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INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION

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Editorial

A Saga of 30 years of struggle

UPGRADATION OF POSTS FROM GROUP-C TO GROUP-B BELATEDLY UNDER CONSIDERATION

IRTSA has been demanding and struggling for Grant of Group-B Gazetted status to all SSEs for the last three decades – as per orders of DOP. CAT judgement in IRTSA-vs-UOI in 1989 directing Railway Board to reconsider the matter was side tracked by the Railway Board on flimsy grounds.

Struggle continued. In December 1998 Members of Railway Board assured to upgrade all posts in pre-revised scale Rs.7450–11500 to Group-B Gazetted. It appeared that the Board had almost decided in favour of the demand except that the Board wished for the reduction of streams to, so that the selection procedure becomes easier.

In September 2002, the full Board directed to get opinion of each Department for reduction of number of streams. Board also instructed to expedite the revision. Unfortunately, the concerned Directorates failed to project the matter in the right prospective as desired by the full Board and the issue got diluted.

In 1999 a Committee comprising of AM/Staff, OSD (A/cs) and OSD (Management service) submitted a retrograde report with the following observations:

- Additional financial burden due to Stenographic assistance, Group-D staff and additional privilege pass shall be Rs. 106 Crores.
- Inclusion of 10,000 posts in Group-B would lead to a structural imbalance and career planning of Group-B officers would also pose a major challenge.
- Separate Recruitment Rules would have to be framed for this Group-B grade in consultation with UPSC.

IRTSA strongly refuted all these and convinced the Railway Board to upgrade all the posts of SSE to Group B Gazetted in the interest of justice & Railways.

In November 2003, Board considered following three proposals on the issue:-

- Converting all the apex Group-C scale of Rs.7450-11500 into Group-B gazetted in the same scale. OR
- To upgrade 10% of apex Group-C posts to the gazette scale of Rs.7500-12000 – as per proposal given by the HAG level committee; OR
- To maintain the status quo.

Board decided to maintain the status quo – when a Group of so called Engineers (AIREF) accepted non-gazetted Group B status – which IRTSA strongly opposed..

IRTSA continued to represent for grant of Group-B gazetted status to all SSEs, CDMS, CMS and Senior Engineers/IT, and persuaded all concerned including to both the Federations - NFIR & AIRF and the Railway Board who agreed in principle to increase the percentage of posts of Group-B (Gazetted) by upgrading some of the posts from apex Group-C of all cadres way back in 2006.

Over the years, IRTSA put forth all the logical arguments like requirement of larger management cadre in technical departments in the scenario of huge investment (Xth five year plan out lay was Rs.81,000 crores, XIth five year plan outlay was Rs.2,50,000 crores and 5.19 lakh crore for XII plan) being done in Railways, high technological changes & up-gradations, capacity expansion, innovations, reduced man power, more outsourcing, engagement of contract labours in sensitive areas, etc. There would be no additional cost on stenographic and Group-D assistance, since all the SSEs were already having well established office setup. Inclusion of all SSEs into Group-B cadre would not also lead to any managerial or structural imbalance since they would have to carry out same duties and responsibilities. Since there is a well established system available in Railways, problem related to seniority would not arise. More over availability of large number of junior management officers will reduce the expenditure on supervision instead of increasing it.

Railway Ministry remains solitary exception in implementation of DoPTs order for reclassification of posts and among all Central Government departments Railway is having the lowest percentage of Group-B Gazetted cadre - which is less than 0.5%. Lack of career planning for JEs and SSEs and other technical cadre in Group-C (which has the direct recruitment element with the qualification of Graduation in Engineering), implementation of MACP Scheme after the Sixth Pay Commission has created a situation of many SSEs got the financial up-gradation to the Grade Pay of Rs.4800 which will further reduce whatever minimal cost of up-gradation to Group-B, were also highlighted to Railway Board **Continued on page-2**

UNITS! SEND CENTRAL QUOTA & STRUGGLE-CUM-LEGAL FUND

Through Bank Draft in favour of "IRTSA" to:

Central Treasurer IRTSA,

Er O. N. Purohit, 106, Suraj Nagar, Jodhpur-342008

(Ph: 09828024476 & 02912713123)

LATE NEWS: Clarification by Rly Bd - Allowing 3rd MACP for JEs to GP 5400 PB 2 and for DR SSE to GP 5400 PB 3 RB Dated 5-3-2013 (See copy on Web: www.irtsa.net)

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"SUCCESS COMES TO THOSE WHO BELIEVE"



UP-GRADATION OF POSTS TO GROUP-B ----*(Continued from page-1)*

After the implementation of sixth Pay Commission Report both the Federations have also largely demanded the following three points

