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MASSIVE DHARNA & DEMONSTRATION BY IRTSA AT JANTAR MANTAR

Hundreds of Engineers (Technical Supervisors) of the Indian Railways, demonstrated at Jantar Mantar, New Delhi, as well as at the local and Zonal head quarters all over India today – April 27, to protest against the delay in the grant of Interim Relief and non-acceptance of their other long pending demands.

Addressing the rally at Jantar Mantar, Er.M.Shanmugam, Central President, IRTSA regretted that the strength of the Gazetted officers was the lowest on the Railways as compared to all other Departments. This was not only resulting in poor avenue of promotion for the Group "C" employees but also adversely affecting the quality of work and safety on the Railways. He further regretted that even the orders of the Government of India for classification of posts issued by the Department of Personnel as long back as in 1998, had not been implemented by the Railways.

Er. Harchandan Singh, General Secretary, IRTSA, demanded immediate grant of Interim Relief to all Central Government employees, up gradation of all posts of Senior Section Engineers, on Railways to Group 'B' Gazetted - as per orders of DOP, First class pass to all JEs on Railways as in all other departments, Counting of Dearness Pay for incentive Bonus – as well as for traveling facilities as in all other departments, and recognition of IRTSA - like the Associations of Engineers / Junior Engineers in all other Departments - like MES and CPWD etc.

While appreciating the innovative ideas of Railway Minister for improving the performance of Indian Railways during the last two years resulting in huge profits of Rupees 12,000 crores in 2005-06 and over Rupees 20,000 crores in the year 2006-07, the speakers demanded that the share thereof should also be given to the Railway men in the shape of the higher Bonus by removing the payment ceiling on the same.

MEMBERS OF PARLIAMENT PARTICIPATED IN THE DHARNA IN SUPPORT OF IRTSA DEMANDS

Members of Parliament Com. P.Mohan, and Com.A.V. Bellarmin participated in the dharna in support of the demands raised by IRTSA. While addressing the gathering Com.A.V.Bellarmin, MP, said that, though Technical Supervisors are small in number their demands are very genuine. Considering the responsibilities shouldered by Technical Supervisors in the day to day functions of Indian Railways and their key role in improving the performance of Indian Railways, their demands should be met with. Com. P. Mohan, MP, assured the gathering all possible support from their side. He also urged the Railway Board to Grant First class pass to all Junior Engineers and grant Group 'B' status to all SSE's immediately. Later both the MPs handed over the IRTSA memorandum to the Minister for Railways.

DELEGATION MEETS MEMBER STAFF

A delegation, led by General Secretary IRTSA, Er. Harchandan Singh, met the Member Staff, Railway Board, and had detailed discussions with him regarding the demands and problems of the Engineers / Technical Supervisors, including up-gradation of all posts of Senior Section Engineers, on Railways to Group 'B' Gazetted - as per orders of DOP, First class pass to all JEs on Railways as in all other departments, Counting of Dearness Pay for incentive Bonus – as well as for traveling facilities as in all other departments, and recognition of IRTSA.

Member Staff assured the delegation to look into the issues and to try to resolve the same to the extent possible.

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EDITORIAL**RECOGNITION OF IRTSA**

There is no forum on the Railways to discuss and highlight the problems of the middle management category of Engineers / Technical Supervisors on the Railways. Consequently the frustration and resentment of the category is continuously growing as the category neither has a voice in the Recognised unions nor finds it compatible with their job to play a leading role in the unions due to the managerial nature of their duties and responsibilities.

Railway Accident Inquiry Committee – 1968, headed by Justice K. N. Wanchoo, Railway Accident Inquiry Committee – 1978, headed by Justice Sikri and Railway Reforms Committee (in 1984-85) had all recommended for suitable forum for the Technical Supervisors to represent their grievances, to ensure better efficiency and safety on the Railways. But it is regretted that the Railway did not implement the said recommendations of all these committees, resulting in multiplication of the problems of this vital management cadre and their consequential frustrations.

It may also mention here that the Association of the Engineers / Junior Engineers are recognised in all other departments including the CPWD, MES and Telecommunication as well as in the state Government services, but the Railways have not cared to look into the problems of this category either directly or through a representative organisation, that is IRTSA - which was formed as long back as in 1965 and which represents an overwhelming majority of Engineers / Technical Supervisors on the Railways working in the various Workshops, Production Units, Sheds and Open Line Depots etc.

It is imperative that the IRTSA (Indian Railways Technical Supervisors Association), be recognised by the Railways – as being the oldest and the largest organisation of Engineers / Technical Supervisors on the Railways, to discuss and resolve the problems of TECHNICAL SUPERVISORS on Railways - on similar lines as Association of JEs in CPWD, Telecom and MES, which are all, recognized.

