



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-591920/2020-21

Dated: 14.12.2020.

**DRM / TPJ**

Sub: Work study to review the staff strength at SSE / C&W / PF / TPJ –  
TPJ Division.

Ref: SDGM's D.O. letter No.G.275/ANNUAL PROG. /2019-20  
dated 22.05.2019.

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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.

**(D. JAYARAMAN)**

Dy. Chief Planning Officer  
for Senior Deputy General Manager.

Copy to: PCME/MAS

(Encl: One copy of the study report)

The Director (E&R)/Rly.Bd/NDLS for information.

(e - copy of the study report)



**G.275/WSSR-591920/2020-21**  
**REVIEW OF STAFF STRENGTH AT**  
**SSE/C&W/PF/TPJ**  
**TPJ DIVISION**

**SOUTHERN RAILWAY**

**PLANNING BRANCH**

**G. 275 / WSSR-591920 / 2020-21**

**WORK STUDY TO REVIEW  
THE STAFF STRENGTH OF  
SSE/C&W/PF/TPJ  
TIRUCHCHIRAPALLI DIVISION  
SOUTHERN RAILWAY**

**STUDIED BY**

**WORK STUDY TEAM  
OF  
PLANNING BRANCH**

**DECEMBER 2020**



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(i)

**ACKNOWLEDGEMENT**

The work study team acknowledges its gratitude to Sr.DME/TPJ, DEnMH/TPJ, CDO/TPJ YARD/TPJ (Co-ordinating Officer), SSE/C&W/PF/TPJ (Co-ordinating Supervisor), Other SSE/JEs at TPJ & HQ, OS/PB incharge of work studies and all the C&W staff of under SSE/C&W/PF/TPJ for their valuable inputs and guidance in conducting and completing the study in time.

(ii)

**AUTHORITY**

Annual programme of work studies, approved by SDGM for the year 2019-20.

(iii)

**TERMS OF REFERENCE**

To review the staff strength of SSE/C&W/PF/TPJ in Tiruchchirappalli Division/S.Rly.

(iv)

**METHODOLOGY**

The following methodology has been adopted while conducting the study:

- 1) Collection of data
- 2) Discussion and interaction with officers of the Division and supervisors and staff of the unit.
- 3) Observation at Field Unit.
- 4) Working out the requirements on need base duly considering Yardstick, need basis, quantum of outsourcing and modernization.



(V)

**SUMMARY OF REVISED RECOMMENDATIONS**

The following 04 posts are found excess to the requirement and the same may be surrendered and credited to the vacancy bank.

| <b>Sl.No</b> | <b>Category</b> | <b>GP (Rs)</b> | <b>No of Posts</b> |
|--------------|-----------------|----------------|--------------------|
| 1            | Helper/C&W      | 1800           | 05                 |
| Total        |                 |                | 05                 |

**Total 05 posts.**



## **CHAPTER I**

### **1.0 INTRODUCTION**

- 1.1** Southern Railway has six divisions and **TPJ** Division is more or less geographically situated in the middle of Tamil Nadu state and serves the Union Territory of Puducherry.
- 1.2** Tiruchchirappali Jn. became operational in year 1859, when the first line to Negapatnam was constructed by the South Indian Railway. Tiruchchirappalli Jn also called as Tiruchy, was headquarters of erstwhile South Indian Railways. This station is NSG-3 Station as per Classification based on new nomenclature. Main tourist attractions of Tiruchy are The Rock Fort Temple, Sri Ranganathaswamy Temple – Srirangam, The Jambukeshwar Temple, The Erumbeeswarar Temple, Kallanai Dam, Puliancholia Falls, Pachamalai, Samayapuram Mariamman Temple, Mukkombu, Railway Museum etc..
- 1.3** Southern Railway operates Diesel-Electrical Locos, Coaches & Wagons in various sections. These assets are maintained by the Mechanical Branch functioning under the control of PCME at Zonal level and Sr.DME at Divisional level.
- 1.4** The basic activities of Mechanical Department are
- The maintenance and operation of Locomotives and Rolling stock
  - Standardization of designs of Rolling stock and its components through continuous absorption of latest technology in the fields of maintenance and operation.
  - Production of locomotives and coaches with in the Railways and wagons from the Railway related industry.
  - Maintenance and operation of breakdown cranes and restoration of traffic in case accidents by removing the infringing rolling stock.
  - Management of workshops dealing with overhaul and rehabilitation of rolling stock and their components.
- 1.5** In the recent past, lot of technical advancements are introduced in C&W stocks, the examination pattern, policies and drastic changes are made in C&W maintenance activities
- 1.6** This study is pertained to review of staff strength at SSE/C&W/PF/TPJ of Mechanical Department in this Division.

- 1.7** At Tiruchchirapalli Jn., C & W staff perform various activities such as Platform Activities, Dry Cleaning (interior only), Watering, Linen Management, Locking of Rakes which are elaborated in the next chapter.
- 1.8** The work study team has made an attempt to study the present system of working at SSE/C&W/PF/TPJ Section, through Yardstick and need basis as means of reducing cost and right sizing the work force, the work load vs requirement of staff is critically examined in the ensuing chapters.





**CHAPTER II****2.0 PRESENT SCENARIO**

**2.1** SSE/C&W/PF/TPJ is In-charge for this unit.

**2.2 LOCATION OF THE SSE/SIG/VM:**

Office of the SSE/C&W/PF/TPJ is located on the Kallukuzhi side in the Railway Quarters Area of TPJ.

**2.3 STAFF STRENGTH:**

The details of the Sanction, Actual, Vacancy and Excess are given in **Annexure – I**. The total sanction is shown as 125 including SSEs and JE, and actual is 116 as per Sr.DPO/TPJ's list dated 30.01.2020.

**2.4 ORGNISATIONAL SETUP:**

|   |
|---|
| <b>Sr.DME/TPJ</b>                       |
| <b>DEnMH/TPJ</b>                        |
| <b>CDO YARD/TPJ</b>                     |
| <b>SSE/C&amp;W/PF/TPJ</b>               |
| <b>SSEs &amp; JEs</b>                   |
| <b>Staff of SSE/C&amp;W/PF/TPJ Unit</b> |

**2.5 DEPLOYMENT OF STAFF - SSE/C&W/PF/TPJ:**

| <b>Sl.No.</b> | <b>Place of Work/Position</b>   | <b>No. of Staff</b> |
|---------------|---------------------------------|---------------------|
| 1             | SSE/JE, PB Staff                | 12                  |
| 2             | Batchwise staff strength        | 70                  |
| 3             | Special Gang                    | 13                  |
| 4             | Office, Stores & MP Maintenance | 2                   |
| 5             | Linen/OBHS Supervision          | 2                   |
| 6             | RCD                             | 8                   |

|       |                               |     |
|-------|-------------------------------|-----|
| 7     | Long sick/Absent              | 1   |
| 8     | Staff Working at Other Depots | 8   |
| TOTAL |                               | 116 |

## **2.6 DUTY HOURS OF STAFF AT VARIOUS PLACES IN THIS SECTION:**

The staff of this unit generally work in the following shift timings.

- 07.00 – 11.00 Hrs, 11.00 – 21.00 Hrs, 21.00 – 24.00 & 00.00– 07.00 Hrs spreading in a week.
- 05.30 – 13.30 Hrs (Special Gang)
- 05.30 – 08 .30 & 16.30 – 21.30 Hrs (Special Gang)

**2.7** There are three shifts working round the clock with C & W Engineers and staff, irrespective of UP and Down trains. Each shift consists of 20 staff working in BG I & BG II gangs. Special gang is of 9 staff only (during day hours) this strength varies according to the situation of leave of staff and availability.

## **2.8 PLATFORM TURNN ROUND (PFTR) AND OTHER ACTIVITIES AT THIS UNIT are:**

### **2.8.1 ROLLING IN/ROLLING OUT:**

- Rolling in/ Rolling out examination of all trains for the faults of Hot axle, Brake Binding, Broken parts, Hangings parts, Air Leakage, Flat tyre etc.
- Brake releasing, axle box temperature sensing using Thermo Hunter, Air Continuity attention (all traction changing trains), ETR of nominated trains.
- Brake releasing, axle box temperature sensing with Thermo Hunter to Terminating Trains.
- Initiating works to all originating trains.
- The attention required to slip coaches that are being attached to through trains.

### **2.8.2 DEFICIENCY VEHICLE REPORT:**

- Obtaining remarks from the Driver and receiving of BPC of all traction changing trains and terminating trains.
- Issuing of BPC
- Accounting of Fire Extinguishers
- Accounting of deficiencies and theft in amenity fittings.

### **2.8.3 LOCKER ACTIVITIES:**

- Lowering and Opening of shutters, closing and Opening of doors.
- Watering of through trains along with watering staff, whenever needed.
- Provision and changeover of destination and indication boards, in need.

### **2.8.4 ACTIVITIES OF WATERING STAFF:**

Watering of OEA and PFTR trains, pass through Trains based upon complaints and nominated pass through trains.

### **2.8.5 ACTIVITIES OF SWEEPING/CLEANING/HIGH PRESSURE JET WASHING STAFF:**

Sweeping/ Cleaning of OEA and PFTR trains, Pass through Trains based upon complaints and High Pressure Jet Washing (100 PSI power pressures from Water Tanks at either ends of stations) of nominated trains. There are seventeen trains cleaned this way per day (five and twelve trains cleaned with Plant No.1 & 2 respectively) for the trains in Platform No.1 to 6.

### **2.8.6 RC DEPOT:**

One Indian Oil RC Depot is functioning at GOC end, just adjacent to PF 1. Staff are required to be available at RC Depot, PF, Motor Operation and Clerk for accounts purpose. At this RC Depot, staff of CCRC/TPJ, BG Complex work along with staff of C&W are performing duties receipt and issue of Fuel, maintenance of stock etc.,.

### **2.8.7 LINEN DEPOT:**

Maintenance of Linen is outsourced for Train No.16866 between TJ-MS (daily), Train No.16851/52 (MS-RMM-MS) (daily), 12664/12263 (TPJ-HWH-TPJ) (BI-WEEKLY) and Train No.16864/16863 (MQ-BGKT-MQ) (Monday only). Only supervision is done by the C&W supervisor and staff.

### **2.8.8 OBHS: Outsourced.**

### **2.8.9 MISCELLANEOUS ACTIVITIES:**

These include maintenance of M&P, Painting of Hydrant and Hydrant Pipe lines, Leakage arresting of watering pipe lines and replacing of Hydrants, in case of unusual occurrence in Train- Escort and accompany duty, Indenting of materials and collection of materials from GOC stores and other related activities.