- i) Upgradation of highest grade of Group-C to Group-B by 10% to 15% of the erstwhile Rs.7450-11500.
- ii) Simplifying the selection procedure by having minimum 50% objective type question papers for selections.
- iii) Upgrading the highest Grade Pay of Rs.4600 in Group-C to Rs.4800 in Group-C i.e. the lowest Group-B pay scale

After a number of discussions in PNMs and JCMs following proposals were offered to the Federations by Railway Board during August 2011:

a) Instead of upgrading number of senior most Group-C posts which may be to the tune of 3000 to 4000 posts, (RB) proposed to increase the number of Group-B posts by 15% to the existing Group-B strength of 8300, i.e.1250 posts.

b) The Group-B gazetted posts being filled up by 70% promotion and 30% LDCE quota is now proposed to filled up by 70% LDCE and 30% promotion quota.

c) Promotion through LDCE quota to be as per existing examination pattern with 50% objective type questions.

d) 30% promotion quota posts will be filled up through seniority-cum-suitability with 18 CR points in 5 years as benchmark.

e) Shifting to centralized Group-B examination. This is because of repeated vigilance indications of frequent complaints of corruption in Group-B selection.

Another committee consisting of EDPC, Advisor/IR and General secretaries of both the federations recommended for the upgradation of 15% of post from apex Group-C to Group-B with modified selection procedure of viva and scrutiny of records as one time measure. The incumbents of reclassification to continue to have same duties and responsibilities. The posts reclassified have to be distributed on the Railways on pro-rata basis according to the strength of Group-C staff in each department.

Earlier, Railway Board also got the opinion from the Zonal Railways and Production units to indicate the number of posts that can be upgraded to Group-B from apex Group-C on functional basis. After prolonged delay and many reminders all Zones and PUs except a few replied to Board. However, Number of posts proposed to be upgraded to Group-B varies from Railway to Railway. Therefore Board opinioned to prescribe uniform upper percent limit for upgradation subject to functional justification.

On further discussion a proposal of upgrading 3335 (5.35%) posts out of available 62350 posts in the Grade Pay of Rs.4600 has been proposed by Railway Board during November, 2012. IRTSA's demand of combined cadre restructuring involving Group-A, Group-B and Group-C was discussed in the full Board meeting, which has not yet taken shape due to some administrative reasons of schedule of Powers etc. Efforts continue to resolve the issue.

Three decades of representation and struggle has not fetched final results on this genuine, just and accepted demand. It is high time to think and decide the future course of action. Will the Board finalise the issue soon? If not, do we have any other remedy except to approach the Court of law once again? Shall we get justice in near future? Hopefully YES - we will.

Annual community get-together of ICF Family & Pongal Celebrations – 2013

IRTSA, ICF unit organized annual community get-together of ICF family on 18th Feb at ICF Higher Secondary School Auditorium. Sri. ABHAY.K.KHANNA, GM/ICF, graced the occasion as chief guest. PHOD's, HOD's, Officers, Supervising Engineers, Employees & Staff Council members were participated. Mrs.SANDHYA KHANNA, inaugurated the function by lighting Kuthvilakkau.



K.V.Ramesh, JGS/IRTSA welcomed the gathering. Sri.Rajendran, CPO/ICF wished all the ICF family members a bright future. In his address General Manager, ICF called upon all the employees of ICF to work collectively to improve the quality of ICF coaches to the world standard. Reputation of ICF in building various types of high valued sophisticated coaches like Metro Coaches for Kolkatta metro, DEMU should be maintained for ever, GM said.

Students of ICF silver jubilee higher secondary school performed vocal and dance programme. Binesh Mahadevan's Akshaya Arts group performed classical dance. In his concluding address M.Shanmugam, President/IRTSA thanked General Manager ICF for encouraging the efforts of IRTSA in organizing seminars, health awareness and cultural programmes. He said that IRTSA will continue to contribute for the betterment of ICF and Indian Railways. The programme ended with community dinner.

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Office bearers of IRTSA SC.Rly meet MOSR IRTSA Technical Diary released by MOSR



On 23.1.2013, IRTSA SC.Rly Zone office bearers under the leadership of Er.Krishnarao, President IRTSA/SC.Rly met Sri. Kotla Surya Prakash Reddy honorable Minister of state for Railways.

Sk.Salauddin Central Vice President IRTSA and S.G.Venkateswarao SSE/LGD WS greeted the Minister by presenting him bouquet. MOSR was honored with shawl by G.Krishna Rao Zonal President and N.V.Ramana Murthy Zonal Secretary SCR IRTSA. Er.K.P.Chari Zonal Treasurer presented the memento. The Minister released the Technical Diary of IRTSA SC.Rly Zone.

