

Indian Railways Technical Supervisors' Association (IRTSA)

FOOT PRINTS



IRTSA continues its glorious Journey

**Compilation of
Activities & Achievements of IRTSA
Between Oct 2015 & Oct 2025**

A Glorious journey of 60 years

Compilation of
Activities and Achievements of
Indian Railways Technical Supervisors Association (IRTSA)
Between October 2015 and October 2025

Foot Prints of IRTSA

*In continuation of "Foot prints" published in
Golden Jubilee Conference of IRTSA on 27th & 28th Oct 2015*

Achievements including

Upgradation of 25,200 SSE, CDMS & CMS from Pay level-7 to Pay level-8. Non-functional financial upgradation (NFU) from Pay level-8 to Pay level-9 after completion of four years of service in Pay level-8

Grading of candidates as "Good / Outstanding" removed in selection for Group-B.

Rates of incentive for JEs and all direct employees was increased by a factor of 2.25. Incentive to SSEs retained as 15% of the new basic under 7th CPC pay matrix.

Legal fight by IRTSA for higher Pay for JE and SSE continues ...

**Published in Diamond Jubilee (60th) All India Conference of
IRTSA on 11th & 12th November 2025 at ICF, Chennai**

Foot prints – IRTSA continuous its glorious Journey



Activities and Achievements of Indian Railways Technical Supervisors Association (IRTSA) Between October 2015 and October 2025

Compiled by
K.V.Ramesh
General Secretary
Indian Railways Technical Supervisors Association (IRTSA)

MESSAGE FROM CHAIRMAN IRTSA



Er. Harchandan Singh

In those times when there was no organisation to represent the Technical Supervisors / Rail Engineers on the Railways, the situation gone from bad to worst over the years due to continuous erosion of status of Technical Supervisors due to lop sided approach of Railways. All this resulted in emergence of IRTSA in 1965 – providing a platform to the Technical Supervisors to unite and struggle for their betterment.

Last sixty years have brought in many improvements in the pay structure, avenues of promotion and service conditions of this cadre due to continuous struggle for the same over the years.

3rd CPC and 4th CPC did some justice and allotted the highest of the scales to Technical Supervisors amongst all Group-C employees due to the onerous and critical nature of their duties and responsibilities. Subsequent cadre restructuring and change of designations of the category provided some improvement in avenues of promotion and status.

Railway however unjustly denying the Group B status to the Senior Technical Supervisors for long time in-spite of the fact that Railways itself repeatedly formed high power committees to study and recommend on the demand of Group-B.

Even other gains in terms of better scales, we were undone by the 5th CPC which equated the non-technical cadres with technical cadres. It also disturbed the existing relativities – badly ignoring the ground realities that the non-technical staff working under Senior Section Engineers, were placed in the same pay scales – thereby violating settled principles of law enshrined in the Constitution of India, that “an equal cannot be over an equal.”

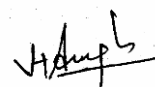
We had some hope during 6th and 7th CPC due to phenomenal rise of wages elsewhere in the country. But Reports of 6th & 7th CPC had dashed all hopes.

After lot of struggles, RBE No.155/2022 dated 17.11.2022 introduced pay level-8 and pay level-9 in the category’s structure. It is expected to increase the promotional chances for present and future JEs, but stagnation faced by present seniors are not addressed.

Government approved formation of 8th CPC, its terms of reference and appointed Chairperson and members. 8th CPC will recommend on pay structure and retirement benefits of Central Government employees, allowances, service conditions, etc. We have to place our demands before 8th CPC effectively to restore higher pay levels available for the category long time back.

It is therefore, high time & most essential for the Technical Supervisors / Rail Engineers to unite and stand up against continuous injustice with them and the technical staff as a whole.

On the occasion of Diamond Jubilee All India Annual Conference and CGB Meeting of IRTSA being held at ICF Chennai on 11th and 12th November 2025, I wish all the members of IRTSA all the best and wish the conference success.



**(Harchandan Singh)
Chairman &
Founder General Secretary, IRTSA**

MESSAGE FROM CENTRAL PRESIDENT IRTSA



Er.M.Shanmugam

I am extremely happy to be one among 80,000 Supervising Engineers to celebrate the Diamond Jubilee Conference of this mighty organization IRTSA.

The 60 years age of IRTSA is my age of Social Service in Railways.

My colleague visionary leader Com. Harchandan Singh is the inspiration to me to serve in this organisation in an exemplary manner so far.

I am grateful to IRTSA CGB members to direct me to work as Working President from 1986 and then from 1996 to lead the organisation till date.

I am fortunate to get blessings of Late Shri. Keshav Kulkarni, Com. Umraomal Purohit and Com. Chowbey, and now from 1973 my association with Dr.M.Raghaviah ji who is the guiding spirit for me to work with dedication to this Association and NFIR.

My beloved brother Com. Shiv Gopal Mishra whom I know from 1970 is always encouraging me in public service. Both GS/NFIR and GS/AIRF use to put in record that IRTSA is a "Think Tank" and Book bank of statistical and Analytical treasure for both the Federations.

In line with them I consider that Er.K.V.Ramesh who dedicatedly stood with me on frontline and he leads IRTSA from last year as GS/IRTSA, which he deserves beyond doubt.

Er.Darshanlal and Er.Gobinath who keeps RCF and ICF as vibrant force for IRTSA whose service is highly appreciable.

Er.Munusamy, Er.Purohit, Er.Tamil Maran and their team had been strength of my activities. Er.E.Ramesh and Er.Aranganathan's role on 50% upgradation is recorded in my mind and above all my beloved hundreds of Engineers and their undoubted support, affection had made me today to work for the Association with never dying sprit and zeal in my public activities.

I am fortunate to have been blessed by all officers from the rank of CRB to Assistant officers of Railways and presently gained great support from top officials of Ministry of Finance.

I cannot forget the voluntary support and guidance from around 40 to 50 MPs of all political parties and support from all Unions and Associations.

I wish all success to organisers of Diamond Jubilee Conference of IRTSA which is born to serve the community and Railway men until Railways Live.

Long Live IRTSA

M.SHANMUGAM
Central President

General Secretary's foreword

Glorious journey of IRTSA continues

IRTSA (Indian Railways Technical Supervisors Association) was formed in November, 1965, with an objective to unite & strive for better service conditions, promotional avenues and emoluments of Technical Supervisors on the Railways. Prior to formation of IRTSA, there was no platform or organization to represent this vital Middle Management Category of Technical Supervisors in Railways.



IRTSA provides a strong platform for Technical Supervisors/Rail Engineers working on Indian Railways and continuously striving for welfare & upliftment of the category for acceptance of their genuine demands. It has made remarkable achievements during these 60 years and continues to strive to overcome the challenges before us and to scale bigger heights in the years ahead.

IRTSA's struggles and achievements are always supported and complimented by recognized Federations and unions. Close cooperation and coordination with Federations and unions improved problem-solving, stronger team cohesion, and a supportive atmosphere for Technical Supervisors/Rail Engineers.

"Foot Prints of IRTSA" published in the year 2015 during "Golden Jubilee All India Annual Conference and Central General Body Meeting of IRTSA" gave a glimpse into the history of struggle and achievements of IRTSA over 50 years from 1965 to 2015.

"Foot prints - IRTSA continues its glorious Journey" published during Diamond Jubilee (60th) All India Annual Conference and Central General Body Meeting of IRTSA" on 11th and 12th November 2025, brings glimpses of IRTSA's activities and achievements from October 2015 to October 2025. Ten years between 2015 and 2025 brought glorious achievements to the category despite of the fact that 7th CPC didn't gave favorable recommendations on Pay Level and classification as Group-B (Gaz) for Technical Supervisors. Still IRTSA achieved major achievements during this period,

Revision of rates of Incentive: Two major improvements were achieved from the proposal made by Railway Board's incentive revision committee. Rates of incentive for JEs and all direct employees was increased by a factor of 2.25, improved from proposed factor of 1.8 by the committee. Incentive to SSEs is retained as 15% of the new basic under 7th CPC pay matrix, instead of proposed moderated rationalization factor of 0.7 proposed by the committee.

Introduction of pay level-8 and 9: Immediately after relaxation of Corona lock down, Team IRTSA made valid continuous efforts, which resulted in historical achievement of upgradation of 25,200 SSE, CDMS & CMS + 18,300 non-technical senior supervisors to pay level-8 from pay level-7 w.e.f. 01.12.2022 and Non-functional financial upgradation (NFU) of 50% of posts in level-8 to level-9 after completion of four years of service in level-8. In 2025, on the demand persuaded by IRTSA, Railway Board issued orders for NFU to level-9 for SSEs and other Supervisory cadres after completing four years of regular service in level-8 without any restriction.

Eligibility condition for Group-B selection for 70% quota: When Railway Board issued modification in 70% Group-B selection procedure, IRTSA's focused representation with facts and figures highlighting infirmities in the amended selection procedure violating basic principle of seniority quota fetched result. Board issued orders protecting the seniority in the 70% selection to Group-B from Group-C for Technical and other departments. In the case of Group 'B' posts other than APO, the candidates for Viva Voce and assessment of Record of Service shall be called to the extent of six times the number of vacancies (category-wise) in the order of seniority. It has been decided to do away with the grading of candidates as "Good / Outstanding".

Grant of annual increment (as due on 1st July/1st January): Grant of annual increment (as due on 1st July/1st January) for the pensionary benefits to those employees who have retired/retiring on 30th of June/31st December before drawing the same. It will be reckoned only for the purpose of calculating the pension admissible and not for the purpose of calculation of other pensionary benefits.

Government announces formation of 8th CPC: Union government approved formation of the 8th Central Pay Commission on January 16, 2025, accepting a demand of the Unions and Associations. The outcome of the new Pay Commission will benefit about 50 lakh employees and 65 lakh pensioners of the Union government, including serving and retired defence personnel. On 28.10.2025 Government appointed 8th CPC and approved terms of reference for the commission.

Legal fight by IRTSA for higher Pay for JE and SSE: IRTSA is persuading a case at Central Administrative Tribunal Chennai (O.A No. 1568/2017, IRTSA Vs UOI) pleading higher pay level for Junior Engineers and Senior Section Engineers. It turned out to a long battle and sincere efforts by Team IRTSA is expected to fetch good result.

Unified Pension Scheme (UPS) for Central Govt Employees: While all Unions and Associations demanding “Old Pension Scheme” (OPS) for all Central Government employees scraping NPS, Finance Ministry notified the Unified Pension Scheme (UPS) which promises an assured payout of 50 per cent of the average basic pay drawn over the last 12 months prior to superannuation.

One time switch over option from UPS to NPS: One-time, one-way switch facility from UPS to NPS shall be made available to all Central Government employees who have opted for UPS. This switch facility may be exercised by UPS optees any time not later than one year prior to the date of superannuation or three months prior to the deemed date of retirement in case of voluntary retirement, as applicable. Similar provisions will be made for resignation and cases of Rule 56J, with minor modifications as necessary. If switch facility not exercised as per aforesaid timelines, the employee shall continue under UPS by default. Demand of OPS for central Government employees continuous.

This compilation on activities and achievements is being brought out on the eve of Diamond Jubilee of IRTSA to acquaint the Rail Engineers - especially the younger generation - about the long-drawn struggle and achievements of IRTSA.

I take this opportunity to record my high regards and appreciation for all those who worked hard to strengthen IRTSA over the last 60 years and made numerous sacrifices for the cause.



K.V.RAMESH
General Secretary, IRTSA

ROLL OF HONOUR

PRESIDENTS & GENERAL SECRETARIES OF IRTSA 1965-TILL DATE

PRESIDENT	TENURE	GENERAL SECRETARY	TENURE
Francis Vijay Mohan	1965-66	Harchandan Singh	1965-1970
S. C. Gupta	1966-77	J. C. Sindhi	1970-1974
J. N. Rao	1977-79	Harchandan Singh	1974-1977
K. N. Kundu	1979-96	A. C. Bhattacharya	1977-1979
M. Shanmugam	1996 -	Harchandan Singh	1979-2023
		K.V.Ramesh	2023-

Foot prints - IRTSA continues its glorious Journey

List of main events from October 2015 to October 2025

**GOLDEN JUBILEE CELEBRATIONS & 50th ALL INDIA ANNUAL CONFERENCE OF IRTSA
HOSTED BY ICF ZONE WITH GAIETY ON OCT 2015
CGB IRTSA RESOLVES TO CONTINUE THE STRUGGLE FOR JUSTICE FOR
TECHNICAL SUPERVISORS / RAIL ENGINEERS**



Golden Jubilee All India Annual Conference & CGB Meeting of IRTSA was hosted by IRTSA ICF Zone grandly at Dr.Ambedkar Arangam ICF Chennai on 27th & 28th October 2015. Er.M.Shanmugam President IRTSA presided over the CGB. Sri.Ashok K Agarwal General Manager, ICF graced the Technical Seminar and Chief Guests of the two Open Sessions- Com.S.G.Mishra GS/AIRF & Dr. M.Raghaviaha GS/NFIR - addressed the conference. Sri.S.K.Bansal Former CRSE & Former President IRPOF was Guest of Honour



Com.S.G.Mishra General Secretary AIRF



Dr. M.Raghavaiah General Secretary NFIR



Er. M. Shanmugam President IRTSA addressing the CGB & Golden Jubilee Conference



Com.Janakiraman General Secretary DREU



Er. Harchandan Singh General Secretary IRTSA presenting his Report to the CGB & Golden Jubilee Conference along with Er. K. V. Ramesh Sr. JGS



Releasing the "Glimpses of 50 years of Struggle & Achievements of IRTSA"



Long procession of Technical Supervisors / Rail Engineers held at Chennai

SPIRITED PROCESSION BY RAIL ENGINEERS FROM ALL OVER INDIAN RAILWAYS



ZONAL SECRETARIES & CEC MEMBERS PRESENTED THE ACTIVITIES AT THEIR ZONES



IR TSA THEME SONG ELECTRIFIED THE DELEGATES



GLIMPSES OF IRTSA GOLDEN JUBILEE CONFERENCE HOSTED BY ICF ZONE



Railways engineers suggest private cabins with doors on AC coaches

28.10.2015

CHENNAI: With train passengers demanding more privacy at a premium, a group of engineers at the Integral Coach Factory (ICF) in Chennai has suggested that AC III tier and AC II tier coaches can have two cabins each with light-weight aluminium doors.

The railways has been removing curtains from AC III tier coaches to ensure cleanliness and to make the coaches fireproof. The ICF engineers' suggestion was included in a paper submitted at a technical seminar of Indian Railways Technical Supervisors Association (IRSTA) on Tuesday.

IRSTA member K V Ramesh, who presented the paper, said ICF can provide cabins in coaches without making changes in the existing layout. It can be provided on sleeper class coaches also. "Berths in these cabins of AC II tier and AC III tier and sleeper class coaches can be charged an extra of 20%, 15% and 10%," he said.

The design suggested in the seminar says two bays comprising eight berths in AC II tier and two bays comprising of 12 berths in AC III tier can be converted into cabins with doors.

A similar pattern has been suggested for sleeper class coaches. The arrangement would be convenient for families and people who travel in groups.

"Railways will be able to earn an additional 523.55 crore if these modifications are carried out and berths are charged at a premium of 14.2%," the engineer said. The paper says the railways will be able to earn 115.01 crore from AC II tier, 207.59 crore from AC III tier, and 198.97 crore from sleeper class.

The figures were arrived at as per the statistics of coaches available with railways as shown in railway sector statistics for 2015-16 in the working group report for the 12th Plan.

The paper suggested elimination of toilets at one end of chair car coaches to accommodate more seats. This space can be used for 12 additional seats.

