

# REPORT OF THE GENERAL SECRETARY, IRTSA FOR THE YEAR 2023-24



PRESENTED TO THE  
CENTRAL GENERAL BODY IN  
59<sup>th</sup> ALL INDIA ANNUAL CONFERENCE OF IRTSA  
HELD ON 27<sup>th</sup> DECEMBER 2024,  
Rail Coach Factory, Kapurthala



Notice, GS Report, Main achievements of IRTSA,  
Demands resolution, Line of action & Organizational matters.

**INDIAN RAILWAYS TECHNICAL SUPERVISORS' ASSOCIATION**  
Regd. No. 1329 Under Trade Union Act of India. Website: [www.irtsa.net](http://www.irtsa.net)

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# INDIAN RAILWAYS TECHNICAL SUPERVISORS' ASSOCIATION

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



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No:IRTSA/Org-2

Date:10.11.2024

## NOTICE FOR 59<sup>th</sup> ALL INDIA ANNUAL CONFERENCE & CENTRAL GENERAL BODY OF IRTSA TO BE HELD AT RCF KAPURTHALA ON 27<sup>th</sup> DECEMBER 2024

- 59<sup>th</sup> Annual Conference & Central General Body Meeting of Indian Railways Technical Supervisors Association shall be held at Community Hall, Rail Coach Factory, Kapurthala on 27<sup>th</sup> December 2024.
- CEC Meeting of IRTSA shall also be held in conjunction thereof, as per following programme.
- All the Members of CGB & CEC, all Zonal / Unit Secretaries IRTSA, are requested to attend the meeting(s) positively, along with other active members and Sub-unit Secretaries of their Zone.

### AGENDA OF THE MEETING

<ol style="list-style-type: none"> <li>1) Inauguration</li> <li>2) Welcome address by Chairman conference committee &amp; Central Working President</li> <li>3) Address by President IRTSA</li> <li>4) a) Report of General Secretary IRTSA b) Report on Account by Treasurer IRTSA</li> <li>5) Report by Zonal Secretaries &amp; CEC Members</li> <li>6) Amendments in Constitution of IRTSA, if any.</li> <li>7) Seminar on Improvement on Rly performance</li> <li>8) Update on Court Cases 1568/2017.</li> <li>9) Filing a court case for 70% PQ Group-B selection.</li> </ol>	<ol style="list-style-type: none"> <li>10) Discussion on the problems of Rail Engineers of Workshops, Production Units, Open Line Depots, Diesel &amp; Electric Loco / EMU Sheds, C&amp;M Labs, Drawing &amp; Design Offices, IT &amp; Store Depots etc.</li> <li>b) Resolutions of Demands.</li> <li>c) Resolution on Line of Action for realization of demands.</li> <li>11) Collection of legal funds.</li> <li>12) Felicitation to Er. Darshan Lal Central Working President on his superannuation from Railway service</li> <li>13) Any other point with the permission of the Chair.</li> </ol>
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### PROGRAMME

1	Inauguration	10.00 AM, 27 <sup>th</sup> December 2024
2	CGB Meeting	10.15 AM to 05.00 PM
3	CEC Meeting	05.30 PM to 06.30 PM
4	Open Session - Technical Seminar & Felicitation to Er. Darshan Lal Central Working President	07.00 PM to 09.00 pm
5	Venue	Community Hall, Rail Coach Factory, Kapurthala-144602
5	Accommodation	Technical Training Centre Hostel, RCF, Kapurthala.
6	Delegation fee	Rs. 500 per Delegate
7	Chief Guests of Open session	Sri.S.S.Mishra GM RCF
9	Chairman Conference Committee	Er. Darshan Lal, Zonal President, RCF Mob. No. 8437043089 & 9463183922
10	Convener, Conference Committee	Er. Jagtar Singh, Zonal Secretary, RCF Mob No.8437043338 & 98759144065
11	Conference Committee	Er. Surjit Singh, Central Treasurer 9714301044, Er. Amrit Lal Chaudhary, Treasurer IRTSA RCF Unit 8437053951, Er. Surjit Singh Sr. Joint Secretary 8437043119, Er. Baldev Raj, Working President IRTSA RCF Unit 9875914415
12	Transportation (From Jalandhar City Rly Station to Venue & Accommodation)	Will be arranged on prior intimation one week before the Conference to Sh. Surjeet Singh Central Treasurer IRTSA
13	Reception Counter(s) at Jalandhar City Railway Station & Venue	Er.Iqbaljit Singh 7589418992, Er.Gurjit Singh 8437043069, Er.Dalbir Singh, 9875914302 & Er.Amit Rathi, 8427713488

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No:IRTSA/Org-2/CGB GS Report

Date:27.12.2024

## REPORT OF GENERAL SECRETARY, IRTSA

Presented to 59<sup>th</sup> All India Annual Conference and Central General Body Meeting held at Rail Coach Factory, Kapurthala, on 27<sup>th</sup> December 2024

Dear President & Brother Engineers,

### PREAMBLE

a) I heartily welcome you all to the 59<sup>th</sup> All India Annual Conference and Central General Body Meeting being held at Community Hall, Rail Coach Factory, Kapurthala, hosted by IRTSA RCF.

b) 58<sup>th</sup> Annual Conference & Central General Body Meeting of Indian Railways Technical Supervisors Association was held at Secundrabad on 6<sup>th</sup> & 7<sup>th</sup> November, 2023 where I have been elected as General Secretary of this glorious Association.

c) After that, on 21<sup>st</sup> June, 2024 IRTSA CEC meeting was held at Raavi Hall, Kisan Bhavan, Chandigarh. Then CEC (North Zone) meeting of IRTSA was held on 26<sup>th</sup> October at Dr.Ambedkar Bhavan, Sector 37A, Chandigarh.

d) CGB IRTSA meets today at Rail Coach Factory, Kapurthala to discuss some very crucial & emergent matters and to decide the line of action thereon.

e) IRTSA provides a strong platform for Technical Supervisors/Rail Engineers working on Indian Railways and continuously striving for welfare & upliftment of the category since 1965 for acceptance of their genuine demands. It has made remarkable achievements during these 59 years and continues to strive to overcome the challenges before us and to scale bigger heights in the years ahead.

f) There are many challenges ahead on category issues – major among them being the denial of Recognition of the Association and lack of any platform to directly negotiate and resolve the problems of this middle management category of Technical Supervisors. Main demands of justified Pay Levels, removal of restriction given for nonfunctional upgradation to level-9, avenues of promotion, filling up of vacancies, creation of posts for new assets, classification of the category as Group 'B' (Gaz) and Anomalies of MACPS, etc are yet to be addressed by Railways and Government.

g) Continuous persuasion, struggle and sincere efforts have brought many achievements to the category and laurels to IRTSA. Strength & growth has been achieved by IRTSA. We salute all the founder members, office bearers and active members of IRTSA who consistently fought for the common cause with conviction and dedication and faced victimization.

h) I, now place before this august house of Central General Body IRTSA, my report as the General Secretary of the Association, as per clause 8(c) V of the Constitution of IRTSA.

### 1. ON NATIONAL FRONT

1.1) India's economic performance has remained robust despite global challenges and geopolitical concerns. India remained the fastest-growing major economy and grew at the rate of 8.2 percent in Financial Year 2023-24. Massive public infrastructure investment boosts economic growth.

1.2) **Income tax:** The collections from income tax are expected to increase to Rs 11,87,000 crore in 2024-25, which is an increase of 13.6% over the actuals of 2023-24. The actuals of 2023-24 is 25% higher than the actuals of 2022-23

1.3) **Government's important revenue:** In the financial year 2024-25, GST is expected to grow at 11%, corporation tax by 12% and non-tax receipt by 36%.

1.4) **Disinvestment:** In 2023-24 Government budgeted disinvestment for Rs.61,000 crore from stake sales in various Government run companies, but only Rs.33,123 crore was achieved. In the year 2024-25 Government estimated for disinvestment of Rs.51,000 crore.

## **2. AS RAILWAYMEN**

2.1) Indian Railways has received a record allocation of over ₹2.62 lakh crore in financial year 2024-25. Operating ratio will be around 98% during this period.

2.2) **Fuel efficiency:** Ordinary working expenses for diesel traction and electric traction are estimated to come down to Rs.34562 crore in the year 2024-25 from Rs.38227 crore in 2022-23. Indian Railways will achieve 10% reduction in fuel & electricity used for traction.

2.3) Indian Railways is going ahead with the programme of monetisation of Railway assets. Railway is going on with addition of assets in signal & telecommunication, permanent way & bridges, traction electrification & Electricals, Rolling stocks for freight & passenger, etc.

2.4) **'Vande Bharat' express train set variants**, an innovation indigenously designed and manufactured by Indian Railways has been deeply appreciated meeting expectations of passengers for a modern and comfortable journey. New design of semi high speed medium and long distance passenger train has been designed & manufactured by ICF Indian Railways PU at much lower cost than coaches offered by foreign coach manufactures. Vande Bharat wins National Energy Conservation award 2024. Government decision to throw open manufacturing and maintenance of Vande Bharat express train sets at much higher cost is a deep concern and being resisted by Railways' fraternity.

2.5) **Outsourcing of open line maintenance of Vande Bharat express rake** includes, primary & secondary maintenance, terminal & sick line attention, material cell, Linen management, Bio-toilet in coaches, statistical work, OBHS, Coach watering, pest control, Waste Disposal, Pit line sweeping and drain cleaning, Security and locking of rakes and Mechanized Laundry.

2.6) Work load of Production Units, open line coaching depots and POH mechanical workshops will be taken away by private companies at much higher cost.

2.7) **Dedicated East & West freight corridors** being built at an estimated cost of 1.24 lakh crore for the route length of 2843 km has been completed 96.5%. Government has given principal approval for three more freight corridors for a route length of 4358 km. DFCCIL will decongest already saturated road network & promote shifting of freight transport to more efficient rail transport. But it will take away major share of Indian Railway's freight revenue.

