



भारत सरकार / GOVERNMENT OF INDIA
रेल मंत्रालय / Ministry of Railways
दक्षिण रेलवे / Southern Railway

प्रधानकार्यालय/ Headquarters Office,
Planning Branch,
चेन्नै - 600 003/Chennai - 600 003.

No.G.275/WSSR-642021/2020-21

Dated: 14.12.2020.

DRM / MDU

Sub : Work study to review the Staff Strength at SSE / TL / MDU –
MDU Division.

Ref: (1) SDGM's D.O. letter No.G.275/Annual Prog./2020-21
dated 11.09.2020.


(2) This Office letter of even No. dated 16.09.2020.

A work study on the above subject was conducted by Headquarters
Planning Branch and a report on the same is attached.

As the report is to be finalized within eight weeks, it is requested to take
expeditious action and advise this office in this regard.

A copy of the work study report may be given to organized labour.

This has the approval of SDGM.


14.12.2020

(D. JAYARAMAN)

Dy. Chief Planning Officer
for Senior Deputy General Manager.

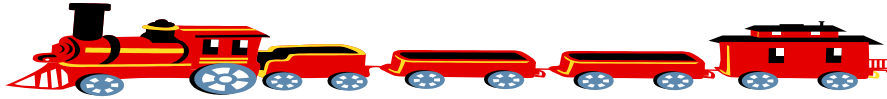
Copy to: PCEE/MAS

(Encl: One copy of the study report)

The Director (E&R)/Rly.Bd/NDLS for information.
(e - copy of the study report)

WORK STUDY TO REVIEW THE STAFF
STRENGTH OF SSE/TRAIN LIGHTING/MDU -
MADURAI DIVISION

No: G.275/WSSR – 642021/2020 - 21



SOUTHERN RAILWAY

PLANNING BRANCH

G.275 / WSSR- 642021 / 2020-21

WORK STUDY TO THE STAFF STRENGTH OF
SSE/Train Lighting /MDU - MDU DIVISION

STUDIED BY

WORK STUDY TEAM
OF
PLANNING BRANCH

DEC 2020



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ACKNOWLEDGEMENT

The work study teams convey its sincere thanks to Sr.DEE/G/MDU, ADEE/G/MDU, SSE/E/TL/MDU of Electrical Department - MDU division for their valuable guidance and co-operation for conducting and completing the work study in time.

(ii)

AUTHORITY

Annual programmed of work study for the year 2020 - 21.

(iii)

TERMS OF REFERENCE

Work Study to review the staff strength of SSE/TL/MDU - MDU Division

No : G.275/WSSR – 642021/2020 - 21

(iv)

METHODOLOGY

The following methodology has been adopted in conducting the above study.

1. Collection and compilation of data.
2. Interaction with field officials.
3. Based on Yard stick and need base.
4. Discussion with Officers.

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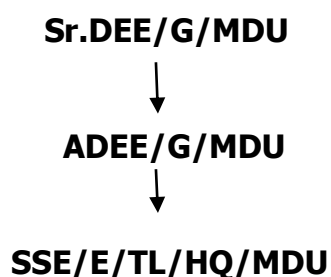
RECOMMENDATION

Sl no	Designation	GP in Rs.	Surplus post
1	Tech I/TL	2800	3
2	Tech III/TL	1900	1
Total			4

Total posts : 4


1.0 INTRODUCTION

- 1.1 Madurai is one among the six divisions in Southern Railway. Officially created in 1856, which span over 1,356 km making it the largest railway division. Currently its covers upto 12 districts of Tamilnadu and in 1 in Kerala. Its head quarters is in Madurai. Number of trains originating /terminating in this division is more. Due to this, the electrical maintenance activities like Primary, Secondary, Sick line attention of Air Conditioned & Non-Air Conditioned Coaches (Train lighting) and Power utilization also more in various depots.
- 1.2 Even though there are various wings in the electrical branch, this study is pertaining to Train Lighting staff/MDU.
- 1.3 Electrical power (General Service) is a separate wing, which deals with the arrangement of receiving electrical power from the State Electricity Boards and distribution up to the end user points.
- 1.4 The Electrical department (General Service) at MDU Division is presently headed by Sr.Divisional Electrical Engineer & assisted by ADEE's. The organizational set up is as below:-



- 1.5 An analysis is made to study the manpower requirement for Train Lighting/MDU for the present level of workload based on Yard stick and Need basis.



