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MEGA DEMONSTRATION BY IRTSA AT CHENNAI DEMAND DIGNIFIED PAY SCALES AND STATUS TO SUPERVISING ENGINEERS SOUTH ZONE CONFERENCE AND CEC, IRTSA IRTSA URGES GOVERNMENT TO CONCEDE THE GENUINE DEMANDS OF RAIL ENGINEERS



Er. Harchandan Singh addressing Rally



Engineers on Dharna at Chennai



Er. Shanmugam addressing press

CHENNAI: Jany 12, 2009: A huge Demonstration was held by IRTSA in front of Memorial Hall near the office of GM, Southern Railway, in protest against the retrograde Report of the Sixth Pay Commission and the indifferent attitude shown by Railways towards the Technical supervisors. Office bearers and supervising Engineers from all over Indian Railways spiritedly participated in the Dharna. Main demands of Rail Engineers like Granting Rs.4800 GP to JEs with First class pass travel eligibility and Rs.5400 GP to SSEs along with Group-B gazetted status were stressed by all the participants. A wide publicity has been given by the print and press media.

First CEC meeting of the year 2009 was held at Chennai on 13th January 2009. CEC members including active members of IRTSA actively participated in the meeting. Grievances of IRTSA arising out of retrograde recommendations of Sixth Central Pay Commission and the Government / Railway orders there on were discussed and Resolutions were passed for early redressal of the same. Central President IRTSA was authorised to decide the further line of action in consultation with the General Secretary, and advise all concerned accordingly. Extracts of minutes of the meeting are published in last page.

Anomalies Committees Formed

IRTSA submits series of Memoranda on Major Anomalies in Sixth CPC Report

Anomalies Committees have been formed at National and Departmental levels to settle the Anomalies arising out Sixth Pay Commission Report. Orders to this effect were issued by the Government on February 12, 2009, by the DOP. The Anomalies Committee at National Level is headed by Secretary Personnel with Member Staff Railway Board as one of its Members. The Departmental Anomalies Committee on Railways will be headed by the Member Staff.

General Secretary IRTSA has submitted series of Memorandums to all concerned on all the related Anomalies seeking justice and redressal of the issues. Memoranda have also been to the Staff Side JCM urging them to include the related items in the agenda of Anomalies Committees at respective levels.

Following are some of the major issues taken up:

1. Anomaly in Grade Pay of Technical Supervisors.
2. Anomaly in Grade Pay of CMT Staff
3. Disparity in Pay Rise – between PB-4 & other Pay Bands
4. Adverse Impact of Uniform Date of Increments
5. Anomaly in Stipend & Period of Training
6. Anomaly in Increase of Transport Allowance
7. Anomaly in Fixation of Pension of Pre-2006 Pensioners.
8. Grant of PCO Allowance to JEs on Revised rates of Pay.
9. Revision of Rates of Incentive Bonus on Revised rates of Pay
10. Grant of Group Incentive Special Allowance to Open line & Shed Engineers
11. Grant of Special Allowance to CMT Staff
12. Classification of Technical Supervisors in Group 'B' Gaz.

(See copies of Memoranda on inside Pages)

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“SUCCESS COMES TO THOSE WHO BELIEVE”



Editorial**Plethora of Anomalies****Need for Time-Bound Mechanism for redressal**

Sixth Pay Commission had created more problems than resolving them – both for the employees and the Government. The employees are unhappy because their rightful aspirations have not been met and there is a plethora of anomalies in its report. The government is in a quandary due to unprecedented all round protests that followed its submission. Setting up of 'Empowered Committee' – headed by the Cabinet Secretary – could not resolve the matters, nor did the other interventions help. And the protests continue – especially by the Defence personnel, Ex-Servicemen & Pensioners as well as the Engineers on the Railways.

Now the Anomalies Committees are being set up at National & Departmental Level. However the Terms of reference of these Anomalies Committees are limited due to the following restrictive definitions of Anomalies approved by the Government as per DOP's orders of 12th February, 2009.

Anomaly will include the following cases: - a)

Where the Official Side and the Staff Side are of the opinion that any recommendation is in contravention of the principle or the policy enunciated by the Sixth Central Pay Commission itself without the Commission assigning any reason; **b)** Where the maximum of the revised scale is less than the amount at which one is entitled to be fixed except in those cases where the same is as a result of modified fixation formula adopted by the Government; and **c)** Where the Allowance is less than the existing rate.

Ironically, it is not clear as to how the existing Anomalies will be dealt with – since as per its own admission in Para 2.2.3 of its Report, the Sixth Pay Commission had not dealt with the existing anomalies as (*in its own words*) - it "was not feasible" to remove the various anomalies in the pay scales given by the Fifth Pay Commission "as the number of these anomalies was very large." The remedy of Pay Band & Grade Pay adopted by Sixth CPC (*vide Para 2.2.2 & 2.2.3 Page 36 of its report*) have not addressed most of the existing anomalies – which had been hanging fire for more than a decade.

Incidentally, no provision has been made in the terms of reference of the Anomalies Committees now set up, to deal with the existing anomalies of Fifth CPC – which had not been dealt with by Sixth CPC. The previous Anomalies Committees – set up after Fifth CPC – could not resolve these issues, by the time the same were wound up by the Government just before setting up of the Sixth Pay Commission. It is as such important that the definition of Anomaly as given in DOPs OM of 12.2.09 be changed and modified to the extent to at-least include the "Anomalies of Fifth CPC not dealt with by Sixth CPC."

Secondly the Anomalies Committees should be time-bound and not linger on for years. Sixth Pay Commission has left too many anomalies in its report – both in respect of major policy issues relating to all employees as well for the individual categories or sections of employees. At least the serious ones should be resolved on priority - particularly where basic principles & policies have been violated or relativity has been seriously disturbed. Incidentally, Engineers on the Railways are the worst sufferers – both on account of wrong policy decisions taken by the Sixth CPC as well as on account of denial of justice at categorical levels and serious disturbance of relativity.

Taking the policy issues first, the Sixth CPC seriously ignored especially the Group C & D employees and gave much bigger rise of 60 to 81% of emoluments (or 3 to 3.4 times the rise of pay) to the officers in PB-4 and above as compared to a rise of about 35% of existing emoluments (or a rise of about 2.5 times of pay) to those placed in the PB-I, PB – 2 & PB III

Another major anomaly is in regard to the Grade Pays which have greatly disturbed the proportionate relativities due to the most arbitrary formula adopted by the Sixth CPC – (for example a Technician Grade-I in the Scale Rs 4500-7000 now gets a grade pay of Rs 2800 as compared to the next higher scale of Rs 5000-4200 given to Master Craftsmen or Senior Technicians who have now been given a Grade Pay of Rs 4200 – thus increasing the difference of Grade Pay to Rs 1200 as compared to difference of only Rs 500 between the minimum of the existing Pay Scale earlier. On the other hand the comparative difference of Grade Pay between J.E. in scale Rs 5000-8000 (*GP 4200*) and SSE in scale Rs 7450 - 11500 (*GP Rs 4600*) had been reduced at the minimum of scale from Rs 2000 to only Rs 400.

These are just a few examples. We have dealt with some other serious Anomalies in our memoranda to the Railway Board & Anomalies Committee (*copies of which are being printed in this issue*). We do hope that all these anomalies will be appropriately redressed properly either through the Fast Track mechanism or through the Anomalies Committee early to do justice with much agitated cadres of employees concerned. – **HCS**

A Year of irtsa.net – A success story

Website of IRTSA www.irtsa.net has completed a year of its launching. It was an occasion to celebrate and to rejoice over the success of a mission well achieved.

