

SOUTHERN RAILWAY

Headquarters Office,
Personnel Branch,
Chennai- 600 003.

No. P(S)608/III/14/Vol.XIV(Pt.)

Dated: 04/11/2022.

DRM/P/MAS, TPJ, MDU, PGT, TVC, SA

Sub:- Selection to the post of Chief Instructor/Operating (Ex-Cadre)
in MDZTI/TPJ-reg.

It is proposed to conduct a selection for filling up of **one (1)** vacancy of Chief Instructor/Operating (Ex-Cadre) in PML-7 at MDZTI/TPJ by calling volunteers from eligible employees in PML-7 and PML-6.

ELIGIBILITY CRITERIA

Employees/Volunteers called from	SS/Section Controllers in PML-7 on regular measure. Medically De-categorized staff from the cadre of SS/Controllers in PML-7 and Train Manager categories in PML-6, who are absorbed in alternative post may also be considered.
Age Limit	Upper Age limit as on the date of notification is 55 Years
Conditions of applications	Employees already working in another ex-cadre post need not apply. It should be ensured that while forwarding the applications of volunteers, necessary conditions as indicated in PBC Nos. 169/2001 & 72/2005 are strictly complied
Tenure	Tenure period is 5 Years. They will be repatriated to parent cadre on completion of their tenure period or 3 months prior to the their retirement or when their performance is found to be not satisfactory at any without assigning any reasons whatsoever, whichever is earlier.

2.0 Selection Procedure

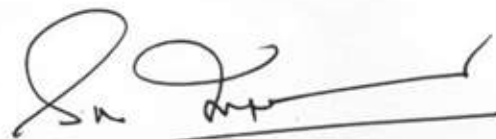
- i) 100% objective type Written examination with negative marking followed by Class Room Trial in respect of qualified candidates in the written examination.
- ii) In terms of PBC No.263/2018 and 46/2019 the Written examination shall comprise of 100 Objective type multiple choice questions.
- iii) In terms of PBC No.264/2019, there shall be negative marking @ 1/3rd mark reduced for every wrong answer.
- iv) Selection will be based on merit as per the instructions contained in RBE No.4/2020 read with RBE No.39/2020.

3.0 GENERAL INSTRUCTIONS FOR SUBMITTING APPLICATIONS

- i) Applications should be submitted through online mode only from 18/11/2022 to 05/12/2022 at <http://notifications.srhqpb.in> duly adhering to the procedures and Instructions envisaged in PBC No. 150/2022 dated 30/08/2022.



- ii) The link for the web portal will be made available from 18/11/2022 in the Personnel Department Internet notification <https://notifications.srhqpb.in> and also in the Railnet website of Southern Railway.
- iii) The employees willing to apply for the above selection have to submit their applications through the above mentioned website in online mode only. Applications received from any other mode will be summarily rejected.
- iv) The employees should upload the requisite documents in the above mentioned website in PDF format as a single file only.
- v) After submission of the application by the employee, Cadre Personnel Officer will download the application and certify the correctness of the application and upload it for further processing at HQ.
- vi) The specimen application form along with syllabus are annexed herewith for information to the applicants.
- vii) If there are no volunteers for the proposed selection of Chief Instructor then the Cadre controlling officer/Personnel Officer concerned shall send NIL report on or before 05/12/2022 through e-office certainly to avoid delay in processing of the selections.
- viii) Wide publicity may be given to this letter, duly exhibiting in the office notice boards for information of all staff concerned.



(S.K. Indusekar)
Assistant Personnel Officer/T, M&E
For Principal Chief Personnel Officer

Copy to: PCOM, COM/GI.for information
Sr.DOM/MAS,TPJ, SA, MDU, PGT, TVC
The Principal of MDZTI/TPJ.

12/163

SYLLABUS

I. TRANSPORTATION

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 trains – How to overcome – speed & load – throughput, 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 measures to improve line capacity.

Wagon turn round – how to improve – Divisional wagon balance. Supply of wagons – pooled and non-pooled – equalization – in exchange points. Average starting wagon load – how to improve loading delay to wagons, especially special type – delay to sick wagons.

Preferential traffic schedule – FOIS – It's 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 round.

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 – overlapping rakes – Mela specials – VIP trains – superfast trains – factors to be taken into consideration while framing – allocation of time for engineering works.

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 CRS – 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 higherups – 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 OCCURRENCES – 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

120 (162)

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 blocks & Jumbo blocks – working tower wagons – emergency power blocks.

VIII. STATISTICS

Introduction to operating 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.

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 gauge-wise – EMUs coaching and goods bifurcation – overall freight cost – green book – Schedules B C D E & O – Container costing of profitability of container services.

X. HOER 10 Hour Rules – Implementation – steps to curb OT – steps to improve 10 hours working.

XI. ORGANISATION OF OPERATING BRANCH

Categories and pay scales – promotional and feeder categories.

X. GRS & BWM