 on need basis

Points man on Platform duties in continuous roster – 2

Points man on LC gate no. 327A 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	8	9	2	6
2	Points man on Platform & LC gate duty	9	8	3	9
Total		17	17	5	15

RG/LR for 6 SMs – 2

RG/LR for 9 Points man - 4

Total requirement of SMs – 8 & Points man – 13 but the existing sanction is only 9 the same is allowed as it is.

3.15 VADIPATTI(VDP)

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

Station Master in Continuous roster – 1 + 1 on need basis

Points man on Platform duty in continuous roster - 1

Points man on LC gate no. 337 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	8	8	2	6
2	Points man on Platform & Gate duty	9	8	2	6
Total		17	16	4	12

RG/LR for 6 SMs – 2

RG/LR for 6 Points man - 2

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

3.16 SHOLAVANDAN(SDN)

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

Station Master in Continuous roster – 1 + 1 on need basis

Points man on Platform duty in continuous roster - 1

Points man on LC Gate no. 346 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	8	7	2	6
2	Points man on Platform & LC Gate duty	8	8	2	6
Total		16	15	4	12

RG/LR for 6 SMs – 2

RG/LR for 6 Points man - 2

Total requirement of SMs – 8 & Points man - 8

3.17 SAMAYANALLUR(SER)

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

Station Master in Continuous roster – 1 + 1 on need basis

Points man on Platform duty in continuous roster - 1

Points man on LC gate no. 352 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	8	8	2	6
2	Points man on Platform duty	8	6	2	6
	Total	16	14	4	12

RG/LR for 6 SMs – 2

RG/LR for 6 Points man - 2

Total requirement of SMs – 8 & Points man - 8

3.18 KOODAL NAGAR(KON)

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

Station manager in General duty – 1

Station Master in Continuous roster – 1

Shunting master – 1

Points man on Platform duty in continuous roster - 1

Points man on shunting operating in continuous roster - 3

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	8	2	6
2	Points man on Platform & shunting duty	16	11	4	12
3	Shunting master	4	2	1	3

RG/LR for 6 + 1 SMs/SS – 3

RG/LR for 12 Points man - 4

Total requirement of SMs – 9 & Points man - 16

3.19 MADURAI(MDU)

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

Station Manager in General duty - 1

Dy. Station Manager in shift duty – 1

Station master on platform duty – 1

Station master on block duty – 1

Station master on Panel duty - 1

Shunting master(1 each for North & South) per shift – 2

Points man on Platform & cabin duty in continuous roster - 2

Points man for Shunting operations (3 for North & 4 for south) in continuous roster - 7

Requirement of staff at this station

Sl. No	Category	Sanction	Actual	Minimum requirement of staff per shift	Minimum requirement of staff per day
1	SMs/SS	35	20	4 +1	12+1
2	Points man on Platform & shunting operations	41	38	9	27
3	Shunting master	8	4	2	6
Total		84	62	15+1	45+1

RG/LR for 12 +1 SMs/SSs – 5

RG/LR for 27 Points man – 11

RG/LR for 6 Shunting master - 2

Total requirement of SS/SMs – 18 and the remaining 17 post is surplus, Points man – 38 and the remaining 3 post is surplus & Shunting master is 8

3.20 TIRUPARANKUNDRAM(TDN)

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 of LC gate no. 372 in EI roster(8 – 20 & 20 -8)

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	5	1	3
2	Points man on Platform & LC gate duty	6	6	2	5
Total		14	11	3	8

RG/LR for 3 SMs – 1

RG/LR for 5 Points man - 2

Total requirement of SMs – 4 and remaining 4 posts is surplus & Points man – 7 but the existing sanction is only 6 the same is allowed as it is.

3.21 TIRUMANGALAM(TMQ)

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

Station Master on platform duty in continuous roster - 1

Points man on Platform duty in continuous roster - 1

Points man at LC gates no. 377(Special class) in continuous roster & 378(C class) in EI 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	8	4	1	3
2	Points man on Platform & LC Gates	10	8	3	9
	Total	18	12	4	12

RG/LR for 3 SMs – 1

RG/LR for 9 Points man - 3

Total requirement of SMs – 4 and remaining 4 post is surplus & Points man – 12 but the existing sanction is only 10 the same is allowed as it is.

3.22 KALIGUDI(KGD)

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

Point man for manning LC gates 387 (C class) in EI roster (8 – 20&20 – 8) - 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 & LC Gate duty	6	4	2	5
Total		10	8	3	8

RG/LR for 3 SMs – 1

RG/LR for 5 Points man – 2

Total requirement of SMs – 4 & Points man – 7 but existing sanction is only 6 the same is allowed as it is.