VITAL ISSUES RAISED BY IRTSA UNDER RTI – REPLY AWAITED

IRTSA has raised vital issues with the railway Board under Right to Information Act (RTI), some of which are cited below. While the replies are still awaited, some positive results are expected soon, on account of these probing queries.

- i) What is the total number of posts in Group A, B, C & D in each Department on Indian Railways.
- ii) What are the a) Criteria b) Guidelines, c) Yard Sticks, d) Orders regarding classification of posts in Group A, B, C & D – issued by the D.O.P. and adopted / issued by the Railways?
- iii) What are the reasons for non-implementation of orders of GOI issued vide DOP letter no. 13012/1/98-Estt (D) Dated 20.4.1998, on the Railways, regarding classification of posts in Group A, B, C & D.

iv) Whether Railway Board is proposing to classify / upgrade only 1/8th of posts in scale Rs. 7450-11500 from group C to Group B even while (belatedly) taking cognizance of DOPs. Letter dt. 20.4.98 (cited above)

v) a) Whether Railway Board is aware that posts of Foremen and Chief Draughtsmen (in scale Rs.2375-3500 / Rs. 7450-11500) were classified in Group B (**GAZETED**) in Ordinance Factories and Directorate General Quality Control, *vide Department of Defence Production Supplies letters no. 7(2)/92/D(FY) dated 16.04.95 and no A/98034/DCCA/ADM-10/1221/D(OA) dated 4.5.1994, in accordance with DOP letter no 3141/93 Estt(D) dt.30.12.1993.*

b) What are the reasons for not implementing any of the orders of DOP cited above; and

c) What are the reasons for the discrimination on the Railways in this regard vis-a-vis the said Departments under Ministry of Defence etc.

What are the criteria for entitlement for class of Passes on the Railways:-

While on Duty or on tour ;

For Privilege / Complementary Passes?

What are the criteria as per orders of DOP for traveling on train for Central Government employees:-

While on Duty or on tour ; On L.T.C. etc?

What are the reasons for discrimination b between Other Central Government employees and railway men regarding entitlement for travel on train:-

While on Duty or on tour ;

For Privilege / Complementary Passes & on LTC etc?

a) What are the reasons for having different levels of entitlement on Railways on the basis of date of recruitment?

b) Does any such discrimination on the basis of date of recruitment exist for other Central Government employees, for entitlement to travel?

c) If no, then what is the justification for such a treatment with the Railway men

v) How is it legally justified to have such discrimination on either of the above two counts?

GS writes to Sixth CPC for early hearing to IRTSA

IRTSA had submitted, to the Sixth Pay Commission - a detailed memorandum, reply to the Questionnaire of the Pay Commission, and a separate memorandum for Interim Relief. We had also requested the Commission for a hearing and for the oral evidence.

IRTSA represents over 50,000 Engineers / Technical Supervisors on Railways - including Junior Engineers, Section Engineers, and Senior Section Engineers of all the departments of Indian Railways & Production Units (i.e Mechanical, Electrical, Civil, Signal Telecommunication, Stores & Chemical & Metallurgical Laboratory etc).

It is therefore, earnestly requested that an early hearing may please be given to the IRTSA (Indian Railways Technical Supervisors Association), to enable us to place our views before the Pay Commission, in person, with a delegation of 8 to 10 members, if possible, for about 1 hour, or such other time as the Pay Commission may very kindly allot to us for the purpose.

IRTSA URGES BOARD TO IMPLEMENT DOP ORDERS ON GROUP 'B'

Copy of GS / IRTSA Letter no. IRTSA/CHQ/RB Dated 4.4.07
to Member Staff Railway Board

Sub: - Classification / up-gradation of posts in apex grades of Rs. 7450-11500 & Rs 6500-10500.
Ref: - Shri A.K. Nigam, Advisor IR /Railway Board's DO Letter PC-V/98/1/2/(Pt-1) to AIRF & NFIR,

1. We are thankful to you & the Railway Board for accepting at least in principle that classification of posts on Railways should be done as notified by Government of India vide DOP's letter no 13012/1/98Estt(1) dated 20.4.1998 – a matter which had been hanging fire for more than 20 years, as even earlier orders of GOI issued vide DOP's letter no. 3141/93Estt(D) dated 30.12.1993, had also not been implemented on the Railways.

2. However, we beg to disagree with the contention of the Railway Board (as put forth in the PNM Meeting) regarding the implementation of DOP letter (no 13012/1/98-Estt(1) dated 20.04.1998) that "in order to avoid any imbalance in the cadre, which may affect Railway work, the orders may be implemented in phases".