2.8) **Freight Business:** Between the year 2013-14 and 2022-23 originating freight was increased by 43.5% from 1,051.64 million tonnes km to 1,509.10 million tonnes km.

2.9) **Concern in Passenger business:** Contrary to general perception, Indian Railways is having negative growth in passenger kilometers. Between the year 2013-14 and 2022-23 passenger earnings increased by 73.6% from Rs.36,532 crore to Rs.63,417 crore, but in the same period passenger km was reduced by 17.2% from 11,58,742 million km to 9,58,919 million km.

2.10) **Reduction in employee strength:** Between the year 2013-14 and 2023-24 staff strength was reduced by 10.8% from 13.34 lakhs to 11.3 lakhs.

2.11) **Creation of posts for new assets, CRB's letter to Secretary Expenditure, DoE:** CRB in his DO letter dated 11<sup>th</sup> September 2024 to Secretary Expenditure asked that, Railways be delegated powers to create non gazette posts in safety and essential categories for new assets against equivalent matching value and also without matching surrender.

### **3. AS RAIL ENGINEERS**

3.1) **Recognition of IRTSA:** Recognition of IRTSA has always been one of the main demands of IRTSA and should essentially be accepted as per recommendations of Task Force on Safety and in consonance with all the RAICs & RRC. Recognition of IRTSA will help in redressing the problems of Technical Supervisors and improve safety, efficiency & productivity on Railways through better job satisfaction & motivation of the Front-Line Managers / Technical Supervisors. We have to pursue the issue effectively.

#### **3.2) Persuasion of Demands**

Central President, General Secretary IRTSA and other CEC office bearers met various authorities in persuasion of categories' demand, important events are listed below.

1. Team IRTSA led by Dr.M.Raghavaiah GS NFIR and leader JCM Staff side met Dr.T.V.Somanathan Union Finance Secretary and Ms.Parama Sen Additional Secretary (DoE) at Finance Secretary's chamber in Ministry of Finance. IRTSA delegates led by Dr.M.Raghavaiah GS NFIR met Mrs. Jaya Verma Sinha CRB & CEO and Mrs. Aruna Nair Additional Member (Staff) in their respective chambers. Team IRTSA headed by Dr.M.Raghavaiah GS NFIR met Smt.S.Roop Member Finance. Along with Sri.M.Raghavaiah General Secretary NFIR, Team IRTSA welcomed new Principal Executive Director (IR) Railway Board. IRTSA Team also met Sri.Sandeep Paul, EDPC-I and Member Cadre Restructure Committee.
2. Team IRTSA met and submitted memorandum to Shri. Roop Narayan Sunkar, Member Infrastructure Railway Board, Sri.Satish Kumar Member (T&RS), Shri.Naveen Gulati DG (HR), Smt. Booma Additional Member (HR) & (staff), Shri.Amit Kumar Agarwal, Additional Member (ME), Smt.Aruna Nair AM(Staff), etc on various occasions.
3. IRTSA submitted memorandums to Sri. Radha Mohan Singh then Chairperson Railway Parliamentary Standing Committee. Team IRTSA met and submitted memorandum to Sri.Kaushal Kishore Minister of State for Urban Affairs, Sri.M.Shanmugam MP, Sri.S.Thirunavkkarasar MP, Sri.Pradeep Kumar Singh MP, Sri.G.K.Vasan MP, Sri.Jual Oram MP, Dr.Akilesh Prasad Singh MP and Sri.Kodkunnil Suresh MP.
4. IRTSA submitted memorandum to GM RCF and discussed various issues during the visit of GS IRTSA.
5. IRTSA team had a pleasant meeting with Sri.V.Somanna Hon'bel MoSR at Chennai.

Following two issues were briefed to MoSR and memorandums were also submitted.

- a. Grant of Non-functional upgradation (NFU) to level-9 for SSEs and other Supervisory cadres after 4 years of regular service in level-8 without restriction of 50% of posts in level-8. It was highlighted that present upgradation violates the similar methodology adopted for Accounts Supervisors, the recommendations of the 7<sup>th</sup> Central Pay Commission, and the approval given by the Ministry of Finance.

- b. Creation of posts of SSEs in level-8 in ICF for higher level of supervision in the manufacturing, testing & commissioning activities of “Vande Bharat” train sets.
6. Team IRTSA headed by Er.Darshan Lal Central Working President met Sri.Ravneet Singh, Hon’ble MoSR on 11.09.2024 and submitted memorandum on main demands of IRTSA.
7. Team IRTSA met Director General (RHS) at Rail House Chennai. In a brief meeting IRTSA placed the demand of increasing doctors’ strength in Railway headquarters hospital and divisional hospitals. IRTSA demanded for amendment in colour vision test for selection to Group-B services for SSEs working in production units was explained to DG (RHS).
8. In the month of October, Team IRTSA met Sri.V.Somanna Hon’ble Minister of State for Railway Board, Sri.Satish Kumar CRB & CEO, Sri. Braj Mohan Agarwal Member Traction & Rolling Stock, Sri. Naveen Gulati Member (Infa) Sri. R.Rajagopal DG (HR), Smt. Pramila H.Bhargava AM (Staff), Smt. V.Booma AM (HR), Smt. Usha Venugopal AM (Fin) and other officers. Memorandums were submitted on following four demands and GS IRTSA explained the merits of the demands briefly.
- 1) Grant of Non-functional upgradation (NFU) to level-9 for SSEs and other Supervisory cadres after 4 years of regular service in level-8 without restriction of 50% of posts in level-8 & 100% upgradation of posts of SSEs from Level-7 to Level-8.
  - 2) Classification of posts of SSE, CDMS, CMS & SE(IT) in level-8 as Group-B.
  - 3) a) Revision in percentage of direct recruitment for Graduate Engineers in the category of Technical Supervisors/Rail Engineers.  
b) Promoting JE/CMA/DMS in the DR quota of SSE/CMS/CDMS as temporary arrangement.
  - 4) Creation of work charged posts of SSEs in level-8 in ICF for higher level of supervision in the manufacturing, testing & commissioning activities of “Vande Bharat” train sets.
  - 5) Creation of posts for new assets and trains.
9. Team IRTSA met Shri.L.Murugan Minister of State for Parliamentary Affairs & Minister of State for Information and Broadcasting twice and submitted memorandum on above important demands of Technical Supervisors working in Railways and request to forward them to Hon’ble Minister for Railways. Shri.L.Murugan forwarded IRTSA’s memorandum and gave the feed back to GS IRTSA.

**3.3) Meeting with Geneal Secretaries of Federation:** Central President and General Secretary IRTSA met Dr.M.Raghavaiah General Secretary NFIR and Com. Shiv Gopal Mishra General Secretary AIRF on various occasions and discussed following issues

- 1) Earlier decision on cadre restructure.
- 2) Formation of 8<sup>th</sup> Central Pay Commission.
- 3) Pay level-8 for left out categories including SE (IT).
- 4) Creation of posts of SSEs in level-8 in ICF.
- 5) Cases of promotions in the pre-revised pay structure between 01.01.2006 and the date of notification of RS (RP) Rules 2008 and the subsequent merger of the pre-revised pay scales of the promotional and the feeder posts in a common Grade -fixation of pay.

6) Huge vacancies (8500 posts) in SSE posts throughout Indian Railways because of non-recruitment of Engineering graduates since 2015. Since no RRB notification has been issued so far for recruitment of SSE, as one time measure existing vacancies in SSE post may be filled through promotion from JE.

7) Creation of Technical Supervisors post for new assets and new trains like Vande Bharat train sets.

8) stopping the menace of outsourcing.

### 3.4) Important decisions taken by Government during this period

1. IRTSA, Federations, Unions and Associations across the country demanding for implementation of OPS for all Central Government Employees withdrawing NPS. Government approved a new pension system in the name of Unified Pension Scheme. UPS will be having features from both the OPS and the NPS. UPS provides assured pensions, minimum pension, and family pensions, providing security to retired employees. UPS pension & family pension will have inflation proof in the form of Dearness Relief (DR) as available in OPS. Like NPS, UPS is a contributory pension scheme and employees continue to contribute 10% of basic pay + DA per month. Governments contribution for UPS will be increased to 18.5%. There are around 23 lakh central Government employees and 90 lakh State Government employees are on NPS. Short comings of UPS is given along with this report and comparison of UPS, NPS and OPS is given in annexure-1.

2. i) Grant of notional increment (as due on 1st July / 1st January) for the pensionary benefits to those employees who had retired on 30th of June/ 31<sup>st</sup> of December before drawing the same. Railway Board vide letter No. PC-VI/2020/CC/13 dated 07.10.2024 extended the benefit of notional increment only w.e.f. 01.05. 2023.

ii) In the same subject DoPT in its O.M. dated 14<sup>th</sup> October 2024 states that, “As specifically mentioned in the Orders of the Hon'ble Supreme Court, grant of the notional increment on 1<sup>st</sup> January/1<sup>st</sup> July shall be reckoned only for the purpose of calculating the pension admissible and not for the purpose of calculation of other pensionary benefits”

iii) Above two orders are issued by Railways and DoPT in response for Hon'ble Supreme Court's interim judgement to prevent further litigation and confusion. Hope this long pending issue will be settled permanently by Apex Court.

### 3.5) Committee to examine issues relating to Supervisory Categories

Railway Board formed a committee (EDPC as convener) to examine issues relating to Supervisory Categories with following terms of reference

- a. To study the issue of stagnation at L-7 and to suggest modalities to improve promotion prospects for all supervisory categories.
- b. To study implications and modalities for allotting Group B status to Supervisors upgraded to level-8 vide RBE No.155/2022.
- c. To study implications and suggest modalities for aligning the classification policy of Railways with DoPT.

IRTSA submitted an exhaustive memorandum to the committee on 03.12.2024. IRTSA made an impressive presentation before the committee through video conference on 16.12.2024. Central President & General Secretary IRTSA presented justifications before the committee

with facts and figures. Er.Jagtar Singh Zonal Secy RCF, Er.MMVGK.Raju JGS (Lalaguda WS SCR) and Er.Suresh Kumar (BBQ Coaching depot, SR) were also part of team IRTSA.