Memorandum on the demands of upgradation of Grade Pay, Grant of Group-B gazette status and recognition of IRTSA was handed over to the Minister by K.Subramanyam Zonal Vice President IRTSA SCR. Minister has gone through the memorandum patiently and assured the members to forward it to Railway Board.

IRTSA Trichy Division, S.Rly Meeting



Divisional meeting of IRTSA Trichy Division was held at construction office, Trichy on 20.01.2013. M.Shanmugam, Central President IRTSA presided over the meeting. Er.Kiran Kumar welcomed the Technical Supervisors / Rail Engineers of Civil, Stores, Chemical & Metallurgical departments. In his address Kiran kumar said that even though all the projects were completed successfully by the works department with many constraints and limitations, supervisors were made scapegoats for any short comings which were beyond their control. Basic facilities like clerk, class four staff etc are not provided to the supervisors of works department who extract work mainly from untrained non railway employees.

Non grant of financial upgradation under MACPS to the eligible employees for the past three years is deeply concerning the supervisors, he added.

In his address Er.Shathivel called upon the administration to resolve the main issues of civil engineers like Bench marking the work of civil engineers, compensation / additional man power for additional work, creation of stores facility in civil engineering department, detaching the responsibility of maintaining the "M" book by Works (IOW) engineer, etc. He also said that supervisors should not be asked to write exams many times for the promotion to the same post, due to insufficient vacancies available in the promotion post. Instead those who passed the written test & selection should be emplaned permanently and promoted as and when vacancy arises.

In his address Er. M.Shanmugam, Central President IRTSA said that functioning of IRTSA is not against any unions, associations etc and members of IRTSA are free to join any union or association as per their wish. He has explained the efforts made by IRTSA in getting the uniform designation of JE/SSE to all the Technical Supervisors of Railways. Grant of First class passes to all JEs and other employees in the same grade pay was achieved by IRTSA through recognised federations by explaining the facts and figures to all the authorities concerned. He explained the actions initiated by IRTSA to achieve the demands like Justified Grade Pay, cadre restructure, MACPS etc. He also nominated Er.Kiran Kumar as IRTSA Trichy Division Secretary which was approved by the house.

Er.V.P.Abdul Salam, Zonal Secretary/S.Rly appealed to all Technical Supervisors / Rail Engineers to get united under the umbrella of IRTSA to change the pitiable pay scales, working condition and social status. He advised all the members to regularly visit www.irtsa.net to get updated themselves about the activities of IRTSA and to know about the latest official orders. Er.K.V.Ramesh, JGS/IRTSA asked the Engineers to get fired-up to convert the challenges into chances. He appealed to all the members to contribute the annual membership, struggle fund and subscription for "Voice of Rail Engineers". He thanked all the members for attending the meeting in full strength despite being Sunday.

DIVISIONAL OFFICE BEARERS OF TRICHY, S.Rly

Div. President	S.Kailasanathan	SSE/E/TL&AC/TPJ
Div.	Manivannan	SSE/C&W/TPJ
Wok.President	S.Gunasekaran	SSE/DSL/GOC
Div. Vice President	S.Sakthivelan	SSE/WORKS/GC
	S.R.Pitchumani	SSE/WORKS/GC/TPJ
Div. Secretary	K.Kiran Kumar	JE/WORKS/GC/TPJ
Div. Treasurer	A.John Britto	JE/WORKS/GC/TPJ
	Sahayaraj	
Div. Joint Secretary	Sundara Vadivel	SSE/C&W/TPJ
	A.Gopinathan	JE/WORKS/GC/TPJ
	Balakrishna Raja	SSE/C&W/TPJ
	P.Brahmaiah	JE/TL/TPJ
Div. Org. Secy	B.Shanmugavel	SSE/WORKS/GC/TPJ
Co-ordinator	T.Jaikumar	SSE/PLG/GOC
	R.Parasuraman	SSE/P.Way/GC/TPJ
	M.K.Jegadeesan	SSE/BR/GC/TPJ

Diesel Shed meeting of IRTSA at Trichy, S.Rly

IRTSA meeting of Diesel Shed, Trichy, S.Rly was held at the meeting room on 21.1.2013. Er.Sukumaran welcomed Er.Shanmugam, President, K.V.Ramesh, JGS, V.P.Abdul Salam, Zonal Secretary, Aranaganathan, Org Secy, Kiran Kumar, Divisional Secy and all supervisors of Diesel Shed.



President M.Shanmugam explained the activities of IRTSA immediately after the release of Sixth Pay Commission recommendations and increase of multiplication factor from 1.74 to 1.86, increase of annual increment from 2.5% to 3% etc. He told that IRTSA's demand of Pay band concept to eliminate pay stagnation, allowances linked to basic pay, Children Education allowance, etc were accepted by Pay Commission. Advantages of reduction in number of scales to two, implementation of ACP / MACP Scheme were also explained by him.

