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All India Railwaymen's Federation
(Estd, 1924)

4, STATE ENTRY ROAD,
NEW DELHI-110055
INDIA

AIRF/24

08.07.2020

**The Chairman
Railway Board
New Delh**

Sub: Meeting with CRB on 9th July, 2020 at 16:00 hrs.

Ref: Railway Board's letter No. 2020/E(LR)1/NM1-1 dated 07.07.2020.

On receipt of the notification for handing over of 151 trains and some stations to Private Parties, AIRF registered its protest and both the Federation had boycotted the meeting of DC/JCM scheduled to be held on 26th December, 2019. Subsequently the meeting of DC/JCM was held on 16th January, 2020 when Shri Pijush Goyal, Minister for Railways and Shri V. K. Yadav, CRB also attended. The Minister gave a categorical assurance that without having any discussion with the Federations, no step in this regard will be taken. But the Govt. of India vide its notification dated 1st July, 2020 had issued RFQ, calling Tender for running of 151 Trains in 109 routes.

The relevant portion of the Notification (copy enclosed), which states as under:

a)"Train shall be designed for a maximum speed of 160 KMPH. There would be a substantial reduction in journey time. The running time taken by a train shall be comparable to or faster than the fastest train of Indian Railways operating in the respective route". (Para – 5)

At present Taj Express running from NDLS to Jhansi and Gatimaan Express are running from NDLS to Agra is having a maximum speed of 160 KMPH. So 160 KMPH speed we have already achieved and **this is nothing new**. In this connection, it is further mentioned that all Rajdhani Express trains are running with a maximum speed of 130 KMPH. But due to track condition, non laying of double line etc. the Rajdhani Express train running from NDLS to Dibrugarh with a permissible maximum speed of 110 KMPH within N. F. Railway i.e. from Katihar to Dibrugarh. This Rajdhani Express between NDLS to Dibrugarh has been introduced in the year 1997 and after 23 years the route can bear a maximum speed of 110 KMPH. So it is not understood how within 2-3 years time, the 110 KMPH will be upgraded to 160 KMPH within N. F. Railway. Similar is the position of Satabdi Express, fit to run with a maximum speed of 140 KMPH. But the same could run only 110 KMPH in N. F. Railway.

(The maximum speed of other Railways for these two trains may please be ascertained from different Zonal Railway Unions or time table).

b)“The objective of this initiative is to introduce modern technology rolling stock with reduced maintenance, reduced transit time, boost job creation, provide enhanced safety, provide world class travel experience to passengers and also reduced demand supply deficit in the passenger transportation sector” (Para – 6)

It is stated that this will boost “Job Creation”. It is not understood how the additional jobs will be created for running the trains. Regarding enhance safety, world class travelling experiences etc., it is pointed out that in the Indian Railways Year Book (2017 – 2018) at Page 34 & 35 (Xerox copies enclosed), it has been claimed that interior of coaches are being improved and they are running in Mahamana Trains. It is also stated that World Class coach interiors have developed for newly manufactured 500 LHB Coaches.

So, either the statement furnished to the country through Budget Papers are misleading or the same has been highlighted for handing over of trains.

2. Freezing of Dearness Allowance

The Dearness Allowance was first sanctioned w.e.f. 01.04.1941 during 2nd World War when the prices of all essential commodities were going high. This has been improved from time to time through different representations, struggles and ultimately the matter of 100% neutralisation for all Non Gazetted staff was considered by the 4th Pay Commission and the same has been granted w.e.f. 01.01.1986 and since then the same are being paid. Similarly the Dearness Relief was also paid to the Pensioners / Family Pensioners.

Taking the advantage of COVID – 19 situation, the Govt has taken an unethical decision to freeze Dearness Allowance for a period of 18 months from 01.01.2020 to 30.06.2021, meaning thereby serving employees will loss 1 month & 7 days wages after working 18 months. The same is also for Pensioners / Family Pensioners.

3. Sermon issued by FC, Railway Board on 19.06.2020 through DO letter addressed to all GMs putting ban in recruitment, ban in creation of post, review of all pending indents of RRBs, meaning thereby stoppage of recruitment. Outsourcing of on board services, reduction in PRS counters, closure of uneconomic Branch lines, reduction in man power through multiskilling etc.

4. Regarding multiskilling, the Railway Board had appointed a committee unilaterally, the report of the unilateral committee was published in a Booklet in the year 1969. The same was protested by both the Federations and the Booklet was shelved. Joint Committee in the style and name “Railway Worker’s Classification Tribunal – 76” under the Chairmanship of N. N. Tendon, Ex. Member (Mechanical) was set up with both Labour members one from AIRF and the other from NFIR. The Committee has submitted its recommendation and the same has been implemented. So if, there is a need to go into the matters, an Adhoc Tribunal of similar nature under the PNM Scheme may be set up and Railway Board should not proceed with for an unilateral action.

