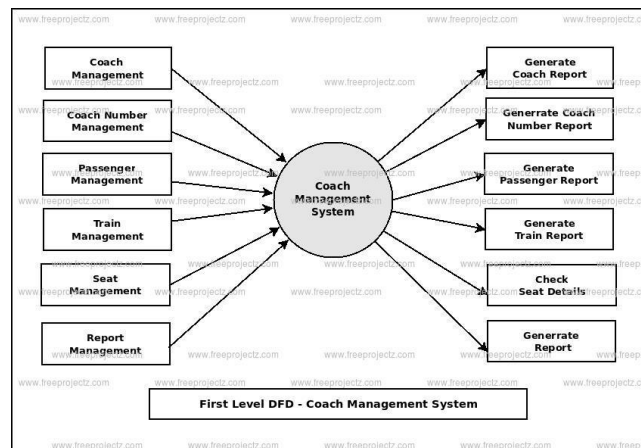
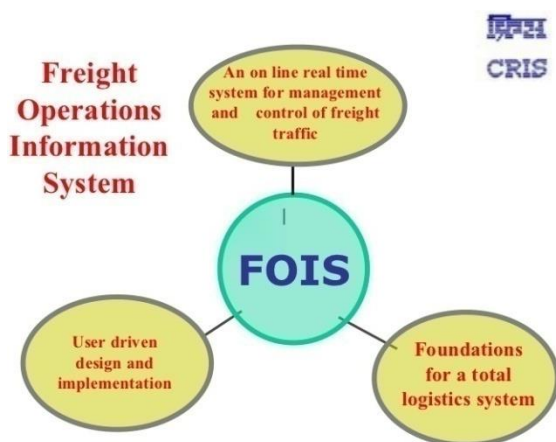


SOUTH EASTERN RAILWAY

STUDY ON THE REVIEW OF STAFF STRENGTH OF TNC & PEON CATEGORY IN THE CONTROL/YARD/SM OFFICES AFTER FULL-FLEDGED IMPLEMENTATION OF FOIS, COIS AND OTHER ONLINE APPLICATIONS FOR TRAIN OPERATIONS AND SHARING OF INFORMATION IN KGP DIVISION



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STUDY NO. EFF/917

SYNOPSIS

1.	Name of the work study	Review of Staff Strength of TNC & Peon Category in the Control/Yard/SM offices after full-fledged implementation of FOIS, COIS and other online applications for train operations and sharing of information.
2.	Terms of reference	The study has been taken up in the Annual Programme of workstudy in terms of the minutes of the meeting held in Rly. Bd. On 21.12.17
3.	Aim	To make an assessment of TNC and Peon category after introduction of advance online computerization system.
4.	Projected manpower re-deployment/ surrender.	Surrender : 34 vacant Posts of TNC Category & 04 vacant Posts of Peon Category out right.
5.	Anticipated/projected savings	Rs. 210.lakhs (approx)
6.	No of recommendations made	02 (One)
7.	Critical analysis & observations	Utilizing costly skilled Man power of TNC category in actual work and using computer literate man power from outsource agency for obtaining the optimum output. The similar activity of out sourcing for manpower is already implemented in Delhi division is appended as Annexure-II for ready reference. The modern equipments reduces requirement of manpower for transfer information thus reduces requirement of Peon category
8.	Brief note on recommendations	<p><u>Rec-I</u> : Skilled man power having expertise knowledge in data entry and other computer based operation to be engaged from outsource agency for manning different computer based module under supervision existing Senior TNC/ Supervisor category staff. Thus a portion of TNC and other category staff who at present are utilized for manning FOIS, COIS, RMS etc should be utilised in their actual services and in required places and/or redeploy suitably. According to redistribution as per Annexure-I, 80 TNC Category staff may retain by the division, the excess 13 (93-80) may be redeployed and at the same time Surrender 34(114-80) Posts in which 21 is vacant at present</p> <p><u>Rec-II</u> :In view of reduced need of Peons for the purpose of transferring dak i.e., papers, files, documents etc. from one place to other. The justification of feeling up the vacant posts of this category is hardly exists as such it has recommended to surrender the vacant 04 (49-45) Posts of this category out right.</p>
9.	Department concerned	OPERATING

C O N T E N T S

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CHAPTER - I

1. INTRODUCTION :

Indian Railway is rapidly proceeding towards modernization in all fields. The 11th Five Year Plan has reiterated that the pace of railway modernization needs to be vigorously accelerated and that a paradigm shift in provision and delivery of rail services is called for. The need of the day is to concentrate on the core activities of infrastructure and operation. The action plan for the future should be planned with a view to:-

- Achieve a quantum reduction in manpower requirement for sustaining financial viability of IR with rising manpower costs and impact of the 6th and now by 7th Pay Commission recommendations.
- Lateral thinking to identify unconventional areas for reduction of dependence on manpower.
- Switch over from the conventional labour-intensive working methods to technology-intensive methods to reduce human intervention to a bare minimum.
- Use of such systems that require much less maintenance, review, periodicity of maintenance schedules and improves reliability.
- Modernization in all fields primarily with a view to ensure safe running of the system and simultaneously increase the average speed.

Due to introduction of modern equipments / technology in almost all the fields, the involvement of field staff has got reduced to some extent. This has resulted in the related field activities getting redundant and a proportionate surplus in manpower. The subjected study has taken in view of huge change in pattern of working of a particular category due to introduction of some precise computer operated module like FOIS, COIS, PAM and other like CMS for crew management, COA for caution order and other functions etc.

The change in working pattern with attachment of modern equipments in usual system involved some existing manpower to switch from their original work to some different work. Thus some competent and effective employees were required to use in easier job at the same time some aged / promote staff unable to perform work on modern equipment efficiently though very much efficient in field job.

The present study on the Review of Staff Strength of TNC & Peon Category in the Control/Yard/SM offices after full-fledged implementation of FOIS, COIS and other online applications for train operations and sharing of information has been taken up as one of the workstudy for the year 2019-20 in KGP Division in terms of the minutes of the meeting held in Rly. Bd. On 21.12.17.

METHODOLOGY

1. Collection of the details of workload particulars.
2. Interaction with concerning field officials.
3. Direct observation of the present pattern of working comparing the conventional pattern.
4. Reference of similar work done in different Rlys.
5. Critical examination of the existing system of working and the deployment of staff thereof.