3. We are also extremely distressed to go through the proposal of the Railway Board (as indicated in the above cited letter of Advisor/ IR) to classify only 1/8th (i.e. 12.5%) posts in the apex scales of Rs. 7450-11500 / Rs. 6500-10500, in Group B and to fill up even this paltry number of posts through normal process of selection, as mentioned in Boards letter cited above. This is a gross injustice and will be adding insult to injury, since:-

This is in violation of the orders of GOI, issued vide DOP letter no. 13012/1/98Estt(1) dated 20.4.98 (referred to by the Board)-because the said orders of DOP laid down that (all) posts with a maximum of Rs. 9000 or above should be classified in Group B, but even nearly 9 years after the issue of the said orders of DOP, the Railway Board is only proposing to upgrade only a small fraction of (12.5%) posts in the apex grades of Rs.7450-11500/ Rs. 6500-10500- thereby not only ignoring the lower scales but also just touching only a tip of the apex grades.

This is also highly discriminatory, on following counts:-

It will discriminate within Railways - as in some departments, 1/8th posts in scale Rs. 7450-11500 will be classified in Group B while in other departments, where Rs. 6500-10500 is the apex grade, the posts in the lower scale of Rs 6500-10500 will be classified in group B while retaining those in the same scale in case of the former in group C only.

It will also perpetuate discrimination with Railway employees vis-à-vis those of other departments where orders of DOP dated 30.12.93 & 20.4.98, have been implemented since long. Consequently, all posts of Foremen, Chief Draughtsmen and Senior Scientific Assistants- in scale Rs 2375-3500 / now Rs. 7450-11500, have been classified in group B (gazetted) (vide Ministry of Defence, Department of Defence Production & Supply's letters no. 7(2)/92/D(FY) dated 16.4.95 and A/98034/DCCA/ADM-1221/D(OA) dated 4.5.1994 in accordance with DOP's letter dated 30.12.93 (cited above).

All the said posts, in scale Rs 2375-3500/Rs 7450-11500, which have been classified in group B in Defence (Ordnance Factories) etc., are in Gazetted cadre and not in non-gazetted cadre as mentioned wrongly in certain quarters (as apparent from the copies of above cited orders of Ministry of Defence attached herewith). Only the posts in scales Rs 6500-10500 and 5500-9000 are in Group B Non-Gazetted, unlike the posts in the scale Rs 7450-11500 which are all in Group B Gazetted cadre in all other Departments except the Railways.

It is, therefore, earnestly requested that the Railway Board may please consider the following:-

a) TO PLEASE IMPLEMENT ORDERS OF DOP IN FULL ON THE RAILWAYS AS A WHOLE & CLASSIFY ALL POSTS IN SCALE WITH MAXIMUM OF ABOVE Rs 9000, in Group B;

OR PLEASE CLASSIFY ALL POSTS OF SENIOR SECTION ENGINEERS (EARLIER DESIGNATED AS FOREMEN, CHIEF DRAUGHTSMEN) & CHEMICAL & METALURGICAL SUPERINTENDENTS IN SCALE Rs. 7450-11500 IN GROUP B (GAZETTED) –to restore the parity with other departments; AND

b) To Please Fill Up The Upgraded Posts By Modified Process Of Selection On Seniority-Cum-Suitability Basis As A One Time Measure – On Similar Lines For Cadre Restructuring On Railways And As Per Procedure Followed By Defence /Ordnance Department For Reclassification Of Posts In Group B.

NO TIMEFRAME FOR AMENDMENT IN PAYMENT OF BONUS ACT, 1965

The Government has been receiving representations from trade unions for abolition or enhancement of the eligibility limit and calculation ceilings under the Bonus Act, 1965.

A proposal regarding amendment to the Payment of Bonus Act, 1965 to enhance eligibility limit of Bonus from Rs. 3,500/- per month to Rs. 7,500/- per month and calculation ceiling from Rs. 2,500/- per month to Rs. 3,500/- per month as per recommendation of the Second National Commission on Labour (NCL) was deliberated in the 41st Session of Indian Labour Conference (ILC) held from 27-28th April, 2007 in New Delhi. After the deliberations, the increase in calculation ceiling from Rs. 2,500/- per month to Rs. 3,500/- per month has been unanimously agreed by all the stakeholders. However, the proposal to increase the eligibility limit from Rs. 3,500/- per month to a suitable level higher than Rs. 7,500/- per month or to Rs. 10,000/- per month as agreed by stake holders other than employers, is under consideration of the Government. Given the procedures/steps involved and related financial implications, it is not possible, at present, to specify a definite timeframe for carrying out the amendment to the Act.

This was stated by the Minister of State (Independent Charge) for Labour and Employment, Shri Oscar Fernandes, in written reply in the Lok Sabha.

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Er.Selveraj has gone abroad

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DEDICATED FREIGHT CORRIDOR

Decisive Capacity Augmentation Plan by Indian Railways. - True professional approach will yield huge revenue for Railways.

