

# Voice of Rail Engineers

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## **IRTSA OBSERVES DEMANDS DAY ALL OVER INDIA- SEEKING HIGHER PAY LEVELS, CLASSIFICATION IN GROUP-B (GAZETTED), RATIONALIZATIONS OF MACPS, REVISION OF INCENTIVE RATES & GROUP INCENTIVE SCHEME FOR OPEN LINE DEPOTS & SHEDS**

Technical Supervisors on Indian Railways observed all India Demands day on 8<sup>th</sup> August, 2018 in various Zones, Divisions, Workshops, PUs and Depots, highlighting main demands for higher Pay Levels, better avenues of Promotion, removal of extreme stagnation, classification as Group 'B' (Gaz), adverse service conditions and lack of recognition of their Association (IRTSA) to represent their problems and grievances.

Justifications for classification of posts of SSE, CDMS, CMS & SE(IT) as Group 'B' (Gaz) were highlighted very strongly in the Resolution adopted on the occasion.

It was regretted that even partial relief, proposed by the Railway Board as per recommendations of 7<sup>th</sup> CPC for upgrading of Technical Supervisors with 75% of the posts in Grade Pay of Rs.4600 to be upgraded to the Grade Pay of Rs.4800 was not accepted by Ministry of Finance.

It was demanded that Railway Board's proposal to Ministry of Finance to upgrade the posts of JEs from Grade Pay of Rs.4200 to Grade Pay of Rs.4600 and to upgrade the posts of SSE from Grade Pay of Rs.4600 to Grade Pay of Rs.4800 need to be accepted by Ministry of Finance.

Similar proposals for upgrading of posts of CMT Lab, Stores & IT Cadres to upgrade the posts of CMA & JE/IT from Grade Pay of Rs.4200 to Grade Pay of Rs.4600 and the CMS, CDMS & SE/IT from Grade Pay of Rs.4600 to Grade Pay of Rs.4800 should be accepted.

Revision of Incentive Rates for JEs & Staff based on minimum of basic pay divided by 208 as per accepted norms and 30% of basic pay as Incentive Bonus for SSE or Hourly rates like JEs, Extension of Group Incentive system for open line Staff & Engineers was also demanded. Extending the incentive scheme to CMT, Stores, Design and other left out areas of PUs & Workshops.

Implementation of MACPS w.e.f. 01.01.2006 as per judgment of Supreme Court upholding orders of Armed Forces Tribunal, payment of Incentive bonus & PCO allowance based on basic pay fixed on financial up-gradation under MACPS, inclusion of training period for the purpose of MACPS, removal of criteria 'very good' for the purpose of MACPS, etc were demanded.

## **Former PM Atal Bihari Vajpayee passes away**



**Floral Tributes on page-6**

Granting financial up-gradation under MACPS from the merged GP Rs.4200 for those appointed as Tracers & Junior Draftsman and from the GP of Rs.4600 for the Engineering Graduates who were appointed in 5<sup>th</sup> CPC Pay Scale of Rs.5500-9000 were also demanded.

Technical Supervisors / Rail Engineers wore protest cards/ demand badges highlighting their main demands.

Demonstration & meetings were held at various palaces and appealed to the Hon'ble Minister for Finance & Hon'ble Minister for Railways to intervene and address the genuine demands of Technical Supervisors / Rail Engineers for higher Pay Level, better status and better avenue of promotion in line with the duties and responsibilities shouldered by them.

Demands resolution passed in the meetings were handed over to GM, CPO and heads of respective work place.

**RAILWAY ENGINEERS MARCH TO  
RAIL WHEEL FACTORY  
BENGALURU  
TO ATTEND 53<sup>RD</sup> ALL INDIA  
CONFERENCE & CGB MEETING  
OF IRTSA  
ON 25<sup>TH</sup> & 26<sup>TH</sup> OCT. 2018  
TO DISCUSS &  
HIGHLIGHT DEMANDS OF  
TECHNICAL SUPERVISORS  
ON RAILWAYS**

**Voice of Rail Engineers – (Previously Published as "THE RAIL SUPERVISOR")**

Editor-in-Chief: Er. Harchandan Singh, GS / IRTSA

Central Head Quarter: 32, Phase-6, Mohali, Chandigarh – 160055

Email - [gsirtsa@yahoo.com](mailto:gsirtsa@yahoo.com) Multifarious Website- [www.irtsa.net](http://www.irtsa.net)

Chairman Editorial Board, Er. M. Shanmugam, President / IRTSA

Manager: **K.V.Ramesh**, G3 – Likith Homes, 3, Lakshmanan Nagar West Street,  
Peravallur, Chennai – 600082. Mobile: 09003149578. Email: [rameshirtsa@yahoo.co.in](mailto:rameshirtsa@yahoo.co.in).