**3.6) Anomalies in MACPS:** MACP Scheme is supposed to bring relief to the employees stagnant in one grade for more than 10 years. But the scheme has created many new anomalies and several cases are filed across the country in Central Administrative Tribunals, High Courts & Supreme Court. DoPT the nodal department is not considering the merit of the cases adequately in coordination with respective ministries or departments. Government is refusing to implement the Judgements of Tribunals and Courts including that of Hon'ble Supreme Court. Technical Supervisors category has been demanding to resolve the following four main demands immediately.

1. Implementation of MACPS w.e.f.01.01.2006.
2. Counting of initial training period for MACPS as regular service since it is qualifying service for pension & other benefits.
3. Cases of promotions in the pre-revised pay structure between 01.01.2006 and the date of notification of RS (RP) Rules 2008 and the subsequent merger of the pre-revised pay scales of the promotional and the feeder posts in a common Grade should be ignored for the purpose of financial upgradation under MACPS.
4. Promotion through LDCE (Intermediate Apprentice JEs) should be counted as initial appointment for financial up-gradation under MACPS.
5. Withdrawal of unfair Benchmark of 'Very Good' implemented after 7<sup>th</sup> CPC for the purpose of financial upgradation under MACPS and restoring the Benchmark as 'Good'.

**3.7) Adverse Working Conditions:** Working conditions are getting more & more tough & strenuous for Technical Supervisors especially in the Sheds and Open-line Depots. We are victims of officers' apathy and unscrupulous elements among the working class below us. IRTSA has been continuously striving for better service conditions, better Pay Levels and better avenues of promotion. We must get united under the banner of IRTSA and move towards our goals steadfastly.

**3.8) Court case filed by IRTSA in CAT for higher Pay Levels for JEs & SSEs:** OA No. 1568/17 filed by IRTSA in CAT Chennai pleading for higher Pay Level for JEs & SSEs on Railways, is making slow progress. Respondents filed one more reply statement on 04.01.2023 to dismiss the OA citing 50% upgradation order issued by Railway Board dated 17.11.2022. IRTSA has filed additional rejoinder dated 2<sup>nd</sup> February 2023 countering all points raised by the respondents. Last hearing was listed on 22<sup>nd</sup> January 2025.

**3.9) Eligibility condition for Group-B selection for 70% seniority quota:** Railway Board vide RBE No.216/2019 changed eligibility criteria for Group 'B' selections (70% quota). Group 'C' employees working in Level 6 and above with 3 years of non-fortuitous service in Level 6 and above in Pay Matrix are made eligible. This change aggravates stagnation among Technical Supervisors further. IRTSA has submitted memorandum against Railway Board's decision. Since Railway Board has not taken tangible action in reversing changes done in the eligibility criteria, IRTSA is exploring getting remedy through legal actions.

**3.10) Memorandums submitted during this period:** Number of Memorandums were submitted to Finance Minister, Railway Minister, Minister for Personnel Public Grievances & Pensions, Minister of State for Railways, Members of Parliament, Railway Board, DoPT and to others for redressal of various demands and problems of the Rail Engineers. Copies of the Memorandums were placed in VRE & on the IRTSA Website [www.irtsa.net](http://www.irtsa.net) for the information



of all the Members. List of memorandums submitted to various authorities is attached at the end of this report.

3.11) Effective persuasion and struggle at all levels is essential to achieve demands of our category. For all this we need unity, mass participation and adequate funds – especially for the Court Cases to take them to their logical conclusions. I, therefore, appeal for your full cooperation for strengthening IRTSA at all levels, intensify Membership Drive, raise Legal-cum-Struggle Fund as decided by CEC & CGB IRTSA.

#### **4. ON ORGANISATIONAL FRONT**

4.1) Meetings conducted by Zones & sub units during the visit of President & General Secretary.

1. President & General Secretary IRTSA addressed SSEs and JEs of various zones open line Engineers at Chennai.
2. Central President IRTSA addressed Southern Railway open live Engineers, C&W workshops & Loco Workshop engineers during the months of September and October.
3. General Secretary addressed largely attended meeting in two Production Units RCF and RWF 27<sup>th</sup> March and 29<sup>th</sup> May respectively.
4. General Secretary visited sub units of Northern Railway and addressed Engineers of Alambagh work shop, Charbagh work shop, RDSO Engineers, CMT and open line Engineers. GS AIRF and CWM Alambagh work shop addressed the meeting on 28<sup>th</sup> & 29<sup>th</sup> May.
5. IRTSA Liluah, Carriage & Wagon Workshop conducted seminar on topic “Energy Conservation and Sustainable Development” on 17<sup>th</sup> April. General Secretary IRTSA addressed the seminar through recorded video.
6. IRTSA, South Central Railways sub units Carriage Repair Shop, Tirupati and Coaching Depot, Tirupati conducted meetings at their respective places on 17<sup>th</sup> May.
7. Golden Rock workshops, Southern Railway conducted its General Body meeting on 16<sup>th</sup> July 2024. General Secretary IRTSA addressed the meeting.
8. 28<sup>th</sup> August 2024 meeting held at Mid-life Rehabilitation & Refurbishment Workshop Sonipet.
9. On 29<sup>th</sup> August 2024 IRTSA Izzat Nagar Workshop sub unit organized an impressive meeting at BTC Auditorium where almost all JE & SSE were participated.
10. On 30<sup>th</sup> August in the meeting held at Amristar workshop Er.Surjit Singh Central Treasure IRTSA, Er.Jagthar Singh Zonal Secretary IRTSA RCF, Er. Baldev Raj Joint General Secretary also participated.
11. On 25<sup>th</sup> November GS IRTSA addressed CLW engineers along with Er.Subarata Das and Er.Gopal Marik of Eastern Railway.
12. On 26<sup>th</sup> November IRTSA meeting was conducted at Kancharapara, Eastern Railway.
13. On 27<sup>th</sup> November GS IRTSA addressed Liluah Engineers celebrating 59<sup>th</sup> Foundation Day of IRTSA.
14. Besides meetings addressed by Central President and General Secretary, some of the CEC office bearers also addressed various sub units’ meetings.

4.2) Engineers day and 59<sup>th</sup> Foundation Day of IRTSA was celebrated by unites and sub units of IRTSA across Indian Railways.

4.3) There is an urgent need to unite all Rail Engineers / Technical Supervisors under the umbrella of IRTSA not only for achieving the demands of the category, but for the existence of Indian Railways as a major Government sector support system for all round growth & development. Indiscriminate privatization, outsourcing, work contracting, corporatization, wet-leasing, etc. will lead to disintegration of Indian Railways. All Zones, Divisions & sub-units are urged to strictly adhere to the line of action taken by this CGB and further decisions thereon.

4.4) **Accounts & Balance Sheet:** - The Central Treasurer of IRTSA, Er. Surjit Singh will place Accounts and Balance Sheet immediately after submission of my report.

4.5) **IRTSA in social media:** a) Website of IRTSA [www.irtsa.net](http://www.irtsa.net) is now over 17 years old. It is one of the very popular Websites as it is regularly updated with multifarious information and intensively visited by Rail Engineers.

b) Facebook of IRTSA & WhatsApp have been effectively utilized for communication with the members in real time, to get suggestions, feedback, queries from members and replies by Central President, General Secretary and other CEC Members. Facebook & WhatsApp have become an effective tool to motivate inactive areas to join the struggle.

4.6) **Communication, Interaction & Visits by CEC Members:** Continuous flow of information from Central Headquarter is ensured through Emails, Facebook postings, SMS, WhatsApp and Phone Calls and Website [www.irtsa.net](http://www.irtsa.net) – besides personal visits by President, General Secretary and other CEC Members. GS also communicates directly with CEC Members, Zonal Secretaries, Sub-unit Secretaries and other active Members at Zonal & grass root level. I urge upon every CEC member to visit at least one unit in their zone or other zones every month.

4.7) IRTSA has come a long way since its inception in the year 1965. Many seniors have led from the front in all ups & downs and their commitment towards IRTSA remains all the same. We thankfully remember the relentless services done by many seniors in the past. In the same time, vigorous involvement of youngsters in all activities of IRTSA is the urgent need to bring more fresh blood, energy and to rejuvenate IRTSA.

## **5. TASKS BEFORE US**

Following tasks are before us as of now and the incoming CEC and all of you shall have to take appropriate action thereon:-

5.1) Effective pursuance on long pending demands with Railways and Government particularly 100% upgradation, Group-B status, cadre restructuring, anomalies of MACPS, etc.

5.2) **Court Cases:** OA (1568/2017) has been filed in CAT Chennai demanding higher Pay Levels for JEs & SSEs, which is being keenly followed up by General Secretary and other office bearers. You are all requested to raise & send funds for the same to the Central Treasurer IRTSA so that we have the requisite funds to effectively pursue the same further on at higher levels of judiciary as well.

5.3) **Membership Drive:** It is vital to enroll each and every Technical Supervisors / Rail Engineers as a Member of the Association. Inactive areas should be awakened to join the struggle and to contribute effectively to the cause. Active units should ensure 100% enrollment of Engineers as Members - preferably in the beginning of every year as per provisions of the Constitution of IRTSA.

5.4) **Legal Fund & Struggle Fund:** There is an urgent need to intensify the efforts to raise funds more vigorously, in order to meet with challenges ahead and for the court cases and for struggle. CEC Members and Office Bearers at all levels need to take more initiative to raise the funds at all levels. Another Court case need to be filed on changes made in eligible conditions for Group-B (PQ) 70% quota selection.

## **6. ACKNOWLEDGEMENTS**

Before I conclude, I sincerely thank the Members of CEC, Zonal Secretaries and all others who gave their support and cooperation in strengthening the organisation and in pursuing the demands.

I thank Er.Harchandan Singh Chairman, Er.M.Shanmugam Central President, Er.Darshan Lal Central Working President, Er. Surjit Singh Central Treasurer, CEC office bearers, ICF zone office bearers and all others for their valuable advice, support and help from time to time. I sincerely thank office bearers of all zones and sub units from arranging meetings during my visit to their zones and sub units.