The website has become so popular in such a short time that at present it gets more than ten thousand visitors every month. The multifarious and diversified information on one website with visitor friendly features had added to its popularity - not only amongst the Rail Engineers but even amongst large sections of Railway men & Officers at large as well as amongst other Central Government employees, pensioners and others seeking vital information about railways besides much else.

Fast updating of Pay Commission Report and all its implementation orders issued by the Government and Ministry of Personnel & Railways was an immediate urgent task which kept the visitors updated – thanks to the entire team of irtsa.net – especially its Webmaster – who worked day and night to update the website, always adding new features and ever improving upon the same.

Free dissipation of information is an important part of e-governance in today's world, but as a responsible trade union IRTSA found it equally important to keep its Members and others well informed about every thing of their interest. 'Discussion Forum' and 'Guest Book' had provided vital instruments for interaction & feedback where visitors could freely express their views and interact. Introduction of 'Open Forum' has opened new vistas – providing exposure to the visitors to the literary & social arenas and prompting them to share their hidden talent & thoughts.

On this occasion, we rededicate ourselves to the cause of keeping our visitors well informed & updated on all areas of their interest and to provide a forum for interaction & sharing of ideas by Rail Engineers & others.

DIARY OF EVENTS IRTSA - 2008**Major activities of CEC, IRTSA**

February 6th: Seminar on topics "Media Reports on Indian Railways in the year 2017", "Greater Chennai and its transport needs", and "Crucial Role of Carriage Depots to meet customer needs" held at Chennai. Former Board Member, GM, HODs, officers, Union office bearers and nearly 1000 engineers participated. This meeting geared up the cadre for the Pay commission activities.

February 27/28: IRTSA held massive midnight candle light agitation in front of Chennai Central demanding Rly ministry to enhance its budget allocation from Rs.5000 crores to 25000 crores to meet the SCPC additional expenditure

March 7: IRTSA held massive midnight candle light agitation in front of Trichy Junction, Immediately after the release of General Budget demanding more allocation of funds to meet the expenditure of SCPC.

March 24: SCPC submitted its Report to Finance Minister

March 28: IRTSA staged a massive demonstration in front of MMC complex, Chennai demanding justice against the retrograde recommendations of SCPC.

March 29 IRTSA team met CRB, FC and MM and handed over memorandum against retrograde recommendations of SCPC.

April 2: Coordination meeting between IRTSA and AIREF held at New Delhi.

April 3: IRTSA team led by Er.Shanmugam met Sri.R.Velu, MOSR and demanded exclusive pay for Technical staff in Railways.

April 3: IRTSA team led by Er.M.Shanmugam, met CRB at the instance of Railway Minister, and requested to raise Railwaymen's demand with Government.

April 4: IRTSA delegates met Member Mechanical and requested his immediate intervention to restore the lost morale of Technical staff and Engineers.

April 21: Morning Sri.S.G.Mishra, AGS/AIRF inaugurated mass procession of Engineers towards Parliament from Jantar Mantar. Engineers of AIREF also participated.

April 21: night Sri.M.Raghavaiah, GS/NFIR inaugurated the candle light agitation at Jantar Mantar, New Delhi.

April 22nd: IRTSA team met Sri.Lalu Prasad, MR first at his residence and again at Railway Board. In the second meeting MR directed CRB to be present

April 22: IRTSA team led by M. Shanmugam met P. Chidambaram, FM at his residence and highlighted the erroneous pay scales arrived at by SCPC and sharp fall in Govt. employees salary in percentage to GDP, total expenditure, revenue expenditure etc.

May 6th: IRTSA team led by Er. Harchandan Singh, GS/IRTSA met M. Raghavaiah, President/JCM in the morning and U. M. .Purohit, Secretary/JCM in the evening and held lengthy discussion with them on the need to have exclusive pay scales for Technical staff and Technical Supervisors on Indian Railways on the basis of job evaluation.

May 7th: IRTSA team met Member of Parliament and AICC General Secretary Smt. Mohsina Kidwai, and explained to her, legitimate demands of Govt. employees and requested her to forward the memorandum to Prime Minister and Smt. Sonia Gandhi.

May 28th:1000 Supervising Engineers went in a big procession at Mount Road, Chennai and handed over Memorandum to Governor of Tamil Nadu requesting him to forward it to PM, FM, Railway Minister and Railway Board.

June 3rd: IRTSA team led by President met Com.D.Raja, MP, GS/CPI requested him to highlight the issues to Finance Minister.

July 25th: Joint all India Conference of IRTSA & AIREF held at Kolkata which was attended by Com.Basudev Acharya, MP & chairman, Parliamentary standing Committee on Railways.

July 25th: Joint candle light agitation in front of Sealdah Railway station.

August 25th: Joint *dharna* by IRTSA & AIREF at New Delhi.

August 25th: IRTSA delegates met Advisor/IR and held a lengthy discussion on granting Group B gazetted status to all SSEs and First class pass to all JEs. The statistics and arguments put forward by IRTSA were well received by Advisor/IR.

August 26th: IRTSA delegates met Railway minister Sri.Lalu Prasadji and Member of Parliament and AICC General Secretary Smt.Moshina Kidwai to highlight the Rail Engineers demand.

August 26th: IRTSA delegates met U. M. Purohit Secretary JCM & President AIRF and held a lengthy discussion on the demands of Rail Engineers.

October 2nd Week: IRTSA observed protest week all over Indian Railways.

October 15th: IRTSA organized mega historic joint gate meeting at ICF along with ICF Mazdoor Sangh (affiliate of NFIR). M. Raghavaiah, GS/NFIR addressed an exclusive meeting of Technical Supervisors.

October 21st: CEC IRTSA met at New Delhi and resolved to fight against the injustice done to the cadre.

October 22nd: IRTSA delegates met Member Mechanical and urged him to upgrade the grade pays of JEs and SSEs.

October 21st: President, GS and office bearers of IRTSA met U. M. Purohit, Secretary JCM & President AIRF.

October 22nd: Er. Harchandan Singh, GS/IRTSA addressed CEC meeting of AIREF & appealed for unity.

November 18th & 19th: CGB of IRTSA held at New Delhi. Large number of Rail Engineers from all over Indian Railways attended the meeting.

December 18th: IRTSA delegates met Sri.R.K.Rao, Member / Mechanical and requested for expeditious action on the demands of Rail Engineers.

December Last Week: Mass post card representation to Prime Minister appealing to grant Rs.4800 GP to JEs and Rs.5400 GP to SSEs.

Changes in the list of CEC Member

- Published in Nov-Dec 08 issue

14. Er. B. K. Parshad,	Mobile No. 09434727355
20. Er. P.S. Pandey	Mobile No. 09314220163
33. Er. Birbal Singh	Mobile No. 09381188694
40. Er. Ansar Khan	Mobile No. 0941357897
73. Er. Ramesh Chawdhari,	Mobile No. 09829866746

G.RAVISHANKAR, CEC MEMBER, B-3, SUSHMITHA COURT, 29, D. No-18A, SAMDHARIYA COLONY, KOLATHUR, CHENNAI – 600099.

