

INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION

(Estd. 1965, Regd. No.1329, Website <http://www.irtsa.net>)

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No. IRTSA/ Memo/RB/ 8-2010- (PASS)

Dated: 16-3-2010

**Member Staff
Railway Board
Rail Bhavan, New Delhi.**

Respected Sir,

Sub: Eligibility for grant of First Class / 2 AC Pass to all Junior Engineers & other Inspectorial / Supervisory categories in the Grade Pay of Rs 4200

Ref: Schedule II of RAILWAY SERVANTS (PASS) RULES,1986 (1993 EDITION)

1. We would like to draw the kind attention of the Railway Board towards the following facts on the much awaited decision on the eligibility for grant of Passes to the Railway employees:
2. The issue of eligibility for grant of First Class / 2 AC Pass to all Junior Engineers & others in the Pre-revised scale of Rs 5000-8000 had been hanging fire since long - which has been causing much heart burning amongst the Junior Engineer & other Inspectorial / Supervisory categories – which have an element of direct recruitment at the level of the Pre-revised scale of Rs 5000-8000:
3. a) As per existing orders of Railway Board (*cited above*) for eligibility of First Class pass – different criteria are adopted for grant of the Passes & PTOs based on four different cut off dates of appointment – as indicated below:

Sl. No.	Dates of Appointment	Existing Pay Range for Eligibility of I Class Pass
1.	Appointed prior to 01.08.1969	Rs. 4,900 or above,
2.	Appointed during the period from 01.08.1969 to 10.11.1987	Rs. 5,375 or above
3.	Appointed during the period from 11.11.1987 to 01.02.1999	Rs. 7,250 or above
4.	Appointed after 01.02.1999	Rs. 7,600 or above; OR Pay scale minimum of which is Rs. 6,500 or above

- b) These orders based on different cut off dates for eligibility are quite unjust, discriminatory, and against the law of natural justice.
4. Only the Junior Engineers & some other Inspectorial / Supervisory categories – which have an element of direct recruitment at the level of the Pre-revised scale of Rs 5000-8000 have to bear the brunt of this unjust order. The strength of staff adversely affected by the said orders is quite small – but they are much frustrated – while the remaining 80% of the Staff in the Grade Pay of Rs 4200 are eligible for First Class / 2 AC due to their appointment prior to the cut off dates indicated above
- 5. Upgrading of pre-revised scale of Rs.5000-8000 and Rs.5500-9000**

a) After the Sixth Pay Commission pre-revised scale of Rs.5000-8000 and Rs.5500-9000 had been merged and upgraded to the pre-revised scale of Rs.6500-10500 and granted the Grade Pay of Rs.4200.

b) As per Railway Board's orders cited above, all the employees working or recruited in pre-revised scale of Rs.6500-10500 & above are eligible for First class pass irrespective of their date of appointment.

c) This itself justifies that all the employees in pre-revised scale of Rs.5000-8000 and Rs.5500-9000 automatically be made eligible for the First class Pass – even on the basis of the Board's orders cited above.

6. Violation of Law of Natural Justice - "An equal cannot be over an equal"

First Class / 2 AC travel eligibility is being denied to the Junior Engineers and other Inspectorial / Supervisory categories while the persons working under them (in lower or similar scales) are eligible to travel in First class / 2 AC – merely due to different dates of recruitment. This is most humiliating and embarrassing for the Junior Engineers & other Inspectorial / Supervisory categories who have to travel in a lower class than their subordinates working under them – even while on tour.

7. Sixth CPC recommended improved travel entitlement due to upgrading:

a) Sixth Central Pay Commission has recommended travel eligibility of AC II Tier Class by train for posts carrying the Grade Pay of Rs.4200 and First Class/AC III Tier/AC Chair Car for posts carrying Grade Pay of less than Rs.4200.

b) The Pay Commission had further recommended that *"travel entitlements of all employees will, in any case, increase and no employee's travel entitlement will be restricted to sleeper class due to various steps like Upgradation -----"*

Page 236 & 237 of SCPC report – Please see extracts in Annexure-1

c) Ministry of Finance, through its OM No. 19030/3/2008 - E IV dated 23rd September, 2008 accepted the recommendations of SCPC. **– Please see Annexure-1 B**