CHAPTER- II

2.0 PRESENT SCENARIO:

- 2.1 The sanctioned and actual strength of Train Lighting/MDU are furnished in **Annexure.**
- 2.2 The work study pertains to SSE/Train Lighting /MDU of Electrical Department.
- 2.3 **The work load of Train Lighting (TL) unit has been classified in to the following activities**
- (a) Primary Maintenance of Passenger & Mail/Express coaches owned by MDU division at TL/MDU depots.
 - (b) Secondary Maintenance of coaches belonging to other depots also done here is termed as other End Maintenance.
 - (c) Platform turn round attention: For some trains the link timings may be so tight, hence they cannot be moved to the pit lines of the depot for a secondary maintenance at the non-parent depot. Even then, some maintenance, checking is essential at the end of the journey within time gap of 3 – 6 hours generally.
 - (d) Train Passing Duties: Though the checks conducted by Electrical depots cannot be compared to the Mechanical Branch, it helps to detect some failures. The complaints reported to the SMs/Guards, Ticket examiners and others can be attended if the stopping time is more than 10 minutes or so. Such train passing checks are not required within 200km of another check. However, this is being done by TLD staff at MDU.
 - (e) Sick Line Attendance: This activity is conducted on separate sick lines after detaching the coaches which cannot be made fit along with other coaches of the same rake.
 - (f) Miscellaneous activities like attending tourist coaches, special trains, other depot inspection BD special like ART, SPART, ARME, etc.,

2.4 Roof Checking (TL)

There are 27-31 numbers of fans and 37 – 41 light points available in each carriage. The check required mainly for carbon brushes, spring, noise level, bearing, blade fault, guard fault, current leakage, earth leakage, individual switches, fuse link, rotary switches, emergency lights, cell phone charger and general wiring condition.

2.5 The maintenance and manning of AC Coaches.

There is a clear yardstick for the requirement of both maintenance and manning of AC coaches. The same was revised after contracting the maintenance of Roof Mounted Package Units (RMPU) fitted AC Coaches. It has considerably reduced the activities of maintenance staff. At present the main activity is with regard to Under slung A/C coaches. But in MAQ there is no under slung AC coaches all are RMPU coaches.

- 2.6 The present staff strength of TL staffs at MDU unit is 53 against the sanctioned strength of 56.
- 2.7 At TL/MDU activities such as Primary, Secondary maintenance, IOH in pit line and Rolling in examination & Train passing duties are done.

2.8 SSE/TL/MDU

TL /MDU	
Head Qrts	MDU
Category	A1 Category
No. of train stoppage	56 Pairs
No. of Platforms	6
No. of circulating area	2
Coach holding	272
Primary maintenance	8 pairs of Mail/Express/Passenger trains
Secondary maintenance	1 Mail/Express

Sanction, Actual, Vacancy & Excess Statement

Staff details				
Category	San	Act	Vac	Exc
SSE	1	1	-	-
Sr.TECH/TL	17	16	1	--
TECH I/TL	25	20	5	--
TECH II/TL	4	7	-	3
TECH III/TL	5	1	4	--
HELPER/TL	4	8	-	4
Total	56	53	10	7

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CHAPTER - III**3.0 CRITICAL ANALYSIS**

- 3.1 The MDU Train Lighting (TL) staff gives attention to coaches mainly based on the following four aspects.
- Primary Maintenance of TL Coaches
 - Secondary Maintenance of TL Coaches
 - Sick line attention of TL Coaches
 - Platform turn round/Train passing duties/Rolling in examinations.
- 3.2 Railway Board Bench Marking Norms for provision of staff for AC & TL Coaches vide no. E(MPP)2019/1/12 dt. 30/09/2019 (Revision of Yardsticks)

Activity	Yardstick
TL Coaches	
a) Primary maintenance SG TL/LHB TL coaches	0.24 staff per coach holding for primary maintenance
b) Secondary maintenance SG/TL/LHB TL coaches	0.15 staff per coach handled for secondary maintenance
c) Sick line attention	0.05 staff per coach holding
d) Train passing for both AC & TL Coaches	0.05 staffs per coach holding
AC Coaches	
a) Primary Maintenance: - ICF & LHB (Linke Hofmann Busch) SGAC coach with RMPU ICF & LHB EOG (End on Generator) AC coach with RMPU	1.10 staff / coach holding for Primary Maintenance. 0.8 staff / coach holding for Primary Maintenance.
b) Secondary Maintenance: - ICF & LHB (Linke Hofmann Busch) SGAC coach with RMPU ICF & LHB EOG (End on Generator) AC coach with RMPU	0.46 staff / coach holding for Secondary Maintenance. 0.36 staff / coach holding for Secondary Maintenance.
C) Sick line attention	0.20 per coach

