

WORK STUDY TO REVIEW
THE STAFF STRENGTH OF
TICKET CHECKING STAFF
OVER SOUTHERN RAILWAY

SOUTHERN RAILWAY

PLANNING BRANCH

G.275 / WSSR- 721718 / 2020-21

**STUDIED BY
WORK STUDY TEAM
OF
PLANNING BRANCH**

MARCH - 2021



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I N D E X

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ACKNOWLEDGEMENT

The study team gratefully acknowledges the guidance rendered by Dy.CCM/PS/MAS, Officers of all the Divisions and the co-operation and assistance rendered by CTI/Hqrs/Divisions.

(ii)

TERMS OF REFERENCE

To review the staff strength of Ticket Checking staff over Southern Railway.

(iii)

METHODOLOGY

The following methodology has been adopted while conducting the study.

1. Collection of data.
2. Analysing the data pertaining to workload.
3. Discussion with Officers, Supervisors and staff.
4. Application of yardstick wherever applicable and provision of staff on need base, wherever required.

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(iv)

SUMMARY OF RECOMMENDATIONS

Revised Recommendation:

The following posts of various divisions in various categories are found excess to the requirement and recommended for surrender:

MAS Division:

- 19 posts of Dy.CTI in GP Rs. 4200/-
- 82 posts of Sr.TE in GP Rs. 2800/- and
- 45 posts of TE in GP Rs. 2000/-

The above mentioned 146 posts and the same may be surrendered and credited to the Vacancy Bank. **(Total - 146 posts)**

TPJ Division:

12 posts of Sr.TE in GP Rs. 2800/- and the same may be surrendered and credited to the Vacancy Bank. **(Total - 12 posts)**

MDU Division:

- 29 posts of Sr.TE in GP Rs. 2800/- and
- 25 posts of TE in GP Rs. 2000/-

The above mentioned 54 posts and the same may be surrendered and credited to the Vacancy Bank. **(Total - 54 posts)**

TVC Division:

46 posts of TE in GP Rs. 2000/- and the same may be surrendered and credited to the Vacancy Bank. **(Total - 46 posts)**

PGT Division:

38 posts of TE in GP Rs. 2000/- and the same may be surrendered and credited to the Vacancy Bank. **(Total - 38 posts)**

SA Division:

7 posts of TE in GP Rs. 2000/- and the same may be surrendered and credited to the Vacancy Bank. **(Total - 7 posts)**

(Grand Total – 303 Posts)

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1.0 INTRODUCTION

Indian Railways is the World`s 3rd largest Rail network covering around 66,000 Route kms in the country.

Indian Railways carry around 1097 Million tonnes in a year.

It carries around 23 Million people every day.

It operates around 21000 Passenger and Freight trains daily.

It has around 13 Lakhs employees.

1.1 TICKET CHECKING :

Ticket Checking Organisation

Objectives-

The main objectives of the ticket checking organization is to ensure that no person travels on railways without proper ticket or pass and that the luggage exceeding free allowance has been paid for and when performing duties of conductor or sleeper coach TTE it is ensure that berths are allotted strictly according to the rules and pay due attention to passenger comforts.

The administration also expects that every member of the organization should be courteous, polite and sympathetic with the passengers irrespective of the class in which they travel and be helpful to the passengers by giving correct information and prompt guidance.

1.2 ZONAL Level

Chief Commercial Manager
Chief Commercial Manager (Passenger Services)
Dy. Chief Commercial Manager (Passenger Services)
Assitant Commercial Manager (Ticket Checking)
CTI, HQ (Incharge)
CTI, HQ, Flying Squad/CTI, Anti Fraud Squad.

1.3 DIVISIONAL LEVEL :

Sr. Divisional Commercial Manager.
Divisional Commercial Manager.
Assistant Commercial Manager (Ticket Checking).
Divisional Chief Ticket Inspector.
Chief Ticket Inspector.
Travelling Ticket Inspector/Head Ticket collector/Travelling Ticket
Examiners/Sr. Ticket Collector/Ticket Collector.

In divisional level 3 category of ticket checking are functioning:

- (a) Flying Squad
- (b) Amenities
- (c) Station

1.4 DUTY LIST OF TRAIN CONDUCTORS IN AC AND 1ST CLASS.

- He shall wear a neat and clean uniform along with number, badge, name plate, etc.
- He shall obtain complete position of the reservations, check the same on train and maintain record (charts, etc.).He shall check the tickets of the passengers in the coach and guide the passengers in occupying their accommodation. He prevents illegal/unauthorized entry in the coach including the platform ticket holders.
- He shall ensure that the number of passengers do not exceed the carrying capacity of the coach.
- He shall collect dues such as reservation fares/supplementary charges if any and issue receipts for the same.
- He ensures that passengers in the coach do not carry luggage which is more than prescribed weight and dimension in their compartments causing inconvenience to fellow passengers and assists such passengers to transfer the luggage to Luggage Van/Cabin.
- He assists the passengers in the coach in obtaining food/refreshments, etc and also to issue message to proper station for this service in time.
- He shall take care of the passenger amenities and cleanliness of the coaches.
- He shall ensure that the doors of the coaches are kept latched during run of the train and open them as and when required by the passengers.
- He shall keep the end doors of the vestibule coach locked during .00 hrs to 06.00 hrs to prevent unauthorized entry.
- He shall remain vigilant particularly during the night time and prevent

entry of unauthorized persons/beggars/intruders in the coach.

- He shall always be polite, tactful and courteous in his dealings with the passengers.
- He shall allot berths seats which are vacant to passengers at intermediate stations on realization of fare/surcharge as per rules on first come first served basis or according to the priority on the waiting list if such a list is kept at the station.
- He shall take assistance of Government Railway Police / Railway Protection Force if necessary for removal of unauthorized occupants and deal with them under provisions of Section (I of Railway Act, 1989.)
- He shall be present in the allotted coach during duty hours and if more than one coach are to be manned, give frequent visits to all the coaches to be manned.
- He shall issue Guard Certificate/Receipt to AC passengers in case of failure of AC equipment or when passenger is compelled to travel in lower class with a higher class ticket for want of room/accommodation.
- He shall carry blank FIR forms for making them available to the passengers in case of any incident of theft of luggage, etc. Such forms duly filled in the handed over to the next GRP Post at the scheduled stoppage for further action in the matter.
- Such other activities as may be prescribed from time to time.

1.5 DUTIES OF TTEs ASSIGNED TO SECOND CLASS SLEEPER COACHES

- He shall wear neat and clean uniform along with the TTE's Badge to distinguish him while on duty. He shall also wear the name badge provided for the purpose.
- He shall obtain, at the starting station; complete particulars of reservations made in the Coach and shall maintain complete entries in respect of occupation of berths/seats on the run.
- He shall check the tickets of passengers of passengers in the Coach guide them to their berths/seats and prevent unauthorized persons from entering the coach. He shall in particular ensure that persons holding platform tickets, who come to see off or received passengers, do not enter the coach.
- He shall regulate the entry and exit of passengers so that the number of passengers travelling in the coach does not at any stage exceed the marked carrying capacity.

- He shall realize the fare/surcharge/reservation charges, etc. wherever required from passengers to whom berths are allotted and provide receipts.
- He ensures that passengers in the coach do not carry luggage which is more than prescribed weight and dimension in their compartments causing inconvenience to fellow passengers and assists such passengers to transfer the luggage to Luggage Van/Cabin.
- He shall assist the passengers travelling in the coach in obtaining food, refreshment, etc.
- He shall allot berths/seats, which are vacant to passengers at intermediate stations on realization of fare/surcharge as per rules on first come first served basis or according to the priority on the waiting list if such a list is kept at the station.
- He shall ensure that berths/seats exclusively set aside for ladies are allotted to ladies only and shall prevent male persons from occupying such accommodation.
- He shall arrange for the filling up of water containers, where provided, during the stoppage of the train.
- He shall pay prompt attention to all complaints from passengers in regard to non-working of fans, lights, laps, etc, and take necessary remedial action to get them rectified.
- He shall ensure the cleanliness of the Carriage and ensure that the safaiwalas are deputed to clean the coach at intervals.
- He shall ensure that the doors of the Coach are kept latched when the train is on the move and open them up for passengers as and when required for entraining/detraining of authorized passengers.
- He shall ensure that the end doors of vestibule trains are kept locked between 22.00 and 0600 hrs to prevent outsiders entering the coach.
- He shall remain vigilant particularly during night time and ensure that intruders, beggar's hawkers and unauthorized persons do not enter the coach.
- TTEs assigned to Sleeper coach shall ensure that un-allotted vacant Sleeper berths are kept folded up and hinged so that they are opened up only on allotment to passengers.
- The TTEs shall carry blank FIR forms for making them available to the passengers in case of any incident of theft of luggage, etc. Such forms duly filled in are handed over to the next GRP Post, at the scheduled stoppage for further action in the matter.
- He shall always tactful and courteous in his dealings with passengers.
- Such other duties as may be prescribed from time to time.

1.6 IMPORTANT SECTIONS OF INDIAN RAILWAY ACT 1989 RELATED TO TICKET CHECKING STAFF.

Sections	Provisions
49	Exhibition of certain timings and fares at stations.
50	Supply of tickets on payment of fares.
51	Provision for case in which ticket issued for class/train not having accommodation for additional passengers.
52	Cancellation of ticket and refund.
53	Prohibition against transfer of certain ticket.
54	Exhibition and surrender of passes and tickets.
55	Prohibition against travelling without ticket or pass, provision for issue of GC.
56	Power to refuse to carry persons suffering from infectious and contagious diseases.
<u>57</u>	<u>Fixation of maximum number of passengers for each compartment.</u>
58	Earmarking of compartment etc. For exclusive use of females.
67	Provision of carriage of dangerous or offensive goods.
100	Responsibility of Railway administration as carrier of luggage.

1.7 PENALTIES AND OFFENCES

Section	Description	Fine/Imprisonment
137	Fraudulently travelling/ attempting or travel without proper pass or ticket	Fine upto Rs.1000/- imprisonment upto 6 months or both and excess fare + excess charge

138	Travelling without ticket or pass or insufficient ticket or pass or travel beyond authorised distance or in higher class	Excess fare + Excess charge. Difference of fare paid & payable + excess payment of fine imprisonment up to 1 month
141	Needlessly interfering with the means of communication of a train without reasonable & sufficient cause.	Fine upto Rs. 1000/- or imprisonment upto 1 year or both.
142	1) persons who sells or parts with reserved ticket, any ticket, season ticket or any half of return ticket 2) Person who purchases and travels on such tickets.	Fine upto Rs.500/- or imprisonment upto 3 months or both, forfeiture of ticket Fine upto Rs.500/- or imprisonment upto 3 months or both, forfeiture of ticket and excess fare + excess for travelling without a proper ticket.
143	Penalty for unauthorized carrying on business of procuring & supply of reservation tickets and abetting	Fine upto Rs.10000/- or imprisonment upto 1 year or both, forfeiture of ticket
144	Prohibition on hawking and begging upon a railway premises.	Fine upto Rs.2000/- or imprisonment upto 1 year or both, removal from railway premises
145	Drunkenness or nuisance upon a railway premises.	Fine upto Rs.500/- or imprisonment upto 6 months forfeiture of ticket, removal from railway premises
146	Drunkenness or nuisance upon a railway premises.	Fine upto Rs.1000/- or imprisonment upto 6 months or both
147	Trespass and refusal to desist from trespass	Fine upto Rs.1000/- or imprisonment upto 6 months or both

155	1) Entering into a compartment reserved 2)Resisting entry into a compartment not reserved	Fine upto Rs.1000/- or removal Fine upto Rs.200
156	Travelling on roof, step and footboard or at place not meant travel	Fine upto Rs.500/- or imprisonment upto 3 months or both, removal
157	Altering or defacing pass or ticket	Fine upto Rs.500/- or imprisonment upto 3 months or both
162	Entering of reserved carriage or other place reserved for exclusive use of females without lawful excuse	Fine upto Rs.500/- forfeiture of ticket & removal
164	Unlawfully bringing Dangerous goods on a railway premises	Fine upto Rs.1000/- or imprisonment upto 1 year or both. Responsible for loss, injury or damage
165	Unlawfully bringing offensive goods on a railway premises	Fine upto Rs.500/- responsible for loss, injury or damage
167	Prohibition on smoking	Fine upto Rs.200/-

1.8 TYPES OF CHECKS CONDUCTED BY TICKET CHECKING ORGANISATION:

Following types of checks are conducted to prevent ticketless and irregular travel.

1. Concentrated Section Checks.
2. Concentrated Spot Checks.
3. Replacement Check.
4. Cross country Check.
5. Magisterial Check.
6. Fortress Check.
7. Ambush Check.
8. Massive Operational Check.
9. Mid-Section Check.

CHAPTER II

PRESENT SCENARIO:

2.0 Ticket checking activities are done by the following offices:

- (a) Headquarters
- (b) Chennai Division
- (c) Salem Division
- (d) Palghat Division
- (e) Trivandrum Division
- (f) Tiruchchirappalli Division
- (g) Madurai Division

2.1 Headquarters:

There are about 22 Ticket checking staff drawn from Divisions are being utilised at Headquarters for conducting Special checks.

2.2 Chennai Division:

2.2.1 Staff Position:

STAFF POSITION OF TICKET CHECKING CATEGORY OVER CHENNAI DIVISION															
Categories	CTI			Dy.CTI			Sr.TE			TE			Total		
	S	A	V	S	A	V	S	A	V	S	A	V	S	A	V
CTI/MAS IC-I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CTI/MAS IC-II	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CTI/MAS Divn./O	3	4	-1	0	0	0	0	1	-1	0	0	0	3	5	-2
Total	3	4	-1	0	0	0	0	1	-1	0	0	0	3	5	-2
BG-I MAS	38	50	12	105	87	18	30	27	3	0	0	0	173	164	9
BG-II NAS	35	41	-6	81	56	25	25	58	-33	0	0	0	141	155	-14
BG-III MAS	29	42	13	85	67	18	27	27	0	0	0	0	141	136	5
BG-IV MAS	26	46	20	84	70	14	24	20	4	0	0	0	134	136	-2
Depot Supervisory	16	16	0	0	0	0	0	0	0	0	0	0	16	16	0
Sleeper Total	144	195	51	355	280	75	106	132	-26	0	0	0	605	607	-2
SQD Total	60	0	60	50	21	29	45	21	24	0	2	-2	155	44	111
STATION TOTAL	24	41	17	125	134	-9	103	124	-21	139	86	53	391	385	6
G.TOTAL	231	240	-9	530	435	95	254	278	-24	139	88	51	1154	1041	113

2.2.2 Updated Duty list of Train Superintendents:

1. The Train Superintendents will report for duty one hour before the departure of the train. He must be in proper uniform with prescribed badges, scrolls and his name plate.
2. He will be overall in-charge of the Conductors, TTEs, Coach Attendants, amenities staff like safaiwalas, Electric C&W, Air-conditioning staff, Catering Manager and Catering staff on duty by the same train and will be responsible for exercising effective supervision on the quality of their work.
3. All the staff on duty in the train excepting the Guard would report to him well before the scheduled departure of the train at the train originating station. The staff en-route would also report to him at the point from where they are to board the train as per their scheduled link programme.
4. The TS will record in a register their names and designation of the staff who report to him for duty on the train and mention the particulars of the absentees in his trip report at the end of the journey.
5. After ascertaining the details of the staff who have turned up for duty he will allocate the work of manning of coaches to the Conductor, TTE, Coach Attendants, Safaiwalas, etc to ensure that the coaches are properly manned.
6. The TS should ensure that the staff are in proper uniforms with name badges and perform their duties properly.
7. In trains provided with public address system, the TS will welcome the passengers on board and give his name and mobile number to be contacted for any assistance after departure from each stopping station.
8. The position regarding the details the berths remaining vacant after allotment to RAC passengers and the RAC passengers left over in each coach will be reported to him by the Conductor and each TTE. He will have the vacant berths allotted to the RAC passengers still awaiting allotment of berths.

9. He will be responsible for giving the vacancy position of the berths/seats to the Commercial Controllers/SM of the Road side stations if the berths are available in train after adjusting all the RAC passengers.
10. He will also exercise necessary checks on the reservations give to passengers and Excess fare ticket books of the TTEs and Conductors to ensure correct realisation of dues.
11. Whenever the staff belonging to his railway do not co-operate with him,, or do not attend their duties properly and promptly, he should send a report against such staff to Sr.DCM of the Division concerned and also to Chief Passenger Services Manager (CPSM) indicating the name and specific act of failure, impertinence, indifference or disobedience for which the person is held responsible.
12. In case of staff belonging to the other railway, if they do not report for duty or fail to perform their duty, he should immediately send a message reporting this matter to DRM concerned from the next halt station.
13. In this role as the Captain of the train, he will co-ordinate the work of all the team members and will always be vigilant in ensuring customer satisfaction.
14. At the train starting station, the TS will make a quick inspection of the train to ensure that the passenger amenity fitting are in proper working order. The defects and deficiencies should be reported to SM incharge and got rectified by the staff concerned and if necessary send advance information to the station ahead and get the defects attended to by the electrical and C&W staff at that station. He would also ensure that the coaches, bathrooms and toilets are intermittently swept and cleaned by the staff concerned.
15. The TS will ensure that proper pre-cooling is done in AC coaches before start of the train.
16. The TS will ensure that the Coach Attendants of AC 2-tier coaches are carrying the bed rolls on trains to all the passengers ensure that the bed rolls are supplied as early as possible avoiding disturbance to passengers during the night.

17. The TS will also maintain a complaint book in his custody and make the same available to passengers on demand for recording complaints if any. He should ensure that prompt action is taken to remove the cause of the complaint and render satisfactory service to passengers.
18. The TS will exercise checks on the catering service on the train in respect of quality and quantity of food, cleanliness of uniform and utensils, behaviour of Manager and bearers, production of vouchers by the bearers, timely service of meals, proper vending of tea, coffee, snacks and cold drinks.
19. He will be responsible for taking action against the person smoking in public place under Tobacco Product Act 2003, as persons authorised in terms of Ministry of Health and Family Welfare, Government of India, Gazette Notification No.GSR/680/(E) dated 15.09.2009.
20. He will be responsible for collecting of fine from passengers for activities affecting cleanliness, for throwing/deposit of refuse inside trains which tend to create unclean or unhygienic conditions.
21. TS will ensure that whenever inflammable and dangerous/prohibited goods are detected, intimation about the same is given to the station staff for necessary action.
22. Pantry Car Manager is to maintain complaint books separately. The TS will ensure that the complaint books are readily available with him. He will check the nature of complaints and their proper dispatch to the Chief Catering Service Manager for further action. He will also take steps to rectify the deficiencies leading to complaints.
23. He should try to effectively prevent unauthorised hawkings and begging on his train, utilising the TTE and other train staff for the purpose.
24. He should ensure that the sleeper coach TTEs, and Coach attendants follow the standing instructions regarding the securing and latching of the doors on run and at stations and also closing and bolting the vestibule doors at night.

25. In case of any incident of theft during the run of the train, he would guide the passengers to the GRP escort party, if travelling by the train. Otherwise, he will make a blank FIR for available to the passenger for lodging the complaint. Such forms duly filled in should be handed over the first GRP Post available at the scheduled stoppage of the train for further action.
26. TS will ensure that all necessary assistance is provided in using fire fighting equipment available in the coach in case need arises. He will also ensure that all possible assistance is provided to passengers for providing first aid to him/her.
27. At the end of each trip the TS should make out a brief report indicating special occurrence, if any and commenting upon all aspects of passenger amenities namely, Catering, supply of drinking water, filling up of water tanks, cleanliness of coaches, entry of unauthorised passengers in reserved coaches, working of lights, fans and other fittings, incidents of thefts of luggage, non-functioning of air-conditioning and other public complaints etc. The report should be submitted to the Lobby Office/SM (Comml.) at the destination station who should take necessary action also be sent to SM(Commercial), Senior Divisional Commercial Manager (Sr.DCM/DCM) for initiating immediate necessary action.
28. In case of accident, TS will ensure proper co-ordination with RPF and other railway staff available at the site of the accident regarding safe custody and appropriate disposal of the luggage of the dead and injured passengers.
29. He shall be on the lookout for any possible suspected trafficking of children in the trains or at stations by the middlemen who intend to use/sell them for various illegal tasks. Suspected cases may immediately be reported to GRP/RPF post and assistance booths available on the platforms at the next halt station of the run of the train.
30. Any other duty assigned to him from time to time.

2.3 SALEM DIVISION:

Salem Division is having Five Sleeper Depots, viz, SA, ED/1, ED/2, CBE/I & CBE/II and 4 squad sections at Divisional Sqd/SA, Sqd/SA, ED & Sqd/CBE and 8 information centres at SA, ED, KRR, TUP, CBE, MTP & ONR.

2.3.1 Staff strength:

Unit	Sanction	Actual	Vacancy
Sleeper Depot	326	264	62
Squad	29	29	0
Station	73	61	12
Total	428	354	74

The details of staff strength, depot wise, squad wise and station wise are enclosed.

2.3.2 Roster:

- (i) Roster approved by CPO/MAS is being followed in Salem Division.
- (ii) Rosters of all the Five Sleeper depots are enclosed as Annexure.
- (iii) No roster is being followed in Squad Duties.
- (iv) LR is provided @ 16.66% of staff in sleeper depots and stations. No LR is provided for Squad staff.

2.3.3 Work Load:

(1) Sleeper sections:

Staff in Sleeper depot is amenity staff. They are utilised on Trains for Ticket checking, accommodation for passengers, conversion of tickets to Upper class or Sleeper class. They are also liable for Passenger amenity, medical attention for passengers, availability of water, food arrangements i en-route, hygiene of the coach etc.

In Salem Division 269 Ticket checking staff are utilised in Sleeper sections. They are manning 311 services from 116 Trains. The details on manning particulars are as follows.

- Salem Sleeper is manning 30 Trains, which are providing 92 services per week.
- Erode Sleeper I is manning 10 Trains, which are providing 70 services per week.
- Erode Sleeper II is manning 28 Trains, which are providing 43 services per week.
- CBE Sleeper I is manning 21 Trains, which are providing 56 services per week.
- CBE Sleeper II is manning 27 Trains, which are providing 70 services per week.

(2) Station Staff:

Station staff also Amenity staff. They are utilised in manning of Exit gate, manning of information centers and Ticket checking. Apart from providing information to passengers they are also do public announcement, operating display boards, handing over reservation charts, Station staff of MTP and ONR are utilised both in manning of reserved coaches and manning of exit gates.

(3) Squad Sections:

Staff in Squad duties are exclusively for Ticket checking and Penalty Earnings. To achieve the given target for the Divn, staff in squad duties are utilised to earn penalty earnings for Railways. They are utilised in Railway Board Checks, which are nominated by RB. They also utilised in periodical census of passengers. They are utilised in checking of passenger`s ticket at vulnerable stations and sections to eradicate ticketless travellers. They are also utilised in conducting checks on irregular travellers.

(4) Station staff:

Station staff also Amenity staff. They are utilised in manning of Exit gate, information centres and Ticket checking. Apart from providing information to passengers, they do announcement, operating display boards, handing over of reservation charts.

2.3.4 Roster: As per HOER – (48 hours per week)

2.3.5 **EARNING:**

(a) Earnings of Sleeper Depots:

PERFORMANCE OF SLEEPER DEPOTS			
Depot	2014-15	2015-16	2016-17
SA	9904208	8153878	7579272
ED-SL-I	14130675	12508190	13017610
ED-SL-II	7266718	6491987	6221760
CBE-SL-I	874880	1620736	1620736
CBE-SL-II	19061901	14234419	11896577
Total	51238382	43009210	40335955
AVG P.M	4269865	3584101	3361330
Average per Month	3738432		

Month wise earnings of 5 Sleeper Depots are enclosed as Annexure.

There are 264 ticket checking staff are engaged in manning nominated trains. Average earnings per month (for 3 years) are 37,38,432. Hence, Average earnings per employee per month is $3738432/264 = 14160.72$ or 14161. Man power cost is Rs. 77,595/- per month (mean pay in GP Rs.4200/-). Hence, there is a loss of Rs.63,434 per employee per month. For 264 employees, it works out to Rs.1,67,46,576/- and for One year – 20,09,58,912 or 20.09 Crores.

(b) Earnings of Station staff:

PERFORMANCE OF STATIONS			
STATION	2014-15	2015-16	2016-17
SA	211467	253366	410961
ED	376105	643823	667202
TUP	255445	619196	512440
CBE	128677	498175	833062
KRR	126193	103700	311637
PTJ	46105	108095	129930
TOTAL	1143992	2226355	2865232
AVG P.M	95333	185530	238769
AVG PM. FOR 3 YEARS	173211		

Average earnings of Station ticket check staff is Rs.1,73,211/- per month. Actual staff strength of stations is 61. Hence, average earnings per employee per month is Rs.2839.52 or Rs.2840/- Average Man power cost per Ticket checking staff per month is Rs.53,300 (staff in GP Rs.2400/-).

Thus, there is loss of Rs.50,460/- per month per employee. Hence, cumulative loss for 61 staff per year is Rs.3,69,36,720/- i.e. **Rs. 3.69 crores.**

(c) Earnings of Squad sections:

PERFORMANCE OF STATIONS			
SQUAD	2014-15	2015-16	2016-17
SA	6112619	7898981	11062139
ED	5144416	11992586	12319272
CBE	6700781	9275750	9276545
TOTAL	17957816	29167317	32657956
AVG P.M	1496485	2430610	2721496
AVG. P.M. (FOR 3 YEARS)	2216197		

Average earnings of Squad ticket check staff is Rs.22,16,197/- per month. Actual staff strength of stations is 29. Hence, average earnings per employee per month is Rs.76,420.58 or Rs.76421/- Average Man power cost per Ticket checking staff per month is Rs.77595 (staff in GP Rs.4200/-). Thus, there is no much loss on this account.

2.3.6 Division – Earnings:

Performance by SALEM Division	
Year	Earnings
2014-15	44949664
2015-16	49649887
2016-17	61561433

Particulars of Month wise earnings of Salem Division for the above mentioned period is enclosed as Annexure.

2.3.7 Target for the Division is fixed by CCM/MAS

- (i) The Target given and performance of the Division for the last three years is as follows:

Target and performance of SALME Division		
Year	Target	Earnings (Rs.)
2015-16	25.69 lakhsx12 = 30828000	49649887
2016-17	24.60 lakhs x 12 = 29520000	61561433

(ii) Target fixed for Ticket checking staff of Sleeper, Station & Squad per month is as follows:

Section	2014-15	2015-16	2016-17
Sleeper	7000	7000	8000
Station	6000	6000	7000
Squad	100000	125000	125000

(iii) Details of activities:

(a) List of trains for which Ticket checking staff are being rostered in depot wise.

(b) Comment on the prospects of achieving the planned/targeted output.
The Division is always in full effort in achieving the given target. The Division has achieved more than prescribed target for the past three years. Good efforts were taken by Commercial Officers and Ticket checking staff to achieve more than the target which was appreciated at CCM level. The Division has achieved 61% above the given target in the FY 2015-16. The Division has achieved 108% above the given target in the FY 2016-17.

(iv) Activities affected due to shortage of staff if any:

- Sanctioned strength of the Division is 428 but the actual strength is 355. Even though the sanctioned strength in sleeper section is 326, the Division is having only 269 staff on role. This shortage of staff resulting in more number of unmanned coaches. The present strength is not able to meet 100% of the work load.
- In the month of August 2017, the number of manned coaches are 15,459 whilst the total coaches ran were 16,568. The total no. of unmanned coaches were 1089 coaches which is 6.6% of the total coaches ran. The no. of unmanned coaches in August 2016 was 2439 while the total coaches were 18418, which is 13.24% of the coaches ran. Any how the Divn has taken good effort to minimize the number of unmanned coaches.

(v) Deployment:

(a)

Section	Deployment
Sleeper	269

Station	61
Squad	25

(b) 11 Staff were deputed for RC course of 5 days at ZRTI (11 X 5 =55 Days).

(c) No staff was identified as surplus in the last 5 years.

(d) Particulars of CR granted to the work force during the current year – NIL

(vi) Outsourcing:

(i) Activities outsourced for the past 5 years and consequent savings in Man power achieved – NIL

(ii) Activities proposed to be outsourced and the probable saving in terms of Man power required – NIL

(vi) Complaint Management System & Inspections:

(a) No. of staff deputed for the above – NIL

(b) Details of schedules of inspections and staff deputed for inspections unit wise station wise for the last two years – NIL

(c) No of complaints received during the last two years separately for depot wise station-wise and squad wise.

Section	2015-16	2016-17
Sleeper	12	11
Station	1	2
Squad	0	0
Total	13	13

2.3.8 Details of amenities:

RO plants are provided in all TTEs rest rooms in the Divn & CTIs office at all Major stations like Salem, Erode, Coimbatore.

Safety lockers are provided to all the train working staff at their stations.

TTEs waiting lobby were provided at SA & ED.

2.3.9 Any other details relevant to the study:

The Division is struggling to man all the reserved coaches due to shortage of man power in sleeper depots.

2.4 Palghat Division:

Unit	Sanction	Actual	Vacancy
Prosecution	5	4	1
Sleeper Depots	364	304	60
Station information	97	102	-5
Squad depots	35	30	5
Total	501	440	61

(a) Staff strength:

(i) Roster:

(ii) CCM approved roster is being following in Sleeper Depots.

(iii) Stations follow common roster :

	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
Duty Timings	13-21	07-13		13-21	07-13		Rest
		21-00	00-07		21-00	00-07	

(iv) LR/RG : Major stations provided with 1 LR and 1 RG. In way side stations 1 LR is provided. In sleeper depots all daily trains & weekly trains are included in roster and man power is effectively utilised. Rest was given in days with less number of trains running. LR is provided at a rate of 1 LR staff for 6 staff.

(b) Work load:

(i) Squad:

In PGT division 4 squad depots are present. They are given specific sections where they check. Apart from squad duties, they are utilised for Census duties and for reception and dispatch team at their Headquarters.

(ii) Sleeper duties:

They work in defined roster links. They are used to manage the extra number of trains that are run during festivals, sabarimala and holiday seasons. To minimize the number of unmanned coaches, the sleeper TTEs are working more than the number of Coaches defined by Railway Board norms. All trains worked by sleeper TTEs stop at almost all stations in the Division, leading to a huge number of short distance travellers who procure conversions on board trains. Hence it is difficult even to keep up with the Railway Board norms for manning both upper class and sleeper class coaches.

(iii) Station TCs:

They man the information centres/Gates in PGT division providing proper guidance to passengers. They are also responsible for the management of public announcement systems in stations. They conduct exit entry checks at their stations to minimise ticketless travel. Apart from these, TCs at CAN, CLT & PGT also hand over remote location charts and current reservation charts to the TTEs working in trains.

(c) Earnings:

- (I) Earning details are enclosed.
- (II) Divisional targets & achievement are given below.

Period	Divisional Target (in Rs.)	Achieved (in Rs.)
2015-16	4,28.04,000	7.02,40,053
2016-17	4,28,04,000	6,29,46,262

Targets for Depots & Squads:

Category	Individual Target per month (2017-18)			
	No. Of without tickets	Irregular ticket	Total cases	Amount
SMS (SMS+SQD)	153	380	533	180000
Sleeper	2	4	6	5000

TC./CLT	8	11	19	5000
TC/Other stations	2	2	4	3500

2.4.1 **TICKET CHECKING EARNINGS :**

(a) **Stations:**

There are 14 stations having ticket checking staff in PGT Division. Total no. of staff available in these stations is 102 against the sanctioned strength of 97 staff. There is an excess 5 staff in Station ticket checking staff

The total no. of cases detected by these 102 staff per month on an average is 1254 cases and total fine amount collected on an average per month is Rs.2,78,637. Thus, per employee performance per month (average) is 12.29 cases and fine amount collected is Rs.2731.73.

Average Man power cost per Ticket checking staff per month is Rs.53,300 (staff in GP Rs.2400/-). Thus, there is loss of Rs.50,568 per month per employee. Hence, cumulative loss for 102 staff per year is Rs.61,895,232/- i.e.**Rs. 6.18 crores.**

In order to prevent this loss to the Railways, it is suggested that Ticket checking activities at stations may be outsourced.

The above cumulative loss per year is only at PGT Division. For all over Indian Railways there are 67 Divisions. Hence, for all over Indian railways is 67 x 6.18 Crores = 414.6 crores.

(b) **Squads:**

There are 4 squads in PGT division with a total staff strength of 30 staff. Average no. of cases detected per month by these 30 staff is 9742 cases and fine amount collected is Rs.39,06,924.

Thus, performance per staff per month is 325 cases and fine amount collected is Rs.1,30,231/- . Thus, there is no loss to the Railways on the performance of the ticket checking staff working in squads.

(c) **Sleeper Depots:**

There are four Sleeper depots in PGT division for manning coaches. Total number of staff available is 304 against the sanctioned

strength of 364. Total no. of cases detected per month is 57, 836 and fare and fine collected is Rs.91,20,162. Per employee performance per month is 190 cases and fine amount is Rs.30,001/- Man power cost is Rs. 77,595/- per month (mean pay in GP Rs.4200/-). Hence, there is a loss of Rs.47594/- per employee per month excluding Travelling allowance paid to the TTEs. For 304 employees, cumulative loss per year is 173,622,912 or Rs.17.36 crores. For 67 Divisions, approximately cumulative loss per year is Rs.1163.12 crores.

In order to prevent the loss to the Railways, it is suggested that Ticket checking agent may be appointed to check the tickets on the train. Skeleton staff may be rostered to oversee the staff of Ticket checking agent.

(d) **Details of activities:**

(i) List of trains worked by TTEs of PGT division is enclosed.

(ii) The Division has achieved around 150% of Divisional target with the provided strength in last two years. If provided with the required staff strength, the Division can achieve more than that.

(iii) Station: Station TCs man information centre and public announcement systems which do not allow them to fully concentrate on Checking Tickets at exit and entry gates.