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

To sustain the economic growth at the desired level, the transport infrastructure growth should be around 1.2 times of the desired GDP growth. It is therefore imperative to sustain 9 percent GDP growth, transport infrastructure should grow around 11 percent. In the year 2011-12 IR will be required to carry 1100 -1200 million tonnes of freight. In the year 2004-05 IR carried 602 million tonnes of freight. To enable such a major hike in the carrying capacity, IR has decided to install a **Dedicated Freight Corridor (DFC)** to a length of nearly 3000 km in the first phase within a period of five years.

Eastern Corridor will be constructed between Ludhiana and Sonnagar, via Ambala, Saharanpur, Khuraj and Allahabad at a cost of Rs11,590 crores. **Western Corridor** will be constructed between JNPT, New Mumbai and Tughlakabad via Vadodara, Ahmedabad, Palanpur and Rewari at a cost of Rs.16,600 crores.

Special features of Dedicated Freight Corridor

- Mostly double line except for a few stretch.
- Eastern corridor will be electric and western corridor will be Diesel traction to enable running of double stack container trains.
- Heavier and longer trains with 25 T axles will be operated. Track sub structure will be fit for 30 T.
- The stations will be apart by around 40 km.
- All level crossings gates will be replaced by over bridges and grade separators.
- Feeder routes of these corridors will be upgraded for the movement of heavy and long trains.

Advantages of Exclusive Freight Corridor

- Reduce unit cost of transportation which will reduce the fares.
- Reduce the transit time, improve the reliability and satisfaction.
- IR's Freight share will increase, which in turn will reduce the country's oil import bill.
- Average speed of the freight trains, ordinary passenger trains and Express trains will improve substantially from the present level of 23.3 kmph, 46.8 kmph and 35.6 kmph respectively.
- Higher axle loads and enhanced moving dimensions will improve the pay load / tare load.
- Passenger train services can be improved in all fronts.
- All the assets like track, bridges, Rolling stock can be utilized more economically.
- Wagon turn around which was 11 days in 1950 -51 was brought down to 6.4 days in 2004-05 and will be further brought down drastically. For each 0.1 day reduction in wagon turn around IR earns Rs.700 crores more per year.
- The coach Km per coach day will be increased substantially from the present level of 650 kms per day.

A Special Purpose Vehicle (SPV) named Dedicated Freight Corridor Corporation of India limited (DFCCIL)

with 100 percent equity of Ministry of Railways has been formed. The company will explore all possible funding options like domestic and foreign debt, multilateral funding, budgetary support, export credit, BOT, levy and development cess etc. The company will not hold any rolling stock. Responsibility of train operation including provision of motive powers will be vested with Indian Railways.

Human recourses should also be handled professionally

While making the attempt to create DFC in a true professional way, Indian Railways should also manage its 14.2 lakhs strong work force in a professional way by motivating the Railway men with suitable pay packages. Enhanced performance of Railway should reflect in the pay packages of its employees. Railways should not try to reduce its man power indiscriminately risking safety.

GENERAL SECRETARY ADDRESSED ENGINEERS IN LILUAH WORKSHOP, E.R.I

On 9th April 07, Er.harchandan Singh, GS/IRTSA visited Liluah.He addressed a big gathering of 150 Supervising Engineers. His enthusiastic speech repeatedly saluted the glorious history of IRTSA and was dedicated to the forgotten soldiers of Liluah Unit and dedicated Heros of IRTSA as a whole.He explained about the memorandum submitted to the SCPC. In presence of him, the house elected Er.Proloy Kumar Mukherjee, as new Ad-hoc Secretary for Liluah sub-unit. GS supported the venture and formed the entire committee, which is as under.

President	Er.Goutam Mukherjee, SE/CR
Vice President	Er. Shekhar Mukherjee, SSE/A Er.Ashoke Saha, SSE/M
Secretary	Er.Proloy Kumar Mukherjee, SE/Comp
Jt. Secretary	Er.K.Khamaru, SE/Weld/PPS Er.Gopal Marik, SE/Elec
Treasurer	Er.Pijush Dasgupta, SSE/N
Org. Secretary	Er.Saibal Deb, JE-I/L Er.Sahjay Gosh, SSE/L Er.Samir Kr. Dey, SSE/FIN/AC Er.Sujit Mukherjee, SSE/MR
Asst. Secretary	Er.Motilal, JE/A-Shop Er.Bikash saha, SSE/E-shop Er.S.K.Boral, SE/TR Er.Proloy Datta, JE/C-Shop Er.Jayanta Bhattacharya, SE/H-shop Er.Somenath pramanik, SE/MR Er.Debashis Mukherjee, JE/K-Shop Er.Subrata Roy, SE/G-Shop
Executive Members	Er.Tapan Kumar Rana, JE/ L-Shop Er.Prasun Kr. Mitra, JE/N-Shop Er.Achyinta Kr. Das, SSE/Elec Er.Srinath Mishra, JE/L-Shop Er.Subir Sinha, JE/T-Shop Er. Goutam Mukherjee, SSE/Drg

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RAILWAY BOARD'S LETTERS

Syllabus for 30% LDCE for promotion to Group "B" of AME/AWM in Mechanical Department of Railways/Production units.