## 2.9 WORK LOAD AT PLATFORMS:

| Sl.No.                        | Description                 | No. of Trains |
|-------------------------------|-----------------------------|---------------|
| 1                             | Trains Passing through TPJ  | 92            |
| 2                             | Trains Originating from TPJ | 30            |
| 3                             | Trains Terminating at TPJ   | 30            |
| <b>TOTAL TRAINS WORK LOAD</b> |                             | <b>152</b>    |

## 2.10 ACTIVITIES AND TRAINS DETAILS:

| SL.No. | Description of Activity        | No. of Trains      |
|--------|--------------------------------|--------------------|
| 1      | Power Change                   | 24                 |
| 2      | ETR                            | 06                 |
| 3      | Rolling Examination            | 122 (52 nominated) |
| 4      | Axle Box Temperature Recording | 52                 |
| 5      | Nominated Watering             | 62                 |
| 6      | PFTR (incl. DEMU)              | 25                 |
| 7      | Dry Sweeping                   | 10                 |
| 8      | Fueling nominated trains       | 27                 |

## 2.11 PFTR ATTENTION – COACHES:

| Sl. No. | Train No.   | From-To     | No.of days per week | No.of Coaches | Calculation | No.of Coaches per day |
|---------|-------------|-------------|---------------------|---------------|-------------|-----------------------|
| 1       | 76829/76820 | TJ-TPJ-TJ   | 7                   | 6             | 42/7        | <b>6.00</b>           |
| 2       | 56714/56711 | TPJ-KIK-TPJ | 7                   | 13            | 91/7        | <b>13.00</b>          |
| 3       | 56829/56830 | TPJ-RMM-TPJ | 5                   | 10            | 50/7        | <b>7.14</b>           |
| 4       | 22627/22628 | TPJ-TVC-TPJ | 3                   | 19            | 57/7        | <b>8.14</b>           |
| 5       | 16233/16234 | MV-TPJ-MV   | 7                   | 21            | 147/7       | <b>21.00</b>          |

|   |             |               |   |    |       |               |
|---|-------------|---------------|---|----|-------|---------------|
| 6   | 76841/76852 | TDPR-TPJ-KIK  | 7 | 8  | 56/7  | <b>8.00</b>   |
| 7   | 56704/56713 | DG-TPJ-PGTN   | 7 | 13 | 91/7  | <b>13.00</b>  |
| 8   | 76805/76842 | MQ-TPJ-TDPR   | 7 | 8  | 56/7  | <b>8.00</b>   |
| 9   | 76840/76839 | KKDI-TPJ-KKDI | 7 | 6  | 42/7  | <b>6.00</b>   |
| 10  | 16795/12654 | MS-TPJ-MS     | 7 | 23 | 161/7 | <b>23.00</b>  |
| 11  | 12653/16796 | MS-TPJ-MS     | 7 | 23 | 161/7 | <b>23.00</b>  |
| 12  | 56113/56109 | MV-TPJ-ED     | 7 | 10 | 70/7  | <b>10.00</b>  |
| 13  | 76834/76835 | KRR-TPJ-KRR   | 7 | 12 | 84/7  | <b>12.00</b>  |
| 14  | 56110/56114 | ED-TPJ-MV     | 7 | 10 | 70/7  | <b>10.00</b>  |
| 15  | 76845/76846 | VRI-TPJ-VRI   | 7 | 8  | 56/7  | <b>8.00</b>   |
| 16  | 76853/76828 | KIK-TPJ-TJ    | 7 | 8  | 56/7  | <b>8.00</b>   |
| 17  | 76854       | TPJ-KIK       | 7 | 8  | 56/7  | <b>8.00</b>   |
| <b>-PFTR- TOTAL NO COACHES -Average PER DAY</b> |             |               |   |    |       | <b>192.28</b> |

At this Unit, 192.28 Coached per day are nominated for PFTR activities.

## 2.12 POWER CHANGE DETAILS:

| <b>POWER CHANGE FOR TRAINS AT PF/TPJ</b> |          |      |     |         |       |                |             |
|--|----------|------|-----|---------|-------|----------------|-------------|
| Sl.No                                    | TRAIN No | FROM | TO  | TPJ WTT |       | Service at TPJ | No of coach |
|  |          |      |     | Arrival | Dep   |                |             |
| 1  | 22662    | RMM  | MS  | 01.20   | 01.40 | DAILY          | 21          |
| 2  | 16181    | MS   | MNM | 02.20   | 02.45 | TU/TH/SU       | 19          |
| 3  | 16232    | MYS  | MV  | 04.05   | 04.20 | DAILY          | 21          |
| 4  | 16159    | MS   | MAQ | 04.55   | 05.17 | DAILY          | 21          |
| 5  | 16616    | CBE  | MQ  | 05.05   | 05.25 | DAILY          | 15          |
| 6  | 16858    | MAQ  | PDY | 05.15   | 05.35 | MON            | 15          |
| 7  | 12606    | KKDI | MS  | 06.30   | 06.50 | DAILY          | 24          |
| 8  | 16188    | ERS  | KIK | 08.05   | 08.20 | DAILY          | 18          |
| 9  | 12084    | CBE  | MV  | 11.05   | 11.20 | EX TUE         | 16          |
| 10                                       | 56822    | TEN  | MV  | 13.10   | 13.40 | DAILY          | 10          |

|    |       |     |      |       |       |          |    |
|----|-------|-----|------|-------|-------|----------|----|
| 11 | 56821 | MV  | TEN  | 14.25 | 14.40 | DAILY    | 10 |
| 12 | 12083 | MV  | CBE  | 17.05 | 17.20 | EX TUE   | 16 |
| 13 | 56711 | NCR | TPJ  | 17.30 | ARR   | DAILY    | 13 |
| 14 | 56703 | TPJ | DG   | DEP   | 18.25 | DAILY    | 13 |
| 15 | 16187 | KIK | ERS  | 20.00 | 20.20 | DAILY    | 18 |
| 16 | 16231 | MV  | MYS  | 20.25 | 20.50 | DAILY    | 21 |
| 17 | 16857 | PDY | MAQ  | 20.35 | 21.10 | SAT      | 15 |
| 18 | 12605 | MA  | KKDI | 21.05 | 21.25 | DAILY    | 24 |
| 19 | 16102 | QLN | MS   | 21.30 | 21.50 | DAILY    | 21 |
| 20 | 16160 | MAQ | MS   | 22.02 | 22.20 | DAILY    | 21 |
| 21 | 16101 | MS  | QLN  | 22.15 | 23.05 | DAILY    | 19 |
| 22 | 16615 | MQ  | CBE  | 22.50 | 23.10 | DAILY    | 13 |
| 23 | 22661 | MS  | RMM  | 23.15 | 23.37 | DAILY    | 21 |
| 24 | 16182 | SCT | MS   | 23.55 | 00.12 | TU/TH/SU | 19 |

### 2.13 FRESH BPC ISSUED AT TPJ:

| Sl. No | TRAIN No | FROM | TO   | Dep   | Service at TPJ | FRESH BPC    |
|--------|----------|------|------|-------|----------------|--------------|
| 1      | 22498    | TPJ  | SRGN | 04.45 | FRI            | FRI          |
| 2      | 56829    | TPJ  | RMM  | 06.40 | DAILY          | MON, THU     |
| 3      | 56841    | TPJ  | ED   | 06.50 | DAILY          | TPJ          |
| 4      | 22627    | TPJ  | TEN  | 07.10 | DAILY          | SU, W,TH, SA |
| 5      | 56824    | TPJ  | MV   | 07.15 | DAILY          | DAILY        |
| 6      | 76822    | TPJ  | TJ   | 08.30 | DAILY          | DAILY        |
| 7      | 76800    | TPJ  | LLI  | 11.55 | SAT            | SAT          |
| 8      | 76824    | TPJ  | TJ   | 12.10 | SAT            | SAT          |

|    |       |     |      |       |         |         |
|----|-------|-----|------|-------|---------|---------|
| 9  | 76839 | TPK | KKDI | 15.45 | Ex. SAT | Ex. SAT |
| 10 | 12664 | TPJ | HWH  | 16.20 | TUE/FRI | TUE/FRI |
| 11 | 76852 | TPJ | KIK  | 16.30 | DAILY   | DAILY   |
| 12 | 76804 | TPJ | LLI  | 16.50 | Ex. SUN | Ex. SUN |
| 13 | 76835 | TPJ | KRR  | 18.05 | DAILY   | DAILY   |
| 14 | 06866 | TPJ | TJ   | 19.00 | DAILY   | DAILY   |

Fresh BPC is issued for the above 14 trains departing between 04.45 hrs to 19.00 hrs at TPJ Junction.

## 2.14 BPC ENDORSEMENT DETAILS:

| BPC ENDORSEMENT AT TPJ |          |      |      |         |      |         |      |                |            |
|------------------------|----------|------|------|---------|------|---------|------|----------------|------------|
| Sl. No                 | TRAIN No | FROM | TO   | TPJ WTT |      | TPJ PTT |      | Service at TPJ | ENDR BPC   |
|                        |          |      |      | arr     | DEP  | arr     | DEP  |                |            |
| 1                      | 76820    | TPJ  | TJ   | DEP     | 0110 | DEP     | 0110 | DAILY          | TPJ        |
| 2                      | 22662    | RMM  | MS   | 0120    | 0140 | 0110    | 0120 | DAILY          | TPJ        |
| 3                      | 16181    | MS   | MNM  | 0220    | 0245 | 0215    | 0225 | TU/TH/SU       | TPJ        |
| 4                      | 17316    | VLNK | VSG  | 0303    | 0325 | 0300    | 0310 | WED            | TPJ        |
| 5                      | 16232    | MYS  | MV   | 0405    | 0420 | 0355    | 0405 | DAILY          | TPJ        |
| 6                      | 16159    | MS   | MAQ  | 0455    | 0517 | 0445    | 0455 | DAILY          | TPJ        |
| 7                      | 16616    | CBE  | MQ   | 0505    | 0525 | 0450    | 0500 | DAILY          | TPJ        |
| 8                      | 16858    | MAQ  | PDY  | 0515    | 0535 | 0515    | 0525 | MON            | TPJ        |
| 9                      | 56714    | TPJ  | KIK  | DEP     | 0630 | DEP     | 0630 | DAILY          | TPJ        |
| 10                     | 12606    | KKDI | MS   | 0630    | 0650 | 0630    | 0640 | DAILY          | TPJ        |
| 11                     | 56829    | TPJ  | RMM  | DEP     | 0640 | DEP     | 0640 | DAILY          | ex mon/thu |
| 12                     | 56806    | MDU  | VM   | 0645    | 0702 | 0640    | 0650 | DAILY          | TPJ        |
| 13                     | 22627    | TPJ  | TEN  | DEP     | 0710 | DEP     | 0710 | DAILY          | M,TU,F     |
| 14                     | 16188    | ERS  | KIK  | 0805    | 820  | 0755    | 0805 | DAILY          | TPJ        |
| 15                     | 17315    | VSG  | VLNK | 0825    | 0842 | 0810    | 0820 | TUE            | TPJ        |
| 16                     | 16796    | TPJ  | MS   | DEP     | 1000 | DEP     | 1000 | DAILY          | TPJ        |
| 17                     | 76854    | TPJ  | KIK  | DEP     | 1010 | DEP     | 1010 | DAILY          | TPJ        |
| 18                     | 12084    | CBE  | MV   | 1105    | 1120 | 1105    | 1115 | EX TUE         | TPJ        |
| 19                     | 16234    | TPJ  | MV   | DEP     | 1250 | DEP     | 1250 | DAILY          | TPJ        |
| 20                     | 56713    | TPJ  | PGT  | DEP     | 1300 | DEP     | 1300 | DAILY          | TPJ        |
| 21                     | 56822    | TEN  | MV   | 1310    | 1340 | 1335    | 1340 | DAILY          | TPJ        |
| 22                     | 56821    | MV   | TEN  | 1425    | 1440 | 1415    | 1425 | DAILY          | TPJ        |
| 23                     | 76842    | TPJ  | CUPJ | DEP     | 1540 | DEP     | 1540 | DAILY          | TPJ        |