CHAPTER – II

2 STAFF STRENGTH

2.1 The present sanctioned and on-roll strength of the TNC & Peon category :-

2.2 **KHARAGPUR DIVISION :-**

TNC CATEGORY

Design	GP	Sanctioned Strength	On-roll	Vacancy
Ch. TNC	4200	95	83	12
Sr.TNC	2400	15	6	9
Jr.TNC	1900	4	4	0
Total		114	93	21

PEON CATEGORY

Design	GP	Sanctioned Strength	On-roll	Vacancy
Office Peon	1800	49	45	4
STN Peon	1800			
C.C. Peon	1800			
Total		49	45	4

2.3 THE DETAILS OF WORKLOAD OF TNC CATEGORY AND PEON CATEGORY IN OPERATING DEPARTMENT:

KGP TNC (Operating) Category :

Srl. No	Name of the Staff	Design	Station	Level	Description of duties
1.	Buddha Dev Das	Ch.TNC	SHM STN	Level-6	MCDO & Figure work
2.	Mihir Chakraborty	Ch.TNC	SHM Stn	Level-6	Midnight figure duty
3.	Sajal Kumar Das	Ch.TNC	SHM	Level-6	Train duty at PDPK
4.	T.K.Bhattacharjee	Ch.TNC	SHM	Level-6	Train duty at PDPK
5.	S. Srinavas Rao	Ch.TNC	SHM	Level-6	LR staff for PDPK & SHM
6.	Shankar Lal Kanojia	Ch.TNC	SHM	Level-6	Shed duty at SHM
7.	Om Prakash Dubey	CH.TNC	SHM	Level-6	FOIS/Mid night figure/ Shed at SHM
8.	Debasish Roy	CH.TNC	SHM	Level-6	Trains duty at PDPK
9.	Rakesh Nath Tripathy	CH.TNC	SHM Yd	Level-6	RG staff
10.	Dev Sharma	Ch.TNC	SRC	Level-6	COIS, Evening stock, Daily Memo
11.	S.N.Tewary	Ch.TNC	SRC	Level-6	Evening stock, Daily Memo, work order
12.	Sumanta Modak	Ch TNC	SRC /GRC	Level-6	Working under CPTM GRC
13.	Uttam Kr. Datta	CH.TNC	SRC	Level-6	Incoming & out going Census
14.	Tushar Kanti Mukherjee	CH.TNC	SRC Cont	Level-6	Guard Roaster
15.	T.K. Chowdhury	CH.TNC	SRC	Level-6	COIS, Incoming Out Going , RG
16.	S.N.Pandit	CH.TNC	SRC	Level-6	Evening Stock, Daily Memo, Work Order
17.	Mohan Lal Ghose	CH.TNC	SRC	Level-6	Shift COIS, Outgoing, Incoming

18.	Tapash Das	CH.TNC	SRC	Level-6	Morning Stock, Monthly, Weekly, Daily Figures, COIS
19.	Nilanjan Biswas	CH.TNC	SRC	Level-6	Shift COIS
20.	Pranab Kr andapat	CH.TNC	SRC	Level-6	Shift COIS
21.	Supratim Koley	CH.TNC	SRC	Level-6	Sportsman, Shift COIS
22.	R.N.Bhattacharjee	CH.TNC	SRC Yd	Level-6	Shift Yard, incoming, Out going
23.	Sumanta Karmakar	CH.TNC	SRC Yd	Level-6	Shift Yard, incoming, Out going
24.	Ajay Saha	CH.TNC	SRC Cont	Level-6	Sports man, incoming, Out going
25.	Ashok Kr Roy	Ch.TNC	SRC	Level-6	Night Order
26.	Gouranga Charan Lenka	Ch.TNC	GRC Vig	Level-6	Vigilance
27.	Ignatius Lakra	Sr.TNC	SRC/CYM	Level-4	Shift yard, Incoming , out going
28.	Tuhin Kanti Saren	Ch.TNC	KGP/Cont	Level-6	Midnight, taking loading position from various point, KM Holding, PDD, Crew position etc.
29.	Amar Bose	CH.TNC	AOM Cont	Level-6	Shift duty at Guard Roaster
30.	Gobindo Mukhopadhyay	CH.TNC	AOM Cont	Level-6	Preparing in computer un satisfactory messages and the same sent to Divisional office
31.	Angsuman Maity	CH.TNC	AOM Cont	Level-6	Working at Mid-Night as RG
32.	Bratin Kr Mandal	CH.TNC	AOM Cont	Level-6	General shift FOIS
33.	Sudip Kr. Bose	CH.TNC	AOM Cont	Level-6	General Shift Coaching Stock
34.	Raj Narayan Ghosh	CH.TNC	AOM Cont	Level-6	Shift duty at FOIS
35.	Narendra Shankar	CH.TNC	AOM Cont	Level-6	Shift duty at FOIS
36.	Debasis Ghosh	CH.TNC	AOM Cont	Level-6	Shift duty at Coaching, coaching detention & assist. Coaching controller
37.	K. Mohan Reddy	CH.TNC	AOM Cont	Level-6	Assist to Ch. OS(CNL) for staff management , Muster Roll, Bringing Store items

38.	Debasis Gangopadhyay	CH.TNC	AOM Cont	Level-6	Shift duty at TCO
39.	Vikas Kumar	CH.TNC	AOM Cont	Level-6	Shift duty at FOIS
40.	Tarapada Sangiri	CH.TNC	AOM Cont	Level-6	Shift duty at TCO
41.	Samaresh Maity	CH.TNC	AOM Cont	Level-6	Shift duty at FOIS
42.	Sanjeev Kumar	CH.TNC	AOM Cont	Level-6	Shift duty at FOIS
43.	K.Rama Rao	CH.TNC	AOM Cont	Level-6	Shift duty at FOIS
44.	Chandrahans Lakra	Ch.TNC	HLZ	Level-6	PDDT & TN register
45.	Akrur Majhi	Ch.TNC	HLZ	Level-6	Loading/unloading particulars
46.	Sital Chandra Mandal	Ch.TNC	HLZ	Level-6	Detention of different stock
47.	Sushil Kr. Hembram	Ch.TNC	HLZ	Level-6	Statistics & record keeping Hire Charges
48.	Gouranga Das	CH.TNC	HLZ	Level-6	
49.	Biswajit Mahata	CH.TNC	HLZ	Level-6	Shift duty at FOIS
50.	Pankaj Yadav	Sr.TNC	ARM/HLZ	Level-4	Shift duty at FOIS
51.	VKD Maharwade	Sr.TNC	AOM/HLZ	Level-4	Shift duty at FOIS
52.	Sanjib Maiti	CH.TNC	ADL	Level-6	Shift wise FOIS, PDD, Train Checking, position relayed to HQrs, Division. Register maintenance and interchange point.
53.	Anup Kr. Mitra	Ch.TNC	ADL	Level-6	
54.	Partha Sarathi Roy	CH.TNC	ADL	Level-6	
55.	Gouranga Nandy	Sr.TNC	ADL	Level-4	Shift duty at FOIS
56.	R.N. Giri	Ch.TNC	WC/CYM	Level-6	Attending incoming and outgoing wagons from workshop, P/M, RR statistics, number taking from shop pilot.
57.	Bonu Appanna	CH.TNC	WS/CYM	Level-6	

