

Voice of Rail Engineers

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INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION

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CENTRAL PRESIDENT & CEC MEMBERS IRTSA MEET ADDITIONAL MEMBER / STAFF

Central President IRTSA Er. M.Shanmugam, met Sri.P.K.Sharma, Addl Member Staff, Railway Board during his visit to Chennai on 8.07.2011 - along with K.V.Ramesh, Zonal Secretary/ICF, V.P.Abdul Salam, Zonal Secretary S.Rly, B. Inbanathan, P.Ramraj, R.Venkataraman Sr.Vice Presidents, Boominathan, Chinnasamy, Vice Presidents, Malik Basha Div Secy/Fur, V.B.Narayanan, Div Secy/Shell and other office bearers of IRTSA.

In a brief and focused meeting Er. M.Shanmugam highlighted to the AM/Staff about the serious anomaly in the Grade Pay of JE, up-gradation of SSE, CMS & CDMS grade pay to Rs.5400 and the need and justification in sending a separate proposal to Finance Ministry for this category, Grant of Group-B Gazetted status to the Senior Supervisors, denial of stepping up of Pay to a small group of JEs in ICF, etc.

While thanking the Railway Board for granting the long awaited First class pass to all JEs, he requested AM/Staff for early issue of the orders on eligibility for Residential Card Pass, School Cheque Pass etc in line with the eligibility of Privilege & Duty Pass.

Power Point presentation on the main demands of IRTSA and on the issue pertaining to stepping up of Pay to a small group of JEs at ICF was also handed over to the Additional Member/Staff and he assured to deal with the issues favourably.

IRTSA DELEGATES MEET T.K.RANGARAJAN, Member of Parliament

IRTSA delegates met Sri.T.K.Rangarajan, Hon'ble Member of Parliament on 23.7.2011 and handed over memorandum on the heartburning issue of enhancement of Grade Pay to Technical Supervisors / Rail Engineers and the bad working conditions of C & W Depots of Chennai Division,. The delegates were led by Tamilmaran, Sr.Vice President including K.V.Ramesh, Zonal Secretary/ICF, V.P.Abdul Salam, Zonal Secretary /S.Rly, Sujith Kumar, Working President/S.Rly, Nirmal Chandran, Secretary/Chennai Division, Krishnasamy, President/BBQ & other office bearers.

Delegates also urged upon the MP to highlight the grade pay issue pending since long with the Finance Ministry. Sri.Rangarajan held broad discussions about the coach yard conditions and ways to improve them. He assured the delegates to pursue the issues raised by them.

to take up the issue both at Divisional level and at Railway Board level. He also discussed the principles followed by Fifth & Sixth Pay Commissions in pay determination and their effects. IRTSA delegates explained to the MP on the heartburning issue of enhancement of Grade Pay to the Technical Supervisors / Rail Engineers. They also urged the MP to expedite the Railway Board's proposal regarding enhancement of Grade Pay to the Technical Supervisors which has been pending with the Finance Ministry for long.

IRTSA OFFICE BEARERS DISCUSS ENGINEERS PROBLEMS WITH GS NFIR

Er. K. V. Ramesh, Zonal Secretary IRTSA ICF, Sujith Kumar, WP S.Rly IRTSA, Y.R.S. Banerjee, Zonal Treasurer ICF and others met Shri M. Raghavaiah, GS NFIR on 06.08.2011. and discussed with him the correct problem of the Technical Supervisors – including the very high standard & immeasurable Training Module for Supervisors (JE & SSE) of Mechanical Engineering - especially the 26 week pre-promotional courses for the JEs promoted through seniority quota, which was very high with impractical requirement of examinations at the end of the training period.

JE (Promotional) - 26 weeks - 7 papers – Total marks 500
JE (Intermediate)- 52 weeks -20 papers– Total marks 1800
JE (RRB) - 52 weeks - 12 papers – Total marks 1000
SSE (RRB) - 52 weeks - 13 papers – Total marks 1000

They also explained the new anomalies created by the RBE No.93/2011, dated 20.06.11, on up-gradation under MACPS to the Engineering Graduates recruited in the pre-revised scale of Rs.5500-9000 in the Design & Drawing. It has given only a marginal relief to a few SSEs in the Design & Drawing wing. The benefit should be extended to all the Engineering Graduates recruited in the pre-revised scale of Rs.5500-9000 without any cutoff date.

