

**Editorial**

**The Railway at cross road**

The **Indian Railways** appears to be in a complete dilemma on various issue of functioning as well as ownership.

As a first step, it was planned that entire TRD or OHE organization should be sold in toto.

On objection from AIRF and also from various corners it was said that we may create another PSU like IRCON, RITES & DECIL etc. This has been in their mind that since this will be Government Corporation the criticism can be avoided, but the same was also opposed by AIRF and we had clarified that we will not accept it.

The railway staff, who, at present are Central Government Employees, will never like to become employees, of corporation. The above signals are very dangerous and if Railway Ministry will succeed in one department they will implement it everywhere, so there is an urgent need to be vigilant all the times to safeguard interest of Railway Industry as well as Railwaymen.

Recently, there is another move to demolish specialization and professionalism in Indian Railways, where a proposal has been mooted to merge all the services at HAG level which means PFA & CAO can be a PCME and Electrical Department can be headed by Personnel Department or any PHOD of other Department will it be possible? We are unable to understand why they want to destroy professionalism of Indian Railways.



The Indian Railways is highly technical department where state of art technology is being used. The professionals of all the departments may be Mechanical, Electrical, Signal, Engineering or any other streams are experts of these services and they used to be highly educated technically and academically trained in these respective streams. By virtue of their experience, they use to deliver much more efficiency & productivity. Any tinkering to the system in a haphazard way will destroy Indian Railway. So it is high time to wake and arise the save Railways.

**With Best Regards,**

  
(Shiva Gopal Mishra)  
General Secretary

**Meeting of the Departmental Council(JCM), which was slated to be held on 7<sup>th</sup> and 8<sup>th</sup> June,2018, has been postponed Vide Railway Board's letter No 2018/E(LR)/JCM 2-1.dated 01.06.2018,**

**AIRF'S REFERENCES TO RAILWAY BOARD ON STAFF MATTERS**

**Sub: Promotion Rule in RDSO/LKO from JE to SSE (Design).**

**Ref.: Railway Board's letter No.E(NG)/2009/PM1/15 dated 08.05.2018**

In reference to our earlier letter of even number dated 20<sup>th</sup> February, 2017 as also the discussions held with you, you had promised that no decision would be conveyed without proper discussion with AIRF. After discussion you had also agreed that you would respect to uniformity and uniform recruitment and promotion rules would be implemented throughout the Indian Railways.

It is unfortunate that, Railway Board vide their letter under reference have communicated to us that only 60:20:20 is feasible. We are unable to understand that, the demand of 80:20 is not only from AIRF, it has also been demanded by the staff council of RDSO who represents the staff side of RDSO. Moreover, three consecutive Director Generals of RDSO and the present General Manager RDSO has also recommended for bringing uniformity in the promotion rules by giving 80:20 in promotion from JE to SSE (Design). It is quite unfortunate that, Railway Board is unable to consider the demand of the Staff Side and the Official Side as well.

I hope, Railway Board will review its views afresh and the demand of 80:20 for promotion from JE to SSE (Design) would be considered with and advice to this federation.

(No.AIRF/320(841).dt.17.05.2018)

**Sub: Cadre Control/Manpower Management of Mechanical & Electrical Staff involved in Diesel Maintenance and Operation and EMU/MEMU/TL/AC Maintenance and Operation**

**Ref.:- Railway Board's letter No.98/O&M/70 (Policy) (Office Order No.11 of 1998) dated 16.04.1998, letter No.2016/O&M/8/1 (Office Order No.11 of 2016) dated 17.03.2016, letter No.2016/O&M/8/1(Office Order No.58 of 2016) dated 03.08.2016 and Railway Board's letters No.2018/O&M/8/1 dated 23.03.2018, 02.04.2018 and 01.05.2018**

It is quite unfortunate that, Railway Board have issued detailed instructions on the above subject matter, vide their letter supra dated 01.05.2018, entailing gross changes in the Administrative and Cadre Control of the Group 'C' staff, belonging to Electrical and Mechanical Departments, without consulting the Recognized Federation, i.e. AIRF, while there would be serious repercussions in regard to seniority, promotion etc. of the concerned staff involved in the proposed changes.

It is not understood, as to what necessitated such type of major changes in respect of Cadre Control/Manpower Management of the Mechanical and Electrical Staff involved in Diesel Maintenance and Operation and EMU/MEMU/ TL/AC Maintenance and Operation, as you may appreciate that, the prevalent system, which has been in vogue for quite some time, is a time tested

one and working well for the last many decades.

We understand that, all these changes are being contemplated at the behest of **Bibek Debroy Committee's** recommendations, which have been strongly opposed by this federation (AIRF), being impractical and counter-productive. In the Diesel locomotives, majority of parts and components are Mechanical while Traction Motor and Other Auxiliary Motors are electrical parts. Diesel Locomotive Sheds, therefore, had been under the control of the PCME at the **Headquarters** level and **Sr. DME(Diesel)** at the **Divisional** level, who possess proper academic qualification of Mechanical Engineering Discipline and are, therefore, competent to handle these works. Group 'C' staff as well are inducted in Diesel Sheds, who also have desired qualification in Mechanical Engineering Discipline. On the other hand, EMU/MEMU/TL/AC was being headed by the Electrical Engineering Officers and majority of the staff in EMU/MEMU Sheds is having desired qualification in Electric Engineering Discipline. Moreover, Group 'C' staff of Electrical Department are being mandatorily issued Competency Certificate by a Designated Electrical Engineer as they have to work on 110-750 Volt electricity in coaches and 25 KV in OHE. Electrical Officer, designated as Electrical Inspector, can only issue

such Competency Certificate to the staff as per Indian Electricity Act.

By placing staff of EMU/ MEMU/ TL/AC under Mechanical Engineer would definitely create chaos as their bosses of Mechanical Engineering Department cannot issue Competency Certificate to them, which is mandatorily required as a safety measure to handle electrical equipments. These arbitrary orders, contemplating changes in the Cadre Control/ Manpower Management of Mechanical and Electrical Staff, would, therefore, create a lot of confusion and problems in the field as also affect the career progression of the Group 'C' staff, not only to Supervisory level, but also to Group 'B', as the staff working in EMU/MEMU/TL/AC, are having Electrical Education qualification as well as Training in Electrical Technology, whereas those working in Diesel Sheds are appointed with suitable Mechanical Educational qualification, followed by training in Mechanical Technology. The staff belonging to Electrical Wing would, therefore, find it difficult to compete to progress in Mechanical Wing and vice versa. Railway Board's letter ibid, dated **01.05.2018**, have been issued without consulting the Recognized Federation, i.e. **AIRF**, and is in gross violation of the Indian Electricity Act, passed by the Parliament, has created lot of confusion among the staff working in EMU/MEMU/TL/AC, resulting in serious resentment among them, which may impair industrial peace as well. AIRF, therefore, requests you to withdraw the above-mentioned letter, dated **01.05.2018**, of the Railway Board forthwith and operation and maintenance of EMU/MEMU/TL/AC be allowed to continue with the Sr. DE at the Divisional level, as hitherto, so as to avoid any confusion/resentment in

the staff working in the fields referred to above.