He said that repeated representations, agitations, mass fast, dharnas etc to increase Grade Pay of Technical supervisors / Rail Engineers and Grant of Group-B Gazetted status were fall in deaf ear and IRTSA has decided to take legal actions to get resolved these genuine demands. He appealed to the members to contribute immediately for annual subscription, Struggle fund and subscription for "Voice of Rail Engineer". Earlier Er.Kumaraguru, SSE has been nominated as President of Diesel shed and Er.Sukumaran has been nominated as working president of IRTSA/Trichy Division.

IRTSA Office Bearers of DSL Shed/GOC.

K.Baskaran	President	SSE/Elec
P.Ganesh Raj	Vice President	JE/Mech
G.Ganesh Kumar	Secretary	SSE/Mech
T.Ganesh Kumar	Treasurer	JE/Mech
P.Kamaraj	Org. Secy	JE/Mech
G.Murali	Org. Secy	JE/Mech
R.Nagarajan	Asst. Secy	JE/Elec
D.A.Paul Moses	Asst. Secy	JE/Mech
V.Balasubramanian	Asst. Secy	JE/Mech
K.Naresh Kumar	Asst. Treasurer	JE/Mech

IRTSA meeting at Golden Rock workshop, S.Rly

IRTSA Golden Rock Workshop, S.Rly, conducted the meeting at Tiffin Shed on 21.1.2013. Er.Thirumaran Secretary / GOC welcomed the gathering, he praised the hard work put up by Central President and General Secretary for the welfare of the category. In his address Er.Baskar, Divisional Secretary / Salem explained how the unity among the Technical Supervisors brought work harmony at Erode Diesel Shed. Trichy Division secretary Er.Kiran Kumar also participated.

In his address K.V.Ramesh JGS/IRTSA explained the major achievement of grant of First class pass to all JEs, reduction in training period etc. He said that even though fifth and sixth pay commission have recommended different pay scales for senior technician and Junior Engineer, Government / Railways went on to upgrade the pay scale of senior technician without upgrading the pay scale of JEs further, resulting in placement of their scales on par with JEs. This has resulted in violation of natural justice of "an equal cannot be over an equal". It also violated the recommendation of sixth pay commission that promotion should happen progressively in the next higher grade pay. Many categories which were placed below the Technical Supervisors are now placed above them graciously disturbing the horizontal parity and vertical relativity, he told. Railway Boards' half hearted attempt of upgrading the Grade Pay of Rs.4600 to Rs.4800 has been returned by Finance Ministry directing the Railways to specifically mention the category which Railway want to upgrade. Even though Railways given the justification only for the Technical Department supervisors, it diluted the issue by demanding the pay upgradation for all, which was not accepted by Finance ministry. He said that in the era of outsourcing supervisors have to adopt to the situation by switching over to single seniority unit, which will ensure non reduction in the cadre strength, uniform career growth, incentive / PCO allowance to all supervisors etc. He appealed to all the work shop Engineers to contribute profoundly in all the activities of IRTSA at Divisional, Zonal and Central level.

In his spirited speech V.P.Abdul Salam, Zonal Secy, S.Rly, lambasted the Railways for letting down the field Engineers by granting them humiliating Grade Pay, almost nil career progression, inhuman working conditions, etc. He said nexus between unruly union & administration put more stress on the supervisors and further damage the system and industrial harmony. He urged the members to come out from the elusion and to fight for the genuine demands.

.....Continued on page - 5

.....GOC work shop meeting continued from page - 5



In his presidential address Er.M.Shanmugam explained the efforts taken by IRTSA in the demand of Group-B gazetted status. He explained the evaluation of ACP and MACPS concept which brings atleast some relief to the category. He said that there are major anomalies in the pay scales, classification of posts and MACPS that are to be addressed, but there was no sign of Railways trying to resolve them. He informed the house that since all the efforts of IRTSA on pay scale upgradation have not fetched any result IRTSA has decided to take the legal action in getting the justifiable pay scales. He appealed that work shop supervisors who are all acquainted with IRTSA for 47 years to contribute the membership subscription, struggle fund and subscription for "Voice of Rail Engineers". On the appeal made by the President many members have made the contribution instantaneously. Er.Zaheer Hussain proposed the vote of thanks.

Earlier the delegates led by M.Shanmugam met Chief Workshop Manager, GOC work shop and discussed various issues. Meeting the modern day requirements by modernization & expansion of workshop and positive motivation to the supervisors were discussed in the meeting.

