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## IRTSA SEEKS REVISION OF CGEGIS WITH 15 TO 50 LAKH COVERAGE & LOW MONTHLY SUBSCRIPTION

Group Insurance Scheme (CGEGIS) were last revised in January 1990. IRTSA submitted memorandum to Secretary Finance for a low premium and high-risk cover scheme as directed by cabinet in 2016.

1) Rates of subscription and insurance cover for Central Government Employees Group Insurance Scheme (CGEGIS) were last revised in January 1990. Recommendations of the Fifth & Sixth CPCs on CGEGIS rates of subscription & insurance cover were not implemented by the Government. Continuing the same rates of insurance amount for 30 long years defeats the basic purpose of providing insurance cover to the employees so as to extend adequate security to the families in the event of employees' death.

2) 7<sup>th</sup> CPC has recommended for increasing monthly subscription & insurance amount by 41.7 times for employees in Pay Level 6 & above and 50 times for employees in Pay Level 1 to 5 vide para 9.3.6, as shown in the table-1 below:

Pay Level of Employee	Existing		Recommendation of 7 <sup>th</sup> CPC	
	Monthly sub- scription Rs.	Insurance Amount Rs.	Monthly sub- scription Rs.	Insurance Amount Rs.
10 & above	120	1,20,000	5000	50,00,000
6 to 9	60	60,000	2500	25,00,000
1 to 5	30	30,000	1500	15,00,000

3) 7<sup>th</sup> CPC, while making the above recommendations regarding CGEGIS, had totally ignored the much lower rates of Premiums charged by the Life Insurance Corporation of India for Group Insurance Scheme and even for individual Term Insurance Plan.

4) Exorbitant rise of Monthly Subscription recommended by the 7<sup>th</sup> CPC for CGEGIS was objected and it had been demanded to reduce the monthly subscription as it is much higher than the premium rates available for Term insurance in open market including LIC, a public sector enterprise, offering policies equal to the insurance amount recommended by 7<sup>th</sup> CPC at much lower premiums.

5) The Cabinet in its meeting held on 29.06.2016 to consider the recommendations of 7<sup>th</sup> CPC decided not to accept the steep hike in monthly subscription towards CGEGIS recommended by the Commission.

...Continued on page-3

## IRTSA SEEKS GRANT OF EX-GRATIA PAYMENT FOR EMPLOYEES WHO DIE DUE TO COVID INFECTION CAUGHT ON DUTY

Ex-gratia compensation to the families of Central Government employees who died due to Covid-19 infection caught up in performance of their duties.

1) Many Railway employees and some other Central Government employees (especially those of Armed and Paramilitary Forces, Police and Medical Services) have died due to Covid-19 infection caught up in performance of the duties and exigencies of their services. Their Families need to be adequately compensated for the severe loss of the earning member of the family while serving the Nation in spite of the COVID-19 pandemic

2) No amount of compensation will ever be enough to recompense for the loss of a life especially in case of the employees who are putting their lives in danger to ensure seamless implementation of Government's policies & schemes particularly during Covid-19 pandemic. The Government should ensure a life of dignity and respect for the dependent family members of the Central Government employees who die due to Covid-19 infection caught in the course of performance of their duties.

3) In the present scenario of Covid-19 Central Government employees particularly doctors, para medical staff, health workers, Railway employees, police, Armed & Para Military force etc are more prone to get infected with Covid-19 in the course of performance of their duties and some of them are meeting with tragic end.

4) Thermal scanning is the only screening done for all employees during entry to the work place. Thermal scanning is done for most of the public visiting Government offices, Railway Stations, etc. All corona infected persons particularly asymptomatic persons infected with corona virus cannot be screened out by thermal scanning. There are chances of employees getting infected with corona virus from the coworker and from the public.

5) Major chances of Railway employees getting infected with corona virus in the course of performance of their duty are briefed as under:

a) Railway employees required to have direct interaction with public like Booking Clerks, TTEs, onboard Technical staff, Railway Protection Force etc.

b) Technical Supervisors & Technicians involved in maintenance of Rolling Stocks having left out wastes, particularly the human waste while doing under gear inspection, cleaning, etc.

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“SUCCESS COMES TO THOSE WHO BELIEVE”



**Editorial**

**PPP OF PASSENGER TRAIN OPERATION: PASSENGERS, POOR & MIDDLE CLASS, RAILWAYS & NATION TO BE LOSERS; PRIVATE ENTITIES ONLY BENEFICIARIES**

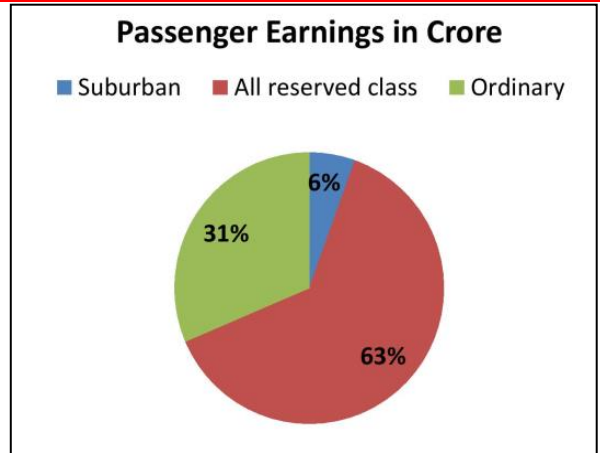
Government has taken a decisive step in allowing passenger trains to private entities. Ministry of Railways invites 'Request for qualification' from private entities. Railways also released 'Project Information Memorandum' loaded heavily in favour of private entities.

First victims are Indian Railway passengers. Two main clauses, 1) The Private entity shall have the freedom to decide on the fare to be charged from its passengers and 2) The configuration of each train as well as its coaches shall be determined by the private entities, are going to take away Railway services from common people. Combination of private trains will invariably be available for AC upper class travelers only. There won't be any non AC sleeper class & ordinary class. Private trains will only have profit making AC sleepers & AC chair cars. Even affordable upper class travelers have to face more consequences, as the Freedom to decide on the fare will be a tool to increase the fare by dynamic pricing, weekend pricing, holiday pricing, etc.

Increase will not happen only through direct fare, other facilities now available free in IR trains, preferred seat options, carrying luggage / baggage, Wi-Fi connection, bed roll, etc will be charged additionally. Apart from this in some stations passengers may require to pay 'Station User Fee'. Private players won't provide any concession provided by Railways now.

Second Victims will be the working class. Maintenance of the private trains shall be the responsibility of private entity. Over the years Railways outsourced many of the activities of coach maintenance. Outsourcing of maintenance activities have only increased inadequately paid unorganized temporary staff even for technical work, diminishing the chances of continuing existing permanent technical jobs available in Railways. Basic social & monetary security even for qualified Engineers will be at stake, not to mention about technical staff and supporting staff. Most of the work force will be daily wage earners.

Third loser are Indian Railways and the damage will be big and permanent. Profit making classes of AC sleeper & AC Chair car are being gifted to private entities. In the year 2018-19 out of 841 crore passengers travelling, 55 crore passengers (only 6%) travelled in all reserved classes. Railway earned Rs. 32,159 crore (63% of total income through passenger business) from this 6% of all reserved passengers. It is evident that Subsidized class of sub-urban, ordinary second class & sleeper class are left with Railways, profit making upper class business are being transferred to private entities.



Class	Passenger originating		Passenger Earnings	
	Nos in crore	%	Rs. in Crore	%
Suburban	478	57 %	2813	6 %
<b>All reserved classes</b>	<b>55</b>	<b>6 %</b>	<b>32159</b>	<b>63 %</b>
Ordinary	308	37 %	16036	31 %
	841		51008	

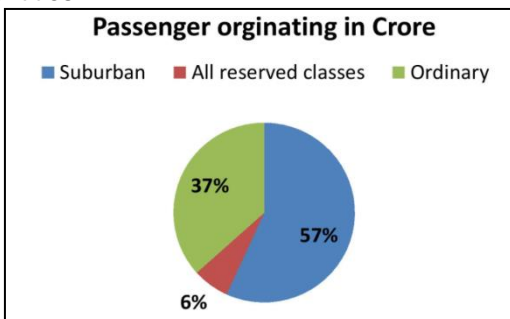
Another nail driven on Railways is, IR cannot introduce new similar scheduled trains between the originating and destination stations route within 60 minutes of private train schedule, i.e. for 60 minutes before and 60 minutes after, for a period of 120 minutes IR cannot introduce any new train.