AIRF would also urge upon your goodself to hold a detailed discussion with the Federation (AIRF) on this burning issue to evolve some practical and amicable solution thereto.

(No. AIRF/59-A.dt. May 15, 2018)

**Sub: Reduction in Residency Period for promotion to the post of J.E. (Track Machine) against Talented Quota**

As per **Para 146-A(i)** of the **IREM Volume I**, minimum period of Qualifying Service for appearing in selection for promotion to the post of J.E. against Talented Quota in Track Machine Organization of the Indian Railways is three years. Owing to mechanized maintenance of the tracks over the Indian Railways, substantial numbers of Track Machines are being inducted in the system, for which sufficient manpower is also required to handle this additional fleet of the Track Machines in all the Zonal Railways. It may further be noted that, the staff of the Track Machine Organization is covered under Safety Categories as Track Machines are directly related to proper maintenance of tracks, ensuring safe rail operation.

It is noticed that, due to minimum three years service condition in the category of Technician in Track Machine Organization for promotion to the post of J.E. against Talented Quota, sufficient number of candidates are not found fulfilling this condition, with the result that, posts earmarked for promotion against the said quota continue to remain unfilled.

Since manpower on these posts is essentially required, to operate the Track Machine, in the larger interest of Railway Safety, no post needs to be allowed to remain unfilled owing to the above-mentioned Residency Period of three years.

AIRF, therefore, urges upon the Railway Board to review this issue in the light of the foregoing, and the existing condition of minimum three years service as Technician, for promotion to the post of J.E. against Talented Quota in Track Machine Organization, be reduced to **two years** to maintain uniformity as has been done in case of promotion from Helper to Technician Gr. III against 25% Qualified Staff Quota vide Railway Board's letter **No.E(NG)I-2015/PM 1/20.dt.03.05.2017** (RBE No. 43/2017).

(No.AIRF/52(ii). dt. May 10, 2018)

**Sub: Non-regularization of the Substitutes after 120 days on their engagement - AIRF's PNM Item No.21/2014**

Reference is invited towards the discussions, held on the aforementioned PNM Item of AIRF on **28<sup>th</sup> February, 2018**, in your chamber, it was decided that, the issue will be examined in terms of Railway Board's letter **No.E(NG)-II/2008/SB/SR/15 dated 17.09.2010** (RBE No.137 /201).

Since the matter is figuring as regular PNM Agenda Item for the last around four years, it is requested that, expeditious action be taken in the matter, so that, the issue does not get more complex with the passage of time. An early action in the matter shall be highly appreciated.

(No .AIRF/PNM/21/2014.dt.: May 10, 2018)

**Sub: Revision of percentage distribution of the posts of Track Maintainers**

Kindly recall our discussions; held in your chamber on **2<sup>nd</sup> May, 2018**, wherein along with other major issues, the undersigned had also raised the issue of upgradation of Trackmen/Track Maintainers in the **ratio of 10:20:20:50**.

The captioned matter being a regular agenda item of the Railway Board PNM with AIRF has been deliberated repeatedly and every time Official Side(Railway Board) assured to take necessary action within a limited timeframe.

It is, however, a matter of serious concern that, despite several assurances Railway Board have yet to issue instructions to all railway administrations to upgrade the posts of Trackmen/Track Maintainers in the ratio of **10:20:20:50**, as per unanimous recommendations of the Joint Committee on Package and Career Progression of Trackmen, to implement the same in letter and spirit.

AIRF, therefore, strongly urges that early orders be issued in this regard as assured by your goodself during the meeting held on 2<sup>nd</sup> May, 2018, so that, there is no further financial loss to Trackmen/Track Maintainers who work hard every day to maintain the tracks fit for round-the-clock train operation. An early action in the matter shall be highly appreciated. (No. AIRF/PNM/22/2014.dt.: May 11, 2018)

**Sub: Entitlement of hospital ward for medical beneficiaries in Railway Empanelled Hospitals**

**Ref.: Railway Board's letter No. 2016/ H-1/ 11/ 69/ Hospital Recognition dated 08.05.2018**

Railway Board's attention is invited towards their letter referred to above, wherein eligibility criteria in terms of, pay drawn by the Railway health beneficiaries for the purpose of entitlement of ward in referral hospitals was circulated. In this connection, this is to state that, the above letter is to the disadvantage of the railway employees insofar as it makes many of the Railway employees, who were eligible for semi-private wards earlier, ineligible.

To illustrate the above point, attention is drawn to Note-I under **Para 603 of IREC**, in terms of which those drawing basic pay of Rs.1600 or above per month would be considered eligible for special wards which is equivalent to semi-private wards in referral hospitals. The eligibility limit of Rs.1600 translates to Rs.35,400 in terms of VII CPC. By fixing the eligibility at the minimum of Rs.47,601, for semi-private ward the Board is denying all those employees drawing pay between Rs.35,400 to Rs.47,600, who were otherwise eligible in terms of the pay limit as specified in IREC. It may also be appreciated that, based on the limits, as specified in IREC, a Record Note of Discussion held by the DG/RHS with both the federations on 23.04.2014 was circulated, wherein it was agreed to stick to the limits of pay as specified in IREC for the purpose of allotment of semi-private wards in referral hospitals. Also, in the absence of a correction, being issued to the provisions of IREC, the present order becomes infructuous as IREC being a statutory provision takes precedence over executive instructions issued, if any.

In view of the position explained above, it is requested that, the

issue may be taken-up at appropriate level and eligibility limit may please be modified to Rs.35,400 from Rs.47,601, keeping in view the provisions of the IREC, as explained above.

(No. AIRF/101.dt.: May 16, 2018)

**Sub: Promotion Rule in RDSO/ LKO from JE to SSE (Design)**

**Ref.: Railway Board's letter No. E (NG)/2009/PM1/15.dt.: 08.05.2018**

In reference to our earlier letter of even number dated **20<sup>th</sup> February, 2017** (copy enclosed) as also the discussions held with you, you had promised that no decision would be conveyed without proper discussion with AIRF. After discussion you had also agreed that you would respect to uniformity and uniform Recruitment and Promotion Rules would be implemented throughout the Indian Railways.

