

Voice of Rail Engineers

Official Journal of

INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION

Vol. 13 Issue – 5 September-October, 2020 Price: Rs.20 Annual Subscription: Rs.100

IRTSA DEMANDS COMBINED CADRE RESTRUCTURING OF GROUP A, B & C ON RAILWAYS; SEEKS IMPROVED RATIO OF GROUP 'B' OFFICERS VIS-À-VIS GROUP C ENGINEERS - KEEPING IN VIEW THE FUNCTIONAL CONSIDERATION-AS AGREED TO BY RAILWAY BOARD, BUT NOT IMPLEMENTED

Conversely Group-B posts in Technical departments of Railways witnesses negative growth

1) Senior Section Engineers (SSE) in the category of Technical Supervisors were given no improvement in the Cadre Restructuring since 1984 and Junior Engineers (JE) are eligible for only one promotion in their cadre as apparent from the following table - in spite of manifold increase in duties and responsibilities of the Technical Supervisors / Rail Engineers:

2) NO IMPROVEMENT FOR SSE IN THE CADRE STRUCTURE OF TECHNICAL SUPERVISOR

Fourth Pay Commission Scales	6 th CPC Grade Pay	1984 to 1.3.1993	From 1.3.1993 to March 2003	After March 2003	Merger after 6 th CPC w.e.f 1.1.2006	From 01.11.2013	Desg
1400-2300	Rs.4200	33%	30%	29% / 26%	50% / 53%	33%	JE Pay Level-6
1600-2660		30%	25%	24%			
2000-3200	Rs.4600	27%	28%	29%	50% / 47%	67%	SSE Pay Level-7
2375-3500		10%	17%	21% / 18%			

3) There has been no upgrading or Cadre Restructuring of the Apex Grade of Group 'C' ever on the Railways – (either in 1979, 1984, 1993, 2003 or 2013). Consequently there is extreme stagnancy & resultant frustration amongst the incumbents of the Apex Grade 'C' – especially amongst the Technical Supervisors / Rail Engineers on the Railways.

4) The post of SSE in the pay scale Rs.2375-3200 in 4th CPC, Rs.7450-11500 in 5th CPC, G.P Rs.4600 in 6th CPC and Pay Level-7 in 7th CPC had not received any upgradation in the past five cadre restructuring exercises.

5) There has been substantial increase in the duties and responsibilities of the Technical Supervisors / Rail Engineers (JEs & SSEs) over the years due to modernisation and advancement of technology on the Railways – but this has not been recognised or remunerated in any manner whatsoever – especially in the case of Senior Section Engineers.

6) Most of the employees get 3 or 4 promotions or even more in their service in Railways, except JEs & SSEs. It is pertinent that JEs with Diploma in Engineering and one year training and SSEs with Graduate in Engineering and one year of on the job training - are getting stagnated in the Apex Group C scale without any further avenue of promotion except in rare 2% cases. JEs enter in Pay Level-6 will get only one promotion to Pay Level-7. SSE with Graduate in Engineering qualification enter in Pay Level-7 and will remain stagnant in the entry grade itself. The JEs & SSEs rot at Pay Level-7 throughout their career since they have very meager number of posts in Group-B.

7) Less than 2% of Technical Supervisors – (entering with Diploma or Degree in Engineering) - reach Group B level and only a small fraction thereof reach Group A level – due to very meager number of Posts in Group A & B vis-à-vis Group 'C' and non-implementation of DoPTs orders regarding Classification of Posts – issued after the last five Pay Commissions on the Railways. Large majority of Technical Supervisors do not get promotion to the Gazetted cadre except in a very few cases and that too at the fag end of their career. Even after acquiring long years of experience and expertise they remain and mostly retire in the Supervisory cadre itself.

8) Terms of reference of Cadre Restructuring Committees have not allowed the CRC Committees to do the cadre restructure exercise in pan-railways approach taking all management & cadre issue into cognizance. Instead work of CRC committee had been restricted to Group 'C' defeating basic purpose of CRC.

9) In the new scenario of high speed train operation, technological improvements, improved passenger amenities, handling of higher volume of traffic etc. and management requirements thereof, it is requested that Combined "Cadre Restructuring" of posts in Group 'A', 'B' & 'C' may please be considered to upgrade adequate number of Group C posts to Group A & B – to fully meet with the job requirements of the posts of Technical Supervisors on Railways – keeping in view the following facts:

Continued on page-3

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

Editor-in-Chief: Er. Harchandan Singh, GS / IRTSA

Central Head Quarter: 32, Phase-6, Mohali, Chandigarh – 160055

Email - gsirtsa@yahoo.com Multifarious Website- www.irtsa.net

Chairman Editorial Board, Er. M. Shanmugam, President / IRTSA

Manager: **K.V.Ramesh**, G3 – Likith Homes, 3, Lakshmanan Nagar West Street, Peravallur, Chennai – 600082. Mobile: 09003149578. Email: rameshirtsa@yahoo.co.in.

