भारतसरकार/GOVERNMENT OF INDIA
रेलमंत्रालय/MINISTRY OF RAILWAYS
रेलवेबोर्ड (RAILWAY BOARD)

RBE. No. 170/2022

No. E(MPP)2021/1/16

Dated: 28.12.2022

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

Sub: Norms/yardstick for Non-Gazetted Group C Signalling staff.

Railway Board has approved the norms/yardstick for non-gazetted group 'C' signaling staff for implementation on the Railways. This yardstick is applicable on all routes, type of signaling, suburban/Non-suburban and station/Block section as detailed in Annexure-A & B.

1.0 **Basic maintenance requirement**:- Staff has been provided for each station depending upon number of routes of the station and on which route station is located. Staff will be responsible for maintenance and keeping all signaling gears in good fettle as per frequency given in Appendix-I of Signalling Engineering Manual (SEM), 2021. Detail of staff which has to provided on each station depending upon route is given as Annexure-A& B.

2.0 **Implementation of Yardstick:**

i) The yardsticks for Signal Department have been revised and enclosed as Annexure-A & B. The new norms shall be applicable as per maximum strength not exceeding 45,146 as on 01/01/2023 for Signal department.

ii) The requirement of manpower for the department should be based on revised yardsticks. However, while filling up the vacancies, net manpower requirement will be taken as '**0.79X**' , where the revised yardsticks will be '**X**'. The balance manpower will be met by outsourcing of non-critical activities as mentioned in Annexure-B.

iii) The manpower strength for the existing assets should be reviewed, based on the revised yardsticks keeping the yardsticks as X, and excess posts beyond that, may be surrendered or redistributed , wherever feasible, as provided for vide Board's letter dated 19.04.2022 (RBE NO. 54/2022).

3. Each Zone will be provided the sanctioned strength based on the above yardsticks. Within the Zone, manpower can be redistributed as per Board's letter dated 19.04.2022 (RBE NO. 54/2022).

4. This supersedes all earlier instructions on the yardsticks for above activities, issued in past.

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

6. Please acknowledge receipt.

RYadav 28.12.22

Renu Yadav
Director (MPP)
Railway Board

No. E(MPP)2021/1/16 Dated: 28.12.2022

Copy forwarded for information to:

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

For Member Finance /Railway Board

Copy to:

1. The General Secretary, NFIR, 3 Chelmsford Road, New Delhi for information (Copy may be downloaded from E(MPP) MPP Circulars/Railnet/Internet).
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3. The Secretary General, FROA, R.No.256-A, Rail Bhavan, New Delhi for information (Copy may be downloaded from E(MPP) MPP Circulars/Railnet/Internet).
4. The Secretary General, IRPOF, R.No.268, Rail Bhavan, New Delhi for information (Copy may be downloaded from E(MPP) MPP Circulars/Railnet/Internet).
5. All Members, Department Council & Secretary Staff side National Council 13-C, Ferozeshah Road, New Delhi (Copy may be downloaded from E(MPP) MPP Circulars/Railnet/Internet).
6. The Secretary General, AIRPF Association, Room No.256-D, Rail Bhavan, New Delhi (Copy may be downloaded from E(MPP) MPP Circulars/Railnet/Internet).
7. General Secretary, All India SC & ST Railway Employees Association, 171/B-3, Basant Lane Railway Colony, New Delhi (Copy may be downloaded from E(MPP) MPP Circulars/Railnet/Internet).

For Principal Executive Director (IR)/Railway Board

Annexure-A

1.0 **A & B Route and C Route with number of trains between 80 to 120 on each line**

Routes< 100 (per Station)	100< Effective routes< 200(Per Station)	200< Effective routes<400(Per Station)	For every additional up to 200 effective routes
1 set + 1/3 JE/SSE	(1 JE/SSE+ 1Helper +1 Set) round the clock in 8 hour shift	(1 JE/SSE+ 1 Helper +1 Set) round the clock in 8 hour shift + 1 JE/SSE + 1KH +1 Set in General shift for Outdoor	Additional 1 JE/SSE+ 1 Helper +1 Set

