

INDIAN RAILWAYMEN

Year 50, Vol.11

Editor: Shiva Gopal Mishra

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EDITORIAL

STAGE SET TO SELL RAILWAYS



Dear Comrades,

As was anticipated, the present Government would, by hook or crook, will try to hand over Indian Railways in the hands of Indian/Foreign capitalists. The anticipation is now Completely Visible Government of India has appointed Shri Vivek Deb Roy Committee for restructuring the Indian Railways Systems. This high level Railway Restructuring Committee has Retired Cabinet Secretary Chandra Shekhar, Retd. Financial Commissioner (Railways) Shri Rejendra Kashyap, Retd. Managing Director of Proctor & Gamble Shri Gurcharan Dass, Parth Mukhopadhyay, Ravi Narain and Additional Secretary Ministry of Finance Shri Krishnan.

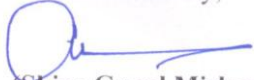
The Committee has been entrusted the responsibility of changing the face of Indian Railways and the first task is to bifurcate the operation and policy making. This very issue also was on the top of Rakesh Mohan Committee. This Committee has also been given the task of advising restructuring of different departments. One of the item of references is finding ways for allowing working of Railway Officers in the other Departments of Government of India and vice versa. The Committee will also try to find out internal and external resources of obtaining financial feasibility.

Friends, we are of the view that Railways in their entire life, how much these external personnel forming the proposed committee would be able to impart deeper knowledge to us.

Friends, the Committee has also called and heard us on 29th October. We on our part have told them a plain truth to avoid dreaming the selling of Railways. If the Rail has to exist it has to remain in its present form otherwise any conspiracy against it will ultimately invite Railway Strike.

With best wishes!

Yours sincerely,


(Shiva Gopal Mishra)
General Secretary

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REFERENCES FROM AIRF TO RAILWAY BOARD

Sub: Enhancement of ceiling limit for investigation facilities at Health Unit Level.

Ref.: Rly. Board's letter No. 2005/H/21/FHU dated 16.1.2006 & No. 2007/H/21/FA&CAO dated 4.2.2004

In terms above referred letters, provision of investigation facilities at Health Unit Level have been introduced and under this provision, the ceiling limit of expenditure is Rs. 5000/- per month for Health Unit, with single Doctor and Rs.10,000/- for Health Unit with two Doctor or more.

The complaints are pouring from all corners from Indian Railways that a difficulty is being experienced by the Doctors in managing investigations of the patients. In the Western Railway, it is factually true that the amount so fixed, is very meager looking into the large number of patients as this amount in most of Health Units exhaust within first week of month itself. Later on, the patients are directed to Zonal Hospitals for investigation, which is very difficult to move from the residents to the Zonal Headquarters in the crowded suburban trains. In the Metro Cities like Mumbai and Delhi, it is really difficult to the patient to perform the journey for every now and then for various pathological and other medical test.

Keeping in view the dire necessity of the present day, it is, therefore, requested that the Ceiling Limit of investigation facilities, as stated above, be enhanced from Rs.5000/- to Rs. 15,000/- and Rs. 10,000/- to Rs. 30,000/- respectively, taking into consideration of inclusion of additional investigation like Ultra Sound, X-Ray, Spine etc. and also increase in the number of patients to avoid embarrassing situation.

An early action in the matter is solicited.

No. AIRF/101 (293) dated 4.10.2014.

Sub: Enhancement in distance limit for issue of Residential Card Pass.

Residential Card Pass is being issued for facilitating Railway employees for reaching their work place while residing in remote areas. Presently, the distance limit for issue of Residential Card Pass is 65 K.m. and it is not revised since almost 20 years. It is therefore required to be revised and raised at least up to 150 k.m. on the following grounds.

1. The limit of 65 k.m. was fixed due to MG/Slow moving trains which could cover this distance within the same time limit, much long distance up to 150 k.m. can be traveled.
2. Due to urbanization and high rise in costs of accommodation in urban areas. Railway employees are compelled to reside in remote areas beyond 100 k.m. from city limit or farther distances.
3. The employees residing in peripheries of big cities/urban areas will be benefited for continuing their residences in their own villages or towns while working in Mega cities.

The Board are requested to issue necessary orders to the GM's of the Indian Railways on the subject matter.

No.AIRF/82 (296) dated 7.10.2014.

Sub: Sanction of new posts and filling up of vacancies for Electric Loco Sheds.

Ref: Railway Board's letter No. 2005/Elect.(TRS)/480/2/Pt. dated 19/5/2014.

Railway Board is well aware that average holding of Electric Loco, per loco shed is gradually increasing with reduction in man-power available for maintenance works.

The Board have further directed to fill up the vacancies of all Electrical Loco Shed but there is no substantial improvement in this regard, for one pretext or the other. Similarly the creation of the posts for these activities to achieve the Railway Board stick and Bench Mark has not been engaging attention of the Zonal Railways. This aspect relates to the safety of the Board's level for all the 29 Electric Loco Shed over the Indian Railways

Besides, above, the Railway Board have permitted to undertake the repair and rehabilitation of equipments by utilizing expertise available with OEM and approved sources. In case the sanctioned man-power, as per yardstick is not available and subject to financial justification of saving on account of man-power.

This Federation is of the considered opinion that instead of creating the posts and filling up of the vacancies, the Board is, otherwise, resorting to out-source the work unilaterally, which will in due course of time deteriorated the quality of works.

Since this is very crucial issues and related to safety as well, therefore, needs to be given a pensive thought, in a fresh perspective, before arriving at a revised policy of the issue, the Federation is prepared to discuss the issue threadbare with complete data of all the electrical loco shed over the Indian Railways.

(No.AIRF/159 (313) dated 25/10/2014)

Sub: Rationalization of Supervision of Loco Running Staff.
Ref: Railway Board's letter No. 2004/M(L)/466/7101/Dupt.I dated 8.7.2014.

The Executive Director, Mechanical Engineering, Railway Board vide his letter of 12.11.2012 followed by corrigendum dated 28.01.2013 has issued order granting Running Allowance @ 120 KM per day in favour of Loco Inspectors working as CCC/PRC/CPLC. Since this order was not issued with the concurrence of Financial Directorate of the Railway Board, the order could not be implemented.

This issue is resting with the Railway Board for obtaining approval of Financial Directorate of the Railway Board.

AIRF would request the Railway Board for early issue of the order.

(No.AIRF/55 (316) dated 27.10.2014)

Sub: Committee on Restructuring of Railway Ministry and Railway Board.
Ref: Railway Board's letter No. ERB-I/2014/23/39 dated 22.9.2014.

All India Railwaymen's Federation is grateful that the aforementioned committee has spared some time to hear the views of the Organized Labour.

At the outset we have to say that, since no questionnaire has been issued by the said committee, our submission would be on the broad Terms of Reference only. However, if any questionnaire is issued by the committee, AIRF would be forthcoming to reply them point-by-point.

Indian Railways is the second line of defence with 13 lakh Railwaymen working round-the-clock to render service to the traveling public as sincerely and efficiently as possible.

It would be pertinent to submit extract of a few observations of certain committees in respect of working of the Indian Railways and also emotional integration of the Railwaymen to render services:-

Extract from railway Safety Review Committee, 1998 - vide Para 2.1.1 and Para 2.1.2, the committee has recommended that, the working in the Railways is more closely allied to the Armed Forces than

the sometimes lacks Civilian Forms. As such, Railwaymen cannot be bracketed with other Central Government employees for the purpose of social benefit.

Para 2.1.1 Curing the colonial period, the Railways was conceived and operated as an auxiliary wing of the Army, primarily because it provided the transport muscle that enabled rapid movement of troops across the Indian sub-continent. There was, however, another less visible but important reason for the close linkage with the Army. The colonizers realized that the Railways, by virtue of its complex nature, required a high degree of discipline and efficiency to be able to perform its role as the prime transport mode. This, in turn, meant a system of working more closely allied to the Armed Forces than the sometimes lax civilian forms. This, historically, Indian Railways has functioned differently from other Government institutions.