The issue of Grant of PCO Allowance / Incentive Bonus to the Engineers of CMT, Design/Drawing, IT, Stores, etc was also highlighted to the GS NFIR.

GS IRTSA VISITS KALKA – CALLS FOR UNITY & COTINUOUS STRUGGLE

Er. Harchandan Singh General Secretary IRTSA visited Northern Railway, Kalka on July 19, 2011 and addressed the Technical Supervisors of the Workshop, Diesel Shed and Open Line. He explained the various achievements of IRTSA over the last 46 years, the position of pending demands and the challenges ahead. He called on the Rail Engineers to unite and participate in the struggle actively.

(Continued on page-6)

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"SUCCESS COMES TO THOSE WHO BELIEVE"



Editorial

ANNA SHOWS THE WAY **STRONG CONVICTION & CONTINUOUS** **STRUGGLE FOR JUSTICE AT ANY COST**

Anna Hazare has created history in the independent India – not merely by fasting for twelve days for an effective Lokpal Bill against corruption but more importantly by moving the spirit of the Nation over this vital issue. It is good that the matter has been resolved through a unanimous Resolution passed by both the houses of Parliament to the satisfaction of all concerned. Hopefully the country will soon have an effective “Lokpal” Bill.

Incidentally the people in general and especially the younger generation had become greatly disillusioned on account of the prevailing all round corruption – both at the higher echelons as well as at grassroot levels - adversely affecting the day-to-day life of the common man.

Issues of big scams and black money stashed in foreign Banks - have all been widely condemned and will hopefully be suitably handled in the foreseeable future - under the existing and the proposed law(s).

Various provisions proposed to be added in the “Lokpal Bill” by the Civil Society and others were vital and have far reaching implications. It is good that the supremacy of Parliament has finally been accepted by all to frame laws – even though the opinions on issues can always differ.

We all do want the corruption to end at all levels, but placing the subordinate staff and the lower level officers under the Lokpal will not only add to the burden and efficacy of the Institution of Lokpal, it may also be an impediment in the day-to-day handling of matters by the concerned staff to keep the wheels of the nation running due an uncalled for fear psychosis – as pointed out by the Railway Accident Inquiry Committee (1969) – headed by justice Wanchoo – in respect of the unbridled powers of the Vigilance Department.

Will the corruption end at all levels after this law is made – is anybody’s guess. Will the businessmen start paying their taxes honestly? Will the customers (and that includes all of us too) start taking the Bills / Cash Memos for every thing which is bought & pay the taxes or the VAT on it willingly? It all matters.

It is just not enough to have the laws but also necessary to ensure effective implementation thereof at all levels. But we can now hope for the possibility of reducing the corruption – if not eliminating it all together – as ending corruption will require something more than just having an “an effective Lokpal” or a couple of other laws or some more reforms proposed by the Civil Society or by others from time to time. It will require the rousing of the conscious of the nation to bring it to the right track.

Anna has shown to the world once again after a long time - the strength of conviction and non-violence. People had either forgotten the value of these virtues or had become disillusioned – for one or the other reason.

We need to have a strong conviction to bring about any change in the society; in the environments or for any struggle for justice – in our job, in the working conditions or in the outside world at large. No one has ever fought or won a war without a strong conviction. Whether it was the Freedom Struggle, or defending the borders against foreign aggression – they all required strong conviction – the conviction of righteousness.

No one has ever fought or won a war without a strong conviction. Whether it was the Freedom Struggle, or defending the borders against foreign aggression – they all required strong conviction – the conviction of righteousness.

Conviction is the motivating force behind any struggle, any effort or any change. Bigger the goal – stronger has to be the conviction.