**"SUCCESS COMES TO THOSE WHO BELIEVE"**



**Editorial**

**PRIVATISATION IN INDIAN RAILWAYS  
– HISTORICAL FACTS & FOLLIES  
INDIAN & INTERNATIONAL EXPERIENCE PROVES  
THAT RAILWAYS ARE FUNCTIONING ONLY WITH  
GOVERNMENT'S SUPPORT; THERE IS NO PROOF FOR  
PRIVATE RAILWAYS' ECONOMIC EFFICIENCY**

First Railway line in India was opened on 16<sup>th</sup> April 1853 between Boribunder (Mumbai) and Thane. In south the first Railway line was opened on 1<sup>st</sup> July 1856 between Veyasarpady and Walajah Road. By 1882, the Indian Railway system had a route km of 16,333.

Private Railway companies undertook contract to construct & manage specified Railway lines. Secretary of State for India (under British) provided land free of cost and guaranteed return on capital, the rates varied between 4.5% and 5% per annum. On terminating the leases at the end of 99 years, a fair value was to be paid to companies by the Government for rolling stock, plant & machinery, etc. Government could also purchase these companies after 25 or 50 years as per contract with the companies.

There was high criticism both in India & in England that, the terms of contracts were unduly generous for British investors at the expense of Indian Tax payers. State guaranteed profit resulted in companies' extravagant & wasteful construction. Sir John Lawrence, a former Viceroy of India stated in 1873 that, *"I think it is notorious in India among almost every class that I ever heard talk on subject, that the Railways have been extravagantly made; that they cost a great deal more than the worth, or ought to have cost"*.

Attempts to construct Railways by private investors at their own risk and cost, by providing land free of cost and a specified subsidy for a given period, failed. Two unguaranteed Railway Companies, the Indian Branch Line Company & the Indian Tramway Company, began their work, but unable to proceed without assistance from the Government. Finally Government entered into contract guaranteeing interest on their capital at 5% per annum.

For several years from 1869 capital expenditure on Railways was mainly incurred directly by Government. After severe famines in 1878 to facilitate rapid expansion private enterprises were allowed to the extent possible. But Government's endeavour was to secure all Railways in its own fold, whenever it had the right to terminate original contracts. Majority of private Railways were taken over by Government between 1879 and 1907.

Companies were allowed to operate on contract where the property belonged to Government. These contract working were terminated in due course between 1925 and 1944 and the management of Railways in India was taken over directly by Government, further Railways owned by different Indian states were also integrated. In 1951 & 1952 Railway was organised with six major zonal administrative units with 53,689 route km. As on 31<sup>st</sup> March 1974 IR system was having 60,234 route km with 9 Zonal Railways.

First edition of Indian Railway Administration & Finance 1976, describes main objectives of Railway Management as under:

- i. To provide transport for both passengers and goods adequate to meet demand in areas where railway operation confers optimum benefit to the economy, having due regard to the Government's policy of development of backward areas.
- ii. To provide rail transport at the lowest cost, safety

- of operation & least amount of pollution of the environment.
- iii. To work in association with other modes of transport.
- iv. To establish corporate image of the Railways, up-to-date business organisation with the interest of public.
- v. To develop organizationally effective personnel & management.

All these objectives are very much relevant even today. Indian Railway network has increased to 67,368 route km as on 31<sup>st</sup> March 2017. Out of these only 22,021 route km are provided with BG double/multi track carrying bulk of traffic. The rest being Single track BG Lines and 5781 route km remains as MG/NG track scattered across Indian Railways affecting the through connectivity. Over the years many of the decisions on constructing new railway line and converting all MG/NG tracks as BG were taken mainly based on socio economic conditions, political reasons etc, definitely not based on the chances of making profit. Many of the Railway projects started even during the liberalised market economy era are not bringing profit to Railways.

International experiences also prove that Railways need Government support & finance. Germany's two passenger train organisations, DB Long-distance and DB Regional, benefit from government financial support. By the Constitution, German Government is required to retain majority of rail infrastructure. In South Korea, under the Korail Act of 2005, Korail was established as a public corporation, owned by the government. Government offers financial support and provides guidance on policies and operations. Korail operates all the long distance lines in South Korea as well as local lines. Japan gives lump-sum subsidies for low-density Railways. Management Stability Fund (MSF) was established for passenger trains in Hokkaido, Shikoku, and Kyushu islands, where the population was low.