Para 2.1.2 “..... It is not only unrealistic but also dangerous to treat the Railways and its problems on par with other Government Departments which has unfortunately been the case during the last five decades....”

Railway Restructuring Committee 2011, headed by Shri Rakesh Mohan, in its report had held as under:-

“We have been impressed by the loyalty and devotion to the organization of the Indian Railway Personnel at all levels. This value must not be lost and must be capitalized in the change process ... The Expert Group therefore recommends wide spread consultation process at all levels including labour”.

The Committee further stated:-

“Indian Railway has a long history of achievements and is an effective institutions that delivers. It is a truly unique institution that cannot be compared lightly with that of any other country... Any recommendation to change an institution of the scale, complexity and achievement of Indian Railway cannot be based on compelling evidence that suggests a way forward without bringing turmoil to the life line of the nation”.

We also quote below extract from Para 1.5 of the recommendations of the High Level Safety Review Committee, constituted under the chairmanship of Dr. Anil Kakodkar, former Chairmen, Atomic Energy Commission and Secretary, Department of Atomic Energy.

1.5 Safety being product of functioning of railway management at different levels of hierarchy, our Committee decided to interact with all the levels i.e. Divisional, Zonal and Railway Board. Considering that technical and technology related aspects on IR and functioning of Research Design and Standards Organization (RDSO) have been specifically mandated in our terms of reference, the Committee not only frequented RDSO but also invited RDSO officials in several interactions of technical nature. The Committee also visited some of the zonal railways for having the first hand experience of the field conditions. Representatives of recognized staff Federations were also invited by the Committee for seeking their views. During the course of functioning, the Committee records its appreciation on the dedication, commitment and deep passion of all those railway officials at various levels and the representatives of Federations with whom the Committee interacted. The Committee also interacted with Commissioners of Railway Safety and some of the retired officials of IR for their valuable suggestions. A total of 53 suggestion were received from Railway personnel and general public which have been appropriately considered by the Committee.

Indian Railways, having vast network throughout the length and breadth of the country, is the symbol of national integration. Railways is eco-friendly, energy efficient, less accident-prone than that of any other mode of transport. It is the cheapest mode of mass transport, carrying more traffic than any other mode of transport. Railways is the vehicle of development of the country. Due to political compulsion, Railways is

compelled to undertake economically unviable projects. Freight and fare of the railways is also guided by political consideration.

Financial arrangement between the Railways and the Government has been separated since 1924. However, the same is periodically reviewed by the committee appointed by the Parliament in the name and style of "Railway Convention Committee".

Ministry of Railways had appointed two different committees in this regard – one headed by Prakash Tandon in the year 1993 and another headed by Raesh Mohan in the year 2001. Reports of both the Committees were elaborately discussed in presence of the Hon'ble Minister for Railways, all the members of above-mentioned committees, including the representatives of AIRF and other Labour Federations and hos of others. Decisions arrived at were subsequently carried out.

Para-wise remarks on Terms of Reference of the Committee are appended below:-

- (i) Reorganizing and restructuring the Board and subsequently the Department so that policy making and operations are separated, the Department does not work in silos, policy making focuses on long term and medium term planning issues and operations focuses on day-to-day functioning of the Organization.

Remarks Operation and Policy Making of the Indian Railways are already separated. Operation is undertaken by the Divisional and Zonal Railway Administrations, while policy is framed by the Railway Board as per guidance of Hon'ble Minister for Railways, Parliament and Government of India. This procedure needs to be allowed to stay.

- (ii) Promote exchange of Officers between the Railways and other Departments.

Remarks Railways job is highly technical and sophisticated. Short term deputation from other departments is not likely to serve the due purpose. Such deputationists may not be able to share the integrity of Railway's working effectively. If, however, someone from other services wants to join the Railways, he/she can opt for the same for rest of his service period. It may be mentioned here that the strength of the Indian Railways lies. "**....once a Railwaymen, always remains a Railwaymen**"

- (iii) Estimate financial needs of the Railways and ensure appropriate frameworks and policies are in place to raise resources, both internally and from outside the Government, to enable Railways to meet the demands of the future.

Remarks Apart from undertaking economic unviable, but socially needed projects, Indian Railways has been undertaking social burden for carrying essential commodities below the operational cost. Passenger fare is highly subsidized. Substantial portion of the planned expenditure is being borne annually by thee Indian Railways, so General Exchequer should reimburse them. For the same reasons Railways should be exempted from the payment of dividend to the general revenue and lease charges to IRFC.

It may incidentally be mention here that the government has been foregoing revenue amounting to rupees five lakh and above annually on account of exemption being granted to Corporate Income Tax, Excise and Customs Duties, Bank Loan of Rs. 2,04,549 crore has been waived during the period 2001-2013 of that loan of the Corporate House amounted to Rs. 1,45,303 crore.

- (iv) Examine and suggest modalities for implementing the existing Cabinet decision on setting up a Rail Tariff Authority and give recommendations.

Remarks Three Rail Tariff Enquiry Committees were appointed by the Railways to go into the matter. They were – **Indian Railway Enquiry Committee**, headed by Shri K.C. Neogy,, Railway Freight Structure Enquiry Committee (1955-57) and Railway Tariff Enquiry Committee (1979-89), headed by Shri H.K. Paranjape.

Implementation of recommendations of those committees may be studied and pragmatic decision may be taken in this regard.

Finally, AIRF, as a stakeholder, would like to point out that, the Railwaymen are emotionally integrated with the present system of working of the Indian Railways. Any major deviation may cause serious repercussions amongst the Railwaymen and Railway Trade Union. As such, the committee is requested to have detailed discussions before they arrive at final conclusion.

(No. AIRF/Sub-Committee (186) dated 20.10.2014)

LETTER TO PRIME MINISTER OF MALAYSIA BY THE GENERAL SECRETARY/AIRF

Dear Prime Ministers Dato Sri Kohammad Najib,

As a member of the International Transport Workers' Federation (ITF) represents 4.5 million transport workers in some 150 countries, we are writing to you in order to raise our grave concerns over the dismissal by the management of KTMB (Malayan Railways Ltd.) of 47 union leaders and activists of the ITF affiliated Railwaymen's Union of Malaya (RMU), including Abdul Razak Md Hasan, President and R. Subramanian, Deputy President of the Union.

We understand that these union activists were dismissed by the KTMB management after taking part in a picket onn 9 May 2014 over safety concerns arising from the use of old locomotives on the railways. We also understand that another 88 members of the union have been issued with show cause notices.

We, alongside all ITF affiliates in the railway industry worldwide, fully support the RMU and stand in solidarity with our Malaysian sisters and brothers. We give our backing to the picket organized by the Malaysian Trade Union Congress (MTUC) that took place outside the KTMB head office on Friday 3 October in Kuala Lumpur.

We understand that, on 20 October, the MTUC organized a march to the Malaysian Human Rights Commission (MHRC), in which more than 200 people participated. The MTUC have also lodged a complaint with MHRC against these dismissals.

Such actions in response to legitimate protest action seriously violate fundamental workers' rights, as enshrined in the Conventions of the International Labour Organization. We are highly supportive of actions to raise safety concerns. Railway safety – keeping the railways as a safe workplace for railway workers and also safe for passengers and the public in general – is of paramount importance. As I am sure, you are aware, the provision and proper maintenance of appropriate rolling stock and infrastructure is a significant aspect of railway safety oversight.

We therefore strongly urge you to instigate a government intervention to ensure that meaningful social dialogue is established and negotiations can be opened to resolve the issues being raised by the union, in the interests of all parties concerned and out of concern for public safety. In addition, we insist that all the dismissed rail workers are re-instated immediately and unconditionally and that the KTMB cease any victimization of RUM members.

