

Voice of Rail Engineers

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NOTICE FOR URGENT MEETING OF CEC IRTSA AT CHANDIGARH ON 12-06-2018

An important Meeting of Central Executive Committee (CEC) IRTSA shall be held at Dr.Ambedkar Bhawan, Sector 37-A, Chandigarh, from 11 AM on 12.06.2018 to discuss some crucial matters – including the following, and to decide the line of action thereon. All Office Bearers and Members of CEC and all Zonal Secretaries IRTSA are requested to attend the Meeting positively.

AGENDA:

1. Address by Central President IRTSA;
2. Report of General Secretary IRTSA
3. Report of ZS & other CEC Members – Including Mid-term appraisal of position of Demands, Court Cases, Membership Drive & Organisational position.
4. Steps for organizational mobilization, Membership Drive & augmentation of resources; And
5. Steps for pursuance of Main Demands & Line of Action thereon;
6. Any other point, with the permission of the Chair.

MESSAGE OF GS IRTSA TO ALL OFFICE BEARERS, CEC MEMBERS, ZONAL SECRETARIES & SUBUNIT SECRETARIES IRTSA

Brother Engineers,

1. You are aware of the continuous struggle and multifarious achievement of IRTSA in the last over 52 years. Still there are many demands which are pending. As such, we have to intensify our struggle for the same. I, therefore, once again appeal to you to strengthen IRTSA, intensify Membership Drive and to ensure effective participation of all Rail Engineers in the struggle.

2. CEC IRTSA shall be meeting at Chandigarh (at Dr. Ambedkar Bhawan, Sector 37-A, Chandigarh) on 12.06.2018 as per above Notice. All CEC Members including all Zonal Secretaries, are requested to get their both sides reservations done at the earliest and to attend the CEC meeting positively.

3. You are also requested to mobilize Sub-units in your region & to motivate them to complete the Membership Drive @ Rs.200 PA and to send the Central Quota to the Central Treasurer IRTSA or to pay the same to him during the CEC Meeting.

You are also requested to collect the Organisational position at the Unit & Sub-Units in your region so as to be in a position to place the same before the CEC in its Meeting on 12th June at Chandigarh for the Mid-term appraisal of position of Demands, & Organisational position and give your feedback & suggestions for Line of Action & organizational mobilization.

4. 53rd Annual Conference & CGB Meeting of IRTSA shall be held at Lucknow on 25th & 26th September, 2018. Preparations for the same have started by the host Unit. You are requested to ensure participation of maximum number of Rail Engineers from your Unit.

Hoping for the best of cooperation by all of you, with best wishes, Long live IRTSA!!

(Harchandan Singh),
General Secretary, IRTSA

MAIN DEMANDS OF IRTSA:

- i. Recognition of Indian Railways Technical Supervisors Association (IRTSA).
- ii. Grant of Pay Level 8 for JEs & Level 9 for SSEs.
- iii. Classification of Technical Supervisors (Grade Pay 4600/Pay level-7) in Group 'B' Gazetted.
- iv. Withdrawal of changed criteria of 'Very Good' for MACPS and restoration of 'Good' as criteria for it.
- v. Implementation of MACPS w.e.f. 01.01.2006.
- vi. Inclusion of training period for MACPS.
- vii. Revision of incentive Bonus as per new pay Levels in 7th CPC Pay Matrix.
- viii. Pending acceptance of above said demands, implementation of following recommendations of Railway Board to MOF (DOE) to provide some interim relief to stagnating Technical Supervisors:
 - a) Upgrading of 3350 posts from Group C to Group B on the Railways.
 - b) Upgradation of posts of JEs to Grade Pay Rs.4600 and upgrade posts of SSE to Grade Pay Rs.4800 as per decision of the Departmental Anomalies Committee - keeping in view their higher qualifications and onerous nature of duties and responsibilities.
 - c) Revised Cadre of 33% JEs in GP Rs.4200, 17% SSE in Grade Pay Rs.4600 and 50% of posts in Grade Pay Rs.4800 in view of their nature of duties and responsibilities.

Units! Send Central Quota & Struggle Fund Through Bank Draft in favour of "Indian Railways Technical Supervisors Association"

**To: Central Treasurer IRTSA,
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"SUCCESS COMES TO THOSE WHO BELIEVE"



EDITORIAL**GOVERNMENT MUTE ON ITS EMPLOYEES' DEMANDS****Negligible negotiation with Staff Side****No panel available to fill vacancies in Central Administrative Tribunals, crippling the function**

After every 10 years, pay, allowances and retirement benefits of Central Government employees used to get revised based on recommendations of Central Pay Commissions. Even though period of revision is long, whenever a Pay Commission was constituted, Central Government Employees would have a hope to get their grievances accumulated over a decade redressed. While some of the issues were getting addressed, though many of the issues were left unattended to.

After every Pay Commission, number of issues that need to be addressed by the Government were getting increased. Anomaly Committees constituted after the implementation of 6th CPC recommendations had not reached logical conclusion on majority of anomalies. MACPS also created its own set of anomalies.

7th CPC also said that the anomalies created subsequent to the modification done in 6th CPC recommendations could not be rectified till date and they were also not dealt with by them.

Apart from available regular mechanism to negotiate the demands of Staff Side, Government constitutes committees to address the anomalies/demands arising after/out of Pay Commission implementation. But nothing brings result and it seems that all the committees constituted by Government for addressing specific issues are not functioning.

Principal demands like calculation of minimum pay, multiplication factor, annual increment, DA calculation, scraping of NPS for Railway Employees, etc were turned down by Government without much negotiations.