I thank all the Delegates who have come from all over India for attending this Conference inspite of long journey. I thank the hosts Er.Darshan Lal and Team RCF m for making all the arrangements for this Conference.

I wish the Conference all success. Thank you. Jai Hind. Long Live IRTSA.



**K.V.RAMESH**  
**General Secretary, IRTSA**

## Annexure

**Comparison of UPS, NPS and OPS**

S.N.	Particulars	UPS	NPS	OPS
1	Pension	50% of the average basic pay over the last 12 months of retirement for employees retiring with at least 25 years of service and proportionate pension benefits for employees with 10-25 years of service.	Pension amount depends on the investments made in the NPS investment scheme and the accumulated corpus.	50% of the last drawn salary or average earnings over the previous 10 months of service, whichever is more with at least 20 years of service.
2	Minimum pension	Rs. 10,000 per month for employees with at least 10 years of service.	Minimum pension amount depends on the investments made in the NPS scheme.	Rs. 9,000 per month for employees with at least 10 years of service.
3	Gratuity	Eligible	Eligible	Eligible
4	Family pension	In the case of the retiree's death, 60% of the pension provided immediately before the demise is given to the family.	Family pension amount depends on the accumulated corpus and the chosen annuity plan.	30% of basic pay subject to the minimum of Rs.9000 per month.
5	Employer's contribution	18.5% of basic pay + DA.	14% of basic pay + DA.	No contribution to the pension fund
6	Employee's contribution	10% of basic pay + DA.	10% of basic pay + DA.	No contribution to the pension fund.
7	Lump sum amount payment / Commutation of pension	A lump sum amount is provided to employees upon superannuation, which is 1/10th of their last drawn monthly pay for every six months of completed service.	60% of the NPS corpus can be withdrawn as a lump sum upon superannuation.	A lump sum amount could be taken at the time of retirement, not exceeding 40%, through commutation of pension.  Full pension restores on completion of 15 years.  In case of death of pensioner commuted portion will not be recovered.
8	Inflation protection	Provides inflation protection by adjusting pensions based on the All-India Consumer Price Index for Industrial Workers (AICPI-IW).  Proposed DA may start from zero on 01.04.2025.	There is no provision for automatic DR increments to protect against inflation.	The pension is revised twice a year, i.e. on January 1 <sup>st</sup> and July 1 <sup>st</sup> , by increasing the Dearness Relief (DR)

9	Additional pension / family pension	No mention about additional pension.	Not available.	Pension goes up by 20%, 30%, 40%, 50% and 100% after attaining the age 80, 85, 90, 95 and 100 years respectively.
10	Voluntary retirement on completion of qualifying service	If an employee takes voluntary retirement after completion of 25 years of service, he will be eligible to receive his pension only at superannuation age.	80% of corpus will be kept for annuity fund.	Will get all eligible settlement at the time of voluntary retirement after completing 20 years of service.
11	Risk factor	Risk-free as it provides an assured pension.	There are market risks as the returns depend on the performance of the market-linked funds.	Risk-free as it provides an assured pension.
12	Tax for contribution towards pension fund	May follow the system followed for NPS.	10% contribution by employee is taxable. Eligible for tax benefit for combined limit of Rs.1.5 lakh under 80C, 80CCC and 80CCD(1).	N.A

**List of memorandums submitted by IRTSA in the year 2024**

<b>S.N</b>	<b>Memorandum No</b>	<b>Subject</b>
1	IRTSA/Memo-4/ICF	Creation of posts of SSEs in level-8 in ICF
2	IRTSA/Memo-10	Grant of notional annual increment (as due on 1 <sup>st</sup> July/1 <sup>st</sup> January) for the pensionary benefits to those employees who have retired/retiring on 30 <sup>th</sup> of June/31 <sup>st</sup> December before drawing the same.
		Reminder memorandum - Grant of annual increment (as due on 1 <sup>st</sup> July/1 <sup>st</sup> January) for the pensionary benefits to those employees who have retired/retiring on 30 <sup>th</sup> of June/31 <sup>st</sup> December before drawing the same.
3	IRTSA/Memo-19	Medical Examination of Technical Supervisors working Production Units for promotion to the Group-B Gazetted Service.
4	IRTSA/Memo-20	Closure of Railway printing presses. – Appeal to review the decision.
5	IRTSA/Memo-13/1	Appeal for removal of discrimination among employees having date of birth on first of a month and being retired one day before attaining the superannuation age of 60 years as against all rest of employees who are being retired on the last day of the month, they attain the age of superannuation 60 years.
6	IRTSA/Memo-21	Staff issues pertaining to HRMS module online facilities for pass/PTO, leave and Inter Railway Request Transfer.
7	IRTSA/Memo-23	Recruitment and creation of posts in the category of Technical Supervisors. a) Filling up of vacancies in the category of Technical Supervisors. b) Allowing zonal Railways & PUs to place indent to RRB as per their requirements. c) Filling 50% of SSE/JE direct recruitment quota through GDCE. d) Filling 50% of SSE direct recruitment quota vacancies through promotion from JE. e) Creation of posts in the category of Technical Supervisors for new trains and new assets.
8	IRTSA/Memo-7	Formation of 8 <sup>th</sup> Central Pay Commission
9	IRTSA/Memo-13	Unjustified comparison of grades of running staff at lower level with Technical Supervisors in Mechanical and Electrical departments for the purpose of promotion/selection to Group-B.
10	IRTSA/Memo-24	Leave rules. – Extending the eligibility of half a day LAP to all employees.
11	IRTSA/Memo-25	Proposal to develop Villivakkam station as fourth Railway terminal for Chennai. Short comings in the proposal and alternate suggestions.
12	IRTSA/Memo-23	1) Revision in percentage of direct recruitment of Graduate Engineers in the category of Technical Supervisors/Rail Engineers. 2) Promoting JE/CMA/DMS in the DR quota of SSE/CMS/CDMS as temporary arrangement.
13	IRTSA/Memo-9	Reminder memorandum - Cases of promotions in the pre-revised pay structure between 01.01.2006 and the date of notification of RS (RP) Rules 2008 and the subsequent merger of the pre-revised pay scales of the promotional and the feeder posts in a common Grade -fixation of pay - Regarding
14	IRTSA/Memo-26	Upgradation of Senior Engineer (IT) to pay level-8.
15	IRTSA/Memo-26	Anomalies in pay level & MACPS for IT Engineers working in Indian Railways.
16	IRTSA/Memo-3	Important demands of Technical Supervisors.
17	IRTSA/Memo-30	Appeal on behalf of Government Employees for the consideration in forthcoming Union Budget 2024-25
18	IRTSA/Memo-20	Closure of Railway printing presses. – Appeal to review the decision

19	IRTSA/Memo-31/AC	Provision of Air-conditioning in Railway Offices, Buildings and other Railway centres – Request to empower CWMs to sanction Air Conditioners on their own requirement.
20	IRTSA/Memo-5	Classification of posts of SSE, CDMS, CMS & SE(IT) in level-8 as Group-B.
21	IRTSA/Memo/10/SR	Exercise / re-exercise of option for a pay fixation as allowed under RBE No.89/2023, dated 13.07.2023
22	IRTSA/Memo-3	Important demands of Technical Supervisors / Rail Engineers working in Indian Railway, important general demands of Central Government Employees and policy of privatisation on Indian Railways.
23	IRTSA/Memo-23	1. Revision in percentage of direct recruitment for Graduate Engineers in the category of Technical Supervisors/Rail Engineers. 2. Promoting JE/CMA/DMS in the DR quota of SSE/CMS/CDMS as temporary arrangement.
24	IRTSA/Memo-33	Productivity Linked Bonus (PLB) for non gazetted Railway employees for the financial year 2023-24.
25	IRTSA/Memo-15	Removal of unjustified ceiling limit of Rs.43,600 for payment of Night Duty Allowance (NDA) to Railway Employees.
26	IRTSA/Memo-34	Providing opportunity for submitting representations against gradings below “very good” recorded in APARs for the year 2020-21, 2021-22 & 2022-23 for the purpose of MACPS.
27	IRTSA/Memo-19	Selection policy for 70% PQ (seniority quota) promotion from Group ‘C’ to Group ‘B’ posts. - Injustice done to Technical Supervisors category.
28	IRTSA/Memo-32	Restoration on Old Pension Scheme (OPS) for all Central Government Employees.
29	IRTSA/Memo-Committee for L-8	Submission to Committee to examine issues relating to Supervisory Category
30	IRTSA/Memo-31	Rest House facilities for Women Supervisors
31	IRTSA/Memo-34	Providing opportunity for submitting representations against gradings below “very good” recorded in APARs for the year 2020-21, 2021-22 & 2022-23 for the purpose of MACPS

# **INDIAN RAILWAYS TECHNICAL SUPERVISORS' ASSOCIATION**

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## **MAIN ACHIEVEMENTS OF IRTSA IN 59 YEARS (1965 – 2024)**

### **AWARENESS & INDUSTRIAL HARMONY**

1. IRTSA has provided a strong & effective platform to unite the Technical Supervisors on the Indian Railways for the first time since its formation in November, 1965.
2. Highlighted problems of Technical Supervisors / Rail Engineers and effectively represented their demands to the Railway Administration, Pay Commissions, Railway Reforms Committee, Railway Accident Inquiry Committees & other forums.
3. Developed greater awareness among Technical Supervisors & other about related issues.
4. Developed better industrial relations between Technical Supervisors and Railway Administration, reducing victimization of Rail Engineers and improving productivity.
5. Developed better understanding between Technical Supervisors, workers and the Unions to avoid day to day conflicts thus further improving the productivity.
6. Developed greater awareness about the Problems of Technical Supervisors amongst recognized Federations & Unions and get their support to resolve many issues at national & local levels – through struggle and collective efforts.
7. Continuous inter-action through Seminars & Meetings on vital issues, publication of Souvenirs & the periodical “Voice of Rail Engineers” (VRE), Website [www.irtsa.net](http://www.irtsa.net), Facebook & WhatsApp IRTSA Groups etc.

