WEST CENTRAL RAILWAY

WORK STUDY REPORT

ON

'Review of Gateman cadre of operating department since closure of Traffic gate over Kota division'

STUDY PERSONNELS

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SYNOPSIS

Indian Railway is one of the largest and busiest rail networks in the world and an important mode of public transportation in the country. Today, Indian Railway ranks among the top five National railway systems in terms of size and scale and is poised to emerge a world class railway system.

Indian Railway has been performing a valuable social role in passenger and freight sector by providing affordable means of relatively safe and efficient transportation for millions of passenger daily.

Indian Railway has successfully adapted to the changing needs of travel and transport and observed the advancement in railway technology to meet with the requirement of moving large volume of passengers and freight traffic. The efficient, safe, fast and reliable operation needs multiple aspect colour light signalling, panel interlocking, SSI, Automatic block signalling system, block proving by axle counter etc. Great emphasis has been laid for enhancing safety of signalling system through provision of track circuiting at stations.

Road Over Bridge (ROB) and Road Under Bridge (RUB) are being constructed for hassle free movement of road & rail traffic in addition to improve safety at level crossings. Accidents at unmanned Level crossing gates constitute major part of accidents in Indian Railways. Elimination of Level Crossings by construction of ROB/RUB & LHS (Limited Height Subway) is a vital item towards “Mission Zero accident” and for improvement of overall safety.

Keeping in view, all these constraints, Work Study Cell is assigned to conduct work study of ***‘Review of Gateman cadre of operating department since closure of Traffic gate over Kota division’.*** To arrive at the actual requirement of staff, the team held discussions with officers and supervisors of this division.

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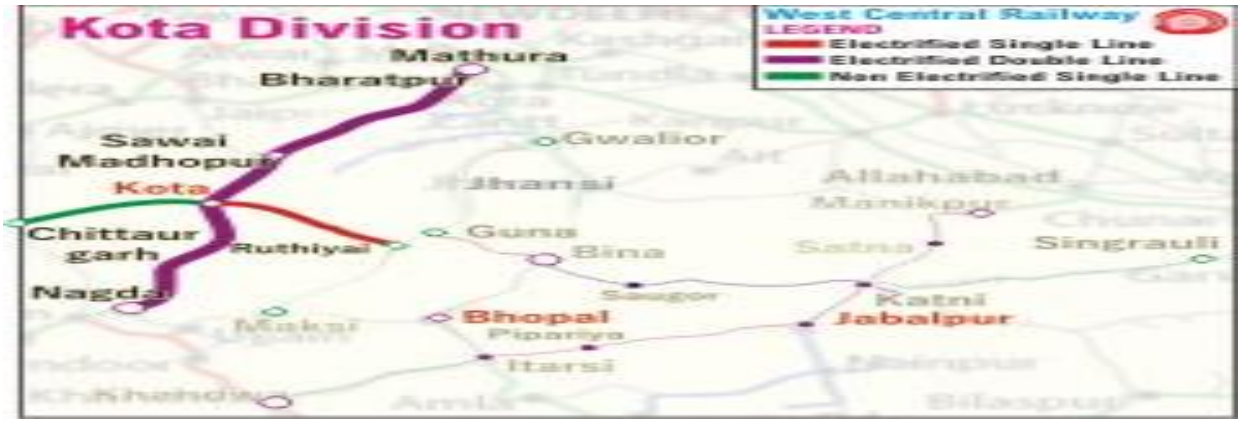
CHAPTER-I

1. INTRODUCTION

1.1 Work Study on "***Review of Gateman cadre of operating department since closure of Traffic gate over Kota division***" has been taken as a 'Crash Study' for the year 2019-20.

1.2 Kota railway division of the West Central Railway was formed on 1 April 1952 as part of then the Western Railway. It is one of the most important divisions on the western route of Indian Railways. It has total 93 stations of different categories.



