

# INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION

(Estd. 1965, Regd. No.1329) Website <http://irtsa.net>

C.Hq. 32, Phase 6, Mohali, Chandigarh-160055.

No:IRTSA/CHQ/Memo.2020-9

Date:05.09.2020

Director General (HR),  
Railway Board,  
Rail Bhavan, New Delhi-110001.

Respected Sir,

**Sub: Filling up of non-gazetted posts in Railways – Classification of posts as Safety Categories in Electrical and Mechanical department & Review of policy on creation of posts- in the Production Units.**

**Ref:** 1) Railway Board's letter No. E(NG)I-75/PM 1/44 dated 31.05.1982.  
2) Railway Board's letter No. E(NG)I/2010/PM1/19, (RBE No.02/2020), dated 6<sup>th</sup> Jan 2020.  
3) Railway Board's letter No. E(MPP)2018/1/1, dated 02/07/2020. (Review of Policy on creation of posts)

Kind attention is drawn towards the issue of surrendering of 50% of existing vacancies, in other than Safety Category and Classification of technical posts as Safety Categories in Railway in the Production Units. Railway Board in its letter cited in at Sl. No. 3 above, regarding "Review of Policy on creation of posts" has directed all Zonal Railways and Production Units for "Surrendering 50% of existing vacancies, in other than Safety Category".

## **1) Classification of posts of Technical Supervisors and Technicians in PUs as Safety Categories.**

- 1.1) List of Safety Categories in Railways were prepared in the year 1982, vide Railway Board letter No. E(NG)I-75-PM 1/44 dated 31.05.1982, when there were only three Production Units (CLW, ICF & DLW) available in Indian Railways and no posts of Production Unit was covered under Safety Category, but no reason for the same was indicated therein for this exclusion of PUs from the same.
- 1.2) Profile of Indian Railway Production Units have changed considerably since 1982. Seven PUs of Indian Railways, namely CLW, ICF, DLW, RWF, DMW, RCF & MCF have direct responsibility in safe functioning and quality control of latest designs and specifications of Locomotives, Coaches and Wheel & Axles produced by these PUs. The said PUs shoulder more responsibility to ensure safety since many of the products are designed by the PUs themselves. Responsibility is not only of manufacturing of safety items, but their design, drawing, specification, vendor approval etc. are also carried out by PUs.
- 1.3) "Report of the high level Safety Review Committee-2012" in Chapter-IV said that passenger train speed is increased from 80 kilometers per hour to 100-110 kilometers per hour for express trains and 130-150 kmph for Shatabdi and Rajadhani Express with LHB formation. The committee recommended many measures to be adopted by the Production Units to improve the safety of train operations.
- 1.4) "Report of the Railway Safety Review Committee-1998" in para 3.9 observed that Safety of Railway System depends as much on the quality and upkeep of its rolling stocks. The Committee recommended many measures/developments to be adopted for Locomotives and Coaching & Goods Stock at the manufacturing stage itself by Production Units in para 3.10, 3.11 and their sub para.
- 1.5) Justice Wanchoo Accident Inquiry Committee & Justice Sikri Accident Inquiry Committee had also recommended series of improvements, which were adopted by the Production Units to improve the safety in train operation.
- 1.6) Production Units are continuously improving the performance of safety items they produce by continuous interaction and coordination with user Zonal Railways, Workshops, RDSO, Railway Board, etc.
- 1.7) "Train-18" designed and manufactured by ICF has achieved the speed of 160 kmph incorporating many safety features besides passenger amenities. Conversion of Diesel Locomotives to Electric, make in India 12,000 horse power Electric Locomotive and other new modern trains/coaches are recent achievements of IR PUs.

- 1.8) In recent time PUs turned out Tejas, DEMU Rakes for Sri Lanka, Air conditioned EMUs, Air conditioned Kolkata Metro Rakes, Covid-19 Coaches, AC Hot Buffet Cars, WAG9 9000 HP Locomotives and others incorporating many safety features.
- 1.9) Senior Section Engineer (SSE) and Junior Engineer (JE) working in PUs are responsible & accountable for train safety in design, manufacture, quality control etc. of Locomotives, Coaches and wheel & axles manufactured/processed by the PUs. Similarly Technicians working in PUs are responsible & accountable for the quality & performance of safety items produced by them.
- 1.10) **Responsibility & accountability of Technical Supervisors and Technicians of Railway Production Units on the safety aspects of train operation is primary in nature and they may be included in the list of Safety Categories along with Workshop & Open Line staff.**

## **2) Impact of proposed surrendering of 50% of existing vacancies in PUs**

- 2.1) Rolling Stock requirement of Indian Railways is very high. Requirement will further increase steeply after commissioning of Dedicated Freight Corridor (DFC) and completion of capacity additions in identified super critical projects and critical projects of High Density Network (HDN) and Highly Utilized Network (HUN) across Indian Railways.
- 2.2) Production Units of Railways always have pre-fixed production targets every year. In the production year 2020-21, target of 8675 coaches of 52 varieties and 725 Electric Locomotives are fixed for Production Units. Target for the year 2020-21 is 20% more for Electric Locomotive and 44% more for coaches compared to the target achieved in the year 2018-19.
- 2.3) Exponential increase in the annual target of PUs is not matched with increased strength of Technicians and Technical Supervisors. In fact staff strength is getting reduced. Manpower availability is reduced further because of lockdown / restriction imposed for Covid-19 pandemic.
- 2.4) ICF lost eight working days (2.7% of total working days) from 23.03.2020 to 31.03.2020 last (financial) year due to complete lockdown for Covid-19. In the current production year loss of working days due to Covid-19 lockdown/restrictions will be equal to 87 working days (30% of total working days).
- 2.5) CLW has lost 83 working days which is 28% of total working days. Similarly RWF has lost 48 working days which is 16% of total working days for the current production year. Similar was the condition with RCF, MCF, DLW and DMW.
- 2.6) Even though production target initially fixed for all PUs are reduced due to Covid-19 lockdown, outturn in terms of coaches/locomotives in proportion to available working days is higher than last year's targets.
- 2.7) **While existing sanctioned strength of Technical Supervisors & Technicians in PUs is inadequate to achieve the target, it will not be appropriate to surrender 50% existing vacancies. Further it is requested to create additional posts for additional load.**

It is, therefore requested that,

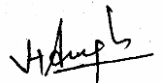
**a) Junior Engineers, Senior Section Engineers and Technicians working in all Production Units may please be classified as Safety Categories. Accordingly changes may please be made in Sl.No 2 & 3 of RBE No.02/2020, dated 6<sup>th</sup> Jan 2020.**

**b) No surrender of vacancies may please be done in the categories of Technical Supervisors and Technicians in PUs, and Railway Board's letter No. E(MPP)2018/1/1, dated 02/07/2020 may please exclude Technical Supervisors and Technicians in PUs from the categories marked for surrendering 50% of existing vacancies.**

**c) Additional posts may please be created in the category of Technical Supervisors and Technicians in proportion to additional load and new infrastructure.**

Thanking you

Yours' faithfully,



**HARCHANDAN SINGH,**  
General Secretary.