

D.O.No.AIRF/159 (119)

Dated: May 10, 2011

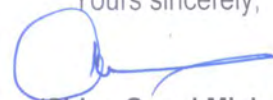
Dear Shri V.N. Tripathi,

Sub: Resolution adopted in the Zonal Engineering Staff Conference of SCRUMU held at Kazipet on 6.12.2010

I am sending herewith a copy of the Resolution adopted in the **Zonal Engineering Staff Conference** of South Central Railway Mazdoor Union, an affiliate of AIRF, held on 6th December, 2010 at Hyderabad, for your kind consideration and redressing the grievances of the Engineering Staff of the Indian Railways.

With kind regards!

Yours sincerely,


(Shiva Gopal Mishra)

Shri V.N. Tripathi,
Member Staff,
Railway Board,
New Delhi

DA/As above

Copy to: Member Engineering, Railway Board, New Delhi, along with a copy of above cited resolution. He is also requested to do the needful please.

DA/As above

Copy to: Shri P.K. Sharma, Addl. Member(Staff), Railway Board and Shri A. K. Nigam, Adviser(IR), Railway Board, along with a copy of above cited resolution. They are also requested to do the needful please.

Copy to: General Secretaries, all affiliated unions – for information, along with a copy of above cited resolution.

DA/As above

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SOUTH CENTRAL RAILWAY MAZDOOR UNION

ZONAL ENGINEERING STAFF CONFERENCE

6.12.2010 - Kazipet

The Engineering department on the Indian Railways is a pride in itself. The Permanent Way wing is the heart of the Railways and the Trackmen are the 'Track doctors'. All the employees from Trackmen to Patrolmen to Gatemen to Mates to Keymen to Supervisors are totally committed to and responsible for safe running of the trains. The complimentary wings like TTM, USFD, and Bridge maintenance also play an important role. The Works department is given an important role in construction and maintenance of buildings, stations, yards, colonies etc.. The Engineers have historically played a vital role in developing the Indian Railways. The workers in the Engineering department are entrusted with wholly challenging and difficult physical work. They have to work in the most unfavourable climatic conditions. They have to work in negative environment like human excreta, ballast, very short cess etc., The working conditions are horrible. They have to shoulder primitive mode of instruments, which are too heavy. The technological and communication revolution has not brought any significant changes in the working pattern. The workers of this department are a badly neglected lot. They are beset with lack of basic amenities like proper drinking water, decent housing and living conditions. Most of the workers are subjected to inhuman verbal abuse and slave like conditions.

The South Central Railway Mazdoor Union and the All India Railwaymen's Federation are committed to fight for the cause of the Engineering department workers.

The following demands are placed.

- 1) **Vacancies:** Thousands of vacancies exist in Trackmen cadre, lying unfilled for a long time. This is causing overburden to the present working workmen, who are already burdened due to their old age. Also the vacancies exist in the SSE/JE posts. All this hampers work in this most important safety department. It is demanded that all such vacancies should be filled up through calling 1:3 ratio from local employment exchanges and also from wards of railway employees.
- 2) **Trackman Committee:** As a result of the demand of the AIRF, a joint committee was formed by the Railway Board to look into the promotional channel and review of allowances of the Trackman cadre. It is demanded that the Committee should recommend 2400 grade pay for Trackmen, 2800 for Gatemen, 4200 for Keymen & Mate. Night patrol allowance and Gatemen allowance should be enhanced. Risk allowance should be paid to the entire trackman Cadre. The report should be submitted within two months.
- 3) **Problems of Gatemen:** (a) In spite of manifold increase in movement of trains and road traffic, it is unfortunate that the Gatemen are subjected to age old 12 hours duty roster. The Gatemen are burdened heavily as they have to perform multifarious activities, even akin to a Station Master. All gates should therefore be provided the 8hrs roster irrespective of classification of gate. The remote locality allowance of gatemen manning gates in remote areas should be enhanced to Rs. 1000/- As no quarters provided near the gate the gatemen Hqrs should be treated as SSE/P.way Office.
(b) Whenever new LC gates are introduced, new posts of Gatemen should be created.
(c) Even after so many years, it is regretted that basic facilities at all LC Gates such as drinking water, toilets, electricity, shelter to gate lodges are lacking. It is demanded that the administration provide all such amenities at the gates in a time bound manner.
(d) The Headquarters for the Gatemen should be treated as P.Way office instead of the Gate.