### **MAIN CATEGORICAL ISSUES RESOLVED**

8. Allotment of highest Pay Scales of Rs.840-1200 / Rs.840-1040 to Senior Technical Supervisors amongst entire Group ‘C’ by Third Pay Commission and Rs.2375-3500 by Fourth Pay Commission – *(restoring their relativity after 40 years based on evidence by IRTSA)*.
9. Reduction in number of pay scales of Technical Supervisors from age old 6 scales to 4 Pay Scales by Third Pay Commission (in 1973) and further reduction to only 2 scales by Sixth Pay Commission (from 2006)
10. Grant of Special Pay to then Foreman (SSE).
11. Honorarium to JEs for Disbursement of Wages to Staff and subsequent revision thereof – *(after IRTSA decided to Boycott Disbursement of Wages in 1969)*.
12. Hurt on Duty/Hospital Leave to Apprentices/Trainees *(after getting it raised in the Parliament)*.
13. Coverage of Technical Supervisors under Workman Compensation Act & renaming thereof as “Employees Compensation Act *(after getting it raised in the Parliament)*.
14. Bringing all Technical Supervisors in one Cadre (from JE to SSE) in 1984 onwards, for Cadre Restructuring *(Earlier the higher grade posts were very limited & on worth of charge basis)*.
15. Stopping direct recruitment of Engineering Graduates as JE-I and starting it in SE Grade in 1987 and in SSE grade from 2008.
16. Cadre Restructuring of Technical Supervisors 5 times in 30 years - raising number of posts in highest grade of SSEs from 3 to 6% in Workshops & 1.5% on the Open Line to 10% in 1984, 17% in 1993, 18% to 21% in 2003, 50% after Sixth Pay Commission in 2008 and 67% through CRC in 2013.
17. Upgrading for Design & Drawing, C&M Staff & for DMS through Cadre Restructuring.



18. Counting of Apprenticeship / training period for Retirement benefits in 1983 and incremental benefits in 1991 onwards *(based on Data provided by IRTSA)*.
19. Upgrading of 2000 posts of Senior Supervisors to Group B *(in 2 phases from 1980 to 2000)*
20. Upgrading of Mistries / Supervisors as Junior Engineers *(after years of struggle) - increasing the strength in the higher scale(s) – (improving chances of promotion of JEs)*.
21. Change of designation of Technical Supervisors as JE (Junior Engineer), and SSE (Senior Section Engineer) – in 1996 *(after IRTSA decided to go on 'Work-to-Rule from April 1996)*.
22. Grant of PCO Allowance to JEs & SSEs.
23. Revision of rates of Incentive Bonus *in 1968, 1975, 1990, 1998, 2009 & 2019*).
24. Reduction of training period of JEs from 3 years to 2 years, then to 18 months & now 12 months.
25. Raising of Stipend equal to pay / Grade Pay of Rs.4200 during Apprenticeship / Training.
26. Grant of Training Allowance to Instructors and Lecturers & 4 revisions thereof.
27. a) IRTSA won the case in CAT New Delhi (in OA No. 835-1989 IRTSA-vs-UOI) for grant of Group "B" status to Senior Technical Supervisors – *(Subsequent denial by Railway Board was challenged by IRTSA in Petition PBCAT& Supreme Court which termed it as in administrative jurisdiction to decide the issue)*.  
 b) *Continuous struggle and campaign by IRTSA had convinced RAICs & RRC, the Federations and the Railway Board about the genuineness of the demand – resulting in proposal by the Railway Board to MOF(DOE) to upgrade certain percentage of posts of Senior Supervisors to Group B. A Committee has also been formed by the CRB to examine the whole issue in detail.*  
 c) *IRTSA has pleaded for classifying all posts in GP 4600 / Level 7 to Group B as per DOP orders.*
28. IRTSA won the Court case in CAT New Delhi (in OA No. 1527/1990 IRTSA-vs-UOI) – with directions to grant higher scale to JEs as 'an equal cannot be over an equal' – *(This was accepted by Fifth CPC while deciding higher Pay scale of JEs as recorded in Para 54.36 of its Report)*.
29. Got the order from CAT Chennai (OA No 706/2013) to Finance Ministry to consider upgrading Grade Pay of JE to Rs.4600 from Rs.4200 and Grade Pay of SSE to Rs.4800 from Rs.4600.
30. Raising eligibility ceiling for PLB to cover all Technical Supervisors irrespective of pay.
31. Raising of pay scale of SSE to Rs.7450-11500 instead of Rs.7000-11500 recommended by 5<sup>th</sup>CPC.
32. Grant of Rs.2375-3500 to Drawing & Design Engrs & CMS in place of Rs.2000-3200.
33. Change of designation of Drawing & Design Staff as Junior Engrs, Senior Section Engr.
34. Change of designation of Store Engineers from DSKs to DMS & CDMS.
35. Grant of Incentive Bonus to SSEs working in Production Units and Workshops in 1999.
36. Continuance of 15% incentive bonus for SSE working PUs & workshops during the incentive revisions on 2009 & 2019.
37. Introduction of GDCE/LDCE system for serving Graduate Engineers & Diploma holders to get selected in DR quota in higher scales.
38. Merger & upgrading of JE-I & JE-II to the pre-revised pay scale of Rs.6500-10500.
39. Merging & up-gradation of pay scales of Section Engineers (SE) in the pre-revised scale of Rs.6500-10500 to Rs.7450-11500 of Senior Section Engineer (SSE).
40. First Class Pass to all JE/DMS/CMA irrespective of date of appointment on the Railways.

41. Merger & up-grading of P-way Supervisors as JE P-way and its spread effect to entire cadre.
42. Abolition of written test for selection from JE to SSE, DMS to CDMS, CMA to CMS & JE to Sr.Er/IT.
43. 25,000 posts of SSE, CMS and CMDS upgraded from Pay Level-7 Pay Level-8 with w.e.f. 01.12.2022.
44. Non-Functional promotion to Pay Level-9 (50% of level-8) on completion of four years of service in Pay Level-8.

**GENERAL DEMANDS CONCEDED**

45. Elimination of stagnation of pay through introduction of Pay Band/Grade Pay concept by 6<sup>th</sup> CPC and Pay Matrix by 7<sup>th</sup> CPC.
46. Annual increment equal to 3% of basic pay – instead of arbitrary fixed amount.
47. HRA on percentage of Basic Pay.
48. Improved transport allowance without any distance restriction and with inflation proof.
49. Revision of the multiplication factor of 1.74 recommended by SCPC to 1.86 through “High Powered Committee” set up after submission of Sixth CPC Report.
50. Reimbursement of inflation proof tuition fee for two children.
51. Encashment of 60 days LAP while in service in addition to 300 days encashment on retirement.
52. Grant of ACP by 5<sup>th</sup>CPC & MACPS after 6<sup>th</sup>Pay Commission – to end stagnation (*Based on two of the major demands of IRTSA for removing stagnation & Time Bound Promotions*).
53. Three financial up-gradations (after 10, 20 & 30 years of Service) under MACPS. (*This ensures a JE to reach Pay Level-9*).
54. Employees selected under GDCE to be treated as DRs for MACPS.
55. Extension of pay fixation for the promotions taken place in between 1.1.2006 and 29.9.2008 among the posts carrying the character of feeder and promotional grades, which were merged by 6<sup>th</sup> CPC, i.e. promotion from JE-II to JE-I & SE to SSE.
56. Fixation of pay on promotion to the next level in 7<sup>th</sup> CPC pay matrix, at least equal to the entry pay of direct recruits in the same level i.e. JE on his promotion as SSE to pay level-7 will be fixed not less than Rs.44900 which is entry pay for direct recruit SSEs.
57. Grant of first increment immediately after promotion or financial upgradation on the following 1<sup>st</sup> July or 1<sup>st</sup> January as the case may be on completion of 6 months of qualifying service.
58. Issue of pass/PTO through online and reservation on pass/PTO through online.
59. Grant of notional annual increment (as due on 1st July/1st January) for the pensionary benefit to those employees who have retired/retiring on 30th of June/31st December before drawing the same



**K.V.RAMESH**  
General Secretary, IRTSA

# **INDIAN RAILWAYS TECHNICAL SUPERVISORS' ASSOCIATION**

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No. IRTSA /Org-2 Demands Resolution

Date:- 27.12.2024

## **RESOLUTIONS OF DEMANDS OF TECHNICAL SUPERVISORS ON RAILWAYS**

**ADOPTED BY CGB MEETING & 59<sup>TH</sup> ANNUAL CONFERENCE OF IRTSA  
BEING HELD ON 27<sup>TH</sup> DECEMBER 2024, AT COMMUNITY HALL, RCF, KAPURTHALA**

The 59<sup>th</sup> All India Annual Conference and Central General Body Meeting of IRTSA hosted by Rail Coach Factory, held on 27<sup>th</sup> December 2024 at Community Hall, RCF, Kapurthala resolved to draw the attention of the Government and especially the Ministry of Railways, Ministry of Finance & DoPT and urged upon them to consider the genuine and long pending demands of the Technical Supervisors on Indian Railways, for better Pay Levels commensurate with their duties & responsibilities, to provide adequate avenues of promotion to remove rampant stagnation amongst them and improve their service conditions.

Indian Railways Technical Supervisors Association (IRTSA) represents 75,000 Rail Engineers / Technical Supervisors (JEs, SSEs, CMS, CMA, CDMS, DMS & IT Engineers) working in various Departments of the Railways -including Civil, Mechanical, Signal & Telecom Engineering, Drawing and Design, Material Management /Stores Depots, IT and Chemical & Metallurgical Labs. They supervise and manage around 7 lakhs workforce out of around 11.5 lakhs railway employees. They also manage the work carried out by approximately 3 lakh employees of Railway contractors. Technical Supervisors play a very vital role to ensure safe & efficient train operation including design, production & maintenance and economic utilization of all manpower and material resources.