It is unfortunate that, Railway Board vide their letter under reference have communicated to us that only **60:20:20** is feasible. We are unable to understand that, the demand of **80:20** is not only from AIRF, it has also been demanded by the Staff Council of RDSO who represents the Staff Side of RDSO. Moreover, three consecutive Director Generals of RDSO and the present General Manager RDSO has also recommended for bringing uniformity in the Promotion Rules by giving **80:20** in promotion from JE to SSE (Design). It is quite unfortunate that, Railway Board is unable to consider the demand of the Staff Side and the Official Side as well.

I hope, Railway Board will review its views afresh and the demand of **80:20** for promotion from JE to SSE (Design) would be considered with an advice to this federation.

(No.AIRF/320(841).dt.: May 17, 2018)

**Sub: Emoluments reckoned for calculating retirement/ death benefits of staff working in the Construction Organization (USRBL Project)**

The issue of reckoning emoluments for calculating retirement/death benefits of the staff working in the Construction Organization (USRBL Project) has been lingering in Northern Railway Headquarters Office for quite some time.

Northern Railway Administration vide their letter **No.720-E/52/USRBL/2017.dt.:- 11.04.2018** (copy enclosed for kind perusal) has referred the issue to Railway Board seeking clarifications on certain points.

In this connection, it may be appreciated that, Railway Board vide their letter **No.E(NG)II/94/PO/NR/7 dated 17.07.1995** had issued instructions to General Manager, Northern Railway, in reply to GM/NR's Confidential D.O. letter **No.CAO(C) Misc./JAL/25 dated 31.01.1995**, laying down that:-

(a) Keeping in view the difficulties brought out by Northern Railway, the Board have decided that after exhausting the possibility of filling the work charged posts in the above projects in the manner detailed in para 1.1 volunteers may be called from amongst staff working in various divisions/units on Northern Railway including the staff already working in the above projects, placed upto two grades below the grades in which the work charged posts to filled in have been sanctioned.

(b) Such volunteers may be posted against the work charged posts in the above projects by allowing them upto two adhoc promotion over their substantive grade if they are found fit for such promotions.

(c) The staff, who have been posted to the work charged posts in the projects without any adhoc promotion, may be allowed upto five advance increments in their present time scale, subject to their pay plus advance increments not exceeding the maximum of such present time scale.

(d) The staff, who have been posted to the work charged posts in the projects by giving one adhoc promotion, may be allowed upto five advance increments, subject to their pay in the promotion time scale not exceeding the maximum of such promotion time scale.

The above incentive scheme was introduced, keeping in view the reluctance of the staff, to be posted on the above project, in the wake of extremist activities and higher death ratio without any basic infrastructure. Once this scheme was introduced, staff from different divisions and units, belonging to various categories, had opted to work in the said project and this procedure has been working well to cope-up with the construction work over there.

It is crystal clear from the incentive scheme, as indicated under **paras (b), (c) and (d)** above, that, those who had opted to work on USRBL Project from any division or unit would be allowed either two adhoc promotions or one adhoc promotion with two advance increments or 05 advance increments, over and above what they were drawing in their parental cadre, as an extraordinary incentive. It is evident from the above incentive scheme that, those staff who have opted to work on the above project, even if get regular promotion in his/ her parental cadre or granted financial upgradation under MACPS, would be further entitled for either of the above mentioned three alternative

incentives as envisaged in Railway Board's letter *ibid* dated 17.07.1995. Such financial upgradation, granted under ACP/MACP, in his/her parental cadre, cannot set-off granting two adhoc promotions or one adhoc promotion, already granted to him on joining the project, else this will forfeit the basic purpose of granting special incentive as an attraction to join the aforementioned national project.

The Board are, therefore, requested to consider the above-mentioned contention of AIRF while clarifying the issue raised by Northern Railway Administration, so that, no injustice is done to the staff who had opted for posting on the project with the attraction of special incentive.

An early action in the matter is solicited as a number of cases are pending for payment of retirement/death benefits to the staff already superannuated from the USRBL Project.

(No.AIRF/35.dt.: May 16, 2018)

**Sub: Admissibility of HRA in the event of non-acceptance or surrender of Railway Residential Accommodation-Non-mentioning of AIRF's reference in Railway Board's letter**

Reference Railway Board's letter **No.E (P&A) II/ 2017/ HRA-3 dt. 09.05.2018**, we send herewith a copy of our earlier letter of even number dated **10<sup>th</sup> August, 2017**, receipt of which has been denied by the Railway Board, with the request to issue necessary **Corrigendum**, as demanded by AIRF in its earlier letter dated **16.01.2018**, duly mentioning AIRF's reference of **10<sup>th</sup> August, 2017**, to Board's letter dated **15.01.2018 (RBE No. 05/ 2018)**.

(No.AIRF/405(VIICPC)(1024)Dated:May15, 2018)

**Sub: Reimbursement of medical claim cases**

As you are aware that, Hon'ble Apex Court, in a specific **Writ Petition (Civil) No.694 of 2015**, filed by a Retired Central Government Employee, named **Shri Shivakant Jha**, allowing full reimbursement of the expenses incurred in his treatment, have further held that, "with regard to the slow and tardy pace of disposal of MRC by the CGHS in case of pensioner beneficiaries and the unnecessary harassment meted out to pensioners who are senior citizen, affecting them mentally, physically and financially, we are of the opinion that all such claims shall be attended by a Secretary level High Powered Committee in the concerned Ministry which shall meet every month for quick disposal of such case. We, hereby, direct the concerned Ministry to device a Committee for grievance redressal of the retired pensioners consisting of Special Directorate General, Directorate General, 2(two) Additional Directors and 1(one) Specialist in the field which shall ensure timely and hassle free disposal of the claims within a period of 07(seven) days. We direct the concerned Ministry to take steps to form the Committee as expeditiously as possible".

The apex court has further observed as under:-

"We are of the opinion that there shall be a timeframe for finalization and disbursement of the claim amounts of pensioners. In this view, we are of the opinion that after submitting the relevant papers for claim by a pensioner, the same shall be reimbursed within a period of 1(one) month".

AIRF is, therefore, of firm opinion that, since almost all the railway pensioners are RELHS opted and

are equally entitled for getting treatment in railway hospitals as well as reputed private specialized hospitals, the procedure as envisaged in the judgement mentioned above, should also be implemented mutatis mutandis in case of RELHS beneficiaries as also full reimbursement of the amount incurred in their treatment in the specialized hospitals, irrespective of empanelment, be covered with a view to avoid unwanted for litigations.

An early action in the matter is solicited. (No.AIRF/101.Dated: May 25, 2018)

**Sub: Permission for retention of railway accommodations allowed to USBRL officers and staff at their previous stations of posting beyond 31.05.2018**

The Chief Administrative Officer, NR/USBRL Project/JAT, vide letter **No.940-E/Qtr./Retention/ USBRL/ JAT/Pt.-I.dt.19.02.2018** has sought necessary approval of the Railway Board for granting permission to USBRL Project officers and staff to retain railway accommodations in their possession till completion of the project, considering the fact that, the ongoing project-work of the USBRL Project is likely to continue beyond the last extension, i.e. **31.05.2018**.