(e) **Sleeper:**

Due to staff shortage, the present TTEs are forced to man more number of coaches due to which they are not able to be fully curtail the menace of unauthorised entry of passengers leading to complaints. It is also difficult to give proper attention to the passengers. During the first leg of journey lot of efforts are put to man all coaches but in consequent legs of journey due to shortage of staff many coaches are being left unmanned.

(f) **Squad:**

During holiday seasons special trains are introduced but to man those trains sleeper TTEs are insufficient since there is scarcity even for normal working. So squad TTEs are utilised for manning these trains which put extra pressure on the other squad TTEs

working in these sections. Also shortage of staff is affecting the effective implementation of reception and dispatch teams (passenger amenities)

(g) **Deployment:**

1. Ticket checking staff is deployed as per para (a).

Out of present strength of 440 Ticket checking staff, the following numbers of Ticket checking staff are utilised for activities other than ticket checking, affecting the utility strength of ticket checking cadre.

1.1: 7 Ticket checking staff utilised for updating EDR at PGT/SL-1, PGT/KM-1, SRR/SL-1, CLT/STN-1, CAN/SL-1, MAQ STN-1, MAJN/STN-1.

1.2: From PGT/STN – 3 staff utilised for Railway Complaints/helpline facility – 138.

1.3: 4 Staff on permanent SCL on sports account (CAN/SL-3, SRR/STN-1).

1.4: 3 Staff on Time out between 10-15 hrs on sports account.

1.5: 7 staff utilised as Train Captain.

1.6: 2 CTIs utilised as Dy.SMR(Commercial) at PGT & MAQ.

1.7 3 Staff working at Headquarters as CCM Squad.

Hence, the total utility strength is 413 for Ticket checking activities in the Division.

In two years, 80 staff on an average of 8 days are sent for training.

No redundant activities performed.

300 CRs granted duly reducing the working in other than 1st leg.

(h) Outsourcing:

At present no Ticket checking activities are outsourced.

(i) Complaint Management:

Passenger Complaints - Helpline 138 – 3 staff deployed at Divisional Office.

No. Of complaints during last two years is given below:

Year	In Train	Station
2015	74	13
2016	85	12
2017(upto June)	47	5

(j) Amenities provided for TTEs:

There are 5 restrooms available in PGT Division. The details of amenities provided in these rest rooms are enclosed. Further rest room for lady TTEs are proposed at PGT, CAN, MAQ & MAJN. Rest room for lady TTEs is already provided at SRR.

(k) Details relevant to the study:

PGT Division has a sanctioned strength of 501 Ticket checking staff. With increase in number of coaches and running of special trains, the sanctioned strength is insufficient. Two new squad depots (one at MAQ and another at NIL since CAN-MAQ and SRR-NIL section being most vulnerable) are long pending requirements of the division but cannot be fulfilled due to shortage of staff. On introduction of trains in PGTN-POY section more squad depot at POY required.

2.4.2 **SRR/SL:**

There are 23 batches with strength of 5 staff in each batch so total 115. Depot incharge-3, EDR-1 and LR at a rate of 1:6 will amount to 20 staff. So total staff required in total is 139.

2.4.3 **KM/PGT:**

There are 17 batches with strength of 3 staff in each batch so total of 51. Depot incharge-2, EDR-1 and in addition there are weekly trains (22852/22851,16332/16331,12643/12644) for which 9 staff are required. LR at a rate of 1:6 will amount to 9 staff. So total required in total is 62.

2.4.4 **SL/PGT:**

There are 10 batches with strength of 5 staff in each so total 50. Depot incharge-2, EDR-1 and LR at a rate of 1:6 will amount to 9 staff. So total staff required is 62.

2.4.5 **CAN/SL:**

There are 16 batches including supplementary batch with strength of 5 staff in each batch so total 80. Depot incharge-3, EDR-1 and in addition daily train 22637/22638 for which 3 staff are required. LR at a rate of 1:6 will amount to 16 staff. So total staff required in total is 103.

At present the sanctioned strength of sleeper depots is 364. But as per Railway Norms, required strength is 377. To man the trains as per the norms of Railway Board, another 13 Ticket checking staff is required. Out of the sanctioned 501 staff the effective strength is only 413. It can be seen that there is an acute shortage of staff henceforth. Further plans by Railways like the TTE lobby which is proposed in 3 locations in the Division will require an additional manpower of 4 staff per lobby for round the clock operation amount to total extra requirement of 12 staff. In addition the newly introduced concept of Train Captain by Railway Board is also being operated from the current strength and hence separate sanction is required.

(I) Rest room facilities for TTEs at PGT Division:

The Rest room facilities are available at the following locations:

- (a) PGT
- (b) SRR
- (c) CAN
- (d) MAQ
- (e) MAJN

2.5 TRIVANDRUM DIVISION:

a) Staff strength:

TICKET CHECKING STAFF STRENGTH IN TVC DIVISION				
S NO.	SL Depot	Sanction	Actual	Vacancy
1	NCJ	59	57	2
2	TVC/A	107	107	0
3	TVC/B	90	81	9
4	KCVL	62	53	9
5	ERS	91	84	7

6	ERN	78	64	14
	Total	487	446	41
S No.	SQUAD	Sanction	Actual	Vacancy
1	NCJ	5	5	0
2	TVC	13	9	4
3	QLN	6	6	0
4	ERS	21	16	5
	Total	45	36	9
S No.	Information	Sanction	Actual	Vacancy
1	NCJ	5	4	1
2	TVC	16	16	0
3	QLN	6	6	0
4	KYJ	4	4	0
5	CNGR	4	4	0
6	ALLP	5	3	2
7	KTYM	6	5	1
8	ERS	10	8	2
9	ERN	5	4	1
10	AWY	5	4	1
11	TCR	6	6	0
	Total	72	64	8
S No.	Station	Sanction	Actual	Vacancy
1	TVC	14	4	10
2	ERS	9	0	9
	Total	23	4	19
1	Prosecution	1	1	0
2	Hqrs.	3	3	0
3	Sqd/Sr.DCM	2	0	2
	G.TOTAL	633	554	79

(i) Roster approved by CCM/MAS is enclosed as Annexures as follows.

1. Annexure – A – TVC/SL/A
2. Annexure –B- TVC/SL/B
3. Annexure – C – NCJ/SL
4. Annexure – D- KCVL/SL
5. Annexure – E- ERS/SL
6. Annexure – F-ERN/SL

(ii) Roster followed in Stations:

Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
-------	-------	-------	-------	-------	-------	-------

07-21	07-11	00-07	07-21	07-11	00-07	Rest
	21-24			21-24		

Roster for Squad:

Depending on timings of trains, Squad staff are distributed employing 8 hours.

(iii) Percentage of LR/RG provided:

Sleeper - RG incorporated in the roster.
LR - 16-2/3%

Squad - No specific provision made

Station - LR - 16-2/3%

RG - 1:6

2.5.1 Detailed description of the work being followed:

In Sleeper Depots:

1. Report for duty at least one hour before the scheduled departure of the train at the train originating station and at least half hour before the schedule arrival of the train at the intermediate station.
2. Wear neat and clean uniform along with number, badge and Name plate.
3. Sign 'On and Off Register' maintained at the station.
4. Obtain complete reservation charts, check the same on train, maintain record and hand over the reliever complete and correct details showing the vacant berths/seats.
5. Check the tickets of the passengers in the coach and guide them in occupying their accommodation.
6. Prevent illegal/unauthorised entry in the coach and ensure that the number of passengers do not exceed the carrying capacity of the coach.
7. Collect Railway dues and issue receipt.
8. Ensures that passengers in the coach do not carry heavy luggage in their compartments causing inconvenience to fellow passengers and assist such passengers to transfer the luggage to Luggage van.

9. Assist the passengers in the coach in obtaining food/refreshments and also to issue message to proper station for this service in time where ever no pantry services are available.
10. Take care of the passenger amenities and cleanliness of the coaches.
11. Ensure that the doors of the coaches are kept latched during run of the train and open them as and when required by the passengers with assistance of coach attendants and bed roll staff.
12. Keep the end doors of the vestibule coach locked during 22.00 hrs to 06.00 hrs to prevent unauthorised entry.
13. Remain vigilant particularly during the night time and prevent entry of unauthorised persons/beggars/intruders in the coach.
14. To be polite, tactful and courteous in dealing with the passengers leaving no room for any complaints.
15. Allot berths seats which are vacant to passengers at intermediate stations on realisation of fare/surcharge as per rules on first cum first served basis or according to the priority on the waiting list if such a list is kept at the station.
16. Take assistance of GRP/RPF if necessary for removal of unauthorised occupants and deal with them under provisions of section 155(1) of Railway Act, 1989.
17. To be present in the allotted coach during duty hours and given frequent visits to all the coaches that are being manned.,
18. Attend to any complaint of theft/loss of passenger belongings and lodge the FIR with the GRP in the prescribed format to enable the passenger to continue the journey.
19. Carry blank FIR forms for making them available to the passengers in case of any incident of theft luggage, etc. Such forms duly filled and handed over to the next GRP post at the scheduled stoppage for further action in the matter.
20. Make out a report of the deficiencies, if any, of the coaches regarding passenger amenities and submit the same at the end of his duty to the Lobby office.

2.5.2 **Station:**

1. Checking of tickets in entry/exit gates.
2. Collecting of Railway Dues from Unauthorised passengers.
3. Preventing entry of unauthorised persons/beggars/intruders in the platforms
4. Providing information regarding arrival/departure.
5. Displaying of reservation charts.
6. Updating of Train timings in display boards.

2.5.3 In Squad section:

1. Checking of tickets of the passengers in trains and platforms.
2. Collecting Railway Dues from unauthorised passengers.
3. Ensuring passenger amenities and cleanliness of the coaches.
4. Preventing entry of unauthorised pers/beggars/intruders in the coach/platforms
5. Realisation of due fare for conversion/extension of journey to passengers in unmanned coaches.

(iii) Units by which the work load can be quantified.

In Sleeper Depots:

Railway Board had revised norms for manning of reserved coaches both for initial and subsequent legs as mentioned below.

	Upper class	Lower Class
During day hours (06-21)	5 coaches	3 coaches
During night hours (21-06)	3 coaches	2 coaches

In Station:

As per Railway Board norms, One TE per 1000 passengers.

In Squad Section:

Squad work is quantified on the basis of earnings made and target achieved.

- (I) Earnings Details for the past 3 years, Month wise and Unit wise. Details are enclosed.

(II) Railway Board Target and Achievement for the last two years.

Year	Target			Amount to be realised from Ticketless/Improper /UBL cases	Achieved
	No. Of cases				
	Ticket less travel	Irregular travel	Total		
2015-16	3900	5200	9100	Not fixed	108960 cases (Against 109200 cases Target)
2016-17	3900	5200	9100	Rs.31.95 Lakhs/Month	Rs.43077370 against 38340000 target

SI No.	Station/Depot/Unit	Sanctioned	Actual	Vacancy	Remarks
	SLEEPER				
1	TPJ	196	163	33	7% of total strength of staff are drafted for squad as per RB orders
2	TJ	71	63	8	
3	MV	52	43	9	
4	TVR	20	15	5	
5	VM	20	20	0	
6	PDY	20	19	1	
	Total	379	323	56	
	SQUADS				
1	TPJ	19	18	1	
2	TJ	4	3	1	
3	TVR	3	3	0	
4	MV	4	3	1	
5	VM	4	4	0	
	Total	34	31	3	
	STATION				
1	TPJ	36	30	6	
2	TJ	4	1	3	
3	SRGM	4	3	1	
4	ALU	4	0	4	
5	VRI	4	4	0	

6	VM	11	10	1	
7	PDY	4	3	1	
8	TJ	8	4	4	
9	KMU	4	3	1	
10	MV	4	4	0	
11	TDPR	4	3	1	
12	TVR	4	4	0	
13	NGT	4	4	0	
14	CDM	2	0	2	
15	VLNK	1	1	0	
	Total	98	74	24	
1	Division HQrs (including PG, TTE Rest Room)	7	5	2	
	G.TOTAL	518	433	85	

Target fixed for Ticket checking staff of Depots and Squads.

2.5.4 Staff strength details:

During the year 2015-16, 26 staff were in squad depots. Hqrs had advised vide letter No.C.567/V/10/Vol.10 dated 20.05.2017 that each squad TTE should detect 150 without ticket cases per month and 200 IRT cases per month and amount was not specified. Hence, all the squad ticket checking staff (i.e 26x150 & 26x200=5200) was instructed to achieve monthly target fixed by HQ.

Ticket checking Target for the year 2016-17					
Sl. No	Section	Without ticket cases	Irregular ticket cases	Total cases	Total amount
1	Sleeper	10/month	15/month	25 cases/month	10000/month
2	Squad	150/month	175/month	325 cases/month	100000/month
3	Station	2/day	2/day	4/day	5000/month

Outsourcing: NIL

Activities proposed for Outsourcing: Nil

Man days spent on training for last two years:

300 man days were spent on training for last two years.

2.6 TRICHCHIRAPPALLI DIVISION:

2.6.1: (a) Staff strength:

For Sleeper Depots: HQrs had devised roster links for all depots of Southern Railway including TPJ Division effective from 10.10.2016. The said roster links for Sleeper Depots at TPJ, TJ, TVR, MV, VM and PDY are being followed. Copies of the said roster links for the said six sleeper depots in TPJ division are enclosed as Annexure.

For Squads: No fixed rosters for squad ticket checking staff are prescribed due to the nature of their duties.

For Stations: In TPJ Division, TC staff are posted in 15 stations, viz. TPJ, TP, SRGM, ALU, VRI, VM, PDY, TJ, TVR, NGT, VLNK, KMU, MV, TDPR and

CDM. Generally a roster named J roster is being followed in these stations. The number of duty locations in stations will vary depending on the station. Normally duty locations are as below.

1. Stations Entry/Exit Gates
2. Information Booth
3. Women facilitation centres & Retiring room booking
4. We care locations
5. Announcement & National trains Timings system manning
6. Platform Inspector Duty, maintaining accounts of Hire Taxi, Autos, Advertisement, wheel chairs.
7. Office correspondences, ICV books record keeping et.c

The duties will vary depending upon the characteristic of individual station like – Passenger traffic, pilgrim centre, Tourist centre, Station in Division Headquarters, Capital City of State/Union Territory etc. A Model J roster for one Duty location in one station is appended below.

Staff	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Hrs.
TE-1	Rest	10-20	6-10 & 20-24	0-6	10-20	6-10 & 20-24	0-6	48
	0-6	Rest	10-20	6-10 & 20-24	0-6	10-20	0-6	48

	6-10&20-24	0-6	Rest	10-20	6-10&20-24	0-6	10-20	48
	10-20	6-10&20-24	0-6	Rest	Utilised for RG for other stations or other duty location in the same station	Utilised for RG for other stations or other duty location in the same station	Utilised for RG for other stations or other duty location in the same station	48

Statement showing the details of duty locations and work load:

S No.	Station	No. of duty locations	Details of duty locations
1	TPJ	7X3+1 Supervisory	Gate 1, Gate 2, Women facilitation centre and Retiring room booking, information booth, we care booth, Announcement, Book Entry & cash value book accounts maintaining.
2	TP	-	Not required
3	SRGM	1 X 3	Gate manning/Announcement/Enquiry Booth & Retiring room booking
4	ALU	-	Not required
5	VRI	1X3	Gate manning/Announcement/Platform check/Retiring room booking
6	VM	2X 3	Gate manning/Announcement/Information booth/Retiring room booking
7	PDY	1 X 3	Gate manning/Announcement/Information booth/Retiring room booking
8	TJ	1 X 3	Gate manning/Information booth
9	KMU	1 X 3	Gate manning/Announcement/Information booth/Retiring room booking
10	MV	1 X 3	Gate manning/Announcement/Information booth/Retiring room booking
11	TDPR	1X 3	Platform check/Announcement
12	TVR	-	Not required

13	NGT	1 X 3	Gate manning/Announcement/Information booth/Retiring room booking
14	CDM	-	Not required
15	VLNK	-	Not required

No. of duty locations is mentioned above excluding the LRs and RGs for staff working in stations.

LR provided at the rate of 16.66% of staff in Sleeper depots and stations and no LR is provided for squads.

The staff of stations where it is mentioned as not required could be utilised in Sleeper Depots to meet out the contingencies like maternity leave, child care leave, special trains and new trains etc.

(c) Work load:

(i) Sleeper Depot: Staff of Sleeper depots are amenity staff. They are utilised for manning reserved coaches of nominated trains, for ticket checking, accommodation of passengers, conversion of tickets to upper class and other duties.

In TPJ Division while the required strength for all sleeper depot is 379, 323 staff (excluding 56 posts) are utilised in sleeper depots for manning reserved coaches in allotted trains. Depot wise details are enclosed as Annexure. Hqrs has allotted Train no.22627/22628 TPJ-TVC express to be manned from TPJ – TVC and one train to SL depot/TJ viz. weekly train no.16794/16793 RMM-FD Express for manning between TJ and MS and back. But no staff are available within the sanctioned strength/existing staff to man these trains. Hence, additional staff are required for manning these additional trains.

(ii) Stations: Staff are utilised in manning Exit/Entry gates, information booths, announcement duties, women facilitation centre, we care booth etc. This can be outsourced as done in **Nanded** Division of SC Railway or ECRCs can be utilised.

(iii) Squads: These staff are striving to achieve the target fixed by Hqrs. Staff in squads are exclusively utilised for ticket checking in trains/stations, detecting ticketless travel, unbooked luggage, travelling improper tickets, imposing and collecting fare and excess charges, preventing smoking and spitting in stations premises and trains. They are utilised in conducting census, festival duties, special duties etc.

Units by which the work load can be quantified:

In respect of Sleeper Depots no.of coaches in each train allotted to the depot and the yard stick stipulated by Railway Board vide letter No.C.97/G-V/13/3 DT. March 2014.

In respect of Stations, yard stick stipulated by Railway Board vide letter No.C.97/G-V/13/3 DT. March 2014 i.e one TE per 1000 passengers.

In respect of Squads, yard stick could be achievement against target fixed.

Earnings:

Year	Target fixed by Hqrs	Achieved Earnings
2015-16	Not fixed	45478607
2016-17	53.82 lakhs	51679732

2.6.2 Details of activities:

Every effort is being taken to achieve the Target fixed by Hqrs. Squad TC staff are deputed for intensive checks within the Division and sent to other divisions with the permission of Hqrs. Fortress checks, ambush checks, intensive checks, inter-division checks are regularly conducted. Officers at the level of DRM, ADRM, Sr.DCM, DCM & ACM are leading teams of squad staff and conduct checks and achieve the target. Single man squads are formed with higher target per staff and are deputed to other divisions for achieving the target. Every month 2 or 3 Division checks are also conducted by TPJ Division.

2.6.3 Activities affected due to shortage of staff:

In respect of Sleeper Depot: Due to shortage of staff in sleeper depots many reserved coaches of nominated trains are left un-manned which result in general passengers entering reserved coaches and inconveniencing the reserved passengers, inability to check tickets, inability to assist passengers entraining in mid-sections, complaints etc. Board's norms could not be strictly adhered to. Details of number of un-manned coaches from month of April 2017 to August are furnished in the following table.

Sl no.	Month	No. of coaches unmanned
1	April 17	126

2	May 17	382
3	June 17	327
4	July 17	194
5	Aug 17	172

Also Hqrs has allotted to Sleeper Depot/TPJ and Sleeper Depot/TJ, two additional trains for manning viz. the Daily service Train no.22627/22628 TPJ-TVC express to be manned from TPJ-TVC & back and Weekly train no.16794/19793 RMM-FD express from TJ to MS and back. But no staff are available within the sanctioned/existing staff strength to man these trains. Hence additional staff are required for manning these additional trains. In addition regularly special trains are operated during Festival, seasons and allotted to various Sleeper Depots of this Division. Hence, available staff are thin spread to man the allotted trains. Due to these shortages Board`s norms for manning reserved coaches could not be met and leading to leakage of revenue, complaints against railways etc.

In respect of Stations: Entry/Exit gates remain un-manned/ other stations staff like SMs or Commercial Clerks will not man entry/exit gates. Ticketless travellers go un-detected and leakage of revenue results.

In respect of squads: the number of staff deputed for squad duties is 7% of total strength in accordance to RB orders, with this restriction staff could be deputed for Divisional squad only, Staff for section squads could not be deputed. At rough estimate 20 additional staff are required to form section squads.

3.6.4 **Deployment:**

Men:

1. Actual deployment of number of staff in each sleeper depot, squad, station are furnished in the enclosure.

2.(a) Southern Railway allots trains for manning reserved coaches for each depot of this Division. Recent allotment of trains for Sleeper depots at TPJ, TJ, TVR, MV, VM and PDY was done by Hqrs effective from 10.10.2016 and the details are furnished in the enclosure.

(b) Board`s circular no. C.97/G-V/13/3 dt. March 2014, copy of the same is enclosed as Annexure.

3. Around 1000 man days were spent for training at ZRTI/TPJ during the last two years.

4. No activity of TC staff was rendered redundant during last 5 years.

Outsourcing:

(i) No activity was outsourced during the last 5 years.

(ii) No activity of TC staff is proposed for outsourcing.

3.6.5 Complaint Management Systems and Inspections:

(i) One Complaint Inspector common to the Division is dealing with all complaints including complaints against Ticket checking staff.

(ii) No specific inspection schedule is followed. Divisional Officers are conducting inspections in stations and sleeper depots frequently. Respective Ticket Inspectors of stations and sleeper depots are inspecting the records of individual staff regularly.

(iii) No of complaints received during the last two years is 55 in the year 2015-16 and 80 in the year 2016-17.

Details of Amenities provided to Ticket checking staff: TTEs Rest Room for outstation TTEs coming on duty manning reserved coaches to stations in TPJ Division are provided with Rest Rooms at TPJ, TJ, MV, MQ, VM, PDY and KIK. Details are enclosed.

3.6.6 Earnings:

MONTH	2014-2015					
	SQD		SLEEPER		STN	
	N/C	AMT	N/C	AMT	N/C	AMT
APR	4959	2489569	11114	2431256	314	16880
MAY	4915	2494610	11413	2535347	324	18455
JUNE	4879	2078094	23729	3911910	2233	95170
JULY	10081	1851869	86055	8514900	2345	105500
AUG	4302	2147443	36070	4756385	414	44680
SEP	5266	1695461	13848	3065615	358	20705
OCT	5152	2638070	16022	3037370	402	29590
NOV	5716	2745490	15925	3569665	444	27440

DEC	5370	2602157	15481	2464489	578	78900
JAN	5674	2879694	15371	2048499	506	73070
FEB	5901	2943184	13777	1992421	621	69028
MAR	6643	3544095	14910	2077890	822	98175
TOTAL	68858	30109736	273715	40405747	9361	677593

MONTH	2015-2016					
	SQD		SLEEPER		STN	
	N/C	AMT	N/C	AMT	N/C	AMT
APR	5451	2964048	19300	2143672	822	86365
MAY	5893	3271820	19501	2423064	1046	109915
JUNE	5737	3186369	12198	2210818	926	132935
JULY	5372	2881130	15858	2432018	799	128270
AUG	4798	2493881	16224	2427246	891	109281
SEP	5426	2660855	17352	2722730	1201	155017
OCT	5342	2772064	15796	2496980	1012	134165
NOV	5475	3100967	16085	2278347	611	115092
DEC	5568	2868855	15676	2098002	588	68575
JAN	6493	3364480	16612	2149518	951	135460
FEB	5008	2418700	15426	2122609	1495	160360
MAR	5858	3179903	15125	2154932	1163	168910
TOTAL	66421	35163072	195153	27659936	11505	1504345

MONTH	2016-2017					
	SQD		SLEEPER		STN	
	N/C	AMT	N/C	AMT	N/C	AMT
APR	6064	3278960	15274	1816800	977	163003
MAY	5039	2697985	16688	2096881	1525	221370
JUNE	7372	3791430	16807	2333343	1573	271909
JULY	8148	4124487	17111	2824315	1748	319280
AUG	5485	2699575	19326	2608846	1448	240975
SEP	2747	1549375	21625	3452076	2236	531130
OCT	6696	3614305	15384	2585115	1420	200752
NOV	6882	3431680	17507	2259520	699	98215
DEC	4739	2464155	18463	2204481	913	119175
JAN	6995	3441255	13654	1920182	803	101640
FEB	7844	3951199	14060	2086772	1915	525200
MAR	7674	3774145	14705	2227428	1818	425035
TOTAL	75685	38818551	200604	28415759	17075	3217684

SUMMARY OF EARRINGS:

UNIT	2014-15	2015-16	2016-17	Total	Avg p.m
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Squad	30109736	35163072	38818551	104091359	2891427
Sleeper	40405757	27659936	28415759	96481452	2680040
Station	677593	1504345	3217684	5399622	149990
TOTAL	71193086	6432735 3	7045199 4	20597243 3	572145 6

SQUAD:

There are 31 staff working in squads. Average earnings per month is Rs. 28,91,427/- Average earnings per month per employee is Rs.93,271.83. Average Man power cost is Rs. 77595 (staff in GP Rs.4200/-). Hence, there is no loss on account of Man power cost incurred.

Sleeper:

There are 323 staff working in Sleeper Depots. Average earnings per month is Rs.26,80,040/-. Average earnings per month per employee is Rs.8,297.33 and Average Man power cost is Rs.77,595/- (in GP Rs.4200/-). Hence, there is a loss to the tune of Rs.69,298/- per employee per month.

Station:

There are 74 ticket checking staff working in Stations. Average earnings per month is Rs.1,49,990/-. Average earnings per month per employee is Rs.2,026.89 and Average Man power cost is Rs.53,300/- and hence there is a loss to the tune of Rs.51,273/- per employee per month.

2.7 MDU Division:

(a) Staff strength:

S No.	Unit	Sanctioned strength	Actual	Vacancy
STATION				
1	MDU	26	23	3
2	DG	4	5	-1
3	TEN	4	5	-1
4	TN	1	3	-2

5	RMM	3	0	3
6	VPT	4	3	1
7	TSI	1	1	0
	Total	43	40	3
SQUAD				
1	MDU/HQ	3	3	0
2	MDU/PROSECUTION	2	0	2
3	MDU	10	15	-5
4	DG	10	6	4
5	TEN	9	8	1
	Total	34	32	2
SLEEPER				
1	MDU	224	179	45
2	DG	32	20	12
3	TEN	45	38	7
4	TN	12	13	-1
5	SCT	12	10	2
6	RMM	16	11	5
	Total	341	271	70
G.TOTAL		418	343	75

(b) Roster:

- (i) The details of roster for Sleeper TTEs, are enclosed.
- (ii) Circular regarding Yard stick is enclosed.
- (iii) LR/RG percentage : 15 percent.

(c) Work load:

2.7.1 Station:

Shall ensure that every person entering/leaving the station premises is in the possession of proper pass, ticket or valid authority. Ensure unauthorised person/hawkers do not enter the railway premises. Maintain GIMLET message register and pass it on to the on board TTE. Supply cash value books to all ticket checking staff. Realisation of excess fare and disposal of HOM.

There are 40 ticket checking staff available for Station duties against the sanctioned strength of 43.

Earnings details:

Year	Earnings	Earnings per month
2014-15	143130	11928
2015-16	90291	7524
2016-17	920563	76714
Total	1153984	96165
Average per year/month	384661	32055

Average earnings of 40 ticket checking staff per month are Rs.32055. Average earnings per employee per month is Rs.801.37 or Rs.801/-.

Man power cost per employee per month (GP.2400/-) is Rs.53300/-. Hence, there is a loss of Rs.52499/- per employee per month. Quantum of loss for 40 employee per year is Rs.2,51,99,520/- or 2.52 Crores.

Squad:

Squad TTEs has no specified roster. They have individual targets to achieve every month. They shall check the reserved coaches and unreserved coaches. They will conduct massive checks, Rly Bd checks, Fortress checks Ambush Checks etc. as and when received from Hd.qrs. Census duties will be conducted and report will be submitted.

There are 32 ticket checking staff available against the sanctioned strength of 34.

Earnings :

Year	Earnings	Earnings per month
2014-15	28426116	2368843
2015-16	14944105	1245342
2016-17	16440801	1370067
Total	59811022	4984252
Average per year/month	19937007.3	1661417

Average earnings per month is 16,61,417/-. Average earnings per employee per month is Rs.51919.29 or Rs.51919/-. Average Man power cost per employee per month is Rs.77595/-. (GP Rs.4200/-). Hence, there is a loss of Rs.25676/- per employee per month. Quantum of loss for 32 ticket checking staff per year is Rs.98,59,584/- or Rs.98.60 Lakhs. Ticket checking staff working in Squads of all other Divisions are performing well

and there is no much loss on this account. Performance of Squad ticket checking staff needs to be improved.

Sleeper:

Shall obtain the reservation chart from the starting station and check each and every passenger/ticket and sign on it with train no. and date. Shall ensure that every person possess a valid travel authority, issue EFT, excess luggage penalty ticket, extension of journey ticket etc. Monthly returns to be submitted, Amended chart will be prepared stating the details of berths/seats occupied/vacant and passengers detraining en-route. Guide the passengers and assist the passengers in the coach for obtaining food and refreshments. Release the vacant berths to RAC passengers etc. Give prompt attention to passengers' amenities on train. He shall hand over the chart to his reliever duly indicating the vacant berths/seats.

There are 343 ticket checking staff are available for manning nominated trains in this Division.

Earnings:

Year	Earnings	Earnings per month
2014-15	7141407	595117
2015-16	8067863	672322
2016-17	8357648	696471
Total	23566918	1963910
Average per year/month	7855639	654637

Average earnings per month is Rs.6,54,637/-. Average earnings per employee per month is Rs.1908.56 or Rs.1909/-.

Man Power cost per employee per month is Rs.77595/- (Rs.4200/-). Hence, there is a loss of Rs.75686/-. Quantum of loss for 323 employees per year is Rs.29,33,58,936/- or Rs.29.34 Crores.

(ii) Units by which the work load can be quantified.

For sleeper TTEs work performance can be quantified as the number of coaches manned, no. of irregularities detected. In case of squad TTEs, the no. of cases detected, penalty collected and irregularities detected. For the station staff, the cases detected, information counter attended by the staff and the complaint free work attended.

(d) Earnings:

The details of earnings for the last 3 years are enclosed.

Rly. Bd. Target and achievement for last two years.

Year	Target	Achievement
2015-16	346	274
2016-17	345	266

Target fixed for ticket checking staff:

2016-17 Rs.28.75 Lakhs P.M
2017-18 Rs.30.57 (For Apr 17 and May 17)
Revised Rs.35.80 from June 17 onwards.

(e) Details of activities:

- (i) List of trains working – Roster copy enclosed.
- (ii) Comments on the prospects of achieving the planned target output: NIL
- (iii) Activities affected due to shortage of staff.

Increases in no. of unmanned coaches, staff are compelled to man more no. of coaches.

(f) Deployment:

Actual deployment of staff at ICV Depot, GPA Depot, Women Facilitation centre, Platform Inspector office and Lobby.

Basis for such deployment: On need basis.

- i) Man days spent on training - 158 days
- ii) List of redundant activities – NIL
- iii) Particulars of CR granted – nil

(g) Outsourcing: No such proposals

(h) Complaint Management System & Inspections:

- 1) No. of staff deputed for the above : NIL
- 2) Details of schedule of inspections and staff deputed: NIL

3) No. of complaints received- 2015-16 – 51 & 2016-17 – 65

Details of Amenities: Rest room, Locker room, Brief cases.

CHAPTER – III

CRITICAL ANALYSIS:

3.0 Indian Railways:

Indian Railways is the back bone to the Development of Nation and hence it has to be properly managed without any failure. Though Indian Railways is owned by Government of India, it has to function profitably so as to continue its service to the people of India.

Augmentation of earnings and reduction in working expenses are essential for keeping the Operating Ratio under control.

Work study and managing the work load with least cost are tools to ensure Man Power cost under check. Indian Railways have

computerised many activities such as Pay roll, Personnel matters, Accounts and issue of tickets, Parcel way bills, and Railway receipt for Goods etc.

While issue of both Reserved and unreserved tickets have been Computerised and to some extent outsourced also, Checking of tickets is yet to be outsourced. On an average 23 millions of passengers are travelling by trains per day. It is not prudent to engage Railway staff to check tickets of all the passengers as it involves huge spending on Man Power cost. Hence, it is essential to find out a way to check the passengers utilising technology and till such time the services of private agents may be engaged on contract basis so as to reduce undue burden to exchequer.

3.0.1 Innovative way of managing the Ticket checking activities:

Railways appoint TTEs and depute for ticket checking activities in order to enforce discipline among passengers. For this purpose, Railways spend huge money on Man power cost. Even then the ticketless travel is not reduced and in fact it increases when it is seen the trend of ticket less travel and ticket checking earnings. Both ticket checking and ticketless are go together and in fact ticketless travel grows fast. The money so collected towards fine has been spent towards Man power cost and in the case of Sleeper TTEs and Station TCs, the Man Power cost incurred is more than the fine amount collected resulting in wastage of Man power cost incurred. Whatever money incurred towards Man power cost should yield in better output so as to provide better service to the passengers.

The continuous process of ticket checking and ticketless travel by passenger has to be halted by some means to avoid spending on unwanted expenditure on this account.

Presently, the TTEs are collecting prescribed fine from the ticketless passengers and allow to travel further without much inconvenience to them. This facilitates passengers to repeat their ticketless travel on further occasions. This has to be stopped by adopting a different methodology.

Presently, Railway Protection force is dealing with cases such as Foot board travel, crossing of Railway tracks, nuisance cases and causing damage/theft to Railway property etc. If ticket less travel cases also referred to RPF staff there will be a fear among travelling public and such cases may drastically come down.

Further, the Ticket checking on reserved coaches may be handled by engaging Ticket checking agent on contract basis. In this process, skeleton ticket checking staff say 1 or 2 staff may engaged per train per leg of journey so that overall Man power cost on Ticket checking staff will be reduced drastically. Presently Train Captain has been posted on select trains to deal with Passenger Amenities on board and swift action is being taken to redress the passengers` grievances. This can be extended to all Mail/Express trains so as to improve better service to the passengers.