Railway Board letter No: E(GP)2005/2/8 dated 22-03-2007.

A revised syllabus for LDCE for promotion from Group 'C' to Group 'B' post in Mechanical department of Railways/Production Units is enclosed for guidance.

The revised syllabus will be effective from the date of issue of this letter. However, LDCEs for which written examinations have already been held or which are at an advance stage, need not be disturbed.

PROPOSED SYLLABUS FOR 30% LDCE FOR PROMOTION TO GROUP 'B' FOR AME/AWM IN MECHANICAL DEPARTMENT

Paper – I

Maximum mark 150, Pass mark 90.

Part A – General portion – 50 marks

General Knowledge: This section would contain questions of general interest and importance which is acquired by general observation and reading without specific study. Subjects of national importance as well as achievements of Railways will also be covered. The standard of General knowledge shall not be more rigorous than matriculation.

General Mathematics: #. Arithmetic and statistical operations Graphs, Fractions, Percentage, sampling & average. #. Geometry – Area & volume up to Higher Secondary / class 12 standard #. Algebra, simultaneous equations etc up to Higher Secondary / class 12 standard #. Mechanics velocity & acceleration, work done & horse power etc up to Higher Secondary / class 12 standard.

Strength of Materials: Various engineering materials and their properties, Bearings, stress & strain, Fatigue, hardness, corrosion & surface finish.

Physics and Basic Electricity: #. Temperature and its measurement. #. Mechanics: Newton's law of motion, velocity & Acceleration, work, energy, power, Archimedes Principle etc. #. Heat, work Expansion of solids liquids and gases. #. IC engines, Gas turbines, Heat recovery & thermal efficiency, Supercharging & inter cooling. #. Ohm's law, Coulombs law, Faraday's law, voltage, current, resistance, wet & dry batteries, power factor. #. Simple motors & Dynamos-Principle & working, transformer, relay, fuse, circuit breakers. #. Power supply, AC & DC, Rectification.

Part – B Professional portion – 100 marks

General: #. Out of commission (under repair) percentage for different types of rolling stocks & motive power and how to minimize the same. #. Different types of locomotive, coaches & wagon stock in use on the Railways. #. Prevention of hot boxes on

motive power/ rolling stock & maintenance of roller bearings. #. Disaster management – Accident classification, duties of first official to reach at Accident site, causes of accidents and their prevention, existing disaster management system & its shortcomings, recommendations of high level committee, accident Enquiry. #. Corporate safety plan, RSRC recommendations. #. Benchmarking. #. Quality improvement in work area. #. Failure analysis. #. Performance indices. #. Items to be inspected at workplace. #. Health and safety standards in shops sheds & depots.

Stores: #. Classification of stores. #. Procedure for drawal of stores. #. Indenting procedures. #. Procurement methods – Local purchase, spot purchase, Bulletin tender, Advertised tender, Limited tender, Tender committee, Direct purchasing. #. Schedule of powers. #. Incoming inspection requirements. #. Scrap.

Information Technology: #. Familiarity with personal Computer, Specs – Processor, RAM, Hard disc, Floppy, CD, Multimedia etc #. Operation system – windows, starting and closing programs, creating/copying/saving/moving files in PC and moving files from one place to another. #. Utilities/Accessories: Disk clean up, defrag, Antivirus, CD Burning. #. Basic MS word, Excel and power point. #. Basic Local area net works: Servers, Hubs, Switches, Structured cabling, Nodes, Net work applications #. Using Internet: E-mail, Browsing, Searching.

Other Issues: Environment, Quality Management systems ISO 9000 & ISO 14000.

PROPOSED SYLLABUS FOR PAPER – II, Maximum Marks 150, Pass mark 90.

Sufficient numbers of questions shall be included in each of the disciplines to enable a candidate to answer the questions up to full 150 marks.

Part – A Consists of Establishment & Financial rules worth 50 marks.

Part – B Contains professional portion of 100 marks in four sections representing various streams of mechanical Branch – Division & Workshop Management, Diesel Locomotives, Carriage & wagon and work shops. Candidates can attempt questions from their own discipline or from more than one discipline if he so desires to complete up to 100 marks.