|    |       |     |      |      |      |      |      |              |     |
|----|-------|-----|------|------|------|------|------|--------------|-----|
| 24 | 56109 | TPJ | ED   | DEP  | 1620 | DEP  | 1620 | DAILY        | TPJ |
| 25 | 12083 | MV  | CBE  | 1705 | 1720 | 1655 | 1705 | EX TUE       | TPJ |
| 26 | 56711 | NCR | TPJ  | 1730 | arr  | 1370 | arr  | DAILY        | TPJ |
| 27 | 16187 | KIK | ERS  | 2000 | 2020 | 1955 | 2005 | DAILY        | TPJ |
| 28 | 56830 | RMM | TPJ  | 2025 | arr  | 2025 | arr  | DAILY        | TPJ |
| 29 | 76828 | TPJ | TJ   | DEP  | 2030 | DEP  | 2030 | DAILY        | TPJ |
| 30 | 16231 | MV  | MYS  | 2025 | 2050 | 2025 | 2035 | DAILY        | TPJ |
| 31 | 16857 | PDY | MAQ  | 2035 | 2110 | 2035 | 2050 | SAT          | TPJ |
| 32 | 12605 | MA  | KKDI | 2105 | 2125 | 2050 | 2105 | DAILY        | TPJ |
| 33 | 16102 | QLN | MS   | 2130 | 2150 | 2115 | 2125 | DAILY        | TPJ |
| 34 | 16160 | MAQ | MS   | 2202 | 2220 | 2150 | 2200 | DAILY        | TPJ |
| 35 | 12654 | TPJ | MS   | DEP  | 2235 | DEP  | 2235 | DAILY        | TPJ |
| 36 | 16101 | MS  | QLN  | 2215 | 2305 | 2235 | 2245 | DAILY        | TPJ |
| 37 | 16615 | MQ  | CBE  | 2250 | 2310 | 2250 | 2300 | DAILY        | TPJ |
| 38 | 22661 | MS  | RMM  | 2315 | 2337 | 2310 | 2320 | DAILY        | TPJ |
| 39 | 16182 | SCT | MS   | 2355 | 0012 | 2345 | 2355 | TU/TH<br>/SU | TPJ |

## 2.15 TRAINS NOMINATED FOR WATERING, ROLLING IN AND FUELING AT TPJ:

| THE LIST OF PASSTHROUGH TRAINS - NOMINATED FOR VARIOUS ACTIVITIES |          |      |      |                |         |       |             |      |          |            |      |
|---|----------|------|------|----------------|---------|-------|-------------|------|----------|------------|------|
| Sl.No   | TRAIN No | FROM | TO   | Service at TPJ | TPJ WTT |       | No of Coach | Mts. | Watering | Rolling In | Fuel |
|   |          |      |      |                | ARR     | DEP   |             |      |          |            |      |
| 1   | 16618    | CBE  | RMM  | WED            | 00.25   | 00.30 | 23          | 5    | ✓        | ✓          | ✓    |
| 2   | 12667    | MS   | NCJ  | FRI            | 00.25   | 00.30 | 24          | 5    | ✓        | ✓          | ☒    |
| 3   | 12634    | CAPE | MS   | DAILY          | 00.40   | 00.55 | 23          | 10   | ✓        | ✓          | ☒    |
| 4   | 16617    | RMM  | CBE  | THU            | 00.55   | 01.05 | 23          | 10   | ✓        | ✓          | ✓    |
| 5   | 16779    | TPTY | RMM  | MON/TU         | 00.45   | 00.50 | 19          | 5    | ☒        | ✓          | ☒    |
| 6   | 22662    | RMM  | MS   | DAILY          | 01.20   | 01.40 | 21          | 20   | ✓        | ✓          | ✓    |
| 7   | 12631    | MS   | TEN  | DAILY          | 01.25   | 01.30 | 23          | 5    | ✓        | ✓          | ☒    |
| 8   | 16723    | MS   | TVC  | DAILY          | 01.40   | 01.45 | 20          | 5    | ✓        | ✓          | ☒    |
| 9   | 16794    | TN   | MS   | SAT            | 01.55   | 02.00 | 23          | 5    | ✓        | ✓          | ☒    |
| 10  | 16724    | TVC  | MS   | DAILY          | 02.05   | 02.15 | 20          | 10   | ✓        | ✓          | ☒    |
| 11  | 12665    | HWH  | CAPE | WED            | 02.00   | 02.10 | 23          | 10   | ☒        | ✓          | ☒    |
| 12  | 16181    | MS   | MNM  | TU/TH          | 02.20   | 02.45 | 18          | 20   | ✓        | ✓          | ✓    |
| 13  | 12661    | MS   | SCT  | DAILY          | 02.35   | 02.40 | 23          | 5    | ✓        | ✓          | ☒    |
| 14  | 17316    | VLNK | VSG  | WED            | 03.03   | 03.25 | 20          | 20   | ✓        | ✓          | ✓    |
| 15  | 12690    | NCJ  | MAS  | MON            | 03.20   | 03.25 | 19          | 5    | ✓        | ☒          | ☒    |
| 16  | 12641    | CAPE | NZM  | THU/SAT        | 03.20   | 03.35 | 21          | 5    | ✓        | ✓          | ☒    |
| 17  | 12651    | MDU  | NZM  | TU/SUN         | 03.20   | 03.35 | 21          | 5    | ✓        | ✓          | ☒    |
| 18  | 12689    | MAS  | MDU  | SAT            | 03.20   | 03.30 | 20          | 10   | ✓        | ☒          | ☒    |



|    |       |      |      |          |       |       |    |    |   |   |   |
|----|-------|------|------|----------|-------|-------|----|----|---|---|---|
| 19 | 17615 | KCG  | MDU  | SUN      | 03.20 | 03.30 | 20 | 10 | ✓ | ☒ | ☒ |
| 20 | 16232 | MYS  | MV   | DAILY    | 04.05 | 04.20 | 21 | 20 | ✓ | ✓ | ✓ |
| 21 | 16793 | RMM  | FD   | MON      | 04.40 | 04.45 | 19 | 5  | ✓ | ✓ | ☒ |
| 22 | 16616 | CBE  | MQ   | DAILY    | 05.05 | 05.25 | 15 | 22 | ✓ | ☒ | ☒ |
| 23 | 16858 | MAQ  | PDY  | MON      | 05.15 | 05.35 | 15 | 20 | ✓ | ✓ | ✓ |
| 24 | 11043 | LTT  | MDU  | SAT      | 06.00 | 06.05 | 21 | 10 | ✓ | ☒ | ☒ |
| 25 | 16191 | TBM  | TEN  | DAILY    | 06.30 | 06.40 | 19 | 5  | ✓ | ✓ | ☒ |
| 26 | 12606 | KKDI | MS   | DAILY    | 06.30 | 06.40 | 19 | 5  | ✓ | ✓ | ✓ |
| 27 | 56806 | MDU  | VM   | DAILY    | 06.45 | 07.02 | 10 | 17 | ✓ | ✓ | ✓ |
| 28 | 16188 | ERS  | KIK  | DAILY    | 08.05 | 08.20 | 18 | 15 | ✓ | ☒ | ☒ |
| 29 | 17315 | VSG  | VLNK | TUE      | 08.25 | 08.42 | 20 | 20 | ✓ | ✓ | ✓ |
| 30 | 12636 | MDU  | MS   | DAILY    | 09.15 | 09.20 | 24 | 5  | ✓ | ☒ | ☒ |
| 31 | 12084 | CBE  | MV   | Ex. TUES | 11.05 | 11.20 | 16 | 20 | ✓ | ✓ | ✓ |
| 32 | 16788 | JAT  | TEN  | THU      | 12.05 | 12.10 | 7  | 10 | ✓ | ✓ | ☒ |
| 33 | 16353 | KCG  | NCJ  | THU      | 12.55 | 13.00 | 20 | 15 | ✓ | ✓ | ✓ |
| 34 | 56822 | TEN  | MV   | DAILY    | 13.10 | 13.40 | 10 | 30 | ✓ | ✓ | ✓ |
| 35 | 16352 | NCJ  | CSTM | THU/SUN  | 13.55 | 14.05 | 21 | 5  | ✓ | ☒ | ☒ |
| 36 | 18495 | RMM  | BBS  | SUN      | 13.50 | 14.00 | 23 | 10 | ✓ | ✓ | ✓ |
| 37 | 56821 | MV   | TEN  | DAILY    | 14.25 | 14.40 | 10 | 15 | ✓ | ✓ | ✓ |
| 38 | 16354 | NCJ  | KCG  | TUE      | 15.35 | 15.55 | 20 | 20 | ✓ | ✓ | ✓ |
| 39 | 17626 | MDU  | KCG  | SUN      | 15.35 | 15.55 | 20 | 20 | ✓ | ☒ | ☒ |
| 40 | 12666 | CAPE | HWH  | SAT      | 15.35 | 16.20 | 24 | 35 | ✓ | ✓ | ☒ |
| 41 | 18496 | BBS  | RMM  | SAT      | 16.35 | 16.45 | 23 | 10 | ✓ | ✓ | ✓ |
| 42 | 16790 | JAT  | TEN  | SUN      | 17.05 | 17.20 | 16 | 20 | ✓ | ✓ | ☒ |
| 43 | 12083 | MV   | CBE  | EX TUES  | 17.05 | 17.20 | 16 | 20 | ✓ | ✓ | ✓ |
| 44 | 16861 | PDY  | CAPE | SUN      | 17.50 | 17.55 | 18 | 10 | ✓ | ✓ | ☒ |
| 45 | 15120 | MUV  | RMM  | TUE      | 18.45 | 18.50 | 18 | 5  | ✓ | ✓ | ✓ |
| 46 | 12635 | MS   | MDU  | DAILY    | 18.50 | 18.55 | 24 | 5  | ✓ | ☒ | ☒ |
| 47 | 16187 | KIK  | ERS  | DAILY    | 20.00 | 20.20 | 18 | 20 | ✓ | ☒ | ☒ |
| 48 | 16231 | MV   | MYS  | DAILY    | 20.25 | 20.50 | 21 | 20 | ✓ | ✓ | ✓ |
| 49 | 11044 | MDU  | LTT  | SAT      | 20.35 | 20.40 | 21 | 15 | ✓ | ☒ | ☒ |
| 50 | 56805 | VM   | MDU  | DAILY    | 20.50 | 21.00 | 10 | 10 | ✓ | ✓ | ✓ |
| 51 | 16857 | PDY  | MAQ  | SAT      | 20.35 | 21.10 | 18 | 20 | ✓ | ✓ | ✓ |
| 52 | 12605 | MS   | KKDI | DAILY    | 21.05 | 21.25 | 24 | 15 | ✓ | ✓ | ✓ |
| 53 | 16780 | RMM  | TPTY | M/TH/SA  | 21.50 | 22.00 | 19 | 5  | ✓ | ✓ | ☒ |
| 54 | 16160 | MAQ  | MS   | DAILY    | 22.02 | 22.20 | 20 | 18 | ✓ | ✓ | ✓ |
| 55 | 16862 | CAPE | PDY  | MON      | 22.15 | 22.20 | 18 | 10 | ✓ | ✓ | ☒ |
| 56 | 16787 | TEN  | JAT  | MON/FRI  | 22.15 | 22.25 | 7  | 10 | ✓ | ✓ | ☒ |
| 57 | 16852 | RMM  | MS   | DAILY    | 22.40 | 22.50 | 21 | 10 | ✓ | ✓ | ✓ |
| 58 | 16192 | TEN  | TBM  | DAILY    | 23.00 | 23.05 | 19 | 10 | ✓ | ✓ | ☒ |
| 59 | 16615 | MQ   | CBE  | DAILY    | 22.50 | 23.10 | 15 | 20 | ✓ | ☒ | ☒ |
| 60 | 22661 | MS   | RMM  | DAILY    | 23.15 | 23.37 | 21 | 15 | ✓ | ✓ | ✓ |
| 61 | 22624 | MDU  | MS   | TH/SAT   | 23.35 | 23.40 | 19 | 5  | ☒ | ✓ | ✓ |
| 62 | 12668 | NCJ  | MS   | FRI      | 23.55 | 00.00 | 24 | 5  | ✓ | ✓ | ☒ |
| 63 | 12642 | NZM  | CAPE | MON/WED  | 23.55 | 00.00 | 21 | 5  | ✓ | ✓ | ☒ |
| 64 | 12652 | NZM  | MDU  | TH/SAT   | 23.55 | 00.00 | 21 | 5  | ✓ | ✓ | ☒ |

