

# Voice of Rail Engineers

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**INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION**

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## IR TSA CONDUCTS CALL ATTENTION "CANDLELIGHT" AGITATION AT ARAKKONAM JUNCTION S. RAILWAY AGITATING MEMBERS SEEK THE ATTENTION OF CRB & EMPOWERED COMMITTEE.

5<sup>th</sup> April 2016: IRTSA conducted a call attention "Candlelight" agitation in front of Arakkonam Junction on Southern Railway, highlighting its main demands to the "Empowered Committee" on Seventh CPC.

JE's & SSEs working in Electric Loco Shed and Engineering Workshop Arakkonam participated in the agitation with high spirit. M. Shanmugam Central President and K.V.Ramesh Sr.JGS IRTSA addressed the agitation explaining the justification on the main demands of IRTSA. In their address they condemned Railway Board for not properly projecting the role of Technical Supervisors to 7<sup>th</sup> CPC properly. Members raised slogans on main demands of IRTSA.



Agitating members marched in a "candlelight" procession led by V.P. Abdul Salam Zonal Secretary S.Rly and handed over resolution to Station Manager formally.

Er. M.S.V.R.Pandian Advisor, S.Karunakaran Org Secy, G.Kandan, and Sankaragurunathan CEC members participated in the agitation on behalf of CEC IRTSA.

## AGITATION IN FRONT OF LOCO WORKS PERAMBUR SOUTHERN RLY.

Railway Board was urged to get the recommendations of 7<sup>th</sup> CPC modified through empowered committee as per demands of IRTSA

Members of IRTSA Loco works Perambur hold mass agitation in front of CWM's office on 18<sup>th</sup> April to urge upon Railway Board to modify 7<sup>th</sup> CPC report particularly regarding Pay Level and Classification of posts for Technical Supervisors.

K.V.Ramesh Sr.JGS IRTSA said that Railway Board had approached 7<sup>th</sup> CPC with closed mindset on the issues pertaining to Technical Supervisors. He said that decision taken in DAC on upgrading Pay level of JS & SSE, decision taken by Railway Board to Upgrade the posts from Group 'C' to Group 'B' were not communicated to 7<sup>th</sup> CPC by Board. Er. V. P. Abdul Salam Zonal Secy IRTSA asked Railway Board to rectify the errors at least at this stage through empowered committee. Er. Gomati Sankar Secretary Loco Works moved the resolution of demands. On behalf of Loco Works Er. Singaravelan spoke in the agitation. Resolution of demands was handed over to CWM Loco Works.



Er. Tamilmaran, Er.Nirmal Chandran Divisional Secretary Chennai, P. Baskaran, E. Ramesh, G. Aranganathan and others participated on behalf of CEC.

**Voice of Rail Engineers – (Previously Published as "THE RAIL SUPERVISOR")**

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**"SUCCESS COMES TO THOSE WHO BELIEVE"**



**Editorial****INJUSTICE CONTINUES ON  
CLASSIFICATION OF POSTS****OLD UNJUST ARGUMENTS OF RLY. BOARD  
EARLIER REJECTED BY CAT PRINCIPAL  
BENCH DELHI, UPHELD BY CAT  
CHANDIGARH - IRTSA TO APPEAL****Railway backs out from its own recorded views  
in new scenario regarding Financial advantage  
to Railways by increasing the strength of  
Group 'B' Posts on Railways**

IRTSA is bound to appeal against it unless the matter is soon resolved otherwise.

Pay Commissions recommendations for classification of posts were common for all categories of posts available in various departments of Central Government. Many of the state Governments are also following the classification pattern followed by Central Government.

3<sup>rd</sup> & 4<sup>th</sup> CPCs classified the scales of Technical Supervisors as Group 'B' Gazetted. Even though 5<sup>th</sup> CPC recommended different classification of posts, Government stuck to existing pattern of classifying the posts as Group 'A', 'B', 'C' and Group 'D'.

All the Government departments followed DoPT's orders on classification of posts issued after the acceptance of 6<sup>th</sup> CPC recommendations except Ministry of Railways even though the Pay Commission or the Government had not exempted Railways from following the classification recommended by the CPC and approved by the Government.