Even though train maintenance will be the duty of private entities, responsibility of final certification before every trip has to be done by Indian Railways. Departmental inspectorial staff who certifies the rolling stocks of private operators will be scapegoat for all failures & accidents.

Major dominos like stations, P.Way, Bridges, Signal, issuing tickets and train operation as per schedule is going to be the responsibility of Railways.

Railway Production Units & workshops will be major losers. Integral Coach Factory, Chennai has developed indigenous capability & capacity to produce semi high speed train sets, inaugurated enthusiastically by Hon'ble Prime Minister. Other two Coach Production units RCF Kapurthala and MCF Raebareli are having state of art technologies to manufacture LHB coaches that can run at a speed of 160 kmph. Loco manufacturing PUs at Varanasi, Chittaranjan and Patiala came long way to update their infrastructure to manufacture 3 phase IGBT electric locos. Not only these PUs, two well functioning wheel & axle plants will also lose their load. Workshops will not get their POH work. All these PUs & workshops developed many clusters of medium & small industries around them as their suppliers, future of these industries will be in danger. Staff both in Railway and private will lose their jobs.

Basic national policy of 'Make in India' could not be followed, since private entities shall be free to procure trains and locomotives from a source of its choice and the provision of mandatory sourcing via domestic production in India need to be followed over the period of time, not immediately. Keeping indigenous capacity idle private entities will tie with foreign suppliers who may not be able to adjust to Indian track conditions.



**IRTSA SEEKS REVISION OF CGEGIS @ HIGHER COVERAGE & LOWER SUBSCRIPTION***Continued from page-1*

The Cabinet decided that the existing rates of monthly contribution will continue, however, considering the need for social security of employees, the Cabinet had asked Ministry of Finance to work out a customized group insurance scheme for Central Government Employees with low premium and high risk cover. Till date decision has not been taken on new rates of CGEGIS due to which the employees & their families continue to be deprived of the much needed financial security under the CGEGIS.

6) Mortality rate has been reduced. Life expectancy and health delivery systems have improved appreciably since 1990. In the same period premium for risk coverage in insurance policies have come down very drastically.

7) For 38.6 lakh sanctioned strength of Central Government employees covered in the CGEGIS, subscription for the insurance amount of Rs.50 lakh, Rs.25 lakh and Rs.15 lakh has to be much lesser than LIC's policies which are offered for individuals and for groups.

8) a) In LIC's Jeevan Amar Life Term Assurance Plan (UIN: 512N332V01), for the assured sum of Rs. 50 lakh at the entry age of 20 annual premium is Rs.4,356, at the entry age of 30 the annual premium is Rs. 6,952. (The sample illustrative premiums for Jeevan Amar life term assurance plan is attached as Annexure-I).

b) Even after adding for Saving Fund under CGEGIS @ 3 times of the above premium for Life Term Assurance Plan, the total amount of subscription for individual Term Assurance of LIC, it would be even less than half of the Subscription proposed by the 7<sup>th</sup> CPC.

c) Monthly subscription can be reduced by 20% when the said scheme is applied for more than 30 lakh employees as a Group as per details given in table-3 based on the Premium for Individual Term Insurance indicated in Table 2 below:-

9) **Table-2: Monthly subscription in proportion to LIC Jeevan Amar Life Term Assurance Plan:**

Pay Level of Employee	Insurance Amount Recommended by 7 <sup>th</sup> CPC Rs.	Proposed monthly subscription for CGEGIS (In proportion to LIC's Jeevan Amar Term Assurance Plan) (#)			Corresponding SA (Savings) For 30 years of service @8% annual interest Monthly compounding
		Insurance Fund (25%) Rs.	Savings Fund (75%) (##) Rs.	Total Monthly Subscription Rs.	
Level 10 & above	50,00,000	600	1800	2400	27,02,331
Level 6 to 9	25,00,000	300	900	1200	13,51,165
Level 1 to 5	15,00,000	200	600	900	9,00,777

(#) Based on entry age of 30 years for Individual Term Insurance. (Premium amount rounded off to next hundred Rs.) (##) 7<sup>th</sup> CPC recommended a ratio of 75:25 for savings fund to insurance fund.

10) **Table-3 Monthly subscription for Group Insurance @ 20% lesser than subscription charged by LIC for Individual Life Term Assurance (as per table-2) plus savings Fund in the ratio 25:75**

Pay Level of Employee	Insurance Amount Recommended by 7 <sup>th</sup> CPC Rs.	Proposed monthly subscription for CGEGIS - (20% less than LIC's Jeevan Amar Term Assurance Plan's premium) (#)			Corresponding SA (Savings) For 30 years of service @8% annual interest Monthly compounding
		Insurance Fund (25%) Rs.	Savings Fund (75%) (##) Rs.	Total Monthly Subscription Rs.	
Level 10 above	50,00,000	480	1440	1920	21.61,865
Level 6 to 9	25,00,000	240	720	960	10,80,932
Level 1 to 5	15,00,000	160	480	640	7,20,621

11) **OUR PROPOSALS:** a) **Table-4**, shows the sum assured recommended by 7<sup>th</sup> CPC & Rates of Monthly subscription proposed by us (@ 20% less than Premium for Individual Term Insurance plus Savings Fund as in table-3 above)

Pay Level of Employee	Insurance Amount Recommended by 7 <sup>th</sup> CPC Rs.	Proposed monthly subscription for CGEGIS @ 20% less than LIC's Jeevan Amar Term Assurance Plan's premium)		
		Insurance Fund (25%) Rs.	Savings Fund (75%) Rs.	Total Monthly Subscription Rs.
Level 10 & above	50,00,000	480	1440	1920
Level 6 to 9	25,00,000	240	720	960
Level 1 to 5	15,00,000	160	480	640

11.b) Monthly subscriptions of Rs.1920, Rs.960 and Rs.640 for Sum Assured of Rs. 50 lakh, 25 lakh and 15 lakh for the Levels 10 & above, Level 6 to 9 and Level 5 and below respectively of the 7<sup>th</sup> Pay Commission and payable to the family of the deceased employee in case of an employee's death.

11.c) Ratio of the Insurance Fund and Saving Fund should be 25% : 75% respectively.

11.d) In case of retirement, employees be paid a maturity benefit in proportion to the subscription, length of service and applicable interest rates.

## **IR TSA SEEKS EX-GRATIA FOR DEATH DUE TO COVID - Continued from page-1**

c) In Workshops and Production Units maintaining one meter social distance between employees on the work spot is practically not possible while performing multifarious collective operations, movement of heavy machinery and parts besides space constraints inside the Rolling Stock as well as on the Shop-floor in many workshops and PUs.

d) Chances of employees getting infected enroute to duty and return from duty, etc.

e) In work exigencies employees with co-morbidity conditions and above 55 years of age.

6) Justice needs to be done for the loss of life through ex-gratia compensation to the families of Central Government employees who died due to Covid-19 infection caught in the course of performance of their duties.