8. Negligible addition to Upper Class occupancy:

a) A/C 2 Tier travel eligibility to the left out Junior Engineers & other Inspectorial / Supervisory categories (*who are at present left out & denied the First Class Pass merely due to their dates of appointment*) - will add only a very meager (0.01%) percentage in its total passenger traveling in upper class which will be equal to Rupees 6.7 crores only in money value. (0.04% of total Passenger earnings of Indian Railways) **Please see Annexure Annexure-2**

b) By granting A/C 2 tier travel eligibility to all left out employees in the Grade Pay Rs.4200 (*who are at present denied the First Class Pass merely due to their dates of appointment*) - it is going to add only a very meager (0.058%) percentage in its total passenger traveling in upper class which will be equal Rupees 37.7 crores only in money value. (0.2% of total Passenger earnings of Indian Railways) **- Please see Annexure Annexure-3**

9. Negligible financial implications:

a) Additional notional cost of First Class / 2 AC travel eligibility shall be only Rs 35 crores PA for 31626 employees (ie 23.4% of total strength of staff - in the pre-revised scale of Rs.5000-8000 & Rs.5500-9000 - who are at present not eligible for First Class pass) out of 1,35,154 employees in these scales all over Indian Railways) – as per calculations attached based on the actual figures from three major establishments of Indian Railways - including BBQ Coaching Depot / Southern Railway, Engineering Work Shop / Arakkonam / SR and ICF (Integral Coach Factory) Chennai.

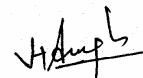
- Please see details submitted in Annexure- 4.

b) *The above said projected costs are also only notional and shall not be actually borne by Indian Railways. The figures are all projected in the cost value only to highlight the insignificant impact in the overall prospective of the Indian Railways.*

10. It is, therefore, requested to grant First class / 2 AC pass to all Junior Engineers & others in the Grade Pay of Rs.4200 - irrespective of the date of appointment.

Thanking you,

Yours faithfully,



**Harchandan Singh,
General Secretary, IRTSA**

Encls: Four Annexure

Copy for information & favourable consideration to:

1. Advisor Staff, Railway Board, New Delhi
2. Advisor Industrial Relations, Railway Board, New Delhi.
3. Secretary (Establishment), Railway Board, Rail Bhavan, New Delhi.
4. Executive Director Pay Commission (EDPC) , Railway Board, Rail Bhavan, New Delhi.

RECOMMENDATIONS OF SIXTH PAY COMMISSION ON TRAVEL ELIGIBILITY ACCEPTED BY GOVERNMENT BUT SO FAR NOT IMPLEMENTED BY RAILWAYS

- Sixth CPC recommended minimum A/C 3 Tier travel to all Government employees and A/C 2 Tier to the posts carrying Grade Pay from Rs.4200 to Rs. 4800.

The Commission is of the view that travel entitlements under LTC should also be same as those on official tour and transfer. **It is, therefore, recommended that travel entitlements, whether for the purpose of official tour/transfer or LTC, should be same but no daily allowance shall be payable for travel on LTC. Further, the facility shall be admissible only in respect of journeys performed in vehicles operated by the Government or any Corporation in the public sector run by the Central or State Government or a local body.**

Page No.257 of SCPC report

The travel entitlements of all employees will, in any case, increase and no employee's travel entitlement will be restricted to sleeper class due to various steps like upgradation of all Group D posts; proposed introduction of the new scheme of pay scales (pay bands) where all entitlements will be governed by the corresponding grade pay, etc. The Commission, therefore, recommends that the travel entitlements while on tour and transfer should be revised as under :

Pay Range	Travel Entitlements
For posts in the grade pay of Rs.9000 and above	J Class by air/AC First Class by train
For posts carrying grade pay from Rs.6600 to Rs.8400	Y Class by air/AC First Class by train
For posts carrying grade pay from Rs.5400 to Rs.6500	Y Class by air/AC II Tier Class by train
For posts carrying grade pay from Rs.4200 to Rs.4800	AC II Tier Class by train
For posts carrying grade pay of less than Rs.4200	First Class/AC III Tier/AC Chair Car by train

Page 236 & 237 of SCPC report

Annexure to Ministry of Finance, Department of Expenditure
O.M.No.19030/3/2008-E.IV dated 23rd September, 2008.

In supersession of S.R.17 and G.O.I., M.F No.10/2/98-IC& 19030/2/97-E.IV dated 17/4/1998, the following provisions will be applicable with effect from 1.9.2008.