Nothing can be left half the way. The effort has to be continuous to achieve anything worthwhile. If that was not so Anna’s fast would not have lasted that long. Borders would not be safe without a constant vigil – day and night. Freedom struggle could not have been won. It would have ended at “Self Rule” offered by the British much earlier.

Continuous struggle – with conviction - is the only way to fight injustice in any form or manner. It is always important to fight for the justice and equally important to continue the struggle - till the rightful objectives are achieved.

Of course, all protests have to be non-violent – notwithstanding the provocation. As mentioned earlier Anna has once again established the effectiveness of a non-violent protest. After Mahatma Gandhi this was perhaps the first time that this has been established so effectively – not withstanding many others who followed the path all over the world from time to time.

However, we just cannot leave things for others to fight our battles. That is why thousands sat for days in the sun and rain - with Anna - all over the country. We all have to involve ourselves fully and completely into any cause of which we are convinced that something needs to be done.

No battle was ever won by the Generals alone or just by the soldiers. Every one has to be fully involved and play his role effectively and continuously with all the strength and resources at his command.

The most vital thing for any struggle to succeed is the spirit of sacrifice & selflessness besides of course the dedication and commitment to the cause.. It is high time that we all learn all this from the core of our heart and re-dedicate ourselves to our objectives.

CLARIAN CALL TO ALL UNITS OF IRTSA !
RAIL ENGINEERS OBSERVE
ALL INDIA PROTEST DAY
ON 19.10.2011

Against continuation of Anomalies of 6th CPC & Non acceptance of just demands
MAIN DEMANDS

- ❖ Just & respectable Grade Pay
- ❖ Grant of Group-B Status
- ❖ Better Career progression
- ❖ Removal of pitfalls of MACPS
- ❖ Restoration of self esteem & other demands

ENGINEERS! VISIT IRTSA WEBSITE
<http://www.irtsa.net> Regularly
AN INFORMATIVE & FREE WEBSITE FOR
RAIL ENGINEERS & OTHERS
Knowledge Bank for Rail Engineers
Latest Orders of Railway Board, DOP & MOF
IRTSA News & Circulars

IR TSA REFERENCES TO RAILWAY BOARD**1. Sub: Uniform Training period of one year for Design & Drawing Junior Engineers of Mechanical, Electrical, Civil and S&T Departments.**

1. Railway Board's letter No. No.E(MPP)/2009/3/12, Dated 21.12.2009 (RBE No.225/2009) Reg: Revised Training Module for Supervisors of Signal & Telecom Department
2. Railway Board's letter No.E(MPP)/2009/3/16, dated 15 - 01-2010 (RBE No.11/2009) Reg: Revised Training Module for Supervisors of Electrical Department
3. Railway Board's letter No. No.E(MPP)/209/3/17, dated 23.2.2010, (RBE No.34/2010) – Reg: Revised Training Module for Civil Engineering Supervisors,.
4. Railway Board's letter No.Revised Training Modules for Supervisors of Mechanical Engineering Dept, No.E(MPP)2009/3/10 (RBE No. 81 /2011)

1. We draw the kind attention of the Railway Board to the following issue reg. uniform training period of one year for Design & Drawing Junior Engineers of Mechanical, Electrical, Civil and S&T Departments.

2. Induction training period for the Apprentice JEs of Mechanical, Electrical, Civil and S&T was revised to 52 weeks (one year) instead of one and half year training as per four revised modules issued by the Railway Board - vide letters cited above - based on the Report of the Task Force under Human Resource Reforms Committee constituted to review the Training Modules for the Trainees,

3. The revised training module will ensure more productivity by the way of availability of more manpower of JEs of respective Departments. 4. But, no Revised Training Modules have yet been issued for Design & Drawing Apprentice JEs of these departments.

5. Design & Drawing JEs who are directly recruited with the same qualifications prescribed for other JEs in the said Departments. Moreover, unlike other cadres of JEs which are having three elements viz, Direct recruitment, Selection through LDCE and Selection among seniors, Design & Drawing cadre is having only the direct recruitment element, which ensures hundred percent prescribed academic qualifications.