7) Some of the Government organizations have already announced compensation for its employees who die due to Covid-19 infection in the course of performance of their duties. Some of them enlisted below:

a) **FCI** - The Government has approved the proposal for grant of ex-gratia monetary compensation to 1.08 lakh of workers and officers of the Food Corporation of India (FCI) who are working to supply food grains across the country amidst the outbreak of Corona virus pandemic. Under its provisions, during the six month period from March 24, 2020 to 23 September, 2020 if anybody dies due to COVID-19 infection while on duty with FCI, the Regular FCI Labour will get an ex-gratia of Rupees 15 lakh, Contractual Labour will be entitled to Rs.10 lakh, Category-1 Officers Rs.35 lakh, Category-2 – Rs.30 lakh and Category -3 & -4 workers – Rs.25 lakh. (Press release issued by Ministry of Consumer Affairs, Food & Public Distribution is given in Annexure-1)

b) **PORTS** - The Ministry of Shipping has decided that all the Major Ports may grant compensation/Ex-Gratia of Rs.50 lakh in the event of loss of life due to Covid-19 to the dependent members/legal heirs of the port employees employed directly or through contract by the port. (Press release issued by Ministry of Shipping is given in Ann-2)

c) **BOB** - State-run Bank of Baroda (BOB) has announced an ex gratia cover of Rs 50 lakh for its employees in the event of death due to Corona virus disease. While the PSU bank offers Rs 20 lakh Group Life Insurance cover to its employees, it has added additional Rs 30 lakh that will go to the dependents of the employee in the event of a death.

8) Grant of ex-gratia compensation to the families of deceased employees infected with Covid-19 in the course of performance of their duties will be doing at least some justice for the supreme sacrifice made by the employees.

**9) It is therefore requested that, Families of Central Government employees including of Railway Employees who died because of Covid-19 infected in the course of performance of their duties may please be granted ex-gratia compensation of Rs.50 lakh.**

### **IR TSA REFERENCE TO RLY. BOARD**

**Sub: Training Module & Refresher Course (RC) for Supervisors of Mechanical Dept (Diesel)**

Ref: Manual maintenance for Diesel locomotives, Revised 2013, printed 08.03.2015.

1) As on April 2020 IR is holding 5589 BG diesel locomotives in 49 Diesel loco sheds across Railways. Types of BG diesel locos in holding are WDM2, WDG3A, WDP1, WDP3A, WDM3A, WDM3D, WDG4D, WDG4, and WDP4. IR is holding 57 MG diesel locos also.

2) JE & SSE direct & JE (Intermediate) of Mechanical, Electrical, Engineering and S&T departments are being given uniform induction training for a period of 52 weeks.

3) Uniformity maintained in the induction and promotional training period is not maintained in the Refresher course (RC) for Diesel shed JE & SSE. RC for JE & SSE (Diesel) is scheduled in STC at the interval of every 5 years, whereas for C&W and Electric loco-shed supervisors RC is scheduled in every 3 years.

4) RC once in 5 years is too long period for diesel JE & SSE considering the technical updates taken place in Diesel Locomotives with a wide variety of them being put in service. Training standard and teaching facilities have not changed since many years and all technological developments happened over the years were not included.

5) There is no detailed training schedule available for maintenance of HHP locomotives having several types of control system like EMD, MEDHA and SIEMENS, instead JE & SSE (Diesel) are provided with only basic training for operational purpose. Without any proper maintenance manual, troubleshooting guide and hand book JE & SSE are facing difficulties in attending the troubles and failures of Starter Motor, FPM, turbo, Power Assemblies, etc.

6) To improve the efficiency & utilization of Diesel locos, Indian Railway incorporated technological developments and new facilities like DPCS, REMLOT, APU, LOCOTROL, CAB AC's, CCB, CREDI, etc. Neither sufficient training nor any updates are provided for JE & SSE on these new improvements. Information provided by the companies during commissioning of locos is inadequate.

7) Accident investigation and BD activities are not in the syllabus of RC for JE & SSE (Diesel).

8) Some of the Diesel Sheds started Electric Loco maintenance schedules, which is entirely new activity for JE & SSE (Diesel) & its Technicians. Diesel shed employees are put in Electric loco maintenance without any organized training. No material sanctions have been provided for Diesel Loco sheds for maintaining Electric locos.

9) A 52 week induction programme with institutional training in two phases is being given for all categories of directly recruited Electrical JE & SSE. The induction programme includes 8 weeks of field training and 14 weeks of Attachment/on the job experience. This training is not given to JE & SSE (Diesel) when they are entrusted with the maintenance activities of Electric locos.

10) Points explained in the forgoing para not only put Technical Supervisors under stressed working condition, it is affecting entire performance of loco sheds

11) It is therefore requested to implement following demands to improve the working condition and performance of Diesel loco sheds,

a) Maintenance manual, troubleshooting guide and hand book for every type of Diesel locos may please be issued updating latest technological advancements.

b) Mandatory Refresher Course (RC) at STC for JE & SSE (Diesel) may please be scheduled at the interval of every 3 years, instead of existing 5 years.

c) Accident investigation and BD activities may please be included in the syllabus of RC.

d) 52 week training module available for JE & SSE (Electrical) induction programme may please be imported for JE & SSE (Diesel) before being posted in Electric loco maintenance activities.

e) Required material sanctions may be provided for Diesel Loco sheds which are assigned Electric loco maintenance.

**FLAWS IN UPDATION OF INDIAN RAILWAY ESTABLISHMENT CODE (IREC)****IRTSA SUBMITS PRELIMINARY SUGGESTIONS ON MAIN ISSUES**

Ref: Railway Board's Letter No. E(G)/2020/Misc/05 Dated 12.05.2020

In response to Railway Board's letter cited above, preliminary suggestions on the main issues, for Updation of Indian Railways Establishment Code (IREC), are submitted here below on the prescribed Format:

S	Rule/para of Draft Revised IREC	Revised suggested Rule(s)	Justification, in brief
1.	The word "Servant(s)" appears 1293 times in Draft IREC either as "Government Servant" or as "Railway Servant" in various Chapters and Paras of the Draft IREC	The word "Servant(s)" (representing the Colonial legacy) may please be replaced as "Employee(s)" or "Staff" (wherever it appears as "Government Servant(s)" or as "Railway Servant(s)" in IREC or IREM and in Draft IREC - 2020. It may read as "Government Employee(s)" or may read as "Railway Employee(s)" or as "Railway Staff". This may please be done through a comprehensive Executive order of the Railway Board or through Presidential orders under Article 309 as applicable.	The word "Servant" or "Government Servant" has a British Colonial legacy and should be replaced at least now after 73 years of Independence. Updation of IREC is the belated opportunity to replace the same as employees or as staff. The word "servant" had been replaced by the Central Government in its orders in the recent years but its continuance in IREC is most unjustified. Many States like Punjab had replaced the word long back in the Civil Services Rules.
2.	Chapter 19 Reg Confidential Reports (Deleted in 2001 - after introduction of APAR)	Chapter 19 of the IREC be revived under the new heading of APAR (Annual Performance Appraisal Reports).	To bring in transparency in the system, to improve performance and for better human resources development.
3.	Chapter-6 dealing with Medical Attendance Rules stands deleted. Railway employees, their spouse and eligible dependent(s) will be entitled to medical facility as detailed in Chapter – VI and other relevant chapters of Indian Railway Medical Manual, 2000 (Third Edition) as amended from time to time.	Chapter-6 dealing with Medical Attendance Rules should not be deleted from the IREC as the IREC and the Rules framed there under have statutory reinforce-able value whereas the Medical Manual does not have the statutory reinforce-able value.	Deletion of Chapter 6 of IREC will tantamount to indirectly depriving the employees, their spouse and eligible dependent(s) of their legal rights for getting the Medical facilities they are entitled to under the Rules at present under IREC .
4.	IREM, Vol- I & some relevant chapters/ provisions of IREC	Railway Rules (Cadre Matters – Seniority & Promotion etc) may be brought out simultaneously and the Draft thereof be also circulated alongside the Draft IREC for offering comprehensive comments and suggestions on IREC & Railway Rules (Cadre Matters – Seniority & Promotions etc).	To get a comprehensive view about all existing rules and to avoid any lapses in any area thereof.
5.	Chapter-8: Staff Benefit Fund & Chapter-12: Compensation for injuries and loss of personal property (which are proposed to be included in the Railway Rules (Welfare & Industrial Relations) as per Preface of Draft IREC)	Railway (Welfare & Industrial Relations) Rules may be brought out simultaneously and the Draft thereof be also circulated alongside Draft IREC for offering comprehensive comments and suggestions on both of them.	To get a comprehensive view about all existing rules and to avoid any lapses in any area thereof.
6	Appendix-III Reg. Rules regulating the Compassionate Fund of the Government of India proposed to be included in the Railway (Welfare & IR) Rules	Either these appendixes be included in the draft IREC or Railway Welfare Rules may be brought out simultaneously	To get a comprehensive view about all existing rules.
7	Rule 555 (Deleted) Quarantine Leave	May be included with updation there of	To deal with Covid-19 like situations.
8	Chapter-wise & Para-wise Comments & suggestions.	Adequate time of about three months may please be given for Chapter-wise & Para-wise comments and suggestions by all concerned.	Up-dation and Unification of IREC & IREM is being done for the first time. A comprehensive cross check is, therefore, required to avoid any omissions. Adequate time is required for the same.