ZONAL WOMEN CONFERENCE AT JALANDHAR

Bridge Division of NRMU organized Zonal Women Conference on 18-19 September, 2014 at Jalandhar Cantt. About 500 Women delegates participated from all Divisions of NRMU. In the Conference main speaker was Sh. Manoranjan Kalia, MLA, Guest Speaker Sh. Jyoti, Mayor JUC, Sh. Balbir Singh Bithoo Councilor, Nagar Nigam, Sh. Mandeep Singh Jassal Councilor and others. Chief Guest of the conference was Shri Shiva Gopal Mishra, GS/AIRF/NRMU and other Spl. Guests were Com. Harbhajan Singh Sidhu, President/NRMU, Sh. D.N. Chaubey, Com. Daljeet Singh, Com. R.K. Pandey AGS/ and Sh. Rajinder Singh GS/RCFMU. The Conference was started with road show (procession) by cars and motor cycles. Asstt. Co-ordinator of Women Wing Northern Railway Ms. Parmjeet Kaur welcomed the Guests. Com. Shiva Gopal Mishra in his opening speech congratulated the women organization and showed his satisfaction with the gathering of women workers. He expressed the demands of women in 7th Pay Commission. Com. Harbhajan Singh Siddhu, Praised the women leadership for their unity and activities. Com. R.K. Pandey, Com. Daljit Singh AGS and Divisional Secretaries expressed their views. Com. Rakesh Sharma Divl. President Bridge thanked the guests for their presence in the Conference. 2nd day Ms. Harjeet Kaur, Vice President was nominated as Chairperson. She expressed her views and called upon to unite for further challenges. Ms. Sonia Hasija, Treasurer Women Wing expressed the financial position and demanded the financial help for women wing from General Secretary and President of NRMU available on the dias. Asstt. Co-ordinator Ms. Shailesh Shukla thanked and called upon unity. Co-chairperson Ms. Parveena Singh suggested the women conference should also organize with AGM. Ms. Jaya Aggarwal Co-ordinator AIRF (Women Wing) thanked the leadership of NRMU and AIRF. She expressed the achievements of 6th CPC with unity and expressed the achievements also ahead with unity. Ms. Priyanka Malhotra, Preeti Singh expressed their views. Ms. Sarojini, Rinki Singh, Sharda, Anita Rawat, Mamta Thakur, Sadhna, Neena Yadav and Rashmi Arora presented their Divisional Reports. Chairperson Ms. Pushpa Gupta demanded some rights to elected Zonal Women Office Bearers and also suggested to allocate some amount for women's development and training from SBF.

Srinagar 28/10/2014

Northern Railwaymen's have also come forward to extend all possible assistance towards rehabilitation of flood affected peoples of J&K states.

Comrade Shiva Gopal Mishra, General Secretary/AIRF/NRMU along with Divisional Secretary of Ferozpur Division Com. Daljeet Singh and their other comrades distributed the blankets, clothing's, medicines, pressure cookers, utensils and others daily usage items on 28th October, 2014.

While addressing the press conference on date comrade Shiva Gopal Mishra mentioned that our organization is very well present here to assist the flood affected peoples but simultaneously it is almost necessary to apprise the various aspects to the people of J&K also regarding anti labour attitudes of Government/Railway Ministry towards their Railwaymen. He further mentioned that Government of India have constituted a High Power Railway Re-structuring Committee under the Chairmanship of Shri Vivek Debroy to study all the aspects regarding functioning of Railway Board and Railway Systems and submit their report for Restructuring of the Railway system which is in existence from it's inception which clearly indicates that Indian Railway future is at state.

Shri Mishra also said that the Government of India is reluctant to consider the long pending legitimate demands of Railwaymen as regards the Merger of DA in Pay. Interim Relief, scrapping of New Pension Scheme and on other side various amendments in labour laws are being enforced just to crush the labour/workmen. The All India Railwaymen Federation & Northern Railwaymen's Union have tried at the level best to settle the all demands of Railwaymen and other Central Government Employees amicably but the Government adamant to accede the genuine demand of the Railwaymen and other Government employees. Thus no option left with us, except to go on ContrywideIndefinite strike for which the responsibility lies with the Government.

BLOOD GROUP DETECTION CAMP – SBI WORKSHOP

WREU-SBI Workshop Branch in coordination with Medical Department of ADI Division organized a Blood Group Detection Camp on 22.9.2014 in a spacious conference hall of Engg. Workshop at Sabarmati. 75 employees took benefit of the camp and got their Blood Group Detected. Dr. Kishor Tiwari, ACMS-SBI, Sh. Rajesh Kumar, Laboratory Technician and their team gave services for successful conduct of camp. Com. Rajeev Menon, Br. Secy. and activists of WREU – SBI Workshop Branch under guidance of Com. Dinesh Panchal, Chairman made all necessary arrangements for the camp.

YOUTH CONFERENCE – SBI WORKSHOP

WREU-SBI Workshop Branch organized Youth Conference On 22.9.2014 in a spacious conference hall of Engineering Workshop at Sabarmati. The Conference was chaired by Com. Lalit Kumar, President Youth Wing of Workshop Branch. Com. R.C. Sharma, President WREU was the Chief Guest. Com Sanjay Suryabali, Youth Convener and Smt. Pragna Parmar, Women Convener of WREU-ADI Division were special guests to the conference.

The Conference was inaugurated by Com. R.C. Sharma by garlanding on the portrait of Com. Umraomal Purohit, ex-President, WREU/AIRF.

The all the guests were profusely garlanded by workers of SBI Engineering Workshop. After welcome address by Com. Lalit Kumar, President, Youth Wing Com. Jitendra Patel, Convener Youth Wing presented report of Youth activities and achievements of WREU Workshop Branch. He thanked the leadership of WREU for encouraging youth cadre and for giving free field for their activities.

Com. R.C. Sharma in his fascinating inaugural address highly appreciated the functioning of SBI Engineering Workshop Branch under the leadership of Com. Dinesh Panchal and Rajeev Menon.

MASS DHARNA HELD BY WREU-RJT

A mass Dharna was organized by WREU-RJT on 19.9.2014 in DRM office, Rajkot, in which more than 500 WREU Bearers and Railway employees have participated with full vigour & enthusiasm. More than 40 women and more than 200 newly recruited youth participated in the Dharna.

The Dharna was covered by well-known local and national news media i.e. Gujrat Samachar, Sandesh, Vivya Bhaskar and 5 evening edition newspapers & nine TV Channels also interviewed . Com. M.K. Chhaya, Zonal Vice-President & Divisional Chairman and given publicity.

The Dharna was supported by all Divisional and Line staff and masses have attended the Dharna from outstation branches – Morvi, Wakaner, Surendranagar, Hapa, Okha, Jamnagar, KMBL and all branches of RJT area was a massive success. The event was also supported by non-cadre Divisional staff who attended the Dharna by taking one day personal leave to show their unity and solidarity with WREU and their “pro-staff” demands.

The Dharna was headed by leaders of WREU-RJT Sh. M.K. Chhaya, Divl. Chairman, Sh. Satish Oza, Divl. Treasurer, Sh. Naresh Khatwani and all Branch leaders in full strength. Smt. Kirtida Buch, Secretary and Smt. Usha Parmar, Chairperson WREU Women’s Wing led the 40 Women activists.

Shri Bhavesh Mehta, Divl. Vice Chairman, WREU-RJT in his speech explained the core issues of the Dharna and thanked all bearers, leaders and staff for their full participation and heavy attendance.

Sh. N.P. Khatwani, Jt. Divl. Secy. in his speech appreciated full support of staff in this event by WREU/AIRF and thanked those who took their own leave for participating in the event – thus displaying their resentment against current attitude and anti-staff Government policy.