A senior ICF official said the suggestion is workable. "We will study the proposal and it to the railway board. The factory can make the changes after getting approval from railway board and the Research Design and Standards Organisation (RDSO)."

LARGE DELEGATION OF IRTSA NE.RLY MEETS ADDITIONAL MEMBER

8th Dec 2015, members of IRTSA N.E.Railway handed over Memorandums on three main demands of IRTSA to Additional Member Mechanical Engineering Railway Board Sri P.K.Agarwal during his visit to Gorakpur. Around 350 supervising Engineers gathered in front of CWM's Chamber when delegation of IRTSA including Er.R.K.Pandey Zonal Secy., Er.Dinesh Chaturvedi Sr. Vice-President, Er.A.P.Sharma, Er.Anil Kumar Singh, Er.Anil Gupta, Er.Ajay Yadav and Er.Rajeev Anand met Additional Member. He gave patient hearing and advised the delegates to submit the grievances to Scrutiny committee set up on 7th CPC Report before 18th December.



Er. Ramesh Kumar Pandey Zonal Secretary NE.Rly explained the sufferings of Technical Supervisors from 4th CPC without recognition and inadequate pay scales granted to them by Pay Commissions. Er.Dinesh Chaturvedi Sr.Vice President explained the need to grant Group 'B' status to senior Supervisors. Grievances on local issues were also explained to Additional Member.

• தினகரன் • சென்னை 5.11.2015

ரயில்வே பணிமனையில்

சூபர்வைசர்கள் ஆர்ப்பாட்டம்

சென்னை, நவ.5:சென்னை சென்ட்ரல் ரயில் நிலைய பேசின்பாலம் ரயில்பெட்டிகள் பராமரிப்பு பணிமனையில் பராமரிப்பு மற்றும் தரம்மை பணிகள் செய்யப்படுகின்றன.

இந்நிலையில், சுகாதாரமற்ற நிலையில் உள்ள இந்த பணிமனையை தரம்மையாக வைத்திருக்க வேண்டும், முறையாக பராமரிக்க வேண்டும், பராமரிப்பு பணிகளுக்கு தேவையான உதிரி பாகங்

களை தடையின்றி வழங்க வேண்டும் என்பது உட்பட பல்வேறு கோரிக்கைகளை வலியுறுத்தி, அகில இந்திய ரயில்வே தொழில்நுட்ப மேற்பார்வையாளர்கள் நேற்று, பேசின்பாலம் பணிமனை தலைமை அதிகாரி அலுவலகம் முன்பு ஆர்ப்பாட்டத்தில் ஈடுபட்டனர். இதில், ஏராளமான மேற்பார்வையாளர் பங்கேற்று, தங்கள் கோரிக்கைகளை வலியுறுத்தி கோஷமிட்டனர்.

UPDATE ON COURT CASES FILED BY IRTSA

**HIGHER GP TO JE & SSE
OA NO 706/2013 AT CAT CHENNAI**

Arguments started on 29th Oct & continued on 19th, 26th and 27th Nov 2015.

Government council asked for time to get the orders from finance ministry on the up-gradation proposal sent by Railway Ministry. CAT Bench agreed and posted next argument on 20th January 2016.

**GROUP 'B' GAZETTED FOR
SSE, CMS, CDMS & SR. ER(IT)
OA No 211/PB/2014 IN CAT
CHANDIGARH**

ARGUMENT TO START ON 12th January 2016

**7th CPC Submits Report
EVERYONE DISAPPOINTED, TECHNICAL SUPERVISORS DISMAYED**

7th CPC belatedly submitted its Report to the Union Finance Minister on 19th November, 2015 – disappointing everyone & dismaying the Rail Engineers.

**IR TSA SUBMITES MEMORANDUM TO EMPOWER COMMITTEE
MAIN DEMANDS PLACED BEFORE EMPOWERED COMMITTEE ON 7TH CPC**

- 1.1 Justified Pay level for Technical Supervisors - Pay level of 8 for JE and 10 for SSE
- 1.2 Up-gradation of 33% posts of SSE as principle SSE & placing them in level-10
- 1.3 Similarly placed Rail Engineers i.e. DMS, CMA & JE/ placed in level-8 of pay matrix and CDMS, CMS & Sr. Er/IT placed in level-10 of pay matrix recommended by 7th CPC.
- 2. Common fitment factor needs to be hiked Fixation Benefit needs to be at least 40%. Common fitment Factor may please be fixed at least (Pay+DA) + 40% of Pay + DA, ie. 3.15 times of 6th CPC basic pay.
- 2.2. Equal pay rise for PB-1, PB-2 & PB 3 at par with PB 4 & higher grades
- 3. Increment a) Rate of annual increment should be equal to 5% of basic pay.
b) On promotion and financial up-gradation under MACPS at least two increments may please be granted.
- 4. Classification of posts of senior Technical Supervisors - SSE, CMS, CDMS & SR. ENGR. (IT)- in Group 'B'(Gazetted)
- 5. Elimination of stagnation of Graduate Engineers recruited as SSE, CMS & CDMS & Promotion of serving Engineering Graduates SSEs/CMS/CDMS to Group 'A' officers Cadre against 50% posts of in IRES & SCRA.

6. ALLOWANCES

S N	Nature of Allowance	Factor recommended by 7 th CPC	Factor proposed by IRTSA
1	Allowances that are paid in fixed amount not indexed with DA	2.25	3.15
2	Allowances that are paid in fixed amount indexed partially with DA	1.5	1.6
3	Allowances that are paid in fixed amount indexed fully with DA	No change	1.4
4	Allowances that are paid in percentage of Basic Pay	0.8	1

- 6.2. **Breakdown Allowance:** Breakdown allowance should be continued in Railways and it may please be paid equal to overtime calculation on hours worked for restoration of traffic/operations.
- 6.3. **NH Allowance:** National Holiday Allowance (including for Sunday working) should be equal to one day wages.
- 6.4. **PCO Allowance** should be continued to be paid at the existing rates of 15% & 7.5% of new basic pay respectively. PCO Allowance may please be extended to CMT, Stores, Design & Drawing and other left out areas.
- 6.5. **Teaching Allowance** should be paid @ 30% of basic pay.
- 6.6. **Risk & Hardship Allowance:** Risk & hardship allowance should be extended to sheds & depots and open line staff & Technical Supervisors.
- 6.7. **Fixed Medical Allowance:** FMA should be raised from the present level of Rs.500 pm to Rs.2000 pm and it should be paid to all the retired employees without any restriction.
- 6.8. **Internet Allowance, Mobile Phone Allowance for all Technical Supervisors / Rail Engineers** Or all of them may please be provided with CUG connections with free talk time of Rs.1000 per month.
- 6.9. **Night Duty Allowance:** 20 minutes weightage for every hour of duty performed between 18.00 and 6.00 hours.
- 7.1. **BENCHMARK PROPOSED BY 7TH CPC FOR MACPS**
Unfair benchmark of "very good" proposed by the 7th CPC for the purpose of financial upgradation under MACPS may kindly be withdrawn and the same may be maintained as "Good".
- 7.2. **Financial upgradation under MACPS after every 8 years & in cadre hierarchy**
- 8. **CGEGIS - Central Government Employees Group insurance Scheme:** Monthly deduction of Rs.500, Rs.1000 and Rs.2000 respectively for Group 'C' 'B' and 'A'.
- 9.1. **Withdrawal of National Pension System/New Pension Scheme (NPS):** and Restoration of existing Pension & GPF for those appointed after 1.1.2004. Refund of contributions to NPS with Interest thereon at appropriate rate.
- 9.2. **Increase in the rate of Additional Pension and Family Pension to the old pensioners from 65 years of age.**

**IR TSA DLW VARANASI
PROTESTS AGAINST 7TH CPC REPORT**



Protest against 7th pay commission report was observed by IRTSA DLW on 7-12-15 in front of workshop gate. About 500 supervising engineers were present. The protest rally was led by IRTSA Zonal President & Secretary Er. Manish kumar Srivastava and Er. Mukesh Chandra Verma.

DEMONSTRATION BY IRTSA BBQ S.RLY

Technical Supervisors of Basin Bridge coaching depot staged lunch hour demonstration in front Sr.CDO office on 4th Nov 2015



GLIMPSES OF IRTSA AGITATION AGAINST RETROGRADE RECOMMENDATIONS OF 7TH CPC



IR TSA REGISTERS ITS STRONG PROTEST TO RAILWAY MINISTER ON THE RECOMMENDATIONS OF 7TH CPC - APPEAL FOR REMEDIAL MEASURES

22.11.2015: IRTSA delegates led by Er. Ramesh Kumar Pandey Zonal Secretary NE.Rly met Sri. Suresh Prabhu Hon'ble Minister for Railways at Gorakhpur today during Minister's visit. R.K.Pandey explained unreasonably low pay level recommended for Technical Supervisors equating them with the categories working under them – in spite of their higher Recruitment Qualifications, Training, Job Requirements, onerous Nature of Duties, and increase in their Responsibilities due to modernization and introduction of high-speed trains.

BRAVING HEAVY RAIN IRTSA ICF PROTEST AGAINST RECOMMENDATIONS OF 7TH CPC



WARNING SIGNAL FOR ICF

Weighed Down By Inertia, Coach Factory May Find Debroy Panel's Recommendations A Bitter Pill

AyyappanV@timesgroup.com

A red-and-ash liveried coach fresh out of the shop floor was displayed at Integral Coach Factory (ICF) on Monday as the future design that they are going to adopt in the coming year. However, the LHB (Linke Hofmann Busch) second-class coach lacks in aesthetics and shies when compared to the ones produced abroad.

The LHB is the state-of-the-art for ICF and is inspired by a German design of the 1960s that Alstom supplied in 2003. The reason for the delay in rolling it out: The factory lacks production automation and autonomy in decision-making. It was only last year that it received a robotic welding system needed to make these coaches, and it took more than a decade for the railway board to decide that the factory should manufacture the LHB coaches.

ICF manufactures air-conditioned metro rail coaches that has automatic doors for Kolkata. But for the finish, the coaches may well be on a par with the metro coaches made by Alstom for Chennai. This shows that the factory has expertise but cannot bid for projects.


Railway board member Hemant Kumar says that "ICF can manufacture metro rail coaches. But we are not able to bid for Chennai Metro Rail or other metro rail projects because being a government factory decisions are taken at the ministry level." And decisions are made at snail's pace at the ministry and needs several levels of approvals and verification.

Though railways got the LHB technology in 2003, it took a decade to decide that ICF can start making the coaches. Approval for expansion of the factory and sanction of funds took two more years.

A production unit like ICF is controlled by many directorates of the railway board and approval for expansion or introduction of a new facility needs to pass many stages. A minor change in design or introducing new amenity like fixing a plug point for charging mobile phones inside the coaches will need extensive studies and approval from Re-

Future competence

After 60 years of producing coaches that have ferried millions of people and lakhs of tons of freight, ICF's privileged status as a monopoly is under threat





GAUGING PROFESSIONALISM: For the ICF, Linke Hofmann Busch (LHB) stainless steel light weight coaches are the state-of-the-art. Due to delays in decision-making and procuring hi-tech manufacturing equipment such as the robotic welding equipment (left, above), it has taken ICF many years to roll out these coaches

Integral Coach Factory, Perambur

161 Gazetted officers (assistant works manager to GM) Technicians, junior engineers, supporting staff: **11,666**

Total area: **457 acres**

Timeline of growth	What plagues ICF
<ul style="list-style-type: none"> ▶ ICF started in 1955 1957-58: 74 coaches of third/second class coaches roll out 1979-80: 712 coaches of 12 types including double decker, export coaches 1989-90 ICF produced 925 coaches of 20 types 	<ul style="list-style-type: none"> High cost of coaches due to overheads Slow turn around Old designs Manufacturing methods old fashioned Bureaucratic slow decision making
Production target is 2,000 coaches this year	What Debroy committee says:
	<ul style="list-style-type: none"> ▶ Production units like ICF should come under special purpose vehicle ▶ SPV should be delinked from railway ministry, board ▶ ICF and others should compete with private players in open market ▶ ICF lands should be put up for sale/lease

search Design and Standards Organisation (RDSO) even though the factory is competent to introduce the change. And the plug points that were introduced after much study cannot be used for laptops.

A senior railway official said, "It takes seven years for a design to be implemented from drawing board to the coach. It is very difficult to modernise production processes because the factory cannot choose its machinery as per its requirement as all purchases are made by Central Organisation for Modernisation of

Workshops founded in 1978 to modernise production units." In spite of the existence of such an organisation, ICF has not automated painting and welding used while making conventional coaches.

In ICF it is typical that expensive machinery lies unused as the production pattern may have changed by the time the equipment landed at the door of the factory. "The ministry and the board decides which type of coach needs to be made at ICF. The focus changes suddenly. Under pressure to meet deadlines,

the factory is forced to out-source," he added.

For instance, the new LHB sleeper coach that was showcased on Monday was made using components supplied by private companies. The side walls, roof and undercarriage of the shell were also supplied by a relatively new private company.

The Debroy committee set up to find ways to reform railways has suggested autonomy for ICF, allowing it to face competition from the private sector. Given its track record, taking on firms like Alstom — whose

hi-tech plant in Sri City, not far from Perambur, looms — would be a big challenge for the government-owned unit.

Indian Railways Technical Supervisors Association (IR TSA) senior joint general secretary K V Ramesh said, "We need autonomy for the factory so that decisions can be taken. The committee report is dangerous on two counts. It leaves scope for privatisation and suggests exposure of ICF to competition. It says the special purpose vehicle can be initially with public sector but can be disinvested. At this stage,

it is dangerous to expose ICF to competition because it will fail".

He continued: "The general manager of the factory should be given the ultimate sanctioning power. There should also be inventory control by bringing in just-in-time procurement system and controlled outsourcing. Available infrastructure needs to be assessed and benchmarked before work is outsourced."

Email us your feedback with name and address to southpole.toi@timesgroup.com

**M.T. SUJITH KUMAR
WORKING PRESIDENT IRTSA S.R.LY
LEFT FOR HEAVENLY ABODE –
BUT IS WITH US IN SOUL & SPIRIT
An intellectual think tank of IRTSA
goes down fighting cancer on 25th Nov
2015**



**IR TSA FILES REJOINER IN CAT
CHENNAI IN OA 706/2013 FOR HIGHER GP
FOR JE & SSE**

After a prolonged delay Government has filed its reply to IRTSA OA 706/2013 at CAT Chennai demanding higher Grade Pay for JE & SSE. Immediately IRTSA has prepared the rejoinder and filed it on 2nd July 2015.

**DISTRIBUTION OF RELIEF
MATERIALS FOR FLOOD VICTIMS**

IR TSA arranged relief materials for flood victims. Relief materials including provisions for one month and house hold articles for 100 families were distributed in villages Rajapadmapurm, Jagrimngalam and Thzuvadur in Tiruvallur district on 19th Dec 2015.



Year 2016

**MASS DHARNA AT JANTAR MANTAR
SPIRITED SHOW BY RAIL ENGINEERS**

Nearly 500 Rail Engineers from all over the Indian Railways, held a Protest Rally & Dharna on 8th Feb, 2016 at Jantar Mantar New Delhi - under the aegis of IRTSA - against the retrograde Report of 7th CPC.

A Delegation led by General Secretary IRTSA submitted Memoranda to Cabinet Secretary, CRB & Members of Empowered Committee for higher Pay Level & Gr-B & on other demands.



IRTSA DELEGATE MEETING WITH MEMBER STAFF RAILWAY BOARD 9th FEB 2016



MEETING WITH CHAIRMAN RAILWAY BOARD BY IRTSA NE.RLY

IRTSA delegates of NE Railways led by Er. R K. Pandey Zonal Secretary, Er. Dinesh Chaturvedi Zonal Vice-President and many other office bearers met Chairman Railway Board during his visit to Gorakhpur on 02.01.2016.