In 1992 Principal Bench of CAT Delhi in OA filed by IRTSA, had held the classification in Group C as anomalous and directed Railways to Classify the posts of Technical Supervisors in the pay scales of Rs. 2000-3200 & Rs.2375 – 3500 as Group 'B'. Recent judgement of CAT Chandigarh, has accepted the arguments of the Railway Board which were earlier rejected by CAT Delhi.

Argument placed by Railway Ministry were that the Railways need not to follow DoPT's orders on classification since functionalities in Railways were different from other Ministries, Pay scale alone could not be the criteria to classify the post, Change in classification would result in administrative confusion, in Railways entire Group 'B' posts are available for promotion whereas in other departments direct induction also takes place, problems with respect to stenographic assistance, housing, travel concession & other facilities, there would be escalation of cost actual / notional and Group 'B' posts carried higher duties and responsibilities.

Afterwards, in 5<sup>th</sup> CPC report which was submitted in the year 1998, DoPT made a submission that similarly placed posts would be classified similarly. All the posts similar to SSE, CDMS, CMS & Sr.Er/IT in every departments of Central Government have been classified as Group 'B'. 6<sup>th</sup> CPC classified Grade Pay Rs.4200, Rs.4600, Rs.4800 & Rs.5400 in PB-2 as Group 'B' Gazetted. Grade Pays below Rs.4200 were classified as Group 'C' and 6<sup>th</sup> CPC recommended for abolition of Group 'D' to ensure to deliver good governance. After 5<sup>th</sup> & 6<sup>th</sup> CPCs Railways didn't follow DoPT's order on classification of posts.

5<sup>th</sup> CPC onwards Railway Board was discussing about classifying senior supervisors in Group 'B' initially for 100% classification in Group 'B', and then for partial upgradation.

A committee appointed by Railway Board had given its detailed report and projected additional expenditure of Rs.51 crores for placing senior supervisors into Group 'B'

The agenda is being discussed in Board for nearly two decades. In various meetings different Board members recorded their views in favour of classifying these posts into Group 'B'. Important points raised by IRTSA were reflected in Railway Board minutes including - i) upgradation had been done of posts from Group 'B' to Group 'A', from Group 'D' to Group 'C' & upgradation within Group 'C' had been done in Railways over the years, but no upgradation had been done from Group 'C' to Group 'B'. ii) Member Staff recorded that the issue of upgradation of highest grade of Group 'C' to Group 'B' is a long standing agenda item and the demand was justified. iii) The expenditure on supervision of outsourcing through PMC (project Management Consultancy) will be to the tune of almost Rs.287 crores. With these Junior Management officers in place, the expenditure will substantially reduce and will more than absorb the expected impact of Rs.51 crores indicated above. There was even a dispute about the financial impact worked out above as remarked by FC on the account of impact taken on privilege passes, etc which seemed to be exaggerated. iv) It was therefore, once again proposed that keeping in view the large scale upgradation of Group 'A' posts and cadre restructuring of Group 'C' and Group 'D' posts, it was necessary that some fillip to upgradation of Junior management cadre i.e. upgradation of Group 'C' posts to Group 'B' posts be also done to absorb the ensuing changes in Railway working. v) Financial Commissioner Railways had given his formal concurrence to upgrade some of Group 'C' posts to Group 'B'.

Railway Board also gave so many assurances and deadlines for partial upgradation of Group 'C' posts to Group 'B'.

Either to 7<sup>th</sup> CPC or in CAT Chandigarh, Railway Board didn't disclose the discussions and decisions taken in Railway Board. Both in front of 7<sup>th</sup> CPC and CAT Chandigarh Railway Board argued variedly against the submission made by IRTSA, which was insistently against its own decision.

By ignoring the demand of classification of SSE in Group 'B', Railway Board was working against the interest of effective functions of Railways, especially when Railways is going for huge investments in its infrastructure improvement and introduction of new technologies to run high speed trains etc.

Hanging on to the decision taken in the year 1996 holds no merit, so many sea changes have taken place since then and no wise administration will keep the staff structure same for more than four decades.