Sh. M.K. Chhaya, Divl. Chairman ended the event by his energetic slogans and invitation to all staff members and Trade Unions to come together and express their resentment against the anti-labour policy of the Govt. He also highlighted the most important issues i.e. FDI/PPP, NPS, objection to new Labour and other related issues.

'SAVE THE GIRL CHILD' PROGRAMME ORGANIZED BY WREU-BVP

The 12th prize distribution programme to the talented students of Railwaymen and SAVE THE GIRL CHILD programme was organized by WREU-BVP on 21.9.2014 at well decorated Railway Community Hall, BVP under the Chairmanship of Com. R.C. Sharma. It was inaugurated by Dr. Smt. Bhartiben Shiyal. MP Bhavnagar and join by Com. J.R. Bhosale, GS/WREU, Com. R.C. Sharma President WREU and other guests by lighting the DIP before the photo of Maa Saraswati. Com. M.R. Zaveri Divl. Secy. WREU/BVP in his introductory speech given the brief of the non bargaining activities union is carrying out regularly. Com. J.R. Bhosale GS/WREU in his speech appreciated the contribution of WREU/BVP in the area of non-bargaining activities and announce the Award of Rs. 10000/- to WREU/BVP. Sh. Sanjaybhai Desai managing Director Blood Bank BVP, Dr. Smt. Bhartiben Shiyal and Com. R.C. Sharma in their speeches congratulated the students and their parents for their excellent performance in their education and conveyed best wishes for their bright future. It was attended by guest and Railway officials, large number of students, their parents and union activists. Special prizes who stood at No. 1, 2 & 3 standard wise and common prizes to all eligible totaling 350 were given by the Union.

The special programme on SAVE THE GIRL CHILD has been also organized by the Union and SAPATH for SAVE THE GIRL CHILD and to give equal opportunity to girl child has been taken by large number of the employees.

The whole programme is organized under the leadership of youth wing. The whole function was conducted by Com. Mukesh Doshi and Smt. Pinky Avasthi and vote of thanks was conveyed by Com. Mukesh Doshi, Divisional Treasurer.

NWREU

AN INSPIRATIONAL TRIBUTE TO BRAVE MARTYRS OF GAGARIA AND GACHRA ROAD RAILWAY STATIONS

A very grand Martyr's Fair (Saheed Mela) was held on 9th September, 2014 at Gadhra Road Railway Station of Barmer District by NWREU Jodhpur Division to pay tribute to those seventeen brave Indian Railway employees who sacrificed their lives while on duty in a bombardment during Indo-Pak war on 9.9.1965 at Gagaria and Gadhra Road stations. Com. Mukesh Mathur GS/NWREU as the Chief Guest, Rajeev Sharma DRM/Jodhpur as special guest, and other dignitaries N.S. Chawda, Personnel Officer, Gopal Sharma Sr. PRO, I.M. Qureshi DCM, Local MPs and MLAs, witnessed and participated in the homage function by offering flowers and garlands on their idols at the Saheed Smarak at Gadhra Road. The speakers on this occasion felt proud to be part of the industry from which 17 employees gave their lives during the war. These employees were doing the work of carrying the food and other materials, arms to the military personal fighting of the borders against Pakistan Military men. The event was organized and conducted in a befitting manner by Manoj Parihar, Divl. Secy./Jodhpur and Mahendra Vyas, Divl. Chairman/JU, Rana Pooran Chandra Deepsingh, Secretary of Jodhpur Workshop, Shethan Singh Punia, Gajendra Singh, Shyam Sunder, Sohanlal Bhati, Rajendra Singh, Shekhawat, Tulsaram, Ajay, Sabir Khan.

DEMONSTRATION AGAINST ANTI LABOUR POLICIES

To extend full support to “National Protest Convention of the Central Trade Union” against anti labour policies of government. A grand demonstration was organized on 8th September at different district of Rajasthan State in protest of the amendments made by Govt. of Rajasthan in Labour Laws i.e. Industrial Dispute Act, Apprentice Act etc.

In Jaipur, a massive rally shouting slogans with full on tempo marched from Railway Station under the leadership of Com. Mukesh Mathur GS/NWREU & Jt. Genl. Secy., HMS Rajasthan State accompanied by many other office bearers of Railway Union. The rally was addressed by Mukesh Mathur of HMS, D.K. Changani GS/AITUC, Rajbihari Sharma GS/BMS, Rampal Saini GS/CITU, Ravindra Shukla President/CITU, Shri Mali VP/INTUC and other National Trade Union leaders. They said this Govt. is playing in the hands of the industrialist and on their direction, these amendments were made. They called upon the workers to unite on one platform and tight their belt to fight against the attitude of State Gov.

In Ajmer, demonstration was held jointly by Railway, Bank, Insurance, Postal, Roadways, Small Scale Industries, Medical Representatives, BSNL, HMT under the leadership of Mohan Chelani & Sh. Bhupendra Bhatnagar.

In Jodhpur District a rally was organized passing through the main market area jointly by Central Trade Unions under leadership of Manoj Parihar, Mahendra Vyas and other office bearers of NWREU.

Similarly a demonstration was held before DRM's office Bikaner under of leadership of Anil Vyas. At Lalgarh Workshop a grand Dharna was staged under leadership of Com. Ramzan Ali, Secy., which about two hundred participated.

12th AGM of NWREU

The 12th AGM of NWREU was held from 22-24 September, 2014 at Bikaner. The entire event was managed and taken care of by union's Bikaner Workshop Branch under the leadership of Com. Ramzan Ali with zeal and enthusiasm.

The press conference addressed by Com. Mukesh Mathur, GS/NWREU and Com. S.M. Meena, President of NWREU on 22.9.2014 highlighting the purpose of this AGM.

A grand rally was carried out across the Lalgarh bridge to the venue of conference by hundreds of railway employees shouting loud slogan of “Save Railway Save Nation”, “Scrap NPS”, “No FDI and PPP in Railways”, “Merger of DA with Pay”, “Declare Interim Relief” long live workers unity and many more, with red flags and banners.

The conference was inaugurated by lighting the lamp, garlanding Goddess Saraswati and our beloved legendary Com. Late Sh. Umraomal Purohit, by the Chief Guest Com. Rakhal Das Gupta, President/AIRF Sh. S.G. Mishra GS/AIRF, Sh. J.R. Bhosale Treasurer/AIRF.

The entire conference was witnessed by one thousand railway employees in presence of other dignitaries Com. Rakhal Das Gupta, President/AIRF Com. J.R. Bhosale, Treasurer/AIRF, Mrs. Manju Gupta, DRM/Bikaner, Sh. Gopal Joshi, MLA/Bikaner, Sh. R.L. Gajja, CWM/BKN, Sh. Bhawani Shandar Sharma, City Mayor, Sh. Gopal Joshi, MLA/BKN, Sh. S.M. Meena as Chairperson, Com. Mukesh Mathur, Bhupendra Bhatnagar, Vibha Tapadia, Sarika Jain, R.K. Singh, Vineet Maan, Ashok Saxena, Rana pooran Chand Deep Singh, Mohan Chelani, Manoj Parihar, Vipul Saxena, Mahesh Murli, Mahesh Sahai Sharma, Anil Vyas, Mahendra Vyas, Girdhari Mandar and other office bearers of NWREU on dais.

Com. Shiva Gopal Mishra GS/AIRF while inaugurating the conference recalled his memories of late Com. Umraomal Purohit who brought good name and fame to AIRF across the globe. He said that AIRF is the only Trade Union in Railways in India which is not affiliated to any political party and it has got all the strength to give a tough fight to the government if railway is in danger. He unveiled the intentions of government of selling the Railway Industry by permitting 100% FDI and PPP, Outsourcing, Privatization in Indian Railways which will endanger the rail user and adversely affect the Railwaymen also. Stressing the

need to organize the youth, he expressed his concern for scrapping the New Pension Scheme for more than 4.5 lakh youngsters who joined Railways on or after 1.1.2004.

