

SOUTHERN RAILWAY

Headquarters Office,
Personnel Branch,
Chennai – 600 003.
Dated: 21/09/2022.

No. P(S)608/III/14/Instr/Vol.XVI

DRM/P/MAS, TPJ, MDU, SA, PGT & TVC
CWM/GOC, CAO/CN/MS

Sub:- Selection to the post of Instructor /Operating (Ex-Cadre)
in MDZTI/TPJ in PML-6–Reg.

Ref:- 1) This office notification dated: 06/09/2022.
2) This office letter of even No. dated 21.09.2022.

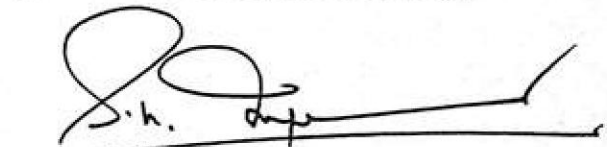
In partial modification to this office references cited above, it is proposed to invite applications for conducting selection to the post of Instructor/Operating (Ex-cadre) at MDZTI/TPJ for filling up of 5 vacancies in PML 6 through online mode in the Personnel Branch online portal at URL <https://notifications.srhqpb.in>

The link for the web portal will be made available from 01.10.2022 in the Personnel Department internet website (srhqpb.in) and also in the Railnet website of Southern Railway.

The employees willing to apply for the above selection have to submit their application through the said website in online mode only. Applications received from any other mode will not be considered.

The last date for submission of the online application through the above mentioned website is 31.10.2022. All other instructions contained in the notification cited at Ref.(1) holds good.

Wide publicity may be given to this letter, duly exhibiting in the office notice boards at all stations/units/workshops.



(S.K. Indusekar)
Assistant Personnel Officer/Tfc
for Principal Chief Personnel Officer

Copy to: COM/G for information
Principal of MDZTI/TPJ



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Personnel Branch,
Chennai – 600 003
Dated 06/09/2022.

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Sub:- Selection to the post of Instructor /Operating (Ex-Cadre)
in MDZTI/TPJ in PML-6-Reg.

It is proposed to conduct a selection for filling up of "Five" vacancies of **Instructor(Operating)/MDZTI (Ex-Cadre)** by calling for volunteers eligible employee in PML-7 and PML-6.

The Multi-Disciplinary Zonal Training Institute/TPJ is an institution recognized by Railway Board for grant of Training Allowance to Faculty Members as admissible in terms of PBC 180/2017 in respect of those who are drawn on deputation.

There is no provision for grant of pay of the Ex-Cadre post and only Training Allowance at prescribed rates is to be granted on cadre pay as stipulated in Railway Board's letter No. (EMPP) 2002/12/2 dated 04/01/2007 (RBE/06/2007).

ELIGIBILITY CRITERIA

Eligible staff to be called for	1. Station Master, Section Controller in PML-7 with combined 5 years experience in PML-6 & PML-7 of Operating Department subject to the condition that in the event of their selection they would be posted at MDZTI/TPJ along with the post in PML-7 and the division concerned will be exchanged with an element of post in PML-6 from MDZTI/TPJ for the tenure period. 2. Station Master, Section Controller in PML-6 in 7 th CPC with 5 years experience in Operating Department.
Age Limit	55 years on the date notification.
Tenure	5 Years
Mode of Selection	Written Examination (75%) and Class Room Trial (25%)

In terms of PBC No 263/2018 dated 21/12/2018 & PBC No. 46/2019 dated 18/03/2019, the written examination shall comprise of 100% objective type multiple choice questions & in terms of PBC 264/2019 there shall be negative marking @ 1/3rd mark reduced for every wrong answer.

The Selection will be based on merit as per the instruction contained in RBE No.4/20 read with RBE No.39/20.

Employees already working in another Ex-Cadre post **need not apply**. While forwarding the application, it should be ensured that volunteers have successfully completed the necessary cooling off period as per PBC No.169/2001 & PBC No.72/2005.