Part–A Establishment & Financial rules - 50 marks

Establishment Rules: #. General conditions of service of Railway servants including rules regarding leave joining time passes. #. Railway service D&A Rules-1968, railway service contract rules-1966. #. Retirement benefits. #. payment of wages, Allowances and over time. #. labour laws including Payment of wages Act, Workmen's compensation Act, Hours of Employment Regulations, Factories act, Industrial Disputes Act, Contract labour Act. #. Man

power planning and training. #. Welfare measures in Railways. #. PNM, JCM, PREM

Financial Rules: #. Parliamentary control over Railway Finance – Public accountability, Cannons of Financial propriety. #. Railway Budget, Budgetary terms, types of Budgets, Budget cycle, Demand for Grants Expenditure classification. #. Works programme – Financial justification of works-Preparation of Estimates, capital Budget, Control over capital expenditure. #. Financial and cost control in Railway workshops, sheds & Depot. # Delegation of Powers. #. M&P programme, RSP.

Part – B, Professional portion – 100 marks.

Divisional working & Operations Management: # Working time table. # Working in control office # power plan & Engine utilization # HOER and crew planning # Running rooms & Crew booking point management # Fueling installations management # Running staff training # Load trials # Drivers Grading system # Accident classification, definitions, ART ordering, Role of Supervisors & officers at accident site management # 140 T crane construction & safety in operation.

Diesel Locomotives: # Preventive maintenance schedules # Latest improvement in Diesel locomotives to reduce failure on lines. # Design improvements in bogies to make them fit for high speed operations. # Break system of Diesel locos including working of expressors and vigilance control devices and their maintenance. # Cooling water system of Diesel Engines. # Fuel oil system of Diesel Engines. # Control of lubricating oil consumption. # Safety device used on diesel engines and loco motives. # Testing equipment required in sheds for governors and fuel injection pumps. Non destructive testing such as Zyglon & magna flux # Trouble shooting on locomotives running on Railways # Fuel economy in diesel locomotives. # Maintenance requirement of different assemblies like – traction motor / Traction generator, expressor, turbo supercharger, power assembly, cylinder head. # thermal loading of Engine components. # Under gear maintenance, Suspension bearings, wheels. # Excitation system, transition, dynamic breaking, carbon brushes, relays & contractors. # Load box testing # Improvement made in ALCO locomotives # DEMUs – types, systems & trouble shooting. # Bio-diesel, CNG # Introduction to GM locomotives and its systems.

Carriage and Wagon: # Coaching stock preventive maintenance schedules in coaching depots including IOH. POH schedules in shops. # Wagon stock preventive maintenance including ROH in Depots and POH schedule in shops. # IRCA rules for reject able defects # ICF Bogie and their maintenance in sick line/shops. # Casnub Bogies & its modifications for high speed. # Corrosion repairs to coaching and goods stock # Couplers & draw gears, train parting & measures to avoid the same # Water availability in coaches, Fire prevention on trains. # Air break

system- twin pipe and single pipe. Under frame and Bogie mounted system, test rig, Checking timings, trouble shooting, DV defects, slack adjustment methods. Break binding passenger amenity items. # Coach house keeping # Maintenance pattern of freight trains including CC racks & coaching stock maintenance including revised policy circular-4 # Ride index, anti telescopic features. # Maintenance of various components like DV, SAB, PEASD. # Latest design improvements of carriage & wagons to improve their performance and speed potential # LHB coaches & BLC wagons # Construction, Design & Maintenance of tank wagons.

Workshops: # System of labour accountal, GA cards for time keeping documents, tally cards, job/route cards, inspection & rate fixing # Rules and calculation under incentive schemes # Paints & painting system # Different types of machine tools, such as lathes, milling machines, shapers, planers, cutting tools & cutting speeds and CNC machines. # CLW pattern of incentive scheme and group incentive scheme. # Different types of welding process and welding defects # Wheels, tyres and axles and their ultrasonic testing. # Heat treatment of ferrous items such as surface hardening, annealing, normalizing etc. # Roller bearing & Cartridge bearings # Injury free features in coaches. # Material handling.

Annual Review of Group 'C' and Group 'D' cadres.

Rly Bds. letter no. PC-III/2006/FE-I/2 dated 23-2-2007

Please connect para 20 of Board's letter no PC-III/2003/CRC/6 dated 9-10-2003 & para 17 of Board's letter no. PC-III/2003/CRC/7 dated 4-12-2003 vide which railways/Production units & RDSO were advised that the annual review will be undertaken from 1-04-2005. Prudent to the demands raised by staff side in PNM forum for suspension of annual review, Board have reviewed the matter keeping in view the constitution of the Sixth pay Commission and decided that annual cadre reviews due to be conducted as on 1-04-2007 on the cadre strength of 1-04-2007 should be suspended. The next Annual cadre review will now be under taken from 1-04-2009 taking in to account the cadre strength as on 1-04-2007.