3.0.2

In this connection it is to be mentioned that Railway Board has already approved a new work "Automatic Gate based Ticket checking System (for trial in two stations) has been included in the Pink Book for the year 2017-18 as item no.224 of Northern Railway at the abstract cost of Rs.4.16 crores. If this system is successful, it may be extended to other Major stations so that the activities of Ticket checking staff will be drastically reduced and consequently the Man power cost on this account will also be reduced.

3.1.0 HEADQUARTERS :

22 Ticket checking Staff are being deputed to work at Headquarters for conducting special checks. The above staff are allowed as such.

3.1.1 CHENNAI DIVISION:

Staff position:

STAFF POSITION OF TICKET CHECKING CATEGORY OVER CHENNAI DIVISION															
Categories	CTI			Dy.CTI			Sr.TE			TE			Total		
	S	A	V	S	A	V	S	A	V	S	A	V	S	A	V
CTI/MAS IC-I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CTI/MAS IC-II	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CTI/MAS Divn./O	3	4	-1	0	0	0	0	1	-1	0	0	0	3	5	-2
Total	3	4	-1	0	0	0	0	1	-1	0	0	0	3	5	-2
BG-I MAS	38	50	-12	105	87	18	30	27	3	0	0	0	173	164	9
BG-II NAS	35	41	-6	81	56	25	25	58	-33	0	0	0	141	155	-14
BG-III MAS	29	42	-13	85	67	18	27	27	0	0	0	0	141	136	5
BG-IV MAS	26	46	-20	84	70	14	24	20	4	0	0	0	134	136	-2
Depot Supervisory	16	16	0	0	0	0	0	0	0	0	0	0	16	16	0
Sleeper Total	144	195	-51	355	280	75	106	132	-26	0	0	0	605	607	-2
SQD Total	60	0	60	50	21	29	45	21	24	0	2	-2	155	44	111
STATION TOTAL	24	41	-17	125	134	-9	103	124	-21	139	86	53	391	385	6
G.TOTAL	231	240	-9	530	435	95	254	278	-24	139	88	51	1154	1041	113

3.1.1 FIELD STUDY:

Field study has been conducted at the following locations:

- (a) CTI/SL/I
- (b) CTI/SL/II
- (c) CTI/SL/III
- (d) CTI/SL/IV
- (e) CTI/IC/MAS
- (f) Stations: MAS, MSB, MS, NBK, MBM, GDY, STM, PV & TBM

(a) CTI/SL/I:

Mr. Sampath is the incharge of the depot. The following trains are manned by this Sleeper Depot.

S.No.	Train No.	No. of staff allotted	Remarks
1	12007	3	Daily
2	12008	3	Daily
3	22625	3	Daily
4	22626	3	Daily
5	12639	5	Daily
6	12640	5	Daily
7	11042	4	Daily
8	11041	4	Daily
9	12679	5	Daily
10	12680	5	Daily
11	13351	5	Daily
12	13352	5	Daily
13	16203	1	Daily
14	16204	1	Daily
15	22649	6	Daily
16	22650	6	Daily
17	12657	7	Daily
18	12658	7	Daily
19	12687	5	Bi-weekly
20	12688	5	Bi-weekly
21	19419	3	Bi-weekly
22	19420	3	Bi-weekly
23	22501	6	Weekly
24	22502	6	Weekly
25	22205	4	Bi-weekly
26	22506	4	Bi-weekly
27	12551	4	Weekly
28	12552	4	Weekly
29	12691	6	Weekly
30	12692	6	Weekly
31	12243	3	Daily
32	12244	3	Daily

Special trains operated during summer and upto June 30:

S No.	Train No.	No. of staff allotted	Remarks
1	06041	6	Weekly
2	06042	6	Weekly
3	82607	4	Weekly
4	82608	4	Weekly
5	20601	4	Weekly
6	20602	4	Weekly

The following staff are utilised in Office:

Incharge	1
Roster	1
TA/NDA	1
EFT returns	1
Night duty	2
Total	6

The in charge has told that there is a shortage of 47 staff as of now. There is a requirement of 11 staff for manning special trains and additionally 5 staff required due to retirement in the months March-1, April-1 and June – 2.

(b) CTI/SL/II:

Mr.Mani is the incharge of the Depot.

Staff on Rolls:

CTI	-	33
Dy.CTI	-	52
Sr.TE	-	53
TE	-	1
Total	-	139

Working in Squad	-	9
Supervisor	-	6
Nett	-	124
As per the pinpointing	-	155
Available	-	124
Shortage	-	31

The following trains are manned by this Depot.

S No.	Train No.	Remarks
1	12675	Daily
2	12676	Daily
3	22637	Daily
4	22638	Daily
5	16057	Daily
6	16058	Daily
7	16053	Daily
8	16054	Daily
9	12695	Daily
10	12696	Daily
11	12623	Daily
12	12624	Daily
13	22639	Daily
14	22640	Daily
15	22207	Weekly
16	22208	Weekly
17	12969	Weekly
18	12970	Weekly
19	12681	Weekly
20	12682	Weekly
21	12697	Weekly
22	12698	Weekly

Special trains:

S No.	Train No.	Remarks
1	82632	Bi-weekly
2	06034	Weekly
3	06047	Tri-weekly
4	06005	Weekly
5	82631	Bi-weekly
6	06033	Weekly
7	06048	Tri-weekly
8	06006	Weekly

Apart from manning of trains, one staff each has been deputed for Crew Management system and Train Captain.

Train captain is operated by Train no. 12695/12696.

The following staff are utilised in Office:

CTI - 4
 Sr.TE - 1
 Night duty - 1

 Total - 6

(c) CTI/SL/III:

Staff position:

Categories	CTI			Dy.CTI			Sr.TE			TE			Total		
	S	A	V	S	A	V	S	A	V	S	A	V	S	A	V
BG-III	29	42	-13	85	67	18	27	27	0	0	0	0	141	136	5

Field study was conducted at BG-III/SL and the following details were furnished by the incharge of the Depot.

Staff on Rolls:

CTI	-	37
Dy.CTI	-	60
Sr.TE	-	29
 Total	-	 126
 Staff deputed to work at Office		 6
Prosecution CTI/MAS		1
GST cell/MAS		3
Squad (Sr.TE-1)		1
Long absent		1
 Total		 12
 Nett no. of staff available for Working trains		 114

Trains manned by this Depot:

S. No	Tran No.	From	To	Remarks
DAILY TRAINS				
1	12077	MAS	BZA	Except Tuesday
2	12842	MAS	HWH	DAILY
3	12656	MAS	ADI	DAILY
4	12621	MAS	NDLS	DAILY
WEEKLY TRAINS				
1	12515	TVC	GHY	MONDAY
2	22860	MAS	PURI	MONDAY
3	16864	MQ	BGKT	MONDAY
4	16793	RMM	ED	MONDAY
5	12852	MAS	BSP	MONDAY
6	15629	TBM	GHY	MONDAY
7	12390	MS	GAYA	TUESDAY
8	22870	MAS	VSKP	TUESDAY
9	12897	PDY	BBS	WEDNESDAY
10	15119	RMM	MUV	THURSDAY
11	22613	MAS	HLD	THURSDAY
12	22631	MAS	BKN	THURSDAY
13	15929	TBM	DBRT	THURSDAY
14	12969	TBM	DBRT	FRIDAY
15	12829	MAS	BBS	FRIDAY
16	14816	TBM	BGKT	FRIDAY
17	12611	MAS	NZM	SATURDAY
18	22663	MS	JU	SATURDAY
19	12551	YPR	KYQ	SATURDAY
20	82612	PDY	SRC	SATURDAY
BI-WEEKLY TRAINS				
21	12651	MDU	NZM	SUN,TUE
22	22641	TVC	SHM	SUN, FRI
23	12967	MAS	JP	SUN,TUE
24	22648	TVC	KRBA	MON,THUR
25	12669	MAS	CPR	MON,SAT
26	12269	MAS	NZM	MON,FRI
27	16093	MAS	UJN	TUE,SAT
28	22643	ERN	PNBE	TUE,WED
29	12641	CAP	NZM	THUR, SAT
30	12503	BNC	KYQ	MON,FRI
TRI-WEEKLY TRAINS				
31	12509	SBC	GHY	THUR,FRI,SAT

NEW TRAINS				
32	12503	BNC	KYQ	BI-WEEKLY
33	16793	RMM	FD	WEEKLY
34	16794	FD	RMM	WEEKLY
35	14816	TBM	BGKT	ANTYODYA
36	14815	BGKT	TBM	ANTYODYA
37	82612	PDY	SRC	WEEKLY

(d) BG-IV/SL/DEPOT:

Sri Jothish, CTI is the incharge of the Depot. He is on SCL. Sri Natarajan, CTI/SL/MS is looking after the Depot and gave the following details.

Staff position as per the statement furnished by the Office:

Categories	CTI			Dy.CTI			Sr.TE			TE			Total		
	S	A	V	S	A	V	S	A	V	S	A	V	S	A	V
BG-IV	26	46	-20	84	70	14	24	20	4	0	0	0	134	136	-2

Staff on Rolls:

CTI	-	46
Dy.CTI	-	66
Sr.TE	-	20
TE	-	-
Total	-	132
SNP	-	1

Staff working in other units:

Railway Board squad	-	2
PCCM Squad	-	1
Station squad	-	1
Divisional squad	-	2
Staff grounded	-	1
Total	-	7

Trains Manned by this Depot:

S No.	Train no.	Name of the train	Remarks
1	16795	Cholan	Daily
2	16796	Cholan	Daily
3	17651	Kacheguda	Daily
4	17652	Kacheguda	Daily
5	12633	Kanniyakumari	Daily
6	12634	Kanniyakumari	Daily
7	12693	Pearl city	Daily
8	12694	Pearl city	Daily
9	12631	Nellai Express	Daily
10	12632	Nellai Express	Daily
11	12661	Podhigai Express	Daily
12	12662	Podhigai Express	Daily
13	11017	LTT-KARAIKAL	SUNDAY
14	11018	KARAIKAL-LTT	MONDAY
15	22404	NDLS-PDY	TUESDAY
16	22403	PDY-NDLS	WEDNESDAY
17	12897	PDY-BBS	WEDNESDAY
18	12898	BBS-PDY	WEDNESDAY
19	12667	MS-NCJ	THURSDAY
20	12668	NCJ-MS	FRIDAY
21	18496	BBS-RMM	SATURDAY
22	18495	RMM-BBS	SATURDAY
23	16863	BGKT-MQ	SATURDAY
24	16864	MQ-BGKT	

Earnings:

UNIT	AVERAGE P.M		AVG.PM	AVG.P.D
	2016	2017		
Station	2774898	2796969.3	2785934	92864
Squad	5679084	6834524.9	6256804	208560
SL Depot	7835595	6968739.8	7402168	246739
Total	16291593	16602251	16446922	548231

(e) Station Ticket Checking staff:

Man Power Requirement of Ticket checking staff at Stations:

Ticket checking staff have been posted in 62 stations over Chennai Division. Total sanctioned strength is 391 and actual strength is 385 and hence there are 6 vacancies.

Average earnings of all the Ticket checking staff (385 staff) put together per day is Rs.92864/-. Hence, Average earnings per employee per day is $92864/385 = \text{Rs.}241/-$.

The average earnings per month per employee when compared to average Man power cost is very less and hence there is a huge loss in this area. In order to prevent loss by way of Man Power cost, a minimum of One Ticket checking staff per station may be provided and from the remaining staff, 50% may be surrendered. The remaining 50% may be operated in Station for 4 hours and in Squads for 4 hours daily so that the Ticket checking earnings will be increased.

Requirement of staff for Major Stations:

STAFF POSITON OF STATION TICKET CHECKING STAFF – CHENNAI DIVISION					
	Total				
STATION	Sanction	Actual	Vacancy	Requirement	Surplus
MAS	32	28	4	16	16
MMC	8	10	-2	4	4
AVD	8	7	1	4	4
TRL	8	8	0	4	4
AJJ	8	9	-1	4	4
TRT	6	8	-2	3	3
KPD	8	13	-5	4	4
JTJ	8	10	-2	4	4
MS	15	31	-16	8	7
MSB	30	23	7	10	20
TBM	30	24	6	10	20
CGL	8	14	-6	4	4
Total	169	185	-16	75	94

Requirement of staff for 12 Major stations as above

75

Requirement of staff for the remaining 50 small	
Stations @ 1 staff per station	50
Total requirement	125
RG @ 16.66%	21
Total	146
LR @ 15%	22
G.Total	168

SANCTION VS REQUIREMENT:

Unit	Sanction	Actual	Vacancy	Requirement	Surplus
Stations	391	385	6	168	223

3.1.2 Man Power requirement of Ticket checking staff for SL Depots:

(a) BG-I SL DEPOT:

(i) TRAINS LEAVING UPTO 21.00 HRS:

Train no.	Service	Dep. Time	Arr. Time	From	To	SL Class coaches	Upper Class coaches
13352	Daily	14.00	22.00	ED	MAS	8	2
12008	6 days	14.15	21.25	MYS	MAS	0	$12/7*6=10.28$
12243	6 days	07.15	14.15	MAS	CBE	0	$8/7*6=6.85$
22625	Daily	07.25	13.10	MAS	SBC	0	8
22626	Daily	14.30	20.30	SBC	MAS	0	8
12639	Daily	07.50	14.00	MAS	SBC	15	0
12640	Daily	15.00	21.05	SBC	MAS	15	0
12252	Weekly	11.40	18.25	MAS	YPR	$11/7=1.57$	$6/7=0.85$
12251	Weekly	08.30	15.35	YPR	MAS	$11/7=1.57$	$6/7=0.85$
11042	Daily	11.55	20.05	MAS	GTL	9	3
11041	Daily	06.30	16.30	GTL	MAS	9	3
12679	Daily	14.30	22.15	MAS	CBE	18	2
12680	Daily	15.20	22.15	CBE	MAS	18	2
16203	Daily	07.25	13.10	MAS	SBC	8	0
16204	Daily	14.30	20.30	SBC	MAS	8	0
19419	2 days	20.00	03.45	MAS	GTL	$6/7*2=1.71$	$5/7*2=1.42$
19420	2 days	08.15	17.10	GTL	MAS	$6/7*2=1.71$	$5/7*2=1.42$
	Total					114.56	49.67

Man power requirement:

NORMS FOR MANNING RESERVED COACHES:

Trains leaving upto 21.00 Hrs:

Norms: 5 Upper class coaches - 1 TTE

3 SL Class coaches - 1 TTE

Trains leaving after 21.00 Hrs. (First leg of journey)

Norms: 3 Upper class coaches - 1 TTE

2 SL coaches - 1 TTE

Trains leaving after 21.00 Hrs (Second and subsequent leg of Journey)

5 Upper class coaches - 1 TTE

3 SL coaches - 1 TTE

Trains leaving upto 21.00 hrs:

To Man 114.56 SL coaches

@ 3 SL coaches per TTE = $114.546/3 = 38.18$ staff

To Man 49.67 Upper class coaches

@ 5 Upper class coaches per TTE = $49.67/5 = 9.93$

Total no. of staff required = $38.18 + 9.93 = 48.11$ or 49

(ii) Trains leaving after 21.00 Hrs:

Train no.	Service	Dep. Time	Arr. Time	From	To	SL Class Coaches	Upper Class coaches
13351	Daily	02.00	09.10	MAS	ED	8	2
12688	2 days	02.35	12.45	MAS	MDU	$4/7*2=1.14$	$3/7*2=0.85$
12687	2 days	22.35	09.20	MDU	MAS	$4/7*2=1.14$	$3/7*2=0.85$
22502	Weekly	04.55	11.30	PER	SBC	$14/7=2$	$5/7*2=1.42$
22501	Weekly	03.10	08.55	SBC	PER	$14/7=2$	$5/7*2=1.42$
12007	6 days	06.00	13.00	MAS	MYS	0	$12/7*6=10.28$
12244	6 days	06.15	13.50	MYS	MAS	0	$8/7*6=6.85$
22205	2 days	22.30	07.10	MAS	MDU	0	$11/7*2=3.14$
22206	2 days	22.45	07.20	MDU	MAS	0	$11/7*2=3.14$
20601	Weekly	22.30	07.10	MAS	MDU	0	$11/7=1.57$
20602	Weekly	22.45	07.40	MDU	MAS	0	$11/7=1.57$
22649	Daily	22.40	05.50	MAS	ED	13	3
22650	Daily	21.00	04.05	ED	MAS	13	3
12657	Daily	23.15	05.10	MAS	SBC	13	6
12658	Daily	22.40	04.45	SBC	MAS	13	6
12691	Weekly	23.30	05.25	MAS	SBC	$12/7=1.71$	$6/7=0.85$
12692	Weekly	23.00	05.15	SBC	MAS	$12/7=1.71$	$6/7=0.85$
	Total					69.70	52.79

To man 69.70 SL coaches @ 2 coaches

Per TTE = $69.70/2 = 34.85$ staff

To man 52.79 Upper class coaches
 @ 3 Upper class coaches per TTE = $52.79/3 = 17.59$ staff
 Total no. of staff = $34.85 + 17.59 = 52.44$ staff

Trains leaving upto 21.00 Hrs = 49
 Trains leaving after 21.00 Hrs = 52.44
 Total = 101.44
 RG @ 16.66% = 16.89
 Total = 118.33
 LR @ 15% = 17.74
 G.Total = 136.06
 Supervisory/Office = 2
 For Special trains = 4
 G.Total = 142.06 or 142 staff.

SANCTION VS REQUIRMENT

	Sanction	Actual	Requirement	Surplus
BG-I/MAS	173	164	142	31

(b) BG-II/MAS

(i) Trains leaving Upto 21.00 Hrs.:

Train no.	Service	Dep. Time	Arr. Time	From	To	SL Class coaches	Upper Class coaches
12676	Daily	14.55	22.35	CBE	MAS	14	2
22637	Daily	12.05	19.50	MAS	CBE	11	5
16053	Daily	14.15	17.50	MAS	TPTY	6	1
16054	Daily	10.00	13.40	TPTY	MAS	6	1
12695	Daily	15.25	23.07	MAS	CBE	15	6
12623	Daily	19.45	04.00	MAS	PGT	11	7
12685	Daily	17.00	01.45	MAS	PGT	11	5
16058	Daily	18.05	21.55	TPTY	MAS	6	1
22640	Daily	20.40	05.50	PGT	MAS	12	5
12697	Daily	15.15	23.25	MAS	PGT	13	4
22207	2 days	16.25	06.45	MAS	TVC	0	$12/7 \times 6 = 10.28$
12679	Daily	14.30	22.15	MAS	CBE	15	2
06047	Weekly	18.20	03.40	MAS	PGT	$8/7 = 1.14$	$2/7 = 0.28$
	Total					121.14	49.56

Man Power requirement:

To Man 121.14 SL Coaches @ 3 coaches per TTE = 40.38 staff
 To Man 49.56 Upper class coaches @ 5 per TTE = 9.91 staff

Total

= 50.29 staff

(ii)Trains leaving after 21.00 Hrs.

Train no.	Service	Dep.Ti me	Arr.Ti me	From	To	SL class coaches	Upper Class coaches
12675	Daily	06.10	13.45	MAS	CBE	14	2
16057	Daily	06.25	09.40	MAS	TPTY	6	1
22638	Daily	06.32	14.40	CBE	MAS	11	5
12696	Daily	00.40	10.00	PGT	MAS	15	6
12624	Daily	22.00	07.30	PGT	MAS	11	7
12686	Daily	22.10	08.00	PGT	MAS	11	5
22639	Daily	20.55	05.30	MAS	PGT	12	5
12681	Weekly	22.30	06.40	MAS	CBE	14/7=2	3/7=0.42
12682	Weekly	23.30	07.20	CBE	MAS	14/7=2	3/7=0.42
12698	Daily	03.25	12.25	PGT	MAS	13	4
22208	2 days	21.30	12.00	TVC	MAS	0	12/7*2=3.42
12680	Daily	06.15	13.50	CBE	MAS	15	2
06033	Weekly	23.40	08.15	MS	ED	10/7=1.42	2/7=0.28
06034	Weekly	00.10	06.45	ED	MS	10/7=1.42	2/7=0.28
82631	Weekly	20.00	02.25	MAS	ED	12/7=1.71	3/7=0.42
82632	Weekly	00.55	07.20	ED	MAS	12/7=1.71	3/7=0.42
06005	Weekly	20.00	02.25	MAS	ED	10/7=1.42	2/7=0.28
06048	Weekly	20.10	06.30	ED	MAS	10/7=1.42	2/7=0.28
82608	Weekly	01.15	08.30	SA	MAS	6/7=0.85	3/7=0.42
	Total					121.95	43.64

To Man 121.95 SL Coaches @ 2 coaches per TTE = 60.97 staff
 To Man 43.64 Upper class coaches @ 3 per TTE = 14.54 staff
 Total = 75.51 staff
 Trains leaving upto 21.00 Hrs = 50.29 staff
 Trains leaving after 21.00 Hrs = 75.51 staff
 Total = 125.80 staff
 RG @ 16.66% = 20.95 staff
 LR @ 15% = 22.01
 G.Total = 168.76 staff
 Supervisory and office = 4 staff
 Special trains = 4 staff
 G.Total = 176.76 staff
 = 177 staff

SANCTION VS REQUIREMENT:

	Sanction	Actual	Requirement	Surplus
BG-II/MAS	141	155	177	-36

(c) BG-III/SL DEPOT:**(i) Trains leaving upto 21.00 hrs:**

Train no.	Service	Dep. Time	Arr. Time	From	To	SL Class	Upper Class coaches
12077	Daily	07.35	14.45	MAS	BZA	8	1
12842	Daily	08.45	15.10	MAS	BZA	12	8
12656	Daily	09.35	16.30	MAS	BZA	11	7
12841	Daily	10.00	17.00	MAS	BZA	12	8
12655	Daily	08.45	16.05	MAS	BZA	11	7
22860	Weekly	16.25	23.30	MAS	BZA	10/7=1.42	4/7=0.57
16864	Weekly	19.25	03.20	MS	BZA	5/7=0.71	6/7=0.85
16793	Weekly	12.40	20.05	MS	BZA	12/7=1.71	3/7=0.42
12390	Weekly	07.00	14.20	MS	BZA	10/7=1.42	5/7=0.71
15119	Weekly	12.40	20.05	MS	BZA	7/7=1	2/7=0.28
22613	Weekly	14.40	21.35	MS	BZA	4/7=0.57	2/7=0.28
12969	Weekly	17.10	00.10	MAS	BZA	11/7=1.57	8/7=1.14
14816	Weekly	19.15	03.20	TBM	BZA	0	16/7=2.28
22663	Weekly	15.15	22.00	MS	BZA	12/7=1.71	6/7=0.85
12551	Weekly	15.35	22.25	MAS	BZA	0	18/7=2.57
12651	Bi-Weekly	08.50	15.55	MS	BZA	8/7*2=2.28	4/7*2=1.14
22641	Bi-Weekly	09.15	16.45	PER	BZA	11/7*2=3.14	5/7*2=1.42
12967	Bi-Weekly	17.40	00.10	MAS	BZA	11/7*2=3.14	8/7*2=2.28
12669	Bi-Weekly	17.40	00.10	MAS	BZA	12/7*2=3.42	7/7*2=2
12641	Bi-Weekly	08.50	15.55	MS	BZA	8/7*2=2.28	5/7*2=1.42
12503	Bi-Weekly	15.30	22.55	PER	BZA	0	16/7*2=4.57
Total						80.08	53.78

Man power requirement:

To Man 80.08 SL coaches @ 3per TTE = 26.93 staff

To Man 53.78 Upper class coaches @ 5 per TTE = 10.75 staff

Total = 37.68 staff

(i) Trains leaving after 21.00 Hrs.

Train no.	Service	Dep. Time	Arr. Time	From	To	SL Class coaches	Upper Class coaches
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12621	Daily	22.00	04.10	MAS	BZA	13	6
12622	Daily	00.15	07.10	MAS	BZA	13	6
12515	Weekly	05.30	13.05	PER	BZA	13/7=1.85	5/7=0.71
15629	Weekly	21.45	05.20	TBM	BZA	10/7=1.42	6/7=0.85
22870	Weekly	21.10	04.00	MAS	BZA	10/7=1.42	4/7=0.57
12897	Weekly	22.05	05.20	MS	BZA	11/7=1.57	5/7=0.71
22631	Weekly	21.10	03.50	MAS	BZA	0	16/7=2.28
15929	Weekly	21.45	05.20	TBM	BZA	13/7=1.85	5/7=0.71
12829	Weekly	21.10	04.00	MAS	BZA	11/7=0.78	5/7=0.71
12611	Weekly	06.10	11.50	MAS	BZA	0	16/7=2.28
22648	Bi-weekly	23.05	06.05	MAS	BZA	11/7*2=3.14	5/7*2=1.42
12269	Bi-weekly	06.40	12.25	MAS	BZA	8/7*2=2.28	8/7*2=1.42
16093	Bi-weekly	05.15	14.40	MAS	BZA	8/7*2=2.28	3/7*2=0.21
22643	Bi-weekly	05.30	13.05	MAS	BZA	14/7*2=1	3/7*2=0.85
12509	Tri-weekly	05.30	13.05	PER	BZA	10/7*3=4.28	9/7*3=3.85
	Total					45.59	28.57

To Man 45.59 SL Coaches @ 2 per TTE = 22.79 staff
To Man 28.57 Upper class coaches @ 3 Per TTE= 9.52 staff
Total = 32.31 staff

Trains leaving upto 21.00 Hrs = 37.68 staff
Trains leaving after 21.00 Hrs = 32.31 staff
Total = 69.99 staff
LR@ 16.66% = 11.66 staff
Total = 81.65 staff
LR@ 15% = 12.24 staff
G.Total = 93.89 staff or
= 94
Supervisory/Office = 4
Special trains = 4
G.Total = 102 staff

SANCTION VS REQUIREMENT:

	Sanction	Actual	Requirement	Surplus
BG-III/MAS	141	136	102	39

(d) BG-IV/MAS :

(i) Trains leaving upto 21.00 Hrs.

Train no.	Service	Dep.Time	Arr.Time	From	To	SL Class coaches	Upper Class coaches
16795	Daily	08.30	16.15	MS	TPJ	5	8
16796	Daily	10.00	17.50	TPJ	MS	5	8
17651	Daily	15.35	22.13	CGL	HX	8	5
12633	Daily	17.15	01.00	MS	MDU	12	6
12693	Daily	19.30	03.15	MS	MDU	12	6
12631	Daily	20.10	03.50	MS	MDU	12	7
11017	Weekly	07.50	10.55	RU	MS	13/7=1.85	4/7=0.57
11018	Weekly	14.00	21.45	KIK	MS	13/7=1.85	4/7=0.57
22404	Weekly	14.25	17.55	MS	PDY	10/7=1.42	4/7=0.57
22403	Weekly	09.15	12.40	PDY	MS	10/7=1.42	4/7=0.57
12898	Weekly	09.00	13.15	MS	PDY	11/7=1.57	5/7=0.71
12897	Weekly	18.35	22.05	PDY	MS	11/7=1.57	5/7=0.71
12667	Weekly	18.55	02.35	MS	MDU	11/7=1.57	5/7=0.71
18496	Weekly	08.35	16.25	MS	TPJ	12/7=1.71	6/7=0.85
18495	Weekly	13.25	22.05	TPJ	MS	12/7=1.71	5/7=0.71
16863	Weekly	09.55	17.15	MS	MQ	5/7=0.71	6/7=0.85
16864	Weekly	12.25	19.25	MQ	MS	5/7=0.71	6/7=0.85
	Total					70.09	47.67

Man Power requirement:

To Man 70.09 SL Coaches @ 3 Coaches per TTE = 23.36 staff

To Man 47.67 Upper class coaches @ 5 per TTE = 9.53 staff

Total = 32.89 staff

(ii) Trains leaving after 21.00 Hrs.

Train no.	Service	Dep.Time	Arr.Time	From	To	SL Class coaches	Upper Class coaches
17652	Daily	00.58	09.00	HX	CGL	8	5
12634	Daily	21.50	06.25	MDU	MS	12	6
12694	Daily	22.45	07.40	MDU	MS	12	6
12632	Daily	22.10	06.55	MDU	MS	12	7
12661	Daily	21.05	04.45	MS	MDU	12	7
12662	Daily	21.30	05.55	MDU	MS	12	7
11017	Weekly	10.55	18.35	MS	KIK	13/7=1.85	4/7=0.57
11018	Weekly	21.45	01.25	MS	RU	13/7=1.85	4/7=0.57
12668	Weekly	21.10	05.30	MDU	MS	12/7=1.71	6/7=0.85
	Total					73.41	39.99

To Man 73.41 SL Coaches @ 2 Coaches per TTE = 36.70 staff

To Man 39.99 Upper class coaches @ 3 per TTE = 13.33 staff

Total = 50.03 staff

Trains leaving upto 21.00 Hrs	=	32.89 staff
Trains leaving after 21.00 Hrs	=	50.03 staff
Total	=	82.92 staff
RG @ 16.66%	=	13.81 staff
Total	=	96.73 staff or
	=	97
Supervisory/Office	=	4
Special trains	=	4
G.Total	=	105 staff

SANCTION VS REQUIREMENT:

SL DEPOT	Sanction	Actual	Requirement	Surplus
BG-IV/MAS	134	136	105	29

SUMMARY OF REQUIRMENT OF STAFF FOR SLEEPER DEPOT:

Depot	Sanction	Actual	Requirement	Surplus
BG/I	173	164	142	31
BG/II	141	155	177	-36
BG/III	141	136	102	39
BG/IV	134	136	105	29
Total	589	591	526	63

3.1.3 Ticket checking squad:

(i) Earnings:

UNIT	AVERAGE P.M		AVG.PM	AVG.P.D
	2016	2017		
Station	2774898	2796969.3	2785934	92864
Squad	5679084	6834524.9	6256804	208560
SL Depot	7835595	6968739.8	7402168	246739
Total	16291593	16602251	16446922	548231

The average earnings of Squad Ticket checking staff per month is Rs.62,56,084 and per day is 2,08,560/-. There is 44 staff on rolls against the sanctioned strength of 155 and thus 111 vacancies exist.

Average squad earnings per month per staff is $6256084/44 = 1,42,183/-$.

Average Man power cost per month is approximately Rs.77595/- (GP Rs.4200/-). Thus, the cost of Man Power per employee per month is well

within the earnings of per employee per month of this category. Thus, the actual strength of 44 staff can be retained as such. As Chennai Division is having 4 suburban sections, the number of squads can be increased to achieve higher squad earnings as well as increased ticket sales in Suburban booking offices. Thus, the actual requirement of squad ticket checking staff is $44 + 60 = 104$ staff.

SANCTION VS REQUIREMENT:

	Sanction	Actual	Requirement	Surplus
SQUAD	155	44	104	51

SUMMARY OF SANCTION VS REQUIREMENT OF TICKET CHECKING STAFF OVER CHENNAI DIVISION:

UNIT	SANCTION	ACTUAL	REQUIREMENT	SURPLUS
Stations	391	385	168	223
Sleeper	589	591	526	63
SQUAD	155	44	104	51
Supervisory	19	21	21	-2
Total	1154	1041	819	335

3.2.0 SALEM DIVISION:

3.2.1 Field study details:

Field Study conducted over SA Division:

Field study was conducted over SA Division. CTI manned Train No.12673 of 07.3.2018 was interacted regarding pattern of working and quantum of work load on train. Sri Vijay Shanmugam was the CTI of the train.

Staff Manning of Train no.12673 of 07.3.2018 ex MAS – CBE:

HA-1,A-1 & B-1	-	Mr. Vijay Shanmugam, CTI
B-2,B-3,B-4	-	Mr. A.Anandakumar, TTI
B-5, S-1 & S-2	-	Mr. R. Rajeshkumar, TTI
S-3, S-4, & S-5	-	Mr. S. Sivakumar, TTI
S-6,S-7 & S-8	-	Mr. K. Manoj, Sr.TE
S-9,S-10 & S-11	-	Mr. Santhosh kumar, Sr.TE

Total staff utilised for manning the train is $1 + 5 = 6$.

Transaction details of the Staff:

S No.	Name of the TTE S/Shri	Coaches manned	No. of passengers	Amount collected (Rs.)
1	M. Vijayshanmugam	HA1,A1 & B1	NIL	-
2	A. Anandakumar	B2,B3 & B4	2	1300
3	R.Rajeshkumar	B5,S-1 & S-2	1	150
4	S.Sivakumar	S-3,S-4 & S-5	3	380
5	K.Manoj	S-6,S-7 & S-8	2	300
6	Santhosh kumar	S-9,S-10 & S-11	3	425

The incharge TTE (Captain) has to prepared two statements.

1. Details of GST collections

2. Train Captain Report

(specimen copy of the statements are enclosed.)

Shri Vijay Shanmumar, CTI incharge of the train has expressed the following deficiencies on the train.

1. There is no provision of Fans in AC Coach. In case AC failed, it will be very difficult for the passengers to travel in the same coach.

2. Generally there will be a two-way switch on the side berths in AC Coaches. Two-way Switches will be helpful in switching on/off the lights provided in the cabin without causing any disturbance to the passengers. This train being LHB train, this facility is not provided.

3. He also stated that Bio-Toilets are not properly utilised by the passengers and hence gets blocked frequently. Passengers could not use the toilets further and give room for complaint.

(a) CTI/SL Depot-I/CBE:

Mr. Sarveshwaran, CTI/SL/I/CBE was incharge of the Depot. He was interacted regarding staff strength, Roster and pattern of working. He stated that the staff position as follows.

Sanction 72

Actual 53

Mrs. Savithiri, CTI is being utilised for giving the unmanned coaches position and other earnings related works. She is giving the position for both the Depots SL-1/CBE & SL-2/CBE.