2. Entitlements for Journeys on Tour

A. Travel Entitlements within the Country

Grade Pay (1)	Travel Entitlements (2)
Officers drawing grade pay of Rs.10,000/- and above and those in pay scale of HAG + and above	Business/Club Class by air/AC First class by train
Officers drawing grade pay of Rs.7600, Rs.8700 and Rs. 8900	Economy Class by air/AC First class by train
Officers drawing grade pay of Rs.5400 and Rs.6600.	Economy Class by air/AC II Tier class by train.
Officers drawing grade pay of Rs.4200, Rs. 4600 and Rs.4800	AC II Tier class by train.
Officers drawing grade pay below Rs. 4200	First Class/AC III Tier/AC Chair car by train

The revised Travel entitlements are subject to following:-

- In case of places not connected by rail, travel by AC bus for all those entitled to travel by AC II Tier and above by train and by Deluxe/ordinary bus for others is allowed.
- In case of road travel between places connected by rail, travel by any means of public transport is allowed provided the total fare does not exceed the train fare by the entitled class.
- Henceforth, all mileage points earned by Government employees on tickets purchased for official travel shall be utilized by the concerned department for other official travel by their officers. Any usage of these mileage points for purposes of private travel by an officer will attract departmental action. This is to ensure that the benefits out of official travel, which is funded by the Government, should accrue to the Government
- All Government servants are allowed to travel below their entitled class of travel.


(MAHENDRA KUMAR)
Director (EG)
Ministry of Finance
(Deptt. of Expenditure)
New Delhi.

MEAGER IMPACT ON UPPER CLASS AVAILABILITY AND REVENUE OF RAILWAYS BY GRANTING FIRST CLASS PASS TO LEFT OUT JEs.

i) NUMBER OF JEs ARE VERY MEAGER COMPARED TO THE TOTAL PASSENGER TRAVELING IN UPPER CLASS IN RAILWAYS.

a) Out of around 30000 JEs and other Inspectorial / Supervisor available in Railways only around 6000 (20%) were not eligible for the A/C 2 tier travel, remaining 80% of them got A/C 2 tier travel eligibility by virtue of their appointment prior to the cut off dates. (i.e. the four different cut off dates viz appointed prior to 01.08.1969, Appointed during the period from 01.08.1969 to 10.11.1987, Appointed during the period from 11.11.1987 to 01.02.1999, and appointed after 01.02.1999)

b) Between the year 1997-98 and 2006-07 number of passengers traveled in Upper class has increased from 290.3 lakhs to 549.2 lakhs, where as number of JEs & others in GP 4200 who are not eligible for A/C 2 Tier travel has been reduced from 8000 to 6000.



	Upper Class Travel	Number of JEs etc in GP 4200 not eligible for A/C 2 tier
1997-98	290.3 lakhs *	8000
2006-07	579.2 lakhs *	6000

* Indian Railways Annual Statistical Statement, 2006-07

A/C 2 Tier travel eligibility to all JEs etc in 4200 not eligible for A/C 2 Tier is going to add only a very meager (0.01%) percentage in its total passenger traveling in upper class.

**ADDITIONAL COST TO RAILWAYS WILL BE VERY MUCH INSIGNIFICANT IN GRANTING
FIRST CLASS PASS TO ALL JEs**

(Calculation made on average passenger lead during the year 2006-07)

Additional cost of First class passes for 6000 JEs with the family members of four (including employee), for three sets of passes per year calculated on the basis of average passenger lead will be only 6.7 crores which is very meager (0.04%) in the total passenger earnings of Rs.17176 crores.

	Cost for including 6000 left out JEs in Upper class pool	
1	Average lead of upper class passenger in the year 2006-07 in KM *	585.5 KM
2	Earning per passenger KM in upper class, in paise *	100.97 paise
3	Passenger KM in one year on ave. upper class lead with 4 members per family, three set of passes including return Journey (Sl.No1 X 2 X 3 X 4)	14052 KM
4	Cost of Sl.No 3 in rupees (Sl.no 2 X sl.no3)	Rs. 14188
5	Average lead of second class Mail/Express passenger in the year 2006-07 in Km *	467.3 KM
6	Earnings per Passenger Km in Second class Mail & Express including Sleeper, in paise *	27.09 paise
7	Passenger KM in one year on ave. II class Mail & express lead with 4 members per family, three sets of passes including return Journey (sl.no.5 X 2 X 3 X 4)	11215 KM
8	Cost of Sl. No.7 in rupees (Sl.No. 6 X Sl.no. 7)	Rs. 3038
9	Additional cost per employee as a result of upgrading travel eligibility (Sno.3 – S.no.8)	Rs. 11150
10	Additional cost for left out 6000 JEs for upgrading travel eligibility (S.no 9 X 6000)	Rs. 6.7 crores