"SUCCESS COMES TO THOSE WHO BELIEVE"



Editorial**RATIONALE & IMPACT OF NEW SERIES OF CONSUMER PRICE INDEX(CPI-IW)WITH 2016 AS BASE YEAR**

The ongoing series of Consumer Price Index for industrial workers on base 2001=100 has been replaced by base 2016=100. Prof.G.K.Chanda Committee in 2006 recommended for base year updation at a gap not exceeding 10 years. The consumption pattern of the working class population has undergone changes over a period of time and therefore, it becomes necessary that the consumption basket is updated from time to time to maintain the representative character of the consumer price index, says the report. Coverage of seven sectors was not changed in the new series.

Under the new series number of centres for data collection is increased from 78 to 88 and States / union territories covered increased from 25 to 28. Sample size has been increased to 44,384 from 41,040. Coverage of markets has also been increased to 317 from 289 across the country. It appears that selection of markets was also done based on popularity of the markets and actual price prevailing in the selected open markets are being collected in the new series. Income and expenditure data from 88 centres were collected from January 2016 to December 2016.

The report says that, one of the main purpose of CPI-IW is for regulating and determination of dearness allowance (DA) being paid to central / state Government staff. But definition of "Working Class Family" doesn't cover majority of Government Employees. As per report "Working Class Family" means, at least one member of the family working as manual worker in any of the seven sectors and derives 50% or more of its income through manual work.

Prof.G.K.Chanda Committee recommended for consultation with stakeholders from very beginning till the end of the survey. But "Standing Tripartite Committee" formed to advise the Government had only two representations from Trade Unions, General Secretaries of BMS & INTUC. The committee was having 18 members. In another Committee "Technical Advisory Committee on Statistics of Prices and Cost of Living", reconstituted to examine specific weighting diagrams for all the centres, selection of base year, compilation of base year process, trial indices and computation of linking factors, representatives of state Governments & Trade Unions were excluded from the committee.

One of the major change in computation is done in averaging of Base Price. Annual average of price data collected during the period of January to December 2016 was done by geometric average instead of arithmetic average followed in old series. It is claimed that geometric average is least influenced by extreme values. But it will reduce the average price.

Price of Public Distribution System (PDS) supply items like rice, wheat, sugar, etc. consumption reported by large number of families irrespective of expenditure criterion, have been retained in the index basket. Price of PDS items used in index computation is weighted average of open market and PDS prices wherein weight is the proportion of total requirement met from these two sources for targeted beneficiary. This will bring down the base price of stable food items consumed by working class.

Let us take the example of data shown in table on price collection of one item in one year. In the period of one year lowest price is Rs.20 and highest price is Rs.100 for the selected item. Total money spent by the family for this item in one year is Rs.545 at arithmetic average of Rs.45.40 per month. But geometric mean for the same data is Rs.39.80 only. In arithmetic mean actual money spend is reflected, i.e Rs.45.40 x 12 months = Rs.545. But in geometric mean actual money spend is not reflected, Rs.39.8 x 12 = Rs. 477.60, it is lesser than actual money spent. Non reflection of peak price in geometric average method will bring down the consumer price index.

Month	Price in Rs
January	40
Feb	38
Mar	35
Apr	30
May	25
Jun	20
Juy	22
Aug	35
Sep	45
Oct	95
Nov	100
December	60
Total	545

The report is silent about share of workers having written contract with their respective employers among the lot from data collected.

Another possible reason for inaccuracy in data collection done in the year 2016 is imposition of major decision of demonetisation in November 2016. Demonetisation had severe impact on country's economy as a whole. Its impact on employment is important, particularly in a situation when majority of wage payments are made in cash form. Employment scenario in the country was not conducive enough to face any challenge such as surprise 'demonetisation' of currency. So earning and consumption data collected in the months of November & December 2016 will be far from accurate.

Even though it is the demand of unions & associations for realistic calculation of CPI-IW and DA rates, it is doubtful new series base year 2016 has met the demands of working class.

IRTSA meeting at Coaching Depot Tambaram, S.Rly

IRTSA Tambaram sub unit meeting was held on 26.09.2020 at Coaching Depot Tambaram observing social distancing. Er.Somu welcomed the small gathering representing coaching depot, Electrical and S&T.

Members highlighted shortage of Technical Supervisors at the Depot. Requirement of more Technical Supervisors is justified for Tambaram Depot, being a new depot many installation works are still going on. Non availability of materials in Electrical department, AMC certification without any ministerial staff etc. are some of the hardship highlighted by members. Further members said that, Tambaram having two new CAMTECH pit lines may be entrusted with maintenance of semi high speed trains like Train-18 in near future. To meet with the future requirements trained staff need to be posted in the depot.

Er.Vetri Vel Secretary BBQ sub unit briefed about IRTSA activities in Southern Railway and said united effort will fetch desired result. Er.K.V.Ramesh Sr.JGS/IRTSA briefed about the demands of the category and their status position. He also explained about the danger of PPP on passenger train operation and need to have united fight along with all unions and Associations to protect the interest of all Railwaymen and Railways.