Candlelight Agitation by IRTSA in front of MMC Complex Chennai

Procession on wheels from GM's office ICF to Chennai Central

22nd Jan 2016: Members of IRTSA staged candlelight agitation in front of MMC Complex (Chennai Central Suburban terminal) against most damaging report submitted by 7th Pay Commission on 22.01.2016 between 18.15 hours and 19.00 hours. Earlier Members of IRTSA working in ICF Perambur came on procession in two wheelers from GM's office ICF to Chennai Central.



Technical supervisors seek higher pay scale

SPECIAL CORRESPONDENT

CHENNAI: Members of Indian Railways Technical Supervisors Association staged a demonstration in the city last week in support of their demands, including the need for a higher pay scale that has been ignored by the seventh Central Pay Commission.

They said the higher recruitment qualifications, training, job requirements,

nature of their work and increase in responsibilities due to modernisation and introduction of high-speed trains were not considered. The members, working as Junior Engineer and Senior Section Engineer, denied that the government's expense on account of pay, allowances and pension will increase by 23.55 per cent and said the real increase will be only 12.55 per cent, a press release said.

Published by N. Flann at Kasturi Buildings, 859 & 860, Anna Salai, Chennai-600002 on behalf of KASTURI & S



IRTSA MEETING WITH MoSR

IRTSA office bearers led by Er.Mukesh Verma Zonal Secretary DLW met Sri.Manoj Sinha Hon'ble Minister of state for Railways at Varanasi on 21st Feb 2016.



CALL ATTENTION CANDLE LIGHT AGITATION BY IRTSA

Urges empowered committee to concede justified demands of Technical Supervisors

IRTSA held candle light agitation on 29th Feb at Annanur suburban Railway Station, Chennai to draw the attention of Empowered Committee on the main demands of IRTSA.



GENERAL BODY MEETING OF IRTSA RCF KAPURTHALA



Newly elected office bearers of EMU Maintenance workshop Avadi, S.Rly



From President's Desk

STRATEGY ADOPTED BY IRTSA TO PURSUE THE DEMANDS OF RAIL ENGINEERS (TECHNICAL SUPERVISORS) DURING THE LAST 4 MONTHS AFTER SUBMISSION OF 7th CPC REPORT.

- 1) 7th CPC submitted its report on 19.11.2015.
- 2) On 25.11.2015 ICF & SR- Zones conducted a Mega Demonstration in front of GM's Office at ICF and a resolution was passed against unrealistic & unjustified recommendations of the 7th pay commission and was sent to Railway Board & Minister for Railways.
- 3) IRTSA opposed Finance Ministry's unilateral order to constitute an "**Implementation Committee**" straight away as if Government endorsed all recommendations of the above CPC report.
- 4) IRTSA further stressed to constitute a High level committee to analyze the report of 7th CPC and to suggest to Government about incorporating required changes on most unacceptable and unjustified recommendations.
- 5) IRTSA strongly pursued with JCM leaders to constitute such a high level committee and demanded to stall the functioning of the Implementation Committee without taking into account demands arising out of 7th CPC report.
- 6) The Government constituted a High Level Committee and "**Empowered Committee of Secretaries**" headed by Cabinet Secretary and CRB as one of its members.
- 7) Now the Empower Committee has started reviewing the Pay Commissions report on the basis of collecting reactions from various Departmental Heads as well as from the various stake holders, Unions and Associations. It has paved way for the affected categories one more chance for echoing their voice in correcting certain most unjustified recommendations.
- 8) **Er Harchandan Singh GS IRTSA** one of the most experienced trade unionist assisted by **Er. K.V. Ramesh Sr. JS GS/ IRTSA** prepared strong memorandums and placed before Empowered Committee, Ministers for Finance & Railways and Railway Board. They were also assisting organized labour in shaping out their demands.
- 9) IRTSA team led by the Central President, met respected CRB, MS, MM, ML, Addl. MS, EDPC-I, EDPC-II and EDIR at their chambers during their camp at Delhi for more than a week. Many facts brought out by IRTSA were proved to be eye openers.
- 10) Entire Railway Board was reminded of its own decision of improving the pay scales of JE & SSE and classification of SSE as Group 'B' (Gaz) well before the constitution of 7th Pay Commission and negligence from

the part of Railway Board for not conveying its earlier decision to 7th CPC.

11) Later the team met Honorable Minister for Railways, and raised the same issue and Honorable MR, directed his Administrative PS to verify the facts and then administrative PS forwarded the Memorandum to the respected FC for his commends.

12) Then the team met the respected FC and explained to him about the issues mentioned above. FC directed the team to explain all details to EDPC – II and FC said that he will deal the matter directly after getting the report from EDPC – II and ED – Finance.

13) Finally the team met ED-IR and Addl. MS and informed them that IRTSA will stage a call attention Mass Dharna at Jantar Mantar on 08.02.2016 so that the Empower Committee will be posted about the issues for obtaining the positive response.

14) On 25.01.2016, the team led by CP/ IRTSA met Shri. T.G. Venkatesh Babu, MP and Member of Standing Committee Finance. CP explained to him about the retrograde recommendations of the 7th CPC and sought his assistance to place it to the notice of the Honorable FM and Cabinet Secretary (Chairman Empower Committee). We are grateful to the respected MP who had made a strong recommendation in his covering letter and handed over the same to Honorable FM and forwarded it to the Cabinet Secretary. Letter in support of IRTSA demands from some other MPs were also sent to Railway Ministry.

15) IRTSA organized a **MASS DHARNA** on 08.2.2016 at Jantar Mantar in which more than **500 Rail Engineers** from all parts of the country participated.

16) Dr. M. Ragaviah ji, the Chairman JCM & GS/ NFIR, along with Shri. Guman Singh – President NFIR participated in the Dharna and assured the members that they will fight tooth and nail to find solution to the issues raised in the Dharna.

17) Com. Shiv Gopal Mishra, Secretary JCM & GS/ AIRF attended the Dharna and strongly protested against the 7th CPC report and assured the agitated members that JCM and AIRF will support our cause in strong voice in the Empowered Committee.

18) IRTSA team led by Er Harchandan Singh GS IRTSA submitted memorandum to Chairman Empowered Committee, CRB and Minister for Finance.

19) On 09.02.2016, CP/ IRTSA and 4 CEC members got an appointment with respected MS at his chamber and MS was kind enough to spare more than 30 minutes in hearing our explanations and many queries made by him were clarified by CP with proofs. Respected MS assured the team that all possible steps will be taken to highlight to the Empowered Committee for upgrading Pay Scale of JE s and SSEs.

20) **IRTSA will keep no stone unturned** for realization of promises made by the authorities. IRTSA will proceed in building momentum with the Empowered Committee. Railway Board. Railway & Finance Ministers will be continuously highlighted of the issue by appropriate channels.

**Court Case for Higher Grade Pay–
Next hearing is fixed on 10th March 2016 in
OA No: 706/2013 – IRTSA Vs Union of
India in CAT Chennai**

**Court Case for Grant Group-B (Gaz)
No:211/Pb2014 IRTSA Vs UOI in CAT
Chandigarh. Hearing completed on
01.03.2016 and Judgment reserved.**

“CANDLE LIGHT” AGITATION AT ARAKKONAM JUNCTION S. RAILWAY



AGITATION IN FRONT OF LOCO WORKS PERAMBUR SOUTHERN RLY.



Agitation at Loco Works Perambur



MASS AGITATION BY IRTSA IN S&T WORKSHOP PODHANUR

28th April 2016: Technical Supervisors of Signal & Telecommunication workshop, Podhanur, Southern Railway held a mass agitation in front of CWM's office highlighting main issues of the category to Empowered Committee.



IRTSA Meeting with Member Mechanical at RCF



CAT CHENNAI DIRECTS MOF TO TAKE EARLY ACTION ON PROPOSAL OF RLY. BOARD TO UPGRADE JES & SSES

CAT Chennai has directed Ministry of Finance to take action on the proposal of Railway Board to upgrade Grade Pay of JE to Rs.4600 & SSE to Rs.4800 on Railways

Finance Ministry has been directed to take action on the said proposal and decide about it within 3 months on OM No.PC/VI/2009/DAC/1(Pt2) dated 11.06.2010, for pending for approval of MOF for allotment of Grade Pay of Rs.4600 to JEs and Grade Pay Rs.4800 to SSEs.

CAT had given this direction on OANo. 706 / 2013 in the case of IRTSA-Vs-Union of India, after many adjournments due to non filing of Reply by the MOF & delay by MOR and vacancies of judges on the Bench etc.

MASSIVE CANDLE LIGHT AGITATION AT MYSORE RAILWAY STATION



AGITATION IN FRONT OF ROYAPURAM ELECTRIC LOCO SHED



**IR TSA REPRESENTS
MAIN ISSUES TO LABOUR MINISTER**



27th May 2016, IRTSA office bearers of DLW Varanasi represented main demands of Technical Supervisors working in Indian Railways over to Honorable Labour Minister Sri Bandaro Datatrye.

**CALL ATTENTION AGITATION BY IRTSA
AT JOLARPETTAI JUNCTION**



**PRESIDENT IRTSA VISITS RAILWAY
BOARD & FEDERATIONS**

Hectic activities on 5th & 6th July 2016 to pursue main demands

Er.M.Shanmugm President and Er. K.V.Ramesh Sr.JGS IRTSA visited Railway Board and Federations on 5th & 6th July and vigorously pursued main demands of IRTSA.

IR TSA SCR DELEGATES MEET MR



Er. N. V. Ramana Murthy, Zonal Secretary SC Rly IRTSA along with office bearers submitting memorandum to Railway Minister.

Agitation across SCR Rly by IRTSA

IR TSA SC.Rly Zone conducted masive agitation and procession highlighting main demands of IRTSA.



**51ST ALL INDIA ANNUAL CONFERENCE &
CGB MEETING OF IRTSA
HELD GRANDLY AT SECUNDERABAD
- CALLS FOR ACCEPTANCE OF MAIN
DEMANDS FOR HIGHER PAY & STATUS**

51st All India Annual Conference & Central General Body meeting of IRTSA was grandly hosted by South Central Railway Zone of IRTSA at Secunderabad on 3rd and 4th October 2016.



IR TSA PROCESSION AT SECUNDRABAD HIGHLIGHTING THE DEMANDS



MAIN DEMANDS PURSUED BY IRTSA POST 7TH CPC

MAIN DEMANDS PURSUED BY IRTSA ESPECIALLY AFTER RELEASE OF REPORT OF 7TH CPC BY SUBMITTING MEMORANDUMS, MASS FAST, DHARNA AT LOCAL LEVELS AND MASS RALLY AT NEW DELHI:

1. Multiplication factor of 3.15 times of 6th CPC BP
2. Pay Level 8 for JEs and Level 10 for SSEs
3. Up-gradation of 33% posts of SSE as Principal SSE in Level-11
4. Pay Level 8 for CMA, DMS & JE/IT
5. Pay Level 10 for CMS, CDMS & Sr. Er/IT.
6. Classification of Sr. Tech. Sups. in Group 'B'.
7. Raising of all Allowances as per multiple factor
8. Breakdown Allowance equal to OTA
9. National Holiday Allowance @ two day wages
10. PCO Allowance at existing rates.
11. PCO Allowance to CMT Lab, Stores, Design/ Drawing and other left out areas.
12. Teaching Allowance @ 30% of basic pay.
13. Time Bound Promotions for Tech Supervisors.
14. Promotion of Graduate Engineers against 50% posts in IRES & SCRA.
15. Annual increment of 5% of pay.
16. Two increments on Promotion & MACP.
17. Counting of training period for of MACPS
18. Rejection of benchmark of "Very good" for MACPS
19. MACPS in cadre hierarchy after 4,8,16 & 24 years.
20. Grant of Financial up-gradation under MACPS to the direct recruit Graduate Engineers in Design & Drawing Cadre - Considering entry grade pay as Rs.4600 for the purpose of MACP to all the directly recruited Engineering Graduates in Design cadre.
21. Risk & Hardship Allowance to JEs & SSEs working in Sheds and Open-line Depots.
22. Reasonable monthly deduction for GIS.
23. Withdraw NPS. Restore of old Pension Scheme
24. FMA @ Rs.2000 per month
25. Parity of Pension of Pre & Post 2016 Retirees
26. Additional Pension from 65 years onwards
27. Exemption of all Allowances from Income Tax.
28. Raising of Exemption Limit for Income Tax to Rs. 5 Lakhs.

51st Foundation Day Celbrations of IRTSA



IR TSA DELEGATES MEET MEMBER ROLLING STOCK

IR TSA delegates met Sri. Hemant Kumar, Member Rolling Stock, during his visit to Chennai on 3rd November 2016.

2016 YEAR END MEETING OF IRTSA ICF & SOUTHERN RAILWAY ENGINEERS



Year 2017

MOF (DOE) REFUSED TO ACCEPT PROPOSALS OF RAILWAY BOARD FOR HIGHER GRADE PAY FOR JEs & SSEs EVEN IN RESponce TO CAT DIRECTIONS

Struggle to be continued by IRTSA

IR TSA (vide OA No. 310/00706/2013 IRTSA-Vs-Union of India & Others, filed in CAT Chennai), had prayed for higher Grade Pay for JEs & SSEs on Railways than the Staff working under them, to restore the vertical hierarchy as recommended by the Fifth and Sixth Pay Commissions but disturbed by the Railways, based on higher duties & responsibilities shouldered by them and based on decision taken by Railway ministry to upgrade the grade pay of JS & SSE, are some of the major points submitted by IRTSA.

CAT Chennai, in its judgment directed Ministry of Finance to take action on the proposal of the Railways and decide about it within 3 months on OM No.PC/VI/2009/DAC/1(Pt2) dated 11.06.2010 which was pending for approval of MOF for allotment of Grade Pay of Rs.4600 to JEs and Grade Pay Rs.4800 to SSEs.

IR TSA had submitted a copy of CAT Chennai's orders to Secy. Finance Expenditure vide letter No IRTSA/CAT Chennai/2016-13 and a Memorandum No. IRTSA/CHQ/ MEMO/2016-12 giving justification on the merits of the case and urged to upgrade the JEs & SSEs on the Grade Pay Rs.4600 & Rs.4800 respectively, as per decision of the Departmental Anomalies Committee

The Ministry of Finance vide their letter dated 29-11-2016, had rejected the proposal of Railway Board as well as the submissions of IRTSA – by not only falsely negating the facts but also referring to extraneous factors to deviate from the core issues involved in the matter.

IR TSA decided to challenge the Finance Ministry order.

Meeting at Eastern Railway



Liluah workshop



Jamalpur workshop

MEETING AT WR & CR ZONES



Er.Harchandan Singh GS IRTSA & Er.K.V.Ramesh Sr.JGS IRTSA visited units of WR & CR Zone in Mumbai between 27.02.17 to 01.03.17 and addressed JEs & SSEs.

Womens day celebration at RWF



IRTSA COMMITTEE MEETING AT ALAMBAGH WORKSHOP, NR



IRTSA N.E.Rly represented to Member (RS) on main issues of the Category



Office bearers of IRTSA/N.E.Rly met Mr Ravindra Gupta, Member (Rolling Stock) during his visit to Gorakpur on 6th July 2017. Group of office bearers headed by Zonal President Sh.R.B.Singh and Zonal Secretary Sh.Ramesh Kumar Pandey welcomed him and hand over memorandums on three important issues.



Meeting with Member (RS) at ICF



Er. K.V.Ramesh & Er. E.Ramesh met Member Rolling Stock and highlighted issues of Technical Supervisors.