|    |       |     |    |          |       |       |    |    |   |   |   |
|----|-------|-----|----|----------|-------|-------|----|----|---|---|---|
| 65 | 16182 | SCT | MS | TU/TH/SU | 23.55 | 00.12 | 20 | 37 | ✓ | ✓ | ✓ |
|----|-------|-----|----|----------|-------|-------|----|----|---|---|---|

It is evident from the above chart in regard to en-route trains, nominated trains for Watering, Rolling in examination and Fueling are 62, 52 and 27 trains respectively.

## 2.16 MISCELLANEOUS ACTIVITIES:

There are other activities as and when required in need by this unit. They are as below:

- Maintenance of M&P
- Painting of Hydrant and Hydrants Pipe Lines
- Leakage arresting of watering pipe lines and replacing of Hydrants.
- Escort duty and accompanying, if any unusual occurrence in trains.
- In addition to the work load, they need to cater to cater to the needs of safe passage of Special Trains and Goods Trains

## 2.17 ACTIVITIES IDENTIFIED TO BE OUTSOURCED:

Vide **Railway Board/NDLS vide RB Circular No. E(MPP)2019/1/12 dated 30.09.2019**, the following activities are identified to be outsourced.

1. All coach cleaning and watering activities including en-route watering.
2. Coach amenity attention including carpentry, welding, trimming, plumbing/pipe fitting and provision of items like window glass, mirror, bottle holder, snack table, taps and faucet etc.
3. Attention to fire extinguishers.
4. Linen washing and distribution (already outsourced on most of the depots).
5. New amenity/security activities like PA/PIS, CCTV & Infotainment etc.



**CHAPTER III****3.0 CRITICAL ANALYSIS****3.1 GENERAL ANALYSIS:**

Rightsizing of Man Power in Railways is an ongoing process and it is being done after assessment by Planning Branches of concerned Divisions, Departments and by the specialized common branch under SDGM. Railway Board is fixing the annual target for surrender of posts for every zone. Technological improvements, computerization, investments in modernization, improved skills and training and even certain external factors like availability of competitive and quality products from outside, improvement and economy in outsourcing, transport etc help to achieve a better man power ratio. The productivity per employee calls for a work force which is optimum for the requirement. The ground realities are given due consideration during the review of staff strength.

A work study will have to consider not only the yardstick and benchmarks but also the scope for revising the yardsticks and for attaining or even excelling the benchmarks. Certain macro factors are also to be considered though the work study is basically a micro study of various activities, processes and time. Though the quantum of idle man power may not be linear across the departments or divisions, every unit has to strive hard to achieve the common target. This is especially so in Southern Railway since our productivity per employee ratio is less than the whole IR average. The workload of SSE/C&W/PF/TPJ Unit has been analyzed with the sanctioned / actual strength and actual deployment of staff. At this Unit, requirement of staff strength for the present workload for maintenance activities is arrived at based on the **Revised Yardsticks prescribed by Railway Board/NDLS vide RB Circular No. E(MPP)2019/1/12 dated 30.09.2019 and need basis.**

**3.2 STAFF WORKING AT OTHER DEPOTS:**

The following eight employees, originally posted at SSE/C&W/PF/TPJ are working at other depots as under:

| Sl.No. | Name of the Employee  | Designation | Working at     |
|--------|-----------------------|-------------|----------------|
| 1      | L GNAANARAJ           | SSE/CW      | BG COMPLEX/TPJ |
| 2      | A GEROLD GNANASEKARAN | Sr.Tech     | BG COMPLEX/TPJ |

|   |                   |          |                |
|---|-------------------|----------|----------------|
| 3 | S MAHESWARI       | Tech III | BG COMPLEX/TPJ |
| 4 | N ANANTHA KUMAR   | SSE/CW   | CWC/TPJ        |
| 5 | T BALASUBRAMANIAN | SSE/CW   | CWC/TPJ        |
| 6 | D RAJASEKAR       | Tech II  | CWC/TPJ        |
| 7 | C PRABHU          | Tech II  | CWC/TPJ        |
| 8 | N R ANAND         | Helper   | CWC/TPJ        |

### 3.3 MANPOWER REQUIREMENT:

#### 3.3.1 PFTR/OEA/PASSING THROUGH TRAINS:

| Sl. No.                           | Train No.   | From-To       | No.of days per week | No.of Coaches | Calculation | No.of Coaches per day |
|-----------------------------------|-------------|---------------|---------------------|---------------|-------------|-----------------------|
| 1                                 | 76829/76820 | TJ-TPJ-TJ     | 7                   | 6             | 42/7        | <b>6.00</b>           |
| 2                                 | 56714/56711 | TPJ-KIK-TPJ   | 7                   | 13            | 91/7        | <b>13.00</b>          |
| 3                                 | 56829/56830 | TPJ-RMM-TPJ   | 5                   | 10            | 50/7        | <b>7.14</b>           |
| 4                                 | 22627/22628 | TPJ-TVC-TPJ   | 3                   | 19            | 57/7        | <b>8.14</b>           |
| 5                                 | 16233/16234 | MV-TPJ-MV     | 7                   | 21            | 147/7       | <b>21.00</b>          |
| 6                                 | 76841/76852 | TDPR-TPJ-KIK  | 7                   | 8             | 56/7        | <b>8.00</b>           |
| 7                                 | 56704/56713 | DG-TPJ-PGTN   | 7                   | 13            | 91/7        | <b>13.00</b>          |
| 8                                 | 76805/76842 | MQ-TPJ-TDPR   | 7                   | 8             | 56/7        | <b>8.00</b>           |
| 9                                 | 76840/76839 | KKDI-TPJ-KKDI | 7                   | 6             | 42/7        | <b>6.00</b>           |
| 10                                | 16795/12654 | MS-TPJ-MS     | 7                   | 23            | 161/7       | <b>23.00</b>          |
| 11                                | 12653/16796 | MS-TPJ-MS     | 7                   | 23            | 161/7       | <b>23.00</b>          |
| 12                                | 56113/56109 | MV-TPJ-ED     | 7                   | 10            | 70/7        | <b>10.00</b>          |
| 13                                | 76834/76835 | KRR-TPJ-KRR   | 7                   | 12            | 84/7        | <b>12.00</b>          |
| 14                                | 56110/56114 | ED-TPJ-MV     | 7                   | 10            | 70/7        | <b>10.00</b>          |
| 15                                | 76845/76846 | VRI-TPJ-VRI   | 7                   | 8             | 56/7        | <b>8.00</b>           |
| 16                                | 76853/76828 | KIK-TPJ-TJ    | 7                   | 8             | 56/7        | <b>8.00</b>           |
| 17                                | 76854       | TPJ-KIK       | 7                   | 8             | 56/7        | <b>8.00</b>           |
| PFTR TOTAL NO. OF COACHES PER DAY |             |               |                     |               |             | <b>192.28</b>         |

|  |                       |
|--|-----------------------|
| Revised Yardstick for PFTR Activities (inclusive of RG & LR) | <b>0.20 per Coach</b> |
| <b>Man power required (192.28 X 0.20) = 38.456 = 38.5</b>    | <b>Say 39</b>         |

Man Power required for PFTR and Dry Cleaning Activities **39 staff**

### **ROLLING IN/OUT ACTIVITIES AND TRAIN PASSING ACTIVITIES**

This unit is nominated for Rolling in/out examination of 52 trains. Rolling in is performed for most of the trains even though this station is nominated for PFTR for the above trains only. In addition, they perform checking of Axle Box Temperature through Thermal Hunter for which they require 2 staff per shift. DVR Locker/ BPC issue and endorsement is done. Sweeping/dry cleaning and cleaning through Jet Pumps is performed.

Accordingly, manpower on need basis is calculated as below:

4 pairs of staff for rolling in/out examination 4 X 2 X 3 shift= **24 staff**

### **WATERING AND OTHER RELATED CLEANING ACTIVITIES:**

At this unit, watering of coaches is nominated for 62 en-route trains, in addition to the trains terminating here. Currently 2 staff are utilized per shift for this activity. On need basis same is allowed to continue.

2 X 3 shift = **6 staff.**

**Please Note: Vide Railway Board/NDLS vide RB Circular No. E(MPP)2019/1/12 dated 30.09.2019, all coach cleaning and watering activities including en-route watering are to be Outsourced. Hence it is suggested that the same be implemented at this Unit.**

### **3.3.2 LINEN MANAGEMENT DEPOT:**

Linen Management at TPJ Depot is Outsourced. Role of railway staff is supervisory only. Linen is supplied for the use of passengers as mentioned in Present Scenario and to the Running Room. It is noticed that it is managed with 2 staff effectively. Hence on need basis, this work study team allows two staff for this Activity. **2 staff.**

### **3.3.3 STAFF REQUIREMENT FOR WEIGHING MACHINE:**

At present, 2 staff are utilized for this activity. The same is allowed on need basis. **2 staff.**

### **3.3.4 OFFICE, STORES, MATERIAL COLLECTION & MP MAINTENANCE:**

**Two** staff are allowed, on need basis for above activities.

**2 staff.**

### 3.3.5 RCD DEPOT:

Currently there are Eight C&W staff, One BG Complex staff and Three staff belonging to CCRC/TPJ.

|  |     |
|--|-----|
| Staff required for Motor Operation (Morning shift only)- | 1   |
| Clerk (General Shift)                                    | - 1 |
| Staff required at RC Depot (1 x 3 staff)                 | - 3 |
| Staff required at Platform (2 x 3 staff)                 | - 6 |

Total requirement of staff at RCD DEPOT  
(Calculation of Supervisors is done separately)

**11 staff**

Note: RG & LR is provided separately along with composite staff requirement.