International experiences also prove that whenever Railways were given in private hands, they have operated only profit making lines and tried to close down loss making lines. For example, USA in 1980 enacted the Staggers Rail Act following the bankruptcy of private railway companies. The law allowed all rail companies to more easily abandon unprofitable rail lines and set its own freight rate. In 1997 the Amtrak Reform and Accountability Act of 1997 was enacted. This Act provided that Amtrak (a) would no longer be a government corporation or hold a rail passenger monopoly; (b) would be allowed to add new routes and close money-losing routes; (c) would receive approximately \$2.2 billion in Taxpayer Relief Act funds; and (d) would have to achieve operational self-sufficiency, in other words capital investment will not be borne by private railways.

In India, if rail operation is thrown open to private companies, they will try to tap only 22,021 route km railway lines which are provided with BG double/multi track carrying bulk of traffic. Majority of remaining 45,347 route km will be ignored and there will be skeleton operation if not full closure. So instead of expansion railway will shrink. Efficiency of private train operators will be established wrongly in the name of achieving operational profit, without taking into account majority capital expenditure. Private companies will be extended with invisible financial concessions & other benefits as done in the case of low fare airlines & airlines under regional connectivity scheme to connect tier two cities by air. Private companies are not ready for long term investment for socio-economic and political reasons.

*Continued on Page-3*

## PRIVATISATION IN INDIAN RAILWAYS

*Continued from page-2*

Modern Coach Factory Raebareli was sanctioned in the year 2006. Initially it was envisaged as a Joint Venture. Since Railway couldn't find any partner, later on it was made as wholly Railway owned production unit and could start its production in 2016, i.e. 10 long years from sanction of the project.

Dr. Bibek Debroy also agreed with the fact that, private sector participation in IR was not successful for the reasons of high costs and lower returns, policy uncertainty, lack of a regulator to create a level playing field, the lack of incentives for investors, and procedural/operational issues. It is clear that private companies will be looking for instant profit, rules suitable only for them and incentive/subsidy from Government.

Government collect taxes from its citizen to spend it back for citizens. If Government does its investment directly on the Railway, it will incur only direct cost. If Government privatises Railways, cost of interest on the money borrowed by the companies, cost of incentive/subsidy extended to private companies, profit margin, etc will be added to the direct cost, finally citizens ending up in paying higher cost, hence even after utilizing tax payers money citizens will be charged more for the same service.

It is not proved anywhere, that private companies install, operate & manage Railways 100 percent on their own. All Rail companies depend heavily on Government's support. In India Government owned Railways can only take care of needs of various regions, economically forward or backward, thickly populated or less populated, developed or under developed, hill terrain or desert or sea shore, disturbed area near international border, etc. Indian Railways as a full Government entity only can integrate & serve the nation of diversity. All the economic experts should accept the fact that basic objective of the Government is to serve the people, not offering profitable business to private entrepreneurs and Railway is a service should be owned and operated by Government 100 percent.

### NOT POSSIBLE TO REVERT BACK TO OLD PENSION SCHEME: SAYS GOVERNMENT IN PARLIAMENT

In the reply given to the parliament questions Government said that it will not be possible to revert back to Old Pension Scheme. Government also said that Committee of Secretaries constituted to suggest measures for streamlining NPS has submitted its report.

#### Questions asked by Hon'ble MP Sri. Dharmapuri Srinivas

- Whether the attention of Government is drawn to the matter of contributory pension scheme and problems being faced by the employees.
- If so, the details thereof
- Whether a number of request from state Government & Government employees have been received by the Government to withdraw the CPS system, the status of such request; and
- Whether the Government is planning to resolve the matter and abolish the CPS System in view of problems being faced by the employees?

**Reply by Ministry of State in the Ministry of Finance Sri. Shiv Pratap Shukla** on 24<sup>th</sup> July 2018.

(a) to (d) Yes Sir. Representations have been received from various Associations of Government employees on the problems being faced and the demand to withdraw the NPS.

The CPC also in its report examined the issues related to NPS and made recommendations for addressing these issues. Pursuant to thereto, it was decided to constitute a committee of secretaries to suggest measures for streamlining NPS. The committee has submitted its report. Due to rising and unsustainable pension bill and keeping in view of physical imperatives, it is not possible for the Government to revert back to the old pension scheme.