Technical Supervisors/Rail Engineers shoulder direct responsibilities of safe, efficient & 'Failure-proof' production, repair and maintenance of Rolling Stock, Locomotives, P-Way, Works, Bridges, Signal & Telecommunication, IT Systems, Overhead Equipment (OHE), other assets and equipment on the Railways. Other departments are supporting departments for the technical & operating departments. But the other Departments were given a better deal by the last three Pay Commissions than the Technical Supervisors.

Technical Supervisor / Rail Engineers having element of direct recruitment stagnated in level-6 and level-7 are least benefitted by upgradation orders RBE No. 155/2022 dated 17.11.2022 even though they are the most stagnated cadre on the Railways as mentioned by 7<sup>th</sup> CPC and as mentioned by the Minister for Railways himself in his speech in the Video conference with the GMs on 16.11.2022. This order didn't clear the stagnation of SSEs at GP Rs.4600 as recommended by 7<sup>th</sup> CPC in para 10.40.113.

Atleast five functional promotions in the career span of 35 years for Technical Supervisors / Rail Engineers have to be ensured. Chances for promotion to Group-B gazetted cadres have also become very bleak. Cadre restructuring exercise also getting delayed.

It is high time that Government should resort to old pension scheme (OPS) for the employees appointed after 01.01.2004 and covered under National pension scheme (NPS). The Unified Pension Scheme (UPS) to be implemented from 1<sup>st</sup> April 2025 and is expected to cover 23 lakh Central Government employees. Government says UPS will provide stability, dignity and financial security for government employees and their family post-retirement, ensuring their well-being and a secure future. But all these objectives of UPS will not satisfy the basic principle of "Equal Pay for Equal Work" since pension is a deferred wage.

59<sup>th</sup> Conference and CGB Meeting of IRTSA urge upon the Government & Railways to accept the following genuine demands of Technical Supervisors / Rail Engineers and urge the Railway

Minister for sending exclusive proposal to Finance Ministry regarding Pay Level of the Technical Supervisors and classification of posts to Group 'B' (Gazetted).

### MAIN DEMANDS - IRTSA

- 1) 1.1) RECOGNITION OF IRTSA – to provide a forum to discuss and resolve the problems of the Technical Supervisors on Railways - as recommended by Report of the Task Force on Safety and by the Railway Accident Inquiry Committees (RAICs) – 1968 & 1978 & Railway Reforms Committee (RRC).  
1.2) Continuation of system of Staff Council in the Production Units of Railways, which provide separate representation for Technical Supervisors.
- 2) 2.1) Immediate setting up of 8<sup>th</sup> Central Pay Commission.  
2.2) Revision of wage structure of central government employees every 5 years instead of every 10 years, in view of heavy inflation beyond the unrealistic prescribed price index, and major economic changes during the existing 10 years gap.  
2.3) Relativity of Pay Level based on comparative Duties, Responsibilities & Work Content of each category.
- 3) PAY LEVEL OF TECHNICAL SUPERVISORS:  
3.1) Junior Engineer (JE) be placed in level-7 & Senior Section Engineer (SSE) be placed in level-8 in line with historical higher Pay Scales of Technical Supervisors upto 4<sup>th</sup> CPC and acute stagnation affecting work output. DMS, CMA & JE(IT) be placed in level-7 and CDMS, CMS & Sr. Er/IT in level-8 pay matrix.  
3.2) SSEs who have already put in more than 4 years in Level 8 under MACPS should be given non-functional promotion to Level 9.  
3.3) Similarly, SSEs who have already put in more than 4 years in Level 9 under MACPS should be given non-functional promotion to Level 10 from the date of implementation of Railway Board order RBE No.155/2022, dated 17.11.2022. Upgradation provided for SSE be extended to CMS, CDMS, SE(IT).  
3.5) SE(IT) category left out of upgradation order Railway Board order RBE No.155/2022, dated 17.11.2022 should be given upgradation on par with Technical Supervisors.
- 4) Following distribution of posts may be adopted for the category of Technical Supervisors by the CRC after addition of posts in the grade of JE from the category of senior technician.

Level-10	NF upgradation
Level-9	30%
Level-8	30%
Level-7	20%
Level-6	20%
- 5) Hold PQ 70% Group-B selection as per seniority order of SSEs in 1:3 ratio and there should not be any gradings as outstanding and Good.
- 6) Classification of all posts of SSE / CMS / CDMS in level-8 as Group-B as per Railway Board order RBE No.5/2010 dated 08.01.2010.
- 7) Classification of all Posts of SSE/CMS/CDMS in Group B Gazetted – as per orders of DoPT and as per classification of their counterparts in other Departments, in Group B Gazetted.

- 8) 6.1) Withdrawal of National Pension System (NPS) and restoration of benefits of old Pension Scheme & GPF for those appointed after 1.1.2004. (or) giving option for the employees to choose any one of the pension systems.  
6.2) Refund of contributions to NPS with Interest thereon at appropriate rate.
- 9) 7.1) Removal of maximum ceiling of Rs.7000 for payment of PLB.  
7.2) Payment of PLB as per actual Pay.
- 10) National Holiday Allowance at double the wages including DA to JEs, SSEs and other technical staff - for working on National Holidays.
- 11) Stepping up of pay of seniors promoted who have been prior to 31.12.2015 getting lesser basic pay than the juniors promoted after 01.01.2016 in case of seniors completed more years of service as JE/SSE irrespective of seniority unit they belong.
- 12) No corporatization or privatization of Production Units & Workshops or any Rail segments.
- 13) No Private train operators to avoid erosion and deterioration of safety and operational efficiency of existing normal train operation and misuse of Railway's resources by the concerned private operators.
- 14) Manufacturing and maintenance of 'Vande Bharat' Train set rakes fully by Railways. Proposal for handing it over to private operators should be withdrawn.
- 15) No monetization of any Railway assets.

#### **DESIGNATIONS**

- 16) 15.1) Designation of Junior Engineer (JE), Senior Section Engineers (SSE), Principal Section Engineer (PSE) and Chief Section Engineer (CSE) for Technical Supervisors.  
15.2) Designation of JE/Stores, SSE/Stores, CSE/Stores and PSE/Stores for Stores Engineers.  
15.3) Designation of JE/C&M, SSE/C&M, PSE/C&M and CSE/C&M for CMT Engineers.

#### **CAREER PROGRESSION AND AVENUES OF PROMOTION**

- 17) Proper Career Planning & Time Bound promotions for Technical Supervisors - as for Group A.
- 18) Promotion of JEs, DMS, CMA directly as Assistant Engineer (AE) Group 'B' Gazetted - as in all other Government Departments like CPWD, Telecommunication and MES, where the JEs are promoted directly to the post of AE in Group 'B' (Gazetted)
- 19) Combined 'Cadre Restructuring' of posts in Group 'A', 'B' & 'C' on Railways - to meet with job requirements in the changed technological scenario and to provide adequate avenues of promotion.
- 20) Upgrading of posts of Technical Supervisors from Group 'C' to Group 'B' (Gazetted).
- 21) Grant of at least 5 Functional or Non-Functional promotion to all Railway Engineers/Technical Supervisors - as given to all the Group 'A' organized service officers.
- 22) Classification of all Posts of JE/CMA/DMS in Group 'B' Non-gazetted – as in all other Departments.
- 23) Removal of disparity in Cadre structure of Technical Supervisors (JEs, & SSEs) vis-à-vis other Inspectorial Staff (like Traffic Controllers & Commercial Inspectors).
- 24) Cadre Restructuring of JE & SSE Drawing & Design and DMS/CDMS (Stores Supervisors) at par with other Technical Supervisors, due to their same recruitment qualifications as Diploma & Degree in Engineering, similar training and vital job difficulties & multi-skilled job requirements.

- 25) Promotion of serving Engineering Graduates against 50% posts of direct recruitment quota of Organised Group A officers (in IRSE, IRSSE, IRSME, IRSEE, IRSS & IRMS) - with necessary age relaxation – in view of same qualifications – and the working experience as well.
- 26) Direct recruitment of Graduates in Engineering should be made in Gazetted cadre and not in Group 'C' – as nowhere else they are recruited in Group C.
- 27) Formulation of annual calendar for timely holding of all selections and timely completion of processes thereof for promotion on occurrence of vacancy.
- 28) No accumulation of vacancies be allowed at any level as it seriously and adversely affects promotion of concerned staff causing recurring losses.
- 29) All vacancies and anticipated vacancies in Group 'B' should be taken into consideration on the date of notification for the selection to Group 'B' – including backlog, if any from previous year(s).
- 30) Increase in Percentage of Group 'B' and Group 'A' Posts (vis-à-vis Group 'C') on the Railways – commensurate with modernization on the Railways and at par with other Centre Govt. Departments.
- 31) Withdrawal of system of written tests for promotion from JE/SSE to Group 'B' Cadre - so as to bring in uniformity with other Departments - since no written tests or selections are held for promotion from Group 'B' to Group 'A' and above in Indian Railways nor are any such written tests held in other Central Government Departments for promotion from Junior Engineers to Assistant Engineers or in the State Government Services.
- 32) Removal of Ishihara's Plates and Edridge's Green Lantern tests mentioned in para-503 (2) (d) of IRMM for colour vision for the selection to Group-B posts in of Production Units.
- 33) Removal of disparities & distortions in cadre restructure order for IT cadre at Divisional, Zonal levels & Railway Board.
- 34) Staffing pattern of IT Staff on Zonal Railways at par with that of Computer Centre in Railway Board - In line with the para 6.v & 6.vi of Railway Board letter No: ERB-I/2011/25/4 dated 14.07.2011, existing posts of JE/IT in level-6 and Senior Engineer/IT in level-7 should be placed in the GP of level-7 and level-8 respectively.