### 3.3.6 REQUIREMENT OF MINISTERIAL STAFF:

There is one ministerial staff of DRM/o/TPJ working at this Unit, managing the activities like Office Management, Stores and staff welfare matters.

Note: There is no sanction of Ministerial Staff at this Unit.

### 3.3.7 REQUIREMENT OF SUPERVISORS (SSEs/JEs):

|  |                  |
|--|------------------|
| Over all In-Charge   | 1                |
| Train Maintenance  | 3                |
| Platform Activities  | 3                |
| Linen Management, RCD DEPOT, Stores<br>& other Misc Activities | 1                |
| RG @ 16.66% for 7  | 1                |
| LR @ 12.5 % for 8  | 1                |
| Total  | <u><b>10</b></u> |

### 3.4 TOTAL COMPOSITE STAFF REQUIREMENT OF SSE/C&W/PF/TPJ:

| Categories  | Reference Paragraph | Staff |
|---|---------------------|-------|
| PFTR & DRY CLEANING                               | 3.3.1               | 39    |
| Rolling In/Out cum Other Train Passing Activities |                     | 24    |
| Watering & Other Related Activities               |                     | 6     |
| RC Depot  | 3.3.5               | 11    |

|                                     |       |            |
|-------------------------------------|-------|------------|
| Linen Management Depot              | 3.3.2 | 2          |
| Weighing Machine Activity           | 3.3.3 | 2          |
| Office, Stores and related Activity | 3.3.4 | 2          |
| Sub Total                           |       | 86         |
| RG @16.66%                          |       | 14         |
| Total                               |       | 100        |
| LR @12.5% for 100 staff             |       | 13         |
| Supervisors                         | 3.3.7 | 10         |
| <b>Total</b>                        |       | <b>123</b> |

**TOTAL STAFF REQUIREMENT IS 123.**

**SUMMARY OF SANCTION VS REQUIREMENT:**

| POST         | SANCTION | ACTUAL | REQUIREMENT | SURPLUS |
|--------------|----------|--------|-------------|---------|
| SSE          | 5        | 9      | <b>5</b>    | -       |
| JE           | 5        | 2      | <b>5</b>    | -       |
| Sr.TECH      | 14       | 8      | <b>14</b>   | -       |
| TECH I       | 50       | 16     | <b>50</b>   | -       |
| TECH II      | 6        | 11     | <b>6</b>    | -       |
| TECH III     | 8        | 20     | <b>8</b>    | -       |
| HELPER       | 37       | 50     | <b>35</b>   | 2       |
| <b>TOTAL</b> | 125      | 116    | <b>123</b>  | 2       |

Total requirement arrived is 123. Surplus of staff is **Two**.

**3.5 RECOMMENDATION:**

The following 02 posts are found excess to the requirement and the same may be surrendered and credited to the vacancy bank.

| Sl.No | Category     | GP (Rs) | No of Posts |
|-------|--------------|---------|-------------|
| 1     | Helper/C&W   | 1800    | 02          |
|       | <b>Total</b> |         | <b>02</b>   |

**Total No. of Posts: 02 Posts.**



**CHAPTER IV****4.0 PLANNING BRANCH'S REMARKS ON CO-ORDINATING OFFICER'S VIEWS:**

The Draft Work Study Report was sent to the Co-Ordinating Officer on 16.09.2020, through E-Office, requesting to offer his remarks, within fifteen days. Reminder in this regard was also sent on 22.10.2020. No Remarks has been received till date. Hence the Work Study Report released without the Co-Ordinating Officer.

In regards to Utilization of Mechanised Laundries during Covid Period, Railway Board has advised that new contracts of mechanized laundries should not be finalized till the situation stabilizes, as the train services are restricted and linen is presently not being supplied in trains due to Covid-19 Pandemic. This situation likely to continue in future. It is also advised due to the uncertainty of the situation, Railways are advised to examine the possibility of cancellation of LOAs, and process for the same where feasible. It is also requested to explore and advise various possible options/alternatives for utilization and future disposal of the existing Mechanised BOOT Laundries and also those for which Letter of Acceptance (LOA) has been issued. **(RB Lr.No. M/CW/313/Linen Management/Vol.II dated 19.10.2020; RB Lr.No. 2017/EnHM/26/04 dated 14.10.2020 , 03.09.2020 & 08.07.2020).**

Hence, earmarking of staff for Linen Management needed a recalculation in accordance with Railway Board advice. Earmarking of 02 staff for Linen Management vide para 3.3.2 is recalculated and based upon the above reasons staff could not be allowed for Linen Management. However, vide para 3.3.7, one SSE has already been allowed for supervision for the activities of Linen Management, RCD DEPOT, Stores & other Misc Activities. The same is allowed to continue.



**REVISED STAFF REQUIREMENT OF SSE/C&W/PF/TPJ:**

| Categories                                      | Reference Paragraph | No. of Staff |
|---|---------------------|--------------|
| PFTR & DRY CLEANING                             | 3.3.1               | 39           |
| Rolling In/Out & Other Train Passing Activities |                     | 24           |
| Watering & Other Related Activities             |                     | 6            |
| RC Depot  | 3.3.5               | 11           |
| Weighing Machine Activity                       | 3.3.3               | 2            |
| Office, Stores and related Activity             | 3.3.4               | 2            |
| Sub Total                                       |                     | 84           |
| RG @16.66%                                      |                     | 14           |
| Total   |                     | 98           |
| LR @12.5% for 98 staff                          |                     | 12           |
| Supervisors                                     | 3.3.7               | 10           |
| <b>TOTAL STAFF REQUIREMENT</b>                  |                     | <b>120</b>   |

**REVISED SUMMARY OF SANCTION VS REQUIREMENT:**

| POST         | SANCTION | ACTUAL | REQUIREMENT | SURPLUS |
|--------------|----------|--------|-------------|---------|
| SSE          | 5        | 9      | <b>5</b>    | -       |
| JE           | 5        | 2      | <b>5</b>    | -       |
| Sr.TECH      | 14       | 8      | <b>14</b>   | -       |
| TECH I       | 50       | 16     | <b>50</b>   | -       |
| TECH II      | 6        | 11     | <b>6</b>    | -       |
| TECH III     | 8        | 20     | <b>8</b>    | -       |
| HELPER       | 37       | 50     | <b>32</b>   | 5       |
| <b>TOTAL</b> | 125      | 116    | <b>120</b>  | 5       |

Total requirement arrived is 120. Staff identified as surplus for surrender is **5**.

**REVISED RECOMMENDATION:**

The following 05 posts are found excess to the requirement and the same may be surrendered and credited to the vacancy bank.

| Category     | GP (Rs)   | No of Posts |
|--------------|-----------|-------------|
| Helper/C&W   | 1800      | 05          |
| <b>Total</b> | <b>05</b> |             |

**Total No. of Posts: 05 Posts.**



**CHAPTER V****5.0 FINANCIAL SAVINGS:**

If the recommendations made in the study report are implemented, then the annual recurring financial savings will be as under:

| <b>S. No</b> | <b>Category</b> | <b>Level</b> | <b>Grade pay (Rs.)</b> | <b>No. of posts</b> | <b>Mean Pay (Rs.)</b> | <b>Annual Financial savings (Rs.)</b> |
|--------------|-----------------|--------------|------------------------|---------------------|-----------------------|---------------------------------------|
| 1            | Helper/C&W      | 1            | 1800                   | 05                  | 43817                 | 26,29,020                             |
| <b>Total</b> |                 |              |                        | <b>05</b>           |                       | <b>26,29,020</b>                      |



**ANNEXURE – I**

| <b>SAVE' STATEMENT of SSE/C&amp;W/PF/TPJ as on 30.01.2020</b> |                      |            |            |           |           |
|---|----------------------|------------|------------|-----------|-----------|
| Category  | Grade Pay(Rs.)/Level | Sanction   | Actual     | Vacancy   | Excess    |
| <b>SSE</b>  | 4600/7               | 5          | 9          | 0         | 4         |
| <b>JE</b>   | 4200/6               | 5          | 2          | 3         | 0         |
| <b>Sr. Technician</b>   | 4200/6               | 14         | 8          | 6         | 0         |
| <b>Tech – I</b>   | 2800/5               | 50         | 16         | 34        | 0         |
| <b>Tech. Gr. II</b>   | 2400/4               | 6          | 11         | 0         | 5         |
| <b>Tech. Gr. III</b>  | 1900/2               | 8          | 20         | 0         | 12        |
| <b>Helper</b>   | 1800/1               | 37         | 50         | 0         | 13        |
| <b>Total</b>  |                      | <b>125</b> | <b>116</b> | <b>43</b> | <b>34</b> |