6. It is, therefore, requested that Revised Training Module with 52 weeks duration (one year) may please be issued for Design & Drawing Junior Engineers of Mechanical, Electrical, Civil and S&T departments.

2. Sub: Revision of Stipend to Apprentice Junior Engineers of Mechanical Engineering Department.

1. Revised training module for supervisors of Mechanical Engineering Dept, No.E(MPP)2009/3/10, dated 03.06.2011(RBE No81/2011).
2. Board's letter No. PC-V/2008/PS/1(Stipend) dated 15-12-2008, PC-VI/61 (RBE No.198/2008).
3. Board's letter No. PC-V/2008/PS/1(Stipend) dated 29-06-2011, PC-VI/267 (RBE No.100/2011).

1. We bring to your kind notice the issue of revision of stipend to Apprentice JEs of Mechanical Engineering Department cogent with the reduction of training period from one and half year to one year.

**46TH ALL INDIA ANNUAL CONFERENCE
AND CGB MEETING OF IR TSA
SHALL BE HELD AT
LUCKNOW ON 9 & 10 DEC, 2011
(DETAILED NOTICE WILL FOLLOW)**

2. As per the revised training module in the Mechanical Department, training programme of 78 week duration for directly recruited Junior Engineers as well as those selected through Limited Departmental Examination have been revised to 52 weeks.

3. Earlier, training period for the Apprentice JEs working in the Departments of Electrical and S&T had already been reduced from 78 weeks to 52 weeks.

4. Consequent upon the revision of training period in S&T Department and Electrical Department, as per the Railway Board letter cited in reference-3, stipend for the Apprentice Junior Engineers in these departments were revised to the Grade Pay of Rs.4200 in PB-2, 9300-34800, cogent with the reduction of training period to one year.

5. It is requested to revise rates of stipend for the Apprentice JEs of Mechanical Department to the Grade Pay of Rs.4200, PB-2 cogent with uniform training period of one year and uniform Grade Pay in all departments.

3. Sub: Uniform Training period of one year for Intermediate Junior Engineers of Electrical, Civil and S&T departments.

1. Revised Training Module for Supervisors of Signal & Telecom Department, No.E(MPP)/2009/3/12, Dated 21.12.2009 (RBE No.225/2009).

2. Revised Training Module for Supervisors of Electrical Department, No.E(MPP)/2009/3/16, dated 15 -01-2010 (RBE No.11/2009).

3. Revised Training Module for Civil Engineering Supervisors, No.E(MPP)/209/3/17, dated 23.2.2010, (RBE No.34/2010).

4. Revised Training Modules for Supervisors of Mech Engineering Dept, No.E(MPP)2009/3/10 (RBE No. 81 /2011)

1. Based on the Report of the Task Force under Human Resource Reforms Committee constituted to review the Training Modules for the Trainees, induction training period for the Apprentice JEs was revised for the Mechanical, Electrical, Civil and S&T and modified modules were issued for 52 weeks (one year) of training - instead of one and half year training.

2. The revised training module will ensure more productivity by the way of availability of more manpower of Junior Engineers.

3. In the Revised Training Modules for Supervisors of Mechanical Engineering Dept (cited in Ref.4) 78 weeks training duration was revised as 52 weeks for both directly recruited Junior Engineer as well as those selected through Limited Departmental Examination.

4. But, Revised Training Modules for Electrical, Civil and S&T (cited in ref. 1, 2, & 3) Departments were silent about the revision of training period of Intermediate Junior Engineers selected through Limited Departmental Candidates Examination, defeating the aim of revising uniform training period for all JEs (Directly recruited & selected through LDCE) of all Departments.

5. It is, therefore, requested that Revised Training Module with 52 weeks duration (one year) may please be implemented for Intermediate Junior Engineers of Electrical, Civil and S&T departments selected through Limited Departmental Candidates Examination as done in the case of Mechanical Department.