IR TSA DEMANDS COMBINED CADRE RESTRUCTURING OF GROUP A, B AND C (Cond. from page 1)

10) In the Technical Departments of Engineering, Mechanical, Electrical, Signal & Telecommunications and Stores, only 3447 Group B posts for 7.77 lakh posts of Group C & D, i.e. just 0.44% posts are available in Group-B - as indicated in the Tables below:

11. Analysis of Staff Strength in the Technical departments of IR as on 31st March 2019

	Gr-A	Gr-B	Gr-C	Gr-D	Total	% Gr-A	% Gr-B	% Gr C & D
Engineering	1654	1401	235462	44211	282728	0.59%	0.50%	98.92%
S&T	685	589	52201	4571	58046	1.18%	1.01%	97.81%
Mechanical	946	544	258496	7941	267927	0.35%	0.20%	99.44%
Electrical	812	558	146512	7784	155666	0.52%	0.36%	99.12%
Stores	494	355	16886	3388	21123	2.34%	1.68%	95.98%
Total	4,591	3,447	7,09,557	67,895	7,85,490	0.58%	0.44%	98.98%

(Ref: Indian Railways Annual Statistical Statement for the year 2018-19)

12) In fact, number of Group-B posts in Technical departments of Railways had witnessed negative growth. It was reduced from 4274 to 3447 between the year 2009 and 2019. Thus strength of Group-B posts was reduced by 20% in a period of ten years.

13) In spite of more complex nature of duties and higher responsibilities on account of requirements of Safety & modernisation, Railways have the lowest %age of Gazetted posts in Group A & B vis-à-vis total strength - in comparison to total strength of all Central Government departments.

Group wise sanctioned posts as on March 2018				
Group	All Central Government		Indian Railways	
	Sanctioned Strength	% to total Strength	Sanctioned Strength	% to total Strength
Group-A	123932	3.3 %	13662	0.91 %
Group-B (Gaz)	131269	8.7 %	5318	0.39 %
Group-B(NG)	200080		520	
Group-C& D	3347498	88.0 %	1488094	98.70 %
	3802779		1507594	

(Ref: Dept of Expenditure, Ministry of Finance, Annual report on Pay & Allowances of Central Government employees for the year 2017-18)

14) In the present scenario of huge investments and fast & prompt completion of new projects, more number of posts in gazetted cadre is essentially required, so that decision making and accountability can be broadened in the administrative hierarchy.

15) Railway Board made a principle decision for combined cadre restructuring long back, part of minutes of Board meeting is given under,

- It would be relevant to point out that on Indian Railways, Group 'B' officers constitute 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. Further, with reference to the Ministry of Culture which has the second lowest percentage of Group 'B' officers this ratio is 1:6 as compared to Railways. In this context, it is imperative that for efficient and effective utilization of existing manpower resources on Railways, the ratio of Group 'B' officer vis-à-vis non gazetted employees is to be improved keeping in view the functional consideration.
- While the proposal for upgradation on above lines was under consideration the earlier AM (Staff) discussed the matter with both the Federations regarding upgradation of certain percentages of Group 'C' posts to Group 'B' gazetted post and also regarding simplification in the selection procedure for Group 'B' post. Based on the said deliberations a Note for Discussion in Board's Meeting was submitted. The said Note was considered in full Board meeting held on 29.11.2011 and Board directed as under:-
- “Board directed that a comprehensive proposal on restructuring involving Group 'C', Group 'B' and Group 'A' cadres be worked out to enable Board to take a considered view”**

16) 7thCPC in its report for Technical Supervisors vide para 11.40.113 recommended that, “Considering the feedback provided by the Railway Board and upon close analysis of the cadre structure, we are of the view that there is some element of stagnation at the GP 4600 stage. Accordingly, it is suggested that Railway Board should consider enhancing the number of posts in the next higher level” ...

17) It is therefore requested that the combined cadre strength of Technical Departments including all posts in Group- A, B and C on Indian Railways may please be restructured as under — so as to be comparable with, if not higher than, the All India Average % age of Group A, B & C of Central Government employees in other Departments:

PROPOSED DISTRIBUTION OF POSTS ON RAILWAYS		
AS PER ALL INDIA AVERAGE %age DISTRIBUTION OF POSTS UNDER CENTRAL GOVERNMENT		
Group of Posts	Existing % age Distribution of Posts on Railways	Proposed % age Distribution in Technical Departments on Railways As per All India Average
Group A	0.91%	3.3%
Group B	0.39%	8.7%
Group C & D	98.70%	88.0%

PAY CEILING ON ENTITLEMENT OF NDA IS INJUSTICE, IRTSA APPEALS TO RLY BOARD TO REMOVE CEILING

Payment of Night Duty Allowance (NDA) pursuant to the recommendations of 7th CPC. – Appeal for removal of ceiling for entitlement of NDA

1) We would like to bring to your kind notice on ceiling of basic pay Rs. 43,600/- per month for entitlement of Night Duty Allowance as per Railway Board letter cited in reference -1. NDA is available to all Group 'C' and Group 'D' employees in Railways for past many decades.

2) Payment of Night Duty Allowance was dealt extensively by Justice NM Miabhoj Tribunal, which is also known as Railway Labour Tribunal, 1969 and the present dispensation is based on the recommendation of the said Tribunal.