**ANNEXURE – II****TRAIN TIMINGS AT TPJ - ROLLING IN/OUT & PASS THROUGH TRAINS**

SK

| Nominated for Rolling in / out & all pass through trains list in TPJ station |          |            |            |                |         |      |         |      |
|--|----------|------------|------------|----------------|---------|------|---------|------|
| SLNo   | TRAIN No | FROM       | TO         | Service at TPJ | TPJ WTT |      | TPJ PTT |      |
|  |          |            |            |                | ARR     | DEP  | ARR     | DEP  |
| 1  | 16105    | MS         | TCN        | DAILY          | 0010    | 0015 | 0005    | 0010 |
| 2  | 12662    | SCT        | MS         | DAILY          | 0015    | 0025 | 0005    | 0010 |
| 3  | 16618    | CBE        | RMM        | WED            | 0025    | 0030 | 0005    | 0010 |
| 4  | 22657    | TBM        | NCJ        | MO/TU          | 0025    | 0030 | 0020    | 0025 |
| 5  | 12667    | MS         | NCT        | FRI            | 0025    | 0030 | 0020    | 0025 |
| 6  | 12634    | CAPE       | MS         | DAILY          | 0040    | 0055 | 0030    | 0035 |
| 7  | 16617    | RMM        | CBE        | THU            | 0055    | 0105 | 0055    | 0105 |
| 8  | 12693    | MS         | TN         | DAILY          | 0100    | 0105 | 0055    | 0105 |
| 9  | 76820    | <b>TPJ</b> | TJ         | DAILY          | DEP     | 0110 | DEP     | 0110 |
| 10   | 16779    | TPTY       | RMM        | MO/TU/         | 0045    | 0050 | 0040    | 0045 |
| 11   | 12632    | TEN        | MS         | DAILY          | 0115    | 0120 | 0100    | 0105 |
| 12   | 22662    | RMM        | MS         | DAILY          | 0120    | 0140 | 0110    | 0120 |
| 13   | 12631    | MS         | TEN        | DAILY          | 0125    | 0130 | 0115    | 0120 |
| 14   | 16723    | MS         | TVC        | DAILY          | 0140    | 0145 | 130     | 0135 |
| 15   | 12694    | TVC        | MS         | DAILY          | 0145    | 0155 | 0130    | 0135 |
| 16   | 16794    | TN         | MS         | SAT            | 0155    | 0200 | 0135    | 0140 |
| 17   | 16724    | TVC        | MS         | DAILY          | 0205    | 0215 | 0150    | 0155 |
| 18   | 12665    | HWH        | CAPE       | WED            | 0200    | 0210 | 0150    | 0200 |
| 19   | 16181    | MS         | MNM        | TU/TH/SU       | 0220    | 0245 | 0215    | 0225 |
| 20   | 12661    | MS         | SCT        | DAILY          | 0235    | 0240 | 0220    | 0225 |
| 21   | 12637    | MS         | MDU        | DAILY          | 0255    | 0300 | 0240    | 0245 |
| 22   | 17316    | VLNK       | VSG        | WED            | 0303    | 0325 | 0300    | 0310 |
| 23   | 12690    | NCJ        | MAS        | MON            | 0320    | 0325 | 0305    | 0310 |
| 24   | 12641    | CAPE       | NZM        | THU/SAT        | 0320    | 0335 | 0305    | 0310 |
| 25   | 12651    | MDU        | NZM        | TUE/SUN        | 0320    | 0335 | 0305    | 0310 |
| 26   | 16851    | MS         | RMM        | DAILY          | 0320    | 0325 | 0305    | 0310 |
| 27   | 19604    | RMM        | AH         | WED            | 0320    | 0335 | 0305    | 0315 |
| 28   | 12663    | HWH        | <b>TPJ</b> | TUE/SAT        | 0305    | ARR  | 0305    | H    |
| 29   | 12689    | MAS        | MDU        | SAT            | 0320    | 0330 | 0310    | 0315 |
| 30   | 17615    | KCG        | MDU        | SUN            | 0320    | 0330 | 0310    | 0315 |
| 31   | 16106    | TCN        | MS         | DAILY          | 0335    | 0340 | 0315    | 0320 |
| 32   | 16232    | MYS        | MV         | DAILY          | 0405    | 0420 | 0355    | 0405 |
| 33   | 16793    | RMM        | FD         | MON            | 0440    | 0445 | 0425    | 0430 |
| 34   | 15119    | RMM        | MUV        | THU            | 0440    | 0445 | 0425    | 0430 |
| 35   | 22498    | <b>TPJ</b> | SRGN       | FRI            | DEP     | 0445 | DEP     | 0445 |
| 36   | 16159    | MS         | MAQ        | DAILY          | 0455    | 0517 | 0445    | 0455 |
| 37   | 16616    | CBE        | MQ         | DAILY          | 0505    | 0525 | 0450    | 0500 |
| 38   | 16858    | MAQ        | PDY        | MON            | 0515    | 0535 | 0515    | 0525 |
| 39   | 12653    | MS         | <b>TPJ</b> | DAILY          | 0515    | ARR  | 0515    |      |
| 40   | 11043    | LTT        | MDU        | SAT            | 0600    | 0605 | 0545    | 0550 |
| 41   | 56714    | <b>TPJ</b> | KIK        | DAILY          | DEP     | 0630 | DEP     | 0630 |

RBJ  
 सचेतनी/सफाई/वीएफ  
 SSE/C&W/PF  
 दक्षिण रेलवे/Southern Railway  
 तिरुचिरापल्ली बंकरा/Tiruchirappalli Jn.

SR

| Sl.No | TRAIN No | FROM       | TO         | Service at TPJ | TPJ WTT |      | TPJ PTT |      |
|-------|----------|------------|------------|----------------|---------|------|---------|------|
|       |          |            |            |                | ARR     | DEP  | ARR     | DEP  |
| 42    | 16191    | TBM        | TEN        | DAILY          | 0630    | 0640 | 0615    | 0620 |
| 43    | 12606    | KKDI       | MS         | DAILY          | 0630    | 0650 | 0630    | 0640 |
| 44    | 56829    | <b>TPJ</b> | RMM        | DAILY          | DEP     | 0640 | DEP     | 0640 |
| 45    | 76803    | LLI        | <b>TPJ</b> | EX SUN         | 0640    | ARR  | 0640    | ARR  |
| 46    | 56841    | <b>TPJ</b> | ED         | DAILY          | DEP     | 0650 | DEP     | 0650 |
| 47    | 56806    | MDU        | VM         | DAILY          | 0645    | 0702 | 0640    | 0650 |
| 48    | 76823    | TJ         | <b>TPJ</b> | DAILY          | 0705    | ARR  | 0705    | ARR  |
| 49    | 22627    | <b>TPJ</b> | TEN        | DAILY          | DEP     | 0710 | DEP     | 0710 |
| 50    | 56824    | <b>TPJ</b> | MV         | DAILY          | DEP     | 0715 | DEP     | 0715 |
| 51    | 22623    | MS         | MDU        | SAT/MON        | 0730    | 0735 | 0720    | 0725 |
| 52    | 16188    | ERS        | KIK        | DAILY          | 0805    | 820  | 0755    | 0805 |
| 53    | 76821    | TJ         | <b>TPJ</b> | DAILY          | 0805    | ARR  | 0805    | ARR  |
| 54    | 17315    | VSG        | VLNK       | TUE            | 0825    | 0842 | 0810    | 0820 |
| 55    | 76822    | <b>TPJ</b> | TJ         | DAILY          | DEP     | 0830 | DEP     | 0830 |
| 56    | 56704    | DG         | <b>TPJ</b> | DAILY          | 0830    | ARR  | 0830    | ARR  |
| 57    | 06865    | TJ         | <b>TPJ</b> | DAILY          | 0900    | ARR  | 0900    | ARR  |
| 58    | 76845    | VRI        | <b>TPJ</b> | DAILY          | 0900    | ARR  | 0900    | ARR  |
| 59    | 76830    | KKDI       | <b>TPJ</b> | DAILY          | 0910    | ARR  | 0910    | ARR  |
| 60    | 76805    | MQ         | <b>TPJ</b> | DAILY          | 0910    | ARR  | 0910    | ARR  |
| 61    | 12636    | MDU        | MA         | DAILY          | 0915    | 0920 | 0910    | 0915 |
| 62    | 76836    | KRR        | <b>TPJ</b> | DAILY          | 0915    | ARR  | 0915    | ARR  |
| 63    | 56113    | MV         | <b>TPJ</b> | DAILY          | 0935    | ARR  | 0935    | ARR  |
| 64    | 76833    | <b>TPJ</b> | KRR        | EX SUN         | DEP     | 0940 | DEP     | 0940 |
| 65    | 16796    | <b>TPJ</b> | MS         | DAILY          | DEP     | 1000 | DEP     | 1000 |
| 66    | 76807    | <b>TPJ</b> | MNM        | DAILY          | DEP     | 1005 | DEP     | 1005 |
| 67    | 76854    | <b>TPJ</b> | NCR        | DAILY          | DEP     | 1010 | DEP     | 1010 |
| 68    | 22671    | MS         | MDU        | EX THU         | 1015    | 1020 | 1005    | 1010 |
| 69    | 16233    | MV         | <b>TPJ</b> | DAILY          | 1040    | ARR  | 1040    | ARR  |
| 70    | 76841    | TDPR       | <b>TPJ</b> | DAILY          | 1100    | ARR  | 1100    | ARR  |
| 71    | 12084    | CBE        | MV         | EX TUE         | 1105    | 1120 | 1105    | 1115 |
| 72    | 22497    | SRGNR      | <b>TPJ</b> | THU            | 1120    | ARR  | 1120    | ARR  |
| 73    | 76851    | KIK        | <b>TPJ</b> | DAILY          | 1130    | ARR  | 1130    | ARR  |
| 74    | 56110    | ED         | <b>TPJ</b> | DAILY          | 1150    | ARR  | 1150    | ARR  |
| 75    | 76840    | KKDI       | <b>TPJ</b> | EX SUN         | 1150    | ARR  | 1150    | ARR  |
| 76    | 76800    | <b>TPJ</b> | LLI        | SAT            | DEP     | 1155 | DEP     | 1155 |
| 77    | 16788    | JAT        | TEN        | THU            | 1205    | 1210 | 1155    | 1200 |
| 78    | 76824    | <b>TPJ</b> | TJ         | SAT            | DEP     | 1210 | DEP     | 1210 |
| 79    | 16234    | <b>TPJ</b> | MV         | DAILY          | DEP     | 1250 | DEP     | 1250 |
| 80    | 16353    | KCG        | NCJ        | THU            | 1255    | 1300 | 1245    | 1250 |
| 81    | 56713    | <b>TPJ</b> | PGT        | DAILY          | DEP     | 1300 | DEP     | 1300 |
| 82    | 56822    | TEN        | MV         | DAILY          | 1310    | 1340 | 1335    | 1340 |
| 83    | 16352    | NCJ        | CSTM       | THU/SUN        | 1355    | 1405 | 1335    | 1345 |

R.H.  
 चेन्नई/सयमाडिया/तिरुच  
 SSE/C&W/PF  
 दक्षिण रेलवे/Southern Railway  
 तिरुचिनापल्ली जंक्शन/Tiruch Chinnappalli Jn.