CONDOLENCE

Er. A.K.SINHA, JE/P-WAY/CTC has died in the accident of Coromandal Express on 13th February, 2009 near JJKR station East Coast Railways. IRTSA conveys its heartfelt sympathy & condolence to the bereaved family.
May the departed soul rest in peace. - IRTSA

IR TSA Memoranda to Railway Board*(Visit irtsa.net for complete memorandum & annexure)***1. Anomaly in Grade Pay of Technical Supervisors****– Junior Engineers, Section Engineers & Senior Section Engineers:***Reference: Railway Service (Revised Pay) Rules, 2008 (RBE No 103, RBE No 108, RBE No 124)*

There is a serious anomaly in fixing the Grade Pay of Junior Engineers II (*in pre-revised scale of S-9 Rs 5000-8000*) & Junior Engineers I (*in pre-revised scale of S-10 Rs 5500-9000*) at Rs 4200 and, that of Section Engineers (*in pre-revised scale of S-12 Rs 6500-10500*) & Senior Section Engineers (*in pre-revised scale of S-13 Rs 7450-11500*) at Rs 4800, on account of following reasons:

i) Sixth Pay Commission have disturbed the existing relativity between the Technical Supervisors (Junior Engineers, Section Engineers & Senior Section Engineers) on one hand and the Teachers, Para-Medical (Nursing Cadre) & Accounts Staff on the other hand - by allotting the Grade Pay of Rs 4200 & 4600 to the Technical Supervisors (*vide Para 7.36.77 of SCPC & RBE No; 103 & 108*) as against the Grade Pays of Rs 4800 & 5400 to the Teachers, Para-Medical (Nursing Cadre) and Rs 4800 to Accounts staff (*vide Para 3.8.22, 3.8.15 & 7.56.13 of SCPC & RBE No; 124*).

ii) Pay Commission has ignored the following facts:

a) Higher recruitment qualifications, induction training, highly technical nature of duties, responsibilities & span of control over a large workforce – including Highly Skilled & Master Craftsmen / Senior Technicians etc. working under them.

b) Substantial increase in technical know-how & sophisticated technology, application of skill, intensive supervision and above all ensuring of safety requirements by the Technical Supervisors on the Railways in its entirety – due to modernisation, sophistication and high speed trains, application of higher technology in Locos, Coaches, Wagons, Signaling, P-Way, Works and Bridges etc.

c) It is pertinent that Technical Supervisors were given the highest Pay Scales amongst the entire class III / Group C employees by Third & Fourth Pay Commissions keeping in view their duties & responsibilities, but the Fifth Pay Commission disturbed this relativity.

iii) It is unfortunate that the Sixth Pay Commission had not even dealt with or removed any of the Anomalies of the previous Pay Commissions. The remedy of Pay Band & Grade Pay adopted by Sixth CPC (*vide Para 2.2.2 & 2.2.3 Page 36 of its report*) have not addressed the following existing anomaly in the case of Senior Section Engineers:

Pay Scale of Senior Section Engineers (Rs 2375-3500) was singled out by Fifth Pay Commission to be denied the benefit of multiple factor of 3.25 or even more given in all other cases – for no other valid reason except to adjust the Group B officers above them. Incidentally the multiple factor of 3.25 or even more was applied to all other 33 Pay Scales except S-13 of Senior Section Engineers - where the factor was only 3.14

If the same common multiple factor of 3.25, was applied by the Fifth CPC to the scale of SSE (S-13), then they should have been given the Pay scale of Rs 8000-13500 by the Fifth CPC and consequently their grade pay would have been Rs 5400 after the Sixth CPC.

This anomaly created by Fifth CPC had its adverse impact on the recommendations of Sixth CPC - without even being dealt with by the Sixth Pay Commission and is thus left unresolved thereby adversely effecting their Grade Pay of Senior Section Engineer.

iv) Junior engineers have unjustly been given the same Grade Pay of Rs 4200 at par with Master Craftsman / Senior Technicians working under them. Senior Section Engineers have been equated with Chief Clerks / Office Superintendents working under them All this is in violation of Constitutional provision of “equal pay for equal work” which has since been interpreted by the various courts- including the Supreme Court of India that “an equal cannot be over an equal.”

v) a) Ratio between Minimum Pay of Group D to Minimum Pay of Senior Section Engineer had fallen from 4.28 after Third Pay Commission has been reduced to only 2.63 after Sixth Pay Commission, (*as clear from Annexure II attached herewith*).

b) Similarly, the ratio between Minimum Pay of Group D to Minimum Pay of Junior Engineer had also fallen substantially from 2.17 after Third Pay Commission has been reduced to only 1.92 after Sixth Pay Commission, (*as clear from Annexure II attached herewith*).

c) As compared to Group A also, the proportionate rise in pay & emoluments of JE (Junior Engineer in S 9 & S 10) & SSE (Senior Section Engineers - i.e. in S-13) was much less than that of Group-A not only by the Fifth Pay Commission but even by the Sixth Pay Commission - (*as per details given in the Annexure III & IV*)

vi) **It is, therefore, requested that the Junior Engineers (in the pre-revised scale of Rs 5000-8000 & Rs 5500-9000) may please be granted the Grade Pay of Rs 4800 and the Section Engineers & Senior Section Engineers (in the pre-revised scale of Rs 6500-10500 & Rs 7400-11500) be granted the Grade Pay of Rs 5400.**

2. Grant of PCO Allowance to Staff of PCO**Reference: Railway Board's letter No. E(P& A)I-2008/SP-1/WS-4 dated 6.2. 2009**

We would like to bring to your kind notice an omission in the Board's letter cited above which is bound to have serious impact on a large number of Supervisory Staff i.e. the Junior Engineers working in the Production Control Organisation as they have been just left out from the said orders of the Railway Board.

The letter under reference, inter-alia lays down that the “PCO Allowance may continue to be paid @ 15% to non-supervisory staff drawing grade pay up-to Rs. 4200”

Majority of the Staff in the Production Control Organisation, are Supervisory Staff including Junior Engineers and drawing grade pay of Rs. 4200 who are getting 15% PCO Allowance but who have not been covered by the said orders.

It is requested that the said orders may please be amended and the words “and Junior Engineers” be added after the words “non-supervisory staff”.

*(Memoranda to Railway Board Continued)***Subscribers!****Please renew your subscription for VRE in time****Please send your subscription @ Rs 50 PA to:-****K.V.Ramesh, Manager, VRE,****G3-Likhit Homes, 3-Lakshmanan Nagar West Street,
Peravallur, Chennai- 600082.***(Email – rameshirtsa@yahoo.co.in), Phone: 09444100842)*

IR TSA Memoranda to Railway Board (Contd.)**3. ANOMALY IN PERIOD OF TRAINING & STIPEND TO TRAINEES – UNIFORMITY IN PERIOD OF TRAINING & STIPEND URGED**

Ref: RBE No. 198/2008, letter No.PC-V/2008/PS/1 (stipend) Dated 15.12.2008 – Reg: Revision of rates of stipend to apprentices and trainees on Railways.

a) Diploma Holder Trainee Junior Engineers:

There is no uniformity in the period of Training and the amount of Stipend paid during training also varies in case of the category of Junior Engineers Gr. II Trainees of different Departments of the Railways even though they are all Diploma Holders. Their initial qualifications are the same as Diploma and the Pay Band (Rs 9300-34800) and Grade Pay (Rs 4200) after the Training are all the same. But the period of Training varies from 1 year to 18 months while the Stipend granted vide Board's letter cited above also varies between Rs 8560+2800 to Rs 9300+4200. This is anomalous & discriminatory.