## **IRTSA APPEALS TO CRB ON MEASURES TO PREVENT SPREADING OF COVID-19 AMONG RAILWAY EMPLOYEES**

**Sub: 100% testing of staff with fingertip pulse oximeter as a precautionary measure to prevent spreading of Covid-19 among Railway employees & following procedures announced by State Governments.**

1) In continuation of our memorandum dated 30.05.2020 on Facilities for the staff working during COVID-19 pandemic, We submit the following for your kind consideration.

2) Wherever State Governments announced specific procedures / lockdown to the entire state or particular for a few districts, the procedures announced by the respective state Governments may be followed by Railway establishments located within the notified places. Government of Tamilnadu has announced complete lockdown from 19.06.2020 to 30.06.2020 at Chennai and three of its neighboring districts. Procedures announced by Tamilnadu Government may please be followed by Railway establishments located in these districts. For other places we suggest the following,

3) Clinical management protocol for Covid-19 issued by Ministry of Health and Family Welfare dated 13.06.2020 recommends RT-PCR test for diagnosing Covid-19 infection. It will be ideal to all the employees of Indian Railways particularly open line staff for Covid-19 test with RT-PCR. RT-PCR test to cover all staff may take time and requires more test centres and other related facilities & faculties.

4) As a substitute precautionary measure, Pulse oximeter test may be done for all employees. Pulse oximeter test is to measure the oxygen level (oxygen saturation) of the blood. It is an easy, painless measure of how well oxygen is being sent to parts of our body.

5) Recent experience revealed that patients with lot of shadows in the lungs, low oxygen level in the blood showed no signs of breathlessness. With a pulse oximeter these patients can be identified in time and given hospital care before their oxygen levels drop to dangerous level.

6) Use of pulse oximeter test proved very useful in places like Dharavi Mumbai, where RT-PCR tests couldn't be conducted in large number. Persons with less oxygen saturation level were identified and kept in isolation for further tests and treatment. This has helped in bringing down infection rate.

7) Similar procedure may please be followed in Indian Railways also. Considering the waste of man power due to Covid-19 infection, cost of pulse oximeter test will be very meager.

**8) It is therefore requested to make necessary arrangements for**

**a) Following specific procedures announced by State Governments particular for a few districts as explained in para-2 above.**

**b) Pulse oximeter test for all the employees of Indian Railways at their work place to measure the oxygen level (oxygen saturation) of the blood.**

**c) Employees with less oxygen saturation level may please be isolated for further test and treatment.**

**d) Similar procedure may please be followed for the family members who reside in Railway colonies.**

**e) Contract labours engaged by Railway contractors may also be covered in Pulse oximeter test.**

**All Zones & sub units deposit the Central Quota in the Bank Account of IRTSA: State Bank of India, Jodhpur, Account No. 10083429358 IFSC: SBIN0004913**

## **RAILWAY BOARD'S ORDERS**

**Rly Board letter No. PC V1 /2018/R-II/1 Pt. Dated 21.05.2020**

**Sub: Grant of annual increment due on 1st July to the employees retiring on 30th June of the year**

A number of representations are being received in this office seeking grant of one notional increment as due on 1st July in favour of employee retiring on 30th June before drawing the same, exclusively for the purpose of pensionary benefits.

2. As the Railways are aware, the annual increment is granted to railway employees on completion of laid down qualifying service for the purpose. Based on the recommendations of the Sixth Central Pay Commission, as accepted by the Government of India, Railway Services (Revised Pay) Rules, 2008 were notified on the lines of Central Civil Services (Revised Pay) Rules, 2008. As per Rule 10 of above Rules, it was stipulated that there will be a uniform date of annual increment, viz. 1st July of every year and the employees completing 6 months and above in the revised pay structure as on 1 of July will be eligible to be granted the increment. There has been no change in the above rule / extant policy so as to enable grant of increment (notional or actual) on 30th June, where it was due on the following 1st July.

3, In the various representations being received in this office, certain Judgments in the case of Shri Ayyamperumal, an employee of Department of Revenue are being cited. As the details of above court matter and policy decision of concerned nodal departments were not available in this office, the matter was referred to concerned departments of Government of India seeking their advice / guidelines.

4, DOP&T vide their O.M dated 11.11.2019 have stated that the Judgment passed in the case of Shri P. Ayyamperumal is *in personam*. Further, the judgment pronounced by Hon'ble High Court of Madras in P. Ayyamperumal case, as endorsed by Hon'ble Supreme Court, is based on the decision in the case of M. Balasubramaniam, which was related to Fundamental Rules of State Govt. However Central Government employees are governed by Central Government Rules. Further, Hon'ble High Court of Andhra Pradesh at Hyderabad in C. Subbarao case has inter-alia observed that "A person who retires on the last working day would not be entitled for any increment falling due on the next day and payable next day thereafter, because he would not answer the tests in these Rules." A copy of DOP&T O.M dated 11.11.2019 is enclosed herewith.

5. The Railways are therefore advised to take further necessary action to dispose off the pending representations on the issue based on above position and advice of DOP&T. The pending court cases may also be defended accordingly. Further, in case any clarification / inputs are required relating to railway Fundamental Rules and Railway Pension Rules, Finance (Estt.) etc. may also please be consulted being the nodal directorate on these aspects. This issues with the approval of DG/HR, Railway Board. **(Board's order continues in page-7)**

**All Zones & sub units to send the details of Central Quota to the Central Treasurer  
ER O. N. PUROHIT, 106, SURAJ NAGAR,  
JODHPUR-342008**

**RLY. BOARD'S ORDERS - Continued from page-6**

**Dept of Personnel & Training OM No. 21011/02/2015-Est(A-II)-Part II, Dated 11<sup>th</sup> June 2020.**

**Sub: Extension of timelines for recording of Annual Performance Appraisal Report (APAR) of Group 'A', 'B' and 'C' officers of Central Civil Services for the year 2019-20.**

The undersigned is directed to invite attention to this Department's O.M of even number dated 30.03.2020 on the above subject, extending the timelines for distribution/online generation, recording and completion of APAR for the year 2019-20 for Group 'A', 'B' and 'C' officers of Central Civil Services, as a one-time measure, owing to the situation arising out of the lockdown due to spread of corona virus.

2. In view of prevailing situation, it has been decided to further extend the timelines for distribution/online generation, recording and completion of APAR for the year 2019-20 for Group 'A', 'B' and 'C' officers of Central Civil Services, as a one-time measure as specified in Annexure.

3. The extended timelines for the APAR year 2019-20 shall also apply to the reporting / reviewing / accepting authorities, who have demitted offices or retired from service on or after 29.02.2020 and they shall be allowed to record their remarks till the respective extended cut-off dates.

4. Further, the decision conveyed vide O.M. of even number dated 22.05.2020 delinking recording and completion of APAR for the year 2019-20 from the conduct of Annual Medical Examination and thereafter submission of summary of Medical Report by 31.12.2020 shall continue.

Annexure

Time schedule for recording and completion of APAR for the year 2019-2020 for Group 'A', 'B' and 'C' officers of Central Civil Services.