Issues specific to individual categories, disturbance of horizontal parity & vertical relativity among various categories, demands on specific allowances are not being addressed by the Government. There is no negotiation taking place between JCM/Federations and Government on the demands pertaining to individual categories.

Particularly the two main demands of Technical Supervisors for higher Pay Level & classification as Group 'B' are pending for many years. Arbitrary change of eligibility criteria from 'Good' to 'Very Good' for the purpose of financial upgradation under MACPS has further diminished the relief from lack of career prospects.

Proposals sent by Railway for upgrading the Pay Level of JE & SSE, upgradation of certain %age of Group 'C' posts to Group 'B' are rotting in the shelves of MOF (DOE).

Irony is that neither Government is ready to settle the genuine demands of its employees nor they are able to get justice from the Judiciary. Majority of Administrative Tribunals across India are without even one Judicial Member. Cases are piling up and those filed way back in 2012 are still pending. Even some of important judgements given by the Judiciary regarding implementing MACPS from 1.1.2006, Financial upgradation on promotional hierarchy, extension of old pension scheme for those employees appointed through selection notification issued prior to 01.01.2004, etc. It seems that Government is in no mood to heed to the genuine demands of its employees.

DOPT OM No. 31011/15/2017-Estt.A-IV, 27.03.2018**Subject: LTC – Leave Travel Concession Extended to Railway Employees**

The undersigned is directed to say that as per extant LTC instructions, Government servants and their spouses who are working in Indian Railways are not entitled for the facility of LTC as the facility of "Free Pass" is available to them. However, Seventh CPC in its report has recommended for bringing Railway employees (and employees whose spouses are Railway servants) into the fold of LTC.

2. The matter has been considered in this Department in consultation with Ministry of Railways. It has been decided that Railway employees may be allowed to avail "All India LTC" once in a block of four years under CCS(L TC) Rules, 1988, subject to the following conditions:

(i) The railway employees shall continue to be governed fully by the Railway Servants (Pass) Rules only and availing of "All India LTC" under CCS (LTC) Rules by them will be facilitated through a Special Order under the relevant provision of the said Pass Rules.

(ii) "All India LTC" will be purely optional for the railway employees.

(iii) Even after availing "All India LTC" in a year, it will not be mandatory for the railway employee to opt for "All India LTC" in the next or subsequent block years.

(iv) No "Home Town LTC" will be admissible to Railway employees and on the same analogy, no Home Town converted LTC shall be allowed to them.

(v) The railway employees will surrender the Privilege Passes admissible to them in the calendar year in which they intend to avail the LTC facility. However, they would continue to be eligible for Privilege Ticket Orders and other kinds of passes viz., Duty Pass, School Pass, Special Passes on Medical grounds, etc., as admissible under the Pass rules. Further, if the railway employee has already availed of a Privilege Pass, then LTC will not be allowed in that year.

(vi) The railway employees on deputation to any other organization, including Railway PSUs, would also continue to be eligible for optional LTC in lieu of Privilege Pass entitlement.

(vii) The definition of beneficiaries e.g. members of family, dependents, etc and other conditions as laid down in the CCS (LTC) rules will be applicable for availing "All India LTC" facility by the railway employees, even if such beneficiaries are not entitled for Privilege Pass under the Pass Rules.

(viii) If both spouses are Railway employees then both will surrender privilege passes, admissible in the calendar year, if they opt for All India LTC.

(ix) In case of the Government employees whose spouse is working in Railways, want to avail All India LTC, either independently or with family members, then he/she/they may be allowed subject to the condition of surrendering privilege passes admissible in that calendar year for him/her/them and an undertaking in this regard shall be given by the Government servant to his office.

**Readers, Zones, Divs & Sub-units IRTSA
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CLASSIFICATION OF RAILWAY SERVICES CONSEQUENT UPON DOPT ORDERS IS UNDER EXAMINATION: SAYS RLY. BOARD

RTI Questions asked to Railway Ministry

1. Does Ministry of Railways proposes to classify the posts as per the norms laid down by DoPT in S O 3578 (E) dated 9th November 2017, or, differently seeking exception to the norms of classification laid down by DoPT in S O 3578 (E).

2 Copy of relevant Railway Board noting & approval and proposal send to DoPT by Ministry of Railways.

REPLY GIVEN BY RAILWAY MINISTRY

The issue of classification of Railway services consequence to issue of classification notified by DoPT vide S.O. 3578 (E) dated 09.11.2017 is under examination in this Ministry. Therefore at this stage it is not possible to provide information/documents as sought by the applicant.

MEETING WITH CRB

Chairman Railway Board, Shri. Ashwani Lohani visited ICF on 28.04.2018 and met Federation / Association / Union representatives. On behalf of Er.K.Gobinath Zonal Secretary and Y.R.S.Banerjee Zonal Treasurer participated in the meeting. Main demands of Technical Supervisors like Revision of Pay level, Group 'B' statues, MACPS anomalies, Revision of hourly rates of incentive, Design Allowance, revised pay level for CMT, etc were highlighted.

IRTSA CRICKET TOURNAMENT

IRTSA conducted cricket tournament third edition - 2018 at RPF parade ground ICF Chennai between 3rd March and 8th April, 2018 on Saturdays & Sundays.

Teams from ICF and Southern Railways participated in the tournament. The teams are ICF/Shell division-1, ICF/Shell division-2, ICF/Furnishing division-1, ICF/LHB division, ICF/Design, ICF/Store & IT, Carriage & Wagon works/SR, Loco works/SR, EMU Maintenance Depot/Avadi/SR, Electric Loco Shed/AJJ/SR, Electric Loco Shed/Erode/SR, Basin Bridge Coaching Depot/SR-1, Basin Bridge Coaching Depot/SR-2, and Electric Loco Shed/Royapuram/SR.