3) In pursuance of recommendations of 4th CPC, a committee was constituted by DoPT to determine the rates of NDA. While implementing the committee's recommendations it was held in the DoPT O.M cited in reference-2 that ***"The ceiling of pay for entitlement of Night Duty Allowance shall be Rs.2200/- per month. There will, however, be no ceiling for entitlement of Night Duty Allowance in respect of the officials who are at present getting this benefit as per existing criteria"***

4) 5th CPC in its recommendations in para 106.32 recommended for continuance of NDA to all Group 'C' & 'D' employees of Indian Railways and recommended that, ***"the relaxation of the ceiling for Night Duty Allowance be restricted to only those categories presently availing themselves of this benefit. It may not be extended to any further categories. On all other aspects of Night Duty Allowance we recommend status quo."***

5) 6th CPC in its recommendations in para 4.2.87 recommended for doubling of extent rates of Night Duty Allowance without modifying any other criteria.

6) 7th CPC cited DoPT's O.M. No.12012/4/86-Estt. (Allowances) of 04.10.1989 (cited in reference-2) in para 8.17.73 as a base of its recommendations on Night Duty Allowance.

7) 7th CPC accepted that, compensation for night workers in the form of working time, pay or similar benefits shall recognise the nature of night work, there are deleterious effects of prolonged periods of continuous night duty and sleep is likely to be interrupted during day time compared to night time.

8) 7th CPC in para 8.17.76 discussed about the rate of NDA paid to all Railway Employees at each level of Grade Pay based on the average of Minimum and Maximum of the entire Pay Band and recommended that with the computerization of pay rolls, the amount of Night Duty Allowance can be easily calculated for each employee on actual basic pay drawn by them.

9) 7th CPC in para 8.17.77 recommended the following:

- This amount of NDA should, however, be worked out separately for each employee. With the computerization of pay rolls, working out the amount of NDA automatically for each employee every month will not entail any difficulty. The existing formulation for giving same rate of NDA for all employees with a particular GP should be abolished.
- This formulation will extend to all employees across all ministries/departments who were already in receipt of Night Duty Allowance.

10) 4th, 5th & 6th CPCs recommended rates of Night Duty

Allowance for all Group 'C' & 'D' Railway employees without any ceiling and extended it to all the employees already in receipt of it.

11) 7th CPC recommended NDA based on actual basic pay, and extended it to all employees already in receipt of NDA.

12) Hence, fixing any ceiling of basic pay for entitlement of NDA is in violation of CPCs Recommendation.

13) All those working in Pay Level 7 are deprived. Even seniors in the Pay Level 5 and 6, whose basic pay have crossed the ceiling limit of Rs. 43,600 are deprived with respect to the juniors. There will be general aversion among seniors to work in night shift. This will ultimately affect the quality.

14) It is therefore requested that, all the non-gazetted staff who are booked to perform night duty for round the clock train operation, irrespective of category, cadre, department, should be allowed to claim Night Duty Allowance without any upper pay ceiling, and orders of recovery should also be withdrawn forthwith.

Highlights of Railway Board letter No. 2018/TransCell/Health/HMIS, Dated: 26.10.2020

Sub: Pan India implementation of HMIS over Indian Railways Ref: Board's letter No. ERB-1/2020/23/21 dated 27.08.2020

1) **Implementation of Hospital Management Information System (HMIS) over Indian Railways** has been envisaged for bringing complete hospital management in IR on single architecture.

2) To fast track the implementation of HMIS over IR, it is better not to go for development of any new application.

3) Application which is presently available with Govt/reputed private agencies and is reliable and time tested. With small changes in the software (Customization), it may be made fit for Railway use.

4) RailTel to use C-DAC's software for the HMIS project with following features:

- Available in Open Source Technology and is portable across a variety of platforms
- Customized clinical data according to department and laboratory
- Multi hospital feature to provide Cross consultation for patients among different health professionals within the State.
- Interface with Medical Equipment, Barcode, Biometrics, Digital Tablets & integration with other software of Railways like IRPES, IPAS is easier with open source based software.

- Beneficiary can carry their health record in mobile

5) **The software will be integrated with UMID system.**

6) The present system being planned for IR is for bringing complete hospital management on single architecture to prevent pilferage and for making administration of hospital services seamless.

7) **PM-JAY system of referral may be integrated with HMIS of IR** and the Software agency to do so, as and when PM-JAY system is ready.

8) LAN work in hospitals and dispensaries and connecting to RailNet/Internet (other than in the present scope) will be carried out by Zonal Railways.

9) Provision of Hardware like computers, printers, bar code readers, etc shall be provided by the Zonal Railways (other than the present scope).

10) Medical and diagnostic machines to be connected on this IT platform.