Mr. Sarveshwaran, CTI/SL/I/CBE stated that at present on an average there are 4 coaches unmanned in this depot. He further stated that if 60 staff are provided, this unmanned coaches will be eliminated. The request of the CTI/SL/I/CBE will be considered to extent possible while arriving at the requirement of the staff strength.

(b) CTI/SL-II/CBE:

Mr.Ravindaran, CTI/SL-II/CBE is the incharge of the Depot. He stated the following are the staff position.

Sanction - 75

Actual - 60

He only manages all the activities of the Depot. However, every month from 1st to 5th, Two staff are being utilised for the preparation of returns.

He further stated that he can manage the Depot well if around 70 staff are provided to him. The request of the CTI/SL/II/CBE will be considered to the extent possible while arriving at the requirement of the staff strength.

(c) Information Centre at CBE:

Mrs. Mythili, CTI/CBE is the incharge.

Staff strength:

Staff on roll = 14

Staff are being utilised to man Information booth, Cabin announcements, allotment of Retiring rooms through Computer system, handing over of enroute charts to the TTEs at platform. Apart from these duties, target (Rs.8000/- per month per TTE) also to be met with.

There is no collection of Tickets from the passengers. TDRs are issued to passengers. On an average 3 to 4 TDRs are issued.

NTES, PRS enquiry system, RR booking system are available.

Two Electronic indication boards with 10 Line display (information for 8 trains can be displayed at a time) are available on the Main concourse of the CBE.

It is suggested that Electronic display boards may be provided all the four directions on the main concourse so that enquiries on the counter will be avoided. It is also noticed that there is no dissemination of information through CCTV on the main concourse or at platforms. This can also be arranged.

After providing adequate number of Electronic display boards, dissemination of information through CCTVs in all platforms, Enquiry counters may be withdrawn.

3.2.2 ERODE SLEEPER DEPOTS:

(a) SL DEPOT-I:

Mr. Nesakumar, CTI/SL-I/ED who is incharge of the Depot is on leave. Mr. S. Murugesan, CTI is looking after the duties.

Train Nos.16733/16734 & Train nos.12689/12690 routes are changed via Salem, Nammakkal, Karur. Hence, two staff from SL/I and Three staff from SL/II are transferred to SA Sleeper Depot. A Letter vide No.C.568/IV/59/Vol.21 dated 02.3.2018 is enclosed for reference.

Two trains viz. Train No.16315/16316 which are being manned by SWR is going to be transferred to SR. A letter No.C.568/IV/59/Vol.21 dated 02.03.2018 regarding handing over Train no.16315/16316 for manning in first leg by SR is enclosed.

If handed over this Train no.16315/16316 to SR and manned by ED/SL/I, the additional staff requirement for this train will be as follows.

Composition of Train : Upper class	-	4 Coaches
Sleeper	-	14 Coaches

Departure Time : SBC at 17.00 Hrs.

As per Board`s norms, trains leaving upto 21.00 hrs,

1 TTE is to look after 5 Upper class coaches and 1 TTE is to look after 3 SL coaches.

Hence, For manning 4 Upper class coaches	=	1 TTE
For manning 14 SL coaches @ 2 SL per TTE	=	7 TTEs
Total		8 TTEs
RG @ 16.66%		1.33
Total		9.33
LR @ 15%		1.39
G.Total		10.72
For return direction		10.72
G.Total		21.44 or 22 Staff.

This additional requirement of staff will be considered at the time of implementation of scheme.

**** While originating earnings of Train No.16315 is accounted in SWR, manning of Coaches by SR will affect the Operating Ratio of SR. Hence, if SR is going to Man the coaches, Originating earnings of this train at SBC is also to be accounted to SR.**

(b) SA Sleeper Depot :

Mr. Mahalingam, CTI/SL/SA is the incharge of the Depot. He stated that Train No.12689/12690, 16733/16734 are also allotted to this depot. Additionally 6 staff are given for these trains.

Train No.12689/12690 weekly train is manned by SA/SL depot in two legs viz. SA-MDU & MDU-SA.

Train No.16733/16734 Okha-RMM weekly train is also manned by this depot ex SA-KPD & KPD-RMM.

Apart from the above trains, special trains No.06547/06548 Banaswadi-ERS weekly train is manned ex SA-ERS & ERS-SA. This special is running for two months from 01.4.2018.

The additional requirement of staff for manning of the above trains will be considered.

Man Power requirement of Ticket Checking staff:

Sleeper TTEs:

Sleeper Depot	Sanctioned	Actual	Vacancy
SL/SA	76	69	7
SL/ED-1	52	39	13
SL/ED-2	51	41	10
SL/CBE-1	72	51	16
SL/CBE-2	75	64	11
Total	326	269	57

Manning of Trains:

Sleeper Depot	No. of Trains	No. of services per week
SL/SA	30	92
SL/ED-1	10	70
SL/ED-2	28	43
SL/CBE-1	21	56
SL/CBE-2	27	70
Total	116	331

Earnings:

PERFORMANCE OF SLEEPER DEPOTS			
Depot	2014-15	2015-16	2016-17
SA	9904208	8153878	7579272
ED-SL-I	14130675	12508190	13017610
ED-SL-II	7266718	6491987	6221760
CBE-SL-I	874880	1620736	1620736
CBE-SL-II	19061901	14234419	11896577
Total	51238382	43009210	40335955
AVG P.M	4269865	3584101	3361330
Average per Month	3738432		

3.2.3 SLEEPER DEPOTS

(a) SALEM SLEEPER DEPOT:

As per the Guidelines of Railway Board the following are norms for manning Coaches by TTEs.

Category	Leg of journey	No. of Upper class coaches to be manned by a TTE.	No. of Sleeper Class Coaches to be manned by a TTE
Trains leaving upto 21.00 hrs	All legs	5	3
Trains leaving after 21.00 hrs	First leg of journey	3	5
	Second and Subsequent leg of journey.	5	3

(i) Trains leaving upto 21.00 hrs:

Daily Trains:

Train no.	Dep. Time	Upper class	SL Class	Total
16231	1745	3	12	15
17236	1910	6	10	16
16316(ERS)	2035	4	14	18
Total		13	36	49

Weekly Trains:

Train no.	Dep. Time	Upper class	SL Class	Total
22608	1900	3	14	17
16574	2050	5	12	17
19567 (SA)	0645	3	9	12
17616 (SA)	2005	3	7	10
16565 (SA)	0610	3	7	10
15906 (SA)	1940	3	11	14
Total		20	60	80
No. of Coaches per day		$20/7 = 2.857$	$60/7 = 8.57$	

Tri-weekly trains:

Train no.	Dep. time	Upper class	SL Class	Total
11022 (MDU)	1745	3	9	12
No. of coaches per day		$3 \times 2/7 = 1.285$	$9 \times 2/7 = 3.857$	

Four days in a week:

Train no.	Dep. time	Upper class	SL Class	Total
16339 (BWT)	1205	4	11	15

16340 (SA)	1645	4	11	15
Total		8	22	
No. of coaches per day		$8 \times 4/7 = 4.57$	$22 \times 4/7 = 12.57$	

No. of coaches handled per day:

Service	No. of trains	No. of Upper class coaches per day	No. SL coaches per day
Daily	3	13	36
Weekly	6	2.8	8.5
Tri-weekly	1	1.2	3.8
Four days in a week	2	4.5	12.5
Total	12	21.5	60.8

Man Power requirement:

No. of Upper class coaches handled per day 21.5

No. of TTEs required @ 5 coaches per TTE $21.5/5 = 4.3$ Staff

No. of SL coaches handled per TTE 60.8

No. of TTEs required @ 3 coaches per TTE $60.8/3 = 20.26$ Staff

(A) Total no. of staff required = $4.3 + 20.26 = 24.56$

(ii) Trains leaving after 21.00 hrs:

First leg of Journey:

Train no.	Dep. time	Upper class coaches	SL class coaches	Total no. of coaches
11064	2120	4	9	13
11063	2300	4	9	13
Total		8	18	26
No. of coaches per day		8	18	26

Man Power requirement for First leg of journey:

No. of coaches handed per day – Upper class - 8 Coaches

Man power requirement @ 3 coaches per TTE - $8/3 = 2.66$
Staff

No. of coaches handled per day – SL coaches - 18 Coaches

Man Power requirement @ 2 Coaches per TTE - $18/2 = 9$

Total no. of staff required - $2.66 + 9 = 11.66$ Staff.

Subsequent leg of journey:

Daily Trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
16232 (SA)	2345	3	12	15
16315 (SA)	2112	4	14	18
17235 (SA)	2215	6	10	16
Total		13	36	49

Weekly Trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
15905 (ERN)	05.25	3	11	14
22607(SA)	23.40	3	14	17
16573(SA)	0120	5	12	17
17316(TPJ)	0310	3	11	14
16566(PGT)	0230	3	7	10
17315(SA)	0405	3	11	14
Total		20	66	86
Total no. of coaches per day		$20/7 = 2.85$	$66/7 = 9.4$	

Tri-weekly Trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
12257 (SA)	0120	16	0	16
12258 (ERN)	2125	16	0	16
11021 (SA)	0300	3	9	12
Total		35	9	44
Total no. of coaches per day		$35 \times 3/7 = 15$	$9 \times 3/7 = 3.8$	

No. of coaches handled per day:

Service	No. of trains	No. of Upper class coaches per day	No. SL coaches per day
Daily	3	13	36
Weekly	6	2.85	9.4
Tri-weekly	3	15	3.8
Total	12	30.85	49.2

Man Power requirement for Subsequent leg of Journey

No. of Coaches handled per day – Upper class = 30.85

No. of staff required @ 5 Coaches per TTE = $30.85/5 = 6.17$ Staff

No. of coaches handled per day –SL Coaches = 49.2

No. of staff required @ 3 Coaches per TTE = $49.2/3 = 16.4$ Staff

Total no. of staff required = $6.17 + 16.4 = 22.57$

First leg of Journey (A) = 11.66 Staff

2nd & subsequent leg of journey (B) = 22.57 Staff

Total (A) + (B) = 34.23

SUMMARY OF REQUIREMENT OF STAFF FOR SA SLEEPER DEPOT:

Trains leaving upto 21.00 Hrs = 24.56 staff

Trains leaving after 21.00 hrs	=	34.23 staff
Total	=	58.79 staff
RG @ 16.66%	=	9.79 staff
Total	=	68.58 staff
LR @ 15%	=	10.28 staff
G.Total	=	78.86 or 79 Staff

Additional requirement of staff for manning

Additional trains as stated during the field study

(already 6 staff deputed from ED/SL-I&II Depots) = 4 staff

Total requirement of staff = 83 staff.

(b) ED Sleeper – I:

(i) Trains leaving upto 21.00 Hrs.:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
16382 (ERN)	1345	2	10	12
17229(PGT)	1515	4	13	17
13351 (ED)	0910	5	13	18
17230 (ED)	1655	4	13	17
16381 (KPD)	1745	2	10	12
16382 (ED)	1950	2	10	12
17229 (ED)	1820	4	13	17
Total		23	82	105

No. of Coaches handled per day - Upper Class – 23

No. of staff required @ 5 coaches per TTE – $23/5 = 4.6$ Staff

No. of Coaches handed per day - SL class - 82

No. of staff required @ 3 coaches per TTE - $82/3 = 27.33$ Staff

Total no. of staff required - $4.6 + 27.33 = 31.93$ (A)

(ii)Trains leaving after 21.00 Hrs:

First leg of Journey:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
13352	05.55	5	13	18

No. of coaches handled per day – Upper class - 5 Coaches

No. of staff required @ 3 Coaches per day - $5/3 = 1.66$ staff

No. of coaches handled per – SL class - 13 Coaches

No. of staff required @ 2 coaches - $13/2 = 6.5$ staff

Total no. of staff required - $1.66 + 6.5 = 8.16$

2nd and Subsequent leg of Journey:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
16381 (ED)	2205	2	10	12
17230 (KPD)	0233	4	13	17
Total		6	23	29

No. of coaches handed per day – Upper class -6

No. of staff required @ 5 coaches per TTE - $6/5 = 1.2$ Staff

No. of coaches handled per day – SL Class -23

No. of staff required @ 3 coaches per TTE - $23/3 = 7.66$

Total no. of staff required - $1.2 + 7.66 = 8.86$

Total no. of staff - $8.16 + 8.86 = 17.02$

Man Power requirement for ED Sleeper – I

Trains leaving upto 21.00 Hrs. (A) - 31.93 staff

Trains leaving after 21.00 Hrs.(B) - 17.02 staff

Total (A) + (B) - 48.95 Staff

RG @ 16.66% - 8.15 Staff

Total - 57.10 Staff

LR @ 15% - 8.56 Staff

G.Total - 65.66 or 66 Staff

(**Additional staff required for manning Train no.16315/16316 - 22 staff)

(c) ERODE SLEEPER – II:

(i) Trains leaving upto 21.00 Hrs.:

Daily Trains: NIL

Weekly Trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
12689 (MAS)	1820	1	8	9
22816 (ED)	1520	5	10	15
22620 (ED)	1520	4	10	14
17615 (KPD)	2000	3	7	10
22815 (RU)	0910	5	10	15
16360 (KPD)	1225	4	12	16
16734 (KPD)	0815	4	12	16
19568 (BWT)	1810	3	9	12
16734 (ED)	1235	4	12	16
16790 (ED)	1255	1	4	5
16788 (ED)	0750	1	4	5
		35	98	133
No. of coaches handed per day		35/7 = 5	98/7=14	

Two days in a week:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
16787 (TEN)	1600	1	4	5
Total		1	4	5
No. of coaches per day		0.28	1.14	

No. of coaches handled per day:

Service	No. of trains	Upper class	SL Class	Total
Daily trains	Nil	Nil	Nil	Nil
Weekly trains	11	5	14	19
Two days in a week	1	1	4	5
Total	12	6	18	24

No. of coaches handled – Upper class - 6 Coaches

No. of staff required @ 5 Coaches per TTE - $6/5 = 1.2$ staff

No. of coaches handled – SL class - 18 Coaches

No. of staff required @ 3 Coaches per TTE - $18/3 = 6$ Staff

Total no. of staff required - $1.2 + 6 = 7.2$ staff (A)

(ii)Trains leaving after 21.00 Hrs:

First leg of journey:

Daily trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
16188 (ERS)	2215	4	7	11
Total		4	7	11

Weekly trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
16733 (RMM)	2215	4	12	16
19567 (TN)	2200	3	9	12
12689 (ED)	0020	1	8	9
Total		8	29	37
No. of coaches per day		8/7 = 1.14	29/7 = 4.14	

No. of coaches handled per day – Upper class 1.14 Coaches

No. of staff required @ 3 Coaches per TTE – $1.14/3 = 0.38$ Staff

No. of coaches handled per day – SL class - 4.14

No. of staff required @ 2 SL coaches per TTE- $4.14/2 = 2.07$ staff

Total no. of staff required $-0.38 + 2.07 = 2.45$ staff

2nd and Subsequent leg of journey:

Daily trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
16187 (ED)	2300	4	7	11
Total		4	7	11

Weekly trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
12690 (MDU)	0030	1	9	10
16733 (ED)	0520	4	12	16
22838 (ED)	0555	3	10	13
16359 (ED)	0515	4	12	16
12645 (ED)	0050	3	12	15
12690 (ED)	0550	1	9	10
22837 (RU)	2140	3	10	13
19568 (ED)	2355	3	9	12
16318 (RU)	0055	3	10	13
		25	93	118
No. of coaches per day		25/7=3.57	93/7=13.28	

Two days in a week:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
22643 (ED)	2310	3	14	17
22644 (MAS)	0340	3	14	17
Total		6	28	34
No. of coaches per day		$6 \times 2/7 = 1.71$	$28 \times 2/7 = 8$	

No. of coaches handled per day:

Service	No. of trains	Upper class	SL Class	Total
Daily trains	1	4	7	11
Weekly trains	9	3.57	13.28	16.85
Two days in a week	2	1.71	8	9.71
Total	12	9.28	28.28	

No. of coaches handled per day – Upper class = 9.28 Coaches

No. of staff required @ 5 Coaches per TTE = $9.28/5 = 1.85$ Staff

No. of coaches handled per day – SL Coaches = 28.28 Coaches

No. of staff required @ 3 Coaches per TTE = $28.28/3 = 9.42$ Staff

Total no. of staff required = $1.85 + 9.42 = 11.27$ staff

No. of staff required - First leg of journey = 2.45 staff

No. of staff required - 2nd & subsequent

leg of journey = 11.27

Total staff required = 13.72

Summary of Staff requirement:

Train leaving upto 21.00 Hrs. - (A) = 7.2 Staff

Trains leaving after 2100 Hrs.	=	13.72 Staff
Total	=	20.92 staff
RG @ 16.66%	=	3.48
Sub-total	=	24.4 staff
LR @ 15%	=	3.66
G.Total	=	28.06 staff or 28 Staff

(d) CBE – SLEEPER DEPOT – I

(i) Trains leaving upto 21.00 Hrs.:

Daily Trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
16615 (MQ)	2015	2	5	7
Total		2	5	7

Weekly trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
22646 (TVC)	0615	4	13	17
12522 (ERS)	1015	4	13	17
22646 (CBE)	1530	4	13	17
12522 (CBE)	1530	4	13	17
12521 (CBE)	0740	4	13	17
22645 (CBE)	0745	4	13	17
TOTAL		24	78	102
Total no. of coaches per day		3.42	11.14	

Two days in a week:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
22648 (TVC)	0615	4	11	15
22648 (CBE)	1530	4	11	15
22647 (CBE)	0745	4	11	15
Total		12	33	45
No. of coaches per day		$12 \times 2/7 = 3.42$	$33 \times 2/7 = 9.42$	

Three days in a week:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
12512 (TVC)	0615	5	11	16
12512 (CBE)	1530	5	11	16
Total		10	22	32
No. of coaches per day		$10 \times 3/7 = 4.28$	$22 \times 3/7 = 9.42$	

Four days in a week:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
22616 (CBE)	0600	0	9	9
Total no. of coaches per day		0	$9 \times 4/7 = 5.14$	

No. of coaches handled per day:

Service	No. of trains	Upper class	SL Class	Total
Daily trains	1	2	5	7
Weekly trains	6	3.42	11.14	14.56
Two days in a week	3	3.42	9.42	12.84
3 days in a week	2	4.28	9.42	13.70
Four days in a week	1	0	5.14	5.14
G.Total	13	13.12	30.7	43.82

No. of coaches handled per day – Upper class-13.12 coaches

No. of staff required @ 5 coaches per TTE - $13.12/5 = 2.62$ Staff

No. of coaches handled per day – SL Class -30.7 coaches

No. of staff required @ 3 coaches per TTE -30.7/3 =10.23 Staff

Total no. of staff required – 2.62 + 10.23 = 12.85 staff (A)

(ii) Trains leaving after 21.00 Hrs:

First leg of journey:

Daily trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
12674 (CBE)	2240	7	11	18
12673 (MAS)	2210	7	11	18
16616 (CBE)	0030	2	5	7
Total		16	27	43

No. of coaches handled per day – Upper class - 16 Coaches

No. of staff @ 3 Coaches per TTE - 16/3 = 5.33 Staff

No. of coaches handled per day – SL Class =27 Coaches

No. of staff @ 2 Coaches per TTE - 27/2 = 13.5 Staff

Total no. of staff required - 5.33 + 13.5 = 18.83 staff

2nd and Subsequent leg of Journey:

Daily trains : nil

Weekly Trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
22645 (MAS)	2320	4	13	17
Total no. of coaches per day		4/7=0.57	13/7=1.85	

Two days in a week:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
22647 (MAS)	2320	4	11	15
Total no. of coaches per day		$4 \times 2/7 = 1.14$	$11 \times 2/7 = 3.14$	

Three days in a week:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
12521 (MAS)	2320	5	11	16
12511 (MAS)	2320	5	11	16
Total		10	22	32
Total no. of coaches per day		$10 \times 3/7 = 4.28$	$22 \times 3/7 = 9.42$	

No. of coaches handled per day:

Service	No. of trains	Upper class	SL Class	Total
Daily trains	Nil	Nil	Nil	Nil
Weekly trains	1	0.57	1.85	2.42
Two days in a week	1	1.14	3.14	4.28
3 days in a week	2	4.28	9.42	13.70
G.Total	4	5.99	14.41	20.40

No. of coaches handed per day -Upper class - 5.99 Coaches

No. of staff required @ 5 coaches per TTE - $5.99/5 = 1.19$ Staff

No. of coaches handled per day –SL class - 14.41 coaches

No. of staff required @ 3 coaches per TTE - $14.41/3 = 4.80$

Total staff required = $1.19 + 4.8 = 5.99$ staff

First leg of Journey = 18.83

2nd & Subsequent leg of journey = 5.99

Total staff (B) = 24.82 staff

Man Power requirement:

Trains leaving upto 21.00 Hrs (A) = 12.85 Staff

Train leaving after 21.00 Hrs (B) = 24.82 Staff
 Total = 37.67 staff
 RG @ 16.66% = 6.27
 Sub-total = 43.94
 LR @ 15% = 6.59
 G.Total = 50.53 or 51 Staff.
 CTI/SL/I/CBE`s request for staff = 60 staff agreed to.
 Hence, requirement of staff for CTI/SL/I/CBE = 60 Staff

(e) CBE SLEEPER DEPOT – II

(i) Trains leaving upto 21.00 Hrs:

Daily trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
12672 (MTP)	1945	8	10	18
11014 (CBE)	0855	6	11	17
Total		14	21	35

Two days in a week:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
17606 (RU)	1730	3	7	10
Total		3	7	10
No. of coaches per day		$3 \times 2/7 = 0.85$	$7 \times 2/7 = 2$	

Weekly Trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
12647 (CBE)	1505	3	14	17
16618 (CBE)	1945	4	14	18
18567 (CBE)	0630	5	9	14
16613 (BWT)	1825	4	14	18
12648 (CBE)	0955	3	14	17
Total		19	65	84
No. of coaches per day		19/7=2.71	65/7=9.28	

No. of coaches handled per day:

Service	No. of trains	Upper class	SL Class	Total
Daily trains	2	14	21	35
Weekly trains	5	2.71	9.28	11.99
Two days in a week	1	0.85	2.00	2.85
G.Total	8	17.56	32.28	49.84

No. of coaches handled per day – Upper class =17.56

No. of staff required @ 5 coaches per TTE =17.56/5 = 3.52

No. of coaches handled per day – SL class =32.28

No. of staff required @ 3 coaches per TTE =32.28/3 =
10.76 Staff

Total no. of staff required = 3.52 + 10.76 = 14.28 (A)

(ii) Trains leaving after 21.00 Hrs:

Daily Trains:

First leg of journey:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
12671 (MAS)	2105	8	10	18
Total		4	10	18

Two days in a week:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
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17606 (CBE)	0207	3	7	10
Total		3	7	10
No. Of coaches per day		$3 \times 2/7 = 0.85$	$7 \times 2/7 = 2$	

Weekly trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
16614 (CBE)	2330	4	14	18
18568 (QLN)	2110	5	9	14
Total		9	23	32
No. Of coaches per day		$9/7 = 1.28$	$23/7 = 3.28$	

No. Of coaches handled per day:

Service	No. of trains	Upper class	SL Class	Total
Daily trains	1	4	10	14
Two days in a week	1	0.85	2	2.85
Weekly trains	2	1.28	3.28	4.56
G.Total	4	6.13	15.28	21.51

No. Of coaches handled per day Upper class – 6.13

No. Of staff required@ 3 Upper class coaches per TTE =
 $6.13/3 = 2.04$ staff

No. Of coaches handled per day SL class - 15.28

No. Of staff required @ 2 SL coaches per day = $15.28/2 = 7.64$

Total no. Of staff required - $2.04 + 7.64 = 9.68$ staff.

2nd and subsequent journey:

Daily Trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
11013	2150	6	11	17
Total		6	11	17

Two days in a week:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
17605	0405	3	7	10
22641	0120	5	11	16
17606	0207	3	7	10
22642	0340	5	11	16
Total		16	36	52
No. Of coaches per day		$16 \times 2 / 7 = 4.57$	$36 \times 2 / 7 = 10.28$	

Weekly Trains:

Train no.	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
12507	0120	4	15	19
12515	2125	4	15	19
16617	0105	4	14	18
18568	0450	5	9	14
18567	2145	5	9	14
12508	0430	4	15	19
12516	0430	4	15	19
Total		30	92	122
No. Of coaches per day		$30 / 7 = 4.28$	$92 / 7 = 13.14$	

No. of coaches per day :

Service	No. of trains	Upper class	SL Class	Total
Daily trains	1	6	11	17
Two days in a week	4	4.57	10.28	14.85
Weekly trains	7	4.28	13.14	17.42
Total	12	14.85	34.42	49.27

No. of coaches handled per day – Upper class = 14.85

No. of staff required @ 5 staff = $14.85/5 = 2.97$ staff

No. of coaches handled per day – SL Class = 34.42

No. of staff required @ 3 TTEs = $34.42/3 = 11.47$ staff

Total no. of staff = $2.97 + 11.47 = 14.44$ staff

No. Of staff required for First leg of journey = 9.68 staff

No. Of staff required for Second leg of journey = 14.44 staff

Total no. Of staff required = 24.12 staff (B)

MAN POWER REQUIREMENT:

For Trains leaving upto 2100 Hrs (A) = 14.28

For Trains leaving after 2100 Hrs (B) = 24.12

Total (A) + (B) = 38.40

RG @ 16.66% = 6.39

Total = 44.79

LR @ 15% = 6.71

G.Total = 51.50 or 52 staff

CTI/SL/II/CBE requested for 70 staff, but the Planning Branch considers to the extent of = 60 staff.

3.2.4 SUMMARY OF STAFF REQUIRMENT FOR MANNING UPPER CLASS AND SL COACHES OF TRAINS OVER SA DIVISION

DEPOT	SANCTION	ACTUAL	REQUIRMENT	SURPLUS
SA	76	69	83	-7
ED-I	52	39	66	-14
ED-II	51	41	28	23
CBE-I	72	51	60	12
CBE-II	75	64	60	15
TOTAL	326	264	297	29

3.2.5 STATION TICKET CHECKING STAFF:

(i) Yard Stick

As per Railway Board Letter No.97/TG-V/13/3 dated 14.03.2014, the norms for Ticket checking staff have been revised as follows.

Existing Norms	Revised Norms
One TC per 500 passengers	One TC per 1000 passengers

(ii) SA Division is having Ticket Collectors at the following stations.

Station	Sanction	Actual	Vacancy
Hqrs	3	2	1
SA	10	10	0
ED	13	13	0
TUP	9	8	1
CBE	14	14	0
PTJ	5	5	0
KRR	5	5	0
MTP	3	2	1
ONR	2	2	0
Other stations	9	0	9
Total	73	61	12

(iii) Earnings of TCs working in Stations:

Average earnings of Station ticket check staff is Rs.1,73,211/ per month.

Actual staff strength of stations is 61. Hence, average earnings per employee per month is Rs.2839.52 or Rs.2840/- Average Man power cost per Ticket checking staff per month is Rs.53,300 (staff in GP Rs.2400/-). Thus, there is loss of Rs.50,460/- per month per employee.

Hence, cumulative loss for 61 staff per year is Rs.3,69,36,720/- i.e. **Rs. 3.69 crores.**

(iv) Computerisation of PRS & UTS:

After Computerisation of reservations and Unreserved tickets, Collection of tickets has been abandoned. Ticket checking staff are being utilised in Announcements in Major stations.

Target for TC staff working stations are fixed very low in view of their stationary duties. Hence, posting of TCs at stations is not justified.

(v) Requirement of TC station:

As per the Yard stick one TC has to check 1000 passengers in a shift which means 125 passengers per hour. This yard stick cannot be applied since one TC cannot check 125 passengers in a hour. All the passengers detrained from the train are not passing through a particular entry and they go out in many ways. In Major stations, number of exit points are there and there is no meaning in posting TC staff in each exit point. Hence, existing TC staff may be merged with Squads and Squads may be advised to check and detect ticketless passengers in stations also.

This will increase the Ticket checking earnings of individual staff and will compensate the Man Power cost incurred on Ticket checking staff. However, till such time this suggestion is accepted, the requirements of TCs at Stations are arrived on need basis.

Divisional Headquarters: There are 2 TC staff are available against the sanctioned strength of 3 staff. These staff are utilised for preparation various statements, maintaining statistics, organising special checks etc. The existing strength of two staff are allowed as such and One vacant post of may be surrendered.

Station	Sanction	Actual	Requirement	Surplus
Divn.Hqrs	3	2	2	1

1. SALEM:

There are 10 sanctioned posts of TCs and 10 TCs are available.

SA being a Divisional Headquartered station, this 10 TCs are allowed as such.

Station	Sanction	Actual	Requirement	Surplus
SA	10	10	10	0

2. ERODE:

There are 13 sanctioned posts and 13 TCs are available. TCs are looking after Retiring Room booking, manning Enquiry counters, handing over charts to TTEs at platforms, announcements duties in Cabin.

The actual strength are allowed as such.

Station	Sanction	Actual	Requirement	Surplus
ED	13	13	13	0

3. TIRUPPUR:

There are 8 TC staff available against the sanctioned strength of 9. There is one Vacancy. One TC per shift is sufficient to manage the duties. Hence, total requirement will be 1x3 shifts = 3+1 LR/RG = 4. One Incharge is allowed. The remaining 5 TCs posts may be surrendered.

Station	Sanction	Actual	Requirement	Surplus
TUP	9	8	5	4

4. COIMBATORE:

14 TCs are available against the sanction 14 staff. In Coimbatore, Information centre is functioning round the clock. Retiring Room booking through system is also done here. TC staff are posted in Cabin for making announcements. En route Reservation charts are being handed over to the TTEs at platforms.

There are two Electronic display boards provided near the Information centre at the Main concourse area. These boards provide information of arrival/departure of train upto maximum of 5 trains in each board at a time. Either number of boards can be increased or no. of lines in each may be increased to 10 so that more number of trains can be displayed. Further there is no CCTVs in the station. This can be arranged in Main concourse area as well as in platforms and other important locations so dissemination of information can be done through CCTVs. After providing adequate information various

media, information counters may be withdrawn. Till such time, the existing strength is retained as such.

Station	Sanction	Actual	Requirement	Surplus
CBE	14	14	14	0

5. PODHANUR:

There are 5 TCs staff available at PTJ against sanctioned strength of 5 staff. One TC in each shift is sufficient to manage the duties and hence total requirement of TC staff at PTJ is 1 x3 shifts = 3 + 1 LR/RG = 4 TCs. Hence, One TC post may be surrendered.

Station	Sanction	Actual	Requirement	Surplus
PTJ	5	5	4	1

6. KARUR:

There are 5 TCs staff available at KRR against sanctioned strength of 5 staff. One TC in each shift is sufficient to manage the duties and hence total requirement of TC staff at KRR is 1 x3 shifts = 3 + 1 LR/RG = 4 TCs.

Station	Sanction	Actual	Requirement	Surplus
KRR	5	5	4	1

7. METTUPALAYAM:

There are 3 TCs available against the sanctioned strength of 2 staff. Two staff (one in morning and one evening shift) is sufficient. Hence, One TC post may be surrendered.

Station	Sanction	Actual	Requirement	Surplus
MTP	3	2	2	1

8. COONOOR:

There are 2 TCs available against the sanctioned strength of 2 staff. Two staff (one in morning and one evening shift) is sufficient.

Station	Sanction	Actual	Requirement	Surplus
ONR	2	2	2	0

9. Other stations:

There are 9 TC posts sanctioned for “other stations” but no staff is posted and all the 9 posts are vacant. These 9 vacant posts may be surrendered.

Station	Sanction	Actual	Requirement	Surplus
Other stations	9	0	0	9

3.2.6 SUMMARY SANCTION VS REQUIREMENT AND SURPLUS

Station	Sanction	Actual	Requirement	Surplus
Hqrs	3	2	2	1
SA	10	10	10	0
ED	13	13	13	0
TUP	9	8	5	4
CBE	14	14	14*	0
PTJ	5	5	4	1
KRR	5	5	4	1
MTP	3	2	2	1
ONR	2	2	2	0
Other stations	9	0	0	9
Total	73	61	**56	17

**** TC staff and Squad can be merged to increase Ticket checking earnings.**

*On implementation of suggestions, surplus staff may be surrendered.

3.2.7 SQUAD STAFF:

There are 29 staff working in Ticket checking squads against the sanctioned strength of 29. Average earnings of Squad ticket check staff is Rs.22,16,197/- per month.

Actual staff strength of stations is 29. Hence, average earnings per employee per month is Rs.76,420.58 or Rs.76421/- Average Man power cost per Ticket checking staff per month is Rs.77595 (staff in GP Rs.4200/-). Thus, there is no much loss on this account. However, the Squad earnings may further be improved.

The actual strength of Squad Ticket checking staff is allowed as such.

Unit	Sanction	Actual	Requirement	Surplus
All Squads	29	29	29	0

3.2.8 OVERALL SUMMARY OF SANCTION VS REQUIREMENT AND SURPLUS

Unit	Sanction	Actual	Requirement	Surplus
Sleeper Depots	326	269	297	29
Squads	29	29	29	0
Stations	73	61	56	17
G.Total	428	355	382	46

Suggestion:

1. In order to check the Man Power cost on Ticket checking staff on board, it is suggested to engage Agent on Contract basis as done for issue of Unreserved tickets (JTBS).
2. Ticket checking staff/Agent may be provided with Palm Top so that conversion charges/Penalty can be collected by issuing receipt from Palm top. This will pave way for the dispensation of EFTs.
3. On select long distance trains such as Shatabdi, Rajdhani etc. Pre-departure checks can be organised at Platforms one hour before the departure of train so that the work load on train will be reduced.
4. Station TC and Squad TCs can be merged and posted as Station-cum-Squad so that ticket checking earnings may be improved.

