

Voice of Rail Engineers



(Formerly Published as "The Rail Supervisor")

Success comes to those who Believe

Official Organ of

INDIAN RAILWAYS

TECHNICAL SUPERVISORS ASSOCIATION

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Sixth CPC & Govt. Turndown Demand for Interim Relief

SCPC Report likely in April, 2008 - FM

Both the Government as well as the Sixth Pay Commission have turned down the demand for grant of any Interim Relief to Central Government employees. As per recent statement of the Union Finance Minister Shri.P.Chitambram, the Pay Commission is expected to submit its report in April, 2008, instead of February, 08 – when its term.

(For other expectations from 6th CPC - see page - 8)

IRTSA decides to Agitate Against Non-Acceptance of Demands

IRTSA has called upon all Engineers in Indian Railways to observe a Protest Day on 25th September, 07 and Mass Fast on 25th October, 07, against the non-acceptance of their main demands for Interim Relief, Grant of Group B Gazetted to all SEs & SSEs, Cadre restructuring at par with other Inspectorial Categories, Counting of 50% DP for Incentive To J.Es., S.Es., S.S.Es. and Artisan Staff, Honorarium or Staff for additional Workload due to New Trains & Assets and First Class Pass to all J. Es.

EDITORIAL

Why Board Backs out on its own Assurances & Issues Contradictory Orders?

It is extremely regretful that the Railway Board, which, had only recently agreed to at least partially implement the orders of Government for Classification of Posts at least in phases - by upgrading 12.5% to 15% posts in Group C scale S – 13 (Rs. 7450 – 11500) to Group B scale S - 14 (Rs 7500 – 12000), have now completely gone back from their commitment and have deferred the matter altogether.

It is even more regrettable that, nearly 3 years after the decision by the Government to merge 50 % DA in Pay as DP and issue of Boards orders to count the same for all purposes wef 1. 4.04 and inspite of its earlier orders issued in July, 04, to count the DP for incentive Bonus, the Railway Board had issued contradictory orders. Consequently, some Workshops have started making recoveries from the SEs & SSEs, who had been paid the incentive @ 15% counting the 50% DP as per Boards earlier orders of July, 2004.

b) Rates of Incentive Bonus of J. Es. and Technicians etc. are also due for revision since April, 2004. It is understood that even for this the Railway

Board wants to reduce the allowed time by 8 to 10 % - as was unjustly done in 1999 for the revision of rates last time. Incidentally, for 50% rise of Incentive rates, the proportionate cut works out to be only 1.66 %, as compared cut of 12.5% of allowed time for approximately 375% rise of incentive rates last time. But even this simple logic is not acceptable to the Railway Board and the Board wants even a bigger cut this time.

Avenues of Promotion are the worst on the Railways especially in the case of Engineers / Technical Supervisors who have been badly discriminated against in respect of Cadre Restructuring and career planning which is much worse than their counter parts in all other Central Government Departments, State Government services and much worse than other Inspectorial Categories and even worse than some of the non-technical categories on the Railways - inspite of higher job requirements and increased responsibilities.

The issue of grant of pass to All J.Es.on Railways, irrespective of their date of recruitment, had been represented by IRTSA many times to remove the discrimination with Railway men vis - a - vis other Central Government employees who were allowed First class travelling facility on duty as well as on LTC on a pay of Rs 4100 or above, as against Rs. 5000 to 7600 for Railway employees depending on the date of recruitment, due to which J. Es. on the Railways have to travels in a lower class than the staff working under him even while on Duty (or on tour). This is a big cause for heart burn amongst J.Es. on Railways. But it is regretful that the Board is not removing this serious anomaly or discrimination, although they have recently improved upon the travelling facilities of Officers on the Railways.

Another irritant is that the workload is continuously increasing especially due to introduction of new trains and addition of new assets without additional staff or without augmenting Supervisory strength. No incentive or Honorarium is paid to the Engineers, for the additional turnover and added workload much above the Benchmarks and Yard sticks especially in the Open line (C & W , P-way, Works, Bridges & S& T) Depots, Sheds, Track Temping & TRD etc.. The worst part of it is that even the vacancies are not being filled up, posts are being surrendered indiscriminately, yardsticks and benchmarks are not being implemented for strength of staff or for maintaining the Supervisor – to- Workers ratio. All these factors are seriously jeopardising safety and efficiency of the Railways, and needs early remedial action.

PRIME MINISTER RELEASES REPORT TO NATION ON INDIAN RAILWAYS

Highlights fabulous achievements & Social Obligations & Huge expansion Plans of IR

Prime Minister, Dr. Man Mohan Singh on 22nd May, 2007 released the "Report to the people 2004 – 2007 on Railways". Following are the excerpts from the report.