It is requested that the Period of Training during Training should be the same as one year and the Stipend during Training should also be the same in all departments (including S & T, P-way, Works, Electrical, Bridge, Workshops, TM / TT, Drawing, Design, Printing Press etc as well as the Draftsmen/ Diploma Holders – Mech, Elect, S & T & Engg) – who have all since been designated as Junior Engineers Gr II.

a) Rate & Date of effect of Revision of Stipend: As per existing rules, the period of Training is treated as "Qualifying Service" for Pensionary benefits and for grant of Increments etc. as the Stipend is paid from Revenue Account of Consolidated Fund India as per Fundamental Rules. As such, it is requested that the Stipend in case of all Diploma Holder Trainees should be the same as Pay Band plus Grade Pay of Junior Engineers in case of all Departments indiscriminately.

b) Stipend & Training period of Intermediate Trainee Junior Engineers: It is requested that the training period of Intermediate Trainee Junior Engineers selected through LDCE from serving Technicians should also be uniformly reduced for all departments to one year and their Stipend during training should also be uniformly the same for all departments and should equal to Pay Band plus Grade Pay of Junior Engineers in case of all Departments indiscriminately – not only in case of just a few of them.

4. Disparity in Pay Rise between PB-1 to 3 & PB 4

Ref: - i). MOF Resolution No.1/1/2008-IC dt 29. 8. 08,
ii). MOF OM Revised Pay Rules,2008 G.S.R. 622 (E) 29. 08. 08
iii). MOF O.M. F.No. 1/1/2008-IC dated 30th August, 2008

i) The Sixth Pay Commission has greatly discriminated against lower & middle ranking employees. There is a large variation in the comparative rise of pay, For the lower paid employees, in Pay Bands PB-1 to PB-3, the rise over Fifth CPC scales is only around 2.5 times whereas the rise in PB- 4 is more than 3 to 3.4 times. The percentage rise in pay in Pay Band 4 is mostly 60% and going up to even 81% whereas in Pay Bands PB -1 to PB - 3, the increase in pay is close to 35% - (as per details in Annexure I- (not printed – see Annexure on www.irts.net).

ii) The Fifth Pay Commission while recommending the revised Pay Scales, had applied a common "Multiple Factor" of 3.25 over Fourth CPC Pay Scales (as per details in Annexure II). This Multiple Factor was based on the rise of NNP (Net National Product) on constant prices. But Fifth CPC made an error of calculating the said rise of NNP in 9 years (from 1986-87 to 1994-95) instead of 10 years since the Fourth CPC (from 1986-87 to 1995-96) - (vide Annexure 41.5 Page 428 of Fifth CPC report). It had thus suppressed the Multiplication Factor as well as the proposed Pay Scales by over 10%.

iii) The Sixth Pay Commission should have removed this omission on the part of Fifth CPC by taking the rise of NNP for eleven years (from 1994-95 to 2005-06) to compensate for the above said omission

iv) The Sixth Pay commission has on the other hand disturbed many of the existing relativities between the Scales in PB I to PB 3 on one hand and PB 4 on the other hand- as mentioned in Para i) above.

The Sixth Pay Commission has thus contravened its own principle and policy (as decided by SCPC vide Para 3.8.3 c) of its report) – 'to maintain the existing relativity between various categories'

v) It is therefore requested that the Minimum of the Pay of all Pre-revised (Fifth CPC) Pay Scales in PB – 1 to PB – 3 should be multiplied by a common multiple factor of 3 which is the minimum rise given (by Sixth CPC) to the Pre-revised Pay Scales in PB - 4

5. Classification of Tech.Sups. in Group 'B' (Gaz)

1. There is extreme stagnation amongst the cadre Technical Supervisors on the Indian Railways. Only about 3% of them are able to reach the level of Group B in their entire career span of nearly 30 to 35 years or more. Rest of them all retire within the same cadre of recruitment in Group C inspite their qualifications as Diploma / Degree in Engineering, intensive Training and long years of experience.

2. No where else is the position as bad as in the case of Technical Supervisors on Railways. Officers on Railways get nearly 4 to 5 promotions if not more in their career, and that too on time bound basis. Junior Engineers in other Central Government Departments get their promotion on time bound basis as Assistant Engineer and then onwards up-to the level of Executive Engineer and even Chief Engineer – in MES and CPWD as well as in most State Government Services. But it is not so with the Technical Supervisor inspite of the fact that the job content of Technical Supervisors on the Railways is of a more critical & vital nature.

3. All the Pay Commissions as well as the Department of Personnel had recommended for classification in Group B of the posts in the Pay Scales in which Technical Supervisors were placed. But the Railways did not implement any of these recommendations - thereby causing much frustration amongst the Technical Supervisors.

4. Railways have the lowest percentage of Gazetted posts in Group 'A' & 'B' vis-à-vis Group 'C' & 'D' employees but even vis-à-vis group 'C' employees alone it miserably low in comparison to all other Departments of Central Government A perusal of comparative figures (submitted in Annexure I); project a very alarming position as indicated below:

Central Govt Ministry / Department	Gr. A	Gr. B
A.I Avg. % age in Gr. A, B vs C & D	2.8	5.3
Railways % age in Gr. A, B vs C & D	0.6	0.5
A.I Avg. % age in Gr. A, B, vs Gr. C	3.9	7.3
Railways % age in Gr. A, B, vs Gr. C	0.9	0.8

5. This is not only the root cause of all the stagnation & frustration amongst the Technical Supervisors on the Railways but it is also an impediment in effective execution administrative polices & plans due to lack of executive powers of the Technical Supervisors who are the 'spot managers.' This is bound to have an adverse impact on the efficiency and safety on the Railways, as has been mentioned variedly by all the previous Railway Accident Inquiry Committees as well as by the Railway Reforms Committee.

6. It is, therefore, requested that the posts of Technical Supervisors (JEs, SEs, SSEs / CMS / DMS) may please be classified in Group B Gazetted.

IRTSA Memoranda to Railway Board (Contd.)**6. Anomaly in fixation of Pension of Pre-2006 Retirees**

Ref:- DOP O.M. F. No. 38/37/08-P&PW (A), dated 1.9.08 & F.No. 38/37/08-P&PW (A) pt.1 dated 3. 10. 2008

1. a) The Sixth Pay Commission, vide Para 5.1.47 noted that "modified parity has already been conceded between pre and post 1/1/1996 pensioners. Further full neutralization of price rise on or after 1/1/1996 has also been extended to all pensioners. No changes in the extant rules are necessary.

b) Sixth CPC had finally recommended (at the end of Para 5.1.47) that "----- the revised pension, in no case, shall be lower than the sum of the minimum of the pay in the pay band and the grade pay thereon corresponding to the pre-revised pay scale from which the pensioner had retired.

2. These recommendations had been accepted by the Cabinet and accordingly DOP & PW issued Office Memorandum dated 01.09.2008.