Com. Rakhal Das Gupta President/AIRF a Chief Guest addressed the house with slogan "No Pension, No Risk". He criticized the Govt. on extending favourism to corporate and also briefed on achievements of AIRF, Safety measures on Railways, Job for one child of each railwaymen, FDI and PPP in Railways, Abolition of NPS, Fast track Committee, CRC and other allied issues.

Com. J.R. Bhosale, threw light on challenges like organizing employees in Metro Rail, CONCOR, DFFCCIL and all other 10 Public Sector Undertaking and 4 lakh contractual workers engaged in Railway related workers (Railway being the Principal employer), operating ratio improvement, details of AIRF's Memorandum to 7th CPC.

City Mayor, Mr. Bhawani Shankar Sharma and MLA Mr. Gopal Joshi stated to extend all the support in favour of the labour if government policies are changed to curtail their benefits. DRM Bikaner said Indian Railway and all the Railway employees are in safe hands till leaders of AIRF are there inaction.

Com. Mukesh Mathur, GS/NWREU in his legendary address to the mob, along with praises for a wonderful arrangements of the conference presented the political scenario and socio-economic status of our nation, national and international scenario.

The Draft Resolution were presented in full details by Zonal AGS Com. Bhupendra Bhatnagar and Divl Secy. Arum Gupta of Ajmer and seconded by Divl. President Com. R.K. Singh of Jaipur and Divl. Secy. Com. Manoj Parihar of Jodhpur.

The then house was opened for the delegate session, some of the delegates from Jaipur, Ajmer, Bikaner, Jodhpur Bikaner W/Shop expressed their views on Draft Resolution and GS Report along with various issues faced by them at workplace.

Replying to the debate, the GS stated that he was very much thankful to all the office bearers, delegates for their active participation. The meeting was concluded with vote of thanks to all by Com. Ramzan Ali, Secretary of Bikaner Workshop Branch who had made fabulous arrangements for this AGM.

RAILWAY EMPLOYEE AWARENESS PROGRAMME BY WCREU

From all Three Divisions of WCREU, Workers of the union collected problems, during the period from 5th to 9th September related with employees and residents by visiting each depot/working place and railway colonies and a;; railway employees were explained about the adverse results of FDI, PPP, Outsourcing and New Pension Scheme. On the conclusion of Rail Karmi Chetna Yatra a grand rally was organized in Jabalpur on 26.9.2014. A Memorandum of grievances was submitted to the General Manager under the leadership of Com. Mukesh Galav GS, and Hussain Bux President of the Union. The General Meeting was held in front of GM's office which was addressed by Com. Shiva Gopal Mishra GS/AIRF explained that Central Govt. has permitted 100% FDI/PPP in Railway and consequent upon implementation of the same there will be end of good days in railways. Privatization of railways will be done speedily as a result of which railway employees working in organized sector will automatically come under unorganized sector. Keeping all the facts in view the AIRF has decided that under no circumstances FDI and PPP be allowed to implemented in Railways.

**ALL INDIA CONSUMER PRICE INDEX
(Base 2001 = 100)**

Month@ Year	Base Year 2001=100 Average	Total of 12 months	Twelve monthly Average	% increase over 115.76* for D.A.
Sept. 2013	238	2717	226-41	95-58
Oct. 2013	241	2741	228-41	97-31
Nov. 2013	243	2767	230-58	99-18
Dec. 2013	239	2787	232-25	100-63
Jan. 2014	237	2803	233.58	101.77
Feb.2014	238	2818	234.83	102.85
Mar.2014	239	2834	236.16	104.00
April 2014	242	2849	237.41	105.08
May 2014	244	2863	238.75	106.24
June2014	246	2878	239-83	107.17
July 2014	252	2895	241.25	108.40
Aug.2014	253	2911	242-58	109-55

*Average Price Index for January,2001

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RAILWAY BOARD ORDER'S

Sub: Acceptance of Recommendations Kakodkar Committee Report. – Recommendation No.13.3. High Level Safety Review Committee(Kakodkar) vide Recommendation No.13.3 has recommended as under:-

“One training institute at the Divisional level should be nominated and upgraded for training to staff on Safety environment in the Railways. This institute should have animation films; general equipment, foos and gadgets used on Indian Railways, etc.” (Para 6.2)

The above recommendation has been accepted by Railway Board.

2. In this context, the Railway Administration may identify at least training centre in each Division under their control and advise them to upgrade those Training Centres as per the recommendation of the Committee and introduce the training programme for training of their staff on Safety environment in the Railways.

3. The compliance the above instructions may be sent to this office at the earliest.

No.E(MPP)2014/3/18 dated 23.9.2014 (RBE No. 104/2014) dated 23.9.2014.

Sub: Grant of Children Education Allowance/Hostel Subsidy to the third child when first/second child is not in a position to go to school due to severe disability.

Reference have been received from Zonal Railways seeking clarification regarding admissibility of Children Education Allowance/Hostel Subsidy in respect of third child of the Railway employees when the first/second child is not in a position to go to school as he/she is born with profound mental retardation or is totally invalid and cannot even go to a school meant of rte special children.

2. The matter has been examined in consultation with DOP&T, the nodal Department in respect of aforesaid policy and they have intimated vide OM No. A-27012/1/2014-Estt.(AL) dated 26.8.2014 that Children Education Allowance /Hostel Subsidy shall be admissible only for to eldest two surviving children except when the number of children exceeds two as a result of second child birth resulting in twins or multiple births. Copy of the DOP&T's OM is enclosed for information and guidance of al.

3. This disposes of CORE's letter number E/O/39 dated 5.6.2014 and ICF's letter No.. PB/WI/Misc./2014 on the matter.

DA/As above.

O.M. No. A-27012/1/2014-Estt.(AL) dated 26.08.2014

Sub: Grant of Children Education Allowance/Hostel Subsidy to the third child when first/second child is not in a position to go to school due to profound mental retardation.

The undersigned is directed to refer to your O.M. No. E(W)2014/ED-2/4 dated 14.07.2014.on the subject mentioned above and to say that the as per OM No.12011/03/2008-Estt.(AL) dated 11.11.2008 and OM No. 12011/16/2009-Estt.(AL) dated 13 11.2009, Children Education Allowance is admissible for the two eldest surviving children only.

Sub: Eligibility of widowed/divorced daughters for grant of family pension – clarification regarding.

A copy of Department of Pension and Pensioners' Welfare (DOP&PW)'s O.M. No.1/13/09-P&PW(E) dated 18.9.2014 on the above subject is enclosed for information and compliance. These instructions shall apply mutatis mutandis on the Railways. Rule 54(6)(iii) of the CCS(Pension) Rules, 1972 referred to therein corresponds to Rule 75(6)(iii) of the Railway Services (Pension) Rules, 1993.

2. A concordance of DOP&PW's instructions referred to in the enclosed OM and Railway Board's corresponding instructions is given below:-

S.No.	DOP&PW's instructions	Corresponding instructions of Railway Board
1.	1/19/03-P&PW(E) dated 25/30.08.2004	F(E)III/98/PN1/4 dated 16.03.2005
2.	1/13/09-P&PW(E) dated 28.04.2011	F(E)III/2007/PN1/5 dated 20.05.2011
3.	1/13/09-P&PW(E) dated 11.09.2013	F(E)III/2007/PN1/5 dated 26.09.2013

O.M. 1/13/09-P&PW (E) dated 18.09.2014

Sub: Eligibility of widowed/divorced daughters for grant of family pension – clarification regarding.

The undersigned is directed to refer to Ministry of Railways(Railway Board)'s OM No. F(E)III/2007/PN1/5 dated 28.08.2014 on the above subject.

2. Provision for grant of family pension to a widowed/divorced daughter beyond the age of 25 years has been made vide OM dated 30.08.2014. This provision has been included in clause (iii) of sub-rule 54 (6) of the CCS (Pension), Rule, 1972. For settlement of old cases, it was clarified, vide OM dated 28.04.2011, that the family pension may be granted to eligible widowed/divorced daughters with effect from 30.08.2004, in case the death of the Govt. Servant/pensioner occurred before this date.