3.6.0 PALGHAT DIVISION:

Staff position:

S.No.	Unit	Station	Depot	Sanctioned	Actual	Vacancy
1	CTI/HQ	PGT	PGT	2	1	1
2	Prosecution	PGT	PG	1	1	0
		SRR	PG	1	1	0
		CLT	PG	1	1	0
				5	4	1
	Total					
3	Sleeper Depots	PGT	SL	62	54	8
		PGT	KM	72	60	12
		SRR	SL	127	105	22
		CAN	SL	103	85	18
	Total			364	304	60
4	Station information	POY	STN	4	2	2
		PGTN	STN	4	4	0
		PGT	STN	12	17	-5
		SRR	STN	12	12	0
		TIR	STN	4	4	0
		CLT	STN	12	13	-1
		BDJ	STN	4	4	0
		TLY	STN	4	4	0
		CAN	STN	12	12	0
		PAY	STN	4	4	0
		KZE	STN	4	3	1
		KGQ	STN	4	5	-1
		MAQ	STN	12	13	-1
		MAJN	STN	5	5	0
	Total			97	102	-5
5	Squad Depots	PGT	SQD	9	8	1
		SRR	SQD	9	8	1
		CLT	SQD	8	7	1
		CAN	SQD	9	7	2
	Total			35	30	5
	G.TOTAL			501	440	61

EARNINGS:

(i) Earning details are enclosed.

(ii) Divisional targets & achievement are given below:

Period	Divisional Target (Rs.)	Achieved (in Rs.)
2015-16	4,28,04,000	7,02,40,053
2016-17	4,28,04,000	6,29,46,262
AVERAGE PER YEAR		6,65,93,157
AVERAGE PER MONTH		55,49,430

Man Power requirement of Ticket Checking staff for SL Depots:

There are 4 SL depots in PGT Division viz. PGT/SL, PGT/KM, SRR/SL & CAN/SL Depots.

(a) PGT/SL Depot:

(i) Trains leaving upto 21.00 Hrs:

Train no.	Service	Dep.Time	Arr.Time	From	To	SL Class coaches	Upper Class coaches
12686	Daily	16.20	22.10	MAQ	PGT	11	5
12602	Daily	13.25	20.20	MAQ	PGT	11	5
12602	Daily	20.20	05.40	PGT	MAS	11	5
12601	Daily	20.20	04.30	MAS	PGT	11	5
16859	Daily	12.40	21.45	PGT	MAQ	13	4
16860	Daily	06.55	13.40	MAQ	PGT	13	4
			Total			70	28

(ii) Trains leaving after 21.00 Hrs:

Train no.	Service	Dep.Time	Arr.Time	From	To	SL Class coaches	Upper Class coaches
12685	Daily	01.45	09.05	PGT	MAQ	11	5
12601	Daily	04.30	12.25	PGT	MAQ	11	5
			Total			22	10

Man Power requirement:

For Trains leaving upto 21.00 Hrs.

To Man 70 SL Coaches per day

@ 3 Coaches per TTE = $70/3 = 23.33$ Staff

To Man 28 Upper class coaches

@ 5 Coaches per TTE = $28/5 = 5.6$ Staff

Total = $23.33 + 5.6 = 28.93$

For Trains leaving after 21.00 Hrs:

To Man 22 SL Coaches @ 2 coaches per TTE = $22/2 = 11$

To Man 10 Upper class coaches @ 3 per TTE = $10/3 = 3.33$

Total = 14.33 staff

For Trains leaving upto 21.00 Hrs = 28.93 staff

For Trains leaving after 21.00 Hrs = 14.33 staff

Total = 43.26 staff

RG @ 16.66% = 7.2 staff

Total = 50.46 staff

LR @ 15% = 7.56 staff

G.Total = 58.02 staff or 59 staff

SANCTION VS REQUIREMENT:

UNIT	SANCTION	ACTUAL	REQUIRMENT	SURPLUS
PGT/SL	62	54	59	3

(b) PGT KM DEPOT:

(i) Trains leaving upto 21.00 hrs:

Train no.	Service	Dep.Time	Arr.Time	From	To	SL Class coaches	Upper Class coaches
12625	Daily	18.40	04.10	PGT	RU	12	7
12626	Daily	20.30	14.45	RU	TVC	12	7
22640	Daily	16.05	20.40	ALLP	PGT	12	5
	Total					36	19

(ii) Trains leaving after 21.00 Hrs.:

Train no.	Service	Dep.Time	Arr.Time	From	To	SL Class coaches	Upper Class coaches
16565	Weekly	10.30	14.55	PGT	CAN	7	3
12777	Weekly	19.27	23.25	SA	PGT	6	2
12778	Weekly	19.35	23.45	PGT	SA	6	2
12777	Weekly	23.25	06.30	PGT	KCVL	6	2
12778	Weekly	12.50	19.35	KCVL	PGT	6	2
16687	Weekly	17.05	22.55	MAQ	PGT	6	3
16688	Weekly	16.10	22.45	PGT	MAQ	6	3
12646	Weekly	16.00	02.30	RU	PGT	11	3
22619	Weekly	09.10	18.25	RU	PGT	10	4
12644	Weekly	16.00	02.30	RU	PGT	11	5
22851	Weekly	19.15	02.30	MAQ	PGT	10	6
16856	Weekly	17.05	22.55	MAQ	PGT	7	3
16858	Weekly	17.05	22.55	MAQ	PGT	7	3
16331	Weekly	11.55	20.05	BWT	PGT	11	5
16332	Weekly	12.05	19.40	BWT	PGT	11	5
	Total					121	51

Total number coaches per week- SL = 121
 No. of coaches per day = $121/7 = 17.28$
 Total number of coaches per week _ Upper class = 51
 No. of coaches per day = $51/7 = 7.28$

Man Power requirement:

For Trains leaving upto 21.00 hrs:

To Man 36 SL Coaches @ 3 Coaches per TTE = $36/3 = 12$
 To Man 19 Upper class coaches @ 5 per TTE = $19/5 = 3.8$

Total = 15.8 staff

For Trains leaving after 21.00 Hrs.

To Man 17.28 SL Coaches
 @ 2 Coaches per day = $17.28/2 = 8.64$

To Man 7.28 Upper class Coaches
 @ 3 Coaches per day = $7.28/3 = 2.42$
 Total = $8.64 + 2.42 = 11.06$ staff

For Trains leaving upto 21.00 Hrs = 15.8 staff
 For Trains leaving after 21.00 Hrs = 11.06 staff

Total	= 26.86 staff
RG @ 16.66%	= 4.47
Total	= 31.33 staff
LR @ 15%	= 4.69 staff
G.Total	= 36.02 staff or 36

SANCTION VS REQUIREMENT:

Unit	Sanction	Actual	Requirement	Surplus
PGT KM	72	60	36	36
PGT/SL	62	54	59	3

(c) SRR/SL DEPOT:

(i) Trains leaving upto 21.00 Hrs:

(a) – Daily service

Train no.	Service	Dep.Time	Arr.Time	From	To	SL Class coaches	Upper Class coaches
16346	Daily	16.35	23.00	SRR	MAJN	12	6
16347	Daily	20.40	03.55	TVC	SRR	12	6
16606	Daily	10.10	17.00	SRR	MAQ	5	1
16650	Daily	13.50	20.15	SRR	MAQ	3	3
16348	Daily	14.20	20.50	MAQ	SRR	12	4
16346	Daily	16.35	23.00	SRR	MAJN	12	6
16605	Daily	13.25	21.10	SRR	ERS	5	1
16650	Daily	11.15	13.50	ERN	SRR	3	3
16606	Daily	07.40	10.10	ERS	SRR	5	1
16649	Daily	11.20	14.00	SRR	ERS	3	3
16605	Daily	07.20	13.25	MAQ	SRR	5	1
		Total				77	35

(b) Other than Daily service:

Train no.	Service	Dep.Time	Arr.Time	From	To	SL Class coaches	Upper Class coaches
19261	Weekly	16.50	22.00	SRR	MAJN	7/7=1	3/7=0.42
12217	Two days	15.00	01.20	SRR	MAO	9/7*2=2.57	4/7*2=1.14
12082	5 days	20.30	23.50	SRR	CAN	13/7*5=9.28	3/7*5=2.14
19577	2 days	19.50	22.00	ERS	MAJN	10/7*2=2.85	3/7*2=0.85
16333	Weekly	13.40	19.40	MAJN	SRR	13/7=1.85	4/7=0.57
16311	Weekly	13.40	19.40	MAJN	SRR	12/7=1.71	4/7=0.57
10215	Weekly	08.15	10.55	SRR	ERS	10/7=1.42	5/7=0.71
10216	Weekly	13.50	20.55	ERS	MAJN	10/7=1.42	5/7=0.71
12483	Weekly	15.00	20.05	SRR	MAJN	11/7=1.57	4/7=0.57
19331	Weekly	16.50	22.00	SRR	MAJN	9/7=1.28	6/7=0.85
22629	Weekly	12.10	19.40	MAJN	CBE	7/7=1	3/7=0.42
22659	Weekly	15.00	20.05	SRR	MAJN	6/7=0.85	4/7=0.57
12201	2 DAYS	08.00	13.10	MAJN	SRR	0	15/7*2=4.28
22655	Weekly	07.10	12.05	SRR	MAJN	8/7=1.14	4/7=0.57
12202	2 Days	15.00	20.05	SRR	MAJN	0	15/7*2=4.28
22634	Weekly	14.35	19.55	MAJN	SRR	7/7=1	7/7=1
22114	2 Days	07.10	12.05	SRR	MAJN	7/7*2=2	7/7*2=2
16335	Weekly	13.40	19.40	MAJN	SRR	12/7=1.71	4/7=0.57
19260	Weekly	13.40	19.40	MAJN	SRR	7/7=1	3/7=0.42
22630	Weekly	15.00	22.00	CBE	MAJN	7/7=1	3/7=0.42
22113	Weekly	08.00	13.10	SRR	MAJN	7/7=1	7/7=1
		Total				35.65	24.06

Total SL Coaches per day = 77+35.65 = 112.65 or 113 coaches

Total Upper class coaches per day = 35 + 24.06 = 59.06 or 59 coaches

Trains leaving after 21.00 Hrs.:

Train no.	Service	Dep.Time	Arr.Time	From	To	SL Class coaches	Upper Class coaches
19578	2 Days	05.55	14.20	MAJN	ERS	10/7*2=2.85	3/7*2=0.85
16348	Daily	21.00	04.45	SRR	TVC	12	4
22660	Weekly	03.00	08.10	MAJN	SRR	6/7=0.85	4/7=0.57
12081	5 days	04.50	07.40	CAN	SRR	13/7*5=9.28	3/7*5=2.14
16345	Daily	04.25	10.25	MAJN	SRR	12	6
16312	Weekly	22.40	04.25	SRR	MAJN	12/7=1.71	4/7=0.57
16347	Daily	03.55	11.05	SRR	MAQ	12	4
16649	Daily	05.25	11.20	MAQ	SRR	3	3
19332	Weekly	05.55	11.35	MAJN	SRR	9/7=1.28	6/7=0.85
19259	Weekly	22.40	04.35	SRR	MAJN	7/7=1	3/7=0.42
16334	Weekly	22.40	04.25	SRR	MAJN	13/7=1.85	4/7=0.57

22654	Weekly	01.20	06.25	MAJN	SRR	8/7=1.14	4/7=0.57
12484	Weekly	03.00	08.10	MAJN	SRR	11/7=1.57	4/7=0.57
16338	2 days	22.45	11.20	SRR	MAO	9/7*2=2.57	4/7*2=1.14
12218	2 Days	21.00	07.55	MAO	SRR	9/7*2=2.57	4/7*2=1.14
22634	Weekly	19.55	02.40	SRR	TVC	7/7=1	7/7=1
16336	Weekly	22.40	04.25	SRR	MAJN	13/7=1.85	4/7=0.57
22656	Weekly	01.20	06.25	MAJN	SRR	8/7=1.14	4/7=0.57
		Total				68.09 Or 68	28.53 or 29

MAN POWER REQUIREMENT:

For Trains leaving upto 21.00 Hrs:

To Man 113 Coaches per day @ 3 per TTE = $113/3 = 37.66$ Staff
 To Man 59 Upper class coaches @ 5 per TTE = $59/5 = 11.8 = 12$ Staff
 Total staff required = $37.66 + 11.8 = 49.46$ staff

For Trains leaving after 21.00 Hrs:

To Man 68 SL Coaches @ 2 per TTE = $68/2 = 34$ staff
 To Man 29 Upper class coaches @ 3 per TTE = $29/3 = 9.66$ staff
 Total staff required = $34 + 9.66 = 43.66$ staff

For Trains leaving upto 21.00 Hrs = 49.46 staff
 For Trains leaving after 21.00 Hrs = 43.66 staff
 Total = 93.12 staff
 RG @ 16.66% = 15.51 staff
 Total = 108.63 staff
 LR @ 15% = 16.29 staff
 G.Total = 124.92 staff or 125 staff

SANCTION VS REQUIRMENT:

Unit	Sanction	Actual	Requirement	Surplus
SRR	127	105	125	2

(d) CAN/SL DEPOT:

(i) Trains leaving upto 21.00 Hrs:

Train no.	Service	Dep.Time	Arr.Time	From	To	SL Class coaches	Upper Class coaches
16518	3 Days	16.40	19.00	CAN	MAQ	$4/7*3=1.71$	$1/7*3=0.42$
22637	Daily	19.47	04.30	CBE	MAQ	11	5
16517	3 Days	08.15	11.10	MAQ	CAN	$9/7*3=3.85$	$2/7*3=0.85$
22610	Daily	06.40	11.30	CBE	CAN	5	1
16528	Daily	18.05	21.40	CAN	PGT	12	3
22610	Weekly	11.30	13.50	CAN	MAQ	$5/7=0.71$	$1/7=0.14$
16603	Daily	17.45	23.45	MAQ	SRR	11	5
22609	Daily	11.45	13.35	MAQ	CAN	5	1
16629	Daily	06.25	10.15	CAN	MAQ	11	5
16630	Daily	18.15	01.05	MAQ	SRR	11	5
		Total				72.27	26.41

(ii) Trains leaving after 21.00 Hrs.:

Train no.	Service	Dep.Time	Arr.Time	From	To	SL Class coaches	Upper Class coaches
22638	Daily	22.20	06.32	MAQ	CBE	11	5
16527	Daily	04.40	09.20	PGT	CAN	12	3
16604	Daily	01.50	08.05	SRR	MAQ	11	5
16629	Daily	02.40	06.25	SRR	CAN	11	5
		Total				45	18

MAN POWER REQUIREMENT:

For Trains leaving upto 21.00 Hrs.:

To Man 72.27 SL Coaches @ 3 per TTE = $72.27/3 = 24.09$
 To Man 26.41 Upper class coaches @ 5 per TTE = $26.41/5 = 5.28$
 Total = 29.37

For Trains leaving after 21.00 Hrs:

To Man 45 SL Coaches @ 2 per TTEE = $45/2 = 22.5$
 To Man 18 Upper class coaches @ 3 per TTE = $18/3 = 6$
 Total = 28.5

For Trains leaving upto 21.00 Hrs = 29.37 Staff
 For Trains leaving after 21.00 Hrs = 28.5 staff
 Total = 57.87 staff
 RG@ 16.66% = 9.64 staff
 Total = 67.51 staff

LR @ 15%

= 10.12 staff

G.Total

= 77.63 staff/78 staff

SANCTION VS REQUIREMENT:

Unit	Sanction	Actual	Requirement	Vacancy
CAN	103	85	78	25

SUMMARY OF SLEEPER DEPOT REQUIREMENT:

UNIT	SANCTION	ACTUAL	REQUIRMENT	SURPLUS
PGT/SL	62	54	59	3
PGT KM	72	60	36	36
SRR	127	105	125	2
CAN	103	85	78	25
Total	364	304	298	66

Station Ticket Checking staff:

The details of staff strength and Average earnings per month are furnished hereunder.

S. No.	Station	Sanctioned	Actual	Vacancy	Avg. Earnings Per Month
1	POY	4	2	2	5363
2	PGTN	4	4	0	5113
3	PGT	12	17	-5	13321
4	SRR	12	12	0	25760
5	TIR	4	4	0	7104
6	CLT	12	13	-1	120271
7	BDJ	4	4	0	2656
8	TLY	4	4	0	10921
9	CAN	12	12	0	22872
10	PAY	4	4	0	7258
11	KZE	4	3	1	2723
12	KGQ	4	5	-1	2917
13	MAQ	12	13	-1	47892
14	MAJN	5	5	0	4735
		97	102	-5	278906

There are 14 stations having Station Ticket checking staff. Out of 14 stations, PGT, SRR, CLT, CAN & MAQ are major stations.

There are 102 staff available in all these stations and their Average earnings per month is Rs.2,78,906/-. Hence, Average earnings per TTE per month is Rs.2,78,906/102 = Rs. 2,734/-. Average Man Power cost per month (in GP 2400/-) is Rs. 57031/-. Hence, there is huge loss on account of Man Power cost. Further, it is understood there is a proposal to outsource the activities of Information centres at Major stations. Hence, the requirement of staff at Stations may be kept at minimum so that the Man power cost will be reduced. Accordingly, the requirement of staff is considered as follows.

REQUIRMENT OF STAFF:

S. No	Station	Sanctioned	Actual	Vacancy	Avg. Earnings Per Month	Avg. Earnings per employee	Requirement of staff
1	POY	4	2	2	5363	2682	2
2	PGTN	4	4	0	5113	1278	2
3	PGT	12	17	-5	13321	784	4
4	SRR	12	12	0	25760	2147	4
5	TIR	4	4	0	7104	1776	2
6	CLT	12	13	-1	120271	9252	4
7	BDJ	4	4	0	2656	664	2
8	TLY	4	4	0	10921	2730	2
9	CAN	12	12	0	22872	1906	4
10	PAY	4	4	0	7258	1815	2
11	KZE	4	3	1	2723	908	2
12	KGQ	4	5	-1	2917	583	2
13	MAQ	12	13	-1	47892	3684	4
14	MAJN	5	5	0	4735	947	2
		97	102	-5	278906	2734	38

SANCTION VS REQUIREMENT:

UNIT	SANCTION	ACTUAL	REQUIREMENT	SURPLUS
Stations	97	102	38	59

SQUAD:

There are 4 Squads operating in PGT Division viz. PGT, SRR, CLT & CAN.

There are 30 Staff available in Squads against the sanction of 35.

Earnings:

S. No	Station	Sanctioned	Actual	Vacancy	Avg. Earnings Per Month	Avg. Earnings per employee	Requirement of staff
1	PGT	9	8	1	1755990	219499	9
2	SRR	9	8	1	749895	93737	9
3	CLT	8	7	1	678739	96963	8
4	CAN	9	7	2	722300	103186	9
5	Total	35	30	5	3906924	130231	35

Average earnings per TTE per month is Rs.1,30,231/- and average Man Power cost (in GP Rs.4200/-) is Rs.79073/- and hence the actual sanction is allowed as such.

SANCTION VS REQUIREMENT:

UNIT	SANCTION	ACTUAL	REQUIREMENT	SURPLUS
SQUAD	35	30	35	0

SUMMARY OF MAN POWER REQUIREMENT:

UNIT	SANCTION	ACTUAL	REQUIREMENT	SURPLUS
PGT/SL	62	54	59	3
PGT KM	72	60	36	36
SRR	127	105	125	2
CAN	103	85	78	25
Stations	97	102	38	59
Squad	35	30	35	0
Prosecution	5	4	4	1
Total	501	440	375	126

3.3.0 TRIVANDRUM DIVISION:

Staff Position:

TICKET CHECKING STAFF STRENGTH IN TVC DIVISION				
S.No.	SL Depot	Sanction	Actual	Vacancy
1	NCJ	59	57	2
2	TVC/A	107	107	0
3	TVC/B	90	81	9
4	KCVL	62	53	9
5	ERS	91	84	7
6	ERN	78	64	14
	Total	487	446	41
S.No.	SQUAD	Sanction	Actual	Vacancy
1	NCJ	5	5	0
2	TVC	13	9	4
3	QLN	6	6	0
4	ERS	21	16	5
	Total	45	36	9
S.No.	Information	Sanction	Actual	Vacancy
1	NCJ	5	4	1
2	TVC	16	16	0
3	QLN	6	6	0
4	KYJ	4	4	0
5	CNGR	4	4	0
6	ALLP	5	3	2
7	KTYM	6	5	1
8	ERS	10	8	2
9	ERN	5	4	1
10	AWY	5	4	1
11	TCR	6	6	0
	Total	72	64	8
S.No.	Station	Sanction	Actual	Vacancy
1	TVC	14	4	10
2	ERS	9	0	9
	Total	23	4	19
1	Prosecution	1	1	0
2	Hqrs	3	3	0
3	Sqd/Sr.DCM	2	0	2
	G.TOTAL	633	554	79

Earnings:

Station Ticket Checking Staff: (Average Per Month Earnings)

STATION TICKET CHECKING EARNINGS AVERAGE PER MONTH									
S NO.	Station	2015-16		2016-17		2017-18		AVERAGE	
		Cases	Amount	Cases	Amount	Cases	Amount	Cases	Amount
1	TVC	24	7343	366	96559	283	84767	484	132158
2	QLN	2	745	17	5166	5	1488	21	6407
3	KYJ	5	1469	6	1589	96	25963	43	11712
4	KTYM	20	5840	8	3083	0	0	28	8923
5	CNGR	2	490	28	9793	4	1344	31	10731
6	AWY	5	1752	29	9482	21	6117	41	13273
7	ERN	24	15410	20	5738	8	3477	47	22307
8	TCR	12	4034	10	3444	16	4861	27	9098
9	ERS	4	1332	75	23878	17	5615	85	27082
10	NCJ	1	277	10	1987	38	8957	24	5250
11	ALLP	0	0	9	2435	24	7258	17	4854
	Total	99	38692	578	163154	512	149847	848	251795

There are 11 stations having Station Ticket checking staff in this Division. There are 64 staff available against the sanctioned strength of 72. Total average per month earnings of Station ticket checking staff of these 11 stations is 2,51,795/-. Hence, Average earnings per month per employee is $251795/64 = 3934/-$. The average earnings per month per employee when compared to average Man power cost is very less and hence there is a huge loss in this area.

Man Power requirement:

Information/TVC Station:

Sanctioned strength for TVC station is 16 and actual staff strength is also 16. The following staff are rostered for 11-15 hrs duty on Sports account.

1. Ms. Geetha Anna Jose
2. Mr. T.R. Raghul
3. Mr.B. Anish Babu

4. Mr.Jaffer Jamal

The following activities are carried out by the Station ticket checking staff.

(a). Information centre

- (i)** Updating of information regarding arrival/departure of trains in Digital Information board.
- (ii)** Face to face enquiry.
- (iii)** Updating of information in CCTV .
- (iv)** Handing over charts.

Information centre is operated round the clock with 07-11 & 21-07 & 11-21 roster. Two station in each shift is rostered.

- ❖ Gate manning – 4 staff round the clock
- ❖ 138 Enquiry – one staff per shift round the clock.

Requirement of staff:

Information	4
Gate Manning	4
138 Enquiry	3
Total	11
RG @ 16.66%	1.83
Total	12.83
RG @ 15%	1.92
Total	14.75 or 15
CTI	1
G.Total	16 staff.

Information/ERS

Sanction	10
Actual	8

CTI-2, Hd.TE-3, Sr.TE-2 Total – 8 staff.

Manning of information centre, Gate manning are done.

Requirement:

Information	3
Gate	1
Total	4
LR/RG	1
Total	5
Incharge	1
G.Total	6 staff.

Information NCJ:

Sanctioned strength – 5
 Actual - 4
 Vacancy - 1

Requirement of staff:

Manning of Information centre: round the clock 3 staff
 LR/RG 1 staff
 Total 4 staff

Information/ERN:

Sanctioned 5
 Actual 4
 Vacancy 1

Requirement:

Information 2
 LR/RG 1
 Incharge 1
 Total 4

Roster: 07-12/20-07 -1
 12-20 -1
 Total -2

Gate is not manned at this station.

Information/KYJ, CNGR, ALLP, KTYM, AWY, TCR:

Information	Sanction	Actual	Vacancy	Requirement
KYJ	4	4	0	4
CNGR	4	4	0	4
ALLP	5	3	2	4
KTYM	6	5	1	5
AWY	5	4	1	4
TCR	6	6	0	5

Man Power Requirement of staff for Information over TVC Division:

Information	Sanction	Actual	Vacancy	Requirement
TVC	16	16	0	16
ERS	10	8	2	6
QLN	6	6	0	6
NCJ	5	4	1	4
ERN	5	4	1	4
KYJ	4	4	0	4
CNGR	4	4	0	4
ALLP	5	3	2	4
KTYM	6	5	1	5
AWY	5	4	1	4
TCR	6	6	0	5
Total	72	64	8	62

SANCTION VS REQUIREMENT:

INFORMATION CENTRES	SANCTION	ACTUAL	REQUIREMENT	SURPLUS
	72	64	62	10

Outsourcing:

Indian Railways are outsourcing many Non-core activities. Information/Enquiry is essential but it does not fetch any earnings to the Railways.

Incurring Man Power cost on this account has to be reduced. As Railways have provided information through Information Technology like Apps, Website, Touch screen, Digital information board, Digital announcement system, many passengers are utilising these services.

Despite information is available in various technology modes, Just because Information centre is manned by staff passengers are making enquiry in these centres. Further, nowadays there are adequate Computer Science Graduates who can be utilised to meet out the requirement at these centres through outsourcing these activities.

In view of the above, though there is a requirement of 56 staff as per the above table, and hence 10 posts found surplus may be surrendered and on outsourcing the activities of Information centres, the remaining 56 posts may be surrendered. Total = 10+56 =66 Posts.

Station TC Staff:

The following are staff strength of Station Ticket checking staff.

Station/Unit	Sanction	Actual	Vacancy
TVC	14	4	10
ERS	9	0	9
Prosecution	1	1	0
Hqrs.	3	3	0
Sqd./Sr.DCM	2	0	2

Ticket checking earnings of the Station ticket checking staff is very poor and hence Staff cost on this account has to be reduced. In view of the poor earnings, the 21 vacant posts of Station Ticket checking staff maybe surrendered.

Station/Unit	Sanction	Actual	Vacancy	Requirement	Surplus
TVC	14	4	10	4	10
ERS	9	0	9	0	9
Prosecution	1	1	0	1	0
Hqrs.	3	3	0	3	0
Sqd./Sr.DCM	2	0	2	0	2
Total	29	8	21	8	21

Sanction Vs Requirement:

Unit	Sanction	Actual	Requirement	Surplus
Station TC/Hqrs etc.	29	8	8	21

3.3.1 SLEEPER DEPOTS:

(a) TVC/A Depot

Field study was conducted at TVC/A Depot. Smt. P.M. Ambika, CTI is the incharge of the Depot but she was on leave. Sri Vimalraj CTI was available and he gave the details. According to the Depot, the following are the sanction and actual strength of the Depot.

Sanction - 107 staff
Actual - 103 staff

He further stated that about 14 trains are manned by this Depot. He also stated that there is no unmanned coaches by this depot. Roughly, he stated that 14 links are working the train. I.e 13 x 6 = 78 staff and 1 x 7 = 7 staff. Total 85 staff plus LR/RG.

Daily trains: Trains leaving upto 2100 Hrs.

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches
16604	1925	0150	TVC	SRR	5	11
12076	1120	1300	SRR	CLT	3	16
12075	1335	2055	CLT	TVC	3	16
12696	1715	0040	TVC	PGT	6	12
17230	0950	1820	PGT	TVC	3	13
12625	1115	1840	TVC	PGT	7	12
16346	0950	1635	TVC	SRR	5	12
		Total			32	92

Trains leaving after 2100 Hrs.

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches
12623	0405	1145	PGT	TVC	7	12
16630	0105	0905	SRR	TVC	5	11
12076	0600	1120	TVC	SRR	3	16
16603	2355	0725	SRR	TVC	5	11
16343	2230	0800	TVC	PGTN	2	11
16349	2230	0720	TVC	PGTN	1	3
16344	2145	0625	PGTN	TVC	1	8
16350	2040	0625	NIL	TVC	1	3
		Total			25	75

Man Power Requirement:

Railway Board`s Norms:

Trains leaving upto 21.00 Hrs:

Norms: 5 Upper class coaches - 1 TTE

3 SL Class coaches - 1 TTE

Trains leaving after 21.00 Hrs. (First leg of journey)

Norms: 3 Upper class coaches - 1 TTE

2 SL coaches - 1 TTE

Trains leaving after 21.00 Hrs (Second and subsequent leg of Journey)

5 Upper class coaches - 1 TTE

3 SL coaches - 1 TTE

For Trains leaving upto 21.00 Hrs.:

To Man 32 Upper class coaches @ 5 coaches per TTE,

No. of staff required = $32/5 = 6.4$ staff

To Man 92 SL coaches @ 3 SL coaches per TTE,

No. of staff required = $92/3 = 30.66$ staff

Total staff required = 37.06 staff

For Trains leaving after 21.00 Hrs:

To Man 25 Upper class coaches @ 3 coaches per TTE,

No. of staff required = $25/5 = 5$ staff

To Man 75 SL coaches @ 2 SL coaches per TTE,

No. of staff required = $75/3 = 25$ staff

Total staff required = 30 staff

For Trains leaving upto 21.00 Hrs = 37.06 staff

For Trains leaving after 21.00 Hrs = 30.00 staff

Total = 67.06 staff

RG @ 16.66% = 11.17 staff

Total = 78.23 staff

LR @ 15% = 11.73 staff

G.Total = 89.96 staff or 90 staff

Staff Required for Manning trains = 90

Supervisory = 02

Office work = 01

G.Total = 93

Unit	Sanction	Actual	Vacancy	Requirement	Surplus
TVC/A	107	103	4	93	14

(b) SLEEPER DEPOT TVC/B:

(i) Trains leaving upto 21.00 Hrs.

Train no.	Service	Dep. Time	Arr. Time	FROM	TO	Upper class coaches (per day)	SL class coaches (Per day)
16629	Daily	1845	0240	TVC	SRR	5	11
16345	Daily	1025	1755	SRR	TVC	5	13
12624	Daily	1450	2200	TVC	PGT	7	12
17229	Daily	0715	1515	TVC	PGT	4	13
16304	Daily	1745	2255	TVC	ERS	1	11
16303	Daily	0500	0955	ERS	TVC	1	11
12626	Daily	06.20	1445	PGT	TVC	7	12
12696	Daily	1715	0040	TVC	PGT	6	12
12666	Weekly	0750	1245	NCJ	MDU	0.42	1.57
12082	Five days	1430	2020	TVC	SRR	2.14	9.28
16331	Weekly	2005	0320	PGT	TVC	0.71	1.57
22641	Two days	1700	0120	TVC	CBE	0.85	3.04
12516	Weekly	1320	2235	CBE	TVC	0.71	2
12698	Weekly	2020	0325	TVC	PGT	0.57	1.71
22633	Weekly	1415	2110	TVC	SRR	0.85	0.85
22642	Two days	1155	2045	CBE	TVC	1.14	3.04
12081	Five days	0740	1350	SRR	TVC	2.14	9.28
12515	Weekly	0740	1350	SRR	TVC	0.71	2
12643	Weekly	1415	2135	TVC	PGT	0.42	1.57
12507	Weekly	1700	0120	TVC	CBE	0.71	2
16334	Weekly	1535	2220	TVC	SRR	0.57	1.85
12508	Weekly	1320	2235	CBE	TVC	0.71	2
12659	Weekly	1440	2345	NCJ	PGT	0.42	1.85
16336	Weekly	1440	2220	NCJ	SRR	0.57	1.71
12660	Weekly	1515	2150	ERN	NCJ	0.42	1.85
	Total					50.06	142.17

(ii)Trains leaving after 21.00 hrs:

Train no.	Service	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches
12695	Daily	0027	0735	PGT	TVC	6	12
12697	Weekly	2325	0635	PGT	TVC	4	11
22654	Weekly	0630	1420	SRR	TVC	3	7
22656	Weekly	0630	1420	SRR	TVC	3	7
16333	Weekly	2240	0535	SRR	TVC	4	13
22653	Weekly	0030	0710	TVC	SRR	3	7
16332	Weekly	0425	1205	TVC	PGT	5	12
12644	Weekly	0230	1100	PGT	TVC	3	11
15905	Weekly	2300	0515	NCJ	ERN	4	11
	Total					35	91
						35/7=5	91/7=13

Man Power Requirement:

Railway Board`s Norms:

Trains leaving upto 21.00 Hrs:

Norms: 5 Upper class coaches - 1 TTE
3 SL Class coaches - 1 TTE

Trains leaving after 21.00 Hrs. (First leg of journey)

Norms:3 Upper class coaches - 1 TTE
2 SL coaches - 1 TTE

Trains leaving after 21.00 Hrs (Second and subsequent leg of Journey)

5 Upper class coaches - 1 TTE
3 SL coaches - 1 TTE

Trains leaving upto 21.00 Hrs:

No. of staff required to Man 50.06 Upper class coaches

At the rate 5 Coaches per TTE = 50.06/5 = 10.01

No. of staff required to Man 142.17

SL coaches at the rate of 3 coaches per TTE =142.17/3=47.39 Staff

Total number of staff	=	10.01+47.39 =57.40
RG @ 16.66%	=	9.56
Total	=	66.96
LR @ 15%	=	10.04
G.Total	=	77.00 or 77 staff

Trains leaving after 21.00 Hrs:

No. of staff required to Man 5 Upper class Coaches @3 coaches per TTE	=	5/3=1.66 Staff
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No. of staff required to Man 13 SL coaches @ 2 coaches per TTE	=	13/2=6.5 Staff
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Total staff required	=	8.16 staff
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RG@ 16.66%	=	1.35 staff
Total	=	9.51 staff

LR @ 15%	=	1.42 staff
G.Total	=	10.93staff or 11staff

Man Power requirement:

For Trains leaving upto 21.00 hrs	=	77 staff
For Trains leaving after 21.00 hrs	=	11 staff
Total	=	88 staff
Supervisory	=	01
For Office work	=	01
G.Total	=	90 staff

Field study conducted at TVC/SL Depot B:

Field study was conducted at TVC/SL/Depot B. Mr.Santhosh is the incharge of the Depot.