The Board are, therefore, requested to communicate necessary approval to CAO/NR/USBRL Project, granting permission to USBRL Project officers and staff to retain railway accommodations in their possession till completion of the project. An early action in the matter shall be highly appreciated.

(No.AIRF/35. Dated: May 28, 2018)

**Sub: Correction in the Concordance Table in respect of Loco & Traffic Running Staff – Reg.**

As your goodself is aware that, as per **Option III**, formulated by the **Pension Committee, Notional Pay** of the Railway Employees, retired prior to **01.01.2016**, is to be fixed in terms of successive Pay Commissions.

**Concordance Table**, for fixation of pension of the Loco & Traffic Running Staff, is anomalous inasmuch as while fixing Notional Pay in VII CPC terms, the **30% Pay Element** has not been taken into account, with the result that, the Pension is getting reduced drastically rather than being improved. This is causing substantial monetary loss to the Running Staff which is not the motto behind the recommendations of the Pension Committee and VII CPC.

AIRF, therefore, urges that, the above issue may be looked into on priority and necessary modifications in the same be affected, computing **30% of Pay Element** while fixing Notional Pay of the Running Staff in VII CPC terms, so that, there is no undue financial loss to this vulnerable category of staff.

An early action in the matter shall be highly appreciated

(No.AIRF/55.dt.:May 31, 2018)

**NC/JCM**

**Sub: Proposal to record disagreement of the unsettled 6<sup>th</sup> CPC Anomalies – Reg.**

**Ref.: DoPT's letter F.No. 11/1/2015-JCA dated 11.5.2018**

In response to the enclosures attached with the above referred letter, especially with regard to the MACP issues, we would like to offer the following comments/views for your favourable consideration please:-

**Item No.1.** In most of the cases, the Tribunals have opined that the MACP has to be based on

promotional hierarchy and not on Grade Pay basis. It is the Govt. which is before the Supreme Court. While setting up Administrative Tribunal, the Govt. has gone on record to state that it was with the objective of reducing litigation. However, the govt. refuses to accept the verdict of the Tribunal and approach the High Court and Supreme Court invariably in all cases. It is, therefore, requested that, the Govt. either accept the Tribunal/High Court verdict or agree to the most reasonable proposal put-forth by the Staff Side.

**Item No.2.** We refer to our letters No.NC-JCM-2017/MACP dated 16/1/2018 and NC-JCM/2018/MACP dated 27/3/2018, wherein we have requested the Govt to act upon the verdict of the Supreme Court and make MACP scheme effective from 1.1.2006. This is also a case where the Govt. has gone on appeal before Supreme Court after having lost in the Tribunals. Instead of writing “no action” what is required is to act upon the verdict of the Supreme Court.

**Item No.3.** The item is already taken up at the National Council, but no meeting of the Council is held for the past several years and hence the Staff Side is denied the opportunity of placing its views on the subject before the Cabinet Secretary. Therefore, what is needed is to take a decision on this item.

**Item No.6(XIII) and Item No.9.** MACP is a financial up-gradation. Even after grant of promotion, he continues to work in the same cadre. He undertakes only the responsibility and duties entrusted to the feeder cadre. The financial up-gradation bestows only an increase in pay after functioning in the feeder cadre for long ten

years though the residency period, stipulated in many cases, would be much less than ten years. The recommendation of 7<sup>th</sup> CPC is without appreciating the fact and their regular promotion and financial up-gradation are not one and the same, even though financial benefit in both the cases might be identical. Their recommendation to have same eligibility criterion or the benchmark of “very good” is flawed and the Government ought to have contra distinguished promotion from financial up-gradation. Apart from this, the Railways and Defence are operational/Industrial Establishment and the application of upgraded benchmark for MACP is not justified since they have to perform the assigned duties in the Field/Workshop/ Factory satisfactorily.

**Item No. 12.** Ensuring five promotions in a service career of 30 to 40 years is a reasonable proposition, especially in the background that the same is assured to Group “A” officers. Since the promotions under MACP as per the present dispensation is on grade pay set up and not on promotional hierarchy basis and the normal residency period in the feeder cadre for officers is only 2 to 3 years. To have one rule for the officers and another for the subordinate is a colonial concept. The Staff Side demand is based upon the need to change the colonial mindset and rejection of the demand without any logic or reasoning is arbitrary and unacceptable.

In view of the above position of the Staff Side, it is requested that, a meeting may be arranged with the Secretary Personnel so as to enable the Staff Side to place their

viewpoint on the subject matters before him.

(No.NC-JCM-2018/MACP.June 2, 2018)

**Sub: Non holding of DPC's and effecting promotions in the Central Government Establishments**

**Ref.: Point No.(XI) of the minutes of the meeting of Standing Committee of National Council(JCM) held on 03/05/2017**

Kindly refer to the issue raised by the Staff Side in the meeting held on 3/5/2017 with regard to the development of not holding DPC's and effecting promotions in the various Central Govt. Establishments after the instructions issued by DoPT, following the assurances given in the Hon'ble Supreme Court by the AG in a contempt case with regard to promotion of reserved candidates of own merit to the unreserved vacancy. The Staff Side requested that necessary clarification may be issued by DoPT urgently, so that, DPC's and promotions can be held in the departments. We regret to inform you that, till date no clarification is issued by the DoPT and large number of employees are retiring without any promotion.

In the meantime, the Hon'ble Supreme Court in its order dated 17.5.2018 has given the following directions to the Government of India:-

**“ It is directed that the pendency of this Special Leave Petition shall not stand in the way of Union of India taking steps for the purpose of promotion from “reserved to reserved” and ‘unreserved to unreserved’ and also in the matter of promotion on merits”.**

In view of the above, it is once again requested that DoPT may kindly arrange to issue necessary instructions /clarifications for

holding DPC's and effecting promotions without further delay.

(No.NC-JCM-2017/S.C.June 1, 2018)

**Sub: Central Civil Services (Revised Pay) Rules 2016, Revision of option exercised of option under Rule-6 therefore.**

**Ref.:(1) Department of expenditure letter No. F.4-13/2017-IC/E.III (A)**

**(2) This office letter of even number dated 22<sup>nd</sup> March 2018**

This office vide letter referred at 2 above have submitted a detailed representation with illustrations, pointing out the financial loss caused to the employees due to non-availability of option to switchover from a date subsequent to 25/7/2016 to the 7<sup>th</sup> CPC pay-scales. The Staff Side have requested to extend the option date beyond 25/7/2016, i.e. after availing the promotion/ MACP and Annual Increments as the case may be in the 6<sup>th</sup> CPC pay scale after the cut-off date 25/7/2016. Such options extending the option date were always given while implementing the pay commission recommendation in the past.