3. This was however followed by a so called "clarification" vide OM dated 3rd October, 2008 *supra*, in respect of Para 4.2 of OM dated 1st September, 2008, vide which the Pension will be fixed at 50% of the minimum of the pay in the pay band "irrespective of the pre-revised scale of pay". This is in absolute contravention of the recommendation & policy of the Sixth Pay Commission as it has totally changed the intent of Para 5.1.47 of 6th CPC Report accepted in Toto by the Govt. in Para 4.2 of O.M. dated 1st September 2008. This has given rise to a substantial reduction in the pension of pre-2006 pensioners compared to post-2006 pensioners retiring from the same post at the minimum of pay scale.

4. Fifth CPC extended full parity between pre and post-1986 pensioners and modified parity between pre and post-1996 pensioners. It was provided that pension could, in no case, be less than 50% of the minimum of the corresponding Fifth CPC revised pay scales from which the pensioner had retired. This Recommendation of Fifth CPC had been accepted by the Government and taken note of by the Sixth CPC - as stated above.

5. As a result of the change now effected vide item 4.2 of DOP letter dated 3.10.08, two major anomalies and disparities have arisen (as illustrated in Table below)

i) There will be substantial difference in pension of Pre& Post 2006 pensioners, varying from scale to scale in each of the 4 Pay Bands as given below:

Pay Band/scales	Difference in pension p.m. of Pre& Post 2006 Pensioners
PB 1 (S 4 – S 8)	Rs 165 to 1585
PB 2 (S 9 – S 15)	Rs 465 to 2790
PB 3 (S 16 - S 23)	Rs 570 to 4060
PB 4 (S 24 – S 30)	Rs 1145 to 7225

ii). Pension of a pre-2006 pensioner and retiring from a higher post / pay scale would be lower than a post-2006 pensioner, retiring from lower pay scale / scales, example being as follows. Even the juniors retiring at the minimum of pre-revised scale will get a higher pension than a pre-2006 pensioner retiring from a higher grade. 6. The difference in pension of two identical cases separated by a line of pre & post 2006 pensioners gives rise to a class within the class. This question was taken up by a Constitution Bench of Supreme Court of India in the case of *D.S.Nakara and others vs. Union of India (1983)* where in no uncertain terms throughout the judgement it has been repeatedly observed that the date of retirement of an employee cannot form a valid criterion for classification, for if that is the criterion those who retired by the end of the month will form a class by themselves. Such classification based on a cut off date has been held to be arbitrary and unprincipled which does not stand the test of Article 14 of Constitution of India.

7. It is requested that, the said injustice be redressed early and there should be no discrimination in fixing the pension for pre-2006 and post-2006 pensioners and it should not be less than 50% of the sum of the minimum of pay in the Pay Band and the Grade Pay thereon corresponding to the pre-revised pay scale, as per accepted recommendations of 6th CPC Report.

NEWS FROM UNITS**IRTSA DELEGATES MEET MOSR R.VELU**

CHENNAI: On 9th February, 2009, IRTSA delegates led by Er.R.Ravindran, Vice President/IRTSA along with large number of supervising engineers including Er.K.V.Ramesh, ACT/IRTSA, Er.K.Gobinath, Jt.Gl. Secy met Sri.R.VELU, Honourable MOSR, during his visit to Chennai. MOSR was handed over with a memorandum on the anomalies created by SCPC for the cadre of Supervising Engineers. MOSR recalled the previous meetings of IRTSA office bearers with him at Chennai and New Delhi.

GENERAL BODY MEETING OF TVC DIVISION

On February 7, 2009, Thiruvananthapuram Divisional unit of IRTSA held its General Body meeting at Gandhi Museum Auditorium. Central President Er. M. Shanmugam presided over the meeting. Er.. Munusami, Southern Railway, Zonal President Er. K. V. Ramesh, ACT, Er.Abdul Salam, Zonal Secretary, Er. Nirmal Chandran, Chennai Divisional Secretary and Engineers in large numbers representing all the branches attended the meeting. Central leaders and Zonal leaders explained the activities and achievements of IRTSA over the period of more than 43 years.

NEW OFFICE BEARERS OF TVC DIVISION

President	K.Raghuthaman	SE/C&W/TVC
Vice President	C.Masilamani	SE/S&T/NCJ
	V.Girish	SE/M/TVC
	C.S.Sasikumar	SSE/AC/TVC
Secretary	Harichandran	SSE/TPC/TVC
Treasurer	K.G.Sushil kumar	SE/DW/TVC
Org. Secy	M.Visvambaram	SSE/E/TL/TVC
Jt. Secretary	T.Rajendran Pillai	SSE/E/ERM
	V.N.Namboodri	SSE/DW/TVC
	Godwin Mosses	S C / Eng / TVC
Asst. Secretary	Harikumar	SE/C&W/TVC
	Sunny Joseph	JE/C&W/IPN
	V.S.Vasudevan	SE/Tele/TVC
Auditor	P.P.Sunilkumar	SE/E/KTYM

GENERAL BODY MEETING OF JTJ SUB UNIT S.Riy.

General Body meeting of Jolarpet Sub unit of Southern Railway Zone was held on January 29th and elected its new office bearers.

President	Er.Santhaseelan	JE/Signal
Vice President	Er.A.Nachimuthu	JE/C&W
Secretary	Er.T.Krishna Babu	SE/C&W
Treasurer	Er.N.R.Sridhar	SE/C&W
Jt. Secy	Er.A.M.Sarvanabavan	SE/P.Way
Org.Secy	Er.P.Kalisivam	SSE/C&W
	Er.Suresh	JE/Elec
Advisor	Er.Vijandra singh	SSE/C&W

ORGANISATIONAL NOTICE – IRTSA C.Hq.

All Units & Subunits of IRTSA are hereby directed to:

1. **Close accounts as on 31.12.2008**, get them audited & passed by Executive Committee & General Body and send a copy of the Balance sheet to ZS, CT & GS, IRTSA.
2. **Hold Annual General Body Meeting & Annual Elections** and send the Minutes to ZS, CT & GS, IRTSA.
3. **Send Central Quota of Subscription** for 2008 to Central Treasurer, IRTSA, (Er. ON Purohit, 106, Suraj Nagar, Jodhpur – 8) by DD in favour of IRTSA only.
4. **Launch intensive "Membership Drive"** for 2009.
5. **Launch intensive drive for Struggle & Corpus Fund** and send the central quota thereof to Central Treasurer - as per directive of CEC IRTSA.
6. For keeping yourself up-to date Visit www.irtsa.net & read "Voice of Engineers" regularly.

GS/IRTSA

RAILWAY BOARD LETTERS ON STAFF MATTERS**1. Sub: Decision relating to grant of PCO Allowance to staff of Production Control Organisation.**

Railway Board letter No. E(P&A)I-2008/SP-1/WS-4, Dated 06.02.2009

Pursuant to the recommendations of the SCPC, the question of the special Allowance admissible to the staff of the Production Control Organisation has been under consideration of the Board. After careful consideration, it has been decided that PCO allowance may continue to be paid @ 15% to non-supervisory staff drawing grade pay upto Rs.4200/- and @ 7.5% to the Section Engineers and Senior Section Engineers drawing grade pay of Rs.4600.

The rates in the revised scales will be effective from 1.9.2009.

The PCO Allowance will not be reckoned for any benefit such as DA, HRA, CCA, pension, gratuity and fixation of pay on promotion.