#### **INCENTIVE BONUS, SPECIAL PAY, BENCHMARKS & YARDSTICKS**

- 35) Restoration of 7.5% of PCO Allowance to SSE working in PCO and 15% to JEs & Other Staff in PCO w.e.f. 1-1-2016 on 7<sup>th</sup> CPC Pay (*instead of 6% and 12% respectively from 1-7-2017*).
- 36) Extension of Incentive Scheme to Diesel & Electric Loco Sheds, C&W Depots, P-Way, Works & Bridges and S & T Depots etc. - to meet with the additional workload in these areas.
- 37) Provision of additional Staff & Technical Supervisors – as per Benchmarks / Yardstick for additional workload on account of new Trains, new lines & other additional assets.
- 38) Honorarium / Incentive to Technical Supervisors & Staff for additional workload – in C&W, P-Way, Works, Bridges & S&T Depots, Sheds, TRD etc, especially on account of additional workload, fluctuating and seasonal rush of Special Trains, Military Specials, accidents and other exigencies.
- 39) Grant of Special Pay / Technical Allowance / Technical Pay to all Technocrats / Engineers / Technical Supervisors – as granted to the scientific officers in other Departments.
- 40) Rates of Incentive Bonus / PCO Allowance be increased whenever the dearness allowance payable on the revised pay structure goes up by 50%.

- 41) Revision of rates of Incentive Bonus in Railway Workshops & Production Units - as per Revised pay matrix in keeping with ILO norms – which require the rates to be based on average of the wages instead of at the minimum level.
- 42) a) Incentive Bonus & PCO Allowance to all SSE on actual Basic Pay & DA on financial up-gradation under MACPS.  
b) Payment of incentive bonus & PCO allowance on the actual basic pay in functional level-8 & NFUP level-9.
- 43) Incentive Bonus to SSE (Senior Section Engineers) at Hourly Rates of Bonus like JEs (Junior Engineers) (as recommended by RITES for Group Incentive Scheme in Production Units) OR Raising of existing rate of Incentive to SSE to at least @ 30% of Pay (instead of 15%) – (to compensate for loss of take-home- Pay on promotion).
- 44) Extension of Incentive Scheme to left out areas & Cadres in Workshops & Production Units.
- 45) PCO Allowance to Drawing / Design, Chemical & Metallurgical Lab Staff, Store Depots & IT/EDP Centres in Workshops & Production Units, considering their contribution to improved productivity and quality control (as recommended by RITES and as adopted for C&M Staff in DMW Patiala & RWF Bangalore).
- 46) PCO Allowance to JEs, SSEs & other Technical Staff of PCO Cadre Workshops - at par with Ex-Cadre Staff Working in PCO in all Workshops.
- 47) Design Allowance to Drawing, Design Engineers – as recommended by Fifth Central Pay Commission.
- 48) Special Pay or IT Allowance to Junior Engineer/IT & Senior Engineer/IT to attract and retain talented personnel in this new horizon of Information Technology.

#### MACPS

- 49) Implementation of MACP w.e.f.01.01.2006 as per the recommendation of 110<sup>th</sup> report of department related parliamentary standing committee on personnel public grievances, law and justice.
- 50) Ignoring promotions in pre-revised pay structure between 01.01.2006 and the date of notification of RS (RP) Rules 2008 and the subsequent merger of the pre-revised pay scales of the promotional and the feeder posts in a common Grade for the purpose of MACPS.
- 51) Financial upgradation under MACPS after 4, 8, 16 & 24 years as for Defence Forces (*instead of after 10, 20 & 30 years for Civilian employees at present*).
- 52) Counting of initial training period for MACPS as regular service since it is qualifying service for pension & increments and paid for from general revenue.
- 53) Promotion through LDCE (Intermediate Apprentice JEs) should be counted as initial appointment for financial up-gradation under MACPS.
- 54) Withdrawal of unfair Benchmark of “Very Good” proposed by the 7th CPC for the purpose of financial upgradation under MACPS and restoring the Benchmark as “Good” (at least for Group C)
- 55) 55.1) Financial up-gradation under MACPS to Graduate Engineers in all Cadres - Considering entry Level as per upgrading by the Pay commission.  
55.2) MACP to all directly recruited Engineering Graduates in Design/Drawing cadre Ignoring promotion in the pre revised scale from 5500-9000 to 6500-10500 as the same had been merged & up-graded.

55.3) Grant of financial upgradation under MACPS for the employees promoted between 01.01.2006 and 29.08.2008 with the benefit of pay fixation in pre-revised pay scale

55.4) MACP to all directly recruited CMA with entry qualification of BE/M.Sc should be counted from Pay Level-7 from the date of their appointment.

56) Provision of all benefits on financial up-grading under MACPS - including incentive, entitlements for travel & treatment in hospital etc. – as MACPS was introduced to compensate for lack of Promotion.

### GENERAL ALLOWANCES

57) Dearness Allowance: Weightage given to various items in the All India Consumer Price Index, may please be modified as per present day requirements.

58) Fraction of previous half year (ignored earlier) be added for calculating next slab of DA.

59) Transport Allowance: 10% of Pay + DA as Transport Allowance uniformly for all cities in India since the cost of fuel is almost equal in all cities and other areas.

60) Children Education Allowance:

60.1) Actual expenses incurred towards Children Education be reimbursed or the existing Children Education Allowance (CEA) of Rs.18000 be indexed by MF (2.57) and raised to Rs.46,260.

60.2) The scheme be extended to college education also.

61) All India Leave Travel Allowance (AILTC) for Railway Employees:

61.1) Eligibility to travel by flight for employees in Pay Level 6 & 7.

61.2) Aged parents should be allowed as part of family irrespective of their dependency or residing with employees for the purpose of AILTC.

62) CCA – City Compensatory Allowance should be restored to meet the peculiar needs especially of the big cities and Metros, towards payment of Professional Taxes to the Local Governments/Local Authorities, Miscellaneous expenses, higher expenses of children for attending to distant schools and colleges, etc.

63) Exemption of all Allowances from income tax.

### ALLOWANCES SPECIFIC TO CATEGORY

64) Breakdown Allowance be paid as percentage of basic pay plus DA.

65) Night Duty Allowance (NDA)

65.1) Payment of Night Duty Allowance (NDA) pursuant to the recommendations of 7<sup>th</sup> Central Pay Commission without any ceiling for entitlement of NDA.

65.2) Payment of NDA for those in PL-9 under MACPS.

65.3) Night Shift Allowance: Formulation of weightage of 20 minutes for every hour of duty performed between 18.00 Hrs and 06.00 Hrs – (instead of 10 minutes for every hour of duty performed between 22.00 Hrs and 06.00 hours at present) - in view of hazards of work during Night Shift after Sunset.

66) Hardship allowance to Technical staff & Technical Supervisors in Sheds, and Open-line Depots as per risk factors of Risk & Hardship Matrix recommended by 7<sup>th</sup> CPC.

67) 30% Special Heavy Duty Allowance to Track Temping Staff & Track Temping Technical Supervisors. (As recommended by Sub-Committee of Railway Board in 1996)



- 68) Training Allowance be restored to 30 % of basic pay
- 69) Compensatory Rest or Honorarium or Overtime Allowance to Senior Section Engineers (SSE) for additional working hours in Workshops, PUs, Sheds & Open line Depots for exigency of work.
- OR One month's additional salary in a year to Open-Line Staff - for working on Sundays & Holidays, as granted to Railway Protection Force (RPF) personnel.
- 70) Grant of Honorarium to all Technical Supervisors for non-technical duties, including the following:
- 70.1) Holding of D&AR Inquiries; (Railway Board order need to be implemented uniformly in all Railways)
- 70.2) Holding of Trade Tests;
- 70.3) Custody of Stores,
- 70.4) Filling up of Confidential Reports of Staff, etc.
- 71) Communication Allowance: Technical Supervisors granted Rs.1000 as communication allowance.
- 72) Restoration of six advance increments for acquiring additional professional qualifications (like AMIE / BE / MBA etc.) - instead of lump-sum payment introduced in lieu thereof, in view of recurring advantage to the Railways on account of additional qualifications.
- 73) Grant of HRA, Transport Allowance, TA/DA, CEA, etc to Trainee JEs/SSEs, Trainee CMA/CMS, Trainee DMS/CDMS& Trainee JE/Sr.Er(IT).

**WORKING CONDITIONS & HOURS OF WORK, OTA etc.**

- 74) Improvement of working conditions & work environments and provision of basic amenities in the Open Line C&W - Electrical & Mechanical/C&W Depots, Sick Lines, Diesel Sheds, Electric Loco Sheds & EMU Car Sheds, S & T, Permanent Way Depots, IOW / Engineering Depots, Bridges, OHE, Printing Presses, C&M Labs, Store Depots, Workshops and PUs and I.T. Centers etc.
- 75) Reduction of Working Hours of all Technical Supervisors and Staff to 42 hours a week - as recommended by I.L.O. and National Commission of Labour.
- 76) Counting of Lunch Break as part of Working Hours of all Technical Supervisors and Staff – as provided for in the Factories Act as maximum of 48 Hours a week.
- 77) Amendment of HOER/ (Hours of Work and Period of Rest) Rules, 2005–
- 77.1) Classification of all JEs& SSEs as 'Continuous'/ 'Intermittent' (and not as 'Excluded') in view of nature of their duties and responsibilities.
- 77.2) Statutory provision for periodic rest for the Technical Supervisors (JEs & SSEs) on Railways.
- 77.3) Payment of Over Time Allowance at double the rate of wages for extra hour(s) put in after working for 48 hours in a week or more than 8 hours in a day.
- 77.4) Over Time Allowance to Railway employees covered under HOER & for employees working in Loco shed and C&W sheds should include HRA similar to those covered under Factories act (in terms of RBE No. 175/2017 dated 28.11.2017)
- 78) Amendment of Factories Act - to compensate for actual number of extra hours put in.
- 79) Classification of posts as Safety Categories in Electrical, Mechanical and Civil department of Production Units.

- 80) Provision of proper Manpower - as per Benchmark / yardstick for repair and maintenance of Rolling Stock and Locomotives, P-Way, Works, S & T, Bridges and other Technical Services.
- 81) Filling up of all posts of Technical Supervisors & Staff to ensure Safety & efficiency.
- 82) De-linking of 'Integrated Rake Link System' to avoid public complaints and to ensure safety.
- 83) Provision of separate Washing Lines for 'Exterior Washing' and, 'Cleaning of Coaches'.
- 84) "Dry Pit Lines" for 'Under-Gear Repair and Examination' for proper inspection and repairs.
- 85) Extension of Factories Act to Sheds and Open Line Depots and Power Houses.
- 86) Provision of Benchmark for infrastructure for C&W, Engineering, S&T& Electrical Depots; Periodical Technical Audit by independent agencies and availability of infrastructure.