RAILWAY BOARD ORDERS

Railway Board letter No. 2017/Trans/01/Policy, dated 10.09.2020

Subject: Online Allotment of Railway Officers Rest House, Holiday Homes, Community Centres / Halls

Ref: Railway Board's letter of even number dated 31.5.2018

In order to develop an online system for booking of Staff/ Supervisors Rest Rooms, Holiday Homes (Officers/ Staff). Community Centres/ Halls & Officers Rest Houses with automatic allotment facility for certain percentage. and in continuation of letter under reference above. Board (Chairman & CEO, Railway Board) have approved the following :

1. The project will be part of Welfare Module of HRMS Project & charged accordingly.
2. The project is to be commissioned preferably along-with online payment option.
- 3 In view of co-existence of Division(s), Headquarter(s) and various units at same location, the administrative power of the allotment of Rest House facility and its control after the operationalisation of the online allotment facility will be as per the existing administrative control and allotment.
- 4 There shall be an Automatic allotment (Software generated) of Rooms/ beds upto 50% of the total numbers. The same will be further reviewed as per the experience gained after six months of implementation of the project.
5. Allotting ORH on long term basis for officers on transfer/temporary posting to be done based on 1:1 from Automatic and Manual quota of allotment by the Admin.
6. The rest house inventories are to be fed in the system starting from NWR & initially ORH booking of the project may be commissioned over NWR. After verifying its satisfactory working (software), project will be rolled out at other units.
7. Other parts of the project including online booking of Holiday Homes, Staff Rest Houses etc. shall also be developed and to be rolled out from NWR.
- 8 Other Rules and Guidelines in this regard will remain. same and as modified from time to time.

Railway Board letter No. No.E(P&A)II/2020/PLB-1 (RBE No.91/2020), Dated 21.10.2020

Subject: Payment of Productivity Linked Bonus to all eligible non-gazetted Railway employees for the financial year 2019-2020

The President is pleased to sanction **Productivity Linked Bonus (PLB) equivalent to 78 (Seventy Eight) days wages without any ceiling on wages for eligibility for the financial year 2019-20 to all eligible non-gazetted Railway employees** (excluding all RPF/RPSF personnel). Where, wages exceed Rs.7000/- per month, Productivity Linked Bonus will be calculated as if the 'wages' are Rs.7000/- p.m.

2. 'Wages' for the purpose of calculating Productivity Linked Bonus shall include 'Basic pay' as defined in the Railway Services (Revised Pay) Rules, 2016 and dearness allowance drawn during the financial year 2019-20. Other conditions of eligibility, method of calculation of wages, etc., as prescribed in this Ministry's instructions and clarifications issued from time to time, shall remain unchanged.

3. It has also been decided that in the case of eligible employees mentioned in Para 1 above who were not

placed under suspension, or had not quit service/retired/expired during the financial year 2019-20 or were on leave where leave salary admissible is not less than that admissible on leave on average pay, may be paid an amount of **Rs.17,951/-** towards Productivity Linked Bonus for the financial year 2019-20. In the case of employees other than those mentioned above, the amount of Productivity Linked Bonus may be calculated in accordance with the extant instructions on the subject.

4. Further, in relaxation to the provisions in Rules 905(2), 908 and 909 of State Railway Provident Fund Rules, as contained in Chapter 9 of R-1/1985 edition (2003 Reprint edition), such of the subscribers to the SRPF as are entitled to Productivity Linked Bonus may, if they so desire, deposit the whole or part of the amount admissible under the Scheme in their respective State Railway Provident Fund Accounts.

5. Disbursement of Productivity Linked Bonus for the financial year 2019-20 to all eligible non-gazetted Railway employees mentioned in Para 1 above should be made on priority in the same mode as payment of salary before the ensuing Puja/Dussehra holidays.

6. This issues with the concurrence of Finance Directorate of the Ministry of Railways.

Highlights of Railway Board letter No. E(GP)2018/2/31 New Delhi, dt: 16-10-2020

Proposal for Holding of Centralised Computer based Examinations for 70% Selections and 30% LDCEs for Promotion to Group 'B' posts in the Organized Departments (except Accounts & IRPFS)

1) A Video Conference was held between DG/HR and CCAs/PCPOs in Board's office on 28/09/2020 to discuss a proposal under consideration of the Board for holding **Centralized Computer based Objective type examinations** for 70% Selections and 30% LDCEs for promotion to Group 'B' posts. Gist of the deliberations

2) Selection Procedure

70% Selection

Professional subject - 70 marks

Estt. & Financial Rules including optional Questions of 10 marks on Rajbhasha Policy - 30 marks

30% LDCE

Professional subject - 70 marks

Estt. & Financial Rules including optional questions of 10 marks on Rajbhasha Policy - 20 marks

G.K. (excluding current affairs) -10 marks

3) Question Paper will have 125 Questions out of which 100 questions can be attempted

4) Qualifying marks will be 60% in both 70% Selection & 30% LDCE.

5) 01 mark will be allotted for every correct answer and 1/3rd mark will be deducted for every wrong answer.

6) Examination for **70% Selections** for all the services will be held on a single day across Indian Railways.

7) Similarly examination for **30% LDCE** will be held on a single day only as per the existing practice

8) Results publication, Medical & Vivo-voce will be done by respective zone.

9) Action Plan

Syllabus for professional subjects of 30% LDCE has been notified by Board.

A unified syllabus for 70% Selection needs to be prepared and notified by the respective CCAs.

A bilingual (Hindi & English) objective type question bank

.....Continued on page-8

IRTSA DEMANDS FOR TRAINING OF JES IN TTC & BTC DURING PANDEMIC

Sub: Training of Junior Engineers in Indian Railways.