New Office bearers of GOC Work shop, S.Rly

President	A.ZAHIR HUSSAIN, SSE
Secretary	K.THIRUMARAN, SSE
Treasurer	K.S.NARAYANAN, SSE
Asst. Treasurer	P.SRIPATHY, SSE
Working President	R.THYAGARAJAN, SSE
Vice president	V.RAJAGOPALN, CDMS
Vice president	T.JAYAKUMAR, SSE
Organizing secretary	H.GHOUSE BAIG, CMS
Asst. Secretary	S.GANESAN, SSE
Asst. Secretary	B. MURUGANANDAM, SSE
CEC- Member	V.NATARAJAN, SSE

ZONAL GENERAL BODY MEETING OF CLW

General Body Meeting of IRTSA/CLW unit was held on 26-02-2013 from 16:30 hrs. The meeting observed one minute silence to pay respect to let Prabhat Mukherjee ex-Unit Secretary.



Welcome address was delivered Er. B.K.Prasad, Unit President, Er. Goutam Maji placed the Unit Secretary report before the house. The audited account was placed by Er. J.Konar, Unit Treasurer.

The Secretary's report and the audited account were passed by the General Body after prolonged discussion. Er. Kalyan Banerjee, Working President, explained the position of demands and different action programme taken by IRTSA for early settlement of the issues. He also explained the need for struggles as well as the need for funds to initiate the legal action. He also appealed to the members to contribute Rs. 1000/- each towards Legal cum Struggle fund of IRTSA by June 2013.

Er. Ashok Chowdhury, Joint Secretary-Staff Council and Org Secretary-CEC, explained the local problems and the actions taken. Er.B.K.Prasad in his concluding address gave call for total unity and more active participation of younger generation in the coming years. The outgoing executive body was dissolved by the President.

The new executive body was elected under the chairmanship of Er. Sachin Chatterjee, who retired as SSE/Shop-19 on 31-01-2013. Er. Chatterjee was assisted by Er. Pranab Bose, SSE-TMDO.

Er. Sugato Dutta SSE-53(Elec), was elected as the Unit Secretary. The meeting ended with the vote of thanks and with a community dinner.

NEW EXECUTIVE COMMITTEE OF IRTSA-CLW

President	B. K. Prasad, SSE/WS-09
Working president	K.K. Bandyopadhyay, SSE/HTS
Vice president (Mech)	B. K. Bhaduri, SSE/20
Vice president (Elect)	Amit Das, SSE/19
Vice president (S.F.)	Prabhat Das, SSE/MELTING-34
Vice president (Civil)	C. R. Majumdar, SSE(W)
Zonal Secretary	Sugata Dutta, SSE/53(E)
Jt secretary (Mech)	Ashoke Chowdhury, SSE/MTS-56
Jt secy (Elect & TTC)	A. Gorai, SSE/CPH
Joint secretary (S.F.)	M. Rahman, SSE/Method
Joint secretary (Civil)	Tapan Roychowdhury, JE(W)/
Joint secretary (drg.)	Sanjoy Das, JE(Drg)/ELDO
Org secy (Mech)	Shankar Sharma, JE/ELB-05
Org secretary (elect)	B. K. Singh, SSE/21
Org secretary (S.F.)	S. Barik, SSE/Fetting-35
Org secretary (Civil)	Uttam Nag, JE(W)
Org secretary (Drg)	Subir Mondal, SSE(D&D)/TMDO
Org secretary (VRE)	K. K. Roy, SSE/WS-09
Treasurer	J. Konar, JE/TM-20
Internal auditor	Subrata Sen, SSE/ELA-16

C&W Depot & Open Line Electrical Supervisors meeting at TPJ Division



IRTSA Trichy division, S.Rly, conducted the meeting of C&W Depot & Open Line Electrical Supervisors at BG Coaching complex on 21.1.2013. Central President M.Shanmugam presided over the meeting. K.V.Ramesh, JGS/IRTSA, V.P.Abdul Salam, Zonal Secretary/S.Rly, Er.Kailasanathan, Divisional President, Er.Kiran Kumar, Divisional Secretary, Er.Aranganathan, Org. secretary participated in the meeting. In their spirited speech Central President and Zonal Secretary asked the members to come out of their mental block and fight vehemently for justified pay scales, good career progression, better working conditions, etc. On the appeal made by Central President for the contribution towards the membership subscription and struggle fund some of the members paid instantaneously. Earlier Er.Jayakumar has been nominated as divisional coordinator.



Sub: Right sizing - Policy on creation of posts.