In view of the above, we once again request you to kindly consider the issue in its true perspective and arrange to issue necessary instructions for extending the date of option to switch over to 7<sup>th</sup> CPC pay-scale subsequent to 25/07/2016.

(No.NC-JCM-2017/Fin. June 1, 2018)

**Sub: Availability of option for fixation of pay on promotion/ MACP from the Date of Next Increment (DNI) in the lower post and method of fixation of pay from DNI, if opted for, in context of CCS(RP) Rules, 2016-Regarding.**

**Ref.: DoPT OM No. 13/02/2017-Estt.(Pay-I) dated 27/07/2017**

DoPT vide OM referred above have clarified the following:-

**FR 22(I)(a)(I)** holds good with regard to availability of option clause for pay fixation, to a Government Servant holding a post, other than a tenure post, in a substantive or temporary or officiating capacity, who is promoted or appointed in a substantive, temporary or officiating capacity, as the case may be, subject to the fulfillment of the eligibility conditions as prescribed in the relevant Recruitment Rules, to another post carrying duties or responsibilities of greater importance than those attaching to the post held by him/her. Such Government Servant may opt to have his/her pay fixed from the date of his/her Next Increment (either 1st July or 1st January, as the case may be) accruing in the Level of the post from which he/she is promoted, except in cases of appointment on deputation basis to an ex-cadre post or on direct recruitment basis or appointment/promotion on ad-hoc basis.

As per the provisions of ACP/MACP Scheme, benefit of pay fixation, available at the time of regular promotion, shall also be allowed at the time of financial upgradation under the scheme. Accordingly, an employee who has been granted MACP can also exercise option under **FR 22(I)(a)(I)** for getting his pay fixed on MACP after availing his/her next increment(either 1st July or 1st January, as the case may be). However, it has been brought to our notice that, the Audit/Accounts authorities in some of the ministries are not allowing this benefit on the plea that the clarification given in DoPT's OM dated 27/07/2017 is silent on grant

of option under **FR 22(I)(a)(I)** to the employees granted MACP.

In view of the above, it is requested that, a clarification may please be issued stating that the availability of option for pay fixation under **FR 22(I)(a)(I)** is equally applicable in the case of MACP also.

(No.NC-JCM-2018/DOPT (NI) June 1, 2018)

**Sub: New Pension System (NPS).**

As had been discussed with you previously, I met the Secretary (Pension), Government of India, who told me that, he had sent the recommendations to the Secretary (Financial Institution), Government of India, and henceforth whatever is required would be done by his department only. Since this issue is of utmost importance, particularly to younger blood recruited after 01.01.2004 and they are in quite anguish, we hope, the staff covered under NPS must be given some relief, and as has been discussed many a times, the Government of India must provide Guaranteed Pension/Family Pension Scheme where at least they should be able to draw 50% of their wages at the last pay drawn. It has been observed that in all the countries where such scheme is in prevalent, the government is paying much more contribution, and in case of any market failure the same is covered by different government Social Security Schemes. The demand of the NC/JCM has always been to restore the "Defined Pension/Family Pension Scheme". We hope that, the government will consider the demand of the NC/JCM (Staff Side) and relief will be given to the staff covered under NPS. (No.NC/JCM/2018.dt.:May 17, 2018)



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## NEWS FROM AIRF's AFFILIATES

### NATIONAL LOCO INSPECTORS SAFETY SEMINAR



Under the aegis of **All India Railwaymen's Federation (AIRF)**, **All India Loco Inspectors Safety Seminar** was organized by Northern Railwaymen's Union, Delhi Division at Local Railway officers club, New Delhi, on **10th June 2018**.

The Seminar was inaugurated by General Secretary of AIRF, **Shri Shiva Gopal Mishra** and **Shri Ashwin Lohani**, Chairman of Railway Board, was Chief Guest of the programme. The programme was presided by Central President of union, **Shri S. K. Tyagi**.

On this occasion, while addressing the seminar Shri Shiva Gopal Mishra said that, the vital role of loco inspectors in rail operations cannot be denied by keeping the importance of safety paramount. He discussed in detail on the issues/ difficulties coming on day to day tasks of Loco Inspector. In the Safety Seminar, Shri Mishra, General Secretary, assured to resolve the problems of the chief Loco Inspectors like wage anomalies, mainly stepping-up and promotion related problems.



While addressing the National Safety Seminar, **Shri Aswini Lohani (CRB)** said that need to be sensitive to the personnel. We are trying to make the sensitive bureaucracy. We are committed to mend basic needs and facilities and there will be no shortage of money in this.

Member of Railway Board Shri Ghanshyam Singh said CLI are very important category for industry. I feel the pain of Loco Inspectors will definitely take care of all issues and also promised issue of stepping up will be resolved soon. The successful Seminar was the result of day and night hard work by Division Secretary, Delhi Division Com. Anoop Sharma & President of Division, Com. R K Bardwaj and their team.

The Seminar was addressed by Treasurer of AIRF Com. J.R. Bhosale, Women Convener Smt. Jaya Aggarwal, Zonal Secretary Shri D.N. Choubey, Shri S.K.Tyagi, Shri Vishwesh Choubey, Shri R.N. Singh, Shri K. Singh and many other officer bearers and Chief Loco Inspectors from the different corner of Indian Railways.

### Brief of the meeting held on 6<sup>th</sup> June 2018 with Hon'ble Minister for Railways

On 6<sup>th</sup> June, 2018 Met with Hon'ble Minister for Railways, **Shri Piyush Goyal Ji**, who is also looking after Finance portfolio, at North Block, and pursued him for early settlement of the significant issues related to the Central Government Employees, viz. **NPS, Minimum Wage and Fitment Formula** as well as important issues related to THE Railwaymen, viz. **LARSGESS, upgradation of Trackmen in the ratio of 10:20:20:50 and Running Allowance, etc. etc.**

Though he heard all the issues very patiently, but said that, the issues related to Finance Ministry would be dealt by the regular incumbent, **Shri Arun Jaitley Ji**, but promised that he would arrange a meeting. Regarding Railways related issues, he said that, certain issues are in the process, and major issues **like promotion of the staff, Running Staff, upgradation of the Trackmen in the ratio of 10:20:20:50, etc. etc.**, would be resolved amicably. This is for your information.

## ITF-AIRF-NRMU ZONAL WOMEN'S COMMITTEE MEETING 17-18 MAY 2018

ITF-NRMU Zonal Women committee meeting was held on 17-18 May 2018 at T N Bajpai Memorial Hall New Delhi. It was a close group meeting of Zonal Women Committee and Divisional Women Chairpersons and conveners, to focus how to organize and strengthen women in our industry as well to organization.