* Indian Railways Year Book, 2007-08

ADDITIONAL COST TO RAILWAYS WILL BE VERY INSIGNIFICANT IN GRANTING FIRST CLASS PASS TO ALL JEs

(Calculation based on maximum notional passenger KM)

Additional Notional value of First class passes for 6000 JEs with the family members of four (including employee), for three sets of passes per year with the travel distance from Kanniyakumari in the south to Jammu in the north will be Rs. 40.21 crores.

But, in actual terms it will be much less than the notional value for the following reasons

- Out of these 6000 JEs 20% will be having less than 5 years of service with the eligibility for only one set of pass per year.
- Nearly 50% of these JEs will be in the average age of around 30 with the family member/members of one or two.
- Not even an employee and his family member can cover 90,720 passenger KM (Distance covered by three each onward journey and return journey from Jammu to Kanniyakumari) in any given year.
- In actual terms passenger KM covered by an employee and his family members will be less than one quarter of notional maximum passenger KM.
- Hence actual additional cost of extending the first class pass to the left out 6000 JEs will not exceed 25% of notional cost.

Table on actual cost for Railways for granting First class pass to all JEs

	Notional Money Value calculation	
1	Earning per passenger KM in upper class, in paise * (Year 2006-07)	100.97
2	Earnings per passenger KM in Second class Mail & Express including Sleeper, in paise *	27.09
3	Maximum passenger KM including Return Journey(CAPE - JAMMU)	7560
4	Maximum Passenger KM for four passengers (sl.no 3 X 4)	30240
5	Maximum Passenger KM for four passengers for three set of passes in a year (s.no 4 X 3)	90720
6	Maximum cost per employee with three family members, Upper class. (s.no 5 X s.no 1)	Rs. 91600
7	Maximum cost per employee with three family members, Sleeper class. (s.no 5 X s.no 2)	Rs. 24576
8	Difference between upper class and sleeper. (s.no. 6 - s.no.7)	Rs. 67024
9	Projected Maximum Notional cost for 6000 JEs, who are required to be granted First class pass. In rupees. (s.no 8X 6000)	Rs.40,21,43,616
10	Actual additional cost (25% of s.no.9)	Rs.10.05 crores

* Indian Railways Year Book, 2007-08

EVEN BY GRANTING FIRST CLASS PASS TO ALL LEFT OUT EMPLOYEES IN THE GRADE PAY OF RS.4200 (PRE-REVISED 5000-8000 & 5500-9000) UPPER CLASS AVAILABILITY AND RAILWAY REVENUE WILL NOT BE AFFECTED MUCH.

NUMBERS OF EMPLOYEES LEFT OUT WITHOUT FIRST CLASS PASS IN THE GRADE PAY OF Rs.4200 ARE VERY MEAGER COMPARED TO THE TOTAL PASSENGER TRAVELING IN UPPER CLASS IN RAILWAYS. Even if all the left out employees in the Grade Pay of Rs.4200 (pre-revised scales of Rs.5000-8000 and Rs.5500-9000) were awarded with First class pass it will be only 0.058% to the total Upper class travel in Indian Railways.

1	Total Railway Employees in the year 2006-07 *	13,98,790
2	Total number of Group C employees in 2006-07 *	9,06,648
3	Total number of employees in scale Rs.5000-8000 (in workshop and other categories) *	60,736
4	Total number of employees in scale Rs.5500-9000 (in workshop and other categories) *	74,418
5	Total staff in scales Rs.5000-8000 & Rs.5500-9000 (in workshop and other categories) *	1,35,154
6	Out of total in S.No-5 above maximum of only 25% of the employees of these categories are not being granted First class pass.	33,789
7	Total number of Upper class travel in Indian Railways in 2006-07	57920000
8	Percentage between 6 & 7	0.058%