**RAIL ENGINEERS !
OBSRVE 46TH FOUNDATION DY OF IR TSA
ON 27TH NOVEMBER, 2011**

GLIMPSES OF IRTSA AGITATIONS AT NEWDELHI IN 2010-11



Demonstration by IRTSA in front of Railway Minister's House



Dharna at Jantar Mantar



GS IRTSA addressing Rail Engineers during Demonstration at Parliament Street Police Station, New Delhi



Rail Engineers procession towards Parliament demanding higher Grade Pay & acceptance of other Demands of IRTSA



Sri.M.Raghavaiah GS NFIR, Sri.S.G.Mishra GS/AIRF in IRTSA Black Vest agitation at Jantar Mantar



Demonstration at Jantar Mantar

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Contribute Liberally to Struggle Fund & Pay your Annual Subscription regularly;
Read "Voice of Rail Engineers" & Visit www.irtsa.net regularly for all updates**

GLIMPSES OF IRTSA SEMINARS in 2010-11



Sri.G.K.Vasan, Hon'ble Cabinet Minister inaugurates seminar on "Career Planning for Technocrats" at Andhra Bhavan, New Delhi



Sri. Sanjiv Handa, Addl.MM in the Seminar on "Role of Technocrats in safe Running of Train" at Constitution Club, New Delhi



Sri.P.K.Sharma, AM Staff interacts with IRTSA Members during the seminar on "IR'S VISION 2020" at International Youth Centre, New Delhi



Com. S.G. Mishra GS AIRF with GS IRTSA at the Seminar on "IR's VISION 2020" at International Youth Centre, New Delhi



Seminar on "Plight of Technical Supervisors / Rail Engineers" at Constantia Hall, YWCA, New Delhi



45th CGB & Annual conference at NE. Rly at Senior Institute, Gorakhpur

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GS IRTSA Visits Kalka (Continued from page 1)

Sh. Raj Kumar Secretary IRTSA, Sh Pushpinder Sharma, SSE/Tool & Br.Secy.NRMU , Sh Subhash, Br. Secy. Dholkot SML Section, Sh. Khem Singh Rtd. ADME/SRE , addressed the meeting – appreciating the struggle and efforts of IRTSA in improving the service conditions of the Technical Supervisors on the Railways..

Sh. Harchandan Singh, told about the recent achievements, discussed the burning issues pending with the government. He also explained that the privilege of First class passes to all JEs was given by the Government after a long struggle. He told that the demands for higher Grade Pay of Technical Supervisors and Gaz status to all SSEs were pending with the Govt. since long and soon some results will come out. During the Meeting Members raised some issues and GS replied to them one by one.

New Executive Committee Kalka Workshop

Patron	Er. Hem Raj	SSE/Material
Adviser	Er. Anirudh Kumar	SSE/MW
President	Er. Ram Roop	SSE/FDY
WKg. President	Er. Malesh Kumar	SSE/TOOL
Vice President	Er. Raj Kumar	SSE/TOOL
Secretary	Er. Sanjeev Kohli	SSE/CR
Asstt. Secy	Er. Ramesh Chand	SSE/MC
	Er. Som Nath	JE/Fdy
Treasurer	Er. Pawan Kumar	SSE/Plg
Asstt. Treasurer	Er. Surinder Kumar	SSE/CR
Members Executive Committee:		
Er. Arvind Kumar CMS, Er. Mohinder Singh-SSE/CR,		
Er. Anil moray-SE/CR, Er. Bir Chand-SSE/Fdy, Er. Jeet Ram-JE/TL, Er. A.K. Pal-SSE/MC, Er. M.U.Khan-SSE/MC, Er. Dinesh Gupta-SSE/Plg, Er. Jiya Lal-JE/CR, Er. Kiran Parkash-SSE/Elect		

RAILWAY BOARD ORDERS**1. Sub: - Revised Training Modules for Supervisors of Mechanical Engineering Dept**

No.E(MPP)2009/3/10, Dated 3.6.2011(RBE No. 81 /2011)

In continuation of this office letter of even number dated 02.12.2010 (RBE No. 172/2010), the Task Force constituted under the Human Resource Reforms Committee for reviewing the Training Modules has submitted their report in respect of initial/promotional courses of Supervisors of Mechanical Engineering Department.