| Sl.No | TRAIN No | FROM       | TO         | Service at TPJ | TPJ WTT |      | TPJ PTT |      |
|-------|----------|------------|------------|----------------|---------|------|---------|------|
|       |          |            |            |                | ARR     | DEP  | ARR     | DEP  |
| 84    | 16127    | MS         | GUV        | DAILY          | 1355    | 1400 | 1340    | 1345 |
| 85    | 18495    | RMM        | BBS        | SUN            | 1350    | 1400 | 1345    | 1350 |
| 86    | 56712    | PGT        | <b>TPJ</b> | DAILY          | 1400    | ARR  | 1400    | ARR  |
| 87    | 22631    | MDU        | BKN        | THU            | 1425    | 1435 | 1405    | 1415 |
| 88    | 56821    | MV         | TEN        | DAILY          | 1425    | 1440 | 1415    | 1425 |
| 89    | 16128    | GUV        | MS         | DAILY          | 1500    | 1505 | 1445    | 1450 |
| 90    | 76827    | TJ         | <b>TPJ</b> | SAT            | 1530    | ARR  | 1520    | ARR  |
| 91    | 76842    | <b>TPJ</b> | CUPJ       | DAILY          | DEP     | 1540 | DEP     | 1540 |
| 92    | 76839    | TPK        | KKDI       | EX SAT         | DEP     | 1545 | DEP     | 1545 |
| 93    | 16354    | NCJ        | KCG        | TUE            | 1535    | 1555 | 1540    | 1545 |
| 94    | 17616    | MDU        | KCG        | SUN            | 1535    | 1555 | 1540    | 1545 |
| 95    | 22632    | BKN        | MDU        | TUE            | 1605    | 1615 | 1550    | 1600 |
| 96    | 16795    | MS         | <b>TPJ</b> | DAILY          | 1600    | ARR  | 1600    | ARR  |
| 97    | 56109    | <b>TPJ</b> | ED         | DAILY          | DEP     | 1620 | DEP     | 1620 |
| 98    | 12666    | CAPE       | HWH        | SAT            | 1535    | 1620 | 1610    | 1620 |
| 99    | 12664    | <b>TPJ</b> | HWH        | TUE/FRI        | DEP     | 1620 | DEP     | 1620 |
| 100   | 18496    | BBS        | RMM        | SAT            | 1635    | 1645 | 1620    | 1630 |
| 101   | 76852    | <b>TPJ</b> | KIK        | DAILY          | DEP     | 1630 | DEP     | 1630 |
| 102   | 76804    | <b>TPJ</b> | LLI        | EX SUN         | DEP     | 1650 | DEP     | 1650 |
| 103   | 16790    | JAT        | TEN        | SUN            | 1705    | 1710 | 1655    | 1700 |
| 104   | 22672    | MDU        | MS         | EX THU         | 1708    | 1713 | 1700    | 1705 |
| 105   | 12083    | MV         | CBE        | EX TUE         | 1705    | 1720 | 1655    | 1705 |
| 106   | 76808    | MNM        | <b>TPJ</b> | DAILY          | 1715    | ARR  | 1715    | ARR  |
| 107   | 56711    | NCR        | <b>TPJ</b> | DAILY          | 1730    | ARR  | 1370    | ARR  |
| 108   | 16861    | PDY        | CAPE       | SUN            | 1750    | 1755 | 1735    | 1740 |
| 109   | 76834    | KRR        | <b>TPJ</b> | EX SUN         | 1745    | DEP  | 1745    | DEP  |
| 110   | 76806    | <b>TPJ</b> | MQ         | DAILY          | DEP     | 1745 | DEP     | 1745 |
| 111   | 16351    | CSTM       | NCJ        | WED/SUN        | 1805    | 1810 | 1750    | 1755 |
| 112   | 76835    | <b>TPJ</b> | KRR        | DAILY          | DEP     | 1805 | DEP     | 1805 |
| 113   | 56114    | <b>TPJ</b> | MV         | DAILY          | DEP     | 1805 | DEP     | 1805 |
| 114   | 76831    | <b>TPJ</b> | KKID       | DAILY          | DEP     | 1815 | DEP     | 1815 |
| 115   | 76846    | <b>TPJ</b> | VRI        | DAILY          | DEP     | 1815 | DEP     | 1815 |
| 116   | 56703    | <b>TPJ</b> | DG         | DAILY          | DEP     | 1825 | DEP     | 1825 |
| 117   | 15120    | MUV        | RMM        | TUE            | 1845    | 1850 | 1830    | 1835 |
| 118   | 12635    | MS         | MDU        | DAILY          | 1850    | 1855 | 1835    | 1840 |
| 119   | 06866    | <b>TPJ</b> | TJ         | DAILY          | DEP     | 1900 | DEP     | 1900 |

  
 ચરોઈની/સવરોઈનો/વીજળ  
 SSE/C&W/PF  
 દક્ષિણ રેલવે / Southern Railway  
 તિરુચિરાપલ્લી પંચજન / Tiruchirappalli Jn.

SR

| SL.No | TRAIN No | FROM       | TO         | Service at TPJ | TPJ WTT |      | TPJ PTT |      |
|-------|----------|------------|------------|----------------|---------|------|---------|------|
|       |          |            |            |                | ARR     | DEP  | ARR     | DEP  |
| 120   | 76853    | NCR        | <b>TPJ</b> | DAILY          | 1925    | ARR  | 1925    | ARR  |
| 121   | 16187    | KIK        | ERS        | DAILY          | 2000    | 2020 | 1955    | 2005 |
| 122   | 22628    | TEN        | <b>TPJ</b> | DAILY          | 2005    | ARR  | 2005    | ARR  |
| 123   | 56830    | RMM        | <b>TPJ</b> | DAILY          | 2025    | ARR  | 2025    | ARR  |
| 124   | 76828    | <b>TPJ</b> | TJ         | DAILY          | DEP     | 2030 | DEP     | 2030 |
| 125   | 19603    | AIH        | RMM        | MON            | 2035    | 2100 | 2025    | 2035 |
| 126   | 16231    | MV         | MYS        | DAILY          | 2025    | 2050 | 2025    | 2035 |
| 127   | 11044    | MDU        | LTT        | SAT            | 2035    | 2040 | 2035    | 2040 |
| 128   | 56842    | ED         | <b>TPJ</b> | DAILY          | 2045    | ARR  | 2045    | ARR  |
| 129   | 56805    | VM         | MDU        | DAILY          | 2050    | 2100 | 2040    | 2045 |
| 130   | 16857    | PDY        | MAQ        | SAT            | 2035    | 2110 | 2035    | 2050 |
| 131   | 12605    | MA         | KKDI       | DAILY          | 2105    | 2125 | 2050    | 2105 |
| 132   | 16102    | QLN        | MS         | DAILY          | 2130    | 2150 | 2115    | 2125 |
| 133   | 76829    | TJ         | <b>TPJ</b> | DAILY          | 2125    | ARR  | 2125    | ARR  |
| 134   | 16780    | RMM        | TPTY       | M/TH/SAT       | 2150    | 2200 | 2135    | 2145 |
| 135   | 16160    | MAQ        | MS         | DAILY          | 2202    | 2220 | 2150    | 2200 |
| 136   | 16862    | CAPE       | PDY        | MON            | 2215    | 2220 | 205     | 2210 |
| 137   | 16787    | TEN        | JAT        | MON/FRI        | 2215    | 2225 | 2205    | 2215 |
| 138   | 12633    | MS         | CAPE       | DAILY          | 2240    | 2250 | 2220    | 230  |
| 139   | 16852    | RMM        | MS         | DAILY          | 2240    | 2250 | 2220    | 2230 |
| 140   | 12654    | <b>TPJ</b> | MS         | DAILY          | DEP     | 2235 | DEP     | 2235 |
| 141   | 16192    | TEN        | TBM        | DAILY          | 2300    | 2305 | 2245    | 2250 |
| 142   | 16101    | MS         | QLN        | DAILY          | 2215    | 2305 | 2235    | 2245 |
| 143   | 16615    | MQ         | CBE        | DAILY          | 2250    | 2310 | 2250    | 2300 |
| 144   | 12638    | MDU        | MS         | DAILY          | 2320    | 2325 | 2310    | 2315 |
| 145   | 22661    | MS         | RMM        | DAILY          | 2315    | 2337 | 2310    | 2320 |
| 146   | 22624    | MDU        | MS         | TH/SAT         | 2335    | 2340 | 2325    | 2330 |
| 147   | 56823    | MV         | <b>TPJ</b> | DAILY          | 2350    | ARR  | 2350    | ARR  |
| 148   | 22658    | NCJ        | TBM        | TU/WE/TH       | 2355    | 0000 | 2340    | 2345 |
| 149   | 12668    | NCJ        | MS         | FRI            | 2355    | 0000 | 2340    | 2345 |
| 150   | 12642    | HZM        | CAPE       | M/W            | 2355    | 0000 | 2345    | 2350 |
| 151   | 12652    | HZM        | MDU        | TH/SAT         | 2355    | 0000 | 2345    | 2350 |
| 152   | 16182    | SCT        | MS         | TU/TH/SU       | 2355    | 0012 | 2345    | 2355 |

The works of 4 staff nominated for rolling in rolling out are

- (a) the rolling examination to all trains,
- (b) Brake releasing, axle box temperature sensing with thermo hunter, Air continuity attention to all traction changing trains and ETR trains.
- (c) Brake releasing, axle box temperature sensing with thermo hunter to terminating trains.
- (d) Initiating work to all originating trains.
- (e) The attention required to slip coaches being attached to through trains.

In Past Six Months ,There are 186 Numbers of Goods trains Rolling in / out examination had done.

*RBJ*  
 बरेली/बरेली/बरेली  
 SSEC/बरेली  
 बरेली/बरेली/बरेली/बरेली  
 बरेली/बरेली/बरेली/बरेली

**ANNEXURE – III**

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD**

No. E(MPP)2019/1/12.

New Delhi, Dated. 30/09/2019

The General Managers,  
All Indian Railways, including Production Units and  
Others

Sub: Revision of Yardsticks.

An action plan was formulated by Board for Manpower Management, wherein, it was decided that yardsticks of O&M activities of various departments be revised taking into account technology Upgradation, Outsourcing experience and Benchmarking standards set by different Railways.

2. Accordingly, the yardsticks of certain activities have been revised and enclosed as an Annexure.

3. Henceforth, the requirement of Manpower for the said activities should be calculated based on the revised Yardsticks. The Manpower strength for the existing assets should be reviewed, based on the revised Yardsticks and excess posts be surrendered.

4. All the clarifications/queries/references, if any, regarding revised yardsticks are to be made to respective Directorates.

5. This issues with the concurrence of Finance Directorate of the Ministry of Railways.

6. This supersedes all earlier instructions on the Yardsticks of the respective activities, specified in the annexure enclosed.

7. Please acknowledge receipt.

  
 30/9/19  
 Ajay Jha  
 Joint Director E(MPP)  
 Railway Board



Annexure to Board's letter no. E(MPP)2019/1/12 dated. 30/09/2019

1. Yardstick for TRD activity of Electrical Department for Non-Suburban Area is fixed as 0.22/Track Kilometer, with the following activities to be additionally outsourced.

| Activity                | Remarks   |
|-------------------------|---|
| OHE non-power block     | These activities to be outsourced. Only minimum Supervisory agency and related work to be in house.         |
| OHE other works         |   |
| PSI Maintenance         | All PSI activities to be outsourced. Only minimum supervisory and supporting staff required to monitor.     |
| PSI Operation & Manning |   |
| Centralized Activities  | Activities excluding TPC manning, drawing and technical staff including clerical staff and Helpers at home. |

2. The revised staff Yardsticks for Electric Loco Maintenance (TRS) in loco sheds for different types of locomotives are decided as under,

| Type of Locomotives   | Revised Yardstick |
|---|-------------------|
| Conventional Loco(freight) with DC drive with Hitachi TM(WAG5) and NAG7 | 3 staff / loco    |
| Other conventional locos with DC drive including coaching locos         | 3.5 staff / loco  |
| 3-phase locomotive (WAG9, WAP7)   | 2.5 staff / loco. |

with activities for outsourcing noted hereunder :

Already a number of activities are mandated to be outsourced and are being outsourced in various loco sheds. In addition the following activities to be additionally outsourced:

**Conventional Locomotives** – DC TM overhauling; overhauling of contractors by OEMs; Overhauling of auxiliary motor.

**Three Phase Locomotives** – Compressor overhauling; TM overhauling; Overhauling of Auxiliary motors

Further, activities to be outsourced can be identified by respective loco sheds and followed accordingly with the approval of respective PCEE on local need basis and local conditions.