1.1 **C Route with number of trains above 120 on each line**

Routes< 100 (per Station)	100< Effective routes< 200(Per Station)	200< Effective routes<400(Per Station)	For every additional up to 200 effective routes
1 set round the clock in 8 Hour Shift + 1/3 JE/SSE round the clock in 8 Hour Shift	(1 JE/SSE+ 1 Helper+ 1 Set) round the clock in 8 hour shift	(1 JE/SSE+ 1 Helper +1 Set) round the clock in 8 hour shift + 1 JE/SSE+ 1KH +1 Set in General shift for Outdoor	Additional 1 JE/SSE+ 1KH +1 Set

1.2 **D Special, D & E-Spl and C Route with number of trains between 40 to 80 on each line:**

Routes< 100 (per Station)	100< Effective routes< 200(Per Station)	200< Effective routes<400(Per Station)	For every additional up to 200 effective routes
1/2 set + 1/4 JE/SSE	(1 JE/SSE+ 1 Helper+ 1 Set) round the clock in 8 hour shift	(1 JE/SSE+ 1 Helper+ 1 Set) round the clock in 8 hour shift	Additional 1 JE/SSE+ 1 Helper +1 Set

1.3 E and C Route with number of trains up to 40 on each line:

Routes< 100 (per Station)	100< Effective routes< 200(Per Station)	200< Effective routes<400(Per Station)	For every additional up to 200 effective routes
1/2 set + 1/5 JE/SSE	(1 JE/SSE+ 1 Helper+ 1 Set)	(1 JE/SSE+ 1 Helper+ 1 Set) round the clock in 8 hour	Additional 1 JE/SSE+ 1 Helper

	round the clock in 8 hour shift	shift	+1 Set

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1.4 NightFailure Gang for Stations not provided with round the clock in 8 Hour Shift staff:

A & B Route and C Route with no of trains between 80 to 120 on each line	C Route above 120 trains on each line	D Special, D & E-Spl and C Route with no of trains between 40 to 80 on each line	E and C Route with no of trains up to 40 on each line
1 set for 3 Stations not provided with round the clock in 8 hour shift staff		1 set for 5 Stations not provided with round the clock in 8 hour shift staff	1 set for 5 Stations not provided with round the clock in 8 hour shift staff

(Note:-One set mentioned in Annexure-A consist of 2 Signal Technician and 01 Helper)

1.5 At major yards which have extensive shunting operations more than 100 in 24 hrs cause extra burden as any incidence involving shunting leads to serious disruption to train operations. Hence additional multiplication factor to calculate effective no of routes at station above 100 shunting movements will be as under:

Shunting movement <100 in 24 hrs,	Shunting movement >100 and < 500 in 24 hrs,	Shunting movement >500 and < 1000 in 24 hrs,	Shunting movement >1000 in 24 hrs,
SMF -1	SMF- 1.25	SMF- 1.5	SMF- 1.75
Effective route= No. of routes x SMF(Shunting Mutiplying factor	Effective route= No. of routes x SMF(Shunting Mutiplying factor	Effective route= No. of routes x SMF(Shunting Mutiplying factor	Effective route= No. of routes x SMF(Shunting Mutiplying factor
SMF- Shunting multiplying factor			

1.6 In order to assess the workload of Maintenance of Automatic signaling sections and outside limit interlocked LC gates/intermediate Block signal, the following staff provision should be made:

a) Automatic signaling 20-25 Track km to be treated as equivalent to one Station below 100 routes.

b) 6 Level crossing Gates/IBH to be treated as equivalent to one Station below 100 routes

1.7 SSE incharge : SSE inchrges for different routes will be as under:

A & B Route and	C Route above 120	D Special, D & E-Spl	E and C Route

C Route with no of trains between 80 to 120 on each line	trains on each line	and C Route with no of trains between 40 to 80 on each line	with no of trains up to 40 on each line
Max. 6 stations	Max. 6 stations	Max. 8 stations	Max. 12 stations