2. The existing training modules provide for a training programme of 78 weeks duration for directly recruited Junior Engineers as well as those selected through Limited Departmental Examination. For those who were recruited directly at the level of erstwhile Section Engineer, a training programme of 52 weeks duration has been laid down. Similarly, technicians promoted to the rank of Junior Engineer through normal process of selection/suitability, a 22 weeks course was designed for imparting theoretical and practical training.

3. The Task force in consultations with the stakeholders has come up with the following revised stage-wise training for the Supervisors of Mechanical Engineering Department: -

4. The training modules/detailed course contents and guidelines for practical training for the above guideline are enclosed at Annexure-I, II & III. This has the approval of Board(MS) & (MM).

A question bank consisting of 166 questions on various facets of Mechanical Engineering Department to be made available to the candidates is enclosed at Annexure-IV. The Principals of Supervisor Training Centre would be responsible for updating the question bank from time to time in view of system development/procedural or technological changes.

5. For practical training purposes: -

a) The trainees should be provided with a detailed schedule / training module spelling out clearly the areas in which they will be trained, objectives, what they should learn etc.

b) A booklet containing an overall view of field unit should be given to them with the necessary theoretical input.

c) A copy of Manuals/other related study materials should also be given to the trainees so that they can use them for study. comparison and reference.

d) A standardized Diary should be maintained, in which the trainee has to write the observations made during his practical training.

e) Willing supervisors who are interested in imparting training in each section/shop should be identified and involved in imparting field training.

f) The field training should be monitored regularly by an Asst. Officer and periodically by a senior scale officer in the field.

Category	Initial Courses (in weeks)			Promotional Courses (in weeks)		
	C&W	Diesel	Workshop	C&W	Diesel	Workshop
Junior Engineer (RRB)	52	52	52			
Junior Engineer (Intermediate/LDCE)				52	52	52
Junior Engineer (Promotion through seniority)				26	26	26
Senior Section Engineer	52	52	52			

Railway Board's Orders (Continued from Page 6)**2. Sub: Amendment to rule 18 of Railway Services (Conduct) Rules, 1966.**

Railway Board letter No.E(D&A) 2011 GS 1-3 New Delhi, dated: 11.7.2011

In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby directs that rule 18 of the Railway Services (Conduct) Rules, 1966, contained in Appendix-I of the Indian Railway Establishment Code-Vol-I fifth Edition, 1985 (Third Reprint Edition, 2008) may be amended as in the Advance Correction Slip No.118 enclosed.

INDIAN RAILWAY ESTABLISHMENT CODE — VOL.1 (FIFTH EDITION 1985, THIRD REPRINT EDITION, 2008)

Appendix-I - Railway Services (Conduct) Rules, 1966

Advance Correction Slip No.118

In the Railway Services (Conduct) Rules, 1966, in rule 18:-

1. For sub-rule (3), the following shall be substituted, namely:

"(3) Where a railway servant enters into a transaction in respect of movable property either In his own name or In the name of a member of his family, he shall, within one month from the date of such transaction, report the same to the Government, if the value of such property exceeds two months' basic pay of the Railway servant: Provided that previous sanction of the Government shall be obtained by the Railway servant if any such transaction is with a person having official dealings with him."

2. Below sub-rule (5), for clause (a) of Explanation I, the following shall be substituted, namely:

"(a) jewellery, insurance policies the annual premium of which exceeds two months' basic pay of the railway servant, shares, securities and debentures;"

(Authority — Railway Board's letter No.E(D&A) 2011 GS1-3 dated 11.7.2011)

3. Sub: Issue of School Passes

Railway Board,s letter No: E(W) 2010/PS 5-1/11, Dated-4.7.2011.

The matter regarding issue of school passes to Railway employees well in advance for securing reservation in trains and also prescribing the validity period thereon has been engaging the attention of this Ministry for quit some time.

2. The matter has been examined and it has been decided that on the lines of Privilege Passes / PTOs, School passes may also be issued upto 4 months in advance as per the request of the employee. However, the reasonable validity period for undertaking journeys on these passes may be decided by the pass issuing authority in each case depending upon the requirement of the occasion viz. distance involved, whether guardian is involved or the student has to travel alone, whether request is for full set pass or half set pass, duration of the stay where the institution is located etc.