MASS SIGNATURE CAMPAIGN BY IRTSA

Upgrading & Cadre Restructuring of posts of Technical Supervisors on Indian Railways - Appeal for intervention of MR for acceptance of genuine demands of Technical Supervisors; And for Acceptance of the Proposals of Railway Board submitted to Ministry of Finance and the Empowered Committee of Secretaries on 7th Pay Commission.

Appeal to Railway Minister for his immediate intervention on the following main demands.

OBSERVANCE OF DEMANDS DAY BY IRTSA

Members of IRTSA observed demands day all over Indian Railways on 23.8.2017. Technical Supervisors / Rail Engineers wore demands card and organized agitation, gate meeting etc



Clippings on observance of Demands Day by IRTSA on 23.08.2017



MEETING OF CGB IRTSA & 52ND ALL INDIA ANNUAL CONFERENCE OF IRTSA HELD AT HINDU MAHA SABHA BHAWAN, NEW DELHI, ON 9TH & 10TH OCTOBER 2017

IRTSA CALLS FOR EARLY ACCEPTANCE OF GENUINE DEMANDS

MAIN DEMANDS - IRTSA

1. a) **Recognition of IRTSA** – a forum to discuss and resolve the problems of the Technical Supervisors on Railways - as recommended by Report of the Task Force on Safety and by the Railway Accident Inquiry Committees (RAICs) – 1968 & 1978 & Railway Reforms Committee (RRC).
b) Continuation of system of Staff Council in the Production Units of Railways, which provide separate representation for Technical Supervisors.
2. **Pay Level of Technical Supervisors:**
 - a) Junior Engineer (JE) be placed in level-8 & Senior Section Engineer (SSE) be placed in level-10 of the Pay Matrix in view of their relative duties & responsibilities viz-a-viz the working under them.
 - b) 33% posts of SSE be upgraded as Principle SSE in Level-11 as promotional avenue.
 - c) DMS, CMA & JE/IT be placed in level-8 and CDMS, CMS & Sr. Er/IT in level-10 of pay matrix.
 - d) 33% of these cadres may be placed in Level-11 as Functional / Non-Functional promotion.
3. Implementation of Pay Level -7 for CMA & Pay level-8 for CMS as per Para 11.40.124 of 7th CPC report
4. Classification of all Posts of SSE/CMS/CDMS in Group B Gazetted – as per orders of DoPT and as per classification of their counterparts in other Departments, in Group B Gazetted.
5. a) Withdrawal of National Pension System (NPS) and restoration of existing benefits of Pension & GPF for those appointed after 01.01.2004.
b) Refund of contributions to NPS with Interest thereon at appropriate rate.
6. a) Removal of maximum ceiling of Rs.7000 for payment of PLB.
b) Payment of PLB as per actual Pay
7. National Holiday Allowance at double the wages including DA to JEs, SSEs and other Technical staff - for working on National Holidays.

IRTSA MEETING WITH CRB



Delegates of IRTSA officer bearers of South Central Railway led by Er. M.V.Ramanamurthy Zonal Secretary, IRTSA met Shri. Ashwani Lohani, Chairman, Railway Board, on 6th December during his visit to Carriage Workshop, Lallaguda. IRTSA delegates handed over a memorandum on main demands of IRTSA and discussed the issues briefly.

IRTSA MEETING WITH MEMBER STAFF



Er. M.Bhatnagar IRTSA, Zonal Secretary RCF Kapurthala and his team met Shri. D.K.Gayan, Member Staff Railway Board on 23rd December during his visit to RCF Kapurthala.

IRTSA felicitates Er.Tamilmaran Sr.V.P IRTSA on his superannuation



NEW OFFICE BEARERS OF IRTSA/RWF

Following Engineers were unanimously elected during General Body held on 16.11.2017 at Rail Wheel Factory, Bangalore.

Zonal President	Er. Sreekantha Swamy.R
Working President	Er. Palanibhaskar.D
Vice Presidents	Er. Manickavelu.A.K
Er. Ashokaraja.G.T	Er. NasirKhan.N.B
Er. Suresh B Warthi	Er. Balakrishna Naik.M
Zonal Secretary	Er. Muruthyunjaya Bapat
Treasurer	Er. K.T.Harish
Auditors	Er. Marimuthu.S
	Er.Yathiraju.R
Jt. Secretaries	Er. Gopalakrishnan.T.G
Er. Gurusamy.N	Er. Shobhanachalam.P
Er. Manjunath	Er. SiddappaHittanalli
Staff Council Member	Er. Dayananda Rao.V
Committee Members	Er. Prasana.N
Er. NisarMehdi.S.A	Er. Ramesh.H.R
Er. Anil Kumar.M.M	Er. Manjesh
Er. Thippeswamy.O	Er. Manjunath
Er. Vadivelu	Er. Mendagudli.M
Er. Shiabuddin	Er. Jebin.A
Er. SushmaRameshkumar	Er. Elangovan.K
Er. Mala.K	Er. Ninegowda.N
Er. KarunakaraMurthy.B.M	Er. Thirmmarajulu.R
Er. Nagaraju.V.N	Er. Anand Gladston
Er. Bose.V.S.C	Er. Tripathy
	Er. NarendraBabu.C

Year 2018

ANOTHER COURT CASE FILED BY IRTSA IN CAT FOR HIGHER PAY LEVELS FOR JE & SSE

IRTSA has filed a fresh OA 1568/17 in CAT Chennai pleading higher Pay Level for JE & SSE on Railways.

Petition has been accepted & notice has been served to all the respondents including Finance Ministry, Railway Ministry & DoPT.

However, no hearing could take place on 20.02.2018 due to non-availability of any Judicial Member & continuation of vacancies in CAT Chennai Bench.

GENERAL BODY MEETING OF IRTSA ICF ZONE HELD ON 6TH Jan 2018



New Office Bearers of IRTSA ICF ZONE

Patrons	Er.K.V.Surendranathan, Er.M.Selvaraj&Er.D.Natarajan
Advisors	Er.K.Shanmugavel, Er.M.S.V.R.Pandian, Er.S.Perchiappan, Er.T.I.Anto, Er.V.Pattani, Er.K.J.Sundaravadanam & Er.L.Markantayan
President	Er.M.Shanmugam
Working Presidents	Er.B.Inbanathan, Er.P.Ramraj, Er.R.Venkataraman & Er.K.V.Ramesh
Sr.Vice Presidents	Er.V.B.Naryanan, Er.S.MalikBasha, Er.M. Rajaprabhakar & Er.E.Ramesh
Vice Presidents	Er.V.P.Sunadram, Er.S.Chithambaram, Er.M.Arumugam, Er.K.Radhakrishnan, Er.Arul Kumar, Er.Staley Chelladurai, Er.Nageswaran, Er.R.Ravi, Er. B.Saravanan, Er.D.Aribaskar & Er. R. Meena.
Zonal Secretary	Er. K.Gobinath
Zonal Treasurer	Er.Y.R.S.Benarjee
Divisional President	Er.N.Ravi Kumar/Shell, Er.P.Lakshminarayanan/Furnishing
Divisional Secretary	Er.R.Segar/Shell, Er.G.Aranganathan/Furnishing

MEETING WITH MEMBER STAFF

In the meeting held on January 24, 2018 at ICF, K.V.Ramesh raised the demands of upgrading Pay level of Technical Supervisors & change in eligibility criteria for MACPS. Member Staff said these issues are under consideration of Railway Board.



GENERAL BODY MEETING OF IRTSA GOC DIVISION, S.RLY

General Body meeting of IRTSA Golden Rock Workshops Division, Southern Railway was held at Trichy on 8th Feb 2018.



Mass meeting & safety seminar hosted by IRTSA at Alambagh with engineers from all over Lucknow joining

सवारी डिब्बा कारखाना, आलमबाग में नव वर्ष मिलन समारोह तथा सेम्टी सेमिनार का आयोजन किया गया। जिसमें कारखाने इंजीनियर तथा IRTSA के केन्द्रीय पदाधिकारी इन्जी सियाराम वाजपेयी, इन्जी बी डी मिश्र, इन्जी पी के शुक्ल, इन्जी अनूप वाजपेयी, इन्जी राम अवतार मीना, इन्जी कुलदीप सिंह, इन्जी विपिन मिश्र, इन्जी राजेश शुक्ल, इन्जी सचिन लाल, इन्जी विवेक शुक्ल तथा लोको कारखाना एवं स्टोर विभाग से चुन्नारु इन्जीनीयर साथियों ने भाग लिया तथा अपना अपना विचार रखा। मंच का संचालन करते हुए शाखा मन्त्री अखिलेश विश्वकर्मा ने IRTSA की मुख्य उल्लाखियों का जिक्र किया और सब को पूर्ण सहयोग के लिए धन्यवाद दिया।



MEETING WITH CRB

Chairman Railway Board, Shri. Ashwani Lohani visited ICF on 28.04.2018 and met Federation / Association / Union representatives. On behalf of Er.K.Gobinath Zonal Secretary and Y.R.S.Banerjee Zonal Treasurer participated in the meeting.

IRTSA MEETING AT MAHALAXMI WORKSHOP, WR

IRTSA meeting was held at Mahalaxmi Workshop, Western Railway on 19th March 2018. Er.K.P.Soni welcomed the gathering. Central President Sri.M.Shanmugam addressed the gathering and explained in detail about the history & achievements of IRTSA.

IRTSA GIVES IMPRESSIVE ORAL EVIDENCE BEFORE THE COMMITTEE FOR EXAMINING CLASSIFICATION OF POSTS IN GROUP 'B' ON RAILWAYS

Posts of SSE, CDMS, SE/IT & CMS need to be classified in Group 'B' Gazetted for greater efficiency, higher productivity and safety on Railways

IRTSA delegates led by Harchandan Singh General Secretary IRTSA, K.V.Ramesh, Sr.JGS IRTSA and K.Gobinath VP IRTSA presented the case of Technical Supervisors before the Committee to examine classification of posts in Group 'B' on Railway on 5th July 2018. Delegation of IRTSA was the first one to be called in to present the case and only one to get a patient hearing.

IRTSA DELEGATES MEET CONVENER INCENTIVE COMMITTEE

Principal of determining the incentive rates & higher incentive for SSEs highlighted

On 4th July 2018 delegation of IRTSA led by Er. Harchandan Singh General Secretary IRTSA, Er. K.V.Ramesh, Sr.JGS IRTSA and Er. K.Gobinath VP IRTSA met Mrs. Kalyani Chadda, Executive Director / ME(W), Convener, Committee for revision of hourly rate of Incentive Bonus.

GS IRTSA BRIEFED THE DEMANDS OF IRTSA ON GROUP 'B' & REVISION OF INCENTIVE RATES TO FEDERATION GENERAL SECRETARIES

New Delhi, 4th & 5th July: Er Harchandan Singh General Secretary IRTSA met Dr.M.Raghaviah GS/NFIR and Com.S.G.Mishra GS/AIRF along with Er. K.V.Ramesh Sr.JGS IRTSA and Er. K.Gobinath VP.

CEC IRTSA MEETING HELD AT DR. AMBEDKAR BHAVAN, CHANDIGARH ON 12.06.2018



Summary of IRTSA demands on revision of incentive rates under CRJ pattern & bonus factors under GIS

- 1 Revised rates of Incentive Bonus be fixed as per revised Pay Levels of 7th CPC on the basis of minimum of pay scales divided by 208 standard hours in a month in Railway Workshops & Production Units;
2. Revised Bonus Factor under GIS be fixed at Minimum of 7th CPC Pay Levels.
3. Revised Hourly Rates of Incentive Bonus and Revised Bonus Factor under GIS as per Pay Levels of 7th CPC from the date of effect of 7th CPC (w.e.f. 01.01.2016)
4. Raising of existing rate of Incentive & Bonus Factor of SSE to 30% of Pay (instead of 15%)
5. (or) SSE may be brought under direct incentive
6. No reduction of allowed time & staff on account of revision of incentive rates in view of heavy reductions of Allowed Timings already affected at all levels much beyond the proposed reduction of staff in the last two revisions and multiple times thereafter.

RAILWAY ENGINEERS OBSERVE ALL INDIA DEMANDS DAY ON 8TH AUGUST, 2018 HIGHLIGHT MAIN DEMANDS & ROLE OF TECHNICAL SUPERVISORS ON RAILWAYS

MAIN DEMANDS

1. RECOGNITION OF IRTSA
2. A) PAY LEVEL 8 TO JE / CMA / DMS / JE (IT) & B) PAY LEVEL 10 FOR SSE/CMS/CDMS/SR.ER(IT)
3. CLASSIFICATION OF SSE, CMS, CDMS& SR. SE/IT IN GROUP 'B' (GAZ.)
4. ACCEPTANCE OF PROPOSAL OF RAILWAY BOARD BY MOF (DOE) FOR UPGRADING & CADRE RESTRUCTURING OF TECHNICAL SUPERVISORS.
5. A) REVISION OF INCENTIVE RATES & BONUS FACTOR FROM 01-01-2016 AS PER 7TH CPC PAY LEVELS BASED ON MINIMUM OF PAY LEVELS OF 7TH CPC PAY MATRIX DIVIDED BY 208. B) RAISING OF EXISTING RATE OF INCENTIVE & BONUS FACTOR OF SSE TO 30% OF PAY OR SSE MAY BE BROUGHT UNDER DIRECT INCENTIVE. C) RESTORATION OF 7.5% PCO ALLOWANCE TO SSE & 15% TO JES. D) EXTENSION OF GROUP INCENTIVE SCHEME IN DIESEL & ELECTRIC LOCO SHEDS, C&W DEPOTS, S&T DEPOTS, P-WAY, WORKS& BRIDGES. E) PCO ALLOWANCE TO CMT LAB, STORES, DESIGN / DRAWING OFFICES. F) EXTENSION OF INCENTIVE SCHEME TO LEFT OUT SECTIONS IN WORKSHOPS.
6. COUNTING OF TRAINING PERIOD FOR MACPS. & REMOVAL OF BENCHMARK OF "VERY GOOD" & RESTORATION OF "GOOD" FOR MACPS.
7. REVISION OF BREAKDOWN ALLOWANCE WITH OTA THEREON.
8. NATIONAL HOLIDAY ALLOWANCE @ TWICE THE WAGES.
9. TEACHING ALLOWANCE @ 30% OF BASIC PAY.
10. HARDSHIP ALLOWANCE TO JES& SSES IN SHEDS & OPEN-LINE DEPOTS.
11. WITHDRAWAL OF NPS & RESTORATION OF OLD PENSION SCHEME
12. REASONABLE CONTRIBUTION FOR GIS.
13. RAISING OF EXEMPTION LIMIT FOR INCOME TAX TO RS.5 LAKHS
14. EXEMPTION OF ALL ALLOWANCES FROM INCOME TAX.

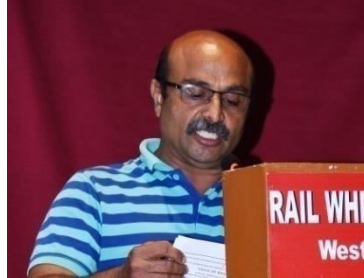
GLIMPSES OF OBSERVANCE OF ALL INDIA DEMANDS DAY BY IRTSA IN VARIOUS PARTS OF THE COUNTRY IN JULY 2018



GLIMPSES OF 53RD ALL INDIA CONFERENCE & CGB MEETING OF IRTSA HELD ON 25TH& 26TH OCT 2018 HOSTED BY IRTSA RWF ZONE – PAGE-1



**GLIMPSES OF 53RD ALL INDIA CONFERENCE & CGB OF IRTSA
HELD ON 25TH& 26TH OCT 2018 HOSTED BY IRTSA RWF ZONE – PAGE-2**



Revision of rates of incentive and bonus factor - Meticulous work done by IRTSA

Highlights of IRTSA's submission

The incentive scheme was introduced the Railways in Chittaranjan Locomotive Works (CLW) in the year 1954 to step up the production of Locomotives. The Scheme was later extended to other Production Units & Railway Workshops.