* Indian Railways Annual Statistical Statement, 2006-07

Annexure-3 B

ADDITIONAL COST TO RAILWAYS VERY MUCH INSIGNIFICANT IN GRANTING FIRST CLASS PASS ALL THE LEFT OUT EMPLOYEES IN THE GRADE PAY OF Rs.4200 (Calculation made on average passenger lead during the year 2006-07)

Additional cost of First class passes for 33790 employees with the family members of four (including employee), for three sets of passes per year calculated on the basis of average passenger lead is only 37.7 crores which is very meager (0.2%) in the total passenger earnings of Rs.17176 crores.

s.n	Cost for including 33790 left out employees in the upper class pool	
1	Average lead of upper class passenger in the year 2006-07 in KM *	585.5 Km
2	Earning per passenger KM in upper class, in paise *	100.97 paise
3	Passenger KM in one year on ave. upper class lead with 4 members per family, three set of passes including return Journey (Sl.No1 X 2 X 3 X 4)	14052 KM
4	Cost of Sl.No 3 in rupees (Sl.no 2 X sl.no3)	Rs.14188
5	Average lead of second class Mail/Express passenger in the year 2006-07 in Km *	467.3 KM
6	Earnings per Passenger Km in Second class Mail & Express including Sleeper, in paise *	27.09 paise
7	Passenger KM in one year on ave. II class Mail & express lead with 4 members per family, three set of passes including return Journey (sl.no.5 X 2 X 3 X 4)	11215 KM
8	Cost of Sl. No.7 in rupees (Sl.No. 6 X Sl.no. 7)	Rs.3038
9	Additional cost that will incur per employee as a result of upgrading travel eligibility in rupees	Rs.11150
10	Additional cost that will incur for 33790 employees as a result of upgrading travel eligibility in rupees (s.no 9 X 33790)	Rs.37.7Crores

**ADDITIONAL COST TO RAILWAYS INSIGNIFICANT IN GRANTING
FIRST CLASS PASS TO ALL THE LEFT OUT EMPLOYEES IN THE GRADE PAY OF Rs.4200
(Calculation made on maximum notional passenger KM)**

Additional Notional value of First class passes for 33,790 employees with the family members of four (including employee), for three sets of passes per year with the travel distance from Kanniyakumari in the south to Jammu in the north will be Rs. 226.5 crores.

But, in actual terms it will be much less than the notional value for the following reasons

- Out of these 33,790 employees 10% will be having less than 5 years of service with the eligibility for only one set of pass per year.
- Nearly 30% of these employees will be in the average age of around 30 with the family member/members of one or two.
- Not even an employee and his family member can cover 90,720 passenger KM (Distance covered by three each onward journey and return journey from Jammu to Kanniyakumari) in any given year.
- In actual terms passenger KM covered by an employee and his family members will be less than one quarter of notional maximum passenger KM.
- Hence actual additional cost of extending the first class pass to the left out 33,790 employees in the grade pay of Rs.4200 will not exceed 25% of notional cost.

Table showing actual cost if First class pass granted to all the employees in the Grade pay of Rs.4200.

s.n	Notional Money Value Calculation	
1	Earning per passenger KM in upper class, in paise *	100.97
2	Earnings per passenger KM in Second class Mail & Express including Sleeper, in paise*	27.09
3	Maximum passenger KM including Return Journey (Cape - Jammu)	7560
4	Maximum Passenger KM for four passengers (sl.no 3 X 4)	30240
5	Maximum Passenger KM for four passengers for three set of passes in a year (s.no 4 X 3)	90720
6	Maximum cost per employee with three family members, Upper class. (s.no 5 X s.no 1)	Rs. 91600
7	Maximum cost per employee with three family members, Sleeper class. (s.no 5 X s.no 2)	Rs. 24576
8	Difference between upper class and sleeper. (s.no. 6 - s.no.7)	Rs. 67024
9	Maximum Notional cost for 33790 employees, who are required to be granted First class pass additionally	Rs. 226.5 crores
10	Actual additional cost 25% of S.No.9	Rs.56.6Crores

* Indian Railways Year Book, 2007-08

**PROJECTED NOTIONAL COST OF FIRST CLASS PASS TO LEFT OUT STAFF IN GRADE PAY Rs 4200
(BASED ON BBQ COACHING DEPOT/SR, ENGINEERING WORK SHOP/AJJ/SR AND ICF AS SAMPLES)**

1. Percentage of employees working in BBQ/SR, in the pre-revised scale of Rs.5000-8000 & Rs.5500-9000 without First class travel eligibility 12.5%.