Hon'ble Railway Minister need to intervene directly to resolve the issue through combined Cadre Restructuring of Group A, B & C on Railways, in the interest of Railways and its accelerated growth & avoid further litigation.

**ENGINEERS! VISIT IRTSA WEBSITE REGULARLY**

<http://www.irtsa.net>

**A MULTIFARIOUS & FREE WEBSITE  
FOR RAIL ENGINEERS**

- Memorandums submitted by IRTSA
- Copies of Rules, Orders, Codes & Manuals issued by Railway Board, DOP & others on Related issues
- Judgements of various Courts on related issues
- Links to important Websites of Govt. & others

Glimpses of agitation at Aarakkonam Rly. Station



NEW OFFICE BEARERS OF CLW UNIT CHITTARANJAN

The Executive Committee Election was conducted by Election Committee comprising of Senior Members of IRTSA / CLW Unit

EXECUTIVE COMMITTEE FORMED ON 26.02.2016

ADVISOR	Er. K.K. Bandyopadhyay,
PRESIDENT	Er. B. N. Das, SSE/SFS-03
VICE PRESIDENT (MECH)	Er. B. K. Bhaduri, SSE/TM-20
VICE PRESIDENT (ELECT)	Er. A. Das, SSE/EL-19
VICE PRESIDENT (S.F.)	Er. M. Rahman, SSE/PLO/SF
VICE PRESIDENT (CIVIL)	Er. C. R. Majumdar, SSE(W)/CE Office
VICE PRESIDENT (DRG.)	Er. P. K. Roy, SSE(Drg.)/ELDO
UNIT SECRETARY	Er. A. Chowdhury, SSE/MTS-56
JT SECRETARY (MECH)	Er. T. K. Das, SSE/ELS-17
JT SECRETARY (ELECT & TTC)	Er. D. Dutta, SSE/EL-19
JT SECRETARY (S.F.)	Er. S. Barik, SSE/FET-35/SF
JT SECRETARY (CIVIL)	Er. T. Roy Chowdhury, JE(W)/WD
JT SECRETARY (DRG.)	Er. S. Das, SSE(Drg)/ELDO
ORG SECY (MECH)	Er. D. K. Gorai, SSE/WS-09
ORG SECY (ELECT)	Er. R. K. Mondal, SSE/19
ORG SECY (S.F.)	Er. A. Hazra, SSE/Insp/SF
ORG SECY (CIVIL)	Er. M. Hazra, JE(W)/WD
ORG SECY (DRG)	Er. S. Mondal, SSE(Drg)/TMDO
ORG SECY (VRE)	Er. K. K. Roy, SSE/LMS-07
TREASURER	Er. J. Koner, SSE/TM-20
INTERNAL AUDITOR	Er. S. Sen, SSE/ELA-16

Glimpses of agitation at Loco Works Perambur



**Units! Send Central Quota & Struggle Fund through Bank Draft in favour of "IRTSA" to: Central Treasurer IRTSA, Er O. N. Purohit, 106, Suraj Nagar, Jodhpur-342008 (Ph: 09828024476)**

**Members submit your annual membership for IRTSA Rs.300 including annual subscription for "Voice of Rail Engineers"**

**BRIEF HISTORY & COMMENTS ON THE  
JUDGEMENT OF CAT CHANDIGARH  
IN OA NO 060/00211/2014  
IRTSA VS UNION OF INDIA**

**Reg: Classification of Posts in Group B  
on the Indian Railways**

**IRTSA INVITES SUGGESTIONS FROM  
THE MEMBERS, ON THE SPECIFIC  
ISSUES INVOLVED**

(By K.V.RAMESH Sr.JGS/IRTSA)

**1. BRIEF HISTORY OF THE CASE:**

IRTSA had filed a case in CAT Chandigarh in March, 2014 that the Posts of SSE, CMS, CDMS and Sr. Er(IT) on the Indian Railways - in the grade pay of Rs.4600 – to be classified as Group-B (Gazetted) as per “The Gazette of India (Extraordinary) S.O.946(E) issued by Ministry of Personnel. The CAT Chandigarh has Dismissed the OA vide its judgement dated 12<sup>th</sup> March, 2016. This has caused wide spread resentment amongst the Technical Supervisors on the Railways.