S N	Activity	Date by which activity to be completed
(1)	(2)	(3)
1	Distribution of blank forms/online generation of APAR	By 31 <sup>st</sup> July 2020 or earlier
2	Submission of self-appraisal to reporting officer	31 <sup>st</sup> August, 2020
3	Forwarding of report by reporting officer to reviewing officer	30 <sup>th</sup> Sep 2020
4	Forwarding of report by reviewing officer to APAR cell/ Accepting Authority (wherever provided)	15 <sup>th</sup> Nov 2020
5	Appraisal by Accepting Authority, wherever provided	31 <sup>st</sup> Dec 2020
6	(i) Disclosure of APAR to the officer reported upon where there is no accepting authority. (ii) Disclosure of APAR to the officer reported upon where there is accepting authority.	31 <sup>st</sup> Dec 2020 15 <sup>th</sup> Jan 2020
7	Receipt of representation, in any, on APAR.	15 days from the date of communication.
8	Forwarding of representation to the competent authority	

	(a) Where there is no accepting authority for APAR (b) Where there is accepting authority for APAR	31 <sup>st</sup> Jan 2021 15 <sup>th</sup> Feb 2021
9	Disposal of representation by the competent authority	Within one month of the date of receipt of representation by the competent auth
10	Communication of the decision of the competent authority on the representation by the APAR cell	Within 15 days of finalization of decision by competent authority.
11	End of entire APAR process, after which APAR will be finally taken on record	31 <sup>st</sup> March 2020

**Rly Board's letter No. 2020111-1/7/3 dated 11.06.2020**

**Sub:- Reimbursement of cost of OPD medicines Special sanction in view of COVID-19.**

Ref:- (i) Ministry of H&FW's OM No.Z15025/12/2020/DIR/CGHS dated 27.03.2020,29.04.2020 and 29.05.2020 (copy enclosed),  
(ii) Rly Board's letter No.28.03.2020, 29.03.2020 & 05.05.2020.

In reference to Board's letters referred above, it was intimated that the instruction issued vide Ministry of Health and Family Welfare OM Noz 15025/12/2020/DWCGHS dated 27.03.2020 was applicable to Railway medical beneficiaries upto 30.04.2020. This was further extended upto 31.05.2020.

Now Ministry of H&FW vide its OM NoZ15025/12/2020/DIR/CGHS dated 29.05.2020 have extended the provision up to the instruction issued by Ministry of H&FW shall also apply to railway medical beneficiaries till 31.07.2020.

Railway health facilities are functional and railway medical beneficiaries have option to collect medicines through railway health facilities as per normal practice, instead of purchasing from market.

**Board's letter No. E(P&A)II-2017/HW-1, dated 29.05.20.**

**Sub: Reduction in amount of NDA in 7<sup>th</sup> CPC as compared 6<sup>th</sup> CPC after implementation of 7<sup>th</sup> CPC recommendations - reg.**

Attention is invited to Board's letter No. E9P&A)II-2017/HW-1, dated 08.03.2018, whereby revised rates of Night Duty Allowance post implementation of 7<sup>th</sup> CPC recommendation were conveyed to Railways. Thereafter, reference have been received in Board's office seeking clarification on the above subject matter.

2. The matter has been examined in consultation with Deptt. of Expenditure, Ministry of Finance and Deptt. of Expenditure has advised to follow the procedure recommended by 7<sup>th</sup> CPC in respect of Night Duty Allowance, which was already conveyed to Railways vide Board's letter of even number dated 08.03.2018 (RBE No. 36/2018)

**Rly Board letter No.E(NG)II/2020/TR/2 dated 12.05.2020.**

**Sub: Cancellation of periodical transfers of staff.**

Taking into account the extra ordinary situation created by the pandemic Covid-19, it has been decided by competent authority that the unimplemented periodical transfer orders of the staff working in sensitive posts be reviewed and pending till 31<sup>st</sup> July 2020.

**Board's order continues in page-8**

**RLY BOARD'S ORDERS - Continued from page-7**

**Railway Board's letter No. E(W)2020/PS5-2/7 dated 15.06.2020 to all GMs (P).**

**SUBJECT: EXTENSION OF VALIDITY OF PASSES/PTOS CONSEQUENT TO NATIONAL LOCKDOWN TO PREVENT THE SPREAD OF COVID-19.**

The requests received from National Federation of Indian Railwaymen (NFIR), All India Railwaymen Federation (AIRF) and others for extending the normal validity period of Passes/PTOs consequent to the situation emerged due to national lock down and cancellation of passenger train services have been examined in detail in consultation with Commercial Dept. of Railway Board.

2. Keeping in view the extraordinary circumstances, the Competent Authority has accorded his approval for extension of validity of Passes/PTOs, permitting issuance of year-ending Passes/PTOs, etc as per following guidelines:-

(i) The validity of Privilege Passes (PP)/PTOs, Post Retirement Complimentary Passes (PRCP) and Widow Passes (WP) shall be extended as indicated in the table below:-

Category	Validity to be extended up to
<b>1) PREVIOUS YEAR (2019) PASSES/PTOs ISSUED IN PREVIOUS YEAR</b>	
a) Issued from 23 <sup>rd</sup> Oct 2019 to Nov. 2019	15 <sup>th</sup> Jul. 2020
b) Issued from 1 <sup>st</sup> Dec 2019 to 31 <sup>st</sup> Dec. 2019	15 <sup>th</sup> Aug. 2020
<b>II) YEAR ENDING PASSES/PTOs OF 2019</b>	
a) Already issued on/after 31 <sup>st</sup> Dec. 2019 OR	31 <sup>st</sup> Aug. 2020
b) To be issued with the notional date of 31 <sup>st</sup> Dec. 2019	
<b>III) CURRENT YEAR (2020) PASSES/PTOs</b>	
a) Issued from 1 <sup>st</sup> Jan 2020 to 31 <sup>st</sup> Jan 2020	15 <sup>th</sup> Sep. 2020
b) Issued from 1 <sup>st</sup> Feb 2020 to 29 <sup>th</sup> Feb 2020	15 <sup>th</sup> Oct. 2020
c) Issued from 1 <sup>st</sup> Mar 2020 to 31 <sup>st</sup> Mar 2020	15 <sup>th</sup> Nov. 2020

(ii) The Pass Issuing Authorities (PIA) shall make endorsement as "Validity Extended upto on the Passes/PTOs as per table under para 2(i) above. Even if ticket booking has been made on such Passes/PTOs for travel during the lockdown period, validity extension endorsement as stipulated shall be made, irrespective of ticket cancellation status. (iii) The year-ending PP/PRCP/WP/PTOs of 2019, if due, may be issued till the last date of extended validity period i.e. 31<sup>st</sup> Aug. 2020. However, such Passes/PTOs shall be issued with validity upto 31<sup>st</sup> Aug. 2020 only, irrespective of the date of issue.

(iv) Railway Servants, who had retired during lockdown and could not draw PP/PTOs as per entitlement while in service, may be permitted to draw PPs/PTOs as admissible under Railway Servants (Pass) Rules, as a special dispensation. PP/PTOs in such cases may be issued, reckoning the date of retirement as notional date of issue of PP/PTO, stipulating extended validity on the lines of table under para 2(i) above.

(v) In the case of full set Passes/PTOs, whose validity expired but only half-set has been used for onward journey, the validity of such Passes/PTOs may be extended as per table under para 2(i) above by the nearest PIA where the

beneficiary is stuck. The PIA will also make an additional endorsement on such Passes/PTOs as "valid for return journey only"

(vi) (a) In case of Duty Card Passes, whose validity expired and pass holder is stuck in any other Station, a fresh Duty Pass with 15 days validity from the date of resumption of train services to his/her HQ may be issued by nearest PIA with same travel entitlement as stipulated in expired Duty Card Pass.

(b) In the case of full set Duty Cheque Passes, whose validity expired but only half-set has been used for onward journey, the validity of such Duty Cheque Passes may also be extended by 15 days from the date of resumption of train services to his/her HQ by the nearest PIA with an additional endorsement as "valid for return journey only"

(vii) The validity of Transfer Passes, Kit Passes, Settlement Passes, School Passes and Special Passes on medical grounds, etc. which have already been issued, may be extended on the lines of table under para 2(i) above by the PIAs, taking due note of associated conditions of such Passes and requirements in view.