3.3 The details of Non-AC Coaches for Primary Maintenance at TL/MDU are as follows.

Train No	Frequency	No of Rakes	No of TL Coaches	Total
12635/36	Daily	2	16	32
12637/38	Daily	4	12	48
12651/52	Tue & Sun	2	15	30
12687/88	Wed & Sun	2	18	36
56700/701	Daily	2	17	34
56723/726	Daily	2	13	26
56731/736	Daily	4	15	60
B.D.Special	-	1	6	6
Total				272

Secondary maintenance of Non – AC Coaches at TL/MDU

Train No	Frequency	No of Rakes	No of Coaches	Total
11044/43	Lokamany tilak Exp	1	19	19

3.4 Roster details for primary maintenance of trains/week at TL/MDU

Days	06.00 to 14.00	14.00 to 22.00	22.00 to 06.00
Sun to Mon	12635/36, 12651/12687	56700/701	56723/726, 56731/736, 12637/38

3.5 Primary, Secondary Maintenance, Platform turn round, Train passing duties and IOH activities at TL/MDU

The manpower requirement of TL (Non-AC) coaches for Primary & Secondary maintenance/day is based on yardstick including RG as follows.

Primary maintenance:

TL (Non-AC) Coach holding	=	272
Total TL coaches manning per day	=	90
Manpower required as per yardstick is		
TL(Non-AC) coaches/day = 90 x 0.24 =	=	21.60
is allowed for maintaining Saloons, ART & SPART		
Train passing Duties/PFTR = 106 trains x 0.05	=	5.30

		26.90
Sick Line Activities (IOH)	:	4.00

(1 x 0.05 = 0.05) but presently for Sick line activities 4 staffs is deputed and the same is allowed as it is on need basis

Rolling in Examinations of coaches for all platforms on need basis : 6.0

Secondary maintenance

TL(Non – AC) Coach holding	=	19
Manpower required as per yardstick is		
TL (Non-AC) coaches/day = 19 x 0.15	=	2.85
Total		39.75
RG @ 16.6 % (39.75 x 16.6/100 = 6.59)		6.59
LR @ 12.5 % (31.89x 12.5/100 = 3.98)		5.79

Requirement of staff :		52.13 say 52

SANCTION Vs REQUIREMENT at TL/MDU

Desig	Sanction	Actual	Requirement	Surplus
SSE	1	1	1	-
Sr.Tech/TL	17	16	17	-
Tech I/TL	25	20	22	3
Tech II/TL	4	7	4	-
Tech III/TL	5	1	4	1
Helper/TL	4	8	4	-
Total	56	53	52	4

3.6 **Recommendations :**

Sl no	Designation	GP in Rs.	Surplus post
1	Tech I/TL	2800	3
2	Tech III/TL	1900	1
	Total		4

The above said 4 Posts (vacant post) found surplus and the same may be surrender and credited to the vacancy bank.

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CHAPTER – IV**4. The Coordinating Officer views and Planning Branch remarks**

The draft work study report for this study was sent through e-office to ADEE/G/MDU (Co-ordinating officer) on 11.11.2020 to offer his remarks. Normally a period of 15 days is allowed to offer Co-ordinating officer remarks. In this case even after 28 days the remarks have not been received. Hence the work study report is released without the remarks of Co-ordinating officer.

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5.0 FINANCIAL SAVINGS

5.1 If the recommendation made in the study report is implemented, the annual recurring financial savings will be as under:

Sl no	Designation	GP in Rs.	Surplus post	Money value Rs.	Total financial savings Rs.
1	Tech I/TL	2800	3	68040	24,49,440
2	Tech III/TL	1900	1	46536	5,58,432
Total			4		30,07,872



Annexure I**Scale Check Statement of SSE/Train Lighting/MDU**

Staff details				
Category	San	Act	Vac	Exc
SSE	1	1	-	-
Sr.TECH/TL	17	16	1	--
TECH I/TL	25	20	5	--
TECH II/TL	4	7	-	3
TECH III/TL	5	1	4	--
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