58.	P. Sashi Bhusan Rao	CH.TNC	NTY	Level-6	Shift duty at FOIS, C /Order & YM statistics
59.	Jamini Mahanta	CH.TNC	NTY	Level-6	
60.	Sanjoy Majumder	CH.TNC	NTY	Level-6	
61.	Bhuju Murmu	CH.TNC	NTY	Level-6	
62.	Y.P.Kumar	CH.TNC	NTY	Level-6	
63.	Mitu Siddhanta	CH.TNC	Sr.DSO/KGP	Level-6	Signal Sighting, Rajbhasa, Civil defense, MCDO, Inspection & Compliance, Boom Dashing etc.
64.	Biswajit Patra	CH.TNC	Sr DOM	Level-6	Assist to CTS, Loading figure, MCDO, ID card, Census etc.
65.	K.Uma Maheswar Rao	CH.TNC	MCA	Level-6	Rake P/M & rel, D/O and FOIS Maintaining register, attending trains and collect VG, preparing daily, monthly position, yard position & mid night figure repeating to control.
66.	Nuna Ram Naik	Ch.TNC	MCA	Level-6	
67.	Sanat Kr Roy	Ch.TNC	MCA	Level-6	
68.	Sanjay Adak	Sr.TNC	MCA	Level-4	
69.	S.K. Biswas	Ch.TNC	KGP	Level-6	I/C Daily Census
70.	Lolit Mohan Manna	Ch.TNC	KGP	Level-6	Shift duty for census
71.	Mriganka Saha	Ch.TNC	KGP	Level-6	Shift duty for census
72.	Ashoke Kumar Mandal	Ch.TNC	KGP	Level-6	Shift duty for census as RG
73.	Sajid Ali	CH.TNC	M/yd NMP	Level-6	Shift duty at coaching yard, attending coaching trains.
74.	Manoj Dandapat	CH.TNC	KGP	Level-6	Shift duty for census
75.	Indrajit Kar	CH.TNC	KGP	Level-6	Mid night census
76.	Amit Kr Dey	CH.TNC	KGP	Level-6	Shift duty as Goods yard, attending train and incoming rake placement
77.	Subodh Kr Singh	CH.TNC	KGP	Level-6	
78.	Gopal Sharma	CH.TNC	KGP	Level-6	RRI/TCO
79.	Bijoy Kr Bose	CH.TNC	KGP	Level-6	Shift duty for census

80.	Sourav Dutta	Sr.TNC	SMR/KGP	Level-4	Shift duty for census
81.	B.Mohan Babu	Jr. TNC	CYM/KGP	Level-2	Shift duty at coaching yard , attending coaching trains
82.	Rabindra Nath Das	Ch.TNC	NMY	Level-6	Census, Due POH & off POH figures at NS Yd, mid night figure, interchange with W/Shop
83.	Suryanarayan Mohanty	Ch.TNC	NMY	Level-6	In charge mid night figure, Fois during casualty.
84.	K.V.Ramakrishna Guru	Ch.TNC	NMY	Level-6	FOIS,TNC office work
85.	Arun Kr. Kheroal	CH.TNC	NTY	Level-6	Shift duty at FOIS, C/order, YM
86.	S. Giri	CH.TNC	NMY	Level-6	Sick line census, Yard train attending
87.	Manohar Mahato	CH.TNC	M/yd NMP	Level-6	Sick line, Yard Statistics & train attending
88.	Biswanath Sil	CH.TNC	KGP	Level-6	Mid night, Yard attending
89.	B.R.Maji	CH.TNC	M/yd NMP	Level-6	TNC Office work Census, yard train attending
90.	Kausik Dhar	CH.TNC	M/yd NMP	Level-6	FOIS, sick line
91.	D Sylvestar	Jr. TNC	M/Yd NMP	Level-2	FOIS, Census
92.	Rajesh Kr. Mahanty	Jr. TNC	M/Yd NMP	Level-2	Yard train attending, Mid Night figure
93.	Rinku Chowdhury	TNC	SMR/SRC	Level-2	Resignation submitted on 31.01.2019

Peon Category in KGP Division:-

Srl. No	Name of the Staff	Design	Station	Level	Description of Duty Assigned.
1.	Sonali Bose	Stn Peon	SHM	4	CYM Office cleaning, letter correspondence
2.	Banala Muthyalamma	Stn Peon	SHM	4	Same as above in Shift duty
3.	Shanti	Stn Peon	SHM	3	
4.	Sona Kumari	Stn Peon	SHM	1	
5.	Gujjalasantoshi Devi	Stn. Peon	SHM	1	
6.	Panhuram Mondal	Stn Peon	SHM	3	RG cum LR
7.	Monishankar Biswas	Stn Peon	HWH	2	Office cleaning, letter correspondence and VIP attend movement
8.	Tarakanath Chatterjee	Stn Peon	control	4	Morning position given to officers residence, Xerox etc
9.	Sanatan Mandi	Stn Peon	control	4	Shift duty cleaning, bringing position from stn, Gd lobby
10.	Anurodh Elli	Stn Peon	control	3	
11.	Gopal Mandi	Stn Peon	control	2	
12.	Anil Kr Singh	Stn Peon	control	1	Morning position given to officers residence, Xerox etc
13.	T. Ramanamma	Stn Peon	control	1	Shift duty cleaning, bringing position from stn, Gd lobby
14.	G. Kanchan	Stn Peon	control	1	Working in general shift in office
15.	Tapan Kr. Singh	Stn Peon	control	1	Shift duty cleaning, bringing position from stn, Gd lobby
16.	G. Ramani Kumari	Stn Peon	control	1	Working at Gd-Cell bringing tickets, first aid box medicine, DAK
17.	Kumari Meena	Stn Peon	control	1	Shift duty cleaning, bringing position from stn, Gd lobby
18.	Anup Kr. Das	Stn Peon	control	3	Letter dispatch, line duty, Asst to CTS if required
19.	Debkanti Sarkar	Stn Peon	Sr.DOM	2	Chamber and office both