2. Sub: Advance/withdrawal from State Railway Provident Fund (SRPF) in the SCPC scales of pay – regarding.

Railway Board letter No: F(E)III/2008/PF1/1 Dated 05.01.2009

Consequent upon the implementation of the decision of the Government on the recommendations of the SCPC, references have been received from some zonal Railways as to whether advances/withdrawal from SRPF is to be sanctioned as per the existing entitlement, on the basis of the revised pay in the pay band/pay scale. The matter has been examined, in consultation with department of Pension & Pensioners Welfare and it is clarified that advances/withdrawals from SRPF are to be sanctioned as per the existing entitlement on the basis of the "Basic Pay" as defined in the Railway Service (Revised Pay) Rules, 2008.

3. Sub: Grant of Transport Allowances to Railway employees – clarification reg.

Railway Board letter No: PC-V/2008/A/TA/2, Dated 32.01.2009

In continuation of Board's letter of even number dated 12-09-2008, the issue regarding admissibility of Transport Allowance to Residential Card Pass (RCP) users has been reviewed by the Board and in partial modification of para 4 of the letter dated 12-09-2008 *ibid*, it has been decided that Transport allowance be made admissible to those Railway employees who are already availing the RCP facility with a proviso that no further railway or section will be added to the ambit of Residential Card Passes in future.

These orders are effective from September 1, 2008.

4. Sub: Fixation of Pay and grant of increments in the revised pay structure – clarification regarding.

Railway Board's letter No: PC-VI/2008//RSRP/1 Dated 11.02.2009.

Following the notification of the Railway Service (revised Pay) Rules, 2008, this Ministry has received references from some Railways seeking clarification regarding various aspects of fixation of pay in the revised pay structure as also pay fixation and grant of increments in future under the revised pay structure. The matter has been examined in consultation with Ministry of Finance,

Department of expenditure. The points of doubt and the clarification thereto are as under.

Points of Doubt - 1

As per the provisions of rule 1313 (FR 22 (I) (a) (1)) of Indian Railway, Estt. Code, Vol.II the option has to be submitted by eligible employee (other than those appointed on deputation to ex-cadre post or ad hoc basis or on direct recruitment basis) within one month of promotion. Some of the employees, promoted before 1.1.2006 as well as after 1.1.2006 but before notification of Railway Service (Revised Pay) Rules, 2008, implementing 6th CPC recommendations, had opted for their pay fixation on promotion from the date of their next increment which was falling after 1.1.2006 in the 5th CPC scales as per the rules/pay structure then in force. Consequent upon implementation of recommendation of 6th CPC in September 2008 effective from 1.1.2006, the option submitted by a number of employees has now turned to be disadvantageous. Whether such employees may be allowed to revise their options under Rule 1313 (FR 22 (I) (a) (1)) of Indian Railway Estt, Code, Vol-II.

Clarification: Railway Board's letter No. E(P&A)II-2003/PP-I dated 16.10.2003 provides that a Railway Servant may give a revised option for fixation under Rule 1313 (FR 22 (I) (a) (1)) of Indian Railway Estt. Code, Vol.II, within one month from the date of orders of such unforeseen developments or change of rules. In any such cases, that have resulted from the notification of Railway Services (Revised Pay) rules, 2008, Railway servants may be allowed to exercise a revised option for fixation of their pay the promotion post within one month from the date of issue of these clarifications.

Points of Doubt – 2, a

As per the Rule 5 of the Railway Services (Revised Pay) Rules, 2008, a Railway servant placed in a higher pay scale between 1.1.2006 and the date of notification of these rules on account of Promotion, upgradation of pay scales etc, can elect to switch over to the revised pay structure from the date of such promotion (i.e. after placement in the promotional grade), upgradation etc. The employees promoted or upgraded to higher grade have option to have their pay fixed/re-fixed as per the provisions of Rule 1313/1317 (FR 22/FR 23) of Indian Railways Estt. Code, Vol-II from the date of next increment etc.

Clarification: Proviso to Rule 5 of Railway services (Revised Pay) Rules, 2008 states that a Railway servant may elect to continue to draw pay in the existing scale until the date on which he earns his next or any subsequent increment in the existing scale, or until he vacates his post, or ceases to draw pay in that scale.

The Rule *ibid* further provides that in cases where a Railway servant has been placed in a higher pay scale between 1.1.2006 and the date of notification of these Rules on account of promotion, upgradation of pay scales etc. the Railway Servant may elect to switch over to the revised pay structure from the date of such promotion, upgradation, etc.

(Continued)

**ENGINEERS!
MAKE IRTSA STRONG
FOR YOUR OWN BETTERMENT &
THAT OF YOUR FAMILY**

RAILWAY BOARD LETTERS ON STAFF MATTERS (Contd)

Points of Doubt – 2, b Whether such employees covered by Rule 5 of Railway Service (Revised Pay) Rules, 2008, can also revised their options now to choose either from the date of promotion/upgradation or the date of increment etc (which may fall on the 1st July 2006, 2007, 2008 or 2009 etc.) as annual increment is given uniformly on 1st July.

Clarification: It is clarified that such cases will be regulated under proviso to rule 5 of the Railway service 9Revised Pay) Rules, 2008. After switching over to the revised pay structure, clarification 2 (the method of fixation of pay on promotion after 1.1.2006) issued vide Board's letter of even number dated 25.09.08 will apply.

Points of Doubt – 2, c Whether such options will also be available in the cases of ad-hoc promotions (whether or not followed by regularization without break)

Clarification: In the case of ad-hoc promotions granted between 1.1.2006 and date of notification of Railway Services (Revised Pay) Rules, 2008, a Railway Servant has the option to have his pay fixed under proviso to Rule 5. However, clarification 2 (the method of fixation of pay on promotion after 1.1.2006) issued vide Board's letter of even number dated 25.09.08 will not apply in such cases.

Points of Doubt – 3 As per Rule 13 (i) of Railway Services (Revised Pay) Rules, 2008, in case of promotion from one grade pay to another and that involving change of pay band, one increment equal to 3% of basic may be allowed and in addition higher grade pay of the promotional post may also be allowed. Ads per clarification 2 of Board's letter even number dated 25.09.08 on promotion from one grade to another, a Railway servant has an option under Rule 1313 (FR 22 (I) (a) (1)) of Indian Railway Estt. Code, Vol.II to get his pay fixed in the higher post either from the date of his promotion, or from the date of his next increment. As per the provisions of Rule 1313 (FR 22 (I) (a) (1)) of Indian Railway Estt. Code, Vol.II the benefit of fixation under above rule is admissible only in cases of appointment involving duties and responsibilities of greater importance. Further, the grant of option under above FR is also subject to the condition that the appointment is not on deputation on ex-cadre basis/ad-hoc or direct recruitment basis.

It is not clear whether : (a) Rule 1313 (FR 22 (I) (a) (1)) of Indian Railway Estt. Code, Vol.II still holds good in its present form with all the attendant conditions: or

(b) The same got modified on introduction of Sixth Central Pay Commission Pay structure, and if yes

(c) What is the extent of modification to above FR.

Clarification: Point No. (a) Rule 1313 (FR 22 (I) (a) (1)) of Indian Railway Estt. Code, Vol.II still holds good.

Point No. (b) (c): Clarification No.2 of Board's letter of even number dated 25.09.08 prescribes the method of fixation of pay under Rule 1313 (FR 22 (I) (a) (1)) of Indian Railway Estt. Code, Vol.II after introduction of the system of pay bands and grade pay.