The present Government has succeeded in **ensuring a turnaround of the Indian Railways**. Over the past two and half years, Railway Freight volumes have grown by 8-10 percent and passenger volume has doubled. As a result of improved supply-and-demand management, **rational utilization of capacity** and market driven pricing policy, the Indian Railways are once again on track. Infrastructure development through public-private partnerships is being promoted. There has been an encouraging response to the offer to allow private container trains. Preliminary work on the proposed Dedicated Rail Freight Corridors has begun. Container business has been opened to the private sector. **Increase in axle load, coupled with reduction in turnaround time of wagons from seven to five days, has contributed to incremental loading capacity of 120 million tonnes, resulting in incremental revenues of Rs.7000 crores.** Traffic has been rationalized by reducing the number of classes from over 4000 to 18. Pricing policy has become market driven and dynamic, with attractive discounts during the busy season. The old strategy of resource allocation has given way to leveraging. Improvement in customer services and reduction in passenger fare, particularly for poorer sections, have been effected. Reforms have been introduced with a human face, without losing sight of social obligations.

In order to meet the transport demand of economy and industry on the Delhi–Mumbai and Delhi–Kolkata trunk routes, building of two connected dedicated multi-modal freight corridors has been taken up on fast-track basis through a special purpose vehicle called the Dedicated Freight Corridor Corporation of India Ltd at an estimated cost of Rs.30000 crores, with completion targeted during the Eleventh Plan period. The project will provide necessary infrastructure support for container, coal and other mineral traffic on these routes. The Government also proposes to undertake pre-feasibility studies and preliminary engineering-cum-traffic surveys for taking up freight corridors along the Golden Quadrilateral.

Indian Railways will be conducting pre-feasibility studies for construction of one high-speed passenger corridor each in the northern, western, southern and eastern regions for **trains running at speeds of 300 to 500 kmph to cover distances of up to 600 km in two to three hours**. During the plan period, production of rolling stock will be doubled. **One new factory each for Rail coaches, Diesel Locomotives, Electric Locomotives and wheels will be established.** Electrified network will be extended over the Golden Quadrilateral and its diagonals and in all directions from Kashmir to Kanya kumari and Guwahati to Amritsar.

The Rail Land Development Authority has been set up for **commercial utilization of Railway land and air space, redevelopment of Railway stations into world class stations** through public private partnerships and exploring additional areas for developing railway assets for revenue generation. The Railways are also planning facilitation of a modern supply chain infrastructure for agriculture products by offering land for setting up of modular agricultural retail chain for collection and distribution outlets coupled with backward integration of transportation. This will, in turn, facilitate establishment of a countrywide network for procurement and distribution of agriculture products.

In addition the Government has declared as national projects the construction of rail-cum Road Bridge over Brahmaputra River at Bogibeel in Assam and the RangiaMurkongselek gauge conversion project to serve as a life line for upper Assam and Arunachal Pradesh, which would result in greater integration of North-eastern Region with the rest of India. The total estimated cost of the work involved is over Rs.2200 crore, which would be taken up additionally over and above the normal Railway plan so as to complete these projects by 2010-11. Kumarghat-Agartala and Jiribam-Tupul (Imphal Road) new Railway lines and gauge conversion of Lumding-Silchar lines have been taken up at a total estimated cost of Rs.3450 crores to provide BG connectivity for Silchar and the state capitals of Tripura and Manipur and the state of Nagaland.



**NEW
GENERATION
TAKES OVER IN
CLW**

IRTSA CANDIDATE WON THE STAFF COUNCIL ELECTION WITH A THUMPING MAJORITY

In the staff council held at CLW on 17th July, 2007, **Er. Ashoke Chowdhury**, JE-I/MYS/CLW of IRTSA was declared elected from the constituency No.17, the only constituency earmarked for the Technical Supervisors of all departments consisting of Civil, Mechanical, Laboratory, Telecommunication and Steel Foundry. In the five cornered contest Er.Chowdhury got a thumping majority. He got more than double the votes than that of his nearest rival.

Er.M.Shanmugam, Central President and **Er.Harchandan Singh**, General Secretary, IRTSA congratulated **Er.Chowdhury** and the CLW unit. They specially lauded the service of outgoing IRTSA staff council member and Zonal Secretary/IRTSA, **Er.Kalyane Banerjee** who is an inspiring personality in CLW and at CEC also. They also thanked all the active members of IRTSA/CLW unit and advised them to stand unitedly under the banner of IRTSA and strengthen the hands of IRTSA. **Er.Chowdhury** joined CLW on 28.07.1998 as JE-II. He exerted to the extreme in assisting GS, IRTSA during the preparation of the memorandum to the Sixth Central Pay Commission.

IRTSA ICF Unit Celebrates Diamond Jubilee of Indian Independence

IRTSA ICF unit celebrated the Diamond Jubilee celebrations of Indian Independence very grandly by contributing its might to the community and the Nation.

On 21.08.2007 afternoon for the benefit of Industrial Population of ICF and Southern Railway and their family a **Diabetes Detection Camp** was organized at TTC, ICF. The camp was conducted by Dr.Sheshiah Diabetic Care and Research Institute, Chennai one of the leading Hospitals in the city. Hundreds of employees and their family members attended the camp and got themselves checked for Diabetes.