20.	Jadu Nath Murmu	Stn Peon	Sr.DOM	1	Office cleaning, letters correspondence & VIP movement
21.	Bilwamangal Adhikary	Stn Peon	Sr.DOM	1	At Sr. Scale officers chamber and cleaning
22.	Sheo Kumar	Stn Peon	Sr.DOM	2	Working under Store in charge
23.	D. Venkatesh Rao	Stn Peon	CHC/SRC	1	Utilization as Clerk under CHC/SRC
24.	Ranju Devi Mondal	Stn Peon	NMP	1	Bringing cut slips, way bill, misc papers from TNC office & sick line
25.	Ram Chandra Sahoo	Stn Peon	NMP	3	Bringing work shop papers, cleaning
26.	D. Meenakshi	Stn Peon	NMP	3	Cleaning, DAK, M/Roll, other papers from various offices.
27.	Sankar Ramteke	Stn Peon	NMP	3	Bringing cut slips, way bill, misc papers from TNC office & sick line
28.	Kameswar Prasad Singh	Stn Peon	KGP	3	Office cleaning, letters correspondence & VIP movement
29.	Rambabu Tudu	Stn Peon	KGP	2	
30.	G.Uma	Stn Peon	KGP	1	Stn Director's chamber
31.	M.Srinivas Rao	Off Peon	SMR/KGP	3	Office cleaning, letters correspondence
32.	S.L.Tripathy	Off Peon	SMR/KGP	3	Office cleaning, letters correspondence & VIP movement
33.	N.U.M.Rao	Stn Peon	W/S	3	Office cleaning, letters correspondence
34.	Chittaranjan Mandal	Stn Peon	HLZ	1	Selected as Jr.CC
35.	Gopal Chndra Dhara	Stn Peon	HLZ	3	Letter dispatch, line duty, VIP Movement
36.	K.Bela	Stn Peon	HLZ	2	Office cleaning , Misc working
37.	Sanat Kr. Singh	Stn Peon	BLS	2	Letter dispatch, line duty, VIP Movement
38.	Deepak kr. Gupta	Stn Peon	BLS	1	Letter dispatch, line duty, VIP Movement
39.	Sukla Sanyal	Stn Peon	SRC	1	Peon work
40.	Sanjoy Banerjee	Stn Peon	SRC	2	Yard office cleaning, corresponding
41.	Biswanath Das	Stn Peon	SRC	4	Peon work

42.	Pranab Roy	Stn Peon	SRC	2	Peon work
43.	Ashok Kr Shah	Stn Peon	SRC	1	Letter dispatch, line duty, VIP Movement
44.	Ajoy Gupta	Stn Peon	SRC	3	TNC office cleaning, letters corresponding
45.	S.N,Bain	Stn Peon	SRC	3	Yard office cleaning, letter correspondence
46.	P.K Sarkar	Stn Peon	SMR/SRC	1	Office cleaning, letters correspondence & VIP movement
47.	Suparna Chakraborty	Stn Peon	SRC	1	Line duty, cleaning, letters correspondence
48.	Binoy Kr Das	Off Peon	DOM SRC	1	Utilization as Roaster clerk
49.	Anil Malla	Off Peon	Control off	3	Chamber and office both
50.	U.N.Narayana	Off Peon	Sr.DOM Off	4	Working as record shorter
51.	Kajal Ch Das	Off Peon	Sr.DOM Off	3	Office cleaning, letters corresponding
52.	Sumati Makhal	Off Peon	Sr.DOM Off	3	Office cleaning, letters corresponding
53.	Badrinisha Bibi	Off Peon	Sr.DOM Off	2	Office cleaning, letters corresponding
54.	S.J.Rao	Off Peon	Sr.DOM Off	1	Working under Ch.DTI Safety Office cleaning, letters corresponding
55.	Sukhamoni Murmu	Off Peon	Sr.DOM Off	1	Chamber & Office both
56.	Lanka Raghubaran	Off Peon	Sr.DOM Off	1	Chamber, line duty and letters corresponding

CHAPTER – III

3.0 EXISTING SYSTEM OF WORKING

3.0 DUTIES OF TRAINS CLERKS AS PER OPERATING MANUAL:

Trains Branch:

CTNC or Head TNC, has overall responsibility for the efficient working of the trains branch. Below them, there are Head TNCs/ Sr.TNCs/TNCs, who may be on shift duties or during day duty only, depending on the work load of the Yard. These Trains Clerks are entrusted with comparatively important work in the trains branch like preparation of Marshalling Yard statistics, maintenance of the Yard Balance Register, Daily Stock Taking etc.

The TNCs in shift duties take stock of trains in Reception and Dispatching Yard. They also maintain Wagon Exchange Registers, Phase-wise Detention Register and stock on line position. The number of TNCs in a Yard will depend on the number of wagons, trains dealt with in a Yard.

Presently the train operational activity is very much network based. The FOIS is an ultimate tool for freight operations and COIS for Coaching. The primary job of TNC has changed a lot if compared with old piece-meal train operations days the implementation of FOIS and COIS turns the role of this category to a great swing because this category utilized mostly in functioning of FOIS, COIS and CMS

FOIS:

Indian Railways (IR) carries nearly 1012 Million Tonnes of Freight in a year as reported from FOIS System in Year 2013-14. Freight trains bring two thirds of the Indian Railway revenues and are referred to as the bread winners for the Railways. The major commodities carried by Indian Railways are Coal, Iron Ore, Food grains, Iron & Steel, Cement, Petroleum products, Fertilizer and Containerized Traffic. There are specialized wagons to handle the Transportation needs of the different types of commodities. Unlike passenger carrying trains, Freight trains do not run to a fixed schedule thus making Freight Operations a highly Information Intensive activity. Based on this information managers make Allocation Decisions continually to dynamically Optimize Utilization of resources like wagons, locomotives, crew and paths on the network. Real time information allows good decision making and thus ensures high levels of mobility within the system. This realization has led to the development of Freight Operations Information System (FOIS).

FEATURES:

FOIS - A Strategic Advantage to both IR and its customers. The implementation of the system is envisaged to eventually achieve the following:-

Extension of the current business practice of bulk movement in train load formation to piecemeal traffic to increase the market share by clubbing and moving together similar type of stock of "Hub & Spoke" arrangement. Global tracking of consignments in real time whether in rakes or in individual wagons. The insight and pipeline of consignments would be seamlessly available for timely planning and just in time inventory management. Facilitate acceptance of customer's orders, billing and cash accountal from identified nodal customer centres which, may not necessarily be the handling terminals. These facilities could even get extended to customer's premises and along with introduction of e-commerce benefit both by reducing the burden of logistics management.

FOIS comprises two major sub systems :

Rake Management System (RMS) for handling the operational aspects of IR. Terminal Management System (TMS) for handling the commercial aspects of IR.

The other important subsystems for better Decision Making: MIS Reporting, Rake Allotment/Allocation System (RAS), Terminal Pipeline Management System (TPMS) FOIS provides improvement in existing business practices and consequently reduction in the operating costs while enhancing the quality of service. A full fledged Domestic Terminal Management System (DTMS) for CONCOR is already in place.

- Thus FOIS provides:-Convenience and Transparency to Customers Optimum Utilization of Resources • Handling of Commercial and Operational aspects of Rail and Freight Movement • Better Decision making tools • Help for better logistics management.

SERVICES:

Reporting/Monitoring enabled for:

- Position of Freight Trains in Computerized Territory, ETA/ETD at a station, Commodity wise flow for customers like Power Houses, Refineries, Fertilizers, Cement Plants, Steel Depots and public freight terminals -Attachment/Detachment of Rolling Stock -Wagons in yard, Locos in Shed, Detention -Loading/Unloading from different regions/locations.
- Freight Earnings, RRs, Invoices, Demurrage charges, Wharfage charges and other Local Charges.
- Balance Sheet, Apportionment, E-payments, Empty Haulage etc.