2.0 In addition to basic maintenance requirement the following additional staff will be provided:

2.1 Train protection Systems-Infrastructure components: Track magnet, LIUs, Balisesetc: One set of Train protection System Repair gang for 400 Route Km and two for more than 400 RKm will be provided under Sr DSTE. **One Train protection system gangwill consist of 1 SSE/Incharge, 2 JE/SSE, 6 Signal Technicians and 8 Helpers.**

2.2 Heavy Repair gang:

One heavy repair gang will be provided with each SSE Incharge. **One heavy repair gang will consist of 1 JE/SSE, 2 Signal Technicians, 1 Blacksmith and 6 Helpers.**

3.0 Number of infrastructural works: There are various projects in progress for which open line maintenance staff is required to be deployed e.g. shifting of utilities for DFCCIL, RVNL works. Additional staff is required to be kept under Sr DSTE which can be moved wherever such activities are in progress. **For this a team of 2 SSE/JEs, 07 Technicians and 09 Helpersis required to be kept in each division.**

4.0 Track Machines:- Separate S&T staff is required for Track Machine and related Engineering works so that routine schedule maintenance is not hampered. **02 JE, 08 Tech and 08 Helpersper division are to be provided under Sr DSTE.** At present 962 Engineering Machines are working over Indian Railways. As no. of machines increases, proportionately staff will increase.

5.0 SSE/Incharge for Stores: One SSE incharge for Signal Store for 400 Route km and 2 for More than 400 Route km should be provided under Sr DSTE. **One SSE/Store team will consist of 1 Sig Technician, 1 Store clerk and 8 Helpers.**

6.0 Signal Fault control Organization:

To have effective mechanism for controlling, monitoring and guiding Signal Maintenance as well as monitoring of Health of Signalling gears & failure analysis through Data logger, signal control office in all Division and at Zonal Headquarter, the staff should be provided as under:

At HQ- 1 SSE + 1 Helper round the clock in 8 hour shift

At Division- 1 SSE+ 1 JE +1 Helper round the clock in 8 hour shift

7.0 Technical Assistance to Divisional & HQ officers:

To assist Divisional officer & HQ officer in matters pertaining Signal Plans, design & drawing, policy safety instructions, CRS observation and store indents etc the following staff is to be provided

At HQ-2 SSE/Technical + 1 SSE/Planning + 1 SSE/Stores

At Division- 1 SSE/Technical, 1 SSE/Stores for Divisions upto 400 Route KM and for Divisions > 400 Route km, 2 SSE/Technical +1 SSE/Stores.

Annexure-B

Outsourcing of Signalling works in Non-safety critical areas

There are many adhoc activities which do not constitute day to day maintenance activities but none the less are vital for functioning of Signaling system. These works should be out sourced in non-safety critical areas. The list of work is given below. However, if any other work which is of non-safety critical nature and not included in given list may be included in the list by Zonal Railways with the approval of PCSTEs.

a. Signalling activities in connection with Engineering works such as renewal of track, points & crossings and other track machine works including removal / refitting of axle counters, ground connection of point machines etc.
b. Track circuit works like bonding, provision of TLJB, track leads etc.
c. Cleaning of glued joints.
d. Jointing of cables for temporary or permanent restoration of cables.
e. Trenching, laying and Termination of Signalling cables.
f. Foundations and erection of signals, location boxes and other concreting works for repairs and protection of cables and related gears.
g. Repair & replacement of booms of LC gates, belts of gates motors, switches etc.
h. AMC/ARC of equipments wherever required and justified.
i. Repairs and replacements of fire alarms and fire extinguishers sensors or consumables
j. Painting and lettering of signaling gears including epoxy and temperature and humidity controlled painting.
k. Oiling and greasing of points, machines, LC gates gears etc.
l. Loading, unloading, handling and transportation of material
m. Works of Artisan staff such as Carpenter, blacksmith, fitter and masonry repair works Etc.
n. Data analyst for manning of test room and generation of report of DLMC,TCAS etc for other diagnostic and troubleshooting activities.
o. For security of stores of SSE/Sig, CCTV and Private Guards can be deployed.