Sanction Vs Requirement for TVC/SL Depot B:

Unit	Sanction	Actual	Vacancy	Requirement	Surplus
TVC/B	90	78	2	90	NIL

(c) NCJ/SL DEPOT:

(i) Trains leaving upto 21.00 Hrs:

Train no.	Service	Dep. Time	Arr.Time	FROM	TO	Upper class coaches (per day)	SL class coaches (Per day)
12634	Daily	1720	2145	Cape	MDU	6	12
16723	Daily	0930	1300	NCJ	QLN	4	12
16724	Daily	1500	1750	QLN	NCJ	4	12
16340	4 DAYS	0630	1145	NCJ	MDU	3	12
12666	Weekly	0750	1245	NCJ	MDU	0.42	1.71
12659	Weekly	1440	2345	NCJ	PGT	0.42	1.85
16336	Weekly	1440	2220	NCJ	SRR	0.57	1.71
12660	Weekly	1515	2150	ERN	NCJ	0.42	1.85
	Total					18.83	55.12

(ii) Trains leaving after 21.00 hrs:

Train no.	Service	Dep. Time	Arr.Time	FROM	TO	Upper class coaches (per day)	SL class coaches (Per day)
16128	Daily	2125	0545	GUV	NCJ	3	8
12633	Daily	0120	0630	MDU	CAPE	6	12
16127	Daily	2135	0550	NCJ	CAPE	3	8
16352	2 Days	0050	0950	NCJ	MDU	0.85	3.42
16339	4 Days	2055	0320	MDU	NCJ	1.71	6.84
16351	2 Days	2155	0415	MDU	NCJ	0.85	3.42
12665	Weekly	0440	1025	MDU	CAPE	0.42	1.71
15905	Weekly	2300	0515	NCJ	ERN	0.57	1.57
	Total					16.4	44.96

Trains leaving upto 21.00 Hrs:

To Man 18.83 Upper class coaches @
5 Coaches per TTE = 3.76 staff

To Man 55.12 SL coaches @ 3 coaches
Per TTE = 18.37 staff
Total = 22.13 staff

Trains leaving after 21.00 Hrs:

To Man 16.4 Upper class coaches @

3 Coaches per TTE = 16.4/3=5.46 staff

To Man 44.6 SL coaches @ 2 coaches
Per TTE = 44.6/2=22.3 staff

Total = 27.76 staff

Requirement of staff:

For Trains leaving upto 21.00 Hrs = 22.13 staff

For Trains leaving after 21.00 Hrs = 27.76 staff

Total = 49.89 staff

RG @ 16.66% = 08.31 staff

Total = 58.20 staff

Supervisory = 01 staff

Office work = 01

G.Total = 60.20 staff or
60 staff

Sanction vs Requirement:

Unit	Sanction	Actual	Vacancy	Requirement	Surplus
NCJ	59	52	7	60	-1

(d) KCVL/SL DEPOT:

Field study was conducted at CTI/SL/KCVL on 20.4.2018. Sri Jayakumar, CTI/IC was available. He stated that the following are the staff position.

Sanction - 62

Actual - 53

CTI-11, Hd.TE-30, Sr.TE-6 & TE-6.

The following staff are on sports account working in this Depot.

1. Mr. Muralikrishnan, Swimmer

2.Mr.Prince Cycling.

The following staff are transferred to TVC Station.

1.Sri P.K. Ashok kumar, TE (sick patient and hence given light job)

2.Sri P.N. Srihari, TTE – Grounded.

3.Sri Manu Madavan, Sr.TE – Grounding.

Total 5 staff are not given in roster link.

1. Sri Jayaprasad, CTI has been deputed as Captain For Train No.12624.

(i) Trains leaving upto 21.00 Hrs.

Train no.	Service	Dep. Time	Arr.Time	FROM	TO	Upper class coaches (per day)	SL class coaches (Per day)
12484	Weekly	10.25	17.45	SRR	KCVL	0.28	1.71
12258	3 days	17.00	21.15	KCVL	ERN	6.85	0
22113	2 days	15.30	23.00	SRR	KCVL	1.71	2
16316	Daily	16.45	20.30	KCVL	ERS	4	14
22660	Weekly	10.25	17.45	SRR	KCVL	0.14	0.71
22659	Weekly	08.45	15.00	KCVL	SRR	0.42	1
12201	2 days	15.30	23.00	SRR	KCVL	4	0
12217	2days	09.20	15.00	KCVL	SRR	3.14	0
12257	3 days	08.30	15.00	ERN	KCVL	6.85	0
12202	2 days	08.45	15.00	KCVL	SRR	4	0
19331	Weekly	11.00	16.50	KCVL	SRR	0.85	1
19262	Weekly	10.25	17.45	SRR	KCVL	0.42	1
12617	Daily	13.15	22.00	ERS	MAJN	6	11
22150	2 Days	11.10	19.00	MAJN	ERS	0.85	3.14
12683	2 Days	17.00	23.40	ERS	SA	1.14	3.71
16360	Weekly	16.40	23.00	ED	ERS	0.57	1.71
12977	Weekly	20.05	04.50	ERS	MAJN N	1	1.42
	Total					42.22	42.4

(ii) Trains leaving after 21.00 Hrs.:

Train no.	Service	Dep. Time	Arr.Time	FROM	TO	Upper class coaches (per day)	SL class coaches (Per day)
22214	3 Days	00.35	07.10	KCVL	SRR	2.14	3
16315	Daily	04.25	09.00	ERS	KCVL	4	14
19260	Weekly	22.40	05.35	SRR	KCVL	0.42	1
12618	Daily	00.40	10.00	MAJN	ERS	6	11
12684	2 Days	23.00	06.10	SA	ERS	1.17	3.71
	Total					13.73	32.71

Man Power requirement:**Trains leaving upto 21.00 Hrs:**

To Man 42.22 Upper class coaches @
5 coaches per TTE = $42.22/5 = 8.44$ staff

To Man 42.4 SL coaches @ 3 coaches
Per TTE = $42.4/3 = 14.13$ staff

Total = 22.57 staff

Trains leaving after 21.00 Hrs:

To Man 13.73 Upper class coaches @
3 Coaches per TTE = $13.73/3 = 4.57$

To Man 32.71 SL Coaches @ 2 coaches
Per TTE = $32.71/2 = 16.35$
staff

Trains leaving upto 21.00 hrs = 22.57 staff

Trains leaving after 21.00 hrs = 16.35 staff

Total = 38.92 staff

RG @ 16.66% = 6.48 staff

Total = 45.40 staff

LR @ 15% = 6.81 staff

Total = 52.21 staff

Supervisory = 1

Office work = 1

G.Total = 54.21 staff or 55 staff.

Sanction vs Requirement:

Unit	Sanction	Actual	Vacancy	Requirement	Surplus
KCVL	62	53	9	55	7

(e) ERNAKULAM SOUTH (ERS) SL DEPOT:

(i) Trains leaving upto 21.00 Hrs.

Train no.	Service	Dep. Time	Arr.Time	FROM	TO	Upper class coaches (per day)	SL class coaches (Per day)
12617	DAILY	13.15	22.00	ERS	MAJN	6	11
16301	DAILY	14.25	17.10	SRR	ERS	1	1
16301	DAILY	17.20	22.30	ERS	TVC	1	1
16302	DAILY	10.20	12.55	ERS	SRR	1	1
16342	DAILY	17.30	21.40	TVC	ERS	1	3
22150	TWO DAYS	11.10	19.00	MAJN	ERS	0.85	3.14
12683	TWO DAYS	17.00	23.40	ERS	SA	1.14	3.71
16360	WEEKLY	16.40	23.00	ED	ERS	0.57	1.71
12977	WEEKLY	20.05	04.50	ERS	MAJN	1	1.42
22620	WEEKLY	08.20	15.10	ERS	ED	0.57	1.57
12978	WEEKLY	19.25	04.15	MAJN	ERS	1	1.42
22607	WEEKLY	17.00	23.40	ERS	MAJN	0.42	2
16338	TWO DAYS	20.05	04.50	ERS	MAJN	1.14	3.71
22643	TWO DAYS	16.40	23.20	ERS	ED	0.85	4
22815	WEEKLY	15.30	21.35	ED	ERS	0.71	1.42
16337	TWO DAYS	13.30	22.40	MAJN	ERS	1.14	3.71
22816	WEEKLY	08.50	15.10	ERS	ED	0.71	1.42
16318	DAILY	08.15	14.10	ED	QLN	2	4
16317	DAILY	20.35	23.45	ERN	PGT/ED	2	6
22644	TWO DAYS	10.35	17.30	ED	ERS	0.85	4
12645	WEEKLY	19.00	01.15	ERS	ED	0.42	1.57
12660	WEEKLY	12.35	15.15	PGT	ERN/ERS	0.42	3.71
22619	WEEKLY	15.30	21.25	ED	ERS	0.57	1.42
16318	DAILY	14.10	21.35	ERS	CAPE	2	4
16317	DAILY	14.15	20.45	CAPE	ERS	2	6
	Total					30.36	76.93

NORMS FOR MANNING RESERVED COACHES:

Trains leaving upto 21.00 Hrs:

Norms: 5 Upper class coaches - 1 TTE
3 SL Class coaches - 1 TTE

Trains leaving after 21.00 Hrs. (First leg of journey)

Norms: 3 Upper class coaches - 1 TTE

2 SL coaches - 1 TTE

Trains leaving after 21.00 Hrs (Second and subsequent leg of Journey)

5 Upper class coaches - 1 TTE

3 SL coaches - 1 TTE

Trains leaving upto 21.00 Hrs:

To Man 30.36 Upper class coaches @

5 coaches per TTE = $30.36/5 = 6.07$ Staff

To Man 76.93 SL coaches @ 3 SL coaches

Per TTE = $76.93/3 = 25.64$ Staff

Total = $6.07+25.64= 31.71$ Staff

Trains leaving after 21.00 hrs.

Train no.	Service	Dep. Time	Arr. Time	FROM	TO	Upper class coaches (per day)	SL class coaches (Per day)
12618	DAILY	00.40	10.00	MAJN	ERS	6	11
16302	DAILY	05.00	10.15	TVC	ERS	1	1
16341	DAILY	03.15	05.20	GUV	ERS	1	3
16341	DAILY	05.20	09.45	ERS	TVC	1	3
16342	DAILY	21.45	00.20	ERS	GUV	1	3
22149	TWO DAYS	05.15	12.25	ERS	MAJN	0.85	3.14
12684	TWO DAYS	23.00	06.10	SA	ERS	1.14	3.71
15906	WEEKLY	02.30	09.50	ERN	CAPE	0.57	1.57
11098	WEEKLY	23.30	07.50	ERS	MAJN	0.42	1.57
22608	WEEKLY	23.05	06.05	SA	ERS	0.42	2
12646	WEEKLY	02.30	06.00	PGT	ERS	0.42	1.57
16359	WEEKLY	23.30	05.50	ERS	ED	0.57	1.71
11097	WEEKLY	23.15	08.10	MAJN	ERS	0.42	1.57
22837	WEEKLY	04.30	10.55	ED	ERS	1.85	0
22838	WEEKLY	00.25	05..5	ERS	ED	1.85	0
	Total					18.51	37.84

To Man 18.51 upper class coaches @

3 Coaches per TTE = $18.51/3 = 6.17$ staff

To Man 37.84 SL coaches @

2 coaches per TTE = $37.84/2 = 18.92$

Total = $6.17+ 18.92 = 25.09$

MAN POWER REQUIREMENT:

Trains leaving upto 21.00 Hrs.	=	31.71 staff
Trains leaving after 21.00 Hrs	=	25.09 staff
Total	=	56.80 staff
<u>RG@16.66%</u>	=	9.46
Total	=	66.26
LR @ 15%	=	9.93
Total	=	76.19
Supervisory	=	1
Office work	=	1
G.Total	=	78.19 or 79 staff

Unit	Sanction	Actual	Vacancy	Requirement	Surplus
ERS	91	84	7	79	12

(f) ERN/SL/DEPOT:

(i) Trains leaving upto 21.00 Hrs.

Train no.	Service	Dep. Time	Arr.Time	FROM	TO	Upper class coaches (per day)	SL class coaches (Per day)
12678	DAILY	09.10	12.50	ERS	CBE	2	11
16349	DAILY	13.45	20.15	ERN	NCJ	1	3
16525	DAILY	10.30	17.55	NCJ	ERN	6	12
16526	DAILY	07.30	14.35	ERN	NCJ	6	12
16605	DAILY	16.15	23.15	ERS	NCJ	1	4
16525	DAILY	17.55	22.50	ERN	CBE	6	12
12677	DAILY	13.10	16.55	CBE	ERN	2	12
12678	DAILY	09.10	12.50	ERS	CBE	2	11
16649	DAILY	13.45	20.50	ERN	NCJ	3	3
	Total					29	80

(ii) Trains leaving after 21.00 Hrs:

Train no.	Service	Dep. Time	Arr.Time	FROM	TO	Upper class coaches (per day)	SL class coaches (Per day)
16526	DAILY	03.15	07.30	CBE	ERN	6	12
16381	DAILY	04.45	12.35	ERN	CAPE	2	10
16382	DAILY	06.40	13.35	CAPE	ERN	2	10
16650	DAILY	04.20	11.05	NCJ	ERN	3	3

16606	DAILY	02.00	07.35	NCJ	ERS	1	4
	Total					14	39

NORMS FOR MANNING RESERVED COACHES:

Trains leaving upto 21.00 Hrs:

Norms: 5 Upper class coaches - 1 TTE

3 SL Class coaches - 1 TTE

Trains leaving after 21.00 Hrs. (First leg of journey)

Norms: 3 Upper class coaches - 1 TTE

2 SL coaches - 1 TTE

Trains leaving after 21.00 Hrs (Second and subsequent leg of Journey)

5 Upper class coaches - 1 TTE

3 SL coaches - 1 TTE

Trains leaving upto 21.00 Hrs:

To Man 29 Upper class coaches @

5 Coaches per TTE = $29/5 = 5.8$ staff

To Man 80 SL coaches @ 3 coaches

Per TTE = $80/3 = 26.66$ staff

Total = 32.46 staff

Trains leaving after 21.00 Hrs

To Man 14 Upper class coaches @

3 coaches per TTE = $14/3 = 4.66$ staff

To Man 39 SL coaches @ 2 coaches

Per TTE = $39/2 = 19.5$ staff

Total = 24.16 staff

MAN POWER REQUIREMENT:

For Trains leaving upto 21.00 Hrs = 32.46 staff

For Trains leaving after 21.00 Hrs = 24.16

Total = 56.72

RG @ 16.66% = 9.44

Total = 66.16

LR @ 15% = 9.92

G.Total = 76.08 or 77

Supervisory = 1

Office work = 1
G.Total = 79

Unit	Sanction	Actual	Vacancy	Requirement	Surplus
ERN	78	65	13	79	-1

SANCTION VS REQUIREMENT & SURPLUS:

SL DEPOT	SANCTION	ACTUAL	REQUIREMENT	SURPLUS
TVC/A	107	103	93	14
TVC/B	90	78	90	0
NCJ	59	52	60	-1
KCVL	62	53	55	7
ERS	91	84	79	12
ERN	78	65	79	-1
TOTAL	487	435	456	31

3.3.3 Ticket Checking Squad:

(i) TICKET CHECKING SQUAD STRENGTH IN TVC DIVISION				
S No.	SQUAD	Sanction	Actual	Vacancy
1	NCJ	5	5	0
2	TVC	13	9	4
3	QLN	6	6	0
4	ERS	21	16	5
	Total	45	36	9

(ii) Ticket checking squad Earnings:

Squad	2015-16		2016-17		2017-18		Average	
	Cases	Amount	Cases	Amount	Cases	Amount	Cases	Amount
TVC	1476	473167	620	217460	2604	962275	1567	550967
QLN	869	280621	1080	328879	1925	716235	1291	441912
NCJ	1254	439559	1442	854607	4622	1635655	2439	976607
ERS	1254	439559	1442	854607	4622	1635655	4236	1839384
Total	4853	1632906	4583.82	2255553	13773	4949820	9533.82	3808870

(a) Squad at NCJ:

There are 5 ticket checking staff available in this Squad against the sanctioned strength of 5. Average earnings per year is Rs.976607 and average per month is Rs.81383/- and average earnings per month per employee is Rs.16276/- which is very less when compared to the Man Power cost per month per employee. It needs to be improved.

In view of the poor ticket checking earnings, the strength of ticket checking staff may be reduced to 3 and hence 2 posts may be surrendered.

(b) Squad at TVC:

There are 9 Ticket checking staff available in this squad against the sanctioned strength of 13 and hence there are 4 vacancies. The average earnings per year is Rs.5,50,967/- per and per month is Rs.45,913/-. Average earnings per employee per month is Rs.5,101/- which is very less when compared to the Man Power cost per month per employee. It needs to be improved.

In view of the poor ticket checking earnings, the 4 vacant posts may be surrendered.

(c) Squad at QLN:

There are 6 ticket checking staff available in this squad against the sanction of 6. The average earnings per year is Rs.4,41,912/- and average earnings per month is Rs.36,826. Average earnings per employee per month is Rs.6,137/-.

In view of the poor earnings, 3 posts may be operated and 3 posts may be surrendered so that Man Power cost is saved to that extent.

(d) Squad at ERS:

There are 16 Ticket checking staff available in this squad against the sanction of 21. There are 5 vacancies exist.

Average earnings per year is Rs.18,39,384/- and per month is Rs.1,53,282/-. Average earnings per employee per month is Rs.9,580/-.

In view of the poor earnings, the 5 vacant posts may be surrendered.

MAN POWER REQUIREMENT:

S No.	SQUAD	Sanction	Actual	Vacancy	Requirement	Surplus
1	NCJ	5	5	0	3	2
2	TVC	13	9	4	9	4
3	QLN	6	6	0	3	3
4	ERS	21	16	5	16	5
	Total	45	36	9	31	14

Sanction Vs Requirement:

Unit	Sanction	Actual	Vacancy	Requirement	Surplus
Squads	45	36	9	31	14

MANPOWER REQUIREMENT:

Unit	Sanction	Actual	Requirement	Surplus
Sleeper Depots	487	435	456	31
Squads	45	36	31	14
Stations/Hqrs/Prosection/ Sr.DCM Squad	29	8	8	21
Information Centres	72	58	62	10*
G.Total	632	537	557	75

*On outsourcing of Information centre, balance 56 Posts may also be surrendered.

3.4.0 TIRUCHCHIRAPPALLI DIVISION:

3.4.1 As per the Guidelines of Railway Board the following are norms for manning Coaches by TTEs.

Category	Leg of journey	No. of Upper class coaches to be manned by a TTE.	No. of Sleeper Class Coaches to be manned by a TTE
Trains leaving upto 21.00 hrs	All legs	5	3
Trains leaving after 21.00 hrs	First leg of journey	3	5
	Second and Subsequent	5	3

	leg of journey.		
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(a) TPJ Depot:

Field study in TPJ Division

Field study was conducted by T.no.12653 on 21/22.3.2018. Sri Arokya samy, CTI was Train Captain and also manned Coaches HA-1 & A-1. Apart from Captain Two TTEs were manned Upper class coaches and 4 TTEs were manned SL coaches. Hence, Total number of staff utilised is $1+2+4 = 7$ staff.

The study team met SL depot in charges at TPJ, TJ, MV and also discussed with TVR/SL Depot over phone.

SL Depot/TPJ:

Shri C.G. Fonceca, CTI/SL is the incharge of the Depot. He said that staff on rolls is 157 and gave the details of the trains manned by the Depot.

He said the following Daily trains are manned by TPJ/SL/Depot.

Train No.12653/12654, 16860/16859, 16106/16105, 22662/22661, 12605/12606 & 16188/16187.

The following weekly trains are manned by this depot.

Train No.16352/16351, 17315/17316, 12664/12663, 11043/11044, 15119/15120 & 16118/16117.

Information Booth/TPJ:

There are 3 staff available in this booth. "J" Roster is being followed. Enquiries are being attended.

Women`s Help Centre: Women`s Help Centre is provided at TPJ Platform No.1.

Mrs. Uma Maheshwari, CTI is the incharge but she is under sick list. Ms. Jenitha, TTE is looking after the duties of incharge in this Centre. The following duties are performed by staff working in this centre.

1. Information Booth

2. Gate II

3. Gate I and Retiring Room Booking

4. Women's Help centre

5. Announcement

6. We care booth at Platform 2/3 & 4/5.

7. Platform Inspector's Office.

There are 34 staff on rolls. The following are the break up of staff on rolls details.

On Duty	18
Sick	4
Absent	1
Total	23
Other account	5
Sports account	1
Total	29
Rest	4
Leave	1
Total	34

(i) Trains leaving upto 21.00 hrs:

Daily Trains:

Train no.	Dep. Time	Arr. Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
12653	2230	0530	MS	TPJ	8	11	19
16105	1605	2335	MS	TPJ	3	9	12
16106	1850	0325	TCN	TPJ	3	9	12
12605	1545	2120	MS	TPJ	3	13	16
12606	0615	1210	TPJ	MS	3	13	16
16860	1340	2150	PGT	TPJ	4	14	18
22627	0705	1525	TPJ	TVC	1	2	3
22628	1150	2010	TVC	TPJ	1	2	3
22662	2015	0105	RMM	TPJ	4	12	16
22661	1750	2300	MS	TPJ	4	12	16
16187	2000	2300	TPJ	ED	4	7	11
TOTAL					38	104	142

Weekly Trains:

Train no.	Service	Dep. Time	Upper class coaches	SL class coaches	Total no. of coaches
17315 ((TPJ)	Weekly	0810	3	11	14
16857 (TPJ)	Weekly	2040	2	6	8
11044 (TPJ)	Weekly	2045	4	10	14
11043 (TPJ)	Weekly	0840	4	10	14
15120 (MS)	Weekly	1050	2	7	9
18496 (TPJ)	Weekly	1625	5	11	16
16353 (TPJ)	Weekly	1235	5	8	13
16794 (MS)	Weekly	1655	4	12	16
Total	Weekly	1655	29	75	104
No. of Coaches per day			29/7=4.14	75/7=10.71	
12664 (TPJ)	2 days	1600	5	13	
16351 (RU)	2 days	1050	3	11	
16352 (TPJ)	2 days	1225	3	11	
12663 (MS)	2 days	1950	5	13	
Total			16	48	
No. of coaches per day			16x2/7=4.57	48x2/7=13.71	
G.Total			8.81	24.42	

No. of coaches handled per day – Upper class = 38+8.81 = 46.81

No. of staff required @ 5 Coaches per TTE = 9.36 Staff

No. of coaches handled per day – SL Class = 104+24.42= 128.42

No. of staff required @ 3 Coaches per TTE = 42.80 Staff

Total no. of staff required = 9.36 + 42.80 = 52.16 staff

Trains leaving after 21.00 Hrs:

Daily Trains: First leg of journey:

Train no.	Dep. Time	Arr. Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
12654	2225	0515	TPJ	MS	8	11	19
16860	2150	0505	TPJ	MS	4	14	18

16859	2315	0450	MS	TPJ	4	14	18
12606	0430	0615	KIK	TPJ	3	13	16
16188	0455	0750	ED	TPJ	4	7	11
Total					23	59	82

2nd Leg of journey:

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
16105	2335	0825	TPJ	TCN	3	9	12
16106	0325	1125	TPJ	MS	3	9	12
12605	2120	2325	TPJ	KIK	3	13	16
16859	0445	1240	TPJ	PGT	4	14	18
22662	0105	0705	TPJ	MS	4	12	16
22661	2300	0435	TPJ	RMM	4	12	16
Total					21	69	90

Weekly trains: First leg of Journey:

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
17316	2345	0310	VLNK	TPJ	3	11	14
coaches per day					3/7=0.42	11/7=1.57	

Two days in a week :

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
16352	1235	2115	TPJ	RU	3	14	19
16351	1000	1805	RU	TPJ	3	14	19
12663	1955	0330	MS	TPJ	5	14	19
Total					11	42	53
No. of coaches per day					11x2/7=3.14	42x2/7=12	

Second leg of journey: Weekly trains.

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
16858	2255	0515	PGT	TPJ	2	6	8
11043	2155	0835	RU	TPJ	4	10	14
15119	0410	1240	TPJ	MS	2	7	9
16793	0458	1300	TJ	MS	4	12	16

Total					12	35	
No. of coaches per day					$12/7=1.71$	$35/7=5$	

FIRST LEG OF JOURNEY:

$$\begin{aligned} \text{Upper class coaches} &= 23+0.42+3.14 = 26.56 \\ \text{No. of staff required @ 3 coaches per TTE} &= 26.56/3 = 8.85 \\ \text{SL Coaches} &= 59+1.57+12=72.57 \text{ coaches} \\ \text{No. of staff required @ 2 coaches per TTE} &= 72.57/2 = 36.28 \\ \text{Total staff required} &= 8.85 + 36.28 = 45.13 \end{aligned}$$

SECOND LEG OF JOURNEY:

$$\begin{aligned} \text{Upper class coaches} &= 21+1.71=22.71 \\ \text{No. of staff required @ 5 coaches per TTE} &= 22.71/5 = 4.54 \\ \text{SL Coaches} &= 69+5 = 74 \\ \text{No. of coaches required @ 3 coaches per TTE} &= 74/3=24.66 \\ \text{Total staff required} &= 4.54 + 24.66 = 29.20 \end{aligned}$$

STAFF REQUIREMENT FOR TRAINS LEAVING AFTER 21.00 HRS:

$$\begin{aligned} \text{First leg of Journey} &= 45.13 \text{ staff} \\ \text{Second leg of Journey} &= 29.20 \text{ staff} \\ \text{Total} &= 74.33 \text{ staff} \end{aligned}$$

MAN POWER REQUIREMENT FOR SLEEPER DEPOT/TPJ:

$$\begin{aligned} \text{No. of staff required for trains leaving upto 21.00 Hrs} &= 52.16 \text{ staff} \\ \text{No. of staff required for trains leaving after 21.00 Hrs.} &= 74.33 \\ \text{Total} &= 126.49 \\ \text{RG @ 16.66 \%} &= 21.07 \\ \text{Total} &= 147.56 \end{aligned}$$

LR@ 15%	=	22.13
Grand Total	=	169.69 or 170

Depot	Sanction	Actual	Requirement	Surplus
TPJ	196	163	170	26

(b) THANJAVUR DEPOT:

Trains leaving upto 21.00 Hrs.:

Norms: (All legs of Journey):

5 Upper class coaches = 1 TTE

3 Sleeper Class coaches = 1 TTE

Train no.	Dep. Time	Arr. Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
16851	1915	0153	MS	TJ	3	11	14
16852	1700	2318	RMM	TJ	3	11	14
Total					6	22	28

*Train no.16101/16102 is renumbered as 16851/16852 (Rameshwaram Express) with effect from 01.03.2018.

No. of Upper class coaches 6

No. of staff @ 5 upper class coaches per TTE $6/5 = 1.2$ staff

No of Sleeper class coaches 22

No. of staff @ 3 Sleeper class coaches per TTE $22/3 = 7.33$ staff

Total no. of staff required = $1.2 + 7.33 = 8.55$ staff

Trains leaving after 2100 Hrs:

Norms: (All legs of Journey):

First leg of Journey:

3 Upper class coaches = 1 TTE

2 Sleeper Class coaches = 1 TTE

First leg of Journey:

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
16865	2230	0610	MS	TJ	4	11	15
16866	2120	0430	TJ	MS	4	11	15
Total					8	22	30

Requirement of Staff:**First leg of Journey:**

No. of Upper class coaches = 8

No. of staff @ 3 upper coaches per TTE = $8/3 = 2.66$ Staff

No. of Sleeper class coaches = 22

No. of staff @ 2 sleeper class coaches per TTE = $22/2 = 11$ Staff

Second leg of Journey:

5 Upper class coaches = 1 TTE

3 Sleeper Class coaches = 1 TTE

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
16851	0155	0825	TJ	RMM	3	11	14
16852	2318	0635	TJ	MS	3	11	14
Total					6	22	28

*Train no.16183/16184 is renumbered as 16865/16866 (Uzhavan express) with effect from 01.3.2018.

No of Upper class coaches 6

No. of staff @ 5 Upper class coaches per TTE = $6/5 = 1.2$ Staff

No. of Sleeper class coaches 22

No. of staff @ 3 Sleeper coaches per TTE	=	22/3 = 7.33 Staff
Total No. of staff	=	1.2+7.33
	=	8.55 staff
First leg of Journey	=	11 staff
Second leg of Journey	=	8.55
Total	=	19.55 staff

MAN POWER REQUIRMENT :

Trains leaving upto 21.00 Hrs	=	8.55 staff
Trains leaving after 21.00 Hrs	=	19.55 staff
G.Total	=	8.55+19.55 = 28.10 staff
RG @ 16.66%	=	4.68
Total	=	32.78
LR @ 15%	=	4.91
G.Total	=	37 .69 or 38
Supervisory	=	2
Total	=	38+2 = 40

Sanction vs Requirement:

Depot	Sanction	Actual	Requirement	Surplus
TJ	71	63	40	31

(c) MAIYLADUTHURAI DEPOT:

(i) Trains leaving upto 21.00 hrs.

Norms: (All legs of Journey):

5 Upper class coaches	=	1 TTE
3 Sleeper Class coaches	=	1 TTE

Six days in a week:

Train no.	Dep. Time	Arr. Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
12083	1450	2115	MV	CBE	1	10	11
12084	0710	1340	CBE	MS	1	10	11
Total					2	20	22
No. of coaches per day					$2 \times 6/7 = 1.71$	$20 \times 6/7 = 17.14$	

3 days in a week:

Train no.	Dep. Time	Arr. Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
16779	1532	2200	KPD	MV	2	10	12
TOTAL					2	10	12
No. of coaches per day					$2 \times 3/7 = 0.85$	$10 \times 3/7 = 4.28$	

No. of coaches – upper class = $1.71 + 0.85 = 2.56$

No. of staff @ 5 coaches per TTE = $2.56/5 = 0.51$

No. of coaches – sleeper class = $17.14 + 4.28 = 21.42$

No. of staff @ 3 coaches per TTE = $21.42/3 = 7.14$ Staff

TOTAL STAFF REQUIRED = 0.51 + 7.14 = 7.65

(ii) Trains leaving after 21.00 Hrs.:

First leg of Journey:

Train no.	Dep. Time	Arr. Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
16175/16185	2205	0335	MS	MV	5	9	14
16176/16186	2100	2318	KIK	MV	5	9	14
Total					10	18	28

No. of coaches – Upper class = 10

No. of staff @ 3 coaches per TTE = $10/3 = 3.33$

No. of coaches – Sleeper class = 18

No. of staff @ 2 coaches per TTE = $18/2 = 9$

TOTAL NO. OF STAFF REQUIRED= 3.33+9 = 12.33

Second leg of Journey:

Daily Trains:

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
16176/16186	2320	0510	MV	MS	5	9	14
16175/16185	0335	0630	MV	KIK	5	9	14
Total					10	18	28

3 days in a week:

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
16780	2353	0740	MV	KPD	2	10	12
Total					2	10	12
No.of coaches per day					$2 \times 3/7 = 0.85$	$20 \times 2/7 = 5.71$	

No. of coaches – Upper class = $10 + 0.85 = 10.85$

No. of staff @ 5 coaches per TTE = $10.85/5 = 2.17$

No. of coaches – Sleeper class = $18 + 5.71 = 23.71$

No. of staff @ 3 coaches per TTE = $23.71/3 = 7.90$ Staff

No. of staff required First leg of Journey = 12.33

No. of staff required –Second leg of Journey = 7.90

Total = 20.23

MAN POWER REQUIREMENT:

Trains leaving upto 21.00 hrs	=	7.65 staff
Trains leaving after 21.00 hrs	=	20.23
Total	=	27.88 staff
RG @ 16.66%	=	4.64 staff
Total	=	32.52 staff
LR @ 15%	=	4.87 Staff
TOTAL	=	37.39 or 38 staff

Depot	Sanction	Actual	Requirement	Surplus
MV	52	43	38	14

(d) TIRUVARUR DEPOT:

Trains leaving upto 21.00 hrs: (ALL LEGS OF JOURNEY)

NORMS: UPPER CLASS - 5 COACHES PER TTE

SLEEPER CLASS - 3 COACHES PER TTE

Trains leaving Upto 21.00 Hrs.

Train no.	Dep. Time	Arr. Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
16188	0935	1150	TVR	KIK	4	7	11
16187	1610	2300	KIK	TVR	4	7	11
Total					8	14	22

No. of coaches – Upper class - 8

No. of staff @ 5 coaches per TTE = $8/5 = 1.6$

No. of coaches - Sleeper class = 14

No. of staff @ 3 coaches per TTE = $14/3 = 4.66$

Total staff required = $1.6 + 4.66 = 6.26$

Trains leaving after 2100 hrs:

First leg of journey:

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
16185	22.05	06.30	MS	VLNK	1	2	3
16179	2045	05.10	VLNK	MS	1	2	3
Total					2	4	6

No. of coaches – Upper class = 2

No. of SL coaches = 4

TTEs are manning Two SL Coaches S1V & S2V and One AC-3tier coach B1V. Since One GS is marshalled in between Upper class and SL coaches, Two TTEs are utilised for manning 3 Coaches. The Planning Branch considers this practical difficult and allow the staff as such. Hence, requirement of TTEs for the above two trains is $2 \times 2 = 4$ Staff.

Second leg of Journey:

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
16188	0445	0935	ED	TVR	4	7	11
TOTAL					4	7	35

No. of coaches – Upper class = 4

No. of staff @ 5 coaches per TTE = $4/3 = 1.33$

No. of coaches – SL class = 7

No. of staff @ 3 coaches per TTE = $7/3 = 2.33$

Total staff required = $1.33 + 2.33 = 3.66$

First leg of journey = 4

Second leg of journey = 3.66

Total = 7.66

Man Power requirement:

For Trains leaving upto 21.00 Hrs. - 6.26 staff

For Trains leaving after 21.00 Hrs. - 7.66 staff

Total - 13.92 staff

RG @ 16.66% - 2.31 staff

Total - 16.23 staff or 16 staff

Sanction Vs Requirement :

Depot	Sanction	Actual	Requirement	Surplus
TVR	20	15	16	4

(e) VILLUPURAM DEPOT:

(i) Trains leaving upto 21.00 Hrs.