In the evening a seminar was held on the following subjects

1. Memorable events of Indian Independence struggle
2. Suggestion to Construct New Metro Rail for Greater Chennai
3. Indian Railways Growth to Serve the Nation before and after Independence.
4. Managing Diabetes – A Challenge, By Dr.V.Balaji

The seminar was **Presided over by Sri.K.Balakesari** Former Member Staff / Railway Board, in the August Presence of **Dr.V.Seshiah. Smt. Sabita Gopal, GM/ICF**, graced the occasion as the Chief Guest. HODs, officers of ICF, Union Members, ICF family members and Supervising Engineers of ICF, Southern Railway, CLW, Eastern Railway and Western Railway participated in the seminar.

Er.K.V.Ramesh Asst. Central treasurer gave a power point presentation on "Memorable events and Architects of Indian Independence struggle"

Er.M.Shanmugam, Central President gave the power point presentation on Suggestion to Construct New Metro Rail for Greater Chennai. He explained the suggestion on implementation of new Metro Rail Routes for Greater Chennai to the length of 200kms that can be implemented in seven phases. One of the major suggestions given was construction of Metro lines along the banks of rivers Adyar, Coouam, Otterinullah and Buckingham canal which are flowing in many parts of the city. He also highlighted the need to keep the capital investment Metro Projects low.

In the power presentation on "Indian Railways Growth to Serve the Nation before and after Independence" **Er.M.Shanmugam** explained the contribution made by Railways in the growth of the nation. He also highlighted the fair level playing field not given to the Railways amongst various transport sectors. The inherent advantages of Rail transportation should be utilized fully for the benefit of the Nation.

Dr.V.Balaji, Dr.Sheshiah Diabetic Care and Research Institute gave the power point presentation about Diabetes. He explained what is diabetes, Chances of risk, Triggering factors, symptoms of diabetes, causes of diabetes, insulin and its importance, organs that can be affected by uncontrolled diabetes, risk factors, prevention of diabetes, tests & treatment for diabetes, diet to be followed, etc.

In his address **Sri.K.Balakesari** Former Member Staff / Railway Board, appreciated the efforts taken by the **IRTSA and Er.M.Shanmugm** in organizing such seminars. He advised all the Railway employees to spread the message on impressive performance of Indian Railways in all fora and to defend the Railways spiritedly if undesirable comments were made on Railways. He also recollected memories of his childhood and the joyful environment that engulfed the whole nation when India achieved its Independence in 1947.

Dr.Sheshiah the legend on Diabetic treatment gave valuable advice to the audience on Diabetic control. He also fondly shared his memories on Indian Railways.

Smt. Sabita Gopal, GM/ICF, in her presidential address appreciated the efforts taken by IRTSA in giving suggestions to Chennai Metro and her zeal to see the Chennai Metro project become a reality. She also appreciated efforts made by IRTSA to recollect the memories of Indian freedom struggle. She also thanked **Dr.V.Balaji** for making an educative presentation on Diabetes. Earlier GM released a souvenir published on the occasion.

While proposing the vote of thanks Zonal Secretary **Er.D.Natarajan** thanked all the VIPs, medical faculties, union members and supervising Engineers. He specifically thanked the office bearers **Er.B.Inbanathan, Er.Nazeer Iqbal, Er.Murali Krishna, Er.R.Sriram, Er.K.Gobinath, Er.RajaPrabahar, Er.E.Ramesh, Er.Y.R.S.Benarjee** and many others for their valuable contributions.

ORGANISATIONAL NOTICE

1. CGB MEETING & ANNUAL CONFERENCE OF IRTSA:- CGB Meeting of IRTSA shall be held along with CEC meeting, on 6th & 7th December at WAP / RWF, Bangalore. Detailed notice will follow.

2. Annual Elections & Zonal Conferences:- Annual Elections & Zonal Conferences are due in case of most of the Units / Zones & Sub-units. All of them are requested to hold the same at the earliest positively, as per Constitution and, without fail before the CGB meeting.

3. Membership Drive:- Units / Sub-units, which have not yet completed their membership, are requested to launch the Membership Drive intensively (@ Rs. 100 PA) and send the Central Quota to the Central Treasure IRTSA (*Er. ON Purohit, 106, Suraj Nagar Housing Colony, Jodhpur – 8*). Struggle Fund - and the Central Quota may please be sent to Central Treasurer IRTSA, by Bank Draft in favour of IRTSA only (*without any prefix or suffix*).

4. Subscription for Voice of Rail Engineers:- Subscription @ Rs. 50 PA, for the *Voice of Rail Engineers* (now the official Journal of IRTSA), may please be sent to the Manager, VORE, (*Er.K.V.Ramesh, # G 3 Likit Homes, No. 3 Lakshman Nagar West Street, Peravalure, Chennai -82*),

Long live IRTSA. Hoping for best of response,

With best wishes,

(Harchandan Singh)

General Secretary, IRTSA.