Ref: Revised Training Modules for Supervisors of Mechanical Engineering Dept, No.E(MPP)2019/3/48 (RBE No. 32/2020) dated 18.03.2020.

1) Indian Railways Technical Supervisors Association (IRTSA) submits the following for your kind consideration and favorable decision regarding training of candidates directly recruited as Junior Engineer and employees selected as JE through LDCE required to undergo training as per the revised training modules cited in reference.

2) In Mechanical department JE/Direct Recruits and JE selected through LDCE are required to undergo training at Supervisors Training Centre (STC). STCs are imparting training & refresher courses for employees of all departments of Railways on varied subjects. During lockdown and in partial relaxation period, STCs could not conduct training & refresher courses as per planned time table. Hence STCs have to make special efforts to conduct the training & refresher courses that could not be conducted due to lockdown.

3) Immediately after partial relaxation of lockdown appointment process has been started throughout Indian Railways. Junior Engineers appointed after partial relaxation is necessarily deputed to STCs for a training period of 52 weeks.

4) STCs are not in a position to enroll Junior Engineer/DR into their training schedules since they are pre-occupied with many mandatory training & refresher courses.

5) In the partial lockdown only limited public & train services are operationalized as per Home Ministry's order. In this situation travelling of trainees in batches from their respective reporting Railways/PUs to STCs and other places may not be possible and it may lead to spreading of corona virus.

6) It will be suitable to conduct the training programme of Junior Engineers at the Technical Training Centers and Basic Training Centers of respective PUs and Workshops for Mechanical and Electrical departments.

7) It is also pertinent to mention that, Indian Railways Institute for Signal Engineering and Telecommunications (IRISET) have conducted online classes for training Junior Engineer (S&T) trainees through 28 e-courses during the lockdown.

8) It is therefore requested that,

- i. All the training programmes of Junior Engineers of PUs & Workshops of Mechanical and Electrical departments may please be conducted at TTCs and BTCs of respective PUs and workshops.
- ii. Wherever the services of other Railway faculties are necessary, classes may please be arranged on-line.
- iii. Present batch of 48 Apprentice JEs recruited in the month of September 2020 for ICF may please be given training at TTC & AWTI of ICF.

Units! Strengthen IRTSA, Send Central Quota & Struggle Fund - Through Bank Draft in favour of "INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION"

To: Central Treasurer IRTSA, Er O. N. Purohit, 106 A, Suraj Nagar, Jodhpur-342008 (Mobile:09828024476)

Highlights of Report on New Series of Consumer Price Index for Industrial Workers (CPI-IW) (Base 2016 = 100)

To capture the latest consumption pattern of working class families, the Labour Bureau had conducted the base revision exercise of CPI-IW to update the base year of the existing series of CPI-IW(2001=100) to the base 2016=100. The main objective of the exercise is to bring out the new series of All-India and individual centre-wise Consumer Price Indices for Industrial Workers based on the latest consumption pattern.

1) The history of compilation & maintenance of CPI-IW owes its origin to the First World War.

2) Compilation of index numbers on uniform and scientific lines was started only after the conduct of the Family Living Surveys by the Labour Bureau during 1958-59 at 50 important industrial centres.

3) CPI price index numbers for industrial workers was made with base year 1960=100.

4) 1960=100 series was replaced by 1982=100 in 1988.

5) 1982=100 series was replaced by 2001=100 in 2006.

6) CPI-IW measures the relative changes in retail prices over a period of time in respect of a fixed set of goods and services consumed by an average working class family in a given area with reference to a base year.

7)CPI(IW) is mainly used for

a) Regulating & determining dearness allowance (DA) paid to Central & State Government employees and workers in industrial sectors.

b) Fixation and revision of minimum wages in scheduled employments.

c) Widely used as macroeconomic indicator of inflation.

8)Major Recommendations of IRC (2006) of Prof. G. K. Chadha Committee in 2006 pertaining to CPI-IW with base year 2001-100.

a) Base year updation at a gap not exceeding 10 years.

b) Consultations with stakeholders from very beginning till the end of survey.

c) Standing Tripartite Committee (STC) to be constituted of all the stakeholders like Trade Unions', Employers Organisations'.

d) Central/State Government Departments, Women's Organisations and representatives from the newly emerging sectors.

e) Coverage of sectors be extended beyond existing seven sectors. Number of centers to be reviewed and new upcoming centers to be added.

9) The major recommendations of the committee have been considered and incorporated in the base revision of CPI-IW (new series).

10)The new series covers the industrial workers from the existing seven sectors viz.

- i. Factories
- ii. Mines
- iii. Plantation
- iv. Railways
- v. Public Motor Transport Undertakings
- vi. Electricity Generating &
- vii. Distributing Establishments and Ports & Docks.

11) **Working class family:** At least one member of the family working as manual worker in any of the seven sectors and derives 50% or more of its income through manual work.

..... Continued on page-7

CPI-IW NEW SERIES Continued from page-6

12) Selection of centres

- a) Seven sectors registered increase of 15% in industrial workers. So number of centres increased in proportion from 78 to 88.
- b) Total number of centres were allocated amongst seven groups in proportion to the employment.
- c) Distribution amongst states on the basis of industrial employment.
- d) Maximum seven centres per state.
- e) 63 centres are in both old & new, 13 centres dropped and 23 new centres added.