Points of Doubt – 4 Methodology for rounding off: As per rule 9 of the notification, the rate of increment in the revised pay structure will be 3% of the sum of the pay in the pay band and grade pay applicable, which will be rounded off to next multiple of 10. Whether rounding off to next multiple of 10 has to be done in terms of rupees or even a paise has to be rounded off to next multiple of 10. For example, if the pay after draw of increment works out to Rs.10510.10 the same has to be rounded off to 10520 or 10510.

Clarification: In the case fitment table annexed with Board's letter of even number dated 11.09/08 and 12.09.08 rounding off has already been done and the same should be implemented without any modification.

In the case of calculation of increments under the revised pay structure, paise should be ignored, but any amount of a rupee or more should be rounded off to next multiple of 10. To illustrate, if the amount of increment comes to Rs.1900.70 paise, then the amount will be rounded off to Rs.1900: if the amount of increment works out to be Rs.1901, then it will be rounded off to Rs.1910.

Points of Doubt - 5

Grant of stagnation increment: Whether the employee who has been granted stagnation increment between February 2005 or thereafter are to be granted additional increment w.e.f 1.1.2006, while fixing the pay or not? Since they have reached at the maximum of the existing pay scale.

Clarification: In all cases, where a Railway servant has been granted an increment (whether normal annual increment or stagnation increment) after January 1,2005, no increment will be allowed on 1.1.2006 at the time of fixation of pay in the revised pay structure.

5. Sub: Sixth Central Pay Commission- Recommendation relating to encashment of LAP – acceptance of.

Railway Board letter No: F(E)III/2008/LE-1/1 Dated 12.12.2008.

It has been brought to the notice of the Board that in response to Board's letter of even number dated 29.10.2008, a large number of applications are being received from the Railway servants for sanction of LAP for the purpose of availing of the benefit of encashment of LAP for 10 days. Acceding to the request of such large number of Railway servants for sanction of LAP all together is fraught with the possibility of serious disruption to train operations, it has been decided by the Ministry of Railways that the Railway servants who are directly engaged in running of trains viz. all the running staff including Drivers, Assistant Drivers, Motormen, Shunters, Guards etc. and station Masters / assistant Station Masters should be exempted from the requirement of availing of passes and equal duration of LAP for availing the benefit of encashment of 10 days of LAP. Zonal Railways are therefore requested to sanction encashment of LAP upto 10 days to the categories of the Railway servants mentioned above on receipt of request from them in this regard without insisting on them to avail Railway passes and apply for LAP of equal duration.

6. Sub: Financial upgradation under the ACP scheme on implementation of revised pay structure under Sixth CPC.

Railway Board Letter No: PC-V/2009/ACP/1, Dated 20.02.2009.

As a consequence of implementation of 6th CPC recommendations a new pay structure has come into existence w.e.f. 01.01.2006. With a view to regulate the ACP scheme in context of new/revised pay structure a reference seeking certain clarification has been made to DOP&T which is the nodal Department of the Government on the subject i.e. ACP. In such a position, it is advised that implementation of ACP scheme may please be suspended immediately till further instructions are issued from Board's office.

RAILWAY BUDGET SPEAKS OF HIGHLY SUCCESSFUL PERFORMANCE

Indian Railways is climbing new highs; the interim budget presented by Sri.Lalu Prasad, Minister for Railways on 13th February is another illustration of the exceptional performance of Indian Railways. In the predominantly inflationary market, Rail transport in India is the only service for which the tariff has been reduced continuously for four years. Yet, in a historic financial turnaround, IR is set to establish a landmark cash surplus of more than Rs.90,000 crores, in five years. The number of consequential accidents came down to 194 in 2007-08, as against 325 in 2003-04.

But no credit was given to Railway men - nor was the profit shared with them. On the other hand, discontentment prevails especially among the Technical cadres which are responsible for the core activity of Railways but was not given fair treatment by the SCPC, Government & Railways. Unless the step-motherly attitude shown towards the technical cadre changed, Railways may not be able to continue its dream run performance.

HIGHLIGHTS OF INTERIM RAILWAY BUDGET 2009-10

- ❖ Cash surplus before dividend Rs.90,000 crs in 5 years.
- ❖ In the last five years Railway achieved average annual growth of 8 percent in freight loading.
- ❖ Number of consequential accidents came to 194 in 2007-08, as against 325 in 2003-04.
- ❖ Railways will invest Rs.2,30,000 crores under the 11th Five year plan, which is almost three times than that of 10th Five year plan.
- ❖ Railways investment outlays increased from Rs.13,394 crores in 2003-04 to Rs.36,773 crore in 2008-09.
- ❖ Railways would be completing 4900 kms of Gauge conversion, 1800 kms of doubling and 1100 kms of new lines over five years.
- ❖ Agartala capital of North Eastern state of Tripura has been brought in the Railway network for the first time.
- ❖ Dream of Train service to Kashmir Valley realized by start of train service between Anantnag and Rajwansher.
- ❖ Production of new designs of covered and open wagons has commenced. New trains will carry a load of 4100 tonnes compared with the earlier load of 2300 tonnes. This will result in a 78 percent increase in capacity of good rakes of new design wagons.

Performance Review of 2007-08

- ❖ Freight earnings grew at 14 percent.
- ❖ Passenger earnings grew at 15 percent.
- ❖ Total traffic earnings increased by 15 percent to reach Rs.71,645 crores.
- ❖ Cash surplus before dividend increased from the level of 2006-07 of Rs.20,338 crores to Rs.25006 crores.
- ❖ The plan expenditure increased to Rs.28980 crores against Rs.25,002 crores in 2006-07.

Revised Estimates 2008-09 (till the end of Sep-2008)

- ❖ Freight loading and earning registered a growth of 9 percent and 19 percent respectively.
- ❖ Passenger earnings increased by 14 percent.
- ❖ Cash surplus before dividend likely to be Rs.19,320 Cr. Operating ratio is projected at 88 percent.

Budget Estimates for 2009-10

- ❖ The Budget Estimates for goods earnings, passenger earnings, sundry other earnings and other coaching earnings have been kept at Rs. 59,059 cr, 25,000 cr, Rs. 6,000 cr and Rs. 3,000 cr respectively in 2009-10.
- ❖ The Gross Traffic Receipts have been projected at Rs . 93,159 cr, exceeding the Revised Estimates for the current year by Rs 10,766 cr.

- ❖ The total Working Expenses are estimated at Rs 83,600 cr.
- ❖ The cash surplus before dividend is expected to be Rs 18,847 cr and the operating ratio 89.9 percent.
- ❖ Dividend payable to the General Revenues for 2009-10, is estimated at Rs. 5,304 cr.
- ❖ Annual Plan for 2009-10 investment of Rs. 37,905 cr.
- ❖ The work of construction of Rail Wheel Factory at Chhapra is going on in right earnest. Efforts are being made to start work on Diesel and Electric Locomotive Factories at Marhura and Madhepura, this month.
- ❖ The wagon factories of Bharat Wagon Limited located at Mokama and Muzaffarpur have been transferred to Ministry of Railways.
- ❖ 43 new trains will be introduced, 14 trains destinations extended, frequency of 14 trains will be increased.
- ❖ Second class and sleeper class fares of all mail/ express and ordinary passenger trains will be reduced by 2 % for the ticket costing more than Rs 50 passenger.
- ❖ Fares of AC first class, AC 2 tier, AC 3 tier and AC Chair Car will be reduced by 2 percent.