B.Saravanan, Ragupathy, R.Ravi, Ragavendra Rao, Jagadesh Kumar, Karthik Kumar, Narendran, G.Aranganathan, Yoga Senevasa, Hariharan, Gopi, Karthikeyan, Surendra Mohan, Elampozyan, & Selvaraj from ICF and Sunil Kumar, Moorthy, Sridharan, Parthasarathy and Solai raj from S.Rly made elaborate arrangements for successful completion of the tournament.



Central President M.Shanmugam presided over the prize distribution function. Sri.Shyamandaram CME/QA/ICF graced the function as Chief Guest and distributed the prizes. Sri.Karunakarn President Shell Division /ICF who is superannuating from Railway service in the month of May 2018 was felicitated by IRTSA.

IRTSA MEETING AT MAHALAXMI WORKSHOP, WR

IRTSA meeting was held at Mahalaxmi Workshop, Western Railway on 19th March 2018. Er.K.P.Soni welcomed the gathering. Central President Sri.M.Shanmugam addressed the gathering and explained in detail about the history & achievements of IRTSA. He also stressed for unity among the Technical Supervisors / Rail Engineers and called upon younger generations to take over IRTSA. Er.R.B.Singh Zonal Secretary IRTSA/WR explained important achievements of IRTSA for the past 52 years. Er.K.Hari briefed about various activities of IRTSA. Er.Dyneshwar stressed for more cohesive actions at local level. Er.Shaikh Anwar Vice President/IRTSA MX gave vote of thanks.

IRTSA MEETING AT SECUNDRABAD



DoPT OM No. No.11/ 2/ 2016-JCA, dated 14.03.2018

Subject: Setting up of Anomaly Committee to settle the anomalies arising out of the implementation of the Seventh Pay Commission's recommendations — extending the scope of definition regarding.

The undersigned is directed to refer to DoPT's Office Memorandum of even number dated 20/02/2017 on the subject as cited above, and to incorporate the following further modification in the definition of what would constitute an anomaly:

2. With the incorporation of the above para in the OM, the definition of anomaly will read as follows:-

(1) Definition of Anomaly

Anomaly will include the following cases

- 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 Seventh Central Pay Commission itself without the Commission assigning any reason;
- Where the maximum of the Level in the Pay Matrix corresponding to the applicable Grade Pay in the Pay Band under the pre-revised structure as notified vide CCS(RP) Rules 2016, is less than the amount an employee is entitled to be fixed at, as per the formula for fixation of pay contained in the said Rules;
- Where the Official side and the Staff Side are of the opinion that the vertical and horizontal relativities have been disturbed as a result of the 7th Central Pay Commission to give rise to anomalous situation.
- Where the amount of revised allowance is less than the existing rate or any other anomaly observed while implementing the revised allowance

3. The rest of the contents of the OM issued by DoPT under reference no. No. 11/2/2016-JCA dated 16.08.2016 shall remain unchanged.

LEAVE TRAVEL CONCESSION (LTC) FOR RAILWAY EMPLOYEES & CCS (LTC) RULES – A BRIEF

1. Railway employees are allowed to avail LTC as per DoPT OM dated 27th March 2018
2. Railway employees continue to be governed fully by the Railway Servants (Pass) Rules.
3. "All India LTC" once in a block of four years.
4. "All India LTC" will be purely optional for the railway employees.
5. After availing "All India LTC" in a year, it will not be mandatory for the railway employee to opt for "All India LTC" in the next or subsequent block years.
6. No "Home Town LTC" will be admissible.
7. Railway employees will surrender the Privilege Passes admissible to them in the calendar year in which they intend to avail the LTC facility.
8. They would continue to be eligible for Privilege Ticket Orders and other kinds of passes viz., Duty Pass, School Pass, Special Passes on Medical grounds, etc., as admissible under the Pass rules.
9. If both spouses are Railway employees then both will surrender privilege passes.
10. Beneficiaries will be members of family, dependents, etc as per conditions as laid down in the CCS (LTC) rules will be applicable for availing "All India LTC".

Brief of orders issued by DoPT/MOF on LTC

11. Family for the purpose of LTC – Government employee, spouse, two unmarried dependent children, divorced/widowed daughter, dependent parents residing with employee, dependent unmarried minor brother & sister and dependent divorced/widowed sister residing with employee.
12. Government servant and each member of his family may visit different places of their choice during the block of four years.
13. Employee should have completed one year continuous service on the date of journey.
14. Travel entitlements of Government servants for the purpose of LTC shall be the same as TA entitlements as notified vide Ministry of Finance's O.M. dated 13.07.2017, except the air travel entitlement for Level 6 to Level 8 of the Pay Matrix, which is allowed in respect of TA only and not for LTC. ie Only AC 2 tier by train for pay level 6 to level 8.
15. No daily allowance shall be admissible for travel on LTC.
16. LTC shall be admissible in respect of journeys performed in vehicles operated by the Government or any Corporation in the public sector run by the Central or State Government or a local body.
17. For places not connected by any Government means of transport, reimbursement shall be allowed as per entitlement for journey on transfer for a maximum limit of 100 Kms covered by the private/personal transport based on a self-certification.
18. Employees not entitled to travel by air may travel by any airline. However, reimbursement in such cases shall be restricted to the fare of their entitled class of train, transport or actual expense, whichever is less,"
19. Reimbursement under LTC scheme does not cover incidental expenses and expenditure incurred on local journeys.