3. It was further clarified vide OM dated 11.09.2013 that if a daughter became divorced/widow during the period when the pension/family pension was payable to her father/mother, such a daughter, on fulfillment of other conditions, shall be entitled to family pension. The clarification was aimed at correctly interpreting the conditions of eligibility of a widowed/divorced daughter in terms of the concept of family pension under the CCS (Pension) Rules, 1972. It was also stated that it was only a clarification and the entitlement of widowed/divorced daughter would continue to be determined in terms of OM dated 25/30.08.2004 read with OM dated 28.04.2011. It implies that the family pension should discontinue in those cases where it had been sanctioned in pursuance of these OM but without taking into consideration that the widowed/divorced daughter was leading a married life at the time of death of her father/mother, whoever died later and was, therefore ineligible for family pension. It would be appropriate that in order to maintain equality before law, family pension payable to such daughters is discontinued. However, recovery of the already paid amount of family pension would be extremely harsh on them and should not be resorted to.

4. This issues with the approval of Secretary (Pension).

Sub: Allowing candidates to take away the Question Booklets after written examination.

Ref: Board's letter No. E(RRB)/2004/25/14 dated 03.05.2005 (RRCB No. 07/2005).

The issue of allowing candidates to take away the Question Booklets after written examination has been under consideration of Board for a long time. Some of the Chairperson/RRBs have brought to the notice of Board that they are facing constraints of space for storage/handling of the question booklets. Besides, there is regular demand from the candidates to provide the copy of their question booklets through RTIs which adds up to their workload also. Therefore, it was suggested that the candidates appearing for RRB examinations may also be allowed to take away their question booklets after the written examination like in other recruitment agencies.

In view of above, matter has been deliberated upon by the Board and in supersession of Board's letter under reference above, it has been decided that the candidates appearing for RRB examinations may be allowed to take away their question booklets after the completion of written examination. However, the following safeguards need to be ensured:

1. The candidate(s) should be allowed to leave the examination hall only after the conclusion of written examination.

2. The year of examination and exam code only be printed on each page of the question booklets on the top right corner to avoid its misuse, if any, in future.

3. A carbon less duplicate top sheet/covering page should be introduced in the question booklet. The first and original top sheet be separated by the invigilator after being filled in and duly signed. These collected original top sheets should be returned to RRB through Officer In-charge.

4. These instructions shall be effective for all the RRB examinations against CEN 02/2014 and onwards.

No. E(RRB)/2004/25/14 dated 09.10.2014 (RRCB No.03/2014).

Sub: Extension to the arrangement relating to provision of reimbursement of expenditure incurred on the Dental treatment by Railway beneficiaries.

Ref: Board's letter of even number dated 14.12.2012.

Sanction of the Ministry of Railways has been accorded for the arrangement relating to provision of reimbursement of expenditure incurred on the Dental treatment by Railway beneficiaries and the last sanction was for a period up to 11.09.2014 vide this office letter of even number dated 14.12.2012 on the same terms and conditions.

Ministry of Railways have now decided to extend the aforesaid arrangement, further for a period of two years from 12.09.2014 till 11.09.2016.

However, this facility would stand withdrawn automatically in case any Railway hospital/health unit is provided with part time/full time dental surgeon and infrastructure facilities.

It may be ensured that re-imbursement may be made to CGHS approved dental procedures and rates only and Zonal Railway may reimburse the expenditure incurred on other dental procedures which are not included in CGHS list, if done at the nearest Government Dental College/Hospital as per the charges levied by such institutions (this should not include material and lab charges from outsourced private agencies). In all cases whose re-imbursement has been sanctioned beyond the prescribed condition, responsibility may be fixed at railway's level, without fail, in each case.

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

No.2012/H-1/12/Dental/Policy dated 13.10.2014.

Sub: Re-engagement of retired staff on daily remuneration basis in exigencies of service.

Attention is invited to this Ministry's letter of even number dated 12.9.2013 (RBE No. 94/2013) on the above subject. Keeping in view the acute shortage of staff in various categories of posts and consequent hampering of the Railway's services, Ministry of Railways (Railway Board) have decided to extend the said scheme, in exigencies of services, for a further period of one year, i.e. up to 14.9.2015, in the same terms & conditions as mentioned in the Board's letter of even number dated 27.9.2012. While implementing the scheme, General Managers may keep in view the fresh recruitment made in the vacant posts.

This issue with the concurrence of the Finance Directorate of Ministry of Railways.

No. E(NG)II/2010/RC-4/6 dated 17.10.2014 (RBE No. 112/2014).

Sub: Scheme of General Departmental Competitive Examination (GDCE) for filling up of 25%-50% of net direct recruitment quota vacancies in Group 'C' categories – Partial shift in the duty of agency conducting GDCE regarding.

**Ref: (i) Railway Board's letter No. E(NG)I-92/PM2/16 dated 20.8.1993.
(ii) Railway Board's letter No. E(NG)I-2011/PM1/2 dated 12.9.2014.**

In terms of extant instructions, indents for filling up of net direct recruitment quota through GDCE are to be placed on RRBs, which in turn conduct GDCE along with direct recruitment with separate merit list for GDCE candidates.

2. In view of reorganization of RRBs as well as holding of examination cycle becoming more elaborate and time consuming, this Ministry has considered the matter afresh. Accordingly, in partial modification to the duties and responsibilities of the agency attached with conducting examination of GDCE, it has been decided that:

- (i) The date for GDCE examination shall, henceforth, be fixed by Railway Recruitment Centres (RRCs) of the Railways in consultation with CPOs and Chairman of respective RRBs.
- (ii) Question Papers for GDCE shall be provided by respective RRBs, but evaluation shall be done by RRCs on the basis of answer keys provided by the former. However, instead of 3 sets of Questions Papers, only one set of the same will be provided by RRBs to RRCs for GDCE. All other recruitment related activities will be performed by Chairman of respective RRCs.

3. The order conditions applicable to GDCE shall remain unchanged.

This issues in consultation with concerned directorates of Railway Board.

No. E(NG)I-2008/PM1/6 dated 20.10.2014 (RBE No.113/2014).

Sub: Grant of Dearness Relief to Railway pensioners/family pensioners – Revised rate effective from 1.7.2014.

A copy of O.M. No. 42/10/2014-P&PW (G) dated 29.9.2014 of Ministry of Personnel , Public Grievances & Pensions (Department of Pension and Pensioners' Welfare) on the above subject is enclosed for your kind information and necessary action. These orders will apply mutatis mutandis on the Railways also.

2. A concordance of DOP&PW's instructions referred to in the enclosed O.M. and Railway Board's corresponding instructions are given below:-

S. No.	Para No.	No. & date of Deptt. of Pension & Pensioners' Welfare's O.M.	No. & date of corresponding orders issued by Railway Board.
1.	1	O.M. No. 42/10/2014-P&PW (G) dated 9.4.2014	PC-VI/2008/1/7/2/2 dated 22.4.2014
2.	2	(iii) O.M. No. 23/1/97-P&PW(B) dated 23.2.1998 (iv) O.M. No. 23/3/2008-P&PW(B) dated 15.9.2008	N.A.
3	3	(iii) O.M. No. 4/59/97-P&PW(D) dated 14.7.1998 (iv) O.M. No. 4/29/99-P&PW(D) dated 12.7.2000	(iii) F(E)III/96/PN1/9 dated 18.8.1998 (iv) F(E)III/96/PN1/9 dated 02.08.2000
4.	5	(iii) O.M. No. 45/73/97-P&PW(G) dated 02.07.1999 (iv) O.M. No. 38/88/2008-P&PW(G) dated 9.7.2009	(iii) F(E)III/99/PN1/21 dated 5.8.1999 (iv) F(E)III/2008/PN1/3 dated 20.7.2009

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

No. PC-VI/2008/1/7/2/2 dated 20.10.2014 (RBE No. 114)

O.M. F. No. 42/10/2014-P&PW (G) dated 29.9.2014

Sub: Grant of Dearness Relief to Central Government pensioners/family pensioners – Revised rate effective from 1.7.2014.