13) Sample Size has been arrived at by using the Coefficient of Variation (C.V) of sub-sample indices of 36 months (January, 2010 to December, 2012) for each centre.

14) The sample sizes varied at different centres from 216 to 3024.

15) Consumption pattern of the working class population at all the 88 selected centres across the country during Jan-2016 to Dec-2016

16) The information collected are nature of employment along with industry/occupation, age, marital status, literacy level, economic status, activity status, earning strength, income/receipts from various sources, quantity and expenditure/disbursement on various items purchased and consumed, expenditure on housing and other details, expenditure on items of non-consumption as well as investments and indebtedness with source and purpose of loan etc.

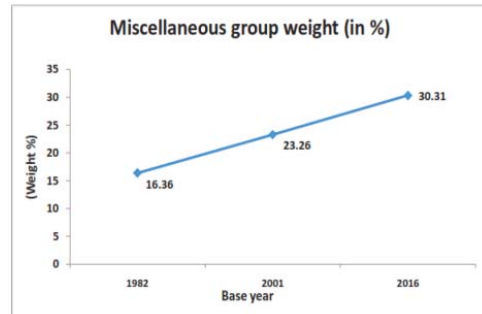
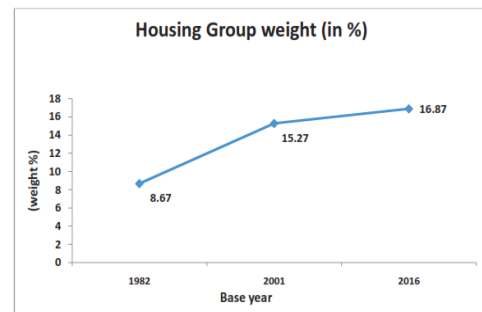
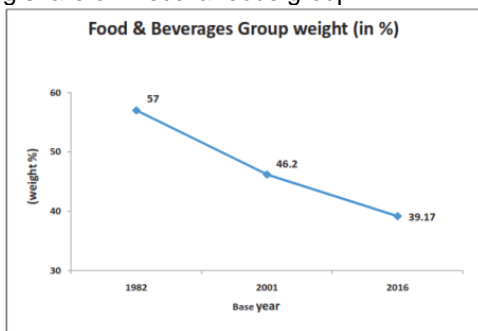
17) The six consumption groups adopted for CPI-IW with base 2016=100 are as follows:

- i) Food & Beverages (Further divided into sub groups)
- ii) Pan, Supari, Tobacco & intoxicants
- iii) Clothing & Footwear
- iv) Housing
- v) Fuel & Light and
- vi) Miscellaneous (Further divided into sub groups)

18) All-India group weights under CPI -IW 2016=100 vis-à-vis previous series

Groups	Labour Bureau			CPI(U)
	1982	2001	2016	2012
I-A Food & Beverages (Food Group)	57.0	46.2	39.17	36.29
I-B Pan, Supari, tobacco & Intoxicants	3.15	2.27	2.07	1.36
II. Fuel & Light	6.28	6.43	5.5	5.58
III. Housing	8.67	15.27	16.87	21.67
IV. Clothing & Footwear	8.54	6.57	6.08	5.57
V. Miscellaneous	16.36	23.26	30.31	29.53
General Index	100.00	100.00	100.00	100.00

19) General pattern of declining share of food group & increasing share of miscellaneous group



20) Price details being collected from 317 markets spread across 88 centres.

21) Selection of markets & shops are done in consultation with various knowledge sources including trade union leaders, elected representatives, etc.

(For instant in Chennai, 1) Ambattor, 2) Sembium, 3) Thiruvottriyur, 4) Saidapet, 5) Pattalam & 6) Washer Manpet markets are selected for collection of prices.)

22) **The definition of price** is that, consumer/industrial worker has to pay for the specified item/variety, in the selected shop of the selected market. It includes all taxes like sales tax, etc., and excludes rebates and discounts. It is the actual price prevailing in the market.

23) **Base Price:** The base prices are the annual average of the prices collected during the period of January to December, 2016. The average is the geometric average of price data and it is least influenced by the extreme values.

24) **Index Compilation Methodology:** The main components for constructing consumer price index numbers are the weights and prices.

- a) Weights are the share of actual expenditure on each commodity during the base period and
- b) Base prices are the annual average of item level prices during the 2016

25) The Laspeyres index formula has been used for index compilation. (Same method is being used in CPI (IW) base year 2001=100).

26) In case of Public Distribution System (PDS) items due care has been taken to arrive at weighted price (PDS & Open Market) of the item.

27) The index for the housing group is revised twice in a year i.e. in January and July month of every year.

28) 'Arithmetic Conversion method' is used to work out linking factor or conversion factor of the two series i.e. 2001 & 2016. This method had been adopted for linking 1982 series with 2001 series.