The judgement has many infirmities – both legal & factual. IRTSA proposes to file an appeal in the High Court early. All related aspects were affectively placed by IRTSA in the pleadings before the Tribunal. But the Tribunal has apparently ignored the same about which we shall write in our detailed comments and the Appeal or the Writ Petition before the High Court.

Following are Brief History & my Preliminary Comments on the Judgement of the CAT for ready reference of the Members, who are requested to give their comments & suggestions so that the same be kept in view while preparing the Detailed Brief for the Advocate(s) and the Appeal for the High Court.

**2. ARGUMENTS BY IRTSA BEFORE THE CAT & ITS PLEADINGS IN THE OA & REPLICATION / REJOINDER**

i) Based on the accepted recommendations of 3<sup>rd</sup> and 4<sup>th</sup> CPC, the DoPT issued the orders for Classification in Group ‘B’ the Posts which were the scales recommended for the category of the Applicants in the case - which IRTSA is representing.

ii) CAT Principal Bench New Delhi agreed with petitioners filed by IRTSA, held the classification as anomalous and directed Railway Board to consider grant of Group ‘B’ (OA 836 of 1989 decided on 21-2-1992).

iii) Railways through its letter dated 27.04.1992 to GS IRTSA, turned down CAT direction listing the reasons for not granting Group ‘B’.

iv) In para 44.4 of Fifth Pay Commission recommendation, DoP&T declared that in classification posts, though there are certain exceptions to the rule, like the case of Assistants of Central Secretariat, the effort was to be made to ensure that posts carrying similar functions were given similar classification.

v) DoPT's order after 5<sup>th</sup> CPC classified the scales belonging to Technical Supervisors in Group ‘B’

vi) After 6<sup>th</sup> CPC, DoPT classified Grade Pay of the Applicant Categories in Group B – including Rs.5400, Rs.4800, Rs.4600 & Rs.4200 in Group ‘B’.

vii) All ministries & some state Governments classified the posts in line with DoPT order.

viii) Railway Accident Inquiry Committees (RAICs) had recommended for upgrading of Senior Supervisors to Group-B Gazetted so as to have the status and powers to ensure Safety and discipline on the Railways.

ix) The ratio of Group A & B Gazetted officers viz-a-viz Group C are the lowest on the Railways as compared to all other Departments under the Central Government. In Central Govt. Departments the overall ratio of Gazetted to Non-Gazetted employees is 1:20. In Railways, - the ratio is 1:114

x) According to Census of Central Government employees published by Ministry of Labour, between the year 2001 and 2008 number of Group-B employees (in all Departments except the Railways) have increased to the tune of 35.65% from 1,59,517 to 2,47,822 despite of reduction of total number of employees to the tune of 24.5% from 38,76,395 to 31,11,610.

xi) Over the years Railways have introduced a lot of new technologies, upgraded its working system, and improved its productivity & safety through various methods, which warrants clear administrative reforms with higher number of managerial posts.

xii) Various members of Railway Board (including MS, MM, FC, etc) have repeatedly proposed and recorded their opinion in favour of reclassification of posts of senior supervisors into Group ‘B’. (as per noting(s) thereof - copies of which procured by IRTSA under RTI and placed before the Tribunal as annexure to the petition/rejoinder). Some of the Noting are reproduced below:

- a) *“The issue of classification was re-examined by the Board in its meeting held on 26th and 29th July, 1999 and then again on 30.09.1999 wherein it was decided that a committee consisting of AM(Staff), OSD (A/Cs) and OSD(Management Service) would examine the implication including financial of reclassification of posts in the highest Group ‘C’ scale of Rs.7450-11500 to Group ‘B’ gazetted”.*
- b) *“... Officers on Indian Railways constitutes only 0.5% of its total workforce whereas the average in respect of Group ‘B’ officers for All India Central Government Employees comes to 5.6% i.e.10.6 times higher as compared to Railway Group ‘B’ officers.*
- c) *..... Member Staff recorded that the issue of upgradation of highest grade of Group ‘C’ to Group ‘B’ is a long standing agenda item and the demand is justified.*
- d) *“Reclassification from Group ‘C’ to Group ‘B’ has been very marginal and is needed for enlarging the Management Cadre”.*
- e) *“The issue is also under deliberation since 1999 and hence does not attract ban of Ministry of Finance for dealing with such proposal during pendency of VI CPC”....*
- f) *EDPC recorded that “A meeting was convened on 19.07.2007 in MS’s chamber, which was attended by Adviser (Staff), Adviser (finance) and the under signed along with JDPC to discuss the modalities for processing / implementation of the upgradation scheme for Group ‘C’ employees, to Group ‘B’. All were briefed about the background of the case and the salient issues involved.*

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**BRIEF ON GROUP 'B' OA – Continued from page - 4**

All concerned noted the intent of the top management to implement the scheme and assurance given to the Federations for a favourable decision”...

- g) ... “Board’s approval to the proposal had been obtained prior to 6th CPC and the unfortunate delay in the processing of the proposal somewhat changed scenario...”
- h) ..... EDPC recorded that...“the expenditure on supervision outsourcing through PMC (project Management Consultancy) will be to the tune of almost Rs.287 crores on a straight line method. With these Junior Management officers in place, the expenditure will substantially reduce and will more than absorb the expected impact of Rs.51 crores indicated above. There is even a dispute about the financial impact worked out above as remarked by FC on the account of impact taken on passes which seems exaggerated”...
- i) ..... Advisor (Staff) recorded that “It is therefore, once again proposed that keeping in view the large scale upgradation of Group ‘A’ posts and cadre restructuring of Group ‘C’ and Group ‘D’ posts, it is necessary that some fillip to upgradation of Junior management cadre i.e. upgradation of Group ‘C’ posts to Group ‘B’ posts be also done to absorb the ensuing changes in Railway working.....
- xiii) Financial Commissioner Railways had given his formal concurrence to upgrade some of Group ‘C’ posts to Group ‘B’
- xiv) Railway Ministry answered YES to RTI query of “Is there a proposal under consideration of the Railway Board for upgradation of some percentage of posts from Group ‘C’ to Group ‘B’ on Railways”.
- xv) DoPT and Railways classified the posts on the basis of pay only, not on the basis of functional responsibilities of the posts as claimed by Railways.

**3. ARGUMENT OF RAILWAY BOARD ACCEPTED BY CAT IN ITS JUDGMENT DATED 12-3-2016**

- i) No fresh grievance since from 1st CPC members of IRTSA were in Group ‘C’
- ii) Railways is multi-disciplinary operational system governed by separate rules. Railways have separate pay rules & DAR. Railways present separate budget in parliament. Railways not governed by CCS & CCS classification, control & appeal rules.
- iii) DoPT order on classification not applies to Railways. Railway sent letter dated 14.07.2009 intimating DoPT that Railways were in the process of reclassification of posts and done the classification on its own.
- iv) Govt of India (Allocation of Business) Rules 1961 excludes Railways from DoPT rules on classification of posts.
- v) Railway servants were specifically excluded from CCS rules 2008 as per explanatory memorandum.
- vi) In Railways some posts carrying even higher GP in Rs.4800, Rs.5400 & Rs.6600 are classified in Group ‘C’
- vii) In other ministries Group ‘B’ Gazetted & non-gazetted are available. In Railways only Group ‘B’ Gazetted is available, hence stringent norms/procedures are being followed.
- viii) If granted Group ‘B’ it will lead to drastic upheavals in hierarchical structure. Disciplinary powers cannot be

entrusted to staff in Grade pay Rs.4200 and Rs.4600. Staff in various departments of Railways in GP Rs.4200 and Rs.4600 running into lakhs.