### NO ALTERNATIVE FOR PAY COMMISSION – ANSWERS GOVERNMENT IN PARLIAMENT

In the reply given in Parliament Government briefed about the financial impact & productivity linked pay hike.

#### Questions

- whether the reports of successive Pay Commissions have been increasing the burden on Government finances/exchequer in partially accepting their recommendations for increase in wages and if so, the details thereof;
- whether the last Pay Commission has suggested productivity linked pay hike to the deserving employees to eliminate below average or mediocre performance and if so, the details thereof;
- whether such periodic hikes in wages resulting from Pay Commission recommendations trigger similar demands from the State Government/public utility employees, imposing burden on already strained State finances and if so, the details thereof; and
- whether the Government is considering an alternative for increasing the salaries and allowances of Central Government employees and pensioners in future instead of forming Pay Commission and if so, the details thereof?

**Answer by Minister of State in the Ministry of Finance Shri P. Radhakrishnan on 27.07.2018**

(a) The financial impact of the recommendations of the Central Pay Commission, as accepted by the Government, is normally pronounced in the initial year and gradually it tapers off as the growth in the economy picks up and fiscal space is widened. While implementing the recommendations of the last Central Pay Commission, i.e., the 7<sup>th</sup> CPC, the Government staggered its implementation in two financial years. While the recommendations on pay and pension were implemented with effect from 01.01.2016, the recommendations in respect of allowances after an examination by a Committee have been implemented with effect from 01.07.2017. This has moderated the financial impact of the recommendations. Moreover, unlike the previous 6th Pay Commission, which entailed substantial impact on account of arrears, the impact in the year 2016-17 on account of element of arrears of revised pay and pension on the present occasion of the 7th Central Pay Commission pertained to only 2 months of the previous financial year of 2015-16.

(b) The 7<sup>th</sup> CPC in Para 5.1.46 of its Report proposed withholding of annual increment in the case of those employees who are not able to meet the benchmark either for Modified Assured Career Progression (MACP) or regular promotion within the first 20 years of their service.

(c) The service conditions of employees of State Govts fall within the exclusive domain of the respective State Governments who are federally independent of the Central Government. Therefore, the concerned State Governments have to independently take a view in the matter.

(d) No such proposal (reg. an alternative to CPC) is under consideration of the Government.



## GLIMPSES OF OBSERVANCE OF ALL INDIA DEMANDS DAY BY IRTSA IN VARIOUS PARTS OF THE COUNTRY IN JULY 2018





**RAILWAY BOARD'S ORDERS**

Railway Board letter No. No.E(W)2017/ED-2/3, dated 13.08.2018.

**Sub: Recommendations of the Seventh Central Pay Commission (7th CPC) – Implementation of decisions relating to the grant of Children Education Allowance (CEA) and Hostel Subsidy – Consolidated Instructions**

Ref: DoPT OM No.A-27012/02/2017-Estt.(AL), dated 17.07.2018

a) The reimbursement of Children Education Allowance/Hostel subsidy can be claimed only for the two eldest surviving children with the exception that in case the second child birth results in twins/multiple birth. In case of failure of sterilization operation, the CEA/Hostel Subsidy would be admissible in respect of children born out of the first instance of such failure beyond the usual two children norm.

b) The amount for reimbursement of CEA will be Rs.2250/per month (fixed) per child. This amount of Rs.2250/- is fixed irrespective of the actual expenses incurred by the Govt. Servant. In order to claim reimbursement of CEA, the Govt. servant should produce a certificate issued by the Head of the Institution for the period/year for which claim has been preferred. The certificate should confirm that the child studied in the school during the previous academic year. In case such certificate cannot be obtained, self- attested copy of the report card or self-attested fee receipt(s){including e-receipt(s)} confirming/indicating that the fee deposited for the entire academic year can be produced as a supporting document to claim CEA. The period/year means academic year i.e. twelve months of complete academic session.

c) The amount of ceiling of hostel subsidy is Rs.6750/- pm. In order to claim reimbursement of Hostel Subsidy for an academic year, a similar certificate from the Head of Institution confirming that the child studied in the school will suffice, with additional requirement that the certificate should mention the amount of expenditure incurred by the Government servant towards lodging and boarding in the residential complex. In case such certificate cannot be obtained, self- attested copy of the report card and original fee receipt(s)/e-receipt(s) which should indicate the amount of expenditure incurred by the Government servant towards lodging and boarding in the residential complex can be produced for claiming Hostel Subsidy. The expenditure on boarding and lodging or the ceiling of Rs.6750/- as mentioned above, whichever is lower, shall be paid to the employee as Hostel Subsidy. The period/year will mean the same as explained above in clause (b) of this para.