On first day the session was started with welcome of participants by Chairperson NRMU Women's Wing Com. Praveena Singh, Com. Harjeet Kaur CVP NRMU, Com. Saroj Dixit Chief Patron NRMU/W.W, Com. Pushpa Gupta Patron NRMU W.W, Com. Sonia Hasiza Treasure NRMU W.W. shared their valuable words of experiences. The programme was inaugurated by Com S.K.Tyagi President NRMU.

Com. S. K. Tyagi said although women wing is working well, but in few of areas its need to be more focused and women have all power to organize and strengthen trade union movement you are the resource person for other women in the industry. He also said that NRMU is committed to equality and justice, forthcoming time is full of challenges, your commitment will lead the strategy to fight for workers and their secure future. Com D. N Chaubey AGS NRMU came from Moradabad to motivate women leaders, he said that we understand that there are more challenges in front of women leaders, but quite pleasing to see as you all are giving your best to uplift the status of women and empowered them, NRMU W, W is one of the best Women Wing working in entire Indian Railways. Com Jaya Agarwal Chairperson AIRF Women Wing thanked all for astonishing performance of women fraternity in relay hunger strike, she said I personally visited many braches within three days and it is really privileged to see that in each branch women were shouldering equal enthusiasm, courage and participation.

In the second session of first half Com. Praveena asked for Report of their divisions the report was given as:-

**Com. Preeti Singh** for young women, **Com.Sunita Bhatia** for Head Quaters Div., **Com. Sailesh Shukla** for Workshop Div. **Com. Anita Rawat** for Accounts Div., **Com. Pawan Kumari** for Delhi Div., **Com. Sadhana**



**Gaon** for Lucknow Div., **Com. Pradeep Kaur** for Moradabad Div., **Com. Bhawana** for Firozpur Div., **Com. Neelam** for Bridge Div. **Com. S.G. Mishra General Secretary NRMU/AIRF** joined the session, and he said that it is pleasant to see that you all are performing very well and definitely your commitment, hard work and participation in mass giving new edges to the organisation. All of you are independent but also on other hand should be disciplined and do all good work if you feel any problem, don't be hesitate and talk to your leaders we all are there for your help assistance and guidance. You all are here for two days discuss your issues/challenges and make future plans.

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The post lunch session was taken by **Com Nishi Kapahi** women Coordinator/ Educator Asia Pacific ITF, she explained Future planning, and she started this with an activity:- what is your vision, after where you wish to

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see your union? All participants wrote their vision on stick slip and pasted on a wall, after vision she asked:- What is your mission, what you will contribute to fulfil your vision? Thus each participant gave its vision and mission which was actually tool for future five year plan.

She also guided with the new ideas of organizing :- through gave them participation, recognition, allot them work/responsibilities, make active, built confidence and also by improving working conditions, built collective power, improve industry health and economy, resolving problems.

Networking and social media was taken by **Com Jaya Agarwal**, she educate about importance and Correct/proper uses of social media in present era.

A presentation on Women Advocacy-Mahila Sangini was given by **Com. Poonam Dabas**, the origin, concept need and importance of Mahila sangini was well explained by Poonam Dabas.

A brief session was on sexual harassment was taken by Nishi Kapahi, she explained sexual harassment committee on Vishakha Guidelines 1997 and also new law on Sexual Harassment Committee of Women at workplace (prevention, prohibition and redressal) Act 2013. General Secretary Com S G Mishra AIRF/NRMU was present in the closing session to motivate women leaders.

Com Praveena Singh put her resolution for making Sexual Harassment Committee in Union to protect women leaders with any impossibility. A resolution for construction of Mahila Sagini team in union to assist victim was kept by Poonam Dabas. Both of the resolutions were adapted by all and accepted by General Secretary subject to the passing of the same in Zonal standing committee. Com S G Mishra Congratulate entire committee for successful two days workshop and said this will reach at its goal when you all will discuss all the learnt here with the women working in your division he said we have equipped you with our constitutional changes by provision of one women office bearer at each level, now it's your responsibilities to extend your hands and organize more and more women and strengthen them, this will automatically strengthen our organization too. He presented a memento to all of the participants. The Meeting concluded with the vote of thanks.

#### **IMPORTANCE AND UTILITY OF SOCIAL MEDIA WORKSHOP**

In the present era, the emergence of the fastest communication medium through the multimedia phone. He has given rise to a very powerful communicative revolution in the form of social media. It is of course that due to the tendency of simplicity, the usefulness of this medium seems to be less; it seems that misuse has started to increase.

In view of these concerns, the General Secretary of the Northern Railway Men's Union, **Com. Shiva Gopal Mishra**, convened a special meeting of the Standing Committee and organized the Zonal Social Media Workshop to create a Factual and Strong Information Mechanism for the social media groups related to the organization. While making a meaningful initiative towards creating a strong information system, he has churned out with senior officials of the organization. As a result, on the basis of invaluable ideas received underlining the norms and conditions of the social media groups related to the organization, in terms of normality, outlined in the perimeter. With the help of ensuring the compliance of which, the General Secretary had issued a calendar by determining the dates for all the divisions to be organized.

Under the leadership of the Divisional Secretary, Delhi and Head Quarter respectively Com. Anup Sharma and Com V.K. Mishra, at New Delhi, Divisional Secretary of Ambala Division, Com. C. S. Bajwa at Ambala, in the Pathankot under the leadership of Divisional Secretary of Ferozepur Mandal, Com. Shiva data, Mandal Mantri of workshop division Com. B.D.Mishra, and under the leadership of the Lucknow Divisional Secretary has organized the wide level Social Media Workshop.

Wherein NRMU President Com. S.K.Tyagi, Com Manoj Shrivastava, Smt Harjeet Kaur, Smt. Parveena Singh, Shri Ram Avtar Meena, shri. Subhash Sharma, Shri S.U.Shah, Shri Diljeet Singh, Shri Ghanshayam Singh, Shri Praveen Kumar, Shri D.n.Chaubey, and Shri Vikram Singh joined and conveyed their valuable words.

In the workshop the Central Treasurer Shri Manoj Shrivastava, highlighted the unanimous rules and conditions for making social media groups useful in the Standing Committee. Which is as follows: -

1. The NRMU can be named as the same group, which will be authorized by the General Secretary and will be given the code signed by the General Secretary.
2. The name of the Group Administrator will be authorized by the Branch Secretary at the branch

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level, the Division Secretary at the Divisional level. The name of the group admin for the National and Zonal level groups will be made by the General Secretary himself.

3. Only union and rail related material and pictures will be included on the union's group.

4. Religious, political, personal, good mornings, flower sheets, knowledge, class, specialties, religion, special, unconfirmed and misleading content and images on the group will be absolutely forbidden.