3.23 Summary of Sanction Vs Requirement of SS/SMs

Stations	Sanction	Actual	Requirement	Surplus
1. ABI	8	9	8	-
2. KQN	8	9	8	-
3. VDP	8	8	8	-
4. SDN	8	7	8	-
5. SER	8	8	8	-
6. KON	9	8	9	-
7. MDU	35	20	18	17
8. TDN	8	5	4	4
9. TMQ	8	4	4	4
10. KGD	4	4	4	-
Total	104	82	79	25

Total requirements of SMs - 79 (Including RG/LR)

Recommendation No.1

Sl no	Stations	Designation & Grade pay	Vacant posts	Live post	Total Surplus post
1	MDU	SS in Rs.4600/-	11	--	11
		SM in Rs.4200/-	4	2	6
2	TDN	SM in Rs.4200/-	3	1	4
3	TMQ	SS in Rs.4600/-	1	--	1
		SM in Rs.4200/-	3	--	3
Total			22	3	25

(25 Posts)

3.24 Summary of Sanction Vs Requirements of Points men

Stations	Sanction	Actual	Requirement	Surplus
1. ABI	6	5	6	--
2. KQN	9	8	9	--
3. VDP	9	8	8	1
4. SDN	8	8	8	--
5. SER	8	6	8	--
6. KON	16	11	16	--
7. MDU	41	38	38	3
8. TDN	6	6	6	--
9. TMQ	10	8	10	--
10. KGD	6	4	6	--
Total	119	102	115	4

Total requirements of Points men - 115 (Including RG/LR)

Recommendation No.2

4 vacant posts (3 posts of Points men A in GP Rs. 2400/- at MDU & 1 posts of Points man B in GP Rs.1900/- at VDP station) is found excess to the requirement.

(4 Posts)

3.25 Summary of Sanction Vs Requirements of Shunting masters

Stations	SHM I & II		Requirement
	San.	Act.	
KON	4	2	4
MDU	8	4	8
Total	12	6	12

3.26 Sanction Vs Requirement (Category wise)

Sl. No.	Category	Sanc.	Act.	Req.	Surplus
1	SMR/SS/SM	104	82	79	25
2	Points men	119	102	115	4
3	SHM I & II	12	6	12	-
	Total	235	190	206	29



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

Co-ordinating officer remarks

Recommendation no.1.1 : MDU 11 SSs in GP Rs.4600/- and 6 SMs in GP Rs.4200/- are identified as surplus.

In critical analysis of draft workstudy report Para 3.19 stated that minimum requirement of SS/SMs are 12 +1 and RG /LR for 12 +1 is 5 total – 18 posts.

The following 17 posts are not taken in to account in the draft workstudy report :

1. TI/MDU – 1 post and Dy.SMR in general duty – 1 post, total – 2 posts.
2. During pinpointing of SM cadre vide memo no. U/T.135/II/SM pinpointing dated 05.03.2015. 15 post operated in Divisional office in various level as mentioned below are included in the strength of MDU junction.

The following posts of TIs in GP Rs.4600/- are included in the strength of MDU junction. Each one post of TI/Hqrs, TI/MPP, TI/Safety, TI/Planning, TI/Freight, TI/Rules, Complaint Inspector, Protocol Inspector and two post of TI/FOIS total – 10 posts.

The following posts of TIs in GP Rs.4200/- are included in the strength of MDU junction. Each one post of SM/SWR, Safety counselor and the three post of TI/FOIS total – 5 posts.

Hence there is no surplus SM post in MDU, the above mentioned 17 posts cannot be surrendered.

Planning Branch remarks

Agreed to.

At MDU station the work study team has already allowed 18 SS/SMs as per SWR including LR/RG against the sanction of 35. As per the Coordinating officer remarks the sanctioned post of MDU (35 no's of SS/SM) which includes MDU station, TIs, SMs working in Sr.DOM/O/MDU, Complaint Inspector & Protocol Inspector, the same was clarified with Operating & Personnel branch and allowed additional 16 (SS/SMs) posts in the following grades

11 SS posts in GP Rs. 4600/-

TI/MDU – 1	TI/HQRS -1	Protocol Inspector – 1
TI/MPP – 1	TI/Safety – 1	
TI/Planning – 1	TI/Freight – 1	
TI/Rules – 1	Complaint Inspector – 1	TI/FOIS – 2

5 SM posts in GP Rs. 4200/-

SM/SWR – 1

Safety Counselor – 1

TI/FOIS – 3

Hence totally 34 posts are allowed and remaining 1 post is excess to the requirement.

Co-ordinating officer remarks

Recommendation no. 1.2 : TDN 4 – SMs in Rs.4200/- are identified as surplus

Based on the Railway Board instructions, Job analysis had been conducted for provision of additional SMs at important stations. 55 Additional SM posts were created. In view of large scale vacancy in SM category, these 4 additional SM posts at TDN are kept as vacant.

These 4 additional SM posts are essentially required after the completion of doubling work. Hence these posts are not feasible to surrender.

Planning Branch Remarks

Presently doubling work not commenced between MDU – VPT section, the additional 4 SMs post may be created after commencement of doubling. Hence the recommended post in draft report is stands good.

Co-ordinating officer remarks

Recommendation no. 1.3 : TMQ 4 – SMs in Rs.4200/- are identified as surplus

In view of large scale vacancy in SM category, these 4 additional SM posts at TMQ are kept as vacant.

These 4 additional SM posts are essentially required after the completion of doubling work. Hence these posts are not feasible to surrender

Planning Branch Remarks

Presently doubling work not commenced between MDU – VPT section, the additional 4 SMs post may be created after commencement of doubling. Hence the recommended post in draft report is stands good.