d) The reimbursement of CEA for Divyaang children of government employees shall be payable at double the normal rates of CEA prescribed above in clause (b) i.e. Rs.4500/- per month (fixed).

e) The above rates/ceiling would be automatically raised by 25% every time the Dearness Allowance on the revised pay structure goes up by 50%.

f) The Hostel Subsidy and CEA can be claimed concurrently.

g) In case both the spouses are Government servants, only one of them can avail reimbursement under CEA and Hostel Subsidy.

h) The reimbursement of CEA and Hostel Subsidy will be done just once in a financial year after completion of the financial year.

i) Hostel subsidy is applicable only in respect of the child studying in a residential educational institution located at least 50 kilometers from the residence of the Government servant.

j) ) The reimbursement of CEA and Hostel Subsidy shall have

no nexus with the performance of the child in his class. In other words, even if a child fails in a particular class, the reimbursement of CEA/Hostel Subsidy shall not be stopped. However, if the child is admitted in the same class in another school, although the child has passed out of the same class in previous school or in the mid-session, CEA shall not be reimbursable.

k) If a Government servant dies while in service, the CEA or hostel subsidy shall be admissible in respect of his/her children subject to observance of other conditions for its grant provided the wife/husband of the deceased is not employed in service of the Central Govt., State Government, Autonomous body, PSU, Semi Government Organization such as Municipality, Port Trust Authority or any other organization partly or fully funded by the Central Govt./State Governments. In such cases the CEA/Hostel Subsidy shall be payable to the children till such time the employee would have actually received the same, subject to the condition that other terms and conditions are fulfilled. The payment shall be made by the office in which the Government servant was working prior to his death and will be regulated by the other conditions, laid down in this OM.

1) In case of retirement, discharge, dismissal or removal from service, CEA/Hostel Subsidy shall be admissible till the end of the academic year in which the Government servant ceases to be in service due to retirement, discharge, dismissal or removal from service in the course of an academic year. The payment shall be made by the office in which the government servant worked prior to these events and will be regulated by the other conditions laid down in this OM.

m) The upper age limit for Divyaang children has been set at 22 years. In the case of other children the age limit will be 20 years or till the time of passing 12th class whichever is earlier. There shall be no minimum age.

n) Reimbursement of CEA and Hostel Subsidy shall be applicable for children from class nursery to twelfth, including classes eleventh and twelfth held by Junior Colleges or schools affiliated to Universities or Boards of Education.

o) CEA is allowed in case of children studying through "Correspondence or Distance Learning" subject to other conditions laid down herein.

p) The CEA and Hostel Subsidy is admissible in respect of children studying from two classes before class one to 12th standard and also for the initial two years of a diploma/certificate course from Polytechnic/ITI/Engineering College, if the child pursues the course after passing 10th standard and the Government servant has not been granted CEA/ Hostel Subsidy in respect of the child for studies in 11th and 12th standards

q) In respect of schools/institutions at nursery, primary and middle level not affiliated to any Board of education, the reimbursement under the Scheme may be allowed for the children studying in a recognized school/institution. Recognized school/institution in this regard means a Govt school or any education institution whether in receipt of Govt. Aid or not, recognized by the Central or State Govt or Union Territory Administration or by University or a recognized educational authority having jurisdiction over the area where the institution/school is situated.

r) In case of a Divyaang child studying in an institution i.e. aided or approved by the Central/State Govt. or UT Administration or whose fees are approved by any of >

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these authorities, the Children Education Allowance paid by the Govt. servant shall be reimbursed irrespective of whether the institution is 'recognized' or not. In such cases the benefits will be admissible till the child attains the age of 22 years.

s) The CEA is payable for the children of all Central Government employees including citizens of Nepal and Bhutan, who are employees of Government of India, and whose children are studying in the native place. However, a certificate may be obtained from the concerned Indian Mission that the school is recognized by the educational authority having jurisdiction over the area where the institution is situated.

t) The CEA or hostel subsidy shall be admissible to a Govt. servant while he/she is on duty or is under suspension or is on leave (including extra ordinary leave). Provided that during any period which is treated as 'dies non' the Govt. servant shall not be eligible for the CEA/Hostel subsidy for that period.