20. Travel by Premium trains/Premium Tatkal trains/Suvidha trains is allowed on LTC. Further, reimbursement of tatkal charges or premium tatkal charges shall also be admissible for the purpose of LTC.
21. Flexi fare (dynamic fare) applicable in Rajdhani/Shatabdi/Duronto trains shall be admissible for the journey(s) performed by these trains on LTC. This dynamic fare component shall not be admissible in cases where a non-entitled Government servant travels by air and claims reimbursement for the entitled class of Rajdhani/Shatabdi/Duronto trains.
22. Catering charges charged by the Indian Railways included in the rail fare for Rajdhani/Shatabdi/Duronto trains, shall be reimbursable in full as per the entitlement/eligibility.
23. For children aged between 5 yrs and under 12 yrs, the actual rail fare shall be reimbursed for LTC, as per the choice of rail tickets (half or full) purchased by the Government servant.
24. The time-limit for drawal of LTC advance is 125 days in case of journey by train. It will be mandatory for the Government servant to produce the outward journey tickets to the Competent Authority within ten days of drawal of advance.
25. Travel by air to North East Region (NER), Jammu and Kashmir (J&K) and Andaman & Nicobar Islands (A&N) is extended for two years, w.e.f. 26th September, 2016 subject to the following conditions:
 - (a) Travel by air to continue to be performed by Air India in Economy class at LTC-80 fare or less.
 - (b) For journey by air to Jammu & Kashmir, travel by any airline is allowed, @ fare less than or equal to LTC-80 fare of Air India.
 - (c) Air tickets can be purchased either directly from the airlines (booking counters/website) or through authorized agents only viz., 'M/s Balmer Lawrie and Co. Ltd.', 'M/s Ashok Travels and Tours Ltd.' and 'IRCTC'.
 - (d) Gazetted officers can use the air travel form their place of work.
 - (e) Government servants not entitled to travel by air are permitted to travel by air in Economy class in the following sectors:
 - i) Between Kolkata/ Guwahati and any place in NER,
 - ii) Between Kolkata/ Chennai/ Bhubaneswar and Port Blair and
 - iii) Between Delhi / Amritsar and any place in J&K
 - (f) Journey for these non-entitled employees from their Headquarters up to Kolkata/ Guwahati/ Chennai/ Bhubaneswar / Delhi / Amritsar will have to be undertaken as per their entitlement.

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RAILWAY BOARD ORDERS

1. Railway Board letter. No.E(NG)/2011/PM 1/2, dated 10.04.2018.

Sub: General Departmental Competitive Examination (GDCE) for filling up of 25% net direct recruitment quota vacancies in Group C categories ~ Extension of currency upto 31.03.2018.

Since the introduction of the scheme of GDCE vide Board's Letter No. E(NG)- 192/PM2/16 dated 20.08.1993 for one year, the currency of the same is being extended from time to time, and the same was last extended upto 31.03.2018 vide this Ministry's letter of even number dated 08.03.2016.

In view of the request made by both the federations and some of the Zonal Railways for continuance of the scheme, the matter has been considered by the Board and it has been decided to extend the currency of the GDCE scheme for a further period of 2 years i.e upto 31.03.2020.

The instructions regarding the clarification/modification in the GDCE scheme issued from time to time may also be kept in view while implementing the same.

2. S.No. PC-VII/ 98, No.PC-V/2017/A/OTA/1. RBE No. 41/2018, dated 20.03.2018

Sub: Grant of Overtime Allowance (OTA) to Railway employees Consequent upon revision of pay scales and allowances- date of effect.

Ref: Board's letter of even No. dated 28-11-2017 (RBE No. 175/2017)

Pursuant to the recommendations of the Seventh Central Pay Commission, the rates of OTA have been revised w.e.f. 01-7-2017 vide Board's letter of even number dated 28-11-2017 (RBE No.175/2017). The issue of revising the date of effect of OTA w.e.f. 01-01-2016 had been under consideration and it has been decided that the basic pay and DA element for the purpose of OTA may be antedated to 01-01-2016 and other elements constituting emoluments for the purpose of OTA viz. HRA and Transport allowance etc. shall be taken into account at revised rates w.e.f. 01-7-2017 as per the 7th CPC recommendations.

3. Railway Board letter No.2012/F(E)III/1(1)/4-Pt, Dated : 13.02.2018

Sub: Exemption of Railway employees appointed on or after 01.01.2004 from the purview of National Pension System (NPS) – regarding.

The undersigned is directed to refer to NFIRs letter No. IV/NPS/PFRDA BILL/Part- I dated 13.02.2017, 26.10.2017 and 11.12.2017 on the above subject.

2. In this regard it is informed that on the request of NFIR, Hon'ble former Minister of Railways, Sh.Suresh Prabhu had written a D.O letter dated 11.04.2017 to the Hon'ble Minister of Finance and Corporate Affairs, Sh.Arun Jaitley, to have a second look on the issue of exemption of Railway employees from the application of National Pension System (NPS). In reply, Hon'ble Minister of Finance and Corporate Affairs Sh. Arun Jaitley has communicated that the matter was reconsidered in consultation with pension Fund Regulatory and Development Authority (PFRDA) and that the request for exemption railway servants appointed on or after 01.01.2004 from the application of NPS does not seem to be feasible proposition.

4. No.F(E)Spl./2008/ADV.3/6(7th CPC) Dated:28.03.2018

Subject: Grant of Advances Seventh Central Pay Commission recommendations – Amendment to rules on House Building Advance (HBA) to Railway servants.

Please refer to this Ministry's letter of even number dated 05.12.2017 on the above cited subject(vide which, the revised provisions relating to the grant of House Building Advance (HBA) as issued by Ministry of Housing & Urban Affairs (Housing III Section) vide their OM No.1.17011/11(4)/2016-H-III dated 09.11.2017 pursuant to acceptance of 7th CPC recommendations, were mutatis-mutandis made applicable to Railway employees.