Co-ordinating officer remarks

Recommendation no. 2 : 4 posts (3 posts of P.Man A in GP Rs.2400/- at MDU & 1 post of P.Man B in GP Rs.1900/- at VDP) are found excess to the requirement.

MDU : The minimum requirement of Shunting master & P.Man group are tabulated below

North location – 1 SHM + 3 P.Man – 4 x3 –	12
South location – 1 SHM + 4 P.Man – 5 x 3 –	15
Cabin	1 P.Man – 1 x 3 - 3
Platform	1 P.Man – 1 x 3 - 3
Total working posts	33
RG at 16.63 %	6
LR at 25 % (39 X 25%)	10
Total requirement	49
Sanctioned strength	49
Surplus	Nil

There is no surplus post in MDU .

Planning Branch Remarks

North location – 3 P.Man – 3 x3 –	9
South location – 4 P.Man – 4 x 3 –	12
Cabin	1 P.Man – 1 x 3 - 3
Platform	1 P.Man – 1 x 3 - 3
Total working posts	27
RG at 16.63 %	4.4
LR at 20 % (31.4 X 20%)	6.2
(Leave reserve is allowed only 20% for open line staffs)	
Total requirement	37.6 say 38 staffs
Sanctioned strength	41
Surplus	3

There is a separate sanction is available for Shunting master at KON - 4 & MDU – 8, hence the work study team allowed the existing sanction at the above said stations as it is (including LR & RG).

3 surplus posts of Points man recommended in the draft report is stands good.

Co-ordinating officer remarks

VDP The minimum requirement of P.Man group are tabulated below

Platform - 1 P.Man - 1 x 3 – 3

LC gate - 1 P.Man - 1 x 3 – 3

Total working posts - 6

RG at 16.63 % x 6 - 1

LR at 25 % (7 x 25%) - 2

Total requirement 9

Sanctioned strength 9

Surplus Nil

There is no surplus post in VDP.

In the view of the facts explained above, there is no surplus post in SM category and Gr. C & D category in TI/MDU section (ABI – KGD). Hence modified work study report may be submitted.

Planning Branch Remarks

Platform - 1 P.Man - 1 x 3 – 3

LC gate - 1 P.Man - 1 x 3 – 3

Total working posts - 6

RG at 16.63 % x 6 - 0.9

LR at 20 % (6.9 x 20%) - 1.3 = 6.9 + 1.3 = 8.2 say 8 staffs

Total requirement 8

Sanctioned strength 9

Surplus 1

Hence the recommended post in the draft report is stands good.

Sanction Vs Requirement

Stations	Sanction	Actual	Requirement	Surplus
1. ABI	8	9	8	-
2. KQN	8	9	8	-
3. VDP	8	8	8	-
4. SDN	8	7	8	-
5. SER	8	8	8	-
6. KON	9	8	9	-
7. MDU	35	20	18+16	1
8. TDN	8	5	4	4
9. TMQ	8	4	4	4
10. KGD	4	4	4	-
Total	104	82	95	9

Total requirements of SS/TI/SMs - 79 SS/SMs (Including RG/LR) + 16 TI/SMs = 95

Summary of Revised recommendation**Recommendation No.1****Category : SS/SM**

Sl no	Stations	Designation & Grade pay	Vacant posts	Live post	Total Surplus post
1	MDU	SM in Rs.4200/-	1	--	1
2	TDN	SM in Rs.4200/-	3	1	4
3	TMQ	SS in Rs.4600/-	1	--	1
		SM in Rs.4200/-	3	--	3
Total			8	1	9

(9 Posts)**Recommendation No.2**

4 vacant posts (3 posts of Points men A in GP Rs. 2400/- at MDU & 1 posts of Points man B in GP Rs.1900/- at VDP station) is found excess to the requirement.

(4 Posts)**Total No of Posts : 13**

CHAPTER -V5.0 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	SS	4600	01	109571	1314846
2	SM's	4200	08	82768	8300448
3	PMA	2400	03	59696	2149056
4	PMB	1900	01	46536	558432
Total			13		12322782



ANNEXURESANCTION, ACTUAL, VACANY & EXCESS STATEMENT OF TI/MDU 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	ABI	8	9	--	--	--	--	6	5	1	14	14	--
2	KQN	8	9	--	--	--	--	9	8	1	17	17	--
3	VDP	8	8	--	--	--	--	9	8	1	17	16	1
4	SDN	8	7	1	--	--	--	8	8	--	16	15	1
5	SER	8	8	--	--	--	--	8	6	2	16	14	2
6	KON	9	8	1	4	2	--	16	11	5	29	21	8
7	MDU	35	20	15	8	4	4	41	38	3	84	62	22
8	TDN	8	5	3	--	--	--	6	6	--	14	11	3
9	TMQ	8	4	4	--	--	--	10	8	2	18	12	6
10	KGD	4	4	--	--	--	--	6	4	2	10	8	2
Total		104	82	24	12	6	4	119	102	17	235	190	45