- ix) Due to unique nature Railways stands in different footing than other Ministries of Central or State Govt.
- x) Applicants reference that Railway Boards internal notings justified re-classification of the posts is misconceived and untenable, since the notings were made by junior level section officers.
- xi) There was no clarity in the proposed cost savings.
- xii) Order dated 27.04.1992 contains detail reasons for rejecting the claim of applicants.
- xiii) The issue have attained finality in Madras bench and Principle bench (1996) and cannot be reopened.
- xiv) Applicants are guilty of hiding speaking order (27.04.1992) issued by Railways. Applicants have tried to misled the Tribunal by omitting the explanation at the foot of DoPT order dated 09.04.2009.
- xv) Hon’ble Supreme Court in it Judgement dated 21.01.1998 against the petitioner Indian Railway SAS Staff Association stated that “We therefore cannot subscribe to the view that the scale of pay alone can be the criteria for classification of posts”
- xvi) Applicants had also an opportunity to present their grievance before 7th CPC.

**4. ORDERS BY CAT**

**For the reasons aforesaid no justification found and dismissed. No cost.**

**5. OUR PRELIMINARY COMMENTS ON THE JUDGMENT**

**The judgement has many infirmities – both legal & factual. IRTSA proposes to file an appeal in the High Court early. A detailed comment on the Judgement of the CAT Chandigarh is placed on IRTSA Website & Face Book.**

**However, in order to dispel the misgivings about a couple of disparaging remarks appearing in the judgement, the following facts are mentioned here below for the information of the Members:**

Hon’ble CAT has unjustly remarked that petitioner is guilty of hiding some of the facts about the case particularly the Railways order dated 27.4.1992 and omitting the explanation at the foot of DoPT order dated 09.04.2009 Annexure-1 of OA.

While we are preparing the point-wise comments on the judgment, but it may be mentioned that IRTSA had not hidden anything in the matter - as clear from the following facts:

- a) IRTSA had clearly referred to the Railway Boards letter dated 27.4.1992 to GS IRTSA, in the list of events of OA itself.
- b) IRTSA had produced copies of all related orders of DoPT including order dated 09.04.2009 in their original form. Annexure-1 was a retyped copy of DoPT order dated 09.04.2009 only for ready reference. Even though it did not contain the foot note but in any case a certified copy of the original order of DOPT was also separately placed in Annexure13 of OA.
- c) As such there was no attempt or intention of the Applicants to hide any facts or Docs.

**Continued on page - 6**

**BRIEF ON GROUP 'B' OA – Continued from page – 5**

**INVITING SUGGESTIONS**

Members are requested to give their opinion and suggestions about the case with supporting evidence or materials so that we can take the final decision whether to file an appeal in the High Court or to continue to slog& crib – as many of us prefer to do.

**Remember: United we rise, divided we fall.  
LONG LIVE IRTSA**

**IRTSA SUJIT KUMAR MEMORIAL CRICKET TOURNAMENT**

ICF Zone of IRTSA hosted Sujit Kumar Memorial cricket tournament at RPF Parade ground ICF. Twelve teams from ICF and Southern Railway participated in two month long tournament. Technical Supervisors / Rail Engineers of Mechanical, Civil, Electrical, Stores and IT both workshop & Open line participated enthusiastically.

Final match was played on 14<sup>th</sup> April. Sri.Hundekari Chief Electrical Engineer ICF graced award distribution ceremony as Chief Guest. M.Shanmugam President IRTSA presided over.



**IRTSA Meeting with Member Mechanical**



Team of IRTSA office bearers led by Er.Darshan Lal Working President IRTSA met Shri. Hemant Kumar Member Mechanical Railway Board and highlighted the demands arising out of 7<sup>th</sup> CPC report for the category of Technical Supervisors / Rail Engineers.

They brought to the notice of MM about the important demands of the category including Higher Pay level, Group 'B' Gazetted Status, reduction of percentage of PCO allowance, etc. Er.M.Bhatnagar Zonal Secretary RCF, Er.Baldev Raj and other office bearers were present in the meeting

**MASS AGITATION BY IRTSA IN S&T WORKSHOP PODHANUR**

28<sup>th</sup> April 2016: Technical Supervisors of Signal & Telecommunication workshop, Podhanur, Southern Railway held a mass agitation in front of CWM's office highlighting main issues of the category to Empowered Committee.