Railway Board's Letters

1) Introduction of the category of Sr. Permanent Way Supervisor.

Railway Board letter No. PC-III/2004/CRC/1 (pt.1) dated 14.06.2007

Orders for introduction of the category of sr. permanent Way supervisor in the scale of Rs.5000-8000 have been issued vide Board's letter of even number dated 22.03.2007. AIRF has brought the attention of Railway Board that para 2 of Board's aforesaid letter with regard to the eligibility of track supervisors (erstwhile P.Way Mistries/Supervisors P.Way) appointed as such 01.11.2003 for absorption in the category of Senior Permanent way supervisors in the scale of Rs.5000-8000, is possibly being misconstrued and that clarification may be issued.

The matter has been examined and it is clarified that existing regular incumbents of the post of track supervisors (erstwhile P.Way Mistries/Supervisors P.Way) in the scale of Rs.4500-7000 (+Rs.100 S.A) appointed prior to 01.11.2003 and those without special allowance appointed after 01.11.2007 are eligible for absorption in the category of Sr. Permanent Way supervisor scale Rs.5000-8000, subject to fulfillment of various terms and conditions stipulated in Board's letter dated 22.03.2007.

2) Introduction of the category of Senior P.Way Supervisors in the pay scale of Rs.5000-8000 conditions of recruitment and promotion to the new category question regarding.

Railway Board letter No. E(NG) I-2007/PM5/5 Dated 03.07.2007.

In terms of extend procedure the posts erstwhile Supervisor (P.Way) in the pay scale of Rs.4500-7000 were required to be filled as under:-

➤ 25% by direct recruitment through Railway Recruitment Boards, with qualification of B.Sc, Physics & Maths; Diploma holders in Civil/Mechanical/Electrical Engineering also being eligible.

➤ 25% by a limited departmental candidates examination from amongst Gangman, Keyman and Mates with the qualification of 10+2 wit science and mathematics and having put in a minimum of three years regular service. Shortfall, if any to be made good from amongst Gangman/Keyman/Mates having the qualification of Matriculation / HSLC with three years regular service. Further shortfall, if any to be added to the direct recruitment quota at (i) above and

➤ 50% by promotion of departmental staff having the qualification of class X Board Examination by seniority-cum-suitability through a written suitability test, shortfall in any, being added to LDCE quota at (ii) above.

Supervisors (P.Way) with qualification of class X Board Examination are eligible for further promotion by selection to the post of JE Gr.II (P.Way) in the pay scale of Rs.5000-8000.

The above issue has been reviewed in the light of para 2(9) of this Ministry's letter No. PC-

III/2004.CRC/1 (Pt.1) dated 22.03.2007 indicating that instructions regarding eligibility / norms for future promotion and direct recruitment to the newly created category would be separately issued by the Establishment Directorate. It has been decided that the existing qualifications for recruitment and promotion as applicable to the erstwhile category of supervisor (P.Way) in the pay scale of Rs. 4500-7000 would continue to apply for recruitment and promotion to the newly created category of Senior P.Way Supervisor in the pay scale of Rs. 5000-8000 also.

Further as already indicated in para 2 (10) of this ministry letter dated 2.02.2007 referred to in the preceding para Sr.P.Way Supervisors in the grade Rs.5000-8000 would continue to seek further promotion by selection as JE Gr-II (P.Way) in the identical scale of pay as per extant procedure against 33-1/2% promotion quota.

3) Procedure and guidelines to be followed regarding promotion of Railway servants against whom disciplinary/court proceedings etc. have been initiated-Circumstances in which a case is to be kept in sealed cover regarding.

Railway Board letter No. E(D&A)2001/RG6-39 (Pt) Dated 17.07.2007.

Attention is invited to instructions contained in para 2(ii) of Board's letter No. E(D&A) 92 RG6-149 (A) and No. E(D&A) 92 RG6-149 (B), both dated 21.01.1993 which stipulated that the procedure laid in these letters will be applicable only when the charge sheet has already been issued to the Railway servant and the disciplinary proceedings are pending. The above provisions were also reiterated vide para 2 of Board's letter of even number dated 16.12.2007: withdrawing the instructions contained in their letter of even number dated 24.01.2003.

Board have further examined the issue and have decided that the provisions contained in para 2 (ii) of their aforesaid letters dated 21.01.1993 as reiterated vide para 2 of their letter of even number dated 16.12.2003 should be rigidly followed in all cases. Representation, if any received from a Railway servant alleging violation of provisions of 21.01.2003 in his case should be disposed of strictly in accordance with these provisions as reiterated on 16.12.2003.

4) Upgradation of 80% of Group – B posts of all major departments- Procedure for allotment of the higher scale.

Railway Board's letter E(GP)2003/2/22 dated 04.06.2007

A clarification has been sought from the Board by one of the Zonal Railway on whether, placement of Group – B officers in the higher Group – B scale (Rs.8000-13500) in the Mechanical engineering Department and TT&C department has to be done stream wise or for the department as a whole, since selection to Group B in these departments were hitherto being held stream wise.