3. Accordingly in exercise of power conferred by the proviso to Article 309 of the Constitution, the President is pleased to direct that the provisions regarding school pass in Schedule –III of Railway servants (Pass) Rules, 1986 (Second Edition 1993) be amended as per advance correction slip No.70 attached.

4. Sub: General departmental Competitive Examination (GDCE) for filling up of 25% net Direct Recruitment Quota Vacancies in Group-C Categories – Extension of currency upto 31.03.2014

Railway Board's letter No: E(NG)I-2011/PM1/2, Dated 29.03.2011. (PBE No 41/2011)

As the Railways are aware, the currency of the scheme of Genera Departmental Competitive Examination (GDCE) has been extended from time to time and the same was last extended upto 31.03.2011 vide this Ministry's letter No E(NG)I-2011/PM1/2 dated 22.8.2008. After considering the views of Zonal Railways / Production Units regarding its further continuance, it has been decided to extend the currency of the scheme up to 31.03.2014 on existing terms and conditions.

5. Sub: Incentive for acquiring higher scientific / Accounts / technical Qualification of Group-C employees.

Railway Board letter No: E(NG)I-2008/IC-2/1, Dated 2.5.2011. (RBE No 55/2011).

Reference Board's letter No: E(NG)I-2008/IC-2/1 dated 21.2.2008 regarding incentive to Group-C employees who acquired the specified qualifications prior to 1.7.1988. A question has arisen as whether the benefit as extended as Board's letter ibdi may be extended to Group C employees who had acquired the requisite qualification before the cutoff dates, but retired subsequently without availing the additional benefit.

2. The matter has accordingly been considered by the Board and it has been decided that Group-C employees who acquired the requisite qualification prior to the cut off date i.e. 01.07.88 and retired subsequently without availing the benefit, may also be granted additional increments w.e.f. 04.05.1990 as per their entitlements.

6. Medical Facilities to both dependent father and mother of Railway Employees.

Railway Board's order No.ERB-I/2011/23/27 Dated 12.7.2011.

Ministry of Railways has decided to constitute a committee, to make recommendations with respect to modalities for implementation of the pronouncement made in the Railway Budget speech 2011-12 in para 56(ii), Viz, extending medical facilities to both dependent father and mother of Railway Employees, consisting of the following,

- i) Chairman / HRRC Railway Board - Convener
- ii) Executive Director/Health Railway Board - Member
- iii) Executive Director / finance Railway Board – Member

2. The terms of reference of the committee will be as under:-

"To make recommendations with respect to modalities for implementation of the scheme for extension of medical facilities to both dependent father and mother of railway employees, including determination of eligibility criteria, procedure for enrolment etc".

3. The committee should submit its report within a period of two months from the date of its constitution.

4. Headquarter of the committee will be at New Delhi.

5. The convener and Members of the committee shall be eligible to Draw TA/DA as admissible under the extant rule.

Railway Board's Orders Continued from Page -7)**7. Sub: Amendment of provisions relating to Railway Staff Benefit Fund — Chapter 8 of the Indian Railway Establishment Code Volume I, 1985 Edition (Second Reprint Edition — 2003).**

Railway Board letter No. E(W) 2010/FU-1/4 dated 23.05.2011 [RBE No.73/2011]

In exercise of the powers conferred by the proviso to Article 309 of the Constitution, the President is pleased to direct that Rules 805 (1) and 805 (2) of the Indian Railway Establishment Code, Volume-I 1985 Edition be amended as per enclosed Advance Correction Slip No. 117.