Train no.	Dep. Time	Arr. Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
Weekly trains							
22604	1140	1450	VM	KPD	2	6	8
22605	1700	2120	KPD	VM	2	6	8
16855	1635	0230	PDY	PGT	2	6	8
22606	1140	1450	VM	KPD	2	6	8
Total					8	30	38
No. of coaches per day					$\frac{8}{7} = 1.14$	$\frac{30}{7} = 4.28$	
2 days in a week							
16181	2020	0500	MS	VM	4	8	12
22603	1700	2120	KPD	VM	4	8	12
Total					8	16	24
No. of coaches per day					$\frac{8 \times 2}{7} = 2.28$	$\frac{16 \times 2}{7} = 4.57$	
3 days in a week							
17407	1630	2120	VM	MQ	1	6	7
17407	1340	1630	KPD	VM	1	6	7
Total					2	12	14
No. of coaches per day					$\frac{2 \times 3}{7} = 0.85$	$\frac{12 \times 3}{7} = 5.14$	

G.Total	1.14+2.28 +0.85= 4.27	4.28+4.57 +5.14= 13.99	
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No. of coaches handled per day – Upper class = 4.27

No. of staff required @ 5 Coaches per TTE = $4.27/5 = 0.85$ staff

No. of coaches handled per day – Sleeper class = 13.99

No. of staff required @ 3 coaches per TTE = $13.99/3 = 4.66$ staff

Total staff required = $0.85 + 4.66 = 5.51$ staff.

(ii) Trains leaving after 21.00 Hrs.:

First leg of Journey:

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
Three days in a Week							
17408	0530	1340	MQ	KPD	1	6	7
Total					1	6	7
No. of coaches per day					$1 \times 3/7 = 0.42$	$6 \times 3/7 = 2.57$	

No. of staff required @ 3 Upper class coaches = $0.42/3 = 0.14$

No. of staff required @ 2 SL class coaches = $2.57/2 = 1.28$ staff

Total staff required = $0.14 + 1.28 = 1.42$ staff

Second leg of Journey:

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
Two days in a Week							
16182	0230	0535	VM	MS	3	6	9
17408	0530	1340	MQ	KPD	1	6	7
16182	2005	0535	MNM	MS	4	8	12
Total					8	20	28

No. of days in a week					$8 \times 2/7 = 2.28$	$20 \times 2/7 = 5.71$	
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No. of staff required @ 5 Upper class coaches = $2.28/5 = 0.45$

No. of staff required @ 3 SL class coaches = $5.71/3 = 1.90$ staff

Total staff required = $0.45 + 1.90 = 2.35$ staff

First leg of Journey = 1.42 staff

Second leg of Journey = 2.35 staff

Total = 3.77 staff

Man Power Requirement for VM Depot:

Trains leaving upto 2100 hrs = 5.51 staff

Trains leaving after 2100 hrs = 3.77 staff

Total = 9.28 staff or 10 staff

RG @ 16.66% = 1.66 staff

Total = 11.66 staff

LR @ 15% = 1.74 staff

G.Total = 13.40 staff or 14 staff

Depot	Sanction	Actual	Requirement	Surplus
VM	20	20	14	06

(f) PDY DEPOT:

Train no.	Dep. Time	Arr. Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
Three days in a Week							
11005	2130	0715	YPR	PDY	3	9	12
11006	2050	0600	PDY	YPR	3	9	12
Total					3	9	12
No. of days					$3 \times 3/7 = 1.28$	$9 \times 3/7 = 3.85$	

in a week							
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Train no.	Dep. Time	Arr. Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
Weekly Trains							
16856	2255	1000	PGT	PDY	2	6	8
12867	0350	0745	KPD	VM	6	12	18
12868	1310	1645	VM	KPD	4	10	14
Total					12	28	26
No. of days in a week					12/7=1.71	28/7=4	

2nd leg of Journey:

Upper class coaches = $1.28 + 1.71 = 2.99$

Sleeper class coaches = $3.8 + 4 = 7.8$

No. of staff required @ 5 Upper class coaches = $2.99/5 = 0.59$

No. of staff required @ 3 Sleeper coaches = $7.8/3 = 2.6$ Staff

Total staff required = $0.59 + 2.6 = 3.19$ staff

Man Power requirement:

Requirement of staff = 3.19

RG @ 16.66% = 0.53

Total = 3.72

LR @ 15% = 0.55

G.Total = 4.27 or 5 staff

Depot	Sanction	Actual	Requirement	Surplus
PDY	20	19	5	15

SUMMARY OF REQUIRMENT OF STAFF FOR SLEEPER DEPOTS OVER TPJ DIVISION:

S No.	Depot	Sanction	Actual	Requirement	Surplus
1	TPJ	196	163	170	26
2	TJ	71	63	40	31
3	MV	52	43	38	14
4	TVR	20	15	16	4
5	VM	20	20	14	6
6	PDY	20	19	05	15
	Total	379	323	283	96

3.4.2 STATIONS:

As per the Yard stick one TC has to check 1000 passengers in a shift which means 125 passengers per hour. This yard stick cannot be applied since one TC cannot check 125 passengers in a hour. All the passengers detrained from the train are not passing through a particular entry and they go out in many ways. In Major stations, there are number of exit points and posting TC staff in each exit point will not serve any purpose. Hence, existing TC staff may be merged with Squads and Squads may be advised to check and detect ticketless passengers in stations also.

This will increase the Ticket checking earnings of individual staff and will compensate the Man Power cost incurred on Ticket checking staff. However, till such time this suggestion is accepted, the requirements of TCs at Stations are arrived on need basis.

(A) TPJ Station:

There is a sanction of 36 posts in TPJ station. 34 Staff are in rolls and there is a vacancy of 2 posts.

The following areas are covered.

1. Information Booth
2. Gate II
3. Gate I and Retiring Room Booking
4. Women`s Help centre

5. Announcement

6. We care booth at Platform 2/3 & 4/5.

7. Platform Inspector's Office.

The concept of Ticket collection has been redundant due to introduction of I-Ticketing, E-Ticketing etc. The ticket checking staff are posted for the purpose of reducing ticket less travel and also to collect fare and penalty from the defaulters. But despite dissemination of information is done at platform through dedicated electronic display board, CCTV etc, the enquiry counter is still being operated at stations. Almost all the passengers are having information regarding train services on their mobiles. Hence it is suggested to operate Enquiry counter by outsourcing staff which will reduce direct Man power cost on account of Ticket checking branch.

The following are the requirement of ticket checking staff at TPJ Station.

Location	No. of staff	No. of shifts	Total no. of staff Required	Remarks
Information Booth	1	3	3	"J" Roster
Announcement	1	3	3	"J" Roster
Women's Centre/Retiring Room booking	1	3	3	"J" Roster
P.I. Office	1	1	1	General shift
Total			10	

Manning of "We care Booth" and Gate No.1 & 2 may be manned by outsourcing staff.

Man Power requirement:

Station (as above)	10	
RG @ 16.66%	1.66	
Total	11.66	
LR @ 15%	1.74	
Total	13.40 or	14 staff
Ticket checking at station (TPJ Station squad) 10 staff		
G.Total		24 staff

Station	Sanction	Actual	Requirement	Surplus
TPJ	36	34	24	12

Requirement of Ticket checking staff at other stations:

SRGM, VM, PDY, TJ, KMU, MV, NGT & CDM are important Tourist important stations. The following are the requirement of staff for these stations.

(B) Major Stations

Station	Actual	Requirement
SRGM	3	3
VM	10	10
PDY	3	3
TJ	4	4
KMU	3	3
NGT	4	4
CDM	-	2
MV	4	4
Total	31	33

The above staff may be utilised for Ticket checking activities at the respective stations so as detect ticket less passengers and augment ticket checking earnings. They may be allowed to work as Ticket checking squad in their stations instead of manning information booth and Gates. The booth and Gates may be manned by Outsourcing staff as required.

Similarly the staff available at the following stations may also be allowed to work as Ticket checking squad in their stations instead of manning information booth and Gates.

(C): Minor stations:

Station	Actual	Requirement
TP	1	1
ALU	-	1
VRI	4	2
TDPR	3	2
TVR	4	2
VLNK	1	1
Total	13	9

Man Power requirement of Ticket checking staff at Stations:

(A) TPJ	24 staff
(B) Major stations	33 staff
(C) Minor stations	9 staff
(D) Divisional Hqrs	3 staff
G.Total	69 staff

Sanction Vs Requirement:

Ticket Checking staff:

Division	Sanction	Actual	Requirement	Surplus
TPJ	105	79	69	36

3.4.3 Ticket checking Squad:

There are 31 staff available against the sanctioned strength of 34 staff. The existing strength of 31 staff may be retained as such. However, the squad earnings have to be improved further.

Unit	Sanction	Actual	Requirement	Surplus
Squad	34	31	31	3

3.5.0 MADURAI DIVISION:

3.5.1 Field Study conducted in MDU Division.

Field study was conducted by Train No.12637 pf 23.3.2018 ex MS-MDU.

The details of staff manned and their earnings are given below:

S No.	Name of the staff and designation	Coaches manned	ON HAND EFT	PC Delcared Amount (Rs.)
1	M.Alagarsamy, CTI/SL/MDU	H-1, A-1 & A-2	0934369	300/-
2	M. Sudalaimani, CTI/SL/MDU	A-3,B-1 & B-2	842318	200/-
3	A.K.Basheer Ahamad, CTI/SL/MDU	B-3 & B-4	0435911	400/-
4	M. Sivakumar, TTI/SL/MDU	S-1 & S-2	844552	300/-
5	J. Dhananirjan, TTI/SL/MDU	S-3 & S-4	0437089	450/-
6	Samson Sivaraj, TTI/SL/MDU	S-5 & S-6	0435881	400/-
7	S. Sonai Muthu, TTI/SL/MDU	S-7 & S-8	0436293	400/-
8	T.Thirumaniyan, TTI/SL/MDU	S-9 & S-10	842668	550/-

Remarks: Shri R. Selvam, CTI/SL/MDU was Train Captain.

RAC Not cleared in all Sleeper Coaches.

Field study at Sleeper Depot/MDU:

Shri T.C. Thangaraj, CTI/SL/MDU is the incharge of the Depot.

He stated that the following trains are also dealt by this Depot.

1. Train No.16794/16793 ex TJ-RMM & back. 4 TTEs are allotted for these trains. (Shradda express)

2. Train no.16344/16343 MDU-PGT & back (Amirtha express).

3.5.2 MDU DEPOT:

(i) Trains leaving upto 21.00 Hrs.

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches
16723	1935	0415	MS	MDU	4	12
16236	0715	1100	MDU	TN	3	12
16235	1635	1945	TN	MDU	3	12
12638	2035	0455	MDU	MS	8	10
16128	1115	2030	MDU	MS	3	10
12635	1340	2120	MS	MDU	3	13
16235	1945	0700	MDU	SBC	3	12
12636	0645	1440	MDU	MS	3	12
16127	0815	1605	MS	MDU	3	10
56701	1800	0550	TVC	MDU	1	6
16127/16129	1605	2140	MDU	NCJ	3	8
16344	1545	2155	MDU	PGT	1	8
16343	0715	1310	PGT	MDU	1	8
		Total			39	133

Norms: Upper class – 5 Coaches per TTE

Sleeper class - 3 Coaches per TTE

For Manning 39 Upper class coaches @ 5 coaches = $39/5 = 7.80$ staff

For Manning 133 Sleeper class coaches @3 coaches = $133/3 = 44.33$ staff

Total = 52.13 staff

(ii) Trains leaving after 21.00 Hrs.

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
16724 (2 nd leg)	22.55	08.40	MDU	MS	4	12	16
12637 (I leg)	21.40	05.55	MS	MDU	8	10	18
16236 (2 nd leg)	21.00	07.25	SBC	MDU	3	12	15
56700 (I leg)	23.15	06.45	MDU	TVC	1	6	7
16128/16130 (2 nd leg)	05.45	11.20	NCJ	MDU	3	8	11
16793 (Weekly/Sunday)	2300	0458	RMM	TJ	2	6	8
16794 (Weekly) (Subsequent leg)	2328	0710	TJ	RMM	2	6	8

	Upper class	SL Class
1 st leg of journey	11	22

2 nd Leg of journey	12	38
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Norms:

- | | | |
|------------------------------------|---|-----------------------|
| First leg of journey | - | 3 Upper class per TTE |
| | - | 2 SL class per TTE |
| Second & subsequent Leg of journey | - | 5 Upper class per TTE |
| | - | 3 SL class per TTE. |

Man Power Requirement:

First leg:

To man 11 Upper class coaches @ 3 coaches per TTE	=	$11/3 = 3.66$ Staff
To man 22 SL class coaches @ 2 Coaches per TTE	=	$22/2 = 11$ Staff
Total staff required	=	$3.66+11 = 14.66$ staff

Second leg:

To man 12 Upper class coaches @ 5 coaches per TTE	=	$12/5 = 2.4$ staff
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To man 38 Sleeper class coaches

@ 3 coaches per TTE	=	$38/3 = 12.66$ staff
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Total	=	15.06 staff
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Total for 1 st leg & 2 nd leg	=	$14.66+15.06$
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	=	29.72 staff
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Non-Daily Trains:

Trains leaving upto 21.00 Hrs.

Train no.	No. of days in Service	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches
12668	Weekly	1705	2110	NCJ	MDU	5/7=0.71	12/7=1.71
12689	Weekly	0630	1105	MDU	NCJ	5/7=0.71	12/7=1.71
12690	Weekly	1940	2350	NCJ	MDU	1/7=0.14	9/7=1.28
12642	Two days	1805	0320	MS	MDU	5x2/7=1.42	9x2/7=2.57
12652	Two days	1805	0345	MS	MDU	4x2/7=1.14	8x2/7=2.28
16862	Weekly	1350	1815	CAPE	MNM	2/7=0.28	3/7=0.28
17615	Weekly	2010	0700	SA	MDU	3/7=0.42	7/7=1
17616	Weekly	1200	2010	MDU	SA	3/7=0.42	7/7=1
11021	Three days	0800	1125	MDU	TEN	3x3/7=1.28	9/7=2.57
11022	Three days	1500	0400	TEN	YPR	3x3/7=1.28	9/7=2.57
			Total			8.08	16.97

To Man 8.08 Upper class Coaches per day

@ 5 Coaches per TTE = 8.08/5= 1.61

To Man 16.97 SL Class coaches per day

@ 3 coaches per TTE = 16.97/3=5.65

Total = 7.26 staff

Trains leaving after 21.00 Hrs.

Train no.	No. of days in Service	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches
12667	Weekly	0320	0805	MDU	NCJ	5/7=0.71	12/7=1.71
22624	Two days	2115	0720	MDU	MS	3X2/7=0.85	8X2/7=2.28
22623	Two days	2245	0850	MS	MDU	3X2/7=0.85	8X2/7=2.2
12641	Two days	2355	0905	MDU	MS	5X2/7=1.42	8X2/7=2.2
12651	Two days	2355	0905	MDU	MS	4X2/7=1.14	8X2/7=2.2
16861	Weekly	2055	0315	MNM	CAPE	2/7=0.28	4/7=0.57
			Total			5.25	11.28

To Man 5.25 Upper class coaches @

3 coaches per TTE = 5.25/3 = 1.75

To Man 11.28 SL class coaches @

2 coaches per TTE = 11.28/2 = 5.64

Total = 7.39 staff

Trains leaving upto 21.00 Hrs = 7.26 staff

Trains leaving after 21.00 Hrs = 7.39 staff

Total = 14.65 staff

Man Power requirement:

(A) Daily Trains (52.13+29.72) = 81.85 staff

(B) Non-Daily Trains = 14.65 staff

Total = 96.50

RG @ 16.66% = 16.07 staff

Total = 112.57 staff

LR @ 15% = 16.88 staff

G.Total = 129.45 or **130 staff.**

DEPOT	Sanction	Actual	Requirement	Surplus
MDU	224	179	130	94

(b) TEN DEPOT:

Field study was conducted at CTI/SL/TEN: Shri P.Chandrasekar is the in charge of the depot. On roll staff is 43. 8 staff are to be relieved under periodical transfer. 5 staff are to join the depot.

Trains leaving upto 21.00 Hrs. – Daily Trains

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
12632	1945	2210	TEN	MDU	7	12	19
16724	1955	2300	TEN	MDU	4	12	16
16724	1610	1945	TVC	TEN	4	12	16
12632	1945	2210	TEN	MDU	7	12	19
22628	1425	2010	TEN	TPJ	1	2	3
22627	0715	1300	TPJ	TEN	1	2	3
Total					24	52	76

Weekly Trains:

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
22619	2125	0500	ERS	TEN	3	9	12
19577 (2 DAYS)	0755	1430	TEN	ERS	2X2=4	10X2=20	12
19578(2 DAYS)	1355	2220	ERS	TEN	2X2=4	10X2=20	12
Total					11	49	
Per day					11/7=1.57	49/7=7	

Service	Upper class	SL Class	
Daily trains	24	52	76
Weekly trains	1.57	7	8.57
Total	25.57	59	84.57

NORMS:

For trains leaving Upto 21.00 HRs 5 Upper class per TTE & 3 SL class coaches per TTE

To man 25.57 Upper class coaches @ 5 per TTE = 5.11 staff

To man 59 SL class coaches @ 3 coaches per TTE = 59/3=19.66

Total staff = 5.11+19.66=24.77

Pilot:

Train No.16125 TEN – ERS 1945/0345

Train No.16128 ERS – TEN 2315/0745

Total working hours : 16.50 Hrs.

Trains leaving after 21.00 Hrs. – Daily Trains.

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
12631	0520	0835	MDU	TEN	6	13	19
16723	1415	1135	MDU	TVC	5	12	17
Total					11	25	36

Weekly Trains:

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
22620	TEN	ERS	0115	0820	3	9	12
			Total		3	9	12
Per day					3/7=0.42	9/7=1.28	

Service	Upper class	SL Class	
Daily trains	11	25	36
Weekly trains	0.42	1.28	1.60
Total	11.42	26.28	37.60

Norms: First leg of Journey:

Upper class - 3 coaches per TTE
SL class - 2 coaches per TTE
To man 11.42 coaches @ 3 coaches per TTE = 3.80 Staff
To man 26.28 coaches @ 2 coaches per TTE = 13.14 Staff
Total = 16.94 staff
Trains leaving upto 21.00 Hrs. = 24.77 staff
Trains leaving after 21.00 hrs = 16.94 staff
Total = 41.71 staff or say 42 staff.

Depot	Sanction	Actual	Requirement	Surplus
TEN	45	38	42	3

(b) RAMESHWARAM DEPOT:

(i) Trains leaving upto 21.00 Hrs.

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches
22621 (3 days)	2045	0405	RMM	CAPE	1x3/7=0.42	6x3/7=2.57
16780 (3 days)	1600	0005	RMM	MV	2x3/7=0.85	8x3/7=3.42
16128	1100	1410	MDU	TPJ	3	8
14260 (Weekly)	1825	0115	TPJ	RMM	2/7=0.28	7/7=1
Total					4.55	14.99

(ii) Trains leaving after 21.00 Hrs.

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches
22622 (3 DAYS)	2200	0520	CAPE	RMM	$1 \times 3/7 = 0.42$	$6 \times 3/7 = 2.57$
16779 (3 days)	2220	0915	MV	RMM	$2 \times 3/7 = 0.85$	$8 \times 3/7 = 3.42$
14259 (Weekly)	2300	0415	RMM	TPJ	$2/7 = 0.28$	$7/7 = 1$
Total					1.55	6.99

Trains leaving upto 21.00 Hrs:

Norms:

5 Upper class & 3 SL class coaches

To man 4.55 Coaches @ 5 coaches = 0.91

To man 14.99 Coaches @ 3 coaches = 4.99

Total = 5.90 staff

Trains leaving after 21.00 Hrs:

Norms:

Upper class - 3 Coaches

Sleeper class - 2 Coaches

To man 1.55 Upper class @ 3 coaches = 0.51 Staff

To man 6.99 SL class @ 2 coaches = 3.49 Staff

Total = 4.24 Staff

Total staff = 5.90 + 4.24 = 10.14 staff

RG @ 16.66% = 1.68

Total = 11.82 staff

LR @ 15% = 1.77

G.Total = 13.59 staff or say 14 staff

Depot	Sanction	Actual	Requirement	Surplus
RMM	16	11	14	2

(d) SENKOTTAI DEPOT:

(i) Trains leaving upto 21.00 Hrs.

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
12662	1900	2205	SCT	MDU	7	12	19

(ii) Trains leaving after 21.00 Hrs.

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
12661	0430	0815	MDU	SCT	7	12	19

Man Power requirement:

Trains leaving upto 21.00 Hrs.

Norms:

5 Upper class coaches – 1 TTE

3 SL Class coaches - 1 TTE

To Man 7 Upper class coaches @ 5 coaches = 1.4 staff

To Man 12 SL class coaches @ 3 Coaches = 4 Staff

Total staff required = 1.4 + 4 = 5.4 staff

Trains leaving after 21.00 Hrs: 2nd leg of journey:

Norms: 5 Upper class coaches – 1 TTE

3 SL Class coaches - 1 TTE

To Man 7 Upper class coaches @ 5 coaches = 1.4 staff

To Man 12 SL class coaches @ 3 Coaches = 4 Staff

Total staff required = 1.4 + 4 = 5.4 staff

Trains leaving upto 21.00 Hrs - 5.4 staff

Trains leaving after 21.00 Hrs. 5.4 staff

Total 10.8 staff

RG @ 16.66% 1.79

Total 12.59 staff

LR @ 15% 1.88 staff

G.Total 14.47 staff or 15 staff.

Depot	Sanction	Actual	Requirement	Surplus
SCT	12	10	15	-3

(e) TUTICORIN DEPOT:

Trains leaving upto 21.00 Hrs.

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
12694	1950	2250	TN	MDU	6	12	18

Trains leaving after 21.00 Hrs.

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
12693	0345	0710	MDU	TN	6	12	18

Man Power Requirement:

Trains leaving upto 21.00 Hrs:

Norms: 5 Upper class coaches - 1 TTE

3 SL Class coaches - 1 TTE

To MAN 6 Upper class coaches @ 5 coaches = 1.2 staff

To Man 12 SL coaches @ 3 coaches = 4

Total = 5.2 staff

Trains leaving after 21.00 Hrs: (2nd leg of journey)

Norms: 5 Upper class coaches - 1 TTE

3 SL Class coaches - 1 TTE

To MAN 6 Upper class coaches @ 5 coaches = 1.2 staff

To Man 12 SL coaches @ 3 coaches = 4

Total = 5.2 staff

Trains Leaving upto 21.00 Hrs = 5.2 staff

Trains leaving after 21.00 Hrs = 5.2 staff

Total = 10.4 staff

RG @ 16.66% = 1.73 staff

Total = 12.13 staff

LR @ 15% = 1.81 staff

G.Total = 13.94 staff or 14 staff

Depot	Sanction	Actual	Requirement	Surplus
TN	12	13	14	-2

(f) DG Depot:

(i) Trains leaving upto 21.00 Hrs.

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
22652	1935	0415	DG	MAS	2	8	10

(ii) Trains leaving after 21.00 Hrs.

Train no.	Dep. Time	Arr.Time	FROM	TO	Upper class coaches	SL class coaches	Total no. of coaches
22651	2130	0540	MAS	DG	2	8	10

Man Power requirement:

Trains leaving upto 21.00 Hrs:

Norms: 5 Upper class coaches - 1 TTE
 3 SL Class coaches - 1 TTE
 To Man 2 Upper class coaches @ 5 coaches = 0.4 staff
 To Man 8 SL coaches @ 3 coaches = 2.66 staff
 Total = 3.06 staff

Trains leaving after 21.00 Hrs. (First leg of journey)

Norms: 3 Upper class coaches - 1 TTE
 2 SL coaches - 1 TTE
 To Man 2 Upper class coaches @ 3 Coaches = 0.66 staff
 To Man 8 SL coaches @ 2 coaches = 4.00 staff
 Total = 4.66 staff
 Trains leaving upto 21.00 Hrs. = 3.06 staff
 Trains leaving after 21.00 Hrs. = 4.66 staff
 Total = 7.72 staff
 RG @ 16.66% = 1.28 staff
 Total = 9.00 staff
 LR @ 15% = 1.35 staff
 G.Total = 10.35 staff or 11 staff

Depot	Sanction	Actual	Requirement	Surplus
DG	32	20	11	21

SUMMARY OF SANCTION VS REQUIREMENT OF STAFF:

Depot	Sanction	Actual	Requirement	Surplus
MDU	224	179	130	94
TEN	45	38	42	3
RMM	16	11	14	2
SCT	12	10	15	-3
TN	12	13	14	-2
DG	32	20	11	21
Total	341	271	226	115

3.5.2 Ticket Checking Squad:

The following are the sanction, actual and vacancy position of Squad TTEs.

S NO.	Depot	Sanction	Actual	Vacancy
1	MDU/Squad	10	15	+5
2	DG/Squad	10	6	4
3	TEN/Squad	9	8	1
	Total	29	29	0

Year	Earnings	Earnings per month
2014-15	28426116	2368843
2015-16	14944105	1245342
2016-17	16440801	1370067
Total	59811022	4984252
Average per year/month	19937007.3	1661417

Average earnings per month is 16,61,417/-. Average earnings per employee per month is Rs.57290/- Average Man power cost per employee per month is Rs.77595/-. (GP Rs.4200/-). Hence, there is a loss of Rs.20305/- per employee per month. Quantum of loss for 29 ticket checking staff per year is Rs.7066140/- or Rs.70.66 Lakhs.

Ticket checking staff working in Squads of all other Divisions are performing well and there is no much loss on this account. Performance of Squad ticket checking staff needs to be improved.

In view of the poor performance of Squads in MDU division, the Division is requested to take steps to improve the squad earnings. However, the sanctioned strength of 29 staff is retained as such.

Stations:

S No.	Depot	Sanction	Actual	Vacancy
1	MDU/Station	26	23	+3
2	DG/Station	4	5	+1
3	TEN/Station	4	5	+1
4	TN/Station	1	3	+2
5	RMM/Station	3	0	3
6	VPT/Station	4	3	1
7	TSI/Station	1	1	0
	Total	43	40	3

MDU Station: The following areas are manned by TC staff at MDU station.

1.Enquiry/Lobby

2.PI/O

3.Retiring Room booking & Women`s care centre

4.AC Waiting Hall

There is no gate manning at this station.

Requirement of Staff:

Enquiry/Lobby : Roster timings: 07-13,13-21 & 21-24/24-07: 3 staff

PI/Office: three shifts - 3 staff

RR & Women`s care centre: 3 shifts – 3 staff

AC waiting Hall - 3 shifts = 3 staff

Total staff required = 12 staff

RG@ 16.66% = 1.99

Total = 13.99 staff

LR @ 15% = 2.09 staff

G.Total = 16.08 staff or 16 staff.

Overall incharge = 1
G.Total = 17 staff.

Requirement of staff for other stations:

S.NO.	Station	Sanction	Actual	Requirement	Surplus
1	MDU	26	23	17	9
2	DG/Station	4	5	4	0
3	TEN/Station	4	5	4	0
4	TN/Station	1	3	1	0
5	RMM/Station	3	0	3	0
6	VPT/Station	4	3	4	0
7	TSI/Station	1	1	1	0
	Total	43	40	34	9

OVERALL REQUIRMENT OF TICKET CHECKING STAFF OVER MDU DIVISION:

Unit	Sanction	Actual	Requirement	Surplus
MDU/HQ	3	3	3	0
MDU/Prosecution	2	0	0	2
SL Depot	341	271	226	115
Station	43	40	34	9
Squad	29	29	29	0
Grand Total	418	343	292	126

3.5.3 Ways to Improve Ticket Checking Squad Earnings and Improve Discipline among travellers:

1. Generally, ticket checking squads are not visible during 05.00 to 08.00 hrs and 20.00 hrs to 00.00 hrs. The ticket checking programme has to be reorganised in such a way the above periods are also included in their duty hours.
2. To concentrate on Branch lines, Vendors cabin, Disabled coaches, BV and Unreserved compartments.
3. To record Train no. including EMU services in Suburban areas in the EFTs.
4. To strictly collect fine from all the defaulters of vendors travelling by EMUs instead of selectively collecting the fines to achieve the Target. By collecting fine from all the defaulters, finally this will be totally eradicated.
5. Specially concentrate on all Mail/Express day trains including reserved coaches.

6.As per extant refunds rules, there is no refund on reserved tickets if fails to cancel 4 hours before the departure of the train. Hence, passengers/Travel agents likely to resell their tickets. This can be checked thoroughly.

7.Whenever coaches are unmanned, Squad TTEs can be utilised to man the coaches so that inconvenience to passengers can be avoided and also prevent loss of revenue to the Railways.

8.In suburban sections, imposing penalty for less number of passengers in a group to be avoided. This will prevent recurrence in future.

9.To check courier packages are carried in reserved compartments without booking.

10. In Shatabdi Trains, Generator-cum- Luggage portion may be checked to detect ticketless passengers.

OVERALL SANCTION VS REQUIREMENT:

Division/ Hqrs	Sanction	Actual	Vacancy	Requirement	Surplus
Hqrs	0	22	0	22*	0
MAS	1154	1041	113	819	335
SA	428	355	73	382	46
PGT	501	440	61	375	126
TVC	632	537	95	551	81
TPJ	518	433	85	389	129
MDU	418	343	75	292	126
Total	3651	3171	502	2808	843

*22 included in the Divisions sanction.

CHAPTER – IV

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

The work study was opened on 08.06.2017 and commenced on 14.07.2017. The draft work study report was handed over to Co-ordinating officer on 31.07.2018 for offering his remarks /views.

A reminder letter has been sent to the Co-ordinating officer on 10.09.2018 with an advice to offer his remarks on the draft work study within 15 days. The Dy CPLO/HQ along with dealing CWSI had met Co-ordinating officer and SCM/HQ several times requesting for remarks for submitted draft report. Till date no remarks have been received from the Co-ordinating officer.

4.1 Review the Work study of Ticket Checking Staff.

So, the work study report is reviewed and released, duly considering the work load dealt by Ticket checking staff at present scenario and the following facts are taken in to account to arrive at revised manpower calculation as follows.

- ✓ Considered newly introduced trains
- ✓ Considered all types of Special trains, which were not taken into account earlier.
- ✓ Considered the increase earnings from ticket checking staff of Station & Squad.

4.2 Consideration of Newly introduced Trains:

The newly introduced train details from 2017 to 2020 are obtained from Operating department/HQ. The reserved train & manned by the ticket checking staff details are tabulated as

Sl. No	Train No	from	To	SL Depot	Division	Service Days	Year of Introduced
1	16791/92	TEN*	PGT	TEN	MDU	Daily	2017
2	22919/20	MAS	ADI	BG-I	MAS	Weekly	2017
3	14815/16	BGKT	TBM	BG-IV	MAS	Weekly	2018
4	22666/65	CBE	SBC	CBE-I	SA	6 Days	2018

5	19423/24	TEN	GIM	TEN	MDU	Weekly	2018
6	19603/04	AII	RMM	BG-III	MAS	Weekly	2018
7	16319/20	KCVL	BAN D	KCVL	TVC	Bi- Weekly	2018
8	22671/72	MS	MDU	BG-IV	MAS	6 Days	2019
9	16101/02	MS	QLN	BG-IV	MAS	Daily	2019
10	22657/58	TBM	NCJ	BG-IV	MAS	Tri- Weekly	2019
11	16349/50	KCVL	NIL	KCVL	TVC	Daily	2019
12	17313/14	UBL	MAS	BG-I	MAS	Bi- Weekly	2019

*Previously it has been run from PUU to PGT.

From the above shown table, there are 12 reserved trains are introduced from 2017 to 2020. The work study team has considered these trains for manpower calculation apart from the regular operated trains in the draft work study report.

Hence, the requirement of manpower is arrived based on the Railway board Norms and the trains are segregated in division wise manning by the ticket checking staff.

4.3 As per the Guidelines of Railway Board the following are norms for manning Coaches by TTEs.

Category	Leg of journey	No. of Upper class coaches to be manned by a TTE.	No. of Sleeper Class Coaches to be manned by a TTE
Trains leaving upto 21.00 hrs	All legs	5	3
Trains leaving after 21.00 hrs	First leg of journey	3	2
	Second and Subsequent leg of journey.	5	3

The above norms are applied and arrived the manpower requirement of ticket checking staff for newly introduced trains also.

4.4 Man Power Requirement of Newly introduced Trains:

The calculation of manpower requirement of ticket checking staff for manning of reserved train coaches are based on number coaches and type of class. The number of coaches through train passing is taken by the number of days per week. Therefore, the total number of coaches is converted into total number of train passing per week. The details of reserved train coaches is tabulated below.