5. Only one or two main shadow images will be inserted along with the organizational details on the group.

6. Just inserting the image or letter etc., it will be necessary to write a brief description (caption).

7. The group's attitude of glorifying a person specially and ridiculing anyone will be totally prohibited.

8. The names of the officers on the group etc. will be mentioned in the post and in sequence.

9. There will be no other repeat than any other admin on any letter or picture on the group.

10. The achievements, history, objectives, policies, plans or programs of Federation / Union will be spread widely on the group.

11. The letter issued by the National Group and the letter issued on the Zonal group will be circulated by the Board of the Board and the Branch Group, along with the caption.

12. On the group there is no unconfirmed, disputed or misleading material beyond the facts, to monitor and to respond to it, the accelerated special team, like the eagle, will be able to diagnose the misconceptions by keeping awake.

13. With the goal of making the group a credible, factual and useful, no one other than the prescribed officials / members etc. will be included in the group at all levels.

Methods of Group Production: -

Each Branch, Division and Zone will have its own group. Similarly, Youth and Women will have their own additional group at all levels.

Group admin of Branch will be involved in Division group and group admin of Division will be involved in their Zone group, similarly, group admin of zone

will be inevitably involved in National group so that the flow of reliable materials / pictures and information can be done at uninterrupted speed.

The members, who will not follow all these instructions, will be warned by the Administrator for the first time, even if they fail to accept it, the member will be evicted from the group.

The groups formed under these rules will be considered as the authorized official group of NRMU. Apart from this, any group will be formed in the name of the organization, it will be unauthorized and legal action can be taken against him.

### **West Central Railway Employee's Union**

On 31<sup>st</sup> May 2018, third PNM meeting of West Central Railway employee's union has been organized under the Chairmanship of Shri Alok Aggarwal DRM, wherein many important issues of Railwaymen and their families' welfare have been raised.

General Secretary of Union Com. Mukesh Galav drew attention of the Railway Administration to upgradation problem of Kota Mandal's all gates. Problems are 12 hours' duty and absence of basic facilities of working gatemen, because of this discontentment of gatemen is increasing day by day. Shri Manish Gupta said railway board is trying to stop accidents in Indian Railway. They have reduced gatemen's duty hours from 12 to 8 hours and gatemen can reverse their signal if there is any abnormal condition happened. This will reduce the casualties occurring at the railway gates and thousands of gatemen will get benefit. Com Galav demanded a pick-up van for the settlement of complaint of electricity in quarters of Road side stations of Railway employees at Gangapur Shyamghar Section. Sr. DEE has approved pickup van in Gangapur city and Shyamghar.

### **NRMU**

**NRMU, Firozpur Division** has always been on fore front in taking call from our leadership. In the present sequence two **Youth Seminars** have been conducted one at Pathankot on **12<sup>th</sup> May 2018**, and another at Amritsar on **3 June 2018**. Where on one side at Pathankot the role of social media in proliferation the vision of the trade union was the main focus, the role and effective participation of the youth in the present circumstances was effectively explained and conveyed to the youths belonging to the trade union particularly of the NRMU. **Com. Shiva Gopal Mishra** highlighted the current issues among the participants and emphatically

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explained the role of youth in solving the latest burning issues. **Com Shiva Dutt Sharma** Divisional Secy. **Firozpur Division** assured the central leadership that the dedicated team of fighters of NRMU of FZR Division are always ready to implement any agenda set by the top leadership in the welfare of the workers of the Railways. He also hailed the increasing participation of the youth which in the present circumstances is very important force to reckon with.

A large gathering of the youth in such seminars is a positive development which can play a great role in making effective pressure on the ministry in getting the long pending demands settled.

### **NERMU**

#### **A Massive Protest against to merge Electricity Department and AC, Power to Mechanical by Railwaymen.**

On 17.05.2018, Electrical/ Engineering Branch Gorakhpur, under the banner of NERMU, organized a Massive Rally and Demonstration against Railway Board's order regarding to merge electricity department and AC Power in Mechanicals, at Gorakhpur Railway Station.

Com. L.K.Gupta General Secretary of NERMU addressed and called that keeping in mind the demands of the union if Railway Board did not withdrawal this order and did not give the permission to above departments to do act as before, then protest will be held at the wide level and stop the wheel of railways.

General Secretary said that decision has taken by railway board at their own level. Concerned union should be involved in these types of decisions to welfare of railway employees. But it is not being done by government. The union will not tolerate it at any level. Next month AIRF's PNM meeting will be held with Railway Board. This matter will put in the PNM Meeting for discussion.

Supervisors and employees of Electrical and AC's Depot of Gorakhpur took part in this protest.

### **Western Railway Employees Union, Ratlam Division**



The Plantation is the requirement of next generation's health and environment --- Mr. Sunkar Public participation is essential in environmental protection and management of natural resources. We have to stop pollution for balanced and healthy environment. The program organized by Western Railway employees' union and women committee at railway play ground. On this occasion Shri R.N.Sunkar DRM, said, on the World Environment Day, the plantation program that has been organized by the Union is commendable. The Plantation is also important for our coming generation, and we all should contribute in it. The plantation program started in the presence of ADRM K.K.Sinha, Sr.DME(Carriage and wagon) Shri Kamal Choudhari, Sr. DPO Shri Gopi Kumar, Sr.DE Shri Rishi Kumar Gupta, General Secretary of Hind Mazdoor Sabha Shri Govind Lal Sharma, Central Vice President Smt. Seema Kaushik, Divisional president Shri SS Sharma, Divisional Secretary Shri Shyam Babu Shrivastava and Former Divisional president Shri Manohar Pachori. They planted many different species of plant at Railway Play Ground. Thereafter, the plants were distributed by the union office bearers to go door to door in the New Railway Colony. There was admirable collaboration of Shri Rajkumar Gurjar, Prataap Singh and Shri Firoz Khan in this programme.

The program was conducted and concluded by union pravakta Shri Prakash Chandra Vyaas.

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## **RAILWAY BOARD'S ORDER**

### **Sub:- Appointment on compassionate grounds – Suitability Test – regarding.**

Attention is invited to this Ministry's letter No.E(NG)II/84/RC-1/174 dated 25.06.1985, No.E(NG)II/88/RC-1/1/ Policy dated 02.11.1989 read with para 2 (i) of letter No. E(NG) II/88/RC-1/1/ Policy dated 16.05.1991, stipulating inter-alia, that suitability of a person to be considered for appointment on compassionate grounds should be assessed by an appropriate suitability test, keeping the compassion in view. Board's letter dated 25.06.1985 has laid down that such appointment be considered as per the educational qualification possessed by the candidate.