Readers, Zones & Sub-units - Please send Annual Subscription for "Voice of Rail Engineers" to K.V.Ramesh, G3 – Likith Homes, 3, Lakshmanan Nagar West Street, Peravallur, Chennai 600082. Mobile:09003149578. Email: rameshirtsa@yahoo.co.in

MAKE CASHLESS TREATMENT IN PVT. EMPANELLED HOSPITALS ON MEDICAL EMERGENCY WORKABLE

Highlights of letter to CRB written by Sri. S.Mookerjee Retd. FC & Sri. Pradeep Kumar Retd. Member Staff

At the time of retirement a onetime membership fee is paid and all Central Government employees and their dependent are issued individual CGHS card. On similar line Railways had also introduced RELHS.

With passage of time and expansion of cities, the retired employees are forced to settle far away from Railway Hospitals. RELHS beneficiary even in case of emergency were first required to approach Railway Hospital, then they were referred to private empanelled hospitals. In many cases precious golden hours were being lost in mere formalities. A need for alternative system on cashless basis was felt. "Cashless Treatment Scheme in Emergency (CTSE) launched as pilot scheme allows going directly to private empanelled hospital in time of emergency.

A letter dated 07.09.2020 written by Sri.A.K.Chapra retired GM CORE explained the difficulties faced by him to get the treatment for his wife on CTSE card. The sequence as it happened defeats very purpose of issuing CTSE cards.

By now scenario also changed, Government has since implemented Ayushman Bharat Prime Minister Jan ArogyaYojana (PM-JAY), wherein citizens below poverty line are treated on cashless basis in Govt hospitals including Railway hospitals as well as private empanelled hospitals. This is being further extended in the form of National Health Mission.

Now UMID card in blue colour for serving employees and in green colour for retired employees are being issued. UMID green colour card can be extended all the facilities as is presently available to CGHS card holders in terms of OM dated 13.09.2019.

In some cases, after attending to the patient, the empanelled hospital may find that it is not actually an emergency. It is suggested that at par with CGHS the empanelled hospitals should provide treatment upto the stage of stabilisation and thereafter shift the patients to Railway Hospital and hospital bill upto stabilisation may be paid by Railways.

Keeping in view green colour UMID card have already achieved much wider reach of 6.2 lakh be extended all the facilities, the pilot scheme CTSE can be closed. Or CTSE scheme is required to be made workable.

Proposal for Holding of Centralised Computer based Examinations ... Continued from page-5

along with answer key of 5000 questions each needs to be prepared for both 70% Selection & 30% LDCE by deputing the PHODs/HODs of all the Railways/PUs.

Final question paper will be set by randomly picking up questions from the question bank under a transparent process by use of computers.

10) Final panel will be prepared by respective zones according to the vacancies.

11) Marks of the candidates will not be communicated to the Railways before the viva voce, only names of the qualified candidates will be communicated.

HIGHLIGHTS OF SPECIAL CASH PACKAGE IN LIEU OF LTC

Ministry of Finance O.M. No F.NO.12(2) /2020-EII(A), dated 12.10.2020 & 20.10.2020

To boost consumption expenditure and to compensate non availing of LTC by Central Government employees due to Covid-19 pandemic, Government extends special cash package in lieu of LTC with the following conditions

- 1) Cash equivalent of Leave encashment
- 2) LTC fare of the entitled LTC in block 2018-21 will be reimbursed. Employee need not take leave or travel.
- 3) Employee can avail LTC fare without leave encashment.

Conditions

- 4) Deemed LTC fare

Category of the employee	Deemed LTC fare per person
Employees eligible for business class of air fare	Rs. 36,000
Employees eligible for economy class of air fare	Rs. 20,000
Employees eligible to travel in Rail in any class	Rs. 6000

- 5) Leave encashment & LTC fare is admissible if

- a) Amount equal to leave encashment
- b) 3 times cash equivalent of deemed LTC fare
- c) Total of a) & b) to be spent on purchase of items or availing services, carrying GST rate of not less than 12% from GST registered vendor or service provider.

Optional All India Leave Travel Concession (AILTC) for Railway Employees (Brief)

- 1) Railway employees are allowed to avail All India LTC.
- 2) Railway employees continue to be governed fully by the Railway Servants (Pass) Rules.
- 3) "All India LTC" once in a block of four years. First block of four years from the year 2018 to 2021.
- 4) "All India LTC" will be purely optional for the railway employees.
- 5) After availing "All India LTC" in a year, it will not be mandatory for the railway employee to opt for "All India LTC" in the next or subsequent block years.
- 6) Railway employees need to surrender the Privilege Passes admissible to them in the calendar year in which they intend to avail the LTC facility.
- 7) If both spouses are Railway employees then both need to surrender privilege passes.
- 8) They would continue to be eligible for Privilege Ticket Orders and other kinds of passes viz., Duty Pass, School Pass, Special Passes on Medical grounds, etc., as admissible under the Pass rules.
- 9) Railway Employee who wish to avail AILTC need to get "Privilege Pass Surrender Certificate" by duly applying to pass issuing authority.
- 10) Government servant and each member of his family may visit different places of their choice during the block of four years.
- 11) Family for the purpose of LTC – Government employee, spouse, two unmarried dependent children, divorced/widowed daughter, dependent parents residing with employee, dependent unmarried minor brother & sister and dependent divorced/widowed sister residing with employee.