RBE No: 104/2018, No.E(W)2015/PS5-1/1, dated 3.08.2018  
**Sub: Inclusion of a Parent as well as "Medical Attendant" in Special Passes issued on medical grounds in favour of minor children of railway employees.**

In case of minor children (i.e. boys under the age of 15 years and girls under the age of 18 years), if referred to outstation hospitals for medical treatment, Special Passes in favour of (i) railway servant or his/her spouse, (ii) minor child requiring treatment and (iii) a Medical Attendant (who may be a family member or dependent or any other person) will be issued. The pass will ordinarily be issued for the class of entitlement of the railway servant on privilege account or in higher class, if otherwise admissible under these rules."

### **No changes in 7<sup>th</sup> CPC fitment factor**

#### **Government answers the questions in Parliament**

- (a) whether Government is contemplating to increase fitment factor from 2.57 to 3.68 under 7<sup>th</sup> CPC to all pay levels, as demanded by employees associations;
- (b) if so, the details thereof and by when it would be announced; and
- (c) if not, the reasons for betrayal from assurances given by Home Minister and Railway Minister etc. to employees associations in 2016?

**Reply by Minister of state in the Ministry of Finance Shri P. Radhakrishnan**

(a) to (c): The Minimum Pay of Rs. 18,000 p.m. and Fitment Factor of 2.57 are based on the specific recommendations of the 7<sup>th</sup> CPC in the light of the relevant factors taken into account by it. Therefore, no change therein is at present under consideration.

### **IRTSA Units & Sub-Units**

#### **Send Central Quota & Struggle Fund Through Bank Draft in favour of**

#### **"INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION"**

**To: Central Treasurer IRTSA, Er O. N. Purohit, 106 A, Suraj Nagar, Jodhpur-342008 (M: 09828024476)**

### **EMPOWERING ENGINEERS THROUGH INFORMATION**

**<http://www.irtsa.net>**

**A MULTIFARIOUS, INFORMATIVE & FREE WEBSITE FOR RAIL ENGINEERS & OTHERS**

## **TRIBUTES TO FORMER PRIME MINISTER BHARAT RATNA ATAL BIHARI VAJPAYEE**

**Great patriot, statesman, parliamentarian, administrator, reformer, secular, democrat, poet, philosopher, orator and many more – an outstanding leader for all Indians in his own class matched by nobody, Sri. A.B.Vajpayee passed away on 7<sup>th</sup> August 2018.**

A.B.Vajpayee believed in dialog and consensus, made coalition politics possible in India, living upto his own words 'Nobody is untouchable in politics'

A leader belongs to the generation of forget & forgive politics, still a strong and determined Prime Minister made India Strong Nuclear Power.

True peoples' leader, he made sincere attempt to reach the common man and to connect with the Kashmiries and people of North East. Persuaded both peace & conflict with Pakistan with strong determination. He engaged with Pakistan by Lahore Bus diplomacy & Agra Submit, but strongly fought successful Kargil War.

In all the ups & downs he maintained his close relation with L.K. Advani for 65 years, unique in Indian Politics for leaders of same stature and peer. Admirer of regional leaders like C.N. Annadurai who were having opposite ideology. Able to associate very closely with socialist like George Fernandes.

True leader he nourished many next line leaders including present PM and many present cabinet ministers and BJP Chief Ministers. Even strong Non BJP Chief Ministers Mamata, Naveen Patnaik and Nitish Kumar blossomed as Minister of States in Atalji's cabinet. At the same time, Great statesman advised his cabinet colleague to understand 'the power of silence' & to deliver 'Rashtradharma'. He maintained the 'Lakshmana Rakha' of not including the charge sheeted politicians in his cabinet even under the pressure of coalition politics.

Maintained strong GDP growth despite of devastating earthquake, two cyclones, worst drought in thirty years, Gulf War II and an oil crisis, the Kargil conflict, and terrorist attack on Parliament.

Visionary administrator implemented "Golden Quadrilateral" and "North South & East West" corridors. Pioneered in "spectrum auction" and "one rupee fuel chess", ironically now these two are major contributors in Government's income. Introduced the Fiscal Responsibility Act which aimed to reduce the fiscal deficit and boost public-sector savings. Provided universal access to free elementary education for children aged 6-14 years and made elementary education as fundamental right.

He was also a natural poet & philosopher said that 'one day I will become Ex-PM, but never I will become Ex-Poet.

