

SOUTHERN RAILWAY

No. T/P.535/II/SM/Ex-cadre/Instr-Optg.

Office of the DRM,
Personnel Branch,
Tiruchchirappalli,
Dt: 05.10.2021

Supervisor Concerned,

Sub: Selection to the ex-cadre post of Instructor/Operating at MDZTI/TPJ (Ex-Cadre Tenure) in Pay Matrix Level-7 & 6 (PB-2Rs 9300-34800 with GP Rs.4600/GP Rs.4200)

Ref: PCPO/MAS letter No. P(S)608/II/14/Vol.XVII dt.01.09.2021 & 21.09.2021.

With reference to the above, the under mentioned employees, who have volunteered for the above selection are alerted to be in readiness for the written test which is scheduled to be held in short notice.

Sl.No.	PF.No./S.No.	Name (Smt./Shri.)	Designation
1.	06C00135/ T/T 3843	Jitendra Kumar	SS/TVR
2.	12C00105/ T/T 4165	Rajnish Kumar	SM/NGT
3.	12C00200/ T/T 4322	Prasanta Panda	SS/GOC

Copy of the syllabus is enclosed herewith.

Encl: As above.

for Divisional Personnel Officer/TPJ

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TRANSPORTATION.

I The product of Railways- that is advanced transportation- NTPC and allied Committees and its functions- Role of Railways in freight movement.

Coaching traffic mainly service motivated.

II GOODS TRAIN OPERATION.

Aim- Factors affecting speed of goods train- How to overcome- speed & load- through out, load of goods trains instead premium rakes, sumo rakes, CC rakes, parivarthan rakes- Express goods trains- crack specials, black rakes (end to end), Jumbo rakes- Sherpa rakes- Introduction of latest type of ('N' air brake) wagons- working instructions.

Working out suitable path for goods trains- Express paths- ordering of goods train putting back and cancellation- train notices.

Selection capacity- how worked out- economic line capacity- long and short term putting back and cancellation- train notices.

Wagon turn around- how to improve- Divisional wagon balance, Supply of wagong- ppoled and non- pooled- equalization- In exchange points. Average starting wagon load – how to improve loading delat to wagons, especially special typr – delay to sick wagons.

Preferential traffic schedule- FOIS – Its role in freight operation.

Freight targets for four years- current commodity- wise loading targets- current wagon loading targets- current freight statistics targets- revenue earning targets.


Working of control offices- Operating position prepared by Trains Branch and its salient features – dedicated freight corridor.

Operation of CC stock- type of BPCs- advantage of through running.

III MARSHALLING YARD.

How marshaling yards are changed to suit present level of traffic and stock – Type of marshaling yards – various components and its functions – facilities that are necessary for operational conveniences.

Yard congestion- causes, remedial measures and advanced required in a marshaling yard.


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Documents and registers that are maintained in a marshaling yard- marshaling yard statistics - detention to wagon(average)- detention to locos(average).

IV MOTIVE POWER

Power arrangements - power control/ outage system in our Railways
Engine links - turn about.

Engine usage statistics - assisting engine hours - other engine hours,
EKM - relative statistics.

V PASSENGER TRAIN OPERATION

Working out of time tables for passenger trains - rake links - over lapping rakes - Mela specials - VIP trains - Superfast trains - factors to be taken into consideration from framing - allocation of time for engineering work.

Factors affecting punctuality- steps to be taken to ensure punctuality- monitoring of daily punctuality - follow up action taken - MR trains primary & secondary maintenance of rakes.

CRIS, RVNL, IRCON, CONCOR, Other PSUs.

Integrated Coaching Management System.

VI ACCIDENTS

Duties of railway servant - mandatory and supplementary.

Classification of accidents - reportable to Railway Board and CMS- Issue of accident messages, procedures - enquiry into accidents - procedure for conducting and submitting reports.

Relief Operations - Mustering of volunteers arranging BD, MRV, specials in time.

Significance of preservation of clues - measurements at the spot - reporting to higher ups- Disaster Management - Action Plan an Idea - action to be taken at the accident site to determine 'Prima Facie Causes' - action to be taken to deal with major accidents involving casualties.

VII UNUSUAL OCCURENCES - EQUIPMENT FAILURES.

1. Failure of axle counters/ track circuits.
2. Failure of motive power.
3. Failure of rolling stock - hot axle- hanging parts- unusual sound - door opening etc.
4. Failure of OHE.




5. Introducing line block and working of material trains during that period.

6. Working of TTM and material trains efficiently.

7. Facing the abnormal situations such as :

(a) Passenger's agitation due to late running of trains.

(b) Bomb threat.

(c) Unruly mob attacking the railway premises due to local buridh.

(d) Trains diverted due to accident in adjacent section.

(e) Passenger run over – killed /injured.

8. Power block & Jumbo blocks- working tower wagons- emergency power blocks.

VIII STATISTICS

Introduction to coerating stacticics - vehicle/wagon usage/ statistics train usages statistics - EMU statistics punctuality statistics - wagon usage wagon detention statistics. WKM per wagon day/FTKM improvements in relation to engine usage.

Operating ratio – common irregularities and remedies.

IX TRAFFIC COSTING

In the context of railways- costing organization on railways.

Fixed costs – variable costs – common costs – fully distributed – economic costs – adoption of fully distributed costs on Railways. Direct costing – indirect costing – survey method – percent variable method – aim of cost analysis – initial accounts maintained relies heavily on statistics compiled – segregation of expenses guage-wise – EMUs coaching and goods bifurcation – overall freight coast – green book – Schedules BCD E & O – Contained costing of profitability of container services.

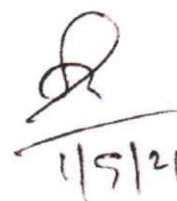
X HOER 10 HOUR RULES

Implementation – steps to curb OT – Steps to improve 10 hrs working.

XI ORGANISATION OF OPERATING BRANCH.

Categories and pay scales – promotional and feeder categories.

X GRS & BWM


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