2. Ministry of Housing & Urban Affairs vide their OM dated 31.01.2018 have now issued clarifications to the fulfillment of extant conditions mentioned in para-2(viii) of their aforesaid OM dated 09.11.2017, which shall be applicable mutatis-mutandis on the Railways.

House Building Advance Rules (HBA) – 2017 – Ministry of Housing & UA, OM No. 1.17011/11(02016-H-III, Dated 09.11.2017 (Important points)

1. HBA is admissible for only one of the following purposes:-

i. Constructing a new house on the plot owned by the employee or spouse, either jointly or individually.

ii. Purchasing a plot and constructing a house thereon.

iii. Purchasing a plot under co-operative Schemes and constructing a house/ flat thereon or acquiring a house through membership of Cooperative Group Housing Societies.

iv. Purchase/construction of house under the self-financing schemes of Delhi Bangalore, UP, Lucknow etc.

v. Outright purchase of a new ready-built house/ flat from Housing Boards, Development Authorities and other statutory or semi-Government bodies and from registered builders i.e., registered private builders, architects, house building societies, etc., but not from private individuals.

vi. Expansion of living accommodation of an existing house owned by the employee or jointly with spouse.

vii. Repayment of loan or advance taken from a Government or HUDCO or private sources even if the construction has commenced, subject to certain conditions.

viii. Existing employees who has already taken Home Loans from Banks and others Financial Institutions are allowed to migrate to this scheme, subject to fulfillment of extant conditions.

ix. Constructing only residential portion of building on a plot earmarked for a shop cum residential plot, in a residential colony, subject to prescribed cost conditions.

2. Cost Ceiling : Cost of the house to be built /purchased (excluding the cost of plot) should not exceed 139 times of the basic pay of the employee subject to a maximum of Rs.1.00 crore (one crore) only.

3. Amount of Advance

i. Only one advance during entire service.

ii. The maximum amount of advance shall be:

a) 34 months basic pay subject to a maximum of Rs.Twenty five lakhs, or cost of the house/flat, or the amount according to repaying capacity, whichever is the least for construction / purchase of new house/flat.

b) For expansion of existing house, the amount of HBA will be limited to 34 months basic pay subject to maximum of Rs. Ten lakhs or the cost of the expansion, or the amount according to repaying capacity, whichever is the least.

c) The amount of the advance shall be restricted to 80% of true cost of the land and construction of house or cost of

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Achievements of IRTSA

आई. आर. टी. एस. ए. की महत्वपूर्ण उपलब्धियाँ (1965-2017)

(Translated by Er.R.K.Pandey, Zonal Secy, IRTSA/NE.Rly)

भारतीय रेल सामान्य जागरूकता और औद्योगिक सामन्जस्य

1. आई. आर. टी. एस. ए. ने नवम्बर 1965 में स्थापना के बाद से भारतीय रेल में पहली बार रेलवे इन्जिनियरो / तकनीकी पर्यवेक्षकों को संगठित करने के लिये एक मजबूत एवं प्रभावशाली प्लेटफार्म दिया।
2. रेलवे इन्जीनियरो/तकनीकी पर्यवेक्षकों की समस्याओं एवं मांगों को, रेलवे प्रशासन, वेतन समितियों, रेलवे पुनर्गठन समिति, रेलवे दुर्घटना जाँच समिति एवं अन्य फोरम के समक्ष प्रभावशाली ढंग से रखा।
3. समस्याओं एवं मांगों को वास्तविक एवं प्रभावशाली बनाने हेतु एक विशाल डाटा बेस विकसित किया।
4. रेलवे इन्जीनियरो/ तकनीकी पर्यवेक्षकों को जागरूक करने हेतु समय-समय पर महत्वपूर्ण विषयों पर सेमिनार, स्मारिका के प्रकाशन, एवं “वायस आफ रेल इन्जीनियर” (रेल इन्जीनियर की आवाज) का समयबद्ध प्रकाशन किया। साथ में रेल इन्जीनियर/ तकनीकी पर्यवेक्षकों के साथ वेबसाइट www.irtsa.net एवं IRTSA GROUP (Face Book) द्वारा सतत संवाद बनाये रखता है।
5. रेलवे इन्जीनियरो एवं रेलवे प्रशासन के बीच उत्पादन बढ़ाने एवं प्रताड़ना को कम करने हेतु अच्छे औद्योगिक संबन्ध बनाता है।
6. रेलवे इन्जीनियरो, श्रमिकों एवं श्रमिक यूनियनों के बीच अच्छी तालमेल बनाये रखता है जिसमें रोज-रोज के टकराव रुकते हैं एवं उत्पादन में विकास होता है।
7. रेलवे इन्जीनियरो की समस्याओं के प्रति मान्यता प्राप्त फेडरेशन एवं यूनियनों में जागरूकता विकसित करता है एवं इन समस्याओं के समाधानों हेतु संघर्ष एवं संगठित प्रयासों में इनका लोकल एवं राष्ट्रीय स्तर पर सहयोग प्राप्त करता है।