**As a Member of Parliament he recommended for recognition of Indian Railways Technical Supervisors Association (IRTSA).**

Started his public life as a Swayamsevak, at the end of his long public career he had no enemies, one of the Greatest Sons of Mother India. LONG LIVE VAJPAYEEJI.

### **STATUS OF COURT CASE: OA NO - 1568/2017**

#### **Indian Railways Technical Supervisors Association - Vs - Government of India**

#### **FOR HIGHER PAY LEVEL FOR JE & SSE WORKING IN RAILWAYS**

**Next listing date - 27.09.2018**

**RAILWAY ENGINEERS!**  
**MARCH TO RWF, BENGALURU**  
**TO PARTICIPATE EN MASS IN**  
**53<sup>RD</sup> ALL INDIA CONFERENCE &**  
**CGB MEETING OF IRTSA**  
**AT EMPLOYEES INSTITUTE (WEST CLY.), RWF, BENGALURU**  
**ON 25<sup>TH</sup> & 26<sup>TH</sup> OCT, 2018**  
**TO HIGHLIGHT THE DEMANDS OF**  
**TECHNICAL SUPERVISORS ON RLYS.**  
**\*MAIN DEMANDS\***

- 1) RECOGNITION OF IRTSA
- 2) PAY LEVEL 8 TO JE, CMA, DMS, JE (IT) & LEVEL 10 FOR SSE, CMS, CDMS & SR.ER(IT)
- 3) CLASSIFICATION OF SSE, CMS, CDMS & SR. SE/IT IN GROUP 'B' (GAZ.).
- 4) PROPER CAREER PLANNING & TIME BOUND PROMOTIONS FOR TECHNICAL SUPERVISORS / RAIL ENGINEERS
- 5) REMOVAL OF MAXIMUM CEILING OF FOR PAYMENT OF PLB
- 6) A) REVISION OF INCENTIVE FROM 1-1-2016 ON 7<sup>TH</sup> CPC PAY LEVELS  
B) RAISING OF EXISTING RATE OF INCENTIVE & BONUS FACTOR OF SSE TO 30% OF PAY OR SSE MAY BE BROUGHT UNDER DIRECT INCENTIVE
- C) RESTORATION OF 7.5% PCO ALLOWANCE TO SSE & 15% TO JES.
- D) EXTENSION OF GROUP INCENTIVE SCHEME IN DIESEL & ELECTRIC LOCO SHEDS, C&W DEPOTS, S&T DEPOTS, P-WAY, WORKS & BRIDGES.
- E) PCO ALLOWANCE TO CMT LAB, STORES, DESIGN / DRAWING OFFICES
- F) EXTENSION OF INCENTIVE SCHEME TO LEFT OUT SECTIONS IN WORKSHOPS.
- 7) A) COUNTING OF TRAINING PERIOD FOR MACPS  
B) RESTORATION OF "GOOD" AS BENCHMARK FOR MACPS
- C) IMPLEMENTATION ON MACPS W.E.F.01.01.2006 (AS HELD BY THE APEX COURT).
- D) PAYMENT OF INCENTIVE BONUS & PCO ALLOWANCE @ MACPS BASIC PAY
- 8) REVISION OF BREAKDOWN ALLOWANCE & NATIONAL HOLIDAY ALLOWANCE
- 9) TEACHING ALLOWANCE @ 30% OF BASIC PAY.
- 10) HARDSHIP ALLOWANCE TO JES & SSES IN SHEDS & OPEN-LINE DEPOTS.
- 11) WITHDRAWAL OF NPS & RESTORATION OF OLD PENSION SCHEME FOR ALL
- 12) RAISING OF EXEMPTION LIMIT FOR INCOME TAX TO RS.5 LAKHS

ISSUED BY:

**INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION**

C.Hq. 32, Phase 6, Mohali, Chandigarh-160055. Email: [gsirtsa@yahoo.com](mailto:gsirtsa@yahoo.com) (Ph: 0172-2228306, 9316131598)



# INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION

C.Hq. 32, Phase 6, Mohali, Chandigarh-160055. Email: gsirtsa@yahoo.com (Ph: 0172-2228306, 9316131598)

No. IRTSA / CHq / CGB-CEC / 2018 -6

Dated: 18-8-2018

## NOTICE FOR CGB& CEC MEETINGS & 53<sup>RD</sup> ALL INDIA ANNUAL CONFERENCE OF IRTSATO BE HELD AT BENGALURU ON 25<sup>TH</sup> & 26<sup>TH</sup> OCTOBER, 2018

53<sup>rd</sup> Annual Conference & Central General Body Meeting of Indian Railways Technical Supervisors Association shall be held at RWF Bengaluru on 25<sup>th</sup> & 26<sup>th</sup> October, 2018.