Train No.	Service days	Dep Time	Arr Time	From	To	Upper Class Coaches	Sleeper Class Coaches	Total Class Coaches
16791	Daily	22.45	04.50	TEN	QLN	-	9x7/7=9	9
16791	Daily	04.55	13.05	QLN	PGT	-	9	9
16792	Daily	16.05	23.20	PGT	QLN	-	9	9
16792	Daily	23.20	06.15	QLN	TEN	-	9	9
22919	Weekly	20.30	04.38	MAS	GTL	16/7=2.3	0	2.3
22920	Weekly	14.45	22.35	GTL	MAS	16/7=2.3	0	2.3
19423	Weekly	07.45	14.45	TEN	ERS	17/7=2.4	-	2.4
19423	Weekly	14.50	22.00	ERS	MAJN	17/7=2.4	-	2.4
19424	Weekly	19.40	03.55	MAJN	ERS	17/7=2.4	-	2.4
19424	Weekly	04.00	11.30	ERS	TEN	17/7=2.4	-	2.4
19603	Weekly	06.40	14.10	BZA	MS	17/7=2.4	-	2.4
19603	Weekly	14.25	20.25	MS	TPJ	17/7=2.4	-	2.4
19603	Weekly	20.35	03.15	TPJ	RMM	17/7=2.4	-	2.4
19604	Weekly	22.00	03.05	RMM	TPJ	17/7=2.4	-	2.4
19604	Weekly	03.15	08.50	TPJ	MS	17/7=2.4	-	2.4
19604	Weekly	09.05	16.05	MS	BZA	17/7=2.4	-	2.4
22666	6 Days	05.45	12.40	CBE	SBC	8x6/7=6.7	-	6.7
22665	6 Days	14.15	21.00	SBC	CBE	8x6/7=6.7	-	6.7
16319	2 Days	18.05	00.57	KCVL	PGT	15x2/7=4.3	-	4.3
16319	2 Days	01.00	05.02	PGT	SA	15x2/7=4.3	-	4.3
16320	2 Days	22.40	02.07	SA	PGT	15x2/7=4.3	-	4.3
16320	2 Days	02.10	09.05	PGT	KCVL	15x2/7=4.3	-	4.3
22671	6 Days	06.00	12.30	MS	MDU	13x6/7=11.2	-	11.2
22672	6 Days	15.00	21.30	MDU	MS	13x6/7=11.2	-	11.2
16101	Daily	17.00	01.20	MS	MDU	2	8	10
16101	Daily	01.25	08.45	MDU	QLN	2	8	10
16102	Daily	11.55	18.35	QLN	MDU	2	8	10
16102	Daily	18.35	03.30	MDU	QLN	2	8	10
22657	3 Days	19.20	02.23	TBM	MDU	3x3/7=1.3	7x3/7=3	4.3
22657	3 Days	02.30	07.55	MDU	NCJ	3x3/7=1.3	7x3/7=3	4.3
22658	3 Days	17.00	21.15	NCJ	MDU	3x3/7=1.3	7x3/7=3	4.3
22658	3 Days	21.20	05.00	MDU	TBM	3x3/7=1.3	7x3/7=3	4.3
16349	Daily	20.50	05.55	KCVL	NII	2	3	5
16350	Daily	20.50	05.35	NII	KCVL	2	3	5
17313	2 Days	02.30	10.50	GTL	MAS	2x2/7=0.6	6x2/7=1.7	2.3
17314	2 Days	15.00	22.45	MAS	GTL	2x2/7=0.6	6x2/7=1.7	2.3

						100	89.4	189.4
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4.4.1 TEN depot in MDU division:

Train No.	Service days	Dep Time	Arr Time	From	To	Upper Class Coaches	Sleeper Class Coaches	Total Coaches
	Trains leaving Upto 21.00 hours							
19423	Weekly	07.45	14.45	TEN	ERS	17/7=2.4	-	2.4
	Trains leaving after 21.00 hours							
16791	Daily	22.45	04.50	TEN	QLN	-	9	9

As per Norms:

For trains leaving Upto 21.00 hour.

To man 2.4 Upper class at 5 coaches /TTE (2.4/5) - 1 as need base

For trains leaving after 21.00 hour, First leg of journey.

To man 9 SL class per TTE (9/2=4.5) - 5

Sub Total - **6**

RG at 16.66 % - 1

Sub Total - **7**

LR at 15% (1.05 say 1) - 1

Total requirement of staff - **8 staff**

The additional requirement of **8 staff** is accounted for newly introduced trains at **TEN Depot in MDU division**.

4.4.2 TVC depot:

Train No.	Service days	Dep Time	Arr Time	From	To	Upper Class Coaches	Sleeper Class Coaches	Total Class Coaches
	Trains leaving Upto 21.00 hours							
16102	Daily	11.55	18.35	QLN	MDU	2	8	10
	Trains leaving After 21.00 hours							
16791	Daily	04.55	13.05	QLN	PGT	-	9	9
16792	Daily	23.20	06.15	QLN	TEN	-	9	9
							18	18

For trains leaving Upto 21.00 hours

To man 2 Upper class at 5 coaches/ TTE (2/5)	-	1 as need base
To man 8 SL class at 3 coaches per TTE (8/3=2.67)-		3
For train leaving after 21.00 hours		
Second leg of journey		
To man 18 SL class at 3 coaches per TTE (18/3)	-	6 staff
Sub total	-	10
RG at 16.66 % (1.7 say 2)	-	2
Sub Total	-	12
LR at 15%(1.8 say 2)	-	2
Requirement of staff	-	14 staff

The additional requirement of **14 staff** is accounted for newly introduced trains at **TVC Depot in TVC division**.

4.4.3 PGT Depot

Train No.	Service days	Dep Time	Arr Time	From	To	Upper Class Coaches	Sleeper Class Coaches	Total Class Coaches
Trains leaving Upto 21.00 hours								
16792	Daily	16.05	23.20	PGT	QLN	-	9	9
Trains leaving after 21.00 hours								
16319	2 Days	01.00	05.02	PGT	SA	15x2/7=4.3	-	4.3
16320	2 Days	02.10	09.05	PGT	KCVL	15x2/7=4.3	-	4.3
							Total	8.6

For trains leaving Upto 21.00 hour.

To man 9 SL class at 3 coaches per TTE (9/3)	-	3 staff
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For trains leaving after 21.00 hour, in second leg of journey.

To man 8.6 Upper class coaches per TTE (8.6/5=1.72)	-	2
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Sub Total	-	5
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RG at 16.66 %(0.83 say 1)	-	1
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Sub Total	-	6
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LR at 15%(0.9 say 1)	-	1
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Total requirement of staff	-	7 staff
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The additional requirement of **7 staff** is accounted for newly introduced trains at **PGT Depot in PGT division**.

4.4.4 ERS Depot

Train No.	Service days	Dep Time	Arr Time	From	To	Upper Class Coaches	Sleeper Class Coaches	Total Class Coaches
Trains leaving Upto 21.00 hours								
19423	Weekly	14.50	22.00	ERS	MAJN	17/7=2.4	-	2.4
19424	Weekly	19.40	03.55	MAJN	ERS	17/7=2.4	-	2.4
Trains leaving after 21.00 hours								
19424	Weekly	04.00	11.30	ERS	TEN	17/7=2.4	-	2.4

For trains leaving Upto 21.00 hour.

To man 4.8 Upper class at 5 coaches per TTE (4.8/5) - 1 staff

For trains leaving after 21.00 hour, Second leg of journey.

To man 2.4 Upper class at 5 coaches per TTE (2.4/5) - 1 staff

RG & LR - 1

Total requirement of staff - 3 staff

The additional requirement of **3 staff** is accounted for newly introduced trains at **ERS Depot in TVC division.**

4.4.5 TPJ Depot

Train No.	Service days	Dep Time	Arr Time	From	To	Upper Class Coaches	Sleeper Class Coaches	Total Class Coaches
Trains leaving Upto 21.00 hours								
19603	Weekly	20.35	03.15	TPJ	RMM	17/7=2.4	-	2.4
Trains leaving after 21.00 hours								
19604	Weekly	03.15	08.50	TPJ	MS	17/7=2.4	-	2.4

For trains leaving Upto 21.00 hour.

To man 2.4 Upper class at 5 coaches /TTE (2.4/5) - 1 as need base

For trains leaving after 21.00 hour,

For second leg of journey.

To man 2.4 Upper class at 5 coaches /TTE (2.4/5) - 1 as need base

RG & LR - 1

Total requirement of staff - 3 staff

The additional requirement of **3 staff** is accounted for newly introduced trains at **TPJ Depot in TPJ division.**

4.4.6 BG-I SL Depot:

Train No.	Service days	Dep Time	Arr Time	From	To	Upper Class Coaches	Sleeper Class Coaches	Total Class Coaches
Trains leaving Upto 21.00 hours								
22919	Weekly	20.30	04.38	MAS	GTL	16/7=2.3	0	2.3
17314	2 Days	15.00	22.45	MAS	GTL	2x2/7=0.6	6x2/7=1.7	2.3
22920	Weekly	14.45	22.35	GTL	MAS	16/7=2.3	0	2.3
				Total		5.2	1.7	6.9
Trains leaving After 21.00 hours								
17313	2 Days	02.30	10.50	GTL	MAS	2x2/7=0.6	6x2/7=1.7	2.3

For trains leaving Upto 21.00 hour.

To man 5.2 Upper class coaches

at 5 coaches per TTE($5.2/5 = 1.04$)

- 1 staff

To man 1.7 SL class coaches at 3 coaches/TTE

- 1 as need base

For trains leaving after 21.00 hour,

For second leg of journey.

To man 0.6 Upper class coaches per TTE

- 1 as need base

To man 1.7 SL class coaches at 3 coaches/TTE

- 1 as need base

Sub Total

- **4**

RG at 16.66 %(0.67 say 1)

- 1

Sub Total

- **5**

LR at 15% (0.75 say 1)

- 1

Total requirement of staff

- **6 staff**

The additional requirement of **6 staff** is accounted for newly introduced trains at **BG-I SL Depot in MAS division**.

4.4.7 BG-III SL Depot:

Train No.	Service days	Dep Time	Arr Time	From	To	Upper Class Coaches	Sleeper Class Coaches	Total Class Coaches
Trains leaving Upto 21.00 hours								
19603	Weekly	06.40	14.10	BZA	MS	17/7=2.4	-	2.4
19604	Weekly	09.05	16.05	MS	BZA	17/7=2.4	-	2.4
							Total	4.8

For trains leaving Upto 21.00 hour.

To man 4.8 Upper class coaches

at 5 coaches per TTE($4.8/5 = 0.96$)

- 1 staff

RG/LR as need base

- 1

Total requirement of staff

- **2 staff**

The additional requirement of **2 staff** is accounted for newly introduced trains at **BG-III SL Depot in MAS division.**

4.4.8 BG-IV SL Depot:

Train No.	Service days	Dep Time	Arr Time	From	To	Upper Class Coaches	Sleeper Class Coaches	Total Class Coaches
Trains leaving Upto 21.00 hours								
19603	Weekly	14.25	20.25	MS	TPJ	$17/7=2.4$	-	2.4
16101	Daily	17.00	01.20	MS	MDU	2	8	10
22657	3 Days	19.20	02.23	TBM	MDU	$3 \times 3/7=1.3$	$7 \times 3/7=3$	4.3
						5.7	11	16.7

For trains leaving Upto 21.00 hour.

To man 5.7 Upper class coaches

at 5 coaches per TTE($5.7/5 = 1.14$)

- 1 staff

To man 11 SL coaches at 3 coaches/TTE ($11/3=3.7$)-

4

Sub Total

- **5**

RG at 16.66 % (0.83 say 1)

- 1

Sub Total

- **6**

LR at 15% (0.9 say 1)

- 1

Total requirement of staff

- **7 staff**

The additional requirement of **7 staff** is accounted for newly introduced trains at **BG-IV SL Depot in MAS division.**

4.4.9 MDU SL Depot:

Train No.	Service days	Dep Time	Arr Time	From	To	Upper Class Coaches	Sleeper Class Coaches	Total Class Coaches
Trains leaving Upto 21.00 hours								
22672	6 Days	15.00	21.30	MDU	MS	13x6/7=11.2	-	11.2
22671	6 Days	06.00	12.30	MS	MDU	13x6/7=11.2	-	11.2
16102	Daily	18.35	03.30	MDU	QLN	2	8	10
						24.4	8	32.4
Trains leaving After 21.00 hours								
16101	Daily	01.25	08.45	MDU	QLN	2	8	10
22658	3 Days	21.20	05.00	MDU	TBM	3x3/7=1.3	7x3/7=3	4.3
						3.3	11	14.3

For trains leaving Upto 21.00 hour.

To man 24.4 Upper class coaches

at 5 coaches per TTE($24.4/5 = 4.88$) - 5 staff

To man 8 SL coaches at 3 coaches/TTE($8/3 = 2.67$) - 3

For trains leaving after 21.00 hour,

For second leg of journey.

To man 3.3 Upper class per TTE($3.3/3 = 1.1$) - 1

To man 11 SL class at 3 coaches/TTE($11/3 = 3.67$) - 4

Sub Total - **13**

RG at 16.66 % (2.2 say 2) - 2

Sub Total - **15**

LR at 15% (2.3 say 3) - 3

Total requirement of staff - **18 staff**

The additional requirement of **18 staff** is accounted for newly introduced trains at **MDU SL Depot in MDU division.**

4.4.10 KCVL SL Depot:

Train No.	Service days	Dep Time	Arr Time	From	To	Upper Class Coaches	Sleeper Class Coaches	Total Class Coaches
Trains leaving Upto 21.00 hours								
16319	2 Days	18.05	00.57	KCVL	PGT	15x2/7=4.3	-	4.3
16349	Daily	20.50	05.55	KCVL	NII	2	3	5
16350	Daily	20.50	05.35	NII	KCVL	2	3	5
						8.3	6	14.3

For trains leaving Upto 21.00 hour.

To man 8.3 Upper class coaches

at 5 coaches per TTE($8.3/5 = 1.66$) - 2 staff

To man 6 SL coaches at 3 coaches/TTE($6/3 = 2$) - 2

Sub Total - **4**

RG at 16.66 %(0.66 say 1) - 1

Sub Total - **5**

LR at 15% (0.75 say 1) - 1

Total requirement of staff - **6 staff**

The additional requirement of **6 staff** is accounted for newly introduced trains at **KCVL SL Depot in TVC division**.

4.4.11 CBE - I SL Depot:

Train No.	Service days	Dep Time	Arr Time	From	To	Upper Class Coaches	Sleeper Class Coaches	Total Class Coaches
Trains leaving Upto 21.00 hours								
22665	6 Days	14.15	21.00	SBC	CBE	$8 \times 6/7 = 6.7$	-	6.7
Trains leaving After 21.00 hours								
22666	6 Days	05.45	12.40	CBE	SBC	$8 \times 6/7 = 6.7$	-	6.7

For trains leaving Upto 21.00 hour.

To man 6.7 Upper class coaches

at 5 coaches per TTE($6.7/5 = 1.37$) - 2 as need base

For trains leaving after 21.00 hour,

For first leg of journey.

To man 6.7 Upper class coaches per TTE($6.7/3 = 2.2$)- 2

Sub Total - **4**

RG at 16.66 %(0.66 say 1) - 1

Sub Total - **5**

LR at 15% (0.75 say 1) - 1

Total requirement of staff - **6 staff**

The additional requirement of **6 staff** is accounted for newly introduced trains at **CBE-I SL Depot in SA division**.

4.4.12 RMM Depot:

Train No.	Service days	Dep Time	Arr Time	From	To	Upper Class Coaches	Sleeper Class Coaches	Total Class Coaches
Trains leaving After 21.00 hours								
19604	Weekly	22.00	03.05	RMM	TPJ	17/7=2.4	-	2.4

The additional requirement of 2 staff is accounted at RMM depot in MDU division as need base.

4.4.13 SA Depot:

Train No.	Service days	Dep Time	Arr Time	From	To	Upper Class Coaches	Sleeper Class Coaches	Total Class Coaches
Trains leaving After 21.00 hours								
16320	2 Days	22.40	02.07	SA	PGT	15x2/7=4.3	-	4.3

The additional requirement of **2 staff** is accounted for newly introduced trains at **SA depot in SA division** as need base.

4.5 Summary of man power requirement of Newly introduced trains:

Sl.No	Division	Depot	Additional manpower required
1	MDU	TEN	8
2		MDU	18
3		RMM	2
		Total-A	28
4	MAS	BG-I SL	6
5		BG-III SL	2
6		BG-IV SL	7
		Total-B	15
7	TVC	TVC SL	14
8		ERS SL	3

9		KCVL SL	6
		Total-C	23
10	SA	SA SL	2
11		CBE-I SL	6
		Total -D	8
12	PGT	PGT SL	7
13	TPJ	TPJ SL	3
Total(A+B+C+D+PGT+TPJ Divns)			84

The additional manpower requirement is arrived as 84 staff for newly introduced trains.

Moreover in Para No 4.2, the 5 new trains have been introduced in the years 2018 & 2019 in each year. Further the doubling work from VM to TJ via MV, conversion work from MDU to BDNK is to be operated in the near future and introducing of new trains in forth coming years etc. Therefore, the work study team has considered and allowed extra 21 at the rate of 25% of posts of the above calculated manpower requirement.

Hence the additional manpower requirement is **105 (84+21)** on account of newly and extra trains to be introduced and distributed in division wise duly considering the work load is tabulated below.

Sl.No	Division	Staff allowed for Newly Introduced trains	Extra staff allowed in future	Total staff
1	MAS	15	6	21
2	SA	8	4	12
3	PGT	7	5	12
4	TVC	23	0	23
5	TPJ	3	3	6
6	MDU	28	3	31
	Total	84	21	105

In TVC division has operated separately 58 posts in the information centre against the sanctioned posts of 72 and the same can be utilised for extra increasing trains in future.

4.6 Special trains:

During summer, festival, sabari, pilgrims etc, the special trains are operated over Southern railway and other railways in the name of premium, suvidha, tatkal, normal special. There are various types of special trains were manned by the ticket checking staff and their details are tabulated below. (Data in soft copy was obtained from DyCCM(PM)/o/MAS)

Month & Year	Normal Spl	Suvidha Spl	Tatkal Spl	Total No of Spl Trains
Apr-19	10	37	89	136
May-19	15	43	143	201
Jun-19	14	14	137	165
July-19	12	0	67	79
Aug-19	16	10	110	136
Sep-19	13	13	125	151
Oct-19	10	25	84	119
Nov-19	8	15	144	167
Dec-19	11	20	214	245
Jan-20	8	27	227	262
Feb-20	9	16	177	202
Mar-20	7	0	84	91
Total	133	220	1601	1954
Avg/Mon	11.08	18.33	133.41	162.83

- 4.7 In the above table, 1954 special trains are operated from April 2019 to March 2020, in which 133 are Normal special, 220 Suvidha special and 1601 tatkal special respectively. The work study team has considered and allowed 12 staff for all types of special trains considering the maximum number of 5 upper class and 12 sleeper class coaches for a long journey in first leg, second leg, subsequent legs and RG/LR.

For example, consider as long distance from MAS to TVC, for first, second & Subsequent journey i.e is MDU to ED and ED to PGT and PGT to TVC. The manpower calculation is based on the Railway board norms as follow.

For upto 21.00 hours, for all leg of journey from MAS to ED

For 5 upper class coaches at 5 coaches/TTE(5/5)	-	1
For 12 sleeper coaches at 3 coaches/TTE(12/3)	-	4
Sub total	-	5

RG at 16.66%	-	1
LR at 15%	-	1
Total	-	7
From ED to PGT		
For After 21.00 hours, first leg of journey from ED to PGT		
For 5 upper class coaches at 3 coaches/TTE(5/3)	-	2
For 12 sleeper coaches at 2 coaches/TTE(12/2)	-	6
Sub total	-	8
RG at 16.66%(1.33 say 2)	-	2
Sub total	-	10
LR at 15% (1.5 say 2)	-	2
Total for first leg of journey	-	12

For After 21.00 hours, Second & Subsequent leg of journey from PGT to TVC

For 5 upper class coaches at 3 coaches/TTE(5/5)	-	1
For 12 sleeper coaches at 2 coaches/TTE(12/3)	-	4
Sub total	-	5
RG at 16.66%	-	1
Sub total	-	6
LR at 15%	-	1
Total for second subsequent leg of journey	-	7
Total for 3 legs (7 + 12 + 7)	-	26

Therefore, **26 staff** is required for manning of one special train.

For average manning of trains per month	-	163
For average manning of trains per day (163/30=5.4)	-	6
For manning of trains per week (6/7=0.86)	-	1

Manpower required for 6 special trains (6x26) - 156 staff

Generally, the manning of reserved special trains, the Station & Squad ticket checking staff can be utilised along with regular sleeper ticket checking staff and the same may be continued as such.

4.8 Earnings of Station & Squad ticket checking staff:

The earning details are received from CCM/O/HQ for Squad, Sleeper and Station ticket checking staff. The details are appended below.

Division	Squad	Sleeper	Station	Total
	For the year 2018-19			
MAS	93758161	22557918	50293133	166609212
PGT	74289888	13025887	5551041	92866816
TVC	73557568	34322051	3064182	110943801
TPJ	40300694	11874535	3715345	55890574
MDU	32360184	12469467	460099	45289750
SA	92270294	19293950	6605259	118169503
Total (Rs)	40,65,36,789	11,35,43,808	6,96,89,059	58,97,69,656
	For the year 2019-20			
MAS	98285725	29951504	81773734	210010963
PGT	85334125	16579373	8044875	109958373
TVC	112850191	39538977	2116335	154505503
TPJ	31277080	15087736	4855032	51219848
MDU	35944915	27416515	3946938	67308368
SA	107997894	24459948	7557170	140015012
Total (Rs)	47,16,89,930	15,30,34,053	10,82,94,084	73,30,18,067

In view of the above, the total earnings is Rs. 58,97,69,656/- and Rs 73,30,18,067/- for the year 2018-19 and 2019-20 respectively. The earning of 24% is increased of 2019-20 as in the previous year. Hence, the work study team has also increased 24 % of manpower of the sanctioned strength (815 for station + 327 for Squad = 1142) of the station and squad checking i.e (1142x24/100) 274 staff over Southern Railway.

It is shown that the effective utilisation of station and squad checking. Moreover, the purpose of **ticket checking staff is not only earnings, but they are the front face of the Railways along with other Commercial staff, they arrange for passenger amnesties and see to it the Medical Aid is provided in the case of emergency and maintaining the discipline amongst the train travelling passengers.**

Hence the work study team has considered and enhanced the station & squad checking staff by 274 posts based upon increased earnings on need basis.

The station gates and platforms are checked by the station ticket checking staff. The squad checking is done by squad in division level and HQrs level. Out of 274, the 165 staff is used for increased earnings for stations and 109 staff has for Squad.

Hence, the additional requirement on account of the present work load as mentioned above is as follows.

For newly introduced trains	-	105
For Special trains	-	156
For earnings from ticket checking of station & squad	-	274
Total requirement	-	535

The extra manpower of 535 posts has allowed for all divisions over Southern Railway. These posts has distributed approximately in each division by the work study team duly considering the following as below.

- More number of originating trains
- Pass through trains
- More number of Travelling passengers
- Major stations
- Suburban & Metro trains operations
- It has been reported that in **TPJ Division** few trains/coaches, Spl trains, pass through trains etc were unmanned for want of staff.

In the above mentioned reasons, these additional requirements of 535 posts are distributed approximately as follows.

In MAS division 35 % of the 535 posts is	-	189 Posts
For SA division 8% is	-	39
For PGT division 16%	-	88
For TVC division 6%	-	30
For TPJ division 22%	-	117
For MDU division 13	-	72
Total	-	535

Comparison between the draft work study report and review study at present scenario:

Staff strength position Vs Requirement as on 2017:

Division	Sanc	Act	Vac	Req	Surplus
MAS	1155	1041	114	820	335
TPJ	518	433	85	389	129
MDU	418	343	75	292	126
TVC	632	537	95	556	76
PGT	501	440	61	375	126
SA	428	354	74	382	46
Total	3652	3148	504	2814	838

The actual staff strength of ticket checking staff has 3148 received from APO/T/HQ as against the sanctioned strength of 3652, the net vacant posts is 504. In the draft work study report actual staff strength has taken from divisions and sanction has taken from the APO/T/HQ 'SAVE' list for entire man power calculation of this report as Annexure-I.

In view of the above table, the work study team has been identified as 838 posts instead of 843 in the draft work study report. Therefore the work study team has reviewed and revised the additional requirement of 535 posts has increased for current work load such as newly introduced trains, special trains and earnings from station and squad ticket checking staff. Further, the division may decide to be distributed in the divisions. Hence the work study has distributed the staff in division wise as follows.

MAS Division: (REVISED)

Unit	Draft as on 2018				Review as 2021		
	Sanc (a)	Act (b)	Req (c)	Surplus (d)	Req (e)	Total Req f=(c+e)	Surplus (a – f)
Sleeper	589	591	526	63	21	547	42
Spl Trains	0	0	0	0	36	36	-36
Station	391	385	168	223	75	243	148
Squad	155	44	104	51	57	161	-6
Supervisory	19	21	21	-2	0	21	-2
Total	1154	1041	819	335	189	1008	146

The manpower requirement of ticket checking staff has revised as 1008 instead of 819 in the draft work study report. The work study team has duly considering the present increasing work load in the area of Newly introduced trains, special trains and earnings from station and squad checking staff. Hence, the 146 posts is identified surplus and same may be credited to the vacancy bank.

SA Division: (REVISED)

Unit	Draft as on 2018				Review as 2021		
	Sanc (a)	Act (b)	Req (c)	Surplus (d)	Req (e)	Total Req f=(c+e)	Surplus (a – f)
Sleeper	326	264	297	29	12	309	17
Spl Trains	0	0	0	0	23	23	-23
Station	73	61	56	17	4	60	13
Squad	29	29	29	0	0	29	0
Total	428	354	382	46	39	421	7

The manpower requirement of ticket checking staff has revised as 421 instead of 382 in the draft work study report. Hence, the 5 posts is identified surplus and same may be credited to the vacancy bank.

PGT Division: (REVISED)

Unit	Draft as on 2018	Review as 2021
------	------------------	----------------

	Sanc (a)	Act (b)	Req (c)	Surplus (d)	Req (e)	Total Req f=(c+e)	Surplus (a – f)
Sleeper	364	304	298	66	12	310	54
Spl Trains	0	0	0	0	37	37	-37
Station	97	102	38	59	30	68	29
Squad	35	30	35	0	9	44	-9
Prosec.	5	4	4	1	0	4	1
Total	501	440	375	126	88	463	38

The manpower requirement of ticket checking staff has revised as 463 instead of 375 in the draft work study report. Hence, the 38 posts is identified surplus and same may be credited to the vacancy bank.

TVC Division: (REVISED)

Unit	Draft as on 2018				Review as 2021		
	Sanc (a)	Act (b)	Req (c)	Surplus (d)	Req (e)	Total Req f=(c+e)	Surplus (a – f)
Sleeper	487	435	456	31	23	479	8
Spl Trains	0	0	0	0	0	0	0
Station	29	8	8	21	0	8	21
Squad	45	36	31	14	7	38	7
Inform	72	58	62	10	0	62	10
Total	633	537	557	76	30	587	46

The manpower requirement of ticket checking staff has revised as 587 instead of 557 in the draft work study report. Hence, the 46 posts is identified surplus and same may be credited to the vacancy bank.

TPJ Division: (REVISED)

Unit	Draft as on 2018				Review as 2021		
	Sanc (a)	Act (b)	Req (c)	Surplus (d)	Req (e)	Total Req f=(c+e)	Surplus (a – f)
Sleeper	379	323	289	90	6	295	84
Spl Trains	0	0	0	0	30	30	-30
Station	105	79	69	36	50	119	-14

Squad	34	31	31	3	31	62	-28
Total	518	433	389	129	117	506	12

The manpower requirement of ticket checking staff has revised as 506 instead of 389 in the draft work study report. Hence, the 12 posts is identified surplus and same may be credited to the vacancy bank.

MDU Division: (REVISED)

Unit	Draft as on 2018				Review as 2021		
	Sanc (a)	Act (b)	Req (c)	Surplus (d)	Req (e)	Total Req f=(c+e)	Surplus (a – f)
MDU/HQ	3	3	3	0	0	3	0
MDU/Prosec	2	0	0	2	0	0	2
Sleeper	341	271	226	115	31	257	84
Spl Trains	0	0	0	0	30	30	-30
Station	43	40	34	9	6	40	3
Squad	29	29	29	0	5	34	-5
Total	418	343	292	126	72	364	54

The manpower requirement of ticket checking staff has revised as 364 instead of 292 in the draft work study report. Hence, the 54 posts is identified surplus and same may be credited to the vacancy bank.

Revised Summary of all divisions over Southern Railway:

Division	Draft as on 2018				Review as 2021		
	Sanc (a)	Act (b)	Req (c)	Surplus (d)	Req (e)	Total Req f=(c+e)	Surplus (a – f)
MAS	1155	1041	820	335	189	1008	146
SA	428	354	382	46	39	421	7
PGT	501	440	375	126	88	463	38
TVC	632	537	556	76	30	587	46
TPJ	518	433	389	129	117	506	12
MDU	418	343	292	126	72	364	54
Total	3652	3148	2814	838	535	3349	303

Therefore, the total number of manpower requirement is 3349 (2809 in the draft work study report + 535) and 303 vacant posts (838 in the draft work study report – 535) may be recommended for surrender.

4.11 Revised Sanction Vs Recommendation: (Sanction & Actual has taken from the APO/T/HQ is placed in annexure)

Divn	Category	Sanc	Act	Requirement	Surplus
MAS	CTI	231	176	231	0
	Dy.CTI	531	447	512	19
	Sr.TE	254	172	172	82
	TE	139	254	94	45
	Total - A	1155	1049	1009	146
TPJ	CTI	104	97	104	0
	Dy.CTI	238	215	238	0
	Sr.TE	114	65	102	12
	TE	62	73	62	0
	Total - B	518	450	506	12
MDU	CTI	84	80	84	0
	Dy.CTI	192	181	192	0
	Sr.TE	92	65	63	29
	TE	50	32	25	25
	Total - C	418	358	364	54
TVC	CTI	122	117	122	0

	Dy.CTI	276	241	276	0
	Sr.TE	132	54	132	0
	TE	102	131	56	46
	Total - D	632	543	586	46
PGT	CTI	92	92	92	0
	Dy.CTI	213	156	213	0
	Sr.TE	102	95	102	0
	TE	94	95	56	38
	Total - E	501	438	463	38
SA	CTI	70	65	70	0
	Dy.CTI	159	145	159	0
	Sr.TE	77	38	77	0
	TE	122	102	115	7
	Total - F	428	350	421	7
Total (A+B+C+D+E+F)		3652	3188	3349	303

Further the Commercial department at HQrs., may decide the number of posts to be surrendered at divisions.

Revised Recommendation:

The following posts of various division in various categories are found excess to the requirement and recommended for surrender:

MAS Division:

- 19 posts of Dy.CTI in GP Rs. 4200/-
- 82 posts of Sr.TE in GP Rs. 2800/- and
- 45 posts of TE in GP Rs. 2000/-

The above mentioned 146 posts and the same may be surrendered and credited to the Vacancy Bank.

(Total - 146 posts)

TPJ Division:

12 posts of Sr.TE in GP Rs. 2800/- and the same may be surrendered and credited to the Vacancy Bank. **(Total - 12 posts)**

MDU Division:

- 29 posts of Sr.TE in GP Rs. 2800/- and
- 25 posts of TE in GP Rs. 2000/-

The above mentioned 54 posts and the same may be surrendered and credited to the Vacancy Bank. **(Total - 54 posts)**

TVC Division:

46 posts of TE in GP Rs. 2000/- and the same may be surrendered and credited to the Vacancy Bank. **(Total - 46 posts)**

PGT Division:

38 posts of TE in GP Rs. 2000/- and the same may be surrendered and credited to the Vacancy Bank. **(Total - 38 posts)**

SA Division:

7 posts of TE in GP Rs. 2000/- and the same may be surrendered and credited to the Vacancy Bank. **(Total - 7 posts)**

(Grand Total – 303 Posts)

Hence, the above mentioned posts are to be surrendered at the earliest.

Note: During the course of review of work study, a discussion was made with the CCM/PS&CATG/HQ and further on the direction met SCM/HQ and briefed about the requirement arrived based on the present work load.

CHAPTER – V

5.0 FINANCIAL SAVINGS

5.1 If the recommendations in the report are implemented, the annual financial savings will be as follows:-

Sl. No.	Category	Grade Pay (Rs)	No. of posts	Total Pay (Rs.)	Annual Financial Savings (Rs)
1	Dy.CTI	4200	19	86463	19713564
2	Sr.TE	2800	123	71078	104911128
3	TE	2000	161	53118	102623976
TOTAL			303		Rs 22,72,48,668/-

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ANNEXURE-I

SOUTHERN RAILWAY

chos/comm
Available data may be
given ph.
30/05

G.275/WSSR/Ticket checking staff/2016-17

Headquarters office,
Planning Branch,
Chennai-600 003,
Dated: 30.05.2017

APO/T

Sub: Details of Staff strength of Ticket checking staff— reg.

Kindly arrange to furnish the details of Ticket checking staff strength as Sanction, Actual, and Vacancy & Excess, Grade wise and Division wise including Headquarters Office in connection with proposed work study.

V. Rangachari

(VRANGACHARI)

Chief Work Study Inspector
/Dy. Chief Planning Officer/MAS

Vaccancy Position TIC XET CHECKING STAFF
as on 01.05.2017

Sl I" Catg.	gY P	MAS			TPJ			MDU			TVC			PGT			g'A			TOT	
		Sac	Act	Vac	San	Act	Vact	San	Act	Vac	San	Act	Vac	San	Act	Vac	San	Act	Vac	San	Ac
1 CTTI	4600	231	176	55	104t	97	7	84	80	4	122	11?	S	92	92	0	70	65	5	703	6
2 D;c.'?TI	!200	.?3^	447	84	238	215	23	192	181	11	276	241	35	213	156	57	159	145	14	1609	13
" 'Sr.1"E	, 2>.00	254	172	82	114	65	49!	92	6S	27	132	54	78	1'J2	93a	7	z7	3s	3s	z71	4
». /TE 50 ⁰ a.	' 1goo	z0	221	-151	31	73	-4s \	25	18	7	51	98	-47	17	20t	27	61	77	-16	285	5i
TE 3? 1/3%		*1S	3	43	2"i	0	21	17	14	3	34	10	24	31	52	-21	*\1	25	16	190	1i
S TE 16 2/3%		23	30	-7	10	0t	10	8	0	8	17	23	-6	16	?3	-7	?\0	0	20	94	
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