PRAN Number for Employees Covered Under New Pension Scheme

All the Central Government employees who joined the service after January, 1, 2004, subscribing to the new pension scheme will have to secure a permanent retirement account number (PRAN) from the central record keeping agency (CRA) – National securities depository (NSDL). Each employee will have a unique individual permanent retirement account (PRA) which will be portable and the subscribers will have the option of switching from one fund manager to another. The CRA will be required to maintain these accounts and issue a PRAN to each employee. The CRA will maintain a master database of all personal retirement accounts and record transactions related to PRAN.

Rates of Night Duty Allowances w.e.f.1-1-2007

Railway board's letter no. E(P&A)II-2007/HW-1 dated 13-04-2007.

Consequent to sanction of an additional installment of Dearness Allowance vide this Ministry's letter No.PC -V/97/I/7/14 dated 22-3-2007, the President is pleased to decide the rates of Night Duty Allowance, as notified vide Annexures 'A' and 'B' of Board's letter no. E(P&A)II - 2006/hw-1 dated 7-11-2006 stand revised with effect from 1-1-2007 as indicated at **Annexure 'A' in respect of continuous, Intensive, Excluded categories and work shop employees** and as indicated at **Annexure 'B' in respect of 'Essentially Intermittent' Categories** respectively.

Annexure – A

Pay Slab	A -1 Rs	A Rs	B – 1 Rs	B – 2 Rs	ordinary localities & c, Rs
2550-2605	24.85	24.70	24.60	24.45	24.30
2606-2790	26.00	25.85	25.70	25.55	25.40
2791-3230	29.30	29.05	28.85	28.65	28.35
3231-3440	32.35	32.10	31.90	31.70	31.40
3441-4125	36.55	36.35	36.10	35.95	35.65
4126-4270	40.95	40.65	40.40	40.10	39.55
4271-4480	42.60	42.35	42.05	41.75	41.20
4481-4630	44.30	44.05	43.75	43.45	42.90
4631-4870	46.15	45.85	45.60	45.30	44.75
4871-5165	48.65	48.40	48.10	47.80	47.25
5166-5465	51.45	51.20	50.90	50.65	50.05
5466-6210	56.40	56.10	55.80	55.55	55.00
6211-6655	62.00	61.70	61.45	61.15	60.60
6656-6955	65.50	65.20	64.95	64.65	64.10
6956-7850 & above	71.15	70.85	70.55	70.30	69.75

Annexure – B

Pay Slab	A -1 Rs	A Rs	B – 1 Rs	B – 2 Rs	ordinary localities & C, Rs
2550-2605	16.55	16.45	16.40	16.30	16.20
2606-2790	17.35	17.25	17.15	17.05	16.95
2791-3230	19.55	19.35	19.25	19.10	18.90
3231-3440	21.55	21.40	21.25	21.15	20.95
3441-4125	24.35	24.25	24.05	23.95	23.75
4126-4270	27.30	27.10	26.95	26.75	26.35
4271-4480	28.40	28.25	28.05	27.85	27.45
4481-4630	29.55	29.35	29.15	28.95	28.60
4631-4870	30.75	30.55	30.40	30.20	29.85
4871-5165	32.45	32.25	32.05	31.85	31.50
5166-5465	34.60	34.15	33.95	33.75	33.35
5466-6210	37.60	37.40	37.20	37.05	36.65
6211-6655	41.35	41.15	40.95	40.75	40.40
6656-6955	43.65	43.45	43.30	43.10	42.75
6956-7850 & above	47.45	47.05	47.05	46.85	46.50

Right Sizing the Indian Railways

Railway Board's letter No.E(MPP)2005/1/54/Vol.III dated 6-03-2007.

It has been observed that some of the Railways are restoring to surrender of higher grade/promotional quota vacancies. The matter was discussed during the PNM/AIRF meeting held on 18th and 19th January 2007 and it is clarified that higher grade posts, can not be surrendered, in case the promotional prospects of staff are affected.

It is further clarified that normal posts in safety categories should not be surrendered. However, the same may be done, subject to a review having been undertaken that the number of posts have reduced, or in case where due to application of benchmarking norms, technological upgradation, change in working system, etc. these posts are superfluous. In brief, the Railways should review the strength of all categories of staff critically and rightsize accordingly.

CENTRAL PRESIDENT ADDRESSES ENGINEERS AT BANGALORE

On 10th May Central President M.Shanmugam addressed a gathering of Supervising Engineers at Bangalore. **Er.Ravichandran**, Treasurer, S.Rly who made the arrangements for the meeting welcomed the gathering. **Er.K.V.Ramesh**, Asst. Central Treasurer explained the hard work done by the IRTSA office bearers to bring out an exhaustive memorandum submitted to the Sixth Central Pay Commission.