Railway Board letters (Continued from Page-8)

7. Sub: Inclusion of son above 21 years of age in privilege pass issued in favour of Railway employees. Rly. Bd. letter No. E(W) 2008 PS 5-1/44 Dated 15.1.09

As per the extent provisions contained in Railway Servants (pass) Rules, 1986(second Edition, 1993), a privilege pass can be issued to Railway servant and his family with validity of 4 months. These rules provide that a son of a Railway servant can be included in the Privilege pass provided he is below 21 years of age and is dependent on Railway servant except in certain conditions like scholar son, invalid son etc. as laid down in Rules in terms of which such a son above 21 years of age can be included in the privilege pass. In this regard, a point has been raised as to the procedure to be followed for issuing privilege pass where in the son of a Railway employee, who is about to complete 21 years of age, is sought to be included. After careful consideration, it has been decided that in case of issuance of privilege pass in favour of Railway Servant along with family including dependent son, who is neither a scholar nor invalid and is about to complete 21 years of age during the validity period of the Privilege pass, the pass may be issued in the following manner:-

- i) The Privilege pass may be issued in favour of a Railway Servant with validity period up to the date preceding the date on which the son will be attaining the age of 21 years: of
- ii) Privilege pass may be issued with validity of full 4 months excluding the name of the son of the employee.

(Board's orders Continued on next page RH Col)

Statement of ownership & other particulars about "Voice of Rail Engineers" to be published in Jan-Feb, every year Form IV – See Rule 8)

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I, M. Shanmugam, declare that the particulars given above are true to the best of my knowledge & belief.

S/d M. Shanmugam,
Signature of Publisher

Extracts of Minutes of CEC meeting held at
Chennai on 13.01.2009

CEC meeting held at Chennai on 13.01.2009 resolved as under: -

1. Observance of 2009 as "YEAR OF STRUGGLE":-

a) The year 2009 shall be observed as an "YEAR OF CONTINUING STRUGGLE BY IRTSA" all over India against the retrograde recommendations of Sixth Central Pay Commission and non-acceptance of genuine demands of Engineers on Railways. All units & subunits of IRTSA shall locally decide & take suitable action accordingly.

b) Central President will also issue further directions, in consultation with the General Secretary, to further intensify the struggle.

2. i) "**Corpus Fund**":- In order to intensify the ongoing efforts and struggle for pursuance of demands and early realization thereof, a "Corpus (Reserve) Fund" shall be raised at Central, Zonal, Divisional & Subunit levels

iii) **Appeal for liberal contribution to Corpus fund**: All Zones / Units / Subunits are requested to make an appeal for liberal contribution to **Corpus fund** and to effectively persuade at least 10% of the members to contribute minimum of Rs. 100 per month (or Rs 1200 PA) and 20% of the members to contribute minimum of Rs.50 per month (or Rs 600 PA) and the rest of the Engineers be urged to contribute at least Rs 300 PA towards Corpus fund by explaining to them how the lack of fund is paralyzing the activities of the Association in carrying on the struggle. A list of Engineers who are all contributing be furnished.

iv) Existing "Life Members" are requested to contribute an amount of Rs.500 per annum towards "Corpus (Reserve) Fund" for the ongoing struggle.

v) Rate of future "Life Membership" shall be decided in the next meeting of CGB.

vi) It will be mandatory for all CEC members and office bearers of IRTSA to contribute to the "Corpus Fund" at least at the rate of Rs.100 per month (or Rs 1200 PA).

vii) **Distribution of "Corpus Funds"**:- The "Corpus Funds", shall be collected at Subunit level and shall be sent to Central & Unit Treasurers respectively, at the end of each quarter, in the following proportion, retaining the balance with them: -

(a) **On Zonal Railways: - Centre 33.3% (b) Unit 33.3% (c) Sub-unit 33.3%.**

(b) **Production Units: - Centre 50% & Unit 50%.**

viii) **Accounting of "Corpus Funds"**: - Separate account of "Corpus Funds" shall be maintained, by the Central, Zonal & Subunit Treasurers respectively.

3. **Advertisement & Publicity Fund**: - i) An Advertisement & Publicity Fund shall be raised, to effectively project & publicise the cause of the Association amongst the Members and Administrative hierarchy as well as the Public.

ii) Each Zone will contribute to the Central Advertisement & Publicity Fund, at least @ Rs.10, 000 PA through advertisements for the VRE & irtsa.net website etc.

4. **Zonal Conferences**: Zonal Conferences shall be organized in each Zone, one after another, at an interval of 2 to 3 months to mobilize all Zones effectively for the struggle ahead. CEC Members & Central Office bearers will make all out efforts to participate in the Zonal conferences to boost up the organisation and to motivate the Engineers of the region for en-mass participate in the ongoing struggle.

Railway Board letters (Continued)

8.Sub: House building Advances for Central Government / Railway employees – Implementation of the recommendations of the VIth CPC.

No.F(E)Spl.2008/ADV.3.6 Dated 12.1.2009.

Ministry of Urban Development's O.M.No.1-17011/11(4)/2008-H.III dt.27.11.2008 on the above mentioned subject is hereby circulated for information and guidance. The same will be applicable to Railway servants mutatis mutandis. All other provisions like eligibility repaying capacity, recovery etc. will remain unchanged. These orders shall be effective from 27.11.2008, i.e. the date of issue of Ministry of Urban Development's O.M.

OFFICE MEMORANDUM

Sub: Interest bearing advances/Sixth Central Pay Commission recommendation on House Building Advance

Ministry of Urban Development's O.M.No.1-17011/11(4)/2008-H.III dt.27.11.2008

The undersigned is directed to say that the implementation of the recommendation of the sixth Central Pay commission relating to interest bearing advance, granted to central Government employees is under consideration of the Government.

With effect from 27-11-2008, the following provisions of grant of House Building Advance shall be in operation, until further orders:-

(i).The maximum limit for grant of HBA shall be 34 months' of pay in the pay band subject to a maximum of Rs. 7.50 lakh or cost of the house or the repaying capacity whichever is the least, for new construction/purchase of new house/flat.

(ii).The maximum limit for grant of HBA for enlargement of existing house shall be 34 months' pay in the pay band subject to a maximum of Rs. 1.80 lakh or cost of the enlargement or repaying capacity, whichever is the least.

(iii).The cost ceiling limit shall be 134 times the pay in the pay band subject to a minimum of Rs.7.50 lakh and a maximum of Rs.30 lakh relaxable up to a maximum of 25% of the revised maximum cost ceiling of Rs.30 lakh.

4. The rate of interest on House Building Advance is between 5% and 9.5%, depending on the loan amount.

5. The repaying capacity of Govt. servants who have more than 20 years of remaining service has been revised from 35% to 40% of pay. (Pay means pay in the pay band).

MINISTRY OF FINANCE CIRCULAR

Sub: Deduction of income tax from salaries during the Financial year 2008-2009 under section 192 of Income Tax Act 1961 – Exemption for Transport Allowance.

No.9/2008(F.No.275/192/2008-IT(B) of 29.09.2008.

As per the CBDT Circular No. under section 10(14) and notification NO.SO.403 (E) of 24.04.2000, the Transport Allowance granted to the employees to meet his expenditure for the purpose of commuting between the place of his residence and the place of his duty is exempted to the extent of Rs.800 per month. The balance amount is fully taxable.

Published by Sri.M.Shanmugam, Central President, on behalf of

Indian Railways Technical Supervisors Association

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