Board's letter No: E(MPP)2012/1/10, dated 28.12.2012

AIRF and NFIR during the PERM meeting have expressed apprehensions on creation of posts with reference to Board's letter dated 04.09.2012 (RBE No:96/2012)

It is clarified that Railways can create posts with matching savings only, on account of new organization and new assets like new trains, new locos, extra coaches, etc as per Board's letter No.E(G)76 EC2-7 dated 17.11.1979 read with Board's letters No.E(G)82EC2-2 dated 12.7.1984 and E(NG)II/91/PO/Genl./2 dated 24.6.1991 respectively. Board's letter E(G)2003 EC2-3 dated 31.10.2003 deals with the creation of posts for maintenance of rakes for new trains on matching savings failing which by debits from vacancy bank, to be set off first by future credits. Board have further permitted DRMs to create posts in safety and operational categories on 1:1 basis for new assets as envisaged in Board's letter No E(MPP)2003/1/88 dated 05.04.2006 with the approval of General Manager.

HIGHLIGHTS OF RAILWAY BUDGET, 2013-14

Compiled by K.V.RAMESH, JGS/IRTSA

- The number of passenger trains has increased from 8897 in 2001-02 to 12335 in 2011-12.
- Losses on passenger operations increased from Rs 4,955 crore in 2001-02 to Rs 2,500 crore in 2011-12 and is estimated to be Rs 24,600 crore in 2012-13.
- During the XI Plan, Railways could meet the target of new lines and electrification but fell short of the targets for doubling and gauge conversion, achieving only 2758 km and 5321 km respectively.
- Tentative XII plan outlay for Railways – 5.19 lakh crores
 - Gross Budgetary Support of Rs 1.94 lakh crore
 - Internal resources of Rs 1.05 lakh crore
 - Market borrowing of Rs 1.20 lakh crore
 - Public private partnership route Rs 1 lakh crore
- Number of consequential train accidents per million train kilometre has decreased from 0.41 in 2003-04 to 0.13 at the end of 2011-12.
- 40% of consequential accidents and 60% of fatalities are accounted for by level crossings. Solution lies only in eliminating the level crossings.
- Railways' annual share from the Central Road Fund is only Rs 1,100 crore against a requirement of almost Rs 5,000 crore.
- Estimated requirement of nearly Rs 37,000 crore at present day cost for eliminating 31,846 LCs, out of which 13,530 are unmanned.
- Measures to strengthen the safe operation of trains
 - Introduction of Train Protection Warning System (TPWS)&Train Collision Avoidance System (TCAS)
 - Up-gradation of track structure using 60 kg rails
 - 260 meter long welded rail-panels and improved flash butt welding technology
 - induction of Self Propelled Accident Relief Trains (SPART) with speed potential of 160/200 kmph
 - Progressive induction of crash-worthy LHB coaches having anti-climb feature and
 - Rehabilitation of 17 distressed bridges.
 - Provision of fire and smoke detection system
 - Fire extinguishers in Guard-cum-Brake vans, AC coaches, Pantry cars of all trains
 - Enhanced use of fire retardant furnishing materials and creation of awareness.
- IR will introduce one 'Anubhuti' coach in select trains which will provide an excellent ambience and latest modern facilities and services.
- Next Generation e-ticketing system which will bring about a paradigm shift. The system shall be able to support 7200 tickets per minute as against 2000 tickets per minute today. It will support 1,20,000 simultaneous users at any point in time against the present capacity of 40,000 users.
- Indian Railways is set to achieve the milestone of entering the one Billion Tonne Select Club, joining Chinese, Russian and US Railways. This year the originating freight loading is estimated to be 1007 MT, about 38 MT over 2011-12.
- Heavy-haul carrier include running of long-haul trains which has enabled IR to join another select club of Railways, which run freight trains of more than 10,000 tonnes load. **continued on page - 7**

...Highlights of Rly Budget Continued from page-6

- A target of Rs 1,000 crore each is proposed to be fixed for Rail Land Development Authority and IR Station Development Corporation in 2013-14.
- An investment of up to Rs 9,000 crore is expected in projects including Rs 3,800 crore for port connectivity projects, Rs 4,000 crore for coal mine connectivity and Rs 800 crore for iron ore mines connectivity improvements.
- **Rail-Based industries**
 - New Forged Wheel Factory at Rae Bareli –MoU with RINL
 - Greenfield Mainline Electrical Multiple Units (MEMU) manufacturing facility at Bhilwara, Rajasthan -in collaboration with BHEL
 - Coach manufacturing unit in Sonapat district – in collaboration with Haryana state Government.
 - Midlife rehabilitation (MLR) Workshop at Kurnool – in collaboration with Andra state Government.
 - Conversion of Bikaner and Pratapgarh workshops to undertake POH of BG wagons.
 - Repair and rehabilitation workshop of motorised bogies at Misrod, Madhya Pradesh.
 - New wagon maintenance workshop in Kalahandi district, Odisha.
 - Signalling equipment facility at Chandigarh through PPP route.
- **On Staff welfare**
 - Concerted efforts to fill up approximately 1.52 lakh vacancies this year.
 - Backlog of about 47,000 vacancies earmarked for weaker sections and physically challenged is likely to get cleared.
 - Constructing quarters through PPP mode, enhanced fund allocation under staff quarters by 50% over previous year to provide Rs 300 crore.
 - Provision of hostel facilities for single women railway employees.
 - Provision of water closets and air condition the locomotive cabs.
 - Ministry of Railways would impart skills to the youth in railway related trades in 25 locations spread across the length and breadth of the country.
 - Exclusive Centralized Training Institute at Secunderabad – Indian Railways Institute of Financial Management (IRIFM).
 - Proposal to institute 5 fellowships in national universities.