The undersigned is directed to refer to this Department's O.M. No. 42/10/2014-P&PW(G) dated 9th April, 2014 on the subject mentioned above and to state that the President is pleased to decide that the Dearness Relief (DR) payable to Central Govt. pensioners/family pensioners shall be enhanced from the existing rate of 100% to 107% w.e.f. 1st July, 2014.

2. These order apply to (i) All Civilian Central Govt. Pensioners/family pensioners (ii) The Armed Forces pensioners , Civilian pensioners paid out of the Defence Service Estimates ((iii) All India Service Pensioners (iv) Rly. Pensioners and (v) The Burma Civilian pensioners/family pensioners and pensioners/families of displaced Govt. pensioners from Pakisrtan, who are Indian Nationals bit receiving pension on behalf of Govt. of Pakistan and are in receipt of ad-hoc ex-gratia allowance of Rs. 3500/- p.m. in terms of this Department's OM No. 23/1/97-P&PW(B) dated 23.2.1998 read with this Department's O.M. No. 23/3/2008-P&PW (B) dated 15.9.2008.

3. Central Govt. Employees who had drawn lump sum amount on absorption in a PSU/Autonomous body and have become eligible to restoration of 1/3rd commuted portion of pension as well as revision of the restored amount in terns of this Department's O.M. No.4/59/97-P&PW(D) dated 14.7.1998 will also be entitled to the payment of DR @ 107% w.e.f. 1.7.2014 on full pension i.e. the revised pension which the absorbed employee would have received on the date of restoration had he not drawn lump sum payment on absorption and Dearness Pension subject to fulfillment of the conditions laid down in Para 5 of the O.M. dated 14.7.98. In this connection, instructions contained in this Department's O.M. No. 4/29/99-P&PW(D) dated 12.7.2000 refer.

4. Payment of DR involving a fraction of a rupee shall be rounded off to the next higher rupee.

5. Other provisions governing grant of DR in respect of employed family pensioners and re-employed Central Government Pensioners will be regulated in accordance with the provisions contained in this Department's OM No. 45/73/97-P&PW (G) dated 2.7.1999 as amended vide this Department's OM No. F. No. 38/88/2008-P&PW (G) dated 9th July, 2009. The provisions elating to regulation of DR where a pensioner is in receipt of more than one pension, will remain unchanged.

6. In the case of retired Judges of the supreme Court and High Courts, necessary orders will be issued by the Department of Justice separately.

7. It will be the responsibility of the pension disbursing authorities, including the nationalized banks, etc. to calculate the quantum of DR payable in each individual case.

8. The office of Accountant General and Authorized Public Sector Banks are requested to arrange payment of relief to pensioners etc. on the basis of these instructions without waiting for any further instructions from the Computer and Auditor General of India and the Reserve Bank of India in view of letter No. 528-TA, II/34-80-II dated 23/04/1981 of the Computer and Auditor General of India addressed to all Accountant Generals and Reserve Bank of India Circular No. GANB No. 2958/GA -64 (ii) (CGL)/81 dated the 21st May, 1981 addressed to state Bank of India and its subsidiaries and all Nationalized Banks.

9. In their application to the pensioners/family pensioners belonging to Indian Audit and Accounts Department, these orders issue after consultation with the C&AG.

10. This issues with the concurrence of Ministry of Finance, Department of Expenditure conveyed vide their OM No. 1(4)/EV/2004 dated 26th September, 2014

Sub: Extension of the period of retention of Railway accommodation at the previous place of posting in favour of officers/staff posted to ECR & NWR.

Ref: Board's letter No. E(G)2009 QR-1 dated 7.5.2014.

This issue of permitting the Railway Officers/Staff posted in ECR and NWR to retain Railway quarters at their previous places of posting has been considered by the Board.

2. In exercise of its powers to make reasonable relaxations in public interest for a class/group of employees, in all or any of the existing provisions regarding house allotment/retention, the Board have decided that permission for retention of Railway accommodation at the previous place for posting in favour of officers/staff posted to ECR and NWR be granted up to 31.12.2015 is supersession of Board's earlier instructions dated 7.5.2014.

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

No. E(NG)2009 QR-1-2 dated 20.10.2014 (RBENo.115/2014)

Sub: Competent Medical Officer/Board for issuing certificate of disability for the purpose of family pension under Rule 75 of the Railway Services (Pension) Rule, 1993 – regarding.

A copy of Department of Pension and Pensioners' Welfare (DOP&PW)'s O.M. No. 1/18/01-P&PW(E) (Vol.II) dated 30.09.2014 on the above subject is enclosed for information and compliance. These instructions shall apply mutatis mutandis on the Railways. Rule 54(6) of the CCS (Pension) Rules, 1972 mentioned in DOP&PW's O.M. corresponds to Rule 75(6) of the Railway Services (Pension) Rules, 1993.

No. F(E)III/2005/PN1/32(RBE No. 118/2014) dated 27.10.2014

O.M. No. 1/18/01-P&PW(E)(Vol. II) dated 30 September, 2014

Sub: Competent Medical Officer/Board for issuing certificate of disability for the purpose of family pension under rule 54 of CCS (Pension) Rules, 1972-reg.

The undersigned is directed to state that rule 54(6) of the CCS (Pension) Rules, 1972 has been amended vide this department's Notification of even number, dated 25th April, 2008 to change the competent authority to issue a disability certificate from "a Medical Officer not below the rank of a Civil Surgeon" to "a Medical Board Comprising of a Medical Superintendent of a Principal or a Director or Head of the Institution or his nominee as Chairman and two other members, out of which at least one shall be a Specialist in the particular area of mental or physical disability including mental retardation".

2. The above amendment was made in order to comply with the guidelines, dated 18th February, 2002, issued by the M/o Social Justice and Empowerment in pursuance of Persons with Disabilities (Equal Opportunities, Protection of Right and Full Participation) Rules, 1996.

3. Subsequently, the guidelines, issued vide Ministry of Health and Family Welfare Notification No. S.13020/1/2010, dated 18.06.2010, in pursuance of the Persons with Disabilities (Equal Opportunities, Protection of Right and Full Participation) Rules, 1996, do away with the Medical Board in cases other than those of Multiple Disabilities.

4. It has been decided in consultation with the Ministry of Health & Family Welfare and the Ministry of Social Justice and Empowerment that for grant of family pension under the CCS (Pension) Rules, 1972, the authority competent to issue disability certificate would be as specified in the guidelines issued by the M/o Health & Family Welfare referred to in Para 3. above. It has also been decided that for the past

cases, the disability certificate issued either in pursuance of the guidelines, dated 18.06.2010 or in pursuance of Rule 54(6) of the CCS (Pension) Rules, 1972 shall be acceptable.

Sub: Revision of pension of pre-1998 pensioners' – Inclusion of Non-Practicing Allowance (NPA) for revision of pension of Retired Medical Officers w.e.f. 1.11996.

A copy of DOP&PW's O.M. No.38/31/11-P&PW(A)(Vol. IV) dated 14.10.2014 on the above subject is enclosed for information and compliance. These instructions shall apply mutatis mutandis on the Railways.