❖ Managerial Reports generated on:

Periodic Loading/Unloading, Detentions, Rolling Stock Availability, NTKM/GTKM, WTR, Outage etc. Comparative/Tredn analysis on different parameters. Interchanges, Forecasting Holding, EKM, HOR, Insight etc.

Decision making tools:

Rake Allocation/Allotment Terminal Congestion Determination etc.

TECHNOLOGY:

FOIS has been implemented with state-of-the-art technologies, be it Software Technologies, Hardware Technologies, Communication Networks or Management of the entire System. FOIS is integrated with other operations modules of CRIS using Enterprise Application Integration software and with banks and customer legacy system through SOA using web services. Oracle grid including Oracle Web logic, Oracle Tuxedo and Oracle DB are used for the same. FOIS system has evolved from a traditional Client/Server (Two tier architecture) to three tier architecture.

-High Availability HP Itanium Servers with Oracle 11g Database -Oracle Tuxedo (Earlier BEA Tuxedo) System and Web logic Server -J2EE platform for implementation of reporting, integrations, SOA etc. -Microsoft Visual Basic 6.0 (EE), Pro *C

-Dedicated OFC cable networks integrated with VSAT to cover-up the widespread connectivity across the nation. The group is working under the leadership of General Manager, an IRTS Officer with over 20 years of Railway Experience, who guides the team on all application related issues and new developmental work. The technical team consists Chief Project Engineer Principal Project Engineer, Senior Software Engineers and Junior Engineers in addition to Field Implementers.

COIS – COACHING OPERATIONS INFORMATION SYSTEM:

The COIS (Coaching Operations Information System) module of this application provides detailed, real-time information for planning, executing and monitoring the operations of passenger services. Since the system is aware of the plans, it requires minimal data input. Even this input is easy because the users can literally drag and drop coaches in a virtual representation of their yards.

Another module, called the CMM or Coach Maintenance Management module, has been developed to facilitate and record maintenance of coaches and the management of spare parts inventory. It is fully integrated with the operations modules for generating alerts, interchange of information, request for placement of rolling stock for repairs, delivery and acknowledgement of certification of coaches for service, etc.

The Punctuality Analysis & Monitoring (PAM) module of ICMS automatically picks up the delays from the Control Office Application (COA) and produces real-time insight into the state of the operations. The system provides consistent and accurate reports for all level of management, from the operative to the strategic. Since ICMS already has most of the related information, it is the natural place to also monitor and analyze the punctual running of trains.

TECHNOLOGY:

ICMS – INTEGRATED COACHING MANAGEMENT SYSTEM

The operations (COIS) and punctuality (PAM) modules have been developed in-house on the Java EE 6 platform and hosted on IBM Web sphere Application Server. The maintenance module leverages the capabilities of IBM Maximo Asset Management software.

3.1.2 **THE DUTY / JOB RESPONSIBILITIES OF TRAIN CLERKS IN GENERAL:**

CONTROL OFFICE:

A. CTNC INCHARGE

- 1 Maintain duty roster of TNCs FOIS – COIS and Manual.
- 2 Doing shift duty when needed
- 3 Maintain Divisional Wagon Holding at 00.00 hrs. EKM of AC & DSL locos Outage of AC & DSL locos & feed in system.
- 4 Maintain all interchange point trains
- No. of Trains received and dispatched No. of Loco AC & Dsl received and dispatched.
No. of wagons received and dispatched to feed in system
- 5 To get the reason From station for terminal detention & feed in web report.
6. The details which are required from headquarters collect the particulars and reply the same.

B. Duties of FOIS TNC's

1. All important FOIS messages hand over on duty Dy. CHC, AOM and Sr.DOM.
2. Availability of Goods and Passenger Guards feed in web report daily Morning.
3. a. Empties target H/O at interchange point.
b. Expected release at terminate on the date.
c. Two point and mini rake details loading yesterday.
4. At inter change point from all divisions' trains T/O timings and H/O timings are fed.
5. Inward trains time of arrival at terminals and getting actual time of placement from stations, and the same are fed in FOIS.

6. Timings of trains when is ready for dispatch after release and loading completed.
7. If any trains linked with COA not moving as per Controller's Chart handed over and terminal arrivals. Such a train message to be sent to OCC / NDLS after getting delink and interchange delinks the same dispatched.
8. If trains actually loco changes and wagon attachment and detachment of enroute stations. The same done in FOIS.
9. Trains handed over confirmed forecasted before 16.00 hrs. to feed.
10. At 00.00 Hrs. available on hand AC/Dsl Locos in FOIS and actual tally with Dy. CHC.
11. At 00.00 Hrs rakes inward / under release, Empties, Outward tally with Dy. CHC.
12. At 00.00 Hrs. as per Dy.CHC instructions today's loading and loading forecast are fed.
13. Printout at 00.00 Hrs. Loads on all divisions.
14. To print CMS report of details of both DSL and AC LPs and ALPs.
15. To print loco detentions of AC and DLS
16. To print speed of Goods trains and detention of UP and DOWN trains
17. To print Web report, conference set, details of Rakes at 00.00 hrs.
18. To print on hand available of AC and Dsl locos at 00.00 hrs.

All the reports send to Sr.DOM, DOM, AOM, CHC along with night position.

C. Duties of Manual TNC's

1. To prepare the details of ED PDD trains upload to CFTM/HQ.
2. To prepare the details of Speed of Goods trains upload for information of HQrs.
3. To print 'TPMS' and corrected the Dy. CHC board and CHC board.
4. a) Preparing 10 hrs. Position for Sr.DOM and AOM

- b) To print Loads on Run in the Division.
- c) To print CMS report LP and ALP AC and DSL.
- 5. To maintain interchange register of adjacent Divisions and zones details of Trains with Loco No. of wagons load or Empty for O hrs. holding.
- 6. Zonal interchange details of trains with Loco No. and No. of wagons FROM and TO Division and upload to HQ.
- 7. Collect the details on hand crew available at O hrs. upload to HQ.
- 8. Stabling stock position and Empty yard stock position, sick line position and BV position upload to HQ.
- 9. Today loading and loading forecast preparing and upload to HQ.
- 10. Cumulative loading position to feed in system for monthly loading.
- 11. The details of Goods Shed release collect from Terminals and upload to HQ.
- 12. CFTM position feed in system from Dy. Trains and upload at HQ and CFTM.
- 13. Train's forecast upload to CFTM and HQ.
- 14. Preparing DRM position
- 15. O hrs wagon holding and trains interchange failure Mail to DRM.
- 16. Asset failure position to upload and Mail to CFTM.
- 17. Collect the position from all department short out to DRM, ADRM, Sr.DOM, DOM, AOM/M, CHC.