(viii) The validity of Passes/PTOs, etc. issued to the officials of Railway Audit Department and also the officials of other Departments serving Indian Railways on deputation, shall also be extended at par with that of Railway Servants as per table under para 2(i) above.

(ix) The validity of Complimentary 'Admin' Cheque Passes admissible to non-railway servants viz., Staff of Commission of Railway Safety, Sahayaks (Licensed Porters), full time regular staff employed in quasi-railway Institutions/Federations/Recognized Unions/SBF Units, etc. with validity period at par with Railway Servants, may also be extended on the lines of table under para 2(i) above.

3. The Zonal Railways & PUS may advise all the PIAs under their control to make necessary endorsement(s) on the Passes/PTOs accordingly. The PIAs may also be advised not to stipulate any specific date/time limit on their own for receiving requests for endorsement, drawal of year-ending Passes/PTOs of 2019, etc. and to entertain requests till the last day of extended validity period indicated in the table under para 2(i) above to avoid crowding and rush in Pass Sections.

4. Fresh Passes/PTOs to be issued henceforth against the current calendar year (i.e. 2020) account shall be for the normal validity period of five months only.

**Railway Board letter No.E(NG)/2017/PM 1/11 (RBE No 39/2020) dated 22.05.2020.**

**Sub: Filling up the post of Instructors in Recognised Training Institutes – Clarification – Reg – Corrigendum.**

Attention is invited to instructions contained in Board's letter of even number dated 14.01.2020, which inter-alia provides as under:

The matter has been examined and it is clarified that, on the analogy of provisions contained in para 219(j)(ii) and (iii) of IREM Vol.I all those candidates who score not less than 60 marks in the written test (professional ability) , should be called for class room lecture trial, and the panel should be drawn in the order of seniority from amongst those who secure a minimum of 60% marks in the professional ability and 60% marks in the aggregate.

The term final panel should be drawn in the order of seniority as appearing in para 3 of the aforesaid instructions, should be corrected to read as, "final panel should be drawn in the order of merit".

**Board's order continues in page-11**



**DEPARTMENT OF PENSION AND PENSIONERS'  
WELFARE OM No. 57/04/2019-P&PW(B), dated  
25.06.2020.**

**Subject: Coverage under Central Civil Services (Pension) Rules, 1972, in place of National Pension System in terms of DoPPW OM dated 17.02.2020 - clarifications- regarding.**

The undersigned is directed to say that instructions have been issued vide this Department's O.M. of even number dated 17<sup>th</sup> February, 2020, that in all cases where the results for recruitment were declared before 01.01.2004, against vacancies occurring on or before 31.12.2003, the candidates declared successful for recruitment shall be eligible for coverage under the Central Civil Services (Pension) Rules, 1972. Accordingly, such Government servants who were declared successful for recruitment in the results declared on or before 31.12.2003, against vacancies occurring before 01.01.2004 and are covered under the National Pension System on joining service on or after 01.01.2004, may be given a **one-time option** to be covered under the CCS(Pension) Rules, 1972.

2. References have been received in this Department seeking clarifications in regard to the implementation of the aforesaid instructions in certain circumstances. The issues raised by the various Departments have been examined in this Department and the position is clarified as under:

**1. Issue raised:** A Government servant joined in a Department /Office of the Central Government on or after 01.01.2004 on the basis of results declared before 01.01.2004 against vacancies occurred prior to 01.01.2004 and thereafter joined another Central Government Department / Office with proper permission after tendering technical resignation. Can the option exercised by such a Government servant be considered in accordance with the O.M. dated 17.2.2020 and, if so, which Department/office will take a decision on such option.

**Clarification:** Such a Government servant is also eligible to exercise option under O.M. dated 17.02.2020. A decision on the option shall be taken by the appointing authority of the post in the Department/Office for which such option is exercised by Government servant. In case the Government servant has submitted his option in his latest Department/office, that Department/Office shall forward the option to the concerned Department/office, for taking an appropriate decision. The decision taken by the concerned Department/Office shall be communicated to his latest Department. In such cases, the instructions relating to mobility as contained in this Department's O.Ms. No. 28/30/2004-P&PW(B) dated 26.07.2005 and 28.10.2009 shall also be applicable and further action for counting of past service for pension/gratuity shall be taken in accordance with the CCS(Pension) Rules, 1972 by the latest Department/Office.

**2. Issue raised:** Can an option exercised by a member of the family of the deceased Government servant be considered.

**Clarification:** If a Government servant, who was otherwise eligible to exercise option in terms of the O.M. dated 17.02.2020, has already died, the option exercised by the member of the family, who is eligible to receive NPS benefits on death of the Government servant in accordance with PFRDA (Exits and Withdrawals under NPS) Regulations, may be accepted and processed in accordance with the instructions contained in this Department's OM dated 17.02.2020.

If, before his death, the Government servant had joined another Central Government Department/office with proper permission after tendering technical resignation, the option exercised by the such nominee shall be processed in accordance with the clarification No. (1) above.

**3.Issue raised:** In cases covered by clarification No. (2), how will the amount of the corpus in the NPS account, which was transferred to the Government consequent on death of the Government servant in accordance with the O.M. No. 38/41/06/P&PW(A) dated 05.05.2009, be adjusted.

**Clarification:** The amount of the corpus in the NPS account, which was transferred to the Government consequent on death of the Government servant, shall be adjusted in the manner indicated in para 9 of this Department's O.M. dated 17.02.2020, with the modification that the employee's contribution in the NPS account along with up-to-date interest, calculated on the rates applicable to GPF from time to time, shall be paid to the person in whose favour a nomination to receive NPS amount was submitted by the Government servant under the Regulations notified by PFRDA.

**4.Issue raised:** Will the instructions contained in the OM dated 17.02.2020 be applicable in the case of Government servants who joined on or after 01.01.2004 on appointment on compassionate grounds. If so, how will the eligibility of such Government servants to exercise option under OM dated 17.02.2020 be determined.

**Clarification:** A Government servant, who joined on or after 01.01.2004 on appointment on compassionate grounds, shall be eligible to exercise option in terms of the OM dated 17.02.2020, if the competent authority had taken the decision on the recommendation of the Screening/Selection Committee to appoint the Government servant on compassionate grounds before 01.01.2004.

3. All Ministries / Departments are requested to bring the contents of these clarifications to the notice of Controller of Accounts/Pay and Accounts Officers, Attached office and Subordinate Offices under them.

## **PPP ON PASSENGER TRAIN OPERATION**

*Continued from Page-2*

A clear blueprint is made available to the only beneficiary, i.e. private train operators. Assured business of passenger transportation connecting all Metro and major cities across nation is offered to them. 12 clusters are not concentrated only to cities the cluster is named, but the web is widespread. For example, Clusters of Secunderabad, Chennai & Bengaluru, covers all main cities of Tamil Nadu, Kerala, Karnataka, Andhra, Telangana & Pondichery situated in Trunk routes. Benefits of Railways' focused investments on high density routes and highly utilized routes connecting these cities in recent years will directly benefit private entities. Track capacity released for passenger business due to commissioning of Dedicated Freight Corridors (DFC) will be utilized to the advantages of private entities. No better business opportunity can be provided to the entrepreneurs, but at the cost of passengers, working class, Indian Railways & the Nation.

**For the reasons explained above, keeping the interest of the nation IRTSA request the Government to withdraw the decision of allowing private passenger train operators.**

## **JCM STAFF SIDE MEMORANDUM TO CABINET SECY. ON FREEZING OF DA & DR**

**Sub: Freezing of Dearness Allowance to Central Government Employees and Dearness Relief to Central Government Pensioners - Hardships & legal implications thereof.**

Ref.: (i) MoF(Dept of Exp.)'s O.M. No.1/1/2020=E-II(B) dated 23.04.2020

This is in continuation of our earlier memorandum cited above regarding unjust decision taken by the Government to freeze the rates of DA and DR up to July 2021, over-riding earlier decision of the Union Cabinet to grant 4% additional DA and DR from 01.01.2020, and arbitrarily changed Cabinet decision through an executive order of the MoF(DoE) vide its O.M. dated 23.04.2020 by Freezing DA and DR as on January 1, 2020. This had put the Central Government employees and Central Government Pensioners in severe hardship. Cost escalation of Essential Commodities, in the wake of Covid-19 crisis period, has further aggravated stressful situation.