In his address **Central President, Er.M.Shanmugam** gave first hand information about the oral evidence given to the sixth central pay commission by him on behalf of NFIR. He explained the status of various demands of IRTSA like Group - 'B' status to all SSEs, reckoning DP for the purpose of incentive calculation for all SSE, SE and JE, First class pass to all JEs etc. While proposing the vote of thanks **Er.Vanaraju**, Joint Secretary, S.Rly, called on all supervising Engineers to actively participate in all activities of IRTSA to make all its efforts successful.

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

RAILWAY MINISTER WRITES TO PRIME MINISTER

**Fresh Recruitment Restriction should not be
applied to Railways,
Demanded 300 Group – 'A' Posts.**

Content of letter written by MR to PM

In terms of DOP&T's O.M.2/8/2001-PIC dated 16.5.2001 strict guidelines for restricting fresh recruitment of 1% of the sanctioned strength have been issued. Railways have been clubbed with other Ministries and have been asked to follow the norms.

Indian Railways is a dynamic growing organization and it would not be possible to accept DOP&T's above circular in the current scenario when the business activities are growing. There are categories like drivers, Guards, station Masters, Ticket Collectors etc. where it is not possible to surrender even a single vacancy arising due to retirement or otherwise. Moreover, in view of ever increasing activities, eg. Construction of new lines, new trains, additional assets creation etc. the Railways would have to create more posts. Therefore, DOP&T's circular should not be applied mutatis – mutandis so far as Railways are concerned.

In view of the current growth rate of passenger and freight business of Railways, its expanding business activities, such as Dedicated Freight Corridor, new production units, strategic rail links to Jammu and Kashmir and NE region, high speed corridor development and the requirement of various PSUs like IRCON, RITES, RVNL, RAIL TEL, DMRC etc., there is a need to induct more Group – A officers to ensure that the Railway systems do not collapse for want of managers at different levels. In view of this work load at the managerial level, the indent for group 'A' service should be approved at the rate of 300 per year for the next few years.

Supervising Engineers should also get their due share

It is well said by Honorable MR that all the activities of IR are increasing drastically. The increase is happening in all activities like production of more rolling stocks by the Production Units, maintenance of more rolling stock by the Workshops & Sheds, maintenance of P.way, Bridges, traction & other assets by Engineering department, maintenance of Signal and Telecommunication and many more. This entire ever increasing trend will bring lot of additional load directly to the front line managers – Supervising Engineers. The load borne by the Supervising Engineers can not be substituted by out sourcing since they are the principle custodian and certifying authorities of the Railway properties.

Hence it is very much essential to keep the strength of Engineers in Railways on par with the increasing load. Equally important is the good pay packages and motivational allowances to stop the brain drain and to attract more number of young talented mass to Railway service.

CENTRAL PRESIDENT GIVES ORAL EVIDENCE IN FRONT OF SIXTH CENTRAL PAY COMMISSION ON

On 10th May, 07, Central President Er.M.Shanmugam, gave oral evidence in front of Sixth Central Pay Commission at HAL, Bangalore. On behalf of NFIR he represented Production units, Work Shops and Chemical & Metallurgical organization of Indian Railways. The team was headed by **NFIR General Secretary, Sri.Raghavaiah**, Senior leaders of NFIR and other office bearers also actively participated. Sri.M.Shanmugam highlighted the following important points to the Pay commission.

- Most of the Employees of Production units are having higher qualification than the required qualification for the job they hold. This unique quality keeps them in high proficiency and enables PUs to meet all the production targets and incorporate vital technological changes in a short time as when required.
- High standard of proficiency by the employees are not matched with good salary, leading to brain drain from PUs and Work shops.
- Various industrial pollution faced by the employees of PUs and Work shops and their health hazards.
- Health Hazards due to welding fumes, Noise, Paints, Chemicals, Industrial Radiography & Ultraviolet radiation, Ultrasonic test, heat treatment of steel etc.
- Existing anomalies of Technical Supervisors, CMA, Design and other staff.
- Comparison of earnings between technicians of ICF and Hyundai motors with same ITI qualification. Even though the basic pay is more or less similar the total emoluments of the Hyundai motors technician is 3.5 times that of the ICF technician.
- Lack of career progression. 99% of the staff recruited in Group 'C' retire as Group 'C' leading to lot of frustration.
- The employees in PUs & Work shops be placed two grade above in the existing V CPC pay.
- Entire employees be classified as industrial workers, whether technical or non technical and every one should be given prorata incentive bonus.
- Allowances to the extent of 30% of pay to overcome the industrial hazards.

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