D. COIS WORKING

1. Train Reporting Arrival Exp/Pass/MG
2. Rake Departure Exp/Pass/MG/ Generate VG Include GDR name Check VG status Arr/Dep. Trains Attach actual loco.
3. Coach Station wise stock report 07.30 hrs./11.30 hrs/15.00 hrs/17.30 hrs. Check Pass/Exp. Train Rakes ICMS/Actual Sick marked. Placement (Actual time) Check effective / ineffective stock ICMS/Actual
4. VPH Loading Placement / Actual time
5. Pilot Train movement IRCTC, Chg. Spl, EY Rake, PAS, SPL etc. COIS/COA (with actual coach)
6. POH Due position
7. Light Engine CHG. Engine Movement to COA
8. Time Table SPL/NEW/IRCTC Time Table Feeding
9. Shop Coaches Attachment Shop Marked / Release
10. Enroute Coach Attach/Detach Slip Coach's Also Sick Marked
11. RA Attaching / Detaching Without Fail PAM Working
- 12 Asset failures
- 13 Exception Train Cancelled, Short Terminated Diversion, RE-SCH and Change of Origin.
- 14 Guard position
- 15 COIS Mail
16. Caution Order
17. Running sheet Exp. Up & Dn. Pass Up & Dn.

Files Maintaining

IRCRC, Spl. Trains, Election Spl, Chg. Spl. EY Rake, Accident Register, Yard Derailment, Unusual / Failure Report, Asset Failure, Diversion Train, Short Termination, Cancellation, ORIGIN Change, Re-scheduling Trains, Camp Coach Movement / FTR spl., Additional Stoppage / New stoppage, ICMS, Marked RT others Divn. File, Movement order / Augmentation, Miscreant, Miscellaneous, VIP movement, DRM movement, Block working file, Caution order inspection Register, COIS Mail, coaching stock, LTM, COIS VG – Register, Running sheet.

E. Out Door/Yard TNC work description:

(E/1) Goods Yard:

- (i) TO receiving from Control
- (ii) Taking name of Gd/Driver from Lobby for Pooling / Power interchange trains
- (iii) Repeating the name of Crew to RRI/Panel for announcement the name of them to take over charge of the trains
- (iv) BOX management for Driver and Guard (if taken).
- (v) Taking train particulars (TN) for pooling/ power changing trains. This includes:
 - (a) BPC Particulars
 - (b) Engine No, Type and base
 - (c) Details of the load i.e, Composition, Tonnage, Contents taken through W.W.Bill and by communicating with Guard
 - (d) Arrival and Departure
- (vi) All reception including yard by pass trains are attended with verifying the wagon numbers in accordance with VG and TL particulars (loco number, GDR, BPC load on train)
- (vii) Preparing PDD for pooling & power change trains and find average of that.
- (viii) Physical checking of wagons of the trains arrived for loading/unloading as per WW Bill entry in FOIS.
- (ix) Preparing WW Bill for newly formed trains as per actual formation.
- (x) Sick line census and communication with C&W regarding fitness of sick wagon and expected time of fitness. Issuing and receiving memo from C&W regarding sick wagons/coaches. Relay information to control and RRI for dispatching fit wagons so to utilize in service.
- (xi) Link-card preparation for sick wagons detached from trains in any station over division so that could be re-connected after fit.

(xii) Record of Condemned wagons particulars

(xiii) Besides the above during duty hours during the presence and absence of YM phone calls are attended and coordination is given by both TNCs.

(E/2) Coaching Yard:

- (i) Coach numbers to be taken and entered manually in Master Register
- (ii) 00.00 hrs to 00.00hrs in COIS system.
- (iii) Power attachment and detachment for power changing conventional coaching trains
- (iv) MEMU / EMU figure
- (v) Originating/terminating trains details. Timings of sending washing line/ examination point.
- (vi) Keeping physical checked position of Washing line / coaching yard details about all coaching stock including SLR, VP, SPART, SPARME and all. Convey the details to Dy.CHC/Chg and entry in COIS.
- (vii) Repeating coaching order no's to TXR, Train Lighting, and Guard Lobby locally. Daily morning and evening sick line position is taken and VRM is prepared. All these particulars are given in time to FOIS TNC for further follow up by FOIS TNC.
- (viii) All IMS trains are physically attended and VRM is prepared in two copies. All out going originating trains are physically attended and VG is prepared in duplicate, TL particulars are conveyed to controllers. Frequently VRM is prepared for shunting purposes for misc stock.
- (ix) Repeating details of observation car, Saloon and other carriage position to Control and upload in COIS.
- (x) Keeping record of slip coaches
- (xi) Keeping record of amalgamation/ de-amalgamation of trains.

REGISTERS MAINTAINED BY COACHING & GOODS TNC

- i) POH/IOH Register
- ii) Message Register
- iii) COIS Message Register
- iv) VG Register
- v) Extra movement register
- vi) Daily position register
- vii) Condemnation Register
- viii) Sick vehicle Register
- ix) goods shed vehicle register
- x) vehicle register by-vehicle Register
- xi) Yard balance register

- xii) train reception and dispatch register
- xiii) FOIS register, LTM register, PDD register
- xiv) Goods shed placement register
- xv) T/39 Register and other

3.1.3 UNIT WISE DEPUTATION OF MANPOWER (TNC CATEGORY):

KGP DIVISION

1. **Santragachi (SRC)** :SRC is the key point in terms of coaching service from Kolkata i.e., HWH terminal. The SER bound trains originated and terminated at HWH & SRC are hold and maintained at SRC Coaching Yard. In a busiest day it has to cope-up with 51(including weekly and spl trains) trains in a 24 hrs. In general regular based trains, formation of average 18 trains conducted in 1st night shift, 10 in 2nd night shift and 10 in morning shift. The trains are dealt in Reception Yard, NCG Grid, Goods Yard etc. The work pertains to TNC category is quite vital in this point because it deals all the premium trains from the Metropolitan city. 19 TNC category staff are posted in this point in which 2 are from sportsman quota, 01 has applied VR and is long absent, 01 is sickly and 01 is on verge of retirement, 02 in GRC. Hence, practically service in regular manner is received from 12 heads only. There is 01 COIS terminal which is manned round the clock that required 03 heads and in yard 6 heads (1*3=3 for I/C trains, 1*3=3 for O/G trains), 01 deputed for preparation of morning stock, 01 deputed for evening stock, 01 for night order & 01 for daily memo working order. Thus the daily head used in a day is 13 (3+3+3+1+1+1+1). Hence, the man power required is 13 + RG& LR. SRC, being the most vital point since tackle several originating coaching trains, the man in COIS terminal have to be very careful in his job. He is responsible and ensuring the sitting / accommodation capacity of coaches like AC-II/AC-III as incoming rake combination with outgoing rake. Train arrival/departure time, extra coach detachment from i/c rake or attachment in o/g rake as per special order if any, RA/ Inspection Carriage/Special coach movement, sick / fit of coaches and in deficiency of coaches letter correspondence with commercial department and other departments as it necessary.
2. **Shalimar (SHM)** : SHM is the 2nd Terminal Station after of Metropolitan City of Kolkata after HWH. This terminal deal Goods train as well. Moreover HWH based terminal trains that mainly dealt maintenance at SRC, some dealt in SHM & PDPK yard. Parcel coaches (VP, VPU etc) are dealt here.