In this connection, it is clarified even when promotion to Group B in scale Rs.7500-12000 were

being made stream wise in the aforesaid two departments, further advancements (ad-hoc promotions to senior scale or regular promotion to Group A / Junior scale) were to be made for the departments as a whole on the basis of an integrated seniority list. Similarly, placements in the higher Group B scale of Rs.8000-13500 are also to be made on the same basis.

5) Date of eligibility for upgradation of 80% of Group 'B' officers in the scale of Rs.8000-13500, Clarification – reg.

Railway Board letter No. PC-V/97//EC/1 dated 12-07-2007.

Vide Gazette notification dated 25/04/2003 (RBE No.69/03), higher pay scale of Rs.8000-13500 was also extended to 80% of Group 'B' officers on roll of the organized services other than Accounts Department who have completed three years of regular service in the scale of Rs. 7500-12000. For this purpose, 1st January and 1st July of every year are stipulated as the dates for considering the eligibility and for carrying out this exercise. This has led to situation wherein officers who become eligible during interregnum (between 1st January 1st July and 1st July-1st January) but who demit service during this period are not being considered.

In order to rectify the above situation the issue of fixing the date of eligibility of Group 'B' officers for the scale of Rs.8000-13500 under 80:20 scheme had been under review and it has been decided by the Board that the DPC held to consider candidates for higher grade on 1st January and 1st July every year, should consider all those who will become eligible in the next six months period (including those retiring) and given them the benefit of the scale Rs.8000-13500 from the day they complete three years of service, if otherwise due and found eligible by DPC.

While the dates of assessments of the number of posts to be operated in the higher grade will remain 1st January and 1st July every year, the date of effect of placement in the higher grade will be the date when officer becomes eligible i.e., when he completes three years in Group 'B' provided there is short fall in the higher grade. The assessment should therefore, include officers becoming eligible in the intervening period only to the extent of shortfall.

6) Provision of compensation in lieu of attendant to Sr. Citizen 1st class/1st "A" widow pass holder above 65 years of age.

Railway Board letter No.E(W)90 PS 5-8/2 Dated 15.06.2007.

In slight modification to Board's letter of even number dated 24.07.2000. It has been decided by the Board to allow the facility of companion in lieu of attendant to widow pass holders who are above the age of 65 years, holding 1st class/1st "A" widow pass, in higher class on payment of full difference of fare between Sleeper class / 2nd class and class in which the widow pass holders travel, besides the existing travel facility along with the companion in sleeper class / second class. The other terms and conditions contained in Board's letter of even number dated 24-07-2000 shall remain the same.

Railway servants (pass) rules, 1986 (Second Edition, 1993) may accordingly be amended as in the ACS No.55.

Advance correction slip No. 55 to the Railway servants (Pass) Rules, 1986 (2nd Edition, 1993)

Item No. (ii) (C) under column 3 below item (b) in schedule V widow pass may be amended as follows:-

Add the following sentence at the end of item No. (c) (iii) as concluding sentence:

"The widow pass holders are also allowed to take a companion along with them in higher class on payment of full difference of fare between sleeper class / II class and class in which the 1st class / 1st 'A' class widow pass holder travels."

Add the following as concluding sentence in the endorsement to be made on the widow pass.

"Or in higher class on payment of full difference of fare between Sleeper class / II class and the Class in which the widow travels."

7) Enhancement of Power for procurement of Hearing aid.

Railway Board letter No. 2005/H/6-4/Policy dated 06/07/2007.

Arising out of demand raised by AIRF and partial modification of Board's letter No. 2000 / H / 6-4 / policy dated 25/07/2000, it has been decided that the ceiling of power delegated to CMDs to sanction the cost of hearing aid, as specified in the para 667 (Hearing Aids) of Indian Railway Medical Manual, 2000, may be raised from Rs.5500 to Rs. 20000 per case.

The cases where the cost of Hearing Aid exceeds the limit of Rs.20000 the same would continue to be referred by Chief Medical Director concerned to the Ministry of Railways duly concurred in by their FA&CAO for consideration and approval.

The above has the sanction of the President and issues with the concurrence of the Finance Directorate of Ministry of Railways.

8) Zone of consideration for SC/ST candidates to be called for appearing in the 70% selection for filling up Group 'B' posts.

Railway Board letter No. E(GP) 2002/2/49-Pt. dated 21/06/2007.

With the reference to a clarification issued to Southern Railway on the above subject under Board's letter No. E(GP) 2002/2/59 dated 07/08/2002, doubts have been expressed by the other Railways too as to what would constitute the normal zone of consideration and availability of adequate number of SC/ST candidates in the zone of consideration to determine whether the zone needs to be extended.