Total route and track kilometerage of Kota division are **896** and **1971**, respectively. The geographical extension of Kota division spreads mainly in the state of Rajasthan with some parts lying in Madhya Pradesh and Uttar Pradesh and on the map of Indian Railways is Nagda (excluding) - Mathura (excluding) double line electrified BG Sec; Kota - Ruthiyai (excluding) single line electrified BG Sec.; Kota - Chanderiya single line

The important ongoing works falling in Kota division are doubling of Bina-Ruthiyai-Kota Sec. (282 Km.) and electrification of Kota – Chanderiya sec (164 km).

1.3 Operating department plays very important role in Indian Railways, which is producing a service called as Transportation. The Operating department ensures effective usage of tracks, signals and rolling stock etc.. Its functions are broadly classified as under:

- Monitoring of train services.
- Running of trains punctually
- Safety in operation
- To maintain the efficiency & economy in operation.
- Planning of freight & coaching services.

1.4 Kota Jn. is a most important station of Kota division as it is one of the major train crew changing point of Kota division. Kota Jn. is central point for North South corridor as well as North West corridor.

1.5 Consequent to commissioning of Panel Interlocking and Route Relay Interlocking over Jabalpur division, there has been considerable reduction in the work load of cabinmen, leverman and Pointsmen.

1.6 Road Over Bridge/Road under Bridge for hassle free movement of road & rail traffic:

Road Over Bridge (ROB) and Road Under Bridge (RUB) are being constructed for hassle free movement of road & rail traffic in addition to improve safety at level crossings. Accidents at unmanned Level crossing gates constitute major part of accidents in Indian Railways. Elimination of Level Crossings by construction of ROB/RUB & LHS (Limited Height Subway) is a vital item towards "Mission Zero accident" and for improvement of overall safety.

Addition to that, with the advancement of technology, Railway has also upgraded the staff by giving training to acquaint with modern technology, so that they can keep pace with the line.

1.7 Kota division is divided into following control sections, as per working in control organization of Kota division.

Section	KMs	Line
Nagda-Kota	224.98	Double Line
Kota-Gangapur City	171.37	Double Line
Gangapur City-Mathura Jn.	152.63	Double Line
Ramganj Mandi- Jhalawar city	25.80	Single Line
Kota-Ruthiyai	164.26	Single Line
Kota- Chanderia	163.816	Single Line

Cabinmen, Levermen, Pointsmen & Gatemen are very important and essential posts in operating department as they are directly involved in train operation.

1.8 DUTY LIST OF GATEMAN:

1	He is responsible for proper operation of the gate as per station working rules for the passage of trains.
2	He shall ensure that no train suffer detain on account late closing of gate.
3	He shall clear the gate lamps and hand signal lamps daily. He shall ensure that the disk of the burners trimmed so that these are lighted properly and kept burning continuously from sun set to sun rise.
4	He shall ensure that the equipments at the Level crossing are complete and in working order.
5	He shall produce public complaints book, when required by public for lodging complaint, and to the railway officials for inspection.
6	He is responsible that road traffic is not held up unnecessarily at the gate.
7	He is responsible for keeping the channels of check rails clean at all times.
8	He will maintain a log book for recording private numbers exchanged with cabinman in connection with closing of Level crossing for passing the trains.
9.	He shall obey all lawful order given by the SM on duty.

1.9 In the era of advancement of modern technologies, Indian Railway has always kept pace with the introduction of technological advancement. The object of modernization is to maintain safety, security and punctuality.

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CHAPTER-II

2 Workload & Requirement of staff

2.1 Kota Jn. is a divisional head quarter of Kota division. It is situated on the Nagda-Mathura Jn. main line at a distance of 920.95 KMs from Churchgate Mumbai. This station is working with A, B, C, Kota South & Sogaria cabins. This station is crew changing station for Goods and M/Exp/Passenger trains.

Train operation at Kota Jn. station is very busy work, since a large no. of Goods trains and Passenger/Mail/Express trains are having stoppage at this station. Most of these trains are due for replacement of Guards and Drivers. It is also Caution Order Notice station, caution order has to be served to Guards and Drivers of each trains.

2.2 The Sanctioned Strength & On roll position of Gateman cadre of Kota division is as follows.

SN	Category	GP	SS	MOR	VAC
1	Gateman	1800	127	34	93
	Total		**127**	**34**	**93**

It may be seen from the above table, 127 sanctioned posts, 34 posts are Man On Roll i.e. 93 posts are vacant.