2. This issues with the concurrence of the Finance Directorate of the Ministry of Railways.

**Indian Railway Establishment Code Volume-I
[1985 Edition], [Second Reprint Edition-2003].
Chapter-8 -Railway Staff Benefit Fund
Advance Correction Slip No. 117**

[1] Clause [1] Rule 805 may be substituted by the following:

In addition to the credits to the Fund detailed in Rule 804, there shall be credited to the fund on the 1st April of each financial year an annual grant from the revenues of the Railway at a per capita rate of 500/- based on the sanctioned strength of non-gazetted Railway employees, permanent and temporary, as on the 31st March, posts charged to capital being excluded. The Fund shall be credited provisionally on the 1st April each year with an amount equal to the contribution for the previous year, the necessary adjustment being made as soon as the correct amount of the contribution has been determined. The distribution of 500/- amongst different activities will be as under:

(I) General activities	
[i](a) [1] Education	72.75
(a)[2] Scholarship for higher education of girl children of staff in grade pay 1,800/- and below [@.1,200/- p.m.]	100.00
(a)[3] Scholarship for higher education of Male children of staff in grade pay 1,800/- and below [@1,000/- p.m.]	60.00
(b) Recreation other than sports	22.25
(c) Promotion of Cultural Activities	10.50
(d)[1] Relief of distress, sickness, etc.	50.00
(d)[2] Relief of distress, sickness, etc. for staff in grade pay 1,800 /- and below	50.00
(e) Women empowerment activities including higher education for girls	23.00
(f) Miscellaneous	10.50
(ii) Sports activities	20.00
(iii) Scouts activities	13.50
(iv) Indigenous system of medicine including Homoeopathy	22.50
(v) Immediate relief in times of crisis arising out of natural calamities	18.00
(vi) Training for developing occupational skills of physically/mentally challenged wards especially girls of railway employees	27.00
Total	500.00

[Authority: Board's letter No. E[W]2009/FU-1/4 dated 17.08.2009 and E[W]2010/FU-1/4 dated 26.4.2010 and 15.2.2011]

[2] Note 3 below clause 2 of Rule 805 may be substituted by the following:

Based on the overall per capita contribution of 20.00 for sports activities, sports allotments shall continue to be made by the Ministry of Railways in consultation with the Railway Sports Promotion Board, to the Zonal Railways/Production Units.

Allotment of Rs.13.50 for scouting activities will also be made by the Ministry of Railways Rs.18 per capita allotted for "Immediate relief in times of crisis arising out of natural calamities" will be made from the "SBF Calamity Relief Fund" at the level of the Ministry of Railways. Therefore, allotment for 51.50 will be authorised centrally by Ministry of Railways [Railway Board] from sanctioned Budget allotments.

[Authority: Board's letter No. E[W]2010/FU-1/4 dated 26-4-2010]

8. Sub: Payment of Composite Transfer Grant.

Board's letter No. F(E)I/2010/AL-28/46 dated 26.5.2011 [RBE No.76/2011]

Representations have been received from various quarters for doing away with the condition of production of documentary evidence for transportation of personal effects from one station to another for admissibility of 100% CTG, where transferee/retiree submits self declaration of having transported personal effects by own means, without availing of the facility of Kit Pass, VPU and Goods/Container.

The matter has been examined and it has been decided by the Board that henceforth:

(i) When transferee/retiree submits self declaration that transportation of personal effects has been made by own arrangement and facility of Kit Pass/VPU/Goods Train/Container has not been availed of, production of documentary evidence of such transportation of personal effects by own arrangement need not be insisted upon, subject to fulfillment of other conditions. Proof of journey/change of residence will however continue to be required. In the cases where Kit Pass has been availed by the railway employee for transportation of personal effects, extant provisions under the rules would continue to be applicable to regulate quantum of Composite Transfer Grant.

(ii) For short distance transfers/settlement after retirement within the same station or to an outstation within 20 Kms., where transportation of personal effects is generally carried out by road, CTG may be granted at prescribed rates, i.e. 1/3rd of Basic Pay on production of documentary proof of change of residence, as a result of transfer/retirement, subject to fulfillment of other conditions.

**Units! Send Central Quota & Struggle Fund
Through Bank Draft in favour of "IRTSA" to:
Central Treasurer IRTSA,
Er. O. N. Purohit, 106, Suraj Nagar, Jodhpur-342008
(Ph: 09828024476 & 02912713123)**

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