Group Incentive system was later on introduced in three Production Units namely Rail Wheel Factory, Bangalore, Rail Coach Factory, Kapurthala and Diesel Modernisation Works, Patiala and Workshops including Coach Rehabilitation Workshop, Bhopal of WCR, Guntupalli Workshop & Tirupati Carriage Repair Workshop of SCR and Mancheswar workshop of ECoR.

Advantages of Incentive System

- a) As a result of improved productivity after the introduction of incentive system 35,000 to 40,000 men were able to be re-deployed in additional lines of production/maintenance. Utilisation of same infrastructure was nearly doubled by introducing night shifts in some Workshops to step up outturn.
- b) Following the introduction of Incentive scheme, the efficiency in the Railway Workshops & Production units increased from 80% to 133%. Railways had estimated saving of Rs.650 crores per annum as a result of introduction of Incentive Scheme in Railway Workshops on the then prevailing average wage rates of Rs.1550 per month for direct workers which have increased many folds over the years.
- c) There were uncountable further savings by method study, process modification, etc resulting in reduction of Allowed Time of jobs due to the introduction of efficient processes.
- d) Continuous monitoring and improvement in manufacturing / maintenance processes made possible.
- e) Another incalculable saving on account of reduced holding of Rolling Stock for POH in Workshops and higher and quicker availability of new Rolling Stock from PUs.
- f) Identification, monitoring & elimination of deficiencies and bottlenecks in production / maintenance lines are being done more effectively and efficiently.
- g) Accountability for quality & traceability for safety issues can be easily done in the Incentive system.
- h) Efficiency of man power, machine and other infrastructure utilisations are now comparable among various PUs & Workshops on realistic terms.
- i) Useful tool for assessing workforce's (employees) ability and efficiency.

Principle for determination & revision of Incentive Rates

- a) Hourly Incentive Rates were initially fixed by dividing the Mean of Pay in the Pay Scale with 208 i.e. the standard working hours in a month.
- b) Incentive rates were first revised in 1967-68 after merger of part of DA into pay as DP and again in 1975 after the introduction of 3rd CPC scales of pay based on minimum of Pay in the Pay scale (instead of mean of Pay scale) divided by 208 standard hours in a month. After 4th CPC the hourly rates of Incentive Bonus were revised w.e.f. 01.08.1989 based on minimum of Pay in the Pay scale divided by 208 standard hours in a month.

c) After the implementation of 5th CPC pay scales Incentive Rates were revised on the basis of minimum of pay scales divided by 208 (standard hours in a month).

d) After the implementation of 6th CPC incentive rates were unjustly revised by 2 times of then existing rates, deviating from the established principle of incentive rates on the basis of the mean (or minimum) of the pay scales divided by 208 standard hours in a month. In fact the hourly Incentive Rates were just doubled instead of even being multiplied by at least 2.26 as per Fitment Factor for Pay revision or instead of following the existing norm of dividing the average or at least the minimum pay at each level with 208 standard working hours. This was totally unjustified and against the very principles of Incentive Scheme as defined by ILO or even by the Railways.

e) Hence keeping existing incentive rates introduced after the implementation of 6th CPC recommendations as a base to arrive at new incentive rates will neither be correct nor justified.

f) As such the rates should be fixed at Minimum Pay in 7th CPC Pay Level divided by 208 standard working hours per month.

g) Another important point to be mentioned is that, since incentive rates are based on the pay, revision the same should also be implemented from the date of implementation of Revised Pay Rules- 2016 w.e.f., 01.01.2016.

h) After the implementation of 4th CPC scales, when incentive rates were revised in the year 1989, lumpsum arrears was paid for the intervening period.

i) Hence revision of incentive rates may please be done w.e.f. 01.01.2016, i.e. from the date of implementation of 7th CPC Pay Levels on the basis of minimum of pay scales divided by 208 standard hours in a month and arrears may please be paid thereof.

SSEs be brought directly under Incentive or paid higher rate of basic pay to eliminate loss of take-home-pay from JE to SSE

a) SSEs are part and parcel of incentive system but are paid only 15% of the Basic Pay as Incentive Bonus which is much below than the staff working under them are getting. After the last Cadre Restructuring, the strength of SSEs is 67% of cadre of Technical Supervisors. The SSEs are all frustrated due to heavy financial loss of take-home pay on promotion from JE. Moreover, Railway Board cadre restructure in the year 2013 states that, even after getting promotion as SSE after Cadre Restructuring, the duties & responsibilities of lower grade post (JE) as well as promotion grade post (SSE) should be carried out.

b) As mentioned by the Railway Board itself in its letter on Cadre Restructuring, the SSE continue to shoulder additional responsibilities of JEs along with higher grade responsibilities after Cadre Restructuring due to upgrading of posts of JEs to SSEs but get much less take-home-pay due to lesser Incentive which is fixed at 15% for SSEs instead of hourly rates of Incentive to JEs & other Staff.

c) SSEs are directly responsible for optimizing the productivity under Incentive Scheme. But they get less take-home Pay than their juniors working under them as Senior Technicians & even as Technicians I who are two Grades / 2 Levels below them. This is causing much frustration and heart burning among the SSEs.

Employees covered under incentive scheme in Indian Railways

Mechanical Workshops of Indian Railways (Employees on roll covered under incentive)

	ZONE	WORKSHOP		No of employees
1	Central	Parel	Loco workshop	2050
2		Matunga	Carriage workshop	3570
3		Kurduwadi	NG workshop	
4	Eastern	Jamalpur	Loco workshop	3745
5		Liluah	C & W workshop	5715
6		Kanchapara	Group of workshops	5975
7		Budge Budge	Bogie manufacture	
8	East Central	Samastipur *	Mechanical WS	500
9		Harnaut		No Incentive
10	East Coast	Mancheswar	Carriage workshop	1621
11	Northern	Charbagh	Loco workshop	1969
12		Alambagh	C & W workshop	3340
13		Amristar	Mechanical WS	984
14		Jagadhri	C & W workshop	4912
15		Kalka	C & W workshop	315
16	North Central	Gwalior	Rail Spring Karkhana	No Incentive
17		Jhansi	Wagon workshop	3104
18	North Eastern	Gorakhpur	Mechanical WS	2782
19		Izatnagar	Mechanical WS	928
20	North East Frontier	Dibrugarh *	Mechanical WS	1600
21		New Bongaigaon	C & W workshop	1457
22		Tindharia	NG workshop	No Incentive
23	North Western	Ajmer	C & W workshop	2006
		Ajmer	Loco workshop	
24		Bikaner ^	C & W workshop	720
25		Jodhpur	Carriage workshop	1440
26	Southern	Perambur	C & W workshop	3928
27		Perambur	Loco workshop	755
28		Trichy	Golden Rock central workshop	1968
29	South Central	Lallaguda	Carriage workshop	1834
30		Guntupalli	Wagon workshop	1774
31		Tirupati	Carriage workshop	1007
32	South Eastern	Kharagpur	Loco, Carriage & wagon workshop	4977
33		Haldia	DEMU manufacturing	
34	South East Central	Nagpur	NG workshop	No Incentive
35		Raipur	Wagon workshop	1305
36	South Western	Mysuru	Central workshop	1430
37		Hubli	Carriage workshop	2392
38	Western	Dahod	C & W workshop	1358
39		Lower Parel	Carriage workshop	2072
40		Mahalaxmi	EMU workshop	467
41		Pratapnagar	C & W workshop	331
42		Bhavnagar	Wagon workshop	No Incentive
43	West Central	Kota	Wagon workshop	1819
44		Bhopal	Coach Rehabilitation WS	1915
Total				76,435

^ Strength taken as half of Jodhpur workshop. * Approximate figure

Production Units of Indian Railways (Employees on roll covered under incentive)

	PU	Station	No of Employees
1	CLW	Chittaranjan	5729
2	DLW	Varanasi	3009
3	ICF	Chennai	7244
4	RCF	Kapurthala	4978
5	MCF	Reabareli	No incentive
6	RWF	Bengaluru	1663
7	DLMW	Patiala	2494
Total			25117

Signal & Telecommunication Workshops (Employees on roll covered under incentive)

	Zone	Station	No of Employees
1	SC	Mettuguda	167
2	SR	Podanur	686
3	NR	Ghaziabad	196
4	NER	Gorakhpur	No incentive system followed
5	ER	Howrah	
6	WR	Sabarmati	
7	CR	Byculla	
Total			1049

Engineering Workshops of Indian Railways No incentive system followed in these 10 Engineering workshops

	Zonal	Station	Employees on roll
1	CR	Manmad	835
2	WR	Sabarmati	645
3	SR	Arakkonam	470
4	NR	Lucknow	323
5	NR	Jalandar Cant	458
6	NER	Gorakpur Cant	123
7	NFR	New Bongaigaon	#
8	ECR	Mughalsarai	1065
9	SER	Sini	390
10	SCR	Lallaguda	184
Total			4578
# Information not available			

Total 'On roll' strength of staff covered under incentive scheme

Production units	25117
Mechanical Workshops	76435
S&T workshops	1049
Engineering workshops	NIL
Total	1,02,601

IRTSA DELEGATES MEET CONVENER INCENTIVE COMMITTEE

Principle of determining the incentive rates & higher incentive for SSEs highlighted

On 4th July 2018 delegation of IRTSA led by Harchandan Singh General Secretary IRTSA, K.V.Ramesh, Sr.JGS IRTSA and K.Gobinath VP IRTSA met Mrs. Kalyani Chadda, Executive Director / ME(W), Convener, Committee for revision of hourly rate of Incentive Bonus.

GS/IRTSA explained the justifications for revising the incentive rates based on minimum of respective Pay Levels in the 7th CPC Pay Matrix divided by 208, monthly standard working hours. Even though this principle is followed in the incentive revision done in the year 1999, in the revision done in the year 2009 this principle was not followed and incentive rates were revised by two times of then existing rates. Hence revising the incentive rates based on the present incentive rates will be erroneous.

General Secretary also explained advantages of incentive system including productivity improvement, increased availability of rolling stock, etc. He also briefed about the extension of incentive scheme to left out areas in Production Units & Workshops and introduction of incentive scheme for open line staff and Sheds & Depots, etc.

During the interaction K.V.Ramesh Sr.JGS explained the continuous productivity improvement achieved in Production Units & Workshops by method study, process improvement, design changes, etc. He said that continuous improvements of productivity is possible since time standards are available for all activities of manufacturing and POH. Practical example of reduction of Jig holding hours in the manufacturing of under frame in ICF, one of the key factors for improving the annual outturn of ICF substantially was explained.

He further said that, with 67% of Technical Supervisors placed in the apex grade of SSE, the post of SSE has become direct working post and they are very much part and partial of incentive system. RITES also recommended for including SSEs under direct incentive in Group Incentive Scheme. Moreover, on promotion from JE to SSE take home pay of Technical Supervisors are getting reduced in the form of less incentive. Hence the convener was requested either to include SSE under direct incentive rates & bonus factor or to increase the incentive bonus for SSE to 30%.

Detailed memorandums were submitted to other committee members and detailed decisions were held with General Secretaries of AIRF and NFIR many times.

Initially Railway Board was not ready to follow scientific norms for revision of incentive rates and proposing for meagre increase. The committee was of the opinion that employees covered under incentive scheme were more than three lakh and revision of incentive rates involves huge financial implications. Committee was of the opinion that every ten years employees are getting benefits out of pay commission recommendations and cadre restructure exercise. Committee also proposed reduction in SSE incentive by reducing it 0.7 times of 15%. IRTSA proved with facts and figures that only 1.02 lakh employees were covered under incentive scheme.

Productivity improvement & reduction in staff strength

- a) More availability of locos & rolling stocks ensured higher passenger kms & freight carried.
- b) Between the period of incentive revision from 1999 to 2009
 - i. Passenger km in million has increased by 2.07 times.
 - ii. Wagon turn around days brought down from 8.2 days to 5.19 days.
 - iii. Loco holding & coaching stock holding are increased 1.16 and 1.36 times respectively.
 - iv. Strength of work shop staff reduced by 18%.
- c) Even though incentive revision order in the year 1999 recommended for 12% reduction in allowances and in the year 2009, 5% reduction in allowed time, staff strength of work shop was reduced by 30% from 1999 to 2017. Hence there is no scope available for further reduction in Allowed time.

Part of draft proposals of Incentive Committee

2.1.3. An hourly rate is not DA linked. Thus, the Committee held that it be treated like fixed allowance that is different for various categories of staff and thereafter apply the rationalization factor of 0.8 as envisaged in the 7th CPC recommendations as shown above. Thus, the Revision Factor would come to $2.25 \times 0.8 = 1.8$. Thus, the Committee proposes that the hourly rates to be fixed at revised 1.8 times the earlier rate.

2.1.5. Therefore, in case of SSEs, the Revision Factor is calculated as under:

2.1.5.1. New Basic = Old Basic x 2.57

2.1.5.2. Moderated rationalization factor for SSEs = 0.7 (Against 0.8 used for direct incentive staff and JEs)

2.1.5.3. Incentive for SSEs = 15 % of (new Basic) x Moderated Rationalization Factor (0.7)

2.2.1. Biometric based attendance and job card printing to be introduced 100% in all incentive workshops/PUs.

2.2.2. Third party job inspection to be introduced inside workshops to bring professionalism in quality inspections and bring a quantum improvement in quality of output of Railway workshops/PUs.

2.2.3. A 5% cut in allowed time to rake in benefits of improvements in machines, material and process technologies.

Railway Board order RBE No.131/2019 dated 09.08.2019 on Revision of Hourly rates of Incentive bonus and bonus factor of workshop/PUs in respect of staff under CLW pattern GIS

i. A factor of 2.25 is applied for revision of hourly incentive rates for CLW pattern incentive scheme and bonus factor for Group Incentive Scheme for all direct categories and JEs/EIWs.

ii. Incentive to the SSEs is linked to the basic pay. The applicable percentage for calculation of incentive for SSEs directly supervising the work of staff working in the shop floor will be 15% of the new basic under 7th CPC. i.e. Incentive payable to SSEs = New basic pay x 15%.

iii. The revision of hourly rates of incentive bonus and bonus factor of workshops and PUs is linked with 5% improvement in productivity. It is to be done by revision of allowed time in case of workshops/PUs under CLW pattern incentive or 5% increase in productivity without additional payment in case of workshops/PUs under GIS.

iv. Biometric attendance is made compulsory in all workshops/PUs.

Thus, following two major improvements were achieved from the proposal made by the committee. Rates of incentive for JEs and all direct employees was increased by a factor of 2.25. Improved from proposed factor of 1.8 by the committee. Incentive to SSEs approved as 15% of the new basic under 7th CPC pay matrix, instead of proposed moderated rationalization factor of 0.7 proposed by the committee.

Year – 2019

IRTSA MEETING C.RLY & W.Rly GS/IRTSA ADDRESSED THE GATHERING

IRTSA meeting was held at Matunga workshop of Central Railway on 26th Feb 2019. At the beginning of the meeting two minutes silence was observed as a mark of respect to brave soldiers of CRPF who last their life on Puluwama attack. Er. Harchandan Singh GS/IRTSA and Er.K.V.Ramesh Sr.JGS/IRTSA addressed meetings.

IRTSA MEETING AT LOWERPAEL, W.RLY

IRTSA conducted meeting at Lower Parel workshop on 27th February 2019.

IRTSA MEETING AT MAHALAXMI, W.RLY

Mahalaxmi Workshop of IRTSA conducted interaction meeting on 27th February 2019.