सुलझाए गए वृहद संवर्गीय मामले

8. आई. आर. टी. एस. ए. के संपूर्ण दस्तावेजों के आधार पर तीसरे वेतन आयोग में तकनीकी पर्यवेक्षकों का वेतनमान की संख्या 6 से घटकर 4 एवं पुनः छठवे वेतन आयोग में 4 से घटकर 2 वेतनमान हुआ।
9. सी.से. इंजीनियर को अधीक्षण भत्ता एवं से. इंजीनियर को उच्च ग्रेड (इन्सेंटिव के बदले) मिलना जो कि कारखानों एवं उत्पादन इकाई के से. इंजीनियर एवं सी.से. इंजीनियर को प्रोत्साहन भत्ता में परिवर्तित हो गया।
10. वरिष्ठ तकनीकी पर्यवेक्षकों को पूरे गुप सी में उच्चतम वेतनमान, तृतीय वेतन आयोग द्वारा 840-1200, 840-1040 एवं चतुर्थ वेतन आयोग द्वारा 2375-3500 वेतन मान आई. आर. टी. एस. ए. के साक्ष्यों के आधार पर 40 वर्षों के बाद

प्राप्त हुआ।

11. जे. ई. को कर्मचारियों को वेतन वितरण के बदले मानदेय मिलना एवं समय-समय पर संशोधित होना (आई. आर. टी. एस. ए. के द्वारा वर्ष 1991 में वेतन विवरण का अविष्कार करने के बाद प्राप्त हुआ)।
12. अपरेनटिस प्रशिक्षुओं को “हर्ट आन ड्यूटी”/ हॉस्पिटल अवकाश प्राप्त होना (संसद में सवाल उठाने के बाद प्राप्त हुआ)।
13. तकनीकी पर्यवेक्षकों को कामगार क्षतिपूर्ति एक्ट के जिसका नाम बाद में कर्मचारी क्षतिपूर्ति एक्ट हुआ के दायरे में लाना (मामला संसद में उठाने के बाद प्राप्त करना)।
14. सभी तकनीकी पर्यवेक्षकों (जे.ई. से एवं सी.से. इंजीनियर) को 1984 से कैडर रिस्ट्रिक्चरिंग हेतु एक कैडर में लाना (पूर्व में उच्च ग्रेड पद बहुत सीमित एवं कार्य भार में अनुरूप थे)।
15. स्नातक इंजीनियर की जे.ई. में सीधी भर्ती रोक कर, 1987 से से. इंजीनियर में एवं 2008 से सी. से. इंजीनियर ग्रेड में करवाना।
16. तकनीकी पर्यवेक्षकों का कैडर रिस्ट्रिक्चरिंग 30 वर्षों में 5 बार-1984 में सी.से. इंजीनियर उच्च ग्रेड के पदों की संख्या में कारखानों एवं उत्पादन इकाइयों में 3% से 6% तथा ओपेन लाइन में 1.5 % से 10% 1993 में 17%, 2003 में 18% से 21%, 2008 में छठे वेतन आयोग के बाद 50% तथा 2013 में कैडर रिस्ट्रिक्चरिंग समिति द्वारा 67% बढ़ोतरी हुई।
17. ड्राइंग एवं डिजाइन, रसायन एवं धातु परीक्षण एवं स्टोर पर्यवेक्षकों का कैडर रिस्ट्रिक्चरिंग द्वारा अपग्रेडिंग होना।
18. अपरेनटिस /प्रशिक्षण अवधि की गणना, 1983 से सेवानिवृत्त लाभ हेतु एवं 1991 से वेतन वृद्धिलाभ के लिए किया जाना। (आई. आर. टी. एस. ए. द्वारा दिए गए आंकड़ों के आधार पर)।
19. वरिष्ठ पर्यवेक्षकों के 2000 पदों का गुप बी में अपग्रेडिंग होना।
20. मिस्त्री/पर्यवेक्षकों का जूनियर इंजीनियर के पद पर अपग्रेडिंग (वर्ष के संघर्ष के बाद उच्चतम वेतनमान में पदों की संख्या वृद्धि-जे.ई. के प्रोन्नति अवसरों में वृद्धि हुआ)।
21. वर्ष 1996 में तकनीकी पर्यवेक्षकों के पदनाम जे.ई. (जूनियर इंजीनियर) तथा एस.एस.ई. (सीनियर सेक्शन इंजीनियर) परिवर्तित हुआ IRTSA के “वर्क टू रूल” पर जाने के निर्णय के बाद)।
22. जे.ई. तथा एस.एस.ई को पी.सी.ओ. को भत्ता मिलना।
23. प्रोत्साहन लाभांश के दरों में वृद्धि (वर्ष 1968, 1975, 1990, 1998 एवं 2009) में होना।
24. जे.ई. के प्रशिक्षण अवधि में कमी 3 वर्ष से 2 वर्ष, 2 वर्ष से 18 महीने तथा अब 12 महीने होना।
25. अपरेनटिस/ प्रशिक्षण अवधि में छात्रवृत्ति बढ़कर रु0 4200 वेतन/ ग्रेड पे के बराबर होना।