In this connection, it is clarified that the normal zone of consideration should be first determined with reference to the total number of vacancies. Thereafter, it is to be seen whether, within the normal zone of consideration, SC and ST candidates are available to the extent of three times the SC and ST vacancies respectively. This would determine the adequacy or otherwise of the availability of SC/ST candidates, as clarified under point (2) of Board's

letter number E (GP)81/1/18 dated 04/09/1982, in partial modification of para 2 of Board's letter of the same number dated 29/09/1981. If SC/ST candidates are not available in the normal zone to the extent of three times the vacancies reserved for SC/ST then the zone should be extended for SC or ST or both, as the case may be to five times the total number of vacancies.

In this connection, it is also clarified that all the general community candidates covered within the normal zone of consideration have to be considered for the selection as brought out in para 3 of Board's letter dated 29/09/1981.

6% DA rise for Central Government Staff

The Union Cabinet on 30/07/2007 decided to increase the DA for Central Government Staff and dearness relief for pensioners by six per cent with effect from 1st July, 2007. The DA and AR rates will now go up to 41 per cent. Union Minister and Cabinet spokesperson Priyaranjan Dasmunsi announced the DA hike along with some other welfare measurers.

Board Backtracks on Assurance to Federations Reverses Announcement of Ex - CRB to upgrade 15% Group C Posts to Group B

Railway Board has not only backed out from its assurances to two Federation to upgrade 15% posts in Scale Rs 7450 – 11500 in group C to Scale Rs 7500 – 12000 in Group B, it has incidentally reversed the decision of its own Chairman immediately on his retirement, wherein the then CRB had announced this decision of the Board in GMs Conference.

DOP Also Fails to Provide Relief

Department of Personal (DOP) has also failed to provide any relief on the issue of Classification of posts in group B on the Railways as per orders of DOP, on the grounds that exceptions could be made by the Ministries. The issue was taken up with the DOP by IRTSA and although a detailed reply was received but not any relief.

Copy of the letter of Railway Board to all GMs

- Regarding issue of up-gradation of certain number of posts in the scales of Rs 7450-11500 and Rs 6500-10500(where it is the apex grade)to Group-B.

Up gradation of the posts in the grade Rs.7450-11500 to Group-Bin the scale Rs 7500-12000 is under examination in the Board's office. In view of the fact that the sixth central pay commission has started functioning and is already in the process of considering matters relating to pay scales, allowances, etc, the current proposal for upgradation of posts from apex Group-c scale to Group B would require the concurrence of the ministry of finance who at this stage, may not agree to the up gradation of a large number of posts. Therefore, it has been decided by the board that process may be initiated for a minimum number of posts.

It is requested that Railways may intimate the minimum number of posts in the scales Rs 7450-11500 and Rs 6500-10500(where it is apex grade)which could be upgraded to Group B in the scale Rs 7500-12000.The proposal for up-gradation should be

accompanied with adequate functional justification, duly providing matching savings to the extent of direct financial implications involved in up-gradation of these posts. Besides, additional administrative expenses for office accommodation, passes and support staff may also be advised.

This being a PNM Item, the federations are pressing hard for an early finalisation of the issue. It is therefore requested that the requisite information may be furnished at the earliest.

MINISTRY OF DEFENCE DENIES CLASSIFICATION OF FOREMEN IN ORDNANCE IN GROUP B

Ministry of Defence has denied that the Foremen in Ordnance Factory Organisation were classified in Group B. However it has accepted that Foremen (Technical) has been re-designated as Junior Works Manager wef 1.4.94, and had been classified in Group B (Gazetted).The information was given to GS, IRTSA under RTI Act.

RAILWAY CITES EQUALITY OF LENGTH OF SERVICE FOR ADOPTING DATE OF RECRUITMENT FOR ELIGIBILITY FOR PASSES

Railway Board has cited equality of length of service for adopting Date of Recruitment for eligibility for Passes. Justifying the present criteria, adopted by the Railways for granting first class Pass to its employees at a much higher pay than the other Central Government employees, the Board has mentioned that Railway employees were governed under different set of conditions and Rules and as such could not be compared with other employees.

This reply was given to the General Secretary, IRTSA, in response to his query under the RTI. The issue has also been taken up by IRTSA with the Sixth CPC.

Tour programme of GS, IRTSA

GS, IRTSA shall be touring Eastern Region and staying at Kolkata from 1st Sept to 1st Nov.07.

His address shall be #FD- 424 / 6, Sector 3, Salt Lake, Kolkata - 91 (PH. 03323213225 & 03323581206)

He may be touring Eastern Railway, South Eastern Railway, East Coast Railway, and NF Railway. And attend Zonal Conferences of these Zones, in this period, so as to undertake a mass contact programme for strengthening the organisation in the region. On his way back, GS shall visit Lucknow and attend the Zonal Conference of Northern Railway tentatively fixed on 5th November, 07

CEC members have also been requested to make their own tour programmes of their respective regions and undertake intensive mass awareness campaign in respect of the injustice being done to the category.