We submit the following points for your consideration:-

Hon'ble Finance Minister has recently announced series of financial boost-ups for Rs.20.97 lakh crores as stimulus under "Atamirbhar Bharat Package" covering certain sectors to boost economic activities.

As a result of above mentioned economic packages, the business and rich sections of the society got motivational packages, in one form or the other, except the workers, poor people, Government Employees and Pensioners, who have to bear the brunt of the COVID-19 lockdown and its severe impact on the inflation and consequential price rise of all commodities. Instead of providing some relief to them to meet with the higher inflation, it is regrettable that, in spite of the protests by the JCM Staff Side, vide its letter cited above, the Government has not yet withdrawn its orders of 23.04.2020 to freeze DA and DR rates as on 01.01.2020 up to July 2021 and not to pay the arrears for the three installments of additional DA and DR falling due from 01.01.2020, 01.07.2020 and 01.01.2021. This has adversely affected the morale of the Employees and Pensioners, besides causing serious hardship to them and their families, especially from the lower and middle income groups.

DA and DR are the part of Pay and Pension respectively. DA and DR provide protection against erosion of Wages and Pension due to price rise and inflation. DA and DR are having great importance in wage structure for the Central Government Employees and Pensioners. All Central Pay Commissions decided pay structure by merging DA and DR with the Pay and Pension, treating them as zero from the date of implementation of its report and linking them with the revised base of Price Index from the said date of implementation of its recommendations. Subsequent rise in DA and DR installments are being released to compensate the inflation there-onwards.

The First Central Pay Commission (1946-48) recommended that, "As long as cost of living is continued to be substantially higher, some system of dearness allowance over and above pay must continue in operation". Thereafter, every Central Pay Commissions recommended grant of DA and DR to compensate for inflation.

Third Pay Commission onwards all the Central Pay Commissions had recommended for Revision of DA and DR every six months as per percentage rise of Price Index over the base point on the date of implementation of the respective CPCs. Moreover, DA and DR is linked with the

Consumer Price Index, as already accepted by the Government, cannot be frozen.

DA and DR is the Fundamental Right of an Employee and Pensioner respectively, therefore, withholding this Compensation Package, meant for sustenance against price rise, is unacceptable under any circumstances. The government should take note that, DA and DR provision is meant to facilitate survival of the Employee and Pensioner against erosion of Wages and Pension.

In its recommendations, vide Para 8.17.37, the 7th CPC continued the same formula of revision of DA and DR every 6 months from 1st January and 1st July. The recommendations of the 7th Pay Commission were accepted by the Union Cabinet. The same cannot be changed or taken away unilaterally through an executive order.

Fair Wages Committee recommended that, "It is clearly necessary for this country to continue to pay dearness allowance to neutralize wholly or at least substantially the increase in the cost of living".

Payment of Salary/Pension and DA or DR thereon to an employee and Pensioner are not a matter of bounty. It is a vested right of an employee and a Pensioner to receive the salary and Pension (Pension is a deferred wage as held by the Apex Court in DS Nakara's Case and Major General SPS Bain's case). DA and DR are part of Salary and Pension. It is also a statutory right as it flows from the Service Rules. Right to receive Salary and Pension every month is part of the service conditions emanating from Article 309 of the Constitution of India.

In the case of State of MP Vs. Ranojirao Shinde [AIR (1968) SC 1053], it has been held that, right to a sum of money is 'property'. In the decision in Deokinandan Prasad Vs. State of Bihar & Others [AIR 1971 SC 1409], it has been held that, right to receive pension is a property and the same cannot be taken away or withheld by a mere executive order.

Freezing of Dearness Allowance and Dearness Relief is a blatant violation of the provision of Article 360 of the Constitution of India. Article 300A of the Constitution of India, which confers a Constitutional Right to Property, includes within its purview, salary as a right to property and as a sequel thereof, it applies to Pension and the DA and DR thereon.

It is pertinent to mention that, neither Epidemic Diseases Act 1897 nor Disaster Management Act 2005 specify or confer any power upon any Government to defer the Salary or Allowances due to its Employees and Pensioners. DA and DR cannot be denied under any circumstances.

As per Settled Law, financial difficulty is not a ground for the Government to defer or freeze the Payment of salary/Allowances or Pension by an executive order.

It is, therefore, requested that, the O.M. dated 23.04.2020 of the Department of Expenditure, for freezing of Dearness Allowance and Dearness Relief to the Central Government Employees and Pensioners, may please be withdrawn and arrears of Additional DA and DR @ 4% w.e.f. 01.01.2020 may please be paid at the earliest as per decision of the Union Cabinet taken prior to the said O.M. on freezing of DA and DR.

**STATUS POSITION OF LEGAL CASE OA 1568/2017  
IRTSA Vs UOI in CAT Chennai Pleading Higher Pay  
Level for JE & SSE - CAT Bench could not function  
due to COVID-19 lockdown**

DEPARTMENT OF HEALTH & FAMILY WELFARE,  
DIRECTORATE GENERAL OF CGHS OM No.S-  
11011/09/2019/ Addl. DDG(HQ)/CGHS Dtd 3-6-2020

**Sub: Notification of CGHS rates for 25 Investigations.**

With reference to the above mentioned subject the undersigned is directed to draw attention to the Office Memorandum No S 11045/36/2012-CGHS(HEC) dated 01.10.2014 vide which CGHS package rates for various treatment procedures and investigations were notified by the Government for Health Care Organizations (HCOs) empanelled under CGHS and refer to the OM of even number dated 14.01.2020 vide which CGHS rates have been notified for 15 investigations and procedures and to state that it is now decided to notify CGHS package rates for another 25 investigations and their inclusion in CGHS rate list as per the details given under:

No.	Name of Investigations	Recommended Rates ( in Rupees)
1.	Anti-smooth muscle antibody test(ASMA)	1460/-
2.	C ANCA-IFA	1,500/-
3.	p ANCA-IFA	1,500/-
4.	ACE	1,000/-
5.	EBUS(Endo Brachial Ultrasound) – TBNA (Using New Needle)	18,370/-
6.	ENA (Quantitative)	4,600/-
7.	Chromogranine A	5000/-
8.	Fecal Calprotectin	2,730/-
9.	C3-COMPLEMENT	650/-
10.	C4-COMPLEMENT	650/-
11.	Geneexpert test	1035/-
12.	DJ- stent removal	8,700/-
13.	PFT /(spirometry with DLCO)	500/-
14.	EUS (Endoscopic Ultrasound) guided FNAC (Using New Needle)	15,000/-
15.	CT Urography	4,500/-
16.	Video Laryngoscopy	6 000/-
17.	CT Angio-Neck vessels	6,000/-
18.	H1 N1 (RT-PCR)	1,084/-
19.	Erythropoietin level	2,000/-
20.	Anti HEV IgM	1,000/-
21.	anti HAV IgM	750/-
22.	HbsAg quantitative	650/-
23.	TyphidotIgM	400/-
24.	Hepatitis B Core Antibody HBcAB level(Hepatitis B Core IgM antibody)	480/-
25.	Anti Hbs	650/-

2. The rates for investigations from S.No 1 to S No. 25 are for NABL/ – NABH accredited The rates for non- NABL/ non-NABH Accredited HCOs shall be 15% less.

3. These rates come into force from the date of issue.

4. This issues with the concurrence of Integrated Finance Division of Ministry of Health & Family Welfare vide CD No 460 dated 02/06/2020.

**Readers, Zones & Sub-units - Please send Annual Subscription @ Rs.100 PA for "Voice of Rail Engineers"**

**To: Er. K.V.Ramesh, G3 – Likith Homes,  
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**Rly Board's continued from page-8**

Rly Board letter No. E(NG)/2010/PM1/19, (RBE No.02/2020, dated 6<sup>th</sup> Jan 2020.