In BBQ C&W Depot, out of 104 staff available in the Grade pay of Rs.4200, 13 (12.5%) of them are not covered in the First class pass travel. Taking BBQ coaching yard as sample, if 12.5% of 1,35,154 employees working in Indian Railways (in the pre-revised scale of Rs.5000-8000 & Rs.5500-9000) are given with First class pass additionally, equivalent notional money value will be around Rs.18.8 crores only.

2. Percentage of employees working in EWS/Arakkonam/SR, in the pre-revised scale of Rs.5000-8000 & Rs.5500-9000 without First class travel eligibility = 10.8%.

In EWS/AJJ/SR, out 185 staff available in the Grade pay of Rs.4200, 20 (10.8%) of them are not covered in the First class pass travel. Taking EWS/Arakkonam/SR as sample, if 10.8% of 1,35,154 employees working in Indian Railways (in the pre-revised scale of Rs.5000-8000 & Rs.5500-9000) are entitled for First class pass additionally, equivalent notional money value will be around Rs.16.3 crores only.

3. Percentage of employees working in Integral Coach Factory, in the pre-revised scale of Rs.5000-8000 & Rs.5500-9000 without First class travel eligibility = 23.4%.

In ICF out 2140 employees working in the Grade Pay of Rs.4200, 840 employees availed of First class pass, 500 employees got Second Class Pass as being not eligible for First class pass; and 800 employees did not avail even single set of pass for the last two years. 23.4% of employees in the Grade Pay of Rs.4200 are not eligible for First class pass (ignoring the 800 employees not availed any pass in the last two years).

4. Taking ICF as a sample, if 23.4% of employees in GP 4200 (who are not eligible for First class pass) out of 1,35,154 employees working in Indian Railways – in GP Rs 4200 (ie pre-revised scale of Rs.5000-8000 & Rs.5500-9000) are given First class pass additionally, equivalent notional money value will be around Rs.35.3 crores only – as per details indicated below:

1	Average lead of upper class passenger in the year 2006-07 in KM *	585.5
2	Earning per passenger KM in upper class, in paise *	100.97
3	Passenger KM in one year on ave. upper class lead with 4 members per family, three set of passes including return Journey (Sl.No1 X 2 X 3 X 4)	14052
4	Cost of Sl.No 3 in rupees (Sl.no 2 X sl.no3)	14188
5	Average lead of second class Mail/Express passenger in the year 2006-07 in Km *	467.3
6	Earnings per Passenger Km in Second class Mail & Express including Sleeper, in paise *	27.09
7	Passenger KM in one year on ave. II class Mail & express lead with 4 members per family, three set of passes including return Journey (sl.no.5 X 2 X 3 X 4)	11215
8	Cost of Sl. No.7 in rupees (Sl.No. 6 X Sl.no. 7)	3038
9	Additional cost that will incur per employee as a result of upgrading travel eligibility	Rs 11150
10	Total staff in scales Rs.5000-8000 & Rs.5500-9000 on Indian Railways	135154
11	Percentage of Staff in Grade Pay Rs 4200 – in the pre-revised scale of Rs.5000-8000 & Rs.5500-9000) - Not eligible for I class Pass	BBQ 12.5%, Arakkonam 10.8% ICF 23.4%
12a	As per example of BBQ: Additional notional cost of upgrading travel eligibility for 16894 employees (i.e 12.5% who are not eligible for First class pass) of 1,35,154 employees all over India in the pre-revised scale of Rs.5000-8000 & Rs.5500-9000)	Rs 18.8 crores
12b	As per example of Arakkonam Additional notional cost of upgrading travel eligibility for 14597 employees (ie 10.8% who are not eligible for First class pass) of 1,35,154 employees all over India in the pre-revised scale of Rs.5000-8000 & Rs.5500-9000)	Rs 16.3crores
12c	As per example of ICF: Additional notional cost of upgrading travel eligibility for 31626 employees (ie 23.4% who are not eligible for First class pass) of 1,35,154 employees all over India in the pre-revised scale of Rs.5000-8000 & Rs.5500-9000).	Rs 35.3 crorse

* Indian Railways Year Book, 2007-08