IRTSA Lallaguda/S.C.Rly holds General Body meeting on 19.02.2019



IRTSA meeting at RWF

Central President Er.M.Shanmugam addressed a meeting at Rail Wheel Factory of 20th February. Current issues of the category were discussed. Er.M.Bapat Zonal Secretary RWF & Er.Dayananda Rao Staff Council Member RWF also addressed the meeting.

IRTSA meeting at DLW

President IRTSA Er.Shanmugam held discussion with officer bearers of IRTSA DLW, Varanasi along with Advisor Er.Shanmugavel.



IRTSA RCF UNIT DONATES A COMPUTER FOR CLINICAL LAB OF SAS FREE POLY CLINIC IN VILLAGE PARACHH



Er. Harchandan Singh GS IRTSA, Er. Darshan Lal, Working President CEC IRTSA, Er. M. Bhatnagar Zonal Secretary, Er. Surjit JGS and other were present.

CEC IRTSA RESOLVED AGAINST 100 DAYS ACTION PLAN OF RAILWAYS ON CORPORATIZATION OF PUs OF ROLLING STOCK & PRIVATE PASSENGER TRAIN OPERATORS

CEC IRTSA met on 25th June 2019 at Dr.Ambedkar Bhavan Chandigarh called for withdrawal of agenda in 100 days action plan of Railways on corporatization of Railway Production Units.

IRTSA JOINS WITH ALL UNIONS IN THE MASSIVE PROTEST AGAINST CORPORATIZATION OF PUS

Massive protests held at all Production Units of Indian Railways continuously against Government's proposal for Corporatization of Production Units.



IRTSA DELEGATES MEET Sri. Suresh Angadi MoSR



IRTSA DELEGATES MEET DG RLY BOARD



GLIMPSES OF PROTEST AGITATION AGAINST CORPORATIZATION OF PUs OF RAILWAYS





ரயில் பெட்டித் தயாரிப்பில் உலகப் புகழ்பெற்ற இணைப்பு பெட்டி தொழிற்சாலை (ஐ.சி.எஃப்), சென்னையில் இருக்கிறது. இங்கே, கடந்த சில வாரங்களாக அமைதியற்றச் சூழல் நிலவுகிறது. கார்ப்பரேஷனாக மாற்றப்படுகிறார் என்ற வயரில் தனியார்மையாக்குவதற்கான முயற்சி நடுபதாக தி.மு.க. அதி.மு.க மற்றும் பா.ஜ.க-வின் தொழிற்சங்கங்கள் உட்பட அத்தனை தொழிற்சங்கங்களும் போர்க்கொடிகளாகிவிட்டன.



நடவடிக்கைகள் நடைபெற்று வருவதாகவும் தகவல் வருவதால், பதிக் கிடக்கிறார்கள் தொழிலாளர்கள். மேற்கூறியவர்களில் உள்ள சித்தரஞ்சன் லோகோ ஓர்க்ஸ், உத்தரப்பிரதேசம் வாரணாசிமில் செயல்பட்டுவரும் மசல் லோகோமோட்டிவ் ஓர்க்ஸ், பஞ்சாப் மாநிலம் பாட்டியாலாவில் இயங்கிவரும் மசல் லோகோ மாடர்னைசேஷன் ஓர்க்ஸ் ஆகிய மூன்று தொழிற்சாலைகளும் ரயில் இன்ஜின் தயாரிப்பில் ஈடுபட்டு வருகின்றன. பஞ்சாப் மாநிலம் கபூர்தலாவில் உள்ள ரயில் கோப் லிபேக்டரி, உத்தரப்பிரதேசம்,

ஐ.சி.எஃப் ஊழியர்கள் போர்க்குரல்

வளர்ச்சியா... வீழ்ச்சியா?

இதுகுறித்து இந்திய ரயில்வே தொழில்நுட்ப மேற்பார்வையாளர்கள் சங்கத்தின் மூத்த இணை பொதுச் செயலாளர் கே.வி.ரமேஷிடம் பேசினோம். “ரயில்வே தொழில்நுட்பங்கள் குறித்து ஸ்பெஷலாகப் படிப்பதற்கு இந்தியாவில் இன்ஜினீயரிங் கல்லூரியோ, ஆராய்ச்சி நிறுவனமோ கிடையாது. பிரதமர் முன்வைத்த ‘மேக் இன் இந்தியா’ திட்டத்தைச் சிறப்பாக நிறைவேற்ற வேண்டுமென்றால், ரயில்வே தொழில்நுட்பங்களைக் கற்றுத்தரும் கல்வி நிறுவனங்கள் தொடங்கப்பட வேண்டும். வெளி நாடுகளிலிருந்து ரயில்களை வாங்கிக்கொண்டிருந்த சீனா, கடந்த 20 ஆண்டுகளில் ரயில் தயாரிப்பில் மிகப்பெரிய வளர்ச்சியடைந்துள்ளது. அதற்குக் காரணம், ரயில்வே தொழில்நுட்பங்கள் கற்றுத்தர அங்கு சுமார் 50 கல்லூரிகள் இருக்கின்றன. ஆனால், இங்கு சிறப்பாகச் செயல்பட்டுவரும் உற்பத்திக் கேந்திரங்களை மேலும் வளர்ப்பதற்குப் பதிலாக, தனியாருக்குத் தாரைவார்க்கும் முயற்சியில் ஈடுபடுகிறார்கள். கார்ப்பரேஷனாக மாற்றினாலும் சரி, தனியார் மயமாக்கினாலும் சரி, சேவை நோக்கம் அடிபட்டுவிடும். இதனால் தொழிலாளர்கள் மட்டுமல்ல... பொதுமக்களும் பாதிக்கப்படுவார்கள்” என்றார் கவலையுடன்.

மினி நகரம்! பெரம்பூர் இணைப்புப் பெட்டி தொழிற்சாலை வளாகம், ஒரு மினி நகரம். இங்கு பணியாற்றுவார்களுக்கான குடியிருப்புகள், தொழிலாளர்களின் பிள்ளைகள் படிப்பதற்கு ஒரு சி.பி.எஸ்.சி பள்ளி உட்பட நான்கு பள்ளிகளை ஐ.சி.எஃப் நடத்திவருகிறது. அதிநவீன விளையாட்டு மைதானங்கள், திருமண மண்டபங்கள், வணிக வளாகங்கள், உணவகங்கள், வங்கிகள், 150 படுக்கைக்கொண்ட மருத்துவமனை என அனைத்து வசதிகளும் இருக்கின்றன. கார்ப்பரேஷனாக்கிவிட்டால், இந்தக் கட்டமைப்பு வசதிகள் நீடிக்காது என அச்சம் தெரிவிக்கின்றன தொழிற்சங்கங்கள்.

வற்றாது குளம்! ரயில் பெட்டி உற்பத்தியைத் தாண்டி சுற்றுச்சூழல் உட்பட பல விஷயங்களில் ஐ.சி.எஃப் முன்மாதிரியாக விளங்குகிறது. ஐ.சி.எஃப் நிறுவனத்தின் தண்ணீர் தேவைக்கு என மிகப்பெரிய குளம் ஒன்று உள்ளது. அந்தக் குளம் ஒருபோதும் வற்றியதேயில்லை. இயற்கை சூழ்ந்த அந்தக் குளம், பறவைகளின் சரணாலயமாகவும் விளங்குகிறது. சென்னையில் உள்ள அத்தனை நீர்த்தேக்கங்களும் வற்றியப்போன நிலையிலும், ஐ.சி.எஃப் குளத்தில் மட்டும் நீர் நிரம்பியிருந்தது. மின்சாரத் தேவைக்காக 10.5 மெகாவாட் மின்சாரம் உற்பத்தி செய்யக்கூடிய காற்றாலைகளை நிறுவிடும் என்று ஐ.சி.எஃப். திடக்கழிவு மேலாண்மையிலும் சிறப்பாகச் செயல்படுகிறது.

இந்தப் பிரச்சனைகள் குறித்து ஐ.சி.எஃப் உயர் அதிகாரி ஒருவரிடம் பேசியபோது, “ஐ.ஆர்.சி.டி.சி போன்ற பல கார்ப்பரேஷன்கள் இந்திய ரயில்வேயில் உள்ளன. அவற்றைப்போல, ஐ.சி.எஃப் உள்ளிட்ட உற்பத்திக் கேந்திரங்களையும் கார்ப்பரேஷனாகமாற்ற அரசு முடிவுசெய்துள்ளது. கார்ப்பரேஷன் ஆகிவிட்டால், இந்த உற்பத்திக் கேந்திரங்கள் அனைத்தும் ரயில்வே கட்டுப்பாட்டில் வந்துவிடும். இதனால் சில நல்ல விஷயங்கள் நடக்கும். குறிப்பாக, இங்கு தயாரிக்கப்படும் ரயில் பெட்டிகளை லாபத்துடன் விற்கலாம். ஐ.சி.எஃப் நிறுவனத்தின் தலைமைப் பொறுப்பில் இருப்பவரே ஏற்றுமதி ஆர்டர்களை வாங்குவதற்கு வாய்ப்பு உருவாகும். அதுமட்டுமல்லாது, ரயில்வே லாபத்தில் இயங்குகிறதா... நஷ்டத்தில் இயங்குகிறதா என்பதும் தெளிவாகத் தெரிந்துவிடும். ஏழு கேந்திரங்களும் ஒரே கார்ப்பரேஷனாக்கப்படுமா அல்லது தனித்தனி கார்ப்பரேஷனாக்கப்படுமா என்பது இன்னும் முடிவுசெய்யப்படவில்லை. இந்த விஷயங்கள் எல்லாமே ஆலோசனை அளவில்தான் உள்ளன” என்றார்.

Interview given by K.V.Ramesh Sr.JGS IRTSA to a leading Tamil magazine “Junior Vikatan” against proposed corporatization and privatisation of ICF and other Railway Production Units.

MEETING WITH M.K.STALIN LEADER OF OPPOSITION T.N & T.R.BALU M.P



On 24.08.2019, IRTSA delegates led by M.Shanmugam, President IRTSA met Sri.M.K.Stalin leader of opposition Tamil Nadu assembly and Shri.T.R.Balu Hon'ble Member of Parliament at Chennai and submitted representation to withdraw the proposal of Corporatization of Production units of Indian Railways.

New Office bearers of BBQ Sub Unit of IRTSA/SR



IRTSA PRESS MEET

IRTSA conducted press meet at various places across India explaining the ill effects of Corporatization of Production units (PUs) of Rolling Stock and Private passenger train operators to provide Passenger service.



On 27th August, Central President IRTSA addressed a meeting at Golden Rock workshops



IRTSA DELEGATION MEETS MOSR INTERACT ON PAY LEVEL OF JE/SSE, CORPORATIZATION OF PRODUCTION UNITS & PRIVATE TRAIN OPERATORS.

On 19th Oct 2019, IRTSA delegates met Sri. Suresh Angadi, Hon'ble Minister of State for Railways at his office in Belgavi, Karnataka Er.K.V.Ramesh, Sr.JGS/IRTSA, Er.K.L.Vinod Kumar, Zonal Secretary SWR and Er.Manje Gowda President Mysore Workshop represented main issues of IRTSA.



GS IRTSA ADDRESSES RAIL ENGINEERS AT LUCKNOW, N.RLY

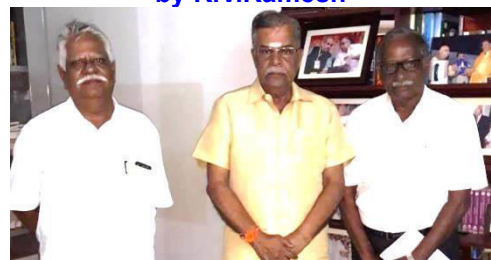


IRTSA'S ACTION AGAINST CORPORATIZATION OF PUS & PRIVATE TRAIN OPERATORS

IRTSA continuously represented for two vital demands of Railway men which have created a lot of apprehensions and much heartburning about their survival besides possibility of causing serious loss to the nation on the proposals are implemented for Corporatization of Production Units (PUs) of Rolling Stock & allowing private passenger train operators.



Shri. I.LA.Ganeshan M.P was apprised on the issue by K.V.Ramesh



President IRTSA M.Shanmugam briefed the demands of Railway men to Shri. I.LA.Ganeshan M.P.

54TH ALL INDIA CONFERENCE & CGBM OF IRTSA URGES GOVT TO RESOLVE MAIN ISSUES OF RAIL ENGINEERS

IRTSA appeals for reversal of Govt's decision on permitting private train operators in passenger train operations and Corporatization of PUs

CENTRAL GENERAL BODY MEETING & 54TH ALL INDIA ANNUAL CONFERENCE OF IRTSA HELD AT LUCKNOW ON 10TH& 11TH DEC 2019.

Central General Body meeting & 54th All India Annual Conference of IRTSA was hosted by Northern Railway Zone of IRTSA at Lucknow on 10th & 11th December 2019 in a grand manner at Charbagh Railway Club, Lucknow. 151 delegates from all over the country attended the meeting and deliberated on the issues pertaining to Rail Engineers / Technical Supervisors.

Com. Shiv Gopal Mishra GS/AIRF, Sri. Sanjay Tripathi DRM Lucknow, Sri. Vivek Khare CWM Charbagh, Sri. Manish Pandey CWM Alambagh, Sri. Suresh Tiwari, MLA Lucknow Cant, officers and office bearers of Unions and Associations graced the Conference as guests in the inaugural function.

Central General Body (CGB) IRTSA regretted that, besides insisting upon Corporatization & Privatisation on the Railways, the Government had not accepted some of the main demands of the Railwaymen at large - for higher Multiple Factor for Pay Fixation, higher Allowances, withdrawal of NPS etc. The MOF and Railway Board had also not accepted any of the main demands of Technical Supervisors for higher Pay Levels, Grant of Group B Status, improved avenues of Promotion and improved service conditions etc.

54th Conference and CGB Meeting of IRTSA urged upon the Government & Railways to accept the following genuine demands of Technical Supervisors and urged the Railway Minister to impress upon Finance Ministry to approve the proposals of Railway Board regarding Grade Pay/Pay Level of the Technical Supervisors and upgradation of posts to Group 'B' (Gazetted).

MAIN DEMANDS OF IRTSA

1. a) RECOGNITION OF IRTSA – to provide a forum to discuss and resolve the problems of the Technical Supervisors on Railways - as recommended by Report of the Task Force on Safety and by the Railway Accident Inquiry Committees (RAICs) – 1968 & 1978 & Railway Reforms Committee (RRC).

b) Continuation of system of Staff Council in the Production Units of Railways, which provide separate representation for Technical Supervisors.

2. PAY LEVEL OF TECHNICAL SUPERVISORS:

a) Junior Engineer (JE) be placed in level-8 & Senior Section Engineer (SSE) be placed in level-10 of the Pay Matrix in view of their relative duties & responsibilities viz-a-viz the working under them.

b) 33% posts of SSE be upgraded as Principle SSE in Level-11 as promotional avenue.

c) DMS, CMA & JE/IT be placed in level-8 and CDMS, CMS & Sr. Er/IT in level-10 of pay matrix.

d) 33% of these cadres may be placed in Level-11 as Functional / Non-Functional promotion.

3. Implementation of Pay Level -7 for CMA & Pay level-8 for CMS as per Para 11.40.124 of 7th CPC report

4. Classification of all Posts of SSE/CMS/CDMS in Group B Gazetted – as per orders of DoPT and as per classification of their counterparts in other Departments, in Group B Gazetted.

5. a) Withdrawal of National Pension System (NPS) and restoration of existing benefits of Pension & GPF for those appointed after 1.1.2004.

b) Refund of contributions to NPS with Interest thereon at appropriate rate.