2. A concordance of DOP&PW's instructions referred to in the enclosed O.M. and Railway Board's corresponding instructions is given below:-

S. No.	DOP&PW's instructions	Corresponding instructions of Railway Board
1.	45/10/98-P&PW(A) dated 17.12.1998	F(E)III/98/PN1/29 dated 15.01.1999
2.	45/3/99-P&PW(A) dated 29.10.1999	F(E)III/98/PN1/29 dated 12.11.1999
3.	45/86/97-P&PW(A)(Pt.) dated 11.05.2001	F(E)III/99/PN1/20 dated 20.08.2001

No.F(E)III/2008/PM1/12/Pt. dated 27.10.2014 (RBE No. 119/2014)

O.M. No. 38/31/11-P&PW(A)(Vol. IV) dated 14.10.2014 Govt. of India, Ministry of Personnel, Public Grievances and Pensions, Department of Pension and O.W.

The undersigned is directed to say that in this Department's O.M. No. 45/10/98-P&PW(A) dated 17.12.1998, it was provided that pension of all pensioners irrespective of their date of retirement would not be less than 50% of the minimum of the revised scale of pay introduced w.e.f.1.1.1996. In this Department's O.M. No. 45/3/99-P&PW(A) dated 29.10.1999, it was clarified that in the case of retired medical officers, Non-Practicing Allowance was not to be added to the minimum of the revised scale of pay as on 1.1.1996 for stepping up of the consolidated pension/family pension to 50%/ 30% respectively, in terms of the O.M. dated 17.12.1998.

2. In its Judgment dated 27.11.2013 in Civil Appeal No. 10640-46/2013 and other connected matters, Hon'ble Supreme Court has observed that in accordance with Ministry of Health & Family Welfare's O.M. No. 45012/11/97-CHS.V dated 7.4.1998, NPA counts as pay for all service benefits including retirement benefits. Hon'ble Supreme Court has further observed that clarification issued vide this Department's aforesaid OM dated 29.10.1999 is legally unsustainable. Hon'ble Supreme Court has directed to recalculate the pension payable to the Applicants (i.e. pre retired medical officers) by adding the element of NPA. The Review Petition filed by the Govt. against the above mentioned judgment have been dismissed by Hon'ble Supreme Court on 31.07.2014.

3. It has now been decided, in consultation with Ministry of Finance, Department of Expenditure and Ministry of Law, Department of Legal Affairs to implement the judgment dated 27.11.2013 of Hon'ble Supreme Court in CA No.10640-46 of 2013 and other connected matters. Accordingly, in the case of pre-1996 retired medical officers, NPA @ 25% shall be added to the minimum of the revised scale of pay as on 1.1.1996 corresponding to the pre-1996 pay scales from which the pensioner had retired, in cases where consolidated pension/family pension was to be stepped up 50%/30% respectively of the minimum of revised pay scale in terms of OM No. 45/10/98-P&PW(A) dated 17.12.1998 read with OM No. 45/86/97-P&PW(A)(Pt.) dated 11.5.2001.

4. This issues with the approval of Ministry of Finance Department of Expenditure vide their I.D. No. 518/E-V/2014 dated 29.9.2014.

Sub: Norms/Procedure for future promotion in the Unified Cadre of Track Maintainer.

- Ref: (i) Railway Board's letter No. 2010/CE-I/GNS/15 (Ot.), dated 17.08.2012;
(ii) Railway Board's letter No. 2012/CE-1/GNS/20 dated 01.04/2014;
(iii) Railway Board's letter No. E(NG)I-2012/PMS/1 dated 13.08.2013.

In continuation of Board's letters referred to above, the issue of extending promotion to the unified cadre of Track Maintainers, with reference to issue of residency period of 2 years at each level of G.P. Rs. 1900 and G.P. Rs.2400, has been considered afresh by the Board in consultation with both the recognized Federations. Accordingly, Board's letter of even number dated 13.08.2013 is partially modified to give it effect from 17.08.2012, to fill up chain/resultant vacancies in the following manner:-

- (a) Vacancies available on or before 17.08.2012 as well as the posts accrued due to restructuring in G.P. 1900 may be filled first as a one time exemption by paper selection, without holding any Trade Test/Viva-Voce.
- (b) Subsequent vacancies may be filled as per procedure laid down in Board's letter dated 13.08.2013, duly counting residency period of 2 years from 17.08.2012, even if the promotion orders have been issued later on.
- (c) As regards filling up newly created posts of Track Maintainers in different grades in view of Board's letter dated 01.04.2014, the same shall be filled up as per the procedure laid down in Para (a) and (b) above, which shall be applicable mutatis-mutandis for 01.04.2014 upgradation also. Regarding revision of percentage distribution of posts, residency period of 2 years may be counted from 01.04.2014.
- (d) As the posts of Track Maintainers Grade-II and Track Maintainers Grade-I are new, the promotion be first done in Track Maintainers Grade-II from Track Maintainers Grade-III by downgrading vacancies of Track Maintainers Grade-I in Track Maintainers Grade-II. Subsequent promotion to Track Maintainers Grade-I from Track Maintainers Grade-II be done after 2 years residency period is over, following the viva-voce test as explained in Para (e) below on normal course.
- (e) The post of Track Maintainer Grade-I will be filled as per instructions dated 13.08.2013, with a slight deviation that instead of Trade Test, Viva-Voce may be resorted to.
- (f) The pay of the staff promoted against the vacancies from the date of restructuring orders will be fixed on proforma basis as per Rule 13 of RSRP Rules with the benefit of one increment @ 3% of the basic with the usual option for pay fixation as per extant rules. The actual payments will be made from the date of taking over charge of the higher grade post.

This issues in consultation with concerned Directorates of Railway Board.

(No.E(NG)I-2012/PM5/1 dated 14.10.2014)

Sub: Merger of Senior Permanent way Supervisor (Sr. P.Way) with Junior Engineer (P.Way) – Revised guidelines for induction to JE/P. Way.

- Ref: (i) Railway Board's letter No. PC-III/2012/FE-II/2 dated 03.07.2013;
(ii) Railway Board's letter No. E(NG)I-2007/PM5/5 dated 03.07.2007;
(iii) Railway Board letter No, E(NG)I-2009/PM5/2 dated 16.06.2010.

As a corollary to the en-bloc merger of all the regular posts of Sr. Permanent Way Supervisor, G.P. Rs. 2400, the issue of filling up of posts through different modes, such as Direct Recruitment (DR), Limited

Departmental Competitive examination (LDCE) and Promotion Quota respectively along with educational qualification of Junior Engineers (P. Way), G.P. Rs. 4200 has been considered by this Ministry.

2. After taking views of both the recognized Federations, viz. AIRF and NFIR, it has been decided that Induction in the category of J.E. (P.Way), Grade Pay Rs. 4200 shall henceforth be done as under:-

(i) 60% by Direct Recruitment.

Educational Qualification ; Diploma in Civil Engineering/Civil Engineering (Transportation), recognized/affiliated to ACTE.

Note: The indenting Railway shall have the discretion to specify the number of candidates required from each discipline, subject to a rider that at least 60% of the intake shall be from Civil Engineering alone. All candidates selected will be borne on the common cadre.

(ii) 20% by Limited departmental Competitive Examination (LDEC).

Eligibility Criteria; Track Maintainers of all grades and Civil Engineering staff, such as UsFD Staff, Blacksmith, Hammermen, Welder, Moulder, Aligner, Painter, Carpenter etc. working on P. Way Side, with 3 years of Railway Service and either 10+2 pass with at least three subjects out of Mathematics, Physics, Chemistry and Computer Science OR having Diploma in Civil Engineering/Civil Engineering (Transportation) are eligible. All Diplomas should have the recognition/affiliation of AICTE.

(iii) 20% by Promotion of Departmental Staff working as Track Maintainers with G.P. Rs. 2800, having qualification of ITI OR Class-X Board Examination by Seniority-cum-Suitability.

3. Accordingly, Board's letters, dated 03.07.2007 and 16.06.2010, referred to above, stand nullified with the issue of this letter.

4. These instructions shall be effective from the date of issue of this letter.

5. This issues in consultation with Civil Engineering Directorate of Railway Board.

(No. E(NG)I-2007/PM5/5 dated 29.10.2014).