### 3. Crew Review – Freight Services

After review of various methods followed by different Zonal Railways, it was decided to uniformly adopt on all Zonal Railways, the following method for requirement of freight crew:

- the method of progressive crew hours based on peak six monthly review, i.e. 12 fortnights for the preceding year, should be followed for calculating the bare crew requirement and
- the additional requirement: Leave Reserve, Rest Giver etc shall be governed by extant rules

*[Signature]*  
30/9/19  
E(MPP)

4. **Coach Maintenance – Electrical : Maintenance & escorting staff for AC coaches as well as maintenance staff for TL coaches.**

Revised yardstick for Coaching stock (Electrical) for maintenance for AC coaches, TL coaches, power cars, escorting staff & train passing staff in the Coaching depot is as under :

| Activity   | Revised yardsticks  |
|--|---|
| <b>(a) TL COACHES:</b>                             |   |
| (a) Primary maintenance:<br>SG TL/LHB TL coaches   | 0.24 staff per coach holding for primary maintenance (ICF). |
| (b) Secondary maintenance:<br>SG TL/LHB TL coaches | 0.15 staff per coach handled for secondary maintenance.     |
| (c) Train passing for TL/AC coaches                | 0.05 staff per coach holding                                |
| (d) Sick line attention                            | 0.05 per coach holding.                                     |
| <b>(II) AC COACHES:</b>                            |   |
| <b>(a) Primary maintenance :</b>                   |   |
| ICF & LHB SGAC coach with RMPU                     | 1.10 staff/coach holding for primary maintenance            |
| ICF & LHB EOG AC coach with RMPU                   | 0.8 staff/coach holding for primary maintenance             |
| <b>(b) Secondary maintenance:</b>                  |   |
| ICF & LHB SGAC coach with RMPU                     | 0.46 staff/coach holding for Secondary maintenance          |
| ICF & LHB EOG AC coach with RMPU                   | 0.36 staff/coach holding for Secondary maintenance          |
| <b>(c) Sick line attention</b>                     | 0.20 staff per coach  |

*AJha*  
31/9/19  
JD/MPP

## 5. Coach Maintenance – Mechanical


|   |                      |   |
|---|----------------------|---|
| Primary Maintenance   | ICF/LHB STOCK        | 0.85/Coach (ICF&LHB) with Interior amenity attention to be outsourced   |
| Terminal attention under RPC-4  | ICF/LHB STOCK        | 0.3 Man/Coach   |
| PF return trains nominated for Rolling In Examination + Clean Train Station etc.      | ICF/LHB STOCK        | 0.2 Man/Coach   |
| Sick Line   |                      | 0.12 Man /Coach   |
| Inspection Carriages  | Per IC holding       | 1.76 Man/IC holding   |
| Staff training (Requirement of trainer)   |                      | As per training norms   |
| • ART & Accident relief.<br>• Mill Wright,<br>• Welfare measure,<br>• Ancillary staff |                      | <ul style="list-style-type: none"> <li>Existing norms for ART &amp; Accident relief</li> <li>Balance activities to be on need basis.</li> </ul> |
| Linen Management  | Per AC coach holding | 0.18/AC Coach holding*<br>* Zonal Railways to consider outsourcing this activity.   |

## Note:

1. Leave reserve & rest givers may be provided as applicable in addition to above yardstick
2. The norm does not cover Ministerial staff and Divisional Control staff.

## Activities to be outsourced:

1. All coach cleaning and watering activities including en-route watering (Already identified for outsourcing).
2. Coach amenity attention including carpentry, welding, trimming, plumbing/pipe fitting and provision of items like window glass, mirror, bottle holder, snack table, taps and faucet etc.
3. Attention to fire extinguishers (Already outsourced).
4. Linen washing and distribution (Already outsourced on most of the depots)
5. New amenity/security activities like PAPIS, CCTV & infotainment etc.

  
 24/1/19  
 J. Dhruv

No. E(MPP)2019/1/12.

Dated. 30/09/2019

Copy forwarded for information to:

1. PFAs, All Indian Railways and Production Units, DG/RDSO, DG/NAIR, Dir/CTIs.
2. The Dy. Comptroller & Auditor General of India (Railways), Room No.224, Rail Bhawan, New Delhi. (with 40 spares).



For Finance Commissioner/Railways.

**ANNEXURE – IV****SOUTHERN RAILWAY****URGENT**Headquarters Office,  
Mechanical Deptt.,  
Chennai - 600 003

No. M/CW/313/Linen Management/Vol.III

Date 19/10/2020

DRMs/ MAS, MDU, TVC, PGT and SA

Sub.: Future of Mechanized Laundries due to Covid impact

Ref.: (i) Executive Director/EnHM (ME)/Railway Board's Letter  
No.2017/EnHM/26/04 dated 08/07/2020(ii) Executive Director/EnHM (ME)/Railway Board's Letter  
No.2017/EnHM/26/04 dated 03/09/2020(iii) Executive Director/EnHM (ME)/Railway Board's Letter  
No.2017/EnHM/26/04 dated 14/10/2020

It has been advised by Executive Director EnHM/(ME), Railway Board vide Letter under reference (iii) that due to COVID-19 Pandemic Train Services are restricted and Linen is not supplied in Trains.

In this connection, Letters under reference (i) and (ii) pertaining to Mechanised Laundries may be referred [Refer Copy of Letters under reference (i) and (ii) enclosed at Annexure I and II].

2.0 It is further mentioned vide Letter under reference (iii) that Committee of ED/EnHM/ME (Convener), ED F(X)-I and ED/L&A has been nominated by Railway Board vide Order No.ERB-I/2020/23/25 dated 24/09/2020 to examine the possible options and to suggest alternatives on the future of Mechanised Laundries over Indian Railways, in the context of COVID-19 Pandemic.

A Copy of Letter under reference (iii) is enclosed at Annexure III.

3.0 In view of above, it is requested to explore and advise various possible options/alternatives for utilization and future disposal of the existing Mechanised BOOT Laundries and also those for which Letter of Acceptance (LOA) has been issued.

The relevant portion of Contract Documents may also be provided. Contractual, Financial and Legal issues/repercussions, if any, for the possible Options should be brought out.

Any other connected issue(s) while implementing Railway Board's Letter No. 2017/EnHM/26/04 dated 03/09/2020 should also be advised. The views of Associate Finance and Legal Branch may also be taken as necessary.

The Report as mentioned above may be sent by 23/10/2020 for apprising Railway Board.

Encl.: Annexure I to III (3 Pages)

(Shishir Dutt)  
CEnHM

C/-

Sr.DMEs/ MAS, MDU, TVC, PGT and SA: For information and necessary action  
(along with Enclosures).

ANNEXURE III

(62)

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD**

No. 2017/EnHM/26/04

New Delhi, dated 14.10.2020

**General Managers  
All Zonal Railways**

**SUB: Future of Mechanised laundries due to Covid impact**

**REF: (i) RB Order No. ERB-I/2020/23/25, dated 24.09.2020**

**(ii) RB letters of even no., dated 08.07.2020 and 03.09.2020 - F/60**

F/61

The train services are restricted and linen is not being supplied in trains due to Covid-19 pandemic. Vide RB letter of even no., dated 08.07.2020, it was advised that new contracts of mechanised laundries should not be finalised. Further, vide RB letter of even no. dated 03.09.2020, Railways were advised to examine the possibility of cancellation of existing LOAs, and process for the same where feasible, safeguarding interest of the railways in terms of legal contractual obligations.

Vide Railway Board Order No. ERB-I/2020/23/25, dated 24.09.2020, a Committee of ED /EnHM /ME (Convener), ED F(X)-I and ED /L&A is nominated to examine the possible options and to suggest alternatives on the future of mechanised laundries over Indian Railways, in the context of Covid-19. Terms of Reference of the Committee are as given below :

- i. To examine and recommend various alternatives for utilisation and future disposal of Mechanised Laundries ;
- ii. while suggesting alternatives including foreclosure, the Committee will explore existing contracts of BOOT laundries, taking into consideration the contractual, financial and legal issues to protect the interest of Railways ; and
- iii. Any other connected issue/s while implementing Railway Board's letter No. 2017/EnHM/26/04 dated 03.09.2020.

Railways are requested to explore and advise various possible options /alternatives for utilisation and future disposal of Mechanised Laundries, separately for :

- a. Departmental laundries – existing laundries and the LOAs ;
- b. BOOT laundries – existing laundries and the LOAs.

Relevant portion of contract documents may also be provided. Contractual, financial and legal issues / repercussions, if any, for the possible options should be brought out. Any other connected issue/s while implementing Railway Board's letter No. 2017/EnHM/26/04 dated 03.09.2020 should also be advised. Views of associate Finance and Legal Branch may also be taken as necessary.

Feedback is requested by 28.10.2020, a copy of reply may be emailed to - [advenhm@rb.railnet.gov.in](mailto:advenhm@rb.railnet.gov.in).

(Shivendra Mohan)  
Executive Director  
EnHM / ME  
Convener



**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD**

No. 2017/EnHM/26/04

New Delhi, dated 03.09.2020

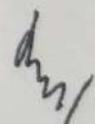
**General Managers  
All Zonal Railways**

**SUB: Future of Mechanised laundries due to Covid impact**

**REF : RB letter of even no., dated 08.07.2020**

The train services are restricted and linen is presently not being supplied in trains due to Covid-19 pandemic. This situation is likely to continue in future. Vide RB letter under reference, it was advised that new contracts of mechanised laundries should not be finalised till the situation stabilises.

Further, it is seen that LOAs of 21 mechanised laundries have been placed, with total capacity around 148 TPD over different zonal railways. Due to the uncertainty of the situation, Railways are advised to examine the possibility of cancellation of LOAs, and process for the same where feasible, safeguarding interest of the railways in terms of legal contractual obligations.

  
**(Shrivendra Mohan)  
Executive Director  
EnHM / ME**

ANNEXURE I (61)

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD**

No. 2017/EnHM/26/04

New Delhi, dated 08.07.2020

**General Managers  
All Zonal Railways**

**SUB: Utilisation of Mechanised laundries during Covid period**

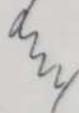
The train services are restricted and linen is presently not being supplied in trains due to Covid-19 pandemic.

Most of the Mechanized BOOT Laundries contracts have a minimum assured off-take clause due to which Railways may have to make certain payments. Also, very long period of continuous shut down may not be good for maintenance / optimum health of the machines.

Washing of linen items from Running Rooms, Rest houses, Training Institutes/ hostels, Railway Hospitals etc is normally outsourced on short-term contracts. In this interim period of uncertainty, Railways may explore the possibility of diverting such washing load to the nearest railway's mechanised laundry.

If any Hospital linen is taken for washing in these mechanized laundries, the necessary disinfection and hygiene norms will be required to be followed, for which Railways can work with the contractors on mutually agreed terms, during this period.

Due to the uncertainty of current situation, it is also advised that new contracts of mechanised laundries should not be finalised till the situation stabilises.

  
**(Shivendra Mohan)  
Executive Director  
EnHM / ME**