Continued on page -

आई. आर. टी. एस. ए. की महत्वपूर्ण उपलब्धियाँ

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26. अनुदेशक एवं प्रवक्ता को विशेष वेतन भत्ता मिलना एवं उसका 3 बार रिवीजन होना।
27. कैट नई दिल्ली में केस जीतना (ओ. ए. संख्या 835-1999 आई. आर. टी. एस. ए. संग यू.ओ.आई.) वरिष्ठ तकनीकी परीक्षकों को ग्रुप "बी" दर्जा प्रदान करने के लिए रेलवे बोर्ड के लगातार नकारा - आई. आर. टी.एस. ए. ने लगातार संघर्ष करके एवं अभियान चलाकर संघों को इस मांग की प्रासंगिकता को बताया- फलस्वरूप वरिष्ठ पर्यवेक्षकों के 15% पदों को ग्रुप बी में अपग्रेड करने की सहमति बनी जिसके लिए वित्त मंत्रालय से अनुमोदन मांगा गया। आई. आर. टी.एस. ए. लगातार ग्रेड पे 4600 100% पदों को ग्रुप बी में अपग्रेड करने हेतु संघर्ष कर रही है।
28. कैट नई दिल्ली में कोर्ट केस जीता (वाद संख्या 1527/1990 आई. आर. टी.एस. ए. संग यू.ओ.आई.)- अदालत ने "समकक्ष, किसी समकक्ष से अधिक वेतन नहीं पा सकता" के सिद्धांत पर जे.ई. को उच्च वेतनमान देने का निर्देश दिया जिसे पाँचवें वेतन आयोग ने स्वीकार किया और अपनी रिपोर्ट के पैरा नंबर 54.36 में शामिल किया।
29. कैट चेन्नई ने वाद संख्या 706/2013 में जे.ई. का वेतनमान रुपए 4200 से रुपए 4600 एवं सी.से.इंजी.का वेतनमान 4600 से 4800 करने के लिए वित्त मंत्रालय को विचार करने का आदेश दिया।
30. उत्पादकता बोनस के लिए अर्ह सीमा बढ़ाकर सभी तकनीकी पर्यवेक्षकों को इस दायरे (वेतन सीमा से परे) में लाया।
31. सी.से. इंजीनियर का वेतनमान रुपए 7000-11500 (पाँचवे वेतन आयोग द्वारा संस्तुत) को वृद्धि करके रुपए 7450-11500 करवाया (आई. आर. टी.एस. ए. द्वारा तेज संघर्ष एवं ठोस आंकड़ों के आधार पर)।
32. ड्राइंग डिजाइन एवं स्टोर इंजीनियरों को 2000- 3200 वेतनमान के स्थान पर 2375- 3500 दिलाया।
33. ड्राइंग एवं डिजाइन पर्यवेक्षकों का पदनाम बदलकर जे.ई. एवं सी.से. इंजीनियर करवाया।
34. स्टोर इंजीनियर का पदनाम डी.ए.स.के. से बदलकर डी.एम.एस. एवं सी.डी.एम. एस. करवाया।
35. वर्ष 1999 में कारखानों एवं उत्पादन इकाइयों में कार्य करने वाले सी.से. इंजीनियर को प्रोत्साहन लाभांश मिलना।
36. स्नातक इंजीनियरों एवं डिप्लोमा धारक इंजीनियरों के लिए सीधी भर्ती कोटा में चयनित होने के लिए जीडीसीई/ एल डी सी ई पद्धति का प्रारंभ होना।
37. जेई-I तथा जेई-II के पदों का विलय होना एवं वेतनमान 6500- 10500 में अपग्रेड होना।
38. से.ई. तथा सी.से.इंजी. के पदों का विलय होना एवं वेतनमान 7450- 11500 में अपग्रेड होना।
39. सभी उज्जैन जे.ई./ डी.एम.एस./सी.एम.ए. को प्रथम श्रेणी का सुविधा पास मिलना।
40. पी.-वे सुपरवाइजर का जेई के साथ विलय एवं अपग्रेड होना जिसके कारण कैडर का विस्तार हुआ।
41. जेई से सी.से.इंजी., डी.एम.एस. से सी.डी.एम.एस, सी.एम.ए. से सी.एम.एस. तथा जे.इ. से सी इंजीनियर/ आई.टी. में पदोन्नति के लिए लिखित परीक्षा का समाप्त होना ।
42. लम्बे समय तक चलने वाले वेतन बैंड अवधारणा की शुरुआत हुई जिससे वेतन ठहराव को समाप्त हुई।
43. निश्चित वेतन वृद्धि के बदले 3% वार्षिक वेतन वृद्धि मिलना।
44. मूल वेतन के आधार पर प्रतिशत आवास किराये भत्ते की शुरुआत होना।
45. परिवहन भत्ता में वृद्धि बिना किसी दूरी सीमा प्रतिबन्ध के एवं मुद्रा स्फीति से सुरक्षित होना।
46. छठे वेतन आयोग की रिपोर्ट सौंपे जाने के बाद गठित "उच्चस्तरीय समिति" द्वारा वेतन गुणांक 1.74 से वाककर 1.86 का संस्तुति की गई।
47. दो बच्चों हेतु प्रति पाल्य प्रतिमाह रु0 1000 दर पर वगैर मुद्रास्फिति प्रभाव के प्रतिपूर्ति भत्ता का निर्धारण।
48. सेवानिवृत्ति के समय पर 300 दिन अर्जित अवकाश नगदीकरण के अतिरिक्त पूरे सेवा काल में 60 दिन अर्जित अवकाश नगदीकरण की व्यवस्था।
49. पाचवे वेतन आयोग द्वारा ए.सी.पी. एवं छठवे वेतन आयोग का बाद एम.ए. सी.पी. मिलना जिससे वेतन ठहराव को समाप्त किया गया। (आई. आर.टी.एस. ए. के दो बड़ी मांगो- वेतन ठहराव को समाप्त करना एवं समय ब) पदोन्नति के आधार पर)
50. तीन वित्तीय उन्नयन (10,20,30 वर्ष सेवा के बाद) एम.ए.सी.पी.एस. के अन्तर्गत (जिसने जे.ई. के लिए 5400 ग्रेड पे तक पहुचना निश्चित किया)।
51. जी.डी.सी.ई.के तहत चयनित कर्मचारियों को एम.ए.सी.पी. के लिए सीधी भर्ती की तरह माना जाय।
52. 1.1.2006 और 29.09.2008 के बीच होने वाले पदीन्नति (जे.ई. II से जे.ई. -I और से.ई. से सी.से. इजी) में वेतन निर्धारण का विस्तार हुआ। (छठवे वेतन आयोग द्वारा फीडर तथा प्रोमोशनल प्रकृति के पदों के विलय करने के कारण)।
53. 7 वे वेतन आयोग के पे-मैट्रिक्स में होने वाले पदोन्नति के वेतन निर्धारण में, वेतन कम से कम उसी लेवल के सीधी भर्ती के प्रवेश वेतनमान के बराबर होना चाहिये अर्थात जे.ई. का सी.से. इजी. में पे लेवल 7 में पदोन्नति पर वेतन निर्धारण रु 44900/- से कम नहीं होना चाहिये जो कि सी.से. इजी. के सीधी भर्ती का प्रवेश वेतनमान है।

Orders: House Building Advance (Contd from page-5)

- **Expansion of living accommodation** in the case of construction in rural areas. This can be relaxed and 100% can be sanctioned if the Head of the Department certifies that the concerned rural area falls within the periphery of town or city.

