

D.O.No.AIRF/159 (121)

Dated: May 10, 2011

Dear Shri V.N. Tripathi,

Sub: Resolution adopted in the Zonal Technical Staff Conference of SCR MU held on 4.10.2010 at Hyderabad

I am sending herewith a copy of the Resolution adopted in the **Zonal Technical Staff Conference** of South Central Railway Mazdoor Union, an affiliate of AIRF, held on **4th October, 2010 at Hyderabad**, for your kind consideration and redressing the grievances of Technical Staff of the Indian Railways.

With kind regards!

Yours sincerely,



(Shiva Gopal Mishra)

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

DA/As above

Copy to: Member Mechanical, 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 TECHNICAL STAFF CONFERENCE

on 04.10.2010 at NAMPALLY, HYDERABAD

RESOLUTION

Technical staff are the backbone of the Indian Railway. They are responsible for manufacturing and maintenance of the rolling stock, 'state of art' technology and safety of the Rail. The thousands of Technical supervisors and staff in workshops, Electric/Diesel Loco sheds, C & W depots, Electrical Power Maintenance, Train lighting, Air conditioning, S&T, TRD and Civil engineering department work behind the scenes but are the ones who are neglected by the Railway Administration. They work in very difficult circumstances even in the midst of bad infrastructure and lack of proper materials.

Several trains are added but the staff strength is decreased. Their typical job contents and responsibilities round the clock throughout the year is un-comparable. They deserve better status and emoluments. In view of adoption of world class technologies, it is high time that the Man of Craft is placed higher than that of Man of Letters. The Technical staff, on whose shoulders the Indian Railways has developed from Bullock cart technology to Modern Hi-technology are not given their rightful status.

There are serious challenges being faced as a result of economic liberalization policies of the Government of India and due to its surrender to World bank, IMF and ADB. The non filling up of 2 lakh vacancies, surrender of posts, non creation of new assets, outsourcing of works of permanent nature, rising of prices and unemployment, threat to labour laws are some of the stark realities facing the working class movement. These need to be faced headon.

The following demands are placed :

- 1) AIRF should be given credit to uplift the entire Group 'D' staff by bringing them to Gr.'C' scales. But the Helpers are also trained workers and are utilized as Technicians. Hence they should be allotted GP of Rs.1900/-
- 2) Job contents and responsibilities of the Technicians have increased manifold due to adoption of modern technology. The entry stage should have been uplifted at least one grade higher in the pre revised scale of Rs.4000-6000.
- 3) Similarly, Master Craftsman, who reaches this stage after long long years of skill and performance, should have been uplifted to an additional stager of Head Master craftsman.
- 4) Junior Engineer, who are responsible to execute and shoulder 'state of art' technology and work throughout the day should have been given GP of Rs.4800/-
- 5) Senior Section Engineers are also meted out injustice. The multiple factor of 3.25 was not applied in scale S-13 like in all other pay scales. This pay could have been reached to Rs.8000-13500. But to keep them down that of Group B, they were given pay scale of Rs.7450-11500, that too after pressure of AIRF. Their GP should be Rs.5400/-.
- 6) As the period of training is treated as 'Qualifying service' the stipend should naturally be revised from 1.1.2006. Also the stipend granted to trainee JEs are discriminatory and should therefore be rectified.
- 7) Risk/arduous duty/hazardous duty/High tension allowance should be granted to the Technicians and supervisors in such work shops, sheds and depots, which involve inherent health risks.

- 8) Revision of incentive bonus at flat rate to SSEs in workshops to atleast 20% of pay should be granted.
- 9) Implement Railway Reforms Committee recommendations of Supervisors: Workers rate to be not more than 1:7.
- 10) The unwanted age bar in the departmental quota promotion to JE is a severe injustice to Technicians which should be removed.
- 11) Implement Factories Act, 1948 on all open line sheds/depots to ensure safety, welfare and health of the workers who are working in polluted and unhygienic conditions.
- 12) The employees are refused leave in today's critical condition and also in view of enhanced work load, where 12-16 coaches rakes are now brought to 24 coaches. The leave reserved posts should be increased to atleast 20%.
- 13) The technical works are being outsourced, which is not only unethical but also work quality. All such works of perennial nature should be stopped forthwith.
- 14) All supervisors and Technicians of all departments should be provided quality uniforms, as also protective and safety appliances. Also, they should be granted washing allowance.
- 15) Engagement of Act Apprentices in all Workshops, Open line sheds and Maintenance depots of all departments should be done at prescribed percentages.
- 16) The technical staff are discriminated in promotional avenue, where they are all unable to reach GP Rs.4200/-. This gross injustice should be removed for the unfortunate Technicians.
- 17) The Railway administration should concentrate on ensuring safe working to the Technical employees in all work places.
- 18) All the Technical staff should be declared as Safety category.
- 19) MACPS should be implemented according to promotional Grade Pay.
- 20) Arrears of Incentive Bonus should be paid w.e.f. 1.4.2004 giving weightage of 50% D.A merger as D.P.
- 21) All vacant posts should be filled up immediately.
- 22) Creation of posts to be done, wherever additional trains/assets are introduced, without insisting on matching surrender.
- 23) Allotment of berth in trains to accompanying staff belonging to AC, C & W, Dsl/Electric Loco Shed and other departments.
- 24) Implement immediately, the Joint Meeting minutes on bifurcation of seniority in Electric Loco Sheds in SC and BZA divisions.
- 25) Increase ceiling on BONUS by amending the BONUS ACT.

The South Central Railway Mazdoor Union fully endorses the proceedings and resolution passed in the All India Conference of Technical Employees and Supervisors held by All India Railwaymen's Federation (AIRF) on 21.12.2009 at Jamalpur. This Zonal Technical Staff conference of the South Central Railway Mazdoor Union held on 4.10.2010 calls upon the Technical Category staff and supervisors to join in all action programmes in support of the demands initiated by SCR MU and AIRF.