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**K.V.Ramesh, G3 – LIKITH HOMES, 3-Lakshmanan
Nagar West Street, Peravallur, Chennai -600082.**

email – rameshirtsa@yahoo.co.in

No Quota for Railway men in 2 AC in Rajdhani

There is no quota for Railway men in 2 AC in Rajdhani Express trains, although the First Class Pass holders are eligible for one Berth in Second AC, in these trains This is the main reason why employees always get wait listed in for 2AC in Rajdhani express both on duty and Privilege / Complementary Passes. However there is quota in EQ, in this class., (but this makes every one wait till the last date, before getting a confirmation).The information was given to GS, IRTSA under RTI Act.

Productivity Linked Bonus Should Have Its True Meaning

K.V.Ramesh, Asst. Central Treasurer/IRTSA

Productivity Linked Bonus (PLB) was introduced in Indian Railways in the year 1979 with ceiling on wages for eligibility for Group 'C' and 'D' employees. From the year 1995-96, all the Group 'C' and Group 'D' employees have been paid PLB without any ceiling on wages for eligibility.

The scheme envisaged measurement of productivity of Railways by the Net Tonne KM for goods revenue traffic. The passenger KM (non suburban traffic only) was added by a conversion factor of 0.071 to arrive total equated Net Tonne KM (ENTKMs). The base was taken from average ENTkMs of preceding three years. Increase of every additional 3575 million ENTkMs was to result in one day gain in PLB and decrease of 2475 million ENTkMs was to result in one day drop.

Even though Government in 1995 raised the eligibility limit for bonus for employees working in factories to Rs 3500 per month and in other establishments to Rs 2500 per month with effect from first April 1993, the ceiling limit in Indian Railways remains at Rs.2500 from the year 1993.

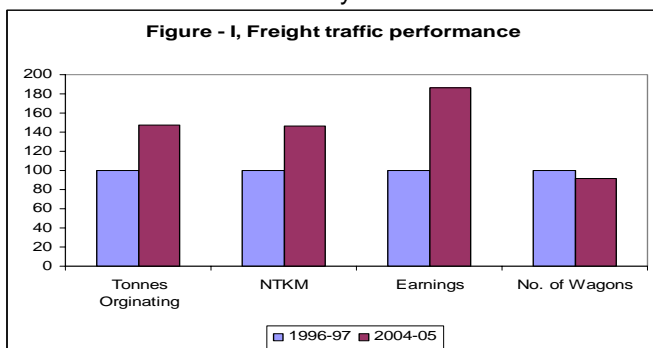


Table - I # Figures in thousands

	1996-97	2004-05	% increase
Tonnes Originating #	409019	602101	47
NTKM #	277566802	407398327	47
Earnings #	163542174	304892328	86
Wagons in terms of four wheelers	494984	454334	-8.2

As shown in the fig-I, from the year 1996-97 to 2004-05 the earnings from freight traffic has gone up by 86%, where as number of goods wagons came down by 8.2%.

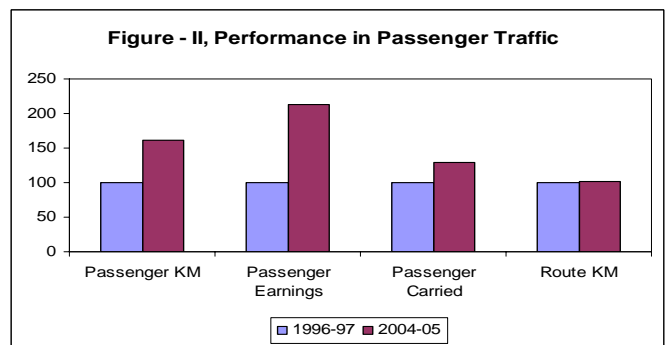


Table - II # Figures in thousands

	1996-97	2004-05	% increase
Passenger KM #	357013362	575702257	61.3%
Passenger Earnings #	66161288	140713965	112.7%
Passengers Carried #	4153170	5377937	29.5%
Route KM	62495	63465	1.6%

As shown in the fig-II, from the year 1996-97 to 2004-05 the earnings from Passenger traffic has gone up by 112.7% with addition of only 1.6% of route KM.

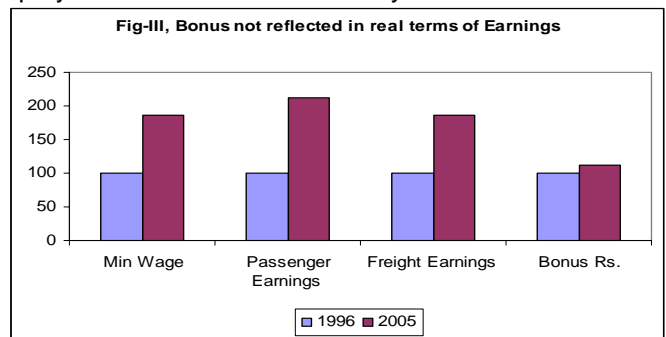


Table - III # Figures in thousands

	1996	2005	% increase
Min Wage	2550	4743	86.0
Passenger Earnings#	66161288	140713965	112.7
Freight Earnings #	163542174	304892328	86.4
Bonus Rs.	4356	4849	11.3