Er.Sivasamy President IRTSA Podhanur proposed demands resolution which was passed unanimously by the gathering. Er.Krishnan Secretary IRTSA Podhanur thanked all the members for participating in the agitation.

Resolution of demands passed in the agitation was handed over to CWM, which will be forwarded to GM S.Rly& Railway Board.

**Online system for grievance redressal for serving and retired Railwaymen.**

**The system called NIVARAN to come into operation by 24th June, 2016.**

**The System to have provision for progress tracking and appeal.**

**Railway Minister to personally review and monitor the functioning of this system.**

**The move to benefit around 27 lakhs persons.**

Minister of Railways Shri Suresh PrabhakarPrabhu has directed railway administration to develop an online system for the redressal of grievances of Railway Employees both serving as well as retired. The IT Department of Indian Railways has started working on developing this system which will be called "NIVARAN" and will come into operation by 24.06.2016. Under this system, a railway personnel will be able to submit his grievances online and can also track the progress in resolution or disposal of the grievances. The main focus areas of the grievance redressal will be reimbursement of medical claims, pension claim, compassionate appointment and improvement in staff quarters. The move will benefit around 13.26 lakhs serving railway employees and around 13.79 lakhs retired railway personnel that is the system NIVARAN will serve the needs of around total 27 lakhs persons.

The Railway Minister has also directed the Railway Administration to create a provision or mechanism in this system for "appeal" against a particular decision of an authority. MR has accorded important priority to this new system and has decided to personally review and monitor the functioning of this system. The monitoring and review will also be done at Railway Board Level, at Zonal Level and at Divisional level also. The Railway Minister has always been emphasizing on measures aimed at the welfare of the staff and resolution of their problems. He has always been pointing out the sincerity, dedication and hard work being put in by the railway employees to make Indian Railways as the world class railway system.

**Due to non-availability of Judicial Member at CAT Chennai OA 706/2013 IRTSA Vs Union of India demanding upgradation of Grade Pay of JE & SSE is posted to 13<sup>th</sup> July 2016**



Speaking in the agitation

K.V.RameshSr.JGS/IRTSA listed justifications for placing JE in Pay level-8, SSE in Pay level-10 and upgradation of 33% of SSE as Principal SSE in Pay level-11. He questioned the Railways that while all the departments of Government of India have classified the posts in Grade Pay Rs.4600 as Group 'B' (Gaz), only Railway is adamant in not classifying SSE in Group 'B'.

He said that, in departmental anomaly committee Railways have made a decision to upgrade the Grade Pay of JE from Rs.4200 to Rs.4600 and Grade Pay of SSE from Rs.4600 to Rs.4800. After series of internal meetings held in Railway Board, Financial Commissioner had given his formal concurrence for partial upgradation of posts from Group 'C' to Group 'B'. But unfortunately Railway Board in a predetermined manner took negative stand in front of 7<sup>th</sup> CPC and argued against its own decisions to deny genuine aspirations of Technical Supervisors. He also explained the poor career progression of Technical Supervisors which need to be addressed immediately on war footing particularly of Graduate Engineers.

V.P. Abdul Salam Zonal Secretary S.Rly lambasted Railway Board for betraying the category in 7<sup>th</sup> CPC and also in CAT Chennai & Chandigarh. He said that entire system of Railways and Technical officers are depending on Technical Supervisors in every activity and only Technical Supervisors are held responsible for any mishap or nonconformity. Duties and responsibilities shouldered by Technical Supervisors are not reflected in their Pay & allowance and classification of posts.



### **LONG PENDING DEMAND OF IRTSA ACCEPTED PROMOTION EARNED FROM JE-II TO JE-I AND SE TO SSE BETWEEN 1.1.2006 AND 29.09.2008 IS NOW PROTECTED**

6<sup>th</sup> CPC has granted GP Rs.4200 by merging pre revised pay scales of JE-II in Rs.5000-8000 and JE-I in Rs.5500-9000, also granted GP Rs.4600 by merging pre revised pay scales of SE in Rs.6500-10500 and SSE in Rs.7450-11500. JE-II and SE were the feeder posts for JE-I and SSE respectively and JE-I and SSE were promotional posts for JE-II and SE.