5. The Railway Board in their subsequent letter dated 02.07.2020 interalia directed for surrendering of 50% vacancies.

It may be stated that since long each and every post whether in Safety or non safety is created with proper justification of work load, availability of finance, passing through different authorities of Personnel Branch, Accounts and Administrative Branch.

The COVID – 19 situation is a temporary face. We shall overcome from this situation and normal Goods, Passenger and Parcel trains will put into commission.

It may be pointed out that in normal time, Trains are moving with more than 100% passengers as per capacity. The posts are lying vacant not because of there is dearth of work. The vacancies are due to work load thrust upon RRBs / RRCs without providing man power. So due to administrative failure the posts could not be filled up and the existing staff are to bear the brunt of excess workload but fear this sort of matter can continue. The number of lying vacancies leads to 2.5 lakhs.

It is pertinent to mention that the Constitution of India has been amended and Labour Participation in Management has been included in amended Article 43 A, which states as under:

“The State shall take steps, by suitable legislation or in any other way, to secure the participation of workers in the management of undertakings, establishments or other organizations engaged in any industry”.

The Railway Board have introduced Corporate Enterprise Group (CEG) in the year 1972, now renamed as PREM and this has been extended to the Zonal Railways and Divisions by an order of the Railway Board in the year 1977. So the body is having Constitutional back up. But keeping the same body of PREM suspension in animation, decisions are being taken unilaterally by the Railway Board and Railway Ministry and Govt. of India, specially where Labour is effected without having any formal discussion.

This design we vehemently protest. There must be full dress discussion. All the matters be kept in abeyance till they are fully discussed.

Enc:- 3 in 5 sheets.

Yours faithfully,

(Shiva Gopal Mishra)
General Secretary

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No.AIRF/24/C

July 8, 2020

**The Chairman
Railway Board
New Delhi**

Dear Sir

Sub- Early diagnosis of COVID-19 cases by use of Pulse Oximeter

As the spread of Coronavirus in our country is on increasing trend, it is necessary to early diagnose the disease so that the patient could be treated at early stage. Different studies under taken world over suggest that the level of the oxygen in the body decreases rapidly if a person is infected by COVID-19. It has, therefore, been recommended by most of the experienced doctors of the world to use pulse oximeter for early detecting the infection of corona virus in any person though he or she may be asymptomatic.

Ministry of Health and family Welfare has already issued instructions to CGHS beneficiaries, if anybody is found corona positive, so there family should be issued the Pulse Oximeter free of cost and in case it is not been provided the same should be purchased by the beneficiaries and amount will be reimbursed. Railway should also adopt the same policy and supply the Pulse Oximeter to all such affected corona positive employees and retired employees also and the other hand instead of going for thermal screening, they should be tested through Pulse Oximeter when they are coming to their Railway duties.

It is therefore, requested that use of Pulse Oximeter be ensured in all the Railway offices, Workshops, Stores, production Units etc. so that the infection could be detected/diagnosed at early stage and the necessary management can be done of the same is possible, as per prescribed protocol at an earliest.

We hope that instructions to this effect be issued by the Railway Ministry to all concerned.

Thanking you

Yours faithfully,


(Shiva Gopal Mishra)
General Secretary

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**The Chairman
Railway Board
New Delhi**

Sub- COVID-19 – Antigen testing

Dear Sir

After opening of lockdown according to the instructions of Home Ministry, the Railways has also implemented the same to allowed his offices and Workshops in open line to work with 50% strength with the instructions of keeping physical distance, using Mask, proper sanitization, hand sanitizers in work places Even this, it has been found that many cases are being detected everywhere.

In view of the above it is suggested the antigen testing to discover corona positive patients should be launched at massive scales to locate the corona positive cases for the better treatment and isolation. Many of the department have adopted the same and CGHS also issued a guidelines for mass scale testing throughout the country as per instruction of ICMR

We hope that you will also follow above safeguard in the interest of Indian railways as well as its employees.

Thanking you,

Yours faithfully,


(Shiva Gopal Mishra)
General Secretary

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July 8, 2020

**The Chairman
Railway Board
New Delhi**

Sub- Providing COVID-19 treatment to the Railwaymen and their families in Railway Hospitals.

Dear Sir

This issue has earlier been also discussed with you but even then large number of complaints are pouring in from many divisional & Central Hospitals, the Railwaymen and their families are not provided treatment in Railway Hospital and are being frequently referred to Civil Hospital. This is creating a lots of agitations and the Industrial relations problems and being faced from Moradabad & Eastern Railway Central Hospital, Kolkatta etc.

Today while discussing the issue with Secretary, Health & family Planning, we found that CGHS beneficiaries have already been advised by Ministry of Health to take the treatment from their nominated hospitals

In the wake of above these should not be dual policy in Indian Railways, particularly those who are turned as corona warriors because of their working round the clock 24x7.

It is requested, that a instructions to be issued to all GM's and DRM's that the Railwaymen and Retired Railwaymen beneficiaries should be treated in the Railway Hospital and should be sent to the other hospital only in emergency.

Thanking you,

Yours faithfully,


(Shiva Gopal Mishra)
General Secretary

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