2. As regards number of chances, this Ministry's letter dated 28.04.1999 (RBE No.84/1999), 21.09.2001(RBE No. 192/ 2001) and dated 02.03.2012 (RBE No.28/2012), specify the number of chances to be given to a candidate (wards as well as widow/wife), for appearing in the suitability test for appointment on compassionate grounds to Non-Gazetted posts on the Railways. Accordingly, at present, there are three (03) and four (04) chances available for wards and widow/wife respectively.

3. It has come to the notice that not only the procedure adopted for conducting suitability test and additional chances to be given to candidates for appointment on compassionate grounds by the zonal Railways vary from the instructions issued at paras 1 and 2 above, but the directives/ intent of stipulation made in the instruction

ibid are also not being followed in true spirit.

4. Accordingly, the matter has been looked into. It has now been decided by the Board that in compliance of letters mentioned at para 2 above, maximum of three such chances to the wards and four chances may be given to widow/wife commensurate with their educational qualification to the post and suitability may be adjudged accordingly. Second chance should be given as a rule and uniformly followed.

5. It is also reiterated that 2<sup>nd</sup> chance to wards and widow should be given with the approval of competent authority (DRMs/HODs/CWMs as the case may be). However, 3<sup>rd</sup> chance to ward/widow/wife and 4<sup>th</sup> chance to widow/wife will require personal approval of the General Manager.

6. in case a request has been received from the candidate for appointment on other Railway, his/her case may be transferred alongwith all relevant papers to that Railway Assessment of suitability may be done by the Railway where the candidate is to be appointed.

(No.E(NG)II/2018/RC-1/GenI/17.RB.No. 81/2018. dt.: 07.06.2018)

### **Sub:- Revised Training course content and duration of Chemical & Metallurgical Assistants (CMAs) and Senior Chemical & Metallurgical Assistants (SCMs), who are recruited directly in the Metallurgical & Chemical cadre of Indian Railways.**

Ministry of Railways (Railway Board) has reviewed the training course and duration of Chemical & Metallurgical Assistants (CMAs and Senior Chemical & Metallurgical

Assistants (SCMAs), who are recruited directly in the Metallurgical & Chemical cadre of Indian Railways.

2. The duration of training of mandatory courses has been reduced and existing syllabus of SCMA has been shortened. The duration of training period has been reduced from 34 days to 28 days and the classroom lectures have been compacted from 97 to 74.

3. The Theoretical topics and practical demonstration that are proposed to be deleted from existing SCMA Course is enclosed in Annexure – A. the Theoretical topics that are proposed to be merged in enclosed in annexure – B.

4. The above training course and duration have been scanned and uploaded and can be viewed /downloaded from railnet <http://www.indianrailways.gov.in/railwayboard/view> under E (MPP) training circulars.

(No.E(MPP)2018/3/12.RB.No. 74/2018. dt.: 28.05.2018)

### **Sub:- Ceilings in respect of Office Expenditure on Hospitality for Training institutes.**

Kindly refer to Ministry of Railways' letter No.E(MPP)/2012/3/28 dated 06.10.2017 (RBE No. 147/2017) wherein Ministry of Railways had communicated revision of rates of training allowance and abolition of Sumptuary allowance.

2. Pursuant to the recommendation of 7<sup>th</sup> CPC, Ministry of Finance, Department of Expenditure vide OM No.11-1/2016/E.II B (7<sup>th</sup> CPC) dated 22.09.2017 has conveyed the ceiling of office expenditure on hospitality. Accordingly, it has been decided by this Minstry that

prescribed ceiling of office expenditure on hospitality will be as under:

S.N.	Design.	Prescribed ceiling in respect of hospitality related office expenditure
1.	Director/ Head of training Establishment	8000/-
2.	Course Director	5700/-
3.	Counsellors	4500/-

3. The expenditure on hospitality with ceilings mentioned above shall be booked as 'Office Expenditure'.

4. the above rates of 'Office Expenditure' shall be applicable with effect from date of issue of this letter.

4. this issues with the concurrence of Finance Directorate of the Ministry Railways.

(No.E(MPP)2012/3/28.RB.No.73/2018.dt.: 25.05.2018)

**Sub: Promotional Avenue of ESMs in S&T Department**

Attention is invited to instructions contained in item no. (iii) of Board's letter of even number

dated 26.03.2018 on the above subject, wherein the educational qualification of direct recruits at Signal Maintainer/Grade-I level, has been mentioned as "pass in B.Sc".

It is hereby clarified that the qualification "pass in B.Sc." should be read as "pass in B.Sc. (Physics/Electronics/Computer Science/Information technology/ instrumentation)".

(No. E(NG)/2015/PM8/1. RBE No. 72/2018. dt. 25.05.2018)

**Sub:- Revision of rates of damage for unauthorized occupation of Railway accommodation.**

**Ref.:- i. Board's letter No.2018/Trans. Cell/ Process Reforms/ Estt. dated 05.04.2018.**

Transformation Cell in Board's office vide their letter No.2018/Trans Cell/Process Reforms/Estt. dated 05.04.2018 on the subject "Process Reform – Comprehensive Housing Policy" referring to 'Conclave Sampark, Samanvay, Samvad held on December 16, 2017, has

directed all GMs/CAOs/DGs that full Board in its meeting held on 4<sup>th</sup> April, 2018 considered the issue of improvement in housing policy and approved among other items, implementation of telescopic penal charges in case of unauthorized retention of railway quarters in the line of GPRA (MoUD). Accordingly, it has further been advised that GMs/CAOs/DGs may evolve their comprehensive guidelines for uniform implementation at their end.

2. the flat rates of license fee (Standard Rent) for residential accommodation over the Indian Railways were last revised w.e.f.01.07.2010,01.07.2013 & 01.07.2016 vide Board's letter No.F(X)1-2002/11/2 dated 26.12.2017 circulated to all Zonal Railways, Production Units etc...

3. All zonal Railways and Production Units etc. may take necessary action accordingly.

(No.F(X)-99/11/1.dt.10.05.2018)

<b>ALL INDIA CONSUMER PRICE INDEX (BASE 2001 = 100)</b>				
Month/Year	Base Year 2001 = 100 Average	Total of 12 months	Twelve monthly Average	% increase over 261.41 for DA
April,2017	277	3316	276.33	5.70
May, 2017	278	3319	276.83	5.89
June,2017	280	3322	276.83	5.89
July,2017	285	3327	277.25	6.05
Aug,2017	295	3334	277.83	6.28
Sep.,2017	285	3342	278.50	6.53
Oct.,2017	287	3351	279.25	6.82
Nov.,2017	288	3362	280.16	7.17
Dec., 2017	286	3373	281.08	7.52
Jan., 2018	288	3387	282.25	7.97
Feb., 2018	287	3400	283.33	8.38
Mar., 2018	287	3412	284.33	8.76

\*Average Price Index for January, 2001

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