6. a) Removal of maximum ceiling of Rs.7000 for payment of PLB.

b) Payment of PLB as per actual Pay

7. National Holiday Allowance at double the wages including DA to JEs, SSEs and other Technical staff - for working on National Holidays

8. Dropping of Corporatization of PUs & Private train operation under 100 days plan of action of Railway Ministry

a) No corporatization or privatization of Production Units & Workshops or any Rail segments.

b) All the existing manufacturing units of Indian Railways should remain with the Railways.

c) Separate "Member Production Unit, Railway Board" with full powers to take independent decisions regarding PUs with a separate Directorate under him for quick decision and effective management for optimizing higher turn-over and quality control with requisite research & development wings.

d) No Private train operators be allowed to avoid erosion and deterioration of safety and operational efficiency of existing normal train operation and misuse of Railway's resources by the concerned private operators.

e) Funds may be raised by floating Railway Bonds, loans from the Banks and reducing or at least rationalizing subsidies and concessions or paying for them from State or Central Revenues.▣

HIGHLIGHTS OF REJOINER SUBMITTED BY IRTSA IN CAT CHENNAI O.A.1568/2017 - PLEADING FOR HIGHER GP/PAY LEVEL FOR JE & SSE

1. Senior Section Engineers (SSEs) & Junior Engineers (JEs) on the Railways have been unjustly placed in the Grade Pay of Rs.4600 and Rs.4200 respectively which are the same as those of the employees working under them, which violates the basic principle of law of natural justice - upheld by various Court including by the Hon'ble Supreme Court of India that –

➤ "An equal cannot be over an equal"

➤ 'Promotion' implies advancement to a higher grade;

➤ Supervisor should be in a scale higher than supervised.

2. 3rd CPC kept the pay scale of Master Crafts Man (now Senior Technician) Rs.425-640 below than JE Pay scale of Rs. 425-700.

3. 5th CPC accepted that the identical pay scales of Master craftsman, Mistry and Chageman (now JE) have

resulted in a large number of court cases.

4. Based on ruling of Principal Bench of CAT New Delhi in OA No. 1527/1990 (IRTSA Vs UOI), 5th CPC specifically dealt with the problem of supervisor and supervised being placed in the same scale of pay and removed the anomaly by recommending the pay scale of Rs.4500-7000 to Master Craftsman and Rs. 5000-8000 for Technical Supervisors / Chageman-B (since re-designated as Junior Engineer-II). But later Government / Railways upgraded the scale of Master Craftsman without corresponding upgrading of the scale of JE - in contravention of the principle of natural justice thereby disturbing the vertical relativity recommended by 5th CPC.

5. 6th CPC (in Para, 2.2.11 of its Report) - recommended that – “Grade pay will determine the status of a post with a senior post being given higher grade pay. Grade pay being progressively higher for successive higher posts, the employees on promotion will get monetary benefit on promotion in the form of the increased Grade Pay apart from the benefit of one additional increment”.

6. 6th CPC recommended that promotion & feeder cadres being placed in identical pay scale is anomalous and recommended that employees on promotion will get monetary benefit on promotion in the form of the increased grade pay apart from the benefit of one additional increment.

7. 6th CPC recommended Grade Pay of Rs.4200 for JE I & II (merged together) vide para 7.36.77 and placed Senior Technician below JE by recommending the Grade Pay of Rs.2800 vide para 7.36.71 & 3.8.27. By upgrading the Grade Pay of Senior Technician to Rs.4200 on par with JEs, Basic recommendation of 6th CPC that “Seniority of a post will depend on the grade pay drawn. This will invariably be more for a higher level post” got violated, by placing the Grade Pay of both junior post (Sr. Technician) and Grade Pay of promotional post (JE) as Rs.4200.

8. Senior Technicians placed in the Grade Pay of Rs.4200 made the situation that JE I (Pre-revised scale of Rs.5500-9000) two grades above Senior Technician, have since been placed in the same Grade Pay of Senior Technician.

9. Have no grouse over upgrading the grade pay of Sr. Technicians to Rs.4200. It is only refusal act of Government to place the Junior Engineers above the Sr. Technician aggrieved Technical Supervisors.

10. Railway Board's impracticable preposition that the work of Senior Technicians in grade Rs.5000-8000 will be supervised by JE grade-I in the scale Rs.5500-9000 instead of JE-II in the scale Rs.5000-8000 (letter No. E[NG]/1/99/PM7/3 (RBE No.31/2005), dated 22-2-2005) is also violated after modification done in 6th CPC recommendations.

11. Many categories who were in the pay scale Rs.425-700 on par with JE-II are now placed in pay level-7 of 7th CPC Pay matrix, whereas JE-I pay which was Rs.550-750 above all these categories is placed only pay level-6 of 7th CPC Pay matrix.

12. Many points pertaining to Technical Supervisors discussed by Railways in their O.M. dated 13.04.2015 submitted to 7th CPC were not based on actual facts which are refuted by the IRTSA.

13. 7th CPC in Para 5.1.23 recommended that “*when the employee receives a promotion or non-functional upgrade, he/she progress one level ahead on the horizontal range*”

14. 7th CPC in para 1.27 also recommended that anomalies that were created after 6th CPC could not be rectified till date. Also suggested that an appropriate body may be created to look into anomalies, if any arising out of the implementation of the recommendations of the Seventh CPC.

15. In para 22.3 & 22.6 of the Judgement Hon'ble CAT Chandigarh in OA 060/00211/2014, it has been held that Railways is a multi-disciplinary operational system governed by separate pay rules and DAR rules and it is not governed by CCS & CCS classification, control & appeal rules. Railway servants specifically excluded from CCS rules 2008 as per explanatory memorandum. Due to unique nature, Railways stands in different footing than other Ministries of Central or State Governments.

16. Railways consciously made the decision vide its O.M dated 11.06.2010 to upgrade the Grade Pay of JE from Rs.4200 to Rs.4600 and SSE from Rs.4600 to Rs.4800 based on functional justifications, etc.

17. Railways made a decision to place 29,721 posts of SSE in Grade Pay Rs.4800, based on the recommendations of 7th Pay Commission in para 11.40.113 pertaining to Technical Supervisors of its report, recommending that Ministry of Railways should consider enhancing the number of posts in the next higher level.

18. Railways' claim for establishing parity between accounts & non-accounts officer cadres and between accounts & non-accounts senior supervisory cadres of all departments is different from that of plea of IRTSA claiming higher Grade Pay / Pay Level for Technical Supervisors based on the recommendations of pay commissions and based on the settled law.

19. PRAYER

i) To issue direction to the Government to enhance the Grade Pay / Pay Level of Junior Engineers on Railways to at least higher than those of the Senior Technicians working under them; And

ii) To enhance the Grade Pay of Senior Section Engineers on Railways to adequately above the Grade Pay / Pay Level of Junior Engineers and the Chief Office Superintendents & others working under them.

iii) To pass any other order or direction deemed fit and proper in the facts and circumstances of the case; and thus render justice.

Er.L.Markantayan front line soldier of IRTSA retires from Railway Service on Dec 2019



**YEAR - 2020
PRE-BUDGET MEETING WITH
ELA.GANESHAN MP**



IRTSA delegates met Member of Parliament Ela.Ganeshan at Chennai for submission of pre-budget proposals & demands.

**IRTSA'S PROTEST AGAINST INJUSTICE
FOR C&W ENGINEERS OF CHENNAI
DIVISION**



**INDIA FIGHTS COVID 19 PANDAMIC
COUNTRY KEPT ON FULL LOCKDOWN
PRIME MINISTER ADDRESSES THE
NATION 5 TIMES IN 40 DAYS**

Pandemic Corona virus (COVID 19) surfaced in China and severely affected entire world. To connect directly with citizens in the time of severe crisis Sri Narendra Modi, Prime Minister of India spoke 5 times in 40 days.

**IRTSA SUBMITS MEMORANDUM TO
FM TO REVIEW THE DECISION ON
FREEZING OF DA; SEEKS OPTION TO
CREDIT THE ADDITIONAL DA TO PF**

a) Order for freezing of Dearness Allowance and Dearness Relief to be withdrawn.

b) Instead option to be given to Employees for crediting of the amount of Additional DA to their Provident Fund in case of pre-1-4-2004 employees and to the Pension Fund (Tier 2) in case of those covered under the NPS.

c) Employees and pensioners may be encouraged to invest in Infrastructure Bonds etc. by increasing the ceiling limit thereof. This would provide the government with the requisite funds and the employees will not be at a loss in the long run.

IRTSA ICF CONTRIBUTED 1.5 LAKH FOR CM FUND



**IRTSA AMONG FIRST TO
CONTRIBUTE FOR PM CARES**

IRTSA is always among the first to deliver its social obligations particularly during natural disasters on various occasion. On the call made by Prime Minister for voluntary contribution for PM CARES, immediately GS IRTSA deposited Rs. one lakh in PM CARES on behalf of CEC IRTSA. Many Zones and members of IRTSA as individuals also contributed lakhs of rupees to PM CARES and to respective states' CM Relief fund.

Resolutions of demands of Technical Supervisors on Railways adopted by CEC meeting of IRTSA held virtually, on 23.08.2020

CEC IRTSA expressed its discontentment on Ministry of Railways' decision of private participation for operation of passenger train services over 109 Origin Destination (OD) pairs of routes through introduction of 151 Trains in 12 clusters. The scope of private entities includes designing, procurement, financing, operation and maintenance of passenger trains on selected routes.

CEC IRTSA appealed to the Government, keeping the interest of the Nation, Railways, Rail passengers and working class in view, to withdraw the decision of allowing private passenger train operators on Railways.

CEC IRTSA urged the Government that, all the existing manufacturing units & which are going to be commissioned in future for Indian Railways may please be allowed to remain entirely with Railways.

CEC IRTSA expressed its anguish over the long pending demands specific to the category particularly, Low Pay Levels & stagnant Career prospects are major areas of frustration of Technical Supervisors and these have gone from bad to worst over the years.

CEC Meeting of IRTSA urged upon the MOR, MOF (DOE) and the Government of India to accept the following main & genuine demands of Technical Supervisors. Meeting also urged upon the Minister of Railways to impress upon Finance Ministry for the approval of their proposals sent by Railway Board regarding Grade Pay/Pay Level and upgradation of posts of the Technical Supervisors to Group 'B' (Gazetted).

**IRTSA PAYS FLORAL TRIBUTES
TO ITS STRONG SOLDIERS**

**Deeply mourn the painful loss of two
eminent leaders**



**Er. Krishna Rao,
President IRTSA
SC.Rly**



**Er. S.Karunakaran,
Advisor/IRTSA**

2018-19ம் ஆண்டில் 841 கோடி பேர் பயணம்

ரயில்வேக்கு ₹51,008 கோடி வருமானம்

● லாபம் ஈட்டும் ஏசி ஸ்லீப்பர், ஏசி சேர் கார் வகுப்புகள் தனியார் வசம்

● ஐ.ஆர்.டி.எஸ்.ஏ தலைவர் சண்முகம் குற்றச்சாட்டு

சென்னை, ஜூலை 12: கடந்த 2018-19ம் ஆண்டில் மொத்தம் 841 கோடி பேர் பயணம் செய்ததன் மூலம் ரயில்வேவுக்கு ₹51,008 கோடி வருமானம் கிடைத்துள்ளது. இந்நிலையில் புறநகர், சாதாரண இரண்டாம் வகுப்பு மற்றும் ஸ்லீப்பர் வகுப்புகள் மட்டும் இந்திய ரயில்வே வசம் இருக்கும். லாபம் ஈட்டும் ஏசி ஸ்லீப்பர் மற்றும் ஏசி சேர் கார் வகுப்புகள் தனியார் வசம் ஒப்படைப்பதா என்று ஐ.ஆர்.டி.எஸ்.ஏ தலைவர் சண்முகம் குற்றம் சாட்டியுள்ளார்.

இது குறித்து அவர் வெளியிட்ட அறிக்கை: பயணிகள் ரயில்களை தனியார் நிறுவனங்களுக்கு அனுமதிப்பதில் அரசாங்கம் ஒரு தீர்க்கமான பாதகமான நடவடிக்கை எடுத்துள்ளது. தனியார் மயமாக்கல் விதிகளின் இரண்டு முக்கிய உட்பிரிவுகள் தனியார் நிறுவனங்களுக்கு அதன் பயணிகளிடமிருந்து வசூலிக்கப்பட வேண்டிய கட்டணத்தை தீர்மானிக்கும் சுதந்திரம் மற்றும் தனியார் ரயில்களில் இணைக்கப்பட்ட வேண்டிய ரயில் பெட்டிகளின் வகைகள் தனியார் நிறுவனங்களால் தீர்மானிக்கப்படும். சாமானிய மக்களுக்கு சேவையை எட்டா கனியாக மாற்றி விடும். தனியார் ரயில்கள் ஏ.சி ரயில் பெட்டிகள் கொண்ட ரயில்களை மட்டும் இயக்கும். ஏசி அல்லாத ஸ்லீப்பர்கள் வகுப்பு மற்றும் சாதாரண வகுப்பு இருக்காது.

தனியார் ரயில்கள் லாபம் தரும் ஏ.சி ஸ்லீப்பர்கள் மற்றும் ஏ.சி. பகல்



இந்திய ரயில்வேக்கு ஏற்படும் சேதம் பெரியதாகவும், நிரந்தரமாகவும் இருக்கும்.

2018-19ம் ஆண்டில் மொத்த பயணிகள்		
வகுப்புகள்	பயணிகளின் எண்ணிக்கை கோடியில்	சதவீதம்
புறநகர் பயணிகள்	478	57
அனைத்து முன்பதிவு வகுப்புகள்	55	6
சாதாரண வகுப்புகள்	308	37
மொத்தம்	841	

பயணிகள் மூலம் பெறப்பட்ட வருமானம்		
வகுப்புகள்	ரூபாய் கோடியில்	சதவீதம்
புறநகர் பயணிகள்	2,813	6
அனைத்து முன்பதிவு வகுப்புகள்	32,159	63
சாதாரண வகுப்பு	16,036	39
மொத்தம்	51,008	

இருக்கை வசதி பயணிகளுக்கு மட்டுமே பயனுள்ளதாக இருக்கும். மேலும் கட்டணத்தை தீர்மானிக்கும் சுதந்திரம் கட்டுதலாக ரயில் நிலைய பயன்பாட்டு கட்டணம் செலுத்த வேண்டியிருக்கும். தனியார் ரயில்வே இப்போது இந்திய ரயில்வே வழங்கும் எந்த கட்டண சலுகைகளையும் வழங்க மாட்டார்கள். மேலும் இரண்டாவதாக பாதிக்கப்படுபவர்கள் தொழிலாளர்கள் ஆக இருப்பார்கள். இந்திய ரயில்வேக்கு ஏற்படும் சேதம் பெரியதாகவும், நிரந்தரமாகவும் இருக்கும். லாபம் ஈட்டும் ஏசி ஸ்லீப்பர் மற்றும் ஏசி

சேவைகளை இலவசமாக வழங்குகிறது. இது தவிர சில ரயில் நிலையங்களில் பயணிகள் கூடுதலாக ரயில் நிலைய பயன்பாட்டு கட்டணம் செலுத்த வேண்டியிருக்கும். தனியார் ரயில்வே இப்போது இந்திய ரயில்வே வழங்கும் எந்த கட்டண சலுகைகளையும் வழங்க மாட்டார்கள். மேலும் இரண்டாவதாக பாதிக்கப்படுபவர்கள் தொழிலாளர்கள் ஆக இருப்பார்கள். இந்திய ரயில்வேக்கு ஏற்படும் சேதம் பெரியதாகவும், நிரந்தரமாகவும் இருக்கும். லாபம் ஈட்டும் ஏசி ஸ்லீப்பர் மற்றும் ஏசி

சேர் கார் வகுப்புகள் தனியார் நிறுவனங்களுக்கு பரிசாக வழங்கப்படுகின்றன. கடந்த 2018-19ம் ஆண்டில் மொத்தம் 841 கோடி பயணிகளில் 55 கோடி பயணிகள் (6 சதவீதம் மட்டுமே) அனைத்து முன்பதிவு வகுப்புகளிலும் பயணம் செய்தனர்.