In terms of Railway Board's letter No. Hind/B7/D1/1/10/3 dated 03/11/1988 there will be questions in Official language policy & rules for at least 10% of the total marks prescribed which is optional

The Proforma for submission of application and syllabus for the written test are enclosed. Wide publicity may be given.

Such of those staff who have fulfilled the conditions and desire to appear for the selection may submit their applications in the prescribed proforma (Annexure-I) to the Personnel officer in charge of the Establishment where they are working.

The last date for submission of the application is 06.10.2022.

The practice of forwarding physical copies of the applications to HQrs. Office has been dispensed with immediately in terms of the instructions contained in PCPO/MAS' letter No P(R) 001/2008 dated 23/03/2022. Accordingly, scanned copies of all scrutinized and duly verified the correctness, with relevant service particulars / certified applications of those employees who have fulfilled the eligibility conditions above including cooling off period, if any, only should be forwarded to HQrs. Office by the respective Division, **only through the e-office mode only.**

The applications of the eligible candidates should be forwarded in e-office to the specified authority at HQrs. with a covering letter clearly mentioning their names.

Applications received at HQrs. Office other than through e-office mode will not be considered under any circumstances.

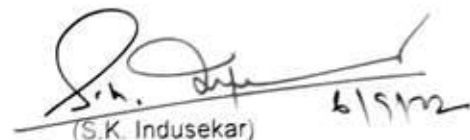
It is the personal responsibility of the cadre controlling Personnel Officers to certify and ensure the correctness of all particulars in the application with Service Register and other relevant records and application received without certification will be summarily rejected and the responsibility will be fixed for incorrect or incomplete certificate.

It is requested that wide publicity may be given amongst all eligible staff of Operating Department and applications of eligible willing employees in Proforma 'C' attached herewith duly filled, verified and routed through the controlling Personnel Branch / Personnel Officer in one bunch only, so as to reach this Office on or before 10.10.2022 certain through e-office mode as per above instructions.

If there are no eligible applications, a 'Nil' reply should be sent in e-office by target date i.e. 10.10.2022.

Please acknowledge the receipt of this letter.

Encl: As above


(S.K. Indusekar)

Assistant Personnel Officer/Tfc
for Principal Chief Personnel Officer

Copy to: PCPO, PCNO, CPTM – Kind information please.

General Secy, PGT, TVC, TPJ, CA & MDU

General Secy/ RT/TPJ, Dy. MRA/Hqrs.

General Secretary/ SRMU

General Secretary/ SRMU

General Secretary/ SRMU

General Secretary/ SRMU

Director, Board

For website/quarter section for uploading the notification in the site.

SYLLABUS

I TRANSPORTATION.

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

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, Parivathan rakes- Express goods trains- crack specials, black rakes (end to end), Jumbo rakes- Sherpa rakes- Introduction of least 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 wogon-pooled and non pooled equalization- In exchange points. Average starting wagon load- how to improve loading dealt 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 marshalling yards are changed to suit present level of traffic and stock- Type of marshalling yards- various components and its functions – facilities that are necessary for operational conveniences.

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

Documents and registers that are maintained in a marshalling yard- marshalling 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 statictice – assisting engine hours- other engine hours, EKM- relative statistics.

V PASSENGER TRAIN OPERATION



Working out of time tables for passenger trains – rake links – overlapping 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 UNUSAL 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 bundh.
 - 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.

STATISTICS

Introduction to coerating statistics- 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.

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 of Railways. Direct costing- direct costing- survey method- percent variable method- aim of cost analysis- initial accounts maintained relies heavily on statistics compiled segregation of expenses gauge-wise – EMUs coaching and goods bifurcation – overall freight cost – green book – Schedules BCD E & O – Contained costing profitability of container services.

HOER 10 HOUR RULES.

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

ORGANISATION OF OF OPERATING BRANCH.

Categories and pay scales – promotional feeder categories.

GRS & BWM

A handwritten signature in black ink, consisting of a stylized, cursive 'S' followed by a horizontal line.