➤ Financial performance of Railways

Revenue receipts	Rs in thousands	
	2012-13 RE	2013-14 BE
Passenger - Upper Class	82933500	101055300
Passenger - Second Class	242066500	321044700
Total - Passenger Earnings	325000000	422100000
Other Coaching Earnings	30830000	34220000
Goods Earnings	859560000	935540000
Sundry Other Earnings	40960000	45060000
Total - Earnings	450000	500000
Gross Traffic Receipts	1256800000	1437420000
Miscellaneous Receipts	25222300	28840000
Total - Receipts	1282022300	1466260000

Expenditure	Rs in thousands	
	2012-13 RE	2013-14 BE
Ordinary Working Expenses	844000000	965000000
Appropriation to DRF	70000000	75000000
Appropriation to Pension Fund	200000000	220000000
Policy Formulation	9933200	11700000
Open Line Works - Revenue	600000	600000
Dividend	53140503	62234703
Passenger Fare Tax	231200	231200
For Railway Safety Fund	26097	26097
Total - Carried forward	1177931000	1334792000
Appropriation to Railway Development Fund	99840000	35500000
Appropriation to Capital Fund	4251300	54338000
Appropriation to Railway Liability Reserve Fund		41630000
Total Expenditure	1282022300	1466260000

- The Operating Ratio is expected to improve to 87.8% from the Revised Estimate of 88.8%.
- IR will close the year 2013-14 with a balance of Rs 12,506 cr in the Railway Funds.
- A modest annual increase of 5 to 6% in the fares over a period of say ten years can provide about Rs one lakh crore by way of additional resources.
- It is proposed to implement the Fuel adjustment component (FAC)-linked revision in only freight tariff from 1st April, 2013.
- **Infrastructure Expansion**
 - 347 ongoing projects have been identified as priority projects.
 - The target of 700 km of new lines in the current year had to be scaled down to 470 km due to inadequate resources. 500 km of new lines has been set as target for 2013-14.
 - Target of 800 km for gauge conversion fixed for 2012-13 has also been scaled down to 575 km. 450 km of gauge conversion has been set as target for 2013-14.
 - Target of 700 km of doubling will be marginally exceeded during 2012-13. The target for Doubling has been increased to 750 km for 2013-14.
 - Railways will complete electrification of 1200 route km in 2012-13.
 - It is proposed to take up 22 projects of new lines and one gauge conversion project on socio-economic consideration and one doubling project after obtaining necessary approvals/clearances.
 - It is proposed to do surveys for 59 new lines and five gauge conversion and 25 doubling projects.
 - It is proposed to introduce 67 new express trains, 26 new passenger trains, 5 MEMU services, 8 DEMU services, extension of 57 train services and increase in frequency of 24 trains.

Sub: Implementation of Recommendations of 6th CPC- Merger of Grades – Revised classification and mode of filling up of non-gazetted posts – Scheme for filling up of vacancies after 31.12.12.

Board's letter no E(NG)/I-2008PM1/15, dated 15.01.2013. Ref: Boards letters of even number dated 03.09.09, 07.06.10, 21.11.11 and 23.05.12 on the above subjects.

The existing methodology and bench marking for promotion, as enumerated in the Board's letter referred above, may be applied till 31.03.2013, till further orders

RAILWAY BOARD'S ORDERS

Rly Board's letter No. PC-V/2009/ACP/2, dated 31/01/2013

Subject: - Modified ACP Scheme (MACPS) for Railway employees - clarification-regarding.