4. Repayment Capacity

a	In cases of employee retiring after 20 years.	40% of basic pay.
b	In cases of employee retiring after 10 years but not later than 20 years.	Up to 40% of basic pay. 65% of OCR Gratuity may also be adjusted.
c	In cases of employee retiring within 10 years.	Up to 50% of basic pay OCR Gratuity up to 75% can be adjusted.

5. Interest: The Interest on Housing Building Advance for the financial year 2017-18 onwards shall be 8.50%. This shall be reviewed every three years to be notified in consultation with Ministry of Finance.

5. Railway Board letter No.E(P&A)II-2017/HW-1 (RBE No.36/2018) dated 08.03.2018

Sub:-Revision of the rates of Night Duty Allowance – (NDA) recommendations of 7th CPC.

Please refer to Board's letter No. E(P&A)II-2008/HW-2, dt. 16.12.2008 (RBE No. 199/2008) as amended from time to time regarding revision of rates of Night Duty Allowance (NDA) during 6th CPC period.

2. Consequent upon the decision taken by the Government of India on the recommendations of the 7th CPC, the President is pleased to decide that the hourly rate of NDA shall be equal to $\{(Basic\ Pay + Dearness\ Allowance) / 200\}$ which would be admissible to eligible categories of non-gazetted Railway Servants classified under chapter XIV of the Railway Act, 1989 read with the Railway Servants (Hours of Work and Period of Rest) Rules, 2005 for work put in during the period from 2200 hrs to 0600 hrs. The rate should be worked out separately for each employee. The present formulation of weightage of 10 minutes for every hour of duty performed between the hours of 22:00 and 06:00 would continue.

3. The grant of NDA shall be subject to furnishing of a certificate by the supervisor concerned that Night Duty is essential.

4. The revised rates of NDA shall be admissible with effect from the 1st of July, 2017.

5. These orders would be subject to modification, if any, after the issue of instructions by the Nodal Ministry i.e. Ministry of Personnel, Public Grievances and Pensions (Department of Personnel & Training).

6. Railway Board letter No.E(W)2018/PS5-2/11, dated 26.03.2018

Sub: Clarification regarding issuance of passes on longer route to destination, if this longer route happens to be quicker than direct route.

NFIR has brought to the notice of Board that Zonal Railways are not issuing passes in accordance with Rule 3(vii)(c) stipulated under General Rules in Schedule-II (Pass on Privilege Account) of Railway Servants (Pass) Rules, 1986 (Second Edition-1993) taking the plea that the same is not covered under Rule 3(vii)(b). In this respect, it is

How to File a Complaint Regarding Your NPS Investment

The National Pension System (NPS) has a well-defined procedure for addressing complaints of subscribers. Complaints could be any communication to express dissatisfaction about any service under the NPS. There are different modes available to a subscriber to file a complaint through the call centre, by way of a written complaint or online.

Toll free number: A complaint can be filed by calling toll free number 1800222080. Complaints through the call centre are recorded in the CGMS. The executive will try to immediately resolve the concern during the call. Else, an escalation process will be triggered.

Written complaint: One can also file a written complaint in the form of a letter or in line with the format specified (Form G1). The complaint shall be sent to the following address.

Address: NSDL e-Governance Infrastructure Limited, 1st Floor, Times Tower, Kamala Mills Compound, Senapati Bapat Marg, Lower Parel, Mumbai 400013. Complaints are entered into the CGMS and resolved by sending appropriate reply.

Online complaint: Complaints can also be filed by logging on to the Central Grievance Management System (CGMS) on <https://www.npscra.nsdl.co.in/Logyour-grievance.php>. An appropriate reply is sent to the registered email id of the complainant.

Turnaround time: The complainant must receive acknowledgement within 3 working days with a unique grievance number for future correspondence. All complaints are required to be disposed of within 30 days of its receipt.

Escalation: In case the complainant is not satisfied with the resolution, an escalation may be made to the NPS Trust. The NPS Trust shall try to resolve the complaint within 30 days.

clarified that the Rule 3(vii)(c) categorically provides for issue of passes 'if the longer route to destination is quicker than the direct route irrespective of distance involved.' The said rule is an independent provision which is explicit by the use of the word "or" between the aforesaid sub-para 3(vii)(a), 3(vii)(o) & 3(viii)(c). Accordingly, it is clarified that passes over quicker longer route are admissible without any distance restriction, that is irrespective of distance involved.

2. The Railways are, therefore, advised to follow the extant statutory rules scrupulously and issue passes accordingly.

COURT CASE STATUS**OA NO - 1568/2017**

Indian Railways Technical Supervisors Association - Vs - Government of India
Pleading for

HIGHER PAY LEVEL FOR JE & SSE WORKING IN RAILWAYS

Next listing date 14.06.2018

No hearing could be taken place due to non availability of Judicial member & continuation of vacancies in CAT Chennai

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