Operational facts of SHM:

- (i) Average monthly dealing of Goods trains are 75-80 (Reception & Dispatch).
Average per day dealing 5.3 (160/30) goods trains.
- (ii) Average no. of Pilots received / dispatched: 120.
Average per day dealing of pilot trains 8 (240/30).

- (iii) Average inward VP Load & Empty Received / Dispatched 240.
Average per day dealing of VP 16 (480/30)
- (iv) Nominated Coaching Train departed from SHM : 146
- (v) Coaching train placed at Pit I & II : 31
- (vi) Coaching trains Stabled at SHM & PDPK 75
- (vii) R/T Coaching trains Maintenance at PDPK: 190

The performance of TNC category in this terminal is managed under supervision of 01 Ch.TNC under whom there are 08 TNCs are on roll. In addition to that 01 retired TNC is posted under extension and another 02 nos. of Gr 'D' (Points man) are engaged to manage the workload. There is a FOIS/COIS Terminal which is manned in round the clock by shifting duty (1x3), to perform trains duty at PDPK 01 head is engaged round the clock hence required men power is 3 (1x3). For performing shed duty in two shift 2 (1x2). Therefore 08 men are engaged per day along with the supervisor TNC. Duty of TNC category in this point is fully train operation oriented in field especially those are deputed to work at shed and PDPK. To manage rest & leave to staff the Supervisor TNC often used to perform shift duty.

3. **KGP Control under AOM(Control)** :17 TNC along with 01 FOIS Inspector is posted at KGP control under AOM (Cont). However in addition to the this particular category, some Office Superintendents & some Gr 'D' category staff are also deputed to perform different train operational related activities that are actually pertains within the purview of job of TNC category. There are 02 FOIS terminals in the computer cell and 01 under Dy.CHC, 01 COIS terminal are in function. The deputation of TNCs in this unit are as like 02 : for midnight, taking loading position from various points, KM holding, PDD, Crew position, etc, 06 heads are deputed to perform duties in FOIS under Dy.CHC/KGP in round the clock, 01 at COIS terminal, 01 at computer cell, 01 under Ch OS/Staff, 02 as TCO and 01 in Gd roster, 02 under Coaching Controller. However in actual in addition to 17 TNCs, 03 OS & 01 Gr D staff are also engaged to manage the DWC (FOIS) terminal, who are dealt with local load, indent, turn round of wagon, Night stock, Divl. Balance, Engg. block management, HLZ & KIG terminal position, restriction of movement etc. work. In midnight along with 02 TNC 02 OS are put their service under 01 Dy.CHC. in the FOIS terminal in C/Cell along with 01 TNC 02 OS are deputed under FOIS inspector. In the COIS terminal which is functioned round the clock is manned by Gr D staff along with 01 TNC, similarly in coaching 02 TNC and 01 Gr D staff is engaged to cope up with the workload.
4. **KGP Coaching Yard** :07 TNCs are on roll in Coaching Yard KGP for performing shift duty. 01 COIS terminal is there which is feeded by shift duty staff. in addition to number taking they are performing census duty, mid night figure work, link card, attaching/detaching extra coach or carriage etc.. 03 staff are utilized in morning duty, 02 at night shift and 01 in evening shift.

5. **KGP Goods Yard:** 04 TNCs are on roll that are purely perform field job in the yard like number taking, incoming rake placement, verifying and record BPC particulars of through Goods, power change or interpose, census and other job. There was a FOIS terminal which is presently out of order hence repeating the particulars to control for feeding from available terminal.
6. **KGP RRI:** 01 TNC is utilized in RRI who is working as TCO.
7. **NTY :** Nimpura Through Yard, 06 TNCs are on roll in this point. Being through yard all the staff are generally perform work mainly assisting Yard masters on duty and preparing C/order for Goods train. There is a FOIS terminal which is out of order for few months.
8. **NMP M.Yd:** This includes R/Yard, S/Line, NMY. 11 TNCs are on roll in addition to that 04 other literate Gr.'D' staff are utilized for cope up with the workload. The manpower utilization 01 Ch TNC as incharge who in addition to supervising prepared various data for division and zone and maintain different registers and his office. 03 (1*3) heads are deputed for manning FOIS terminal round the clock (01 Gr D is used here). 03 (1*3) heads are deputed in R/Yd for attending train physically and perform related work. 01 staff is deputed for preparing Mid-night figure. 02 (6.00-14.00hrs & 14.00 -20.00hrs) heads are deputed in sick line. 01 Gr. D staff is deputed in First Night shift for collection data and repeating FOIS TNC for updating Data. Rest 01 TNC and 02 Gr 'D staff are utilized in office for different figure maintenance, providing Rest, CR & sick, leave etc.
9. **KGP W/s :** This unit functioned for KGP W/s and actually performed for all the rolling stocks brought for repair and maintenance and over hauling. At present the holding of 350 coaching stocks and about 20 Goods stock both load and empty are there for repair/maintenance and overhauling, generally incoming sick stocks for workshop arrived in early morning and fit stocks departed for service during mid night. Presently only 02 TNCs are on roll at this unit. They are available in day and first night roster. During night 02 nos of shunting on duty jamadar receive the rake and their numbers and other trains job are done by TNC. The TNC perform job of census and yard position twice a day. c
10. **HLZ :** Total 08 nos of TNCs are posted in this location in which 02 TNC along with 02 TPM is specifically for performing FOIS round the clock in shift wise. Out of rest 06 head 01 is utilized in FOIS during casualty otherwise all are performing service in general shift for maintaining PDDT & TN register, loading/unloading particulars, detention of different stock, statistical record keeping, hire charge, train checking, repeating position to control, interchange.

11. **ADL** :03 nos of Ch.TNC & 01 Sr. TNC is on roll those verified the Guard Memo and FOIS particulars for all the I/C Goods trains, in case of difference communicated with KGP. There is a FOIS terminal that is operated by them and have to physical verification for Parcel Trains which is 10-12 per month.
12. **MCA**:MCA caters service for all incoming loads for KTPS. 03 Ch TNC & 01 Sr. TNC are on roll who need to serve rake P/M & Rel, D/o and FOIS, maintaining register, attending trains and collect VG, preparing daily, monthly position, yard position & moid night figure repeating to control.
13. **Sr.DOM/KGP** : 01 TNC work under Sr. Dom/KGP who assist to CTS, loading figure, MCDO, ID Card, Census etc.
14. **Sr. DSO/KGP**:01 efficient staff of this category utilised to work under Sr.DSO/KGP who is deputed for different official job pertains to safety and preparing inspection report, Rajbhasa, civil defence etc.