While implementing 6<sup>th</sup> CPC recommendations, Pay fixation in 6<sup>th</sup> CPC scales have been done as on 1.1.2006, promotions earned from JE-II to JE-I and SE to SSE between 1.1.2006 and 29.9.2008 were not protected.

IRTSA & Unions appealed to protect the status & pay of Government employee as on 29.09.2008 ie date of implementation of 6<sup>th</sup> CPC recommendations, since promotions earned and pay fixation given between feeder and promotional posts cannot be nullified or withdrawn.

Agreeing belatedly, Ministry of Finance issued OM on 16<sup>th</sup> October 2015 to extend pay fixation for the promotions taken place in between 1.1.2006 and 29.9.2008 among the posts carried the character of feeder and promotional grades as per rule 13 of CCS (RP) Rules 2008.

Railway Board have issued orders vide RBE No.33/2016, No.PC-VI/2015/IC/1, dated 08.04.2016, to implement the orders of Finance Ministry issued vide Dept of Expenditure OM No.F-2-1/2005-E.III (A) dated 16-10-2015.

(See copy of Board's orders on [www.irtsa.net](http://www.irtsa.net))

### **APPEAL FOR LIBERAL CONTRIBUTION TO IRTSA LEGAL FUND FOR AN AN ULTIMATE STRUGGLE FOR GROUP B STATUS**

Brother Engineers,

IRTSA will soon file a Writ Petition in Punjab & Haryana High Court, Chandigarh, against the CAT Judgment regarding classification of Senior Technical Supervisors on Railways in Group B (Gazetted), as per orders of DOP&T and at par with other Depts.

IRTSA has fought for this demand at all levels for long years - through Representations, agitations, various MPs, Parliamentary Committees, Federations, Pay Commissions, Railway Accident Inquiry Committees (RAIC) and Railway Reforms Committee (RRC) - but Railways had not accepted the demand in spite of favorable recommendations by them.

Time has come to fight it legally. Since CAT has not brought us the relief, we have no alternative except to take our case to the High Court and, if necessary, up to the Supreme Court for getting justice for Rail Engineers. This will require a lot of funds and your cooperation is solicited.

We, therefore, appeal to all Rail Engineers to contribute at least Rs.500 per head, at the earliest, for the IRTSA Legal Fund - as decided by the CEC IRTSA.

All Units & Sub-units of IRTSA are requested to launch an intensive drive for the Legal Fund - so as to send the maximum possible amount to the Central Treasurer IRTSA at the earliest, preferably through DD (Demand Draft) or at par cheque, in favour of IRTSA only, at his following address:

Er. ON Purohit, Central Treasurer IRTSA,  
106 raj Nagar, Jodhpur – 342008.

• M. Shanmugam, President & Harchandan Singh, GS IRTSA

### **IRTSA CONDUCTS HEALTH SEMINAR IN CHENNAI**

HEALTH AWARENESS AND PROMOTIVE CLUB - HAPC (An independent wing of IRTSA) conducted a Health awareness seminar at TTC Auditorium, ICF on 07.04.2016. Sri. ASHOK K AGARWAL, General Manager ICF graced the seminar as Chief Guest, Sri. L.C. TRIVEDI, Chief Mechanical Engineer ICF and Dr. RENUKA SRIDHAR CMS, ICF were the Guest of Honour.

Sri.M.Shanmugam President IRTSA welcomed the gathering and briefed about the activities of HAPC.



**Dr. V.Kannan**



**Sri.L.C.Trivedi CME ICF**

Dr. M. Ravikumar Senior Orthopaedic Surgeon, S. Rly made a power point presentation on KNEE PAIN, HOW TO PREVENT IT? Dr. V. Kannan Senior Orthopaedic Surgeon, ICF OSTEOPOROSIS also made a power point presentation. Er. K.V.Ramesh Sr.JGS IRTSA proposed the vote of thanks – emphasizing need for health care.