- 4) **Patrolmen problems:** In view of the manifold increase in the trains and lack of proper cess, it is difficult for one patrolman to look after the track. The age old manual should be amended suitably to provide double patrolmen in the changed circumstances. Also the distance should be restricted to 16 kms. The Patrolmen should be paid TA after they cover 8 kms of work.
- 5) **Proper Grade Pay to Supervisors:** The 6th Pay Commission has rendered injustice to the whole lot of Supervisors, who work day and night and are totally responsible to the safety of the track. It is demanded that Rs.5400/- Grade Pay should be allotted to SSEs.
- 6) **Duty roster to supervisors:** The Supervisors in the Engineering department are forced to work in the worst of the situation and bound to the track. Rests and Leaves are important problems. It is demanded they should be provided 8 hours roster and compulsory weekly rest.
- 7) **Problems of TTM staff:** These staff, who have to leave their families for 3 weeks and stay at outstations for working on the TT machines, are also overburdened due to non provision of staff as per yardstick for each type of machine. Due to efforts of AIRF, 3 weeks roster has come into being for these staff. They are forced to work beyond the scheduled timings due to non availability of 'blocks', denied Overtime allowance. They have to be provided decent rest rooms at all needed stations. The rest coaches are outdated and worn out and should be replaced immediately. The staff manning the TT Machine engine should also be paid Running Allowance on par with Tower Wagon Driver in TRD. It is demanded that these problems should be attended to at the earliest.
- 8) **USFD:** Key role played by this wing is sought to be privatized. The Railway Board encourages private and MNCs with not much expertise into this field, which will affect safety standards. It is demanded to stop privatization in Ultra Sonic Flaw Detecting wing.
- 9) **Construction workers:** After putting in long years of service in the construction organization, the workers are now sent to Divisions in their old age. This should be stopped and they should be retained in the construction organization itself. Also those promoted in construction organization should be regularized restoring the previous orders of construction reserve posts on permanent basis and settlement arranged on the last pay drawn on superannuation.
- 10) **Privatization and Contractorisation:** Instead of filling up the vacancies, the administration is resorting to Contractorisation of regular works of perennial nature, which affects safety and accountability. This also results in exploitation of the contract labour. This should be stopped forthwith.
- 11) **LARSGESS:** Introduction of modified safety related voluntary retirement scheme is a great achievement of the AIRF. All left over categories in the Engineering department should be brought into the ambit of this scheme. Also, the scheme should be extended to all employees irrespective of their grade pay in all departments in Rlys, duly implementing the scheme every month like compassionate ground appointments.
- 12) **Uniforms:** It is seen that the uniforms provided are of very poor quality. All artisan cadre should also be covered in the supply of Uniforms. It is demanded that all the workmen should be permitted to purchase uniform specified by reimbursement process.
- 13) **Provision of cell phones:** The staff involved in protection of the track and exchange information with the SMs are not provided cell phones. These should be provided in the interest of safety to all safety category employees.
- 14) **Transfers:** Inter departmental transfer is a dream to everyone in this depot. The educated are not given chance to progress. Literate Trackmen can be absorbed in TTM organization. The policy of induction of Trackmen to other departments devised by Railway Board is not implemented. In the name of vacancies, they are tied up and not spared. Also inter unit transfers are rarely done and is very long pending. A proper policy should be evolved to solve the transfer problems.

This Zonal Engineering Staff Conference of the South Central Railway Mazdoor Union resolves to wage a constant struggle to achieve the above demands. This Conference appeals to all the Engineering department workers and supervisors to unite under the banner of SCRUMU/AIRF and take part in all the agitational programmes called by SCRUMU and AIRF.