CHAPTER – IV

4.0 CRITICAL ANALYSIS

The post of Trains Clerk is basically created in view of performing different works related to trains operations as a assisting role play for primary operating work force like Yard Mater, Controller & Station master. According to operating manual CTNC or Head TNC, has overall responsibility for the efficient working of the trains' branch. Below them, there are Head TNCs/ Sr.TNCs/TNCs, who may be on shift duties or during day duty only, depending on the work load of the Yard. These Trains Clerks are entrusted with comparatively important work in the trains branch like preparation of Marshalling Yard statistics, maintenance of the Yard Balance Register, Daily Stock Taking etc. To perform such duties in Station or Yard or Control they are imparted with basic compulsory training in ZRTI. At ZRTI they have to cover syllabus including basic knowledge of Signal, Marshalling Yard, Components of yard, WW Bill, VG, Census, different Register maintained in yards and basic concept of FOIS & COIS.

The pattern of working in marshalling yards has changed drastically after reducing peace mill operations in yards. In the changed scenario, introduction of on-line computer base modern system changed the working pattern of operating staff along with TNC. After installation of such modules in Control, Yard or Station, the TNCs are deputed there to operate them in which they are not very conversant. Meanwhile the departmental promoted aged staff are hardly able to adopt the modern technique involved in these terminals. In other side the costly man power who are adapt in performing field work of TNCs are wasted just in operating simple module like CMS, PAM.

Utilization of competent man power on proper work and in proper place is one of the key factors of organization's success in long run. The productivity depends upon proper man power planning. In the subjected study it has observed that such trained category staff who are competent in field job in big marshalling yard, Sick line, Stations and other places for performing different trains job are utilized in computer terminals for data entry like work. In the other side some senior (aged) staff and some promote staff who are quite conversant in field work but not conversant with modern computer based work are deputed to perform duty in these module. These resulted overall poor outcomes.

Delhi division of NR has adopted a policy to overcome this problem and planned for outsource of specialized man power having wholesome knowledge of computer operation so that can operate FOIS, COIS, PAM, CMS module efficiently.

In line of the Delhi Division, our Rly may go for outsource of man power for performing particularly computer based modules like FOIS, COIS, PAM, CMS in phase wise and utilizing the TNCs who are at present performing job in these terminals may utilize in field and the excess may be suitably re-deployed in different categories of services.

CHAPTER - V

5.0 RECOMMENDATIONS :

Recommendation-I : Skilled man power having expertise knowledge in data entry and other computer based operation to be engaged from outsource agency for manning different computer based module under supervision existing Senior TNC/ Supervisor category staff. Thus a portion of TNC and other category staff who at present are utilized for manning FOIS, COIS, RMS etc should be utilised in their actual services and in required places and/or redeploy suitably. According to redistribution as per Annexure-I, 80 TNC Category staff may retain by the division, the excess 13 (93-80) may be redeployed and at the same time **Surrender 34(114-80) Posts in which 21 is vacant at present**

Recommendation -II :In view of reduced need of Peons for the purpose of transferring dak i.e., papers, files, documents etc. from one place to other. The justification of feeling up the vacant posts of this category is hardly exists as such it has recommended to **surrender the vacant 04 (49-45) Posts** of this category out right.

NB: The similar activity of out sourcing for manpower is already implemented in Delhi division is appended in Annexure-II for ready reference.

CHAPTER - VI

6.0 Financial Evaluation:

In reference to the recommendations made in the study report the financial evaluation on the basis of surrendering '34' Posts of TNC & 04 Posts of Peon is as under:-

SURRENDER/REDEPLOYMENT OF 38 Posts								
Srl No.	Desgn	Scale of pay	No. of posts	GP	Mean Pay (19900+63200/2) (Level-2) (18000+56900/2) (Level-1)	DA @ 12 %	Monthly cost per staff	Total Cost Per Month
1	TNC	5200-20200	34	1900	41,500	4,980	46,480	15,80,320
2	PEON	5200-20200	04	1800	37,450	4,494	41,944	1,67,776
TOTAL			38					17,48,096

The annual savings on account of surrender of '38' Posts = **Rs. 17, 48, 096 x 12**

= Rs. 209,77,152/-

Say = Rs. 210 lacs per annum approx

Annexure-I

Srl. No	Station	No of Staff					Recommended			
		Ch.TNC / Sr. TNC/ TNC On Roll	deputed in CMS/FOIS /COIS	Perform figure work	Perform ed field work	work both field and Module	staff to be redeployed	Man power to be engd. through Outsource	No of surplus posts	Revised Pin Pointing for TNCs
1	SRC	19	03	04	06	--	00	3 for COIS	3 (2 verge of retireme nt + 1 VR)	COIS & incharge : 1 Field: 6 Figure: 4 Tot: 11+LR/RG= 16
2	SHM	08 + 1(ext)+ 2 Gr D	03	01	03 PDPK 02 Shed	--	--	03 FOIS & COIS	--	06 +LR/RG = 09
3	KGP Control	17 + 1 FOIS Ins + 04 OS + 4 Gr D	FOIS-6 + (4 OS & Gr D) COIS-1 + (3 Gr D) Comp Cell- 1 (+2OS) DWC / FOIS- (4 Non TNC Staff)	Mid night-2 (+2OS) Chg Cntrl-2 (+1Gr D) Office-4	--	--	04	FOIS:9 COIS: 3 COA:3	4	07 FOIS terminal 04 COIS terminal 02 COA terminal To manage stock and supervision 13 Ch TNC may retain.
4	KGP Chng Yd	07	3 COIS	01	**	06	3	COIS : 3	3	Supvsn: 1 Other : 03 Tot: 04
5	KGP/ Goods Yd	04				04	0	0	0	04
6	KGP/RRI	01	--	01	--	--	--	--	0	04 Surplus TNC maybe utilized as TCO
7	NTY	06	--	--	--	--	06	0	6	Since work as YM, post of YM may be created

Srl. No	Station	No of Staff					Recommended			
		Ch.TNC / Sr. TNC/ TNC On Roll	deputed in CMS/FOIS/COIS	Perform figure work	Perfor med field work	work both field and Module	Staff to be redeployed	Man power to be engd. through outsource	No of Surplus Posts	Revised Pin Pointing for TNCs
8	NMP M-YD	11 + 4(Gr D)	03 +1 Gr D	1:MN 1 + 2 Gr D	3: R/Yd 2: S/Ln	1 IC	00	03 FOIS	3	IC:1 Fig + Office:6 RYd /S.Ln:7 Tot: 14
9	KGP W/s	02	--	--	--	02	00	00	-	3
10	HLZ	08	2+2 (Gr D)	06	--	--	--	03	3	5
11	ADL	04	--	--	--	04	--	03	2	2
12	MCA	04	--	--	--	04	--	03	2	2
13	SR.DOM	01	--	01	--	--	--	--	--	1
14	SR.DSO	01	--	01	--	--	--	--	--	1
Total		93+	22 +					36	26	80