### **PENSION & RETIREMENT BENEFITS**

- 87) Bearing of Railway Pension Fund by Ministry of Finance as done for other Government departments.
- 88) Restoration of commuted portion pension on completion of 12 years.
- 89) Grant of notional annual increment (as due on 1st July/1st January) for the pensionary benefits to those employees who have retired/retiring on 30th of June/31st December before drawing the same.
- 90) Additional Pension: 10%, 20%, 30%, 40%, 50% & 100% additional Pension/Family Pension after 65, 70, 75, 80, 85 & 90 years of age respectively (instead of starting it from 80 years onwards).
- 91) FMA: Fixed Medical Allowance of Rs.3000 pm to all retired employees & Pensioners - as per the recommendation of 110<sup>th</sup> report of department related parliamentary standing committee on personnel public grievances, law and justice.
- 92) Removal of limit of 2.5 km for payment of Fixed Medical Allowance (FMA).
- 93) Removal of discrimination among employees having date of birth on first of a month and retiring one day before (last day of previous month) attaining the superannuation age of 60 years.

### **PRIVILEGE PASS & PRIVILEGE TICKET ORDERS**

- 94) Removal of ceiling of 4 Dependents on Privilege Passes specially if the Railway Employee has Parents/Widow Sisters dependent on him/her included in the Pass besides spouse & 2 children.
- 95) Equality in number of passes for all Group 'A', 'B' & 'C' employees in respect of both Privilege & Complimentary Passes.
- 96) Removal of age limit of 25 years for entitlement of Pass for dependent son in case the son continues to be dependent / unemployed beyond that age.
- 97) '*Tatkal*' facility for 'Privilege / Complimentary Passes' – on payment of '*Tatkal*' charges.
- 98) Removal of quota restrictions for Pass / PTO in Duronto, Rajdhani, Shatabdi, Tejas, Vandh Bharat and Jan Shatabdi Expresses.
- 99) Increase in ceiling of seats for individual Pass / PTO in Vande Bharat, Tejas, Duronto, Rajdhani, Shatabdi, Jan-Shatabdi Expresses to 4 seats. Eligibility of Self, Wife and 2 children on Privilege Pass to travel in Vande Bharat / Rajdhani / Shatabdi / Jan-Shatabdi / Duronto / Tejas Express. Medical and Pass facility to the dependents of Trainees / Apprentices.
- 100) Eligibility to travel in premium special trains for employees traveling with pass/PTO.
- 101) Provision to get one additional set of privilege pass by surrendering 3 sets of PTOs optionally.

- 102) Eligibility to travel in trains running in shorter routes than the route for which pass was issued as available in manual pass system.
- 103) Facility for automatically crediting pass/PTO in case of cancellation of trains.

**WELFARE, GENERAL AMENITIES & MISCELLANEOUS**

- 104) Ceiling of Rs. 5 Lakhs on subscription to Provident Fund in a Financial Year should be removed.
- 105) Coverage of Railway employees under medical insurance scheme for obtaining treatment in private hospitals across India for in-patient and out-patient treatments.
- 106) Monthly deduction for CGEGIS (Central Govt. Employees Group Insurance Scheme) should not be more than the premium of New Amulya Jeevan-II policy of LIC - for insurance of Rs.25,00,000 annual contribution is only around Rs.3,600 per year.
- 107) Arrangement for 'Cashless' Medical treatment in Government Hospitals including PGI and AIIMS etc - in case of 'Emergency' – as available in Recognized Private Hospitals.
- 108) Eligibility for Private In-patient Rooms for Technical Supervisors (Pay Level 6 & above) & their Dependents (instead of in General wards).
- 109) 'Accident Free Service' Award to Technical Supervisors & Technical Staff working in Open Line C&W Depots, Electrical General Services, Diesel Sheds, Electrical Loco Sheds & Car Sheds, Power Houses & S & T, P-Way, Works, Bridges, OHE, Printing Presses, Workshops and Production Units.
- 110) Provision of Laptops / Computers to all JE, SSE, CMA, CMS, DMS, CDMS & SE(IT) in the interest of work and efficiency through faster communication and inter-action and paperless recordkeeping, for early 100% achievement of e-office.
- 111) Eligibility of Half day C.L. (Casual Leave) for half working days (like Saturday etc.).
- 112) Adequate allocation of Staff Benefit Funds (SBF) for Supervisors Welfare and recreation.
- 113) Separate pool of quarters for all technical supervisors.
- 114) Proper amenities & maintenance of quarters for all Technical Supervisors as for officers.
- 115) Separate Rest Houses/ Clubs / Technical Libraries for Technical Supervisors as for the Railway Officers or allowing use of Officer Rest Houses / Clubs to JEs& SSEs.
- 116) Separate rest house facilities for women supervisor going out station on-duty.
- 117) Provision of adequate facilities and proper maintenance of Supervisors' Rest Houses, Holiday Homes and Supervisors' Institutes / Training Schools & Supervisors / Trainees / Apprentice Hostels etc.
- 118) Recognition of M.B.A. / G.D.M.M. etc., as additional professional Qualifications for Technical Supervisors, for grant of Incentives for acquiring additional professional qualifications (as for A.M.I.E. / B.E. etc.) – to provide greater motivation and improved efficiency.



**K.V.RAMESH**  
**General Secretary, IRTSA**

# INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION

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



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No. IRTSA /Org-11

Date:27.12.2024

## **RESOLUTIONS ON LINE OF ACTION & ORGANISATION MATTERS ADOPTED BY CGB MEETING & 59<sup>TH</sup> ANNUAL CONFERENCE OF IRTSA HELD ON 27<sup>TH</sup> DECEMBER AT COMMUNITY HALL, RAIL COACH FACTORY, KAPURTHALA.**

### **1) RESOLUTION ON LINE OF ACTION**

- a. CGB IRTSA, resolved to authorise the Chairman, President and the General Secretary IRTSA to continue to pursue all the demands and to decide on the Line of Action as required especially in view of the developments in respect of the main demands and other demands of IRTSA.
- b. CGB IRTSA resolved for following line of action:
  - i. Upgradation from level-7 to level-8 and critical chasing at Railway Board on shortcomings of Railway Board order RBE No 155/2022 dated 17.11.2022.
  - ii. Cadre restructuring of Technical Supervisors / Rail Engineers.
  - iii. Grant of Group – B status to SSE, CMS, CDMS & SE/IT.
  - iv. Submission of resolutions of demands and memorandum on main demands.

### **2) ACTION PROGRAMME**

- a. Demands day by all Zones and Sub units on January last week or February 1<sup>st</sup> week.
- b. Mass Dharana at New Delhi on August 2025.

### **3) FILING OF COURT CASE**

CGB resolved to file a court case at CAT Chennai against Railway Boards order RBE No.216/2019 and classifications issued thereon on eligibility conditions for Group-B PQ (70% quota) selection, which aggravates stagnation of Technical Supervisors further. Chairman, Central President & General Secretary were authorized to file OA demanding to hold PQ 70% Group-B selection as per seniority order of SSEs in 1:3 ratio or in any suitable manner ensuring zone of consideration only among SSEs in the order of their integrated seniority.

### **4) MEMBERSHIP DRIVE:**

CGB advised all Units & Sub-Units of IRTSA to undertake intensive drive for Membership of IRTSA @ Rs.400 PA & Struggle Fund Rs.500 PA and complete the same within 2 months and send the Central Quota (@ 50% thereof to Central Treasurer and Unit Quota @50% thereof to the Unit Treasurer) early, as per Constitution.

Central quota and Struggle fund may be sent Er. Surjit Singh, Central Treasurer C-301, Silver Palm Apartments, Jalandhar Kunj, Jalandhar-144002 (9714301044). Account name IRTSA at SBI, Kapurthala branch A/C No. 10083429358, IFSC Code: SBIN0050540. Or

Account Name IRTSA, UPI ID (irtsa@sbi) IRTSA-Current A/c No.43054348149, IFSC Code: SBIN0013065, SBI ICF Branch, Chennai. Er.Y.R.S.Benarjee, Assistant Central Treasurer, Mobile No. 9003149567, 2A, Seeyalam 2nd street Extn, Villivakkam, Chennai- 49.

### **5) STRUGGLE-CUM-LEGAL FUND:**

CGB resolved to collect struggle fund of minimum Rs.500 and legal fund of Rs.500 from every member.

6) Continuing of existing CEC office bearers till the next Central General Body meeting to be held at Chennai.

7) 60<sup>TH</sup> CONFERENCE & CGB MEETING OF IRTSA:

CGB decided to hold 60<sup>h</sup> Annual Conference & Central General Body Meeting of IRTSA at ICF in the month of November 2024.



K.V.RAMESH  
General Secretary, IRTSA

**UNITS & SUBUNITS ARE REQUESTED LAUNCH THE MEMBERSHIP DRIVE & SEND CENTRAL QUOTA @ 50% OF TOTAL COLLECTION & STRUGGLE FUND TO THE CENTRAL TREASURER IRTSA**

All Zones / sub-units are requested to deposit membership subscription, Struggle fund, donations, etc. in IRTSA central account Name: IRTSA, Account No: 10083429358, IFSC: SBIN0050540, State Bank of India, RCF, Hussainpur, Kapurthala. (Branch Code-50540)

Or

**TO ASST CENTRAL TREASURER IRTSA**

UPI ID (irtsa@sbi) IRTSA-Current A/c No.43054348149, IFSC Code: SBIN0013065, SBI ICF Branch, Chennai.

Er. Y.R.S.Benarjee, Assistant Central Treasurer, Mobile No. 9003149567, 2A, Seeyalam 2<sup>nd</sup> street Extn, Villivakkam, Chennai- 49.



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