Reference is invited to the Board's letter of even number dated 10-06-2009 regarding the Modified Assured Career Progression Scheme (MACPS) to Railway employees. Pursuant to the discussions in the meeting of National Advisory Committee held on 17-07-12 and subsequent meeting on 27-07-2012 held with the Staff Side and in continuation to clarifications issued vide Board's letter of even number dated 28-12-2010, it is further clarified as under:

2(i). Financial upgradation under MACPS in the case of staff who joined another unit/organization on request. Railway Board's letter of even number dated 28-12-2010 provides that in case of transfer 'including unilateral transfer on request, regular service rendered in previous organization/office shall be counted along with the regular service in the new organization/office for the purpose of getting financial upgradations under the MACP Scheme. However, financial upgradation under the MACP Scheme shall be allowed in the immediate next higher grade pay in the hierarchy of revised Pay Bands as given in Railway Services (Revised Pay) Rules, 2008. It is now further clarified that wherever an official, in accordance with terms and conditions of transfer on own volition to a Lower post, is reverted to the lower Post/Grade from the promoted Post/Grade before being relieved for the new organization/office, such past promotion in the previous organization/office will be ignored for the purpose of MACP Scheme in the new organization/office. In respect of those cases where benefit of pay protection have been allowed at the time of unilateral transfer to other organization/unit and thus the employee had carried the financial benefit of promotion, the promotion earned in previous organization has to be reckoned for the purpose of MACP Scheme.

2. (ii) Benchmark for MACP Scheme:

Para 17 of Annexure-1 of Railway Board's letter dt. 10-06-09 provide that the financial upgradation would be on Non-functional basis subject to fitness, in the hierarchy of grade pay within the PB-I. Thereafter for upgradation under the MACPS, the benchmark of 'Good' would be applicable till the grade pay of 6600/- in PB-3. The benchmark will be 'Very Good' for financial upgradation to the grade pay of Rs.7600 and above. Railway Board's letter of even number dated 28-12-2010 provides that where the financial upgradation under MACPS also happens to be in the promotional grade and benchmark for promotion is lower than the benchmark for granting the benefit under MACPS as mentioned in para-17 ibid, the benchmark for promotion shall apply to MACP also. It is now further clarified that wherever promotions are given on non-selection basis (i.e. on seniority-cum-fitness basis), the prescribed benchmark as mentioned in para-17 of Annexure-I to Board's letter dated 10-06-2009 shall not apply for the purpose of grant of financial upgradation under MACP Scheme.

3. The instructions issued on MACP Scheme vide Board's letter of even number dated 10-06-2009 stands modified to the above extent.

Subject:-Treatment of employees selected under LDCE Scheme/GDCE Scheme.

Board's letter No. PC-V/2011/M/3/AIRF, dated 05/02/2013

The undersigned is directed to refer to AIRF's letter No.AIRF/MACP (9), dt. 08/01/2013 on the above subject and to state that on perusal of para 140(i) of IREM Volume-I, it has been observed as under-

1. 75% of the posts in the category of Chargeman 'B' in scale Rs.1400-2300 in Mech. & Elec. Eng., Deptts. & in the cadre of Draftsmen in these Departments will be filled by induction of Apprentice Mechanics as under:—
 - (i). 50% plus shortfall, if any, against inter apprentice quota as at (ii) below, from open market through Railway Recruitment Board, and
 - (ii) 25% from serving employees fulfilling the following qualification:-
 - (a) Must have passed ITI Act Apprenticeship in the relevant trade or 10+2 in science stream.

It is evident from the above position of IREM that it prescribes 50% quota in chargeman 'B' grade to be filled from open market i.e by direct recruitment and another 25% quota has been earmarked to be filled from amongst serving employees. As such only those employees who have been appointed as chargeman 'B' against 50% quota prescribed to be filled from open market can be treated as direct recruits in that grade and the case of employees selected against 25% quota earmarked to be filled from serving employees shall be treated as promotion for MACP purposes.

Subject: Revision of rates of stipend to apprentices and trainees on Railways.

Board's letter No. PC-V/2008/PS/1(Stipend), RBE No. 04/2013, dated 18.01.2013

Consequent upon the revision of training period from 12 weeks to 12 months (52 weeks) for the Jr. Engineer Mechanical Department, item No. 28 of the Schedule of Board's letter of even number dated 15-12-2008 stands modified as under:

S.n	Category	Training period	Revised band of post	G.P	Revised rates of stipend
Mechanical & Electrical departments					
28	JE-II Diploma holder	12 months (52 weeks)	9300-34800	4200	9300 +4200

2. The above revised rates of stipend are applicable to those batches that undergo the modified training modules as indicated against the category.

Sub: Validity of Duty / Privilege / Post Retirement Complimentary Passes (PRCP) in Duronto Express trains.

Board's letter No: E(W)2009/PS 5-1/30, RBE.No: 20/2013, dated 01.03.2013

Board have decided to allow booking of berths / seats in Duronto Express trains by serving / retired railway servants on Duty / Privilege / Post retirement complimentary Passes on the pattern of Rajdhani / Shatabdi Express trains without any exception. However, number of berths to be earmarked in Duronto Exp. Trains on duty pass quota will be as under:-

1A-4, Executive Class-4, 2AC-6, 3AC-16, CC-4, SL-20, 2S-20

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