Even though the two major indices of Railway Earnings ie. Passenger and Freight have increased by 112.7 percent and 86.4 percent from the year 1996-97 to 2004-05 respectively the bonus amount has increased only by 11.3%, which was not even enough to compensate the price hike. Fancy announcements in increase in number of Bonus days every year in line with the Impressive performances of Indian Railways is not being transformed into real money value to the employees. In the present day context productivity linked bonus of around Rs.5000 with the addition of one or two hundred rupees ever year has become meaningless. Adding further insult, due to the low ceiling limit (nobody in the Govt. service gets such a low pay) all the employees in Group D and Group C are getting equal amount as Bonus which should not happen in any well managed organization. Bonus in its present form seems to be having the meaning of ex-gratia payment only. To have its real meaning Productivity Linked Bonus should increase the actual money paid to the employees not in number of days.

A CALL BY IRTSA
RAIL ENGINEERS
OBSERVE PROTEST DAY
ON 25TH SEPTEMBER, 07
MASS FAST

ON 25TH OCTOBER, 07
FOR NON-GRANT OF INTERIM RELIEF
&
NON-ACCEPTANCE OF OTHER DEMANDS
MAIN DEMANDS

- i) GRANT OF INTERIM RELIEF EARLY.
 - ii) GRANT OF GROUP B GAZD STATUS
-to all SEs & SSEs
 - iii) CADRE RESTRUCTURING AT PAR
WITH OTHER INSPECTORIAL CADRES (WITH
ATLEAST 37% Posts in S-13)
 - iv) a) Counting 50% DP as pay for
Incentive Bonus - in Workshops &
Production Units
b) Stop recovery of Incentive paid to SEs
and SSEs (as per Railway Boards orders of July,
2004 for counting of 50% DP as pay for Incentive
Bonus).
 - v) a) IMPLEMENTATION OF BENCHMARKS
& YARDSTICKS-in Open Line Depots, Sheds,
TRD, Workshops & PUs.
b) Honorarium to Engineers & Staff - in
C & W, P-way, Works, Bridges & S&T Depots,
Sheds, TRD, & Track Temping for additional
Workload due to New trains & New Assets
etc.
 - vi) FIRST CLASS PASS TO ALL J. Es.
- Issued by*
**INDIAN RAILWAYS TECHNICAL
 SUPERVISORS ASSOCIATION)**
 C.Hd.Qtr. 32, Phase 6, Mohali, Chandigarh.

ENGINEERS
STRENGTHEN IRTSA
FOR BETTER FUTURE
PROSPECTS
BETTER PAY SCALES
EFFECTIVE REPRESENTATION
OF YOUR PROBLEMS &
DEMANDS

POSITION OF ISSUES BEFORE SCPC

Interim Relief- The Pay Commission as well as the Government have turned down the demand for grant of Interim Relief to the (Serving or the Retired) employees.

Report of Pay Commission:- As per statement of the Finance Minister, The Sixth Pay Commission, is likely to give its report by April, 07.

Minimum Wages & Proposed Pay rise

The previous Pay Commissions raised the wages in the following proportion-

2 nd CPC –2.5 times,	3 rd CPC – 2.6 times,
4 th CPC – 3.2 times,	5 th CPC – 3.5 to 3.4 times.

Sixth CPC is likely to increase the existing wages by **3.9 times** (as demanded by Staff Side of JCM) OR **4.31 times**, (as demanded by IRTSA).

Date of effect :- This is likely to be **1. 1. 06**, (as demanded by all concerned)

D.A. Existing formula may continue, for calculating the D. A.

HRA :- The Classification of Cities may be reduced (as per 2001 census) – possibly to 3 classes instead of 6 (at present).

CCA:- Existing slab system may be replaced by % of basic pay.

Transport Allowance:- This may be linked to basic pay, as demanded – instead of Pay slab (at present).

Fixation of Pay:- Demand for **Point-to-Point Fixation** may be considered.

Classification:- Existing Classification of posts is likely to continue – as Group A, B, C and D. However pay ranges may change. Its actual impact will depend on what view Railway Board takes on the subject.

PENSION a) Employees with 20 years of service or more may be offered 50% of pay as Pension (on taking **Voluntary Retirement**).

b) Higher % of pension for longer years of service possible.

c) (Nominal) increase (of 5%) of pension – likely after 70 years of age.

d) Medicare Group Insurance for pensioners – may replace existing scheme.

e) New Pension Scheme may not be looked into by SCPC.

**No further Oral Evidence likely by
Sixth Pay Commission**

No further Oral Evidence is likely by the Pay Commission. All Associations have been ignored, except Federations affiliated to J.C.M. – contrary to previous Pay Commissions, which had called all major Associations and Unions. But 6th CPC is not following that convention. However, views given by us in our Memorandum will be considered (as per written assurance given to us by the 6th CPC).