

INDIAN RAILWAYS TECHNICAL SUPERVISORS' ASSOCIATION

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Press release

Subject: IRTSA's appointment with 8th CPC at Hyderabad on 19th May 2026.

The Indian Railways Technical Supervisors' Association (IRTSA) presented a comprehensive presentation based on their earlier memorandum to the 8th Central Pay Commission at Hyderabad on 19th May 2026. The association highlights issues of career stagnation among technical supervisors and proposes elevating the pay levels for Junior Engineers and Senior Section Engineers to better reflect their duties and hazards nature of work. In the memorandum, key demands include classifying Senior Section Engineer as Group-B gazetted status and revising the Minimum Pay to ₹52,600 based on modern economic factors and different fixation factors were demanded. In Ministry of Railways, for safety category posts, higher indexing of fitment factor should be followed for posts from level-6. Fitment factor for level-1 post is arrived as 2.92, fitment factor for posts level-6, 7 & 8 should be "2.92X1.2=3.50". For mid position posts in pay level-9 to 12 fitment factor of "2.92X1.3=3.80" should be adopted.

Power point presentation was made by K.V.Ramesh General Secretary IRTSA on specific issues pertaining to Technical Supervisors. Member Secretary 8th CPC interacted with GS IRTSA very well on issues of anomalies in Pay level for JEs & SSEs, five grade structure starting form level-7 for JEs for technical supervisors, disturbance of vertical relativities & horizontal parities with other categories, distribution of Group-A, B & C posts in technical departments of Railways and insufficient Group-B posts, Classification of SSE posts as Group-B, stagnation among the cadre particularly in SSE grade & stagnation of Graduate Engineers recruited as SSE in their entry grade, inclusion of training period for the purpose of MACPS, implementation MACPS w.e.f. 01.01.2006 and its related court judgements, bottle necks to the promotion to Group-B for the reasons - less number of Group-B posts, unjustified comparison of running staff at lower grade with Technical Supervisors & continuance of bottle neck at Group-B level, allowances related to Technical Supervisors including night duty allowance, over time allowance, Production Control Organisation (PCO) Allowance, etc. Withdrawal of PCO allowance for SSE in level-8 was explained by GS IRTSA including briefing about incentive system (which is self-financing within Railways) and its role in improving productivity of PUs and workshops. GS IRTSA briefed about extension of accident-free service award, risk & hardship allowance to open line engineers and staff. GS IRTSA impressed upon 8th CPC for introduction of Group incentive scheme for open line engineers and staff based on the bench marks of Railway Board for various maintenance activities.

IRTSA solicits comprehensive and precise coverage.

Thank you

Yours'

K.V.RAMESH
General Secretary, IRTSA