2.3 The main objectives of the operating department in the Indian Railways are to ensure maximum utilization of line capacity as well as maximum throughput with the available resources/assets. All these objectives can be achieved by upgrading the technology in signal and telecommunication, standard of interlocking, strengthening of track & bridges, modernization of rolling stock, replacement of overaged assets etc.. To get these objectives, right sizing of staff strength, increase the manpower productivity and economy in expenditure are in the line.

2.4 Traffic gates of Kota division are as under:

SN	Gate No.	Between	Kms
1	25	NAD-KOTA	0743/20-22
2	32		0757/22-24

3	46		0786/10-12
4	58		0808/16-18
5	64X		0819/19-21
6	72		0831/18-20
7	102		0897/22-24
8	113		0929/06-08
9	116		0933/08-10
10	123		0945/26-28
11	134	KOTA-GGC	0966/02-04
12	136TF		0973/14-16
13	141X		1004/28-1005/02
14	156		1038/02-04
15	172		1075/02-04
16	175		1086/12-14
17	179		1091/10-12
18	184	GGC-BXN	1104/18-20
19	185		1105/22-24
20	188		1112/18-20
21	195		1126/36-38
22	213		1160/00-02
23	226	BXN-MTJ	1180/28-30
24	231		1189/24-26
25	250		1220/06-08
26	255		1227/12-14
27	262		1235/16-18
28	40	BKI-AF	0052/08
29	24	KOTA-COR	0017/08-09
30	45X		0031/08-09
31	108		0139/01-02
32	109		0140/11-12
33	11	KOTA-RTA	0023/02-03
34	21		0043/14-15
35	22		0045/06-07
36	30		0054/12-13
37	34		0060/09-10
38	43		0078/08-09
39	49		087/14-15
40	54		0095/04-05
41	61		0106/09-10
42	71		0124/13-14
43	84		0147/16-17

2.5 As per para-2.4, there are 04 gates have been closed due to Construction of RUB/LHS/LHS in lieu of Level Crossing gate. The gates are 141Y, 263 etc.

2.6 CRITICAL ANALYSIS:

Road Over Bridge (ROB) and Road Under Bridge (RUB) are being constructed for hassle free movement of road & rail traffic in addition to improve safety at level crossings. Accidents at unmanned Level crossing gates constitute major part of accidents in Indian Railways. Elimination of Level Crossings by construction of ROB/RUB & LHS (Limited Height Subway) is a vital item towards "Mission Zero accident" and for improvement of overall safety.

Construction of RUB/LHS/LHS in lieu of Level Crossing gate is progressing at a very fast pace over Indian Railway and that is also need of the hour in the direction of reducing level crossing accident.

To achieve faster pace of construction and minimum repercussion on the train operation in the form of speed restriction at work site and traffic block requirements precast techniques for construction of LHS/RUB has been widely adopted.

After closing of manned LC gate, curtailment in figure of accident remarkable minimised.

In Kota division recently 04 traffic gates are closed (as per para-2.5) due to provision adopted RUB/LHS/LHS. So require to curtailment in man power from the sanctioned strength of gateman.

Hence, after closure of Level Crossing gates, at least 10 posts of Gateman are identified as surplus and recommended for surrender.

2.7 Recommendation

After introduction of RUB/LHS/LHS, 04 Gates are closed over Kota division. So,10 posts of Gateman are identified as surplus should be withdrawn and surrendered immediately.

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CHAPTER-III

3 FINANCIAL IMPLICATION

3.1 The financial implications involved in surrender of following posts identified as surplus in Operating staff **Gateman** working at Kota division, are worked out as follows:-

Particular	GP 1800 (10 posts)
Mean of grade	37,450
DA@12%	4494
Transportation	1800
Salary Per Month	43744
X 12 = Per annum	5,24,928
X No. of posts (10)	52,49,280
Say	52.49 Lakhs

So, Total savings= Rs. 52.49 Lakh per annum

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