**Sub: Filling up non-gazetted posts on Railways – Classification of posts as Safety Categories in Electrical and Mechanical Departments.**

Pursuant to the acceptance of recommendations of High Powered committee constituted in review the list of safety category posts on the Railways, the list of safety category posts in the Electrical and Mechanical Departments has been reviewed in consultation with the concerned Departments. Accordingly, in modification of the existing list of safety category posts in Electrical and Mechanical Departments, as contained in Board's letter No. E(NG)II-75/PM 1/44 dated 31.05.1982 and No. E(NG)I/2018/PM1/51 dated 19.02.2019, the list of posts as mentioned below have been classified as belonging to Safety category in these Departments:

S.N	Posts
1	Assistant loco pilots, Loco pilots, (Goods/Mail/Passenger) Loco pilots (Shunting) Loco Inspectors/Driving Instructors, Power Controller/Traction Controller/Traction Power Controller/Traction sub-station operator, Crew controller in all grades.
2	SSEs/JEs of Open line and Workshops including loco sheds & depots.
3	Technicians (including Sr. Technicians) of all grades in the trades of Fitter, Electrician, Millwright, Welder, Machinist / Turner, Riveter, Blacksmith, Motor Vehicle Driver, Tower Wagon Driver, Motor Trolley Driver, Auto/Forklift/Crane Driver, Traverse Driver, Slinger and Gunner in open line and Workshop/Depot, Loco sheds/DEMU/MEMU Sheds, in TRD and TL/AC of Elect. (G)
4	SPA/Machine, Pump, Compressor operator
5	Assistants in Level-I (erstwhile Helper Grade-II and Grade-I Khalasi/Khalasi Helper) attached to Supervisors and Technicians listed in SN-2 above.

The existing terms and condition regulating filling up of Safety category posts continue to in force.

These instructions will be effective from date of issue.

**Ministry of Health & Family Welfare Revised guidelines for Covid-19**

**When to seek medical attention**

Patient / Care giver will keep monitoring their health. Immediate medical attention must be sought if serious signs or symptoms develop. These could include

1. Difficulty in breathing,
2. Dip in oxygen saturation (SpO2 < 95%)
3. Persistent pain/pressure in the chest,
4. Mental confusion or inability to arouse,
5. Slurred speech/seizures
6. Weakness or numbness in any limb or face
7. Developing bluish discolorations of lips/face

**When to discontinue home isolation**

Patient under home isolation will stand discharged after 10 days of symptom onset and no fever for 3 days. Thereafter, the patient will be advised to isolate at home and self-monitor their health for further 7 days. **There is no need for testing after the home isolation period is over.**

**Rail Engineers visit RTSA Website:  
<http://irtsa.net> for latest updates**

## INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION

(Estd. 1965, Regd. No.1329)

Website <http://irtsa.net>

CHQ.: 32, Phase 6 Mohali, Chandigarh-160055

No. IRTSA/CEC Meeting/2020-1

### **NOTICE FOR VIRTUAL MEETING OF CEC IRTSA ON WHATSAPP ON 23-8-2020**

Keeping in view the extraordinary circumstances created due to COVID-19, it is notified that a Virtual Meeting of Central Executive Committee (CEC) IRTSA shall be held on 23<sup>rd</sup> August, 2020 from 11 AM to 8 PM to discuss some urgent matters and to decide the line of action thereon. The Virtual Meeting shall be held on WhatsApp on a dedicated platform titled as "VIRTUAL MEETING OF CEC IRTSA". All CEC Members & Zonal Secretaries of IRTSA are requested to participate in the meeting positively and make it a success as it will be the first Virtual Meeting of IRTSA.

#### **AGENDA**

1. Homage to those killed in the Chinese aggression and to those who died due to COVID
2. Address by Central President IRTSA. (Audio with written text) – (About 10 to 15 Min)
3. Report of General Secretary IRTSA. (Audio with written text) – (About 10 to 15 Min)
4. Address by Patron(s) & Working President(s) - (5 to 10 Min each)
5. Report of Central Treasurer. (Audio with written text) – (About 5 to 10 Bullet Points)
6. Position Of Court case for Higher Pay Level for JE & SSE.
7. Report of Zonal Secretaries/Presidents followed by views of other CEC Members (Audio with written text in Bullet Points: Position of Membership, Central Quota & Activities in 2019-20.
8. Prog. for 56<sup>th</sup> Annual Conference & CGB Meeting of IRTSA at RCF in April, 2021.
9. Steps for Organizational Mobilization :a) Complete Membership Drive up to August 31, 2020.  
b) Central Quota for 2019 & 2020 to Central Treasurer IRTSA early.
10. Adoption of Resolution of Demands & Line of Action for pursuance of Demands:
  - i) Joining Railwaymen in protest against Privatization of Trains & Corporatization of PUs.
  - ii) Follow-up with the Govt. for acceptance of Main Demands.
11. Any other point with the permission of the Chair followed by Vote of Thanks.

#### **NOTE:**

- i) Central President, Patrons, Working President, C.T & all ZS are requested to send their Recorded Audio & written Reports/Messages (as per details indicated in the above agenda).
- ii) The said Reports & Messages may please be sent latest by 14-8-2020, to the GS IRTSA on his WhatsApp No. 9316131598 with copies to Convener Er. KV Ramesh (on his WhatsApp No. 9003149578) and to the Co-Convener Er. Ashoke Chowdhury on his (WhatsApp) No. 9434123105.

iii) Please mobilize Sub-units in your region to complete the Membership @ Rs.200 PA and pursue them to send the Central Quota for 2019 & 2020 early to Central Treasurer, IRTSA, ER O. N. PUROHIT, 106, SURAJNAGAR, JODHPUR-342008 PH:9828024476) OR Deposit Central Quota in Bank Account of IRTSA: State Bank of India, Jodhpur, Account No. 10083429358 IFSC: SBIN0004913. In favor of Indian Railways Technical Supervisors Association.

iv) Mobilize subscription for "Voice of Rail Engineers" @ Rs.100 PA & remit to KV Ramesh Manager "VRE" K.V.Ramesh, G3 – Likith Homes, 3, Lakshmanan Nagar West Street, Peravallur, Chennai-600082. Mobile:9 003149578. Email: [rameshirtsa@yahoo.co.in](mailto:rameshirtsa@yahoo.co.in).

#### **MAIN DEMANDS**

1. Recognition of IRTSA to discuss & resolve the problems of Technical Supervisors on Railways
2. a) Pay Level 8 to Junior Engineers (JEs) & Level-10& Senior Section Engineer (SSE) keeping in view their duties & responsibilities on the Railways  
b) 33% posts of SSE be upgraded as Principle SSE in Level-11 as promotional avenue.
3. Pay Level 8 to DMS, CMA & JE/IT & Level-10 to CDMS, CMS & Sr. Er/IT and 33% of these cadres in Level-11 as Functional / Non-Functional promotion.
3. Pay Level -7 for CMA & Pay level-8 for CMS as per Para 11.40.124 of 7<sup>th</sup> CPC report
4. a) Classification of all Posts of SSE/CMS/CDMS in Group B Gazetted – as per orders of DoPT  
b) Combined Cadre Restructuring of Group A, B & C on the Railways.
5. Withdrawal of National Pension System (NPS)
6. Dropping of Corporatization of PUs & Private train operation
7. Withdrawal of freezing of DA for Central Government employees and DR for pensioners.
8. Revision of CGEGIS with adequate sum assured with reasonable subscription
9. Ex-gratia Compensation to the families of employees who die due to COVID infection on duty.
10. Resumption of Staff Council in all Production Units of Railways where Unions are not recognized.

### **IRTSA DONATES N95 FACE MASKS FOR ICF HOSPITAL**



in high demand.

IRTSA donated N95 masks for the use of Doctors, Nurses & para medical staff of ICF hospital attending Corona virus infected employees and wards of employees. PCMO ICF hospital thanked timely action of IRTSA in arranging N95 mask when they were