CEC Meeting of IRTSA shall also be held in conjunction thereof, as per following programme.

All the Members of CGB & CEC, all Zonal / Unit Secretaries IRTSA, are requested to attend the meeting(s) positively, along with other active members and Subunit Secretaries of their Zone.

### AGENDA

<ol style="list-style-type: none"> <li>1. Inauguration</li> <li>2. Address by President IRTSA</li> <li>3. a) Report of General Secretary IRTSA b) Report on Account by Treasurer IRTSA.</li> <li>4. Report by Zonal Secretaries &amp; CEC Members.</li> <li>5. Amendments in Constitution of IRTSA, if any.</li> <li>6. Seminar on Role of Engineers on Railways</li> <li>7. Update on Court Case for higher Grade Pay of JEs &amp; SSEs &amp; related issues.</li> </ol>	<ol style="list-style-type: none"> <li>8. a) Discussion on the problems of Rail Engineers of Workshops, Production Units, Open Line Depots, Diesel &amp; Electric Loco / EMU Sheds, C&amp;M Labs, Drawing &amp; Design Offices, IT &amp; Store Depots etc.</li> <li>b) Resolutions of Demands</li> <li>c) Resolution on Line of Action for realization of Demands</li> <li>9. Election of CEC, IRTSA.</li> <li>10. Any other point with the permission of the Chair.</li> </ol>
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### DETAILED PROGRAMME

1	DATE & TIMINGS	i) a) CGB Meeting: b) Open Session c) Technical Seminar <i>(Followed by Dinner)</i>	25.10.2018 from 10:30 AM to 5:00 PM 26.10.2018 from 10:00 AM to 2:00 PM 25.10.2018 from 5:15 PM to 6:30 PM 25.10.2018 from 7:00 PM to 8:00 PM Role of Engineers on Railways <i>(Details will follow)</i>
		ii) CEC Meeting:	25.10.18 from 9:30 PM to 10:30 PM 26.10.18 from 8:30 to 10 AM <i>(And / OR as required)</i>
2	VENUE	EMPLOYEES INSTITUTE, WEST COLONY, RAIL WHEEL FACTORY (RWF), YELAHANKA, BENGALURU.-560 064	
3	ACCOMMODATION	Sub-Ordinate Rest House & Rly. Quarters, RWF, Yalahanka, Bengaluru.	
4	DELEGATION FEE	Rs. 500 per Delegate <i>(To be paid at the entry to the Venue)</i>	
5	CHAIRMAN CONF. COMM.	Shri Nagaraj Satya SSE/RWF (Mob. No. 09108501871)	
6	CONVENERS CONFERENCE COMMITTEE	Shri Somaraju D., SSE/RWF (Mob. No. 09108501860) Shri Dayananda Rao SSE/RWF / Member Staff Council / RWF No. 9108501831	
7	TREASURER CONF. COM.	Shri K T Harish JE/RWF ( Mob.No. 9844474720)	
8.	POSTER	Sample Poster is sent herewith. Units should get adequate number of copies of Poster printed locally & widely display them for publicity.	
9	TRANSPORTATION (From Bengaluru Station To Venue / Res. Acc.)	Will be arranged on prior intimation one week before the Conf. to: Shri. N. B. Nasir Khan SSE/RWF Mob.No. 9108501836 Shri Suresh B. Warthi C&MS/RWF Mob.No.9108501950	
10	RECEPTION COUNTER(S) At Bengaluru Station & Venue	Shri T G Gopalkrishna SSE/RWF Mob.No.9108501824 Shri Subbakrishna Retd. SSE/RWF Mob. No. 9449846379	

**All CEC & CGB Members, Zonal / Unit & Sub-Unit Secretaries are requested to:**

i) Please attend positively with other Active Members en-mass

ii) Please advise all delegates to get their both sides' Train Reservations done in advance at the earliest.

iii) Please complete Membership Drive of IRTSA at the earliest

iv) Send the Central Quota by DD, only in favor of "Indian Railways Technical Supervisors Association", to:  
Central Treasurer IRTSA, Er. ON Purohit, 106 A, Suraj Nagar, Jodhpur – 342008 (Mob: 09828024476).

Sd/- Harchandan Singh, GS IRTSA

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