இந்த 6 சதவீதம் முன்பதிவு பயணிகள் மூலம் பெறப்பட்ட வருமானம் ₹32,159 கோடி ஆகும். இது பயணிகள் வணிகத்தின் மொத்த வருமானத்தில் 63 சதவீதம் புறநகர், சாதாரண இரண்டாம் வகுப்பு மற்றும் ஸ்லீப்பர் வகுப்புகள் மட்டும் இந்திய ரயில்வே வசம் இருக்கும் லாபம் ஈட்டும் ஏசி ஸ்லீப்பர் மற்றும் ஏசி சேர் கார் வகுப்புகள் தனியார் வசம் இருக்கும். இந்திய ரயில்வேக்கு மற்றொரு பாதிப்பு என்னவென்றால் தனியார் ரயில் கால அட்டவணை எது. பயணிகள் 60 நிமிடங்களுக்கு முன்னும், பின்னும் மொத்தம் 120 நிமிடங்களுக்கு இந்திய ரயில்வே எந்த புதிய ரயில்களையும் அதே வழி தடத்தில் அறிமுகப்படுத்த முடியாது.

ரயில் நிலையங்கள், இருப்புப்பாதை, பிரிட்ஜஸ், சிக்னல், டிக்கெட் வழங்குதல் மற்றும் அனைத்து ரயில் செயல்பாடு போன்ற முக்கிய அம்சங்கள் ரயில்வேயின் பொறுப்பாக இருக்கும். ரயில்வே உற்பத்தி யூனிட்கள் மற்றும் ஓர்க் ஷாப்க்கள் பெரும் இழப்பை சந்திக்கும். மேக் இன் இந்தியா என்ற அடிப்படை தேசிய கொள்

கையை பின்பற்ற முடியாமல் போகும். தனியார் நிறுவனங்கள் ரயில்கள் மற்றும் என்ஜின்களை அதன் விருப்பப்படி யாரிடமிருந்தும் வாங்கலாம். அதனால் உள்நாட்டு திறனை பயன்படுத்தாமல் வெளிநாட்டு நிறுவனங்களுக்கு ஆர்டர் செய்ய முடியும்.

மேலும் 12 கிளஸ்டர்கள் பெயரிடப்பட்ட நகரங்களுக்கு மட்டும் அல்ல ஆனால் தனியார் வலபரவலாக முக்கிய நகரங்களும் பின்னப்பட்டுள்ளது. அதாவது செகந்திரபாத், சென்னை, பெங்களூர், கோளா, கர்நாடகா, ஆந்திரா, தெலங்காணா, பாண்டிச்சேரி மற்றும் தமிழ்நாட்டின் அனைத்து முக்கிய நகரங்களையும் இணைக்கும் டிரங்க் பாதைகளில் அமைந்துள்ளன.

அண்மையில் முக்கிய நகரங்களை இணைக்கும் அதிக அடர்த்தி கொண்ட பாதைகள் மற்றும் மிகவும் பயன்படுத்தப்படுகின்ற பாதைகளில் ரயில்வே நிர்வாகம் அதிக முதலீடுகள் கால அட்டவணை எது. பயணிகள் ரயில் இயக்கத்தில் தனியார் பங்கேற்பு வழியாக தனியார் தொழில் முனைவோருக்கு சிறந்த லாபம் ஈட்டும் வணிக வாய்ப்பை வழங்க ஏற்பாடு செய்யப்பட்டுள்ளது.

ஆனால் ரயில் பயணிகள் தொழிலாள வர்க்கம், இந்திய ரயில்வே மற்றும் தேசத்தின் நலன் காக்கப்படவில்லை. எனவே தேசத்தின் நலனை கருத்தில் கொண்டு தனியார் பயணிகள் ரயில் ஆபரேட்டர்களை அனுமதிக்கும் முடிவை திரும்ப பெற வேண்டும். இவ்வாறு ஐ.ஆர்.டி.எஸ்.ஏ தலைவர் சண்முகம் கூறியுள்ளார்.



K.V.Ramesh interview to TV channel

YEAR - 2021

Virtual CEC meeting of IRTSA held on 20.06.2021

Keeping in view the extraordinary circumstances created due to the spread of pandemic COVID-19, the Meeting of CEC IRTSA, which was earlier proposed to be held at RCF Kapurthala on 20.06.2021, was held as a Virtual CEC Meeting on Sunday the 20th June, 2021 from 15.00 hrs to 20.00 hrs to discuss important issues and to decide the line of action thereon.

AGENDA

1. Homage to those who died due to COVID.
2. Address by Central President IRTSA. (Audio with written text) – (About 10 to 12 Min)
3. Report of General Secretary IRTSA. (Audio with written text) – (About 10 to 12 Min)
4. Address by Patron(s) & Working President(s) - (5 to 8 Min each)
5. Report of Central Treasurer. (Audio with written text) – (About 5 to 10 Bullet Points)
6. Position of Court case for higher Pay Level for JE & SSE.
7. Report of Zonal Secretaries/Presidents followed by views of other CEC Members (Audio with written text in Bullet Points: Position of Membership, Central Quota & Activities in 2020-21.
8. Prog. for 56th Annual Conference - CGB & CEC Meetings of IRTSA to be held at RCF Kapurthala on the Foundation Day of IRTSA on 27th & 28th November 2021.
9. Steps for Organisational mobilisation: a) Complete Membership Drive b) Central Quota for 2019, 2020 & 2021 to Central Treasurer IRTSA early.
10. Adoption of Resolution of Demands & Line of Action: i) Joining Railwaymen in protest against Privatisation of Trains & Corporatisation of PUs. ii) Follow-up with the Govt. for acceptance of Main Demands.

IRTSA Lucknow, NR releases Diary 2021



IRTSA MOURNS PREMATURE DEMISE OF IT'S STALWARTS

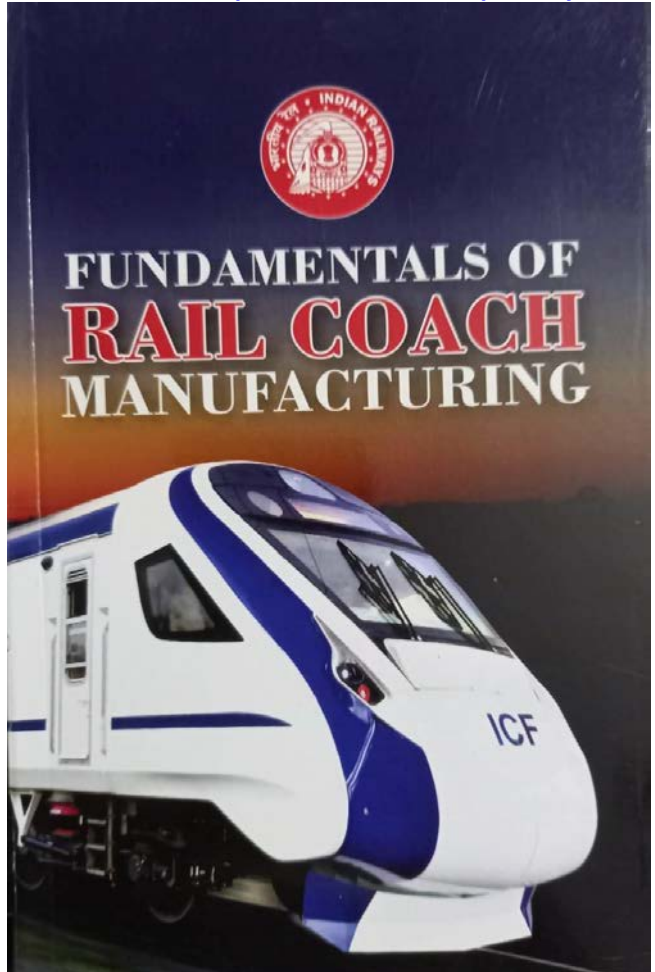
<p>Er. Sugata Datta Former Zonal Secretary IRTSA CLW Zone left us fighting Corona.</p>	<p>Er. Kushala Kumar Working President CEC IRTSA passed away due to health ailment.</p>

IRTSA BBQ S.RLY FARWELL FUNCTION FOR ENGINEERS RETIRED DURING LOCKDOWN

Er. Nirmal Chandran, JGS IRTSA & Wkg President IRTSA S.Rly felicitated



ICF administration published book compiled by IRTSA



Cabinet Secretary & Chairman JCM asked CRB & Department of Expenditure (DoE) to resolve the issue of grant of Group-B & GP Rs.5400 to SSEs & similarly placed supervisors in Railways.

Ref: Minutes of 48th meeting of NC (JCM) held on 26.06.2021 – Item No NC-48/12/21

Grant of Gazetted status to Senior Section Engineers (SSEs) of Ministry of Railways

Chairman Railway Board informed that Railway management is keen to resolve the issue. The number of employees involved in the decision is about 70,000, for whom the 7th CPC did not recommend the gazetted status, A committee of secretaries also examined this issue, but it could not be resolved. He stated the element of direct recruitment in the SSE grade is from highly qualified candidates, but they currently stagnate at a low level without appropriate status.

Leader staff side, in his remarks, mentioned that the representation given to the 7th CPC by the Railways was erroneous, which has resulted into this injustice. The SSEs function 24 hours and have no proper career progression. The Direct Recruits SSEs appointed in Rs.4600 GP only get MACPS and no promotion, which is unfair. Secretary, Staff Side, also stated that SSEs are highly qualified and occupy a critical role, but the treatment given to them has always been unfair. He further said that when SSO's in Audit / Accounts and Railways have been given GP of Rs.5400, it should not be denied to the SSE's and the similarly placed supervisors in Railways. He also informed that earlier SSE's and Chief Controllers were getting grade of 840-1200 which has been down-graded.

Decision:- Chairman asked Chairamn Railway Board and DoE to resolve the issue expeditiously.

IRTSA DELEGATES VISIT NEW DELHI FOR THE PERUSAL OF DEMANDS

M.Shanmugam Central President along with K.V.Ramesh Sr.JGS, A.N.Ganesh Babu JGS & G.Aranganathan JGS camped New Delhi to pursue issues with Government & Federations.

Oct 2019: IRTSA delegates led by M.Shanmugam President visited New Delhi to pursue main demands of the category and other burning common issues.

- 1) Payment of additional instalments of DA & DR due on 01.01.2020, 01.07.2020 & 01.01.2021 as arrears.
- 2) Corporatization of Production units (PUs) of Rolling Stock of Indian Railways – Appeal for reconsidering the decision.
- 3) Justified Pay Level compared to the duties and responsibilities shouldered by JE & SSE for safe, punctual and comfort train operation and disturbance of horizontal parity and vertical relativity.
- 4) Combined Cadre Restructuring of Group A, B and C services on the Railways. Combined cadre strength of Technical Departments including all posts in Group- A, B and C on Indian Railways may please be restructured as comparable with the all India Average % age of Group A, B & C of Central Government employees in other Departments.
- 5) Classification of posts as Group 'B' (Gaz.) on par with our counter parts in other Central & State Government departments.

DEMANDS OF TECHNICAL SUPERVISORS ON RAILWAYS TO BE ADOPTED BY VIRTUAL CEC MEETING OF IRTSA HELD ON 20.06.2021

MAIN DEMANDS - IRTSA

- 1.a) RECOGNITION OF IRTSA – to provide a forum to discuss and resolve the problems of the Technical Supervisors on Railways - as recommended by Report of the Task Force on Safety and by the Railway Accident Inquiry Committees (RAICs) – 1968 & 1978 & Railway Reforms Committee (RRC).
- b) Continuation of system of Staff Council in the Production Units of Railways, which provide separate representation for Technical Supervisors.
2. Withdraw the decision of Freezing of Dearness Allowance to Central Government employees and Dearness Relief to Central Govt. pensioners at the current rates from Jan 2020 till July 2021
3. PAY LEVEL OF TECHNICAL SUPERVISORS:
 - a) Junior Engineer (JE) be placed in level-8 & Senior Section Engineer (SSE) be placed in level-10 of the Pay Matrix in view of their relative duties & responsibilities vis-à-vis those working under them.
 - B) 33% posts of SSE be upgraded as Principle SSE in Level-11 as promotional avenue.
 - c) DMS, CMA & JE/IT be placed in level-8 and CDMS, CMS & Sr. Er/IT in level-10 of pay matrix.
 - d) 33% of these cadres may be placed in Level-11 as Functional / Non-Functional promotion.
- 4) Dropping of Passenger train operation by Private operators & Corporatization of PUs.
 - a) No corporatization or privatization of Production Units & Workshops or any Rail segments.
 - b) All the existing Production units of Indian Railways should remain with the Railways.
 - c) No Private train operators be allowed to avoid erosion and deterioration of safety and operational efficiency of existing normal train operation and misuse of Railway's resources by the concerned private operators.
5. a) No surrender of safety posts in Zonal Railways. b) Posts of Technical Supervisors and Technicians in PUs should be classified as safety category posts and no surrender of vacancies should be done.
6. Combined "Cadre Restructuring" of posts in Group 'A', 'B' & 'C' on Railways - to meet with job requirements in the changed technological scenario and to provide adequate avenues of promotion.
7. Classification of all Posts of SSE/CMS/CDMS in Group B Gazetted – as per orders of DoPT and as per classification of their counterparts in other Departments, in Group B Gazetted.
8. National Holiday Allowance at double the wages including DA to JEs, SSEs and other Technical staff - for working on National Holidays and payment of incentive to open line JE & SSE.
9. Implementation of Pay Level -7 for CMA & Pay level-8 for CMS as per Para 11.40.124 of 7th CPC report.

10. a) Withdrawal of National Pension System (NPS) and restoration of existing benefits of Pension & GPF for those appointed after 1.1.2004.

b) Refund of contributions to NPS with Interest thereon at appropriate rate.

11. a) Removal of maximum ceiling of Rs.7000 for payment of PLB.

b) Payment of PLB as per actual Pay.

12. Night shift allowance to all Group C staff without any pay restriction.

13. Main demands on MACPS

a) Implementation of MACP w.e.f.01.01.2006 as per Supreme Court Judgement & as implemented by Defence Ministry.

b) Counting of initial training period for MACPS as regular service since it is qualifying service for pension & increments and paid for from general revenue.

c) Promotion through LDCE (Intermediate Apprentice JEs) should be counted as initial appointment for financial up-gradation under MACPS.

d) Withdrawal of unfair Benchmark of "Very Good" proposed by the 7th CPC for the purpose of financial upgradation under MACPS and restoring the Benchmark as "Good" (at least for Group C)

e) MACP to all directly recruited Engineering Graduates in Design/Drawing cadre Ignoring promotion in the pre revised scale from 5500-9000 to 6500-10500 as the same had been merged & up-graded.

f) MACP to all directly recruited CMA with entry qualification of BE/M.Sc should be counted from Pay Level-7 from the date of their appointment.

14. Ex-gratia compensation of Rs. 50 Lakh for the families of Railway employees who died due to Covid-19 infection in performance of their duties.15. SCL for the employees who need to stay in isolation for Covid-19 infection of either themselves or their family members.

16. Restoration of 7.5% of PCO Allowance to SSE working in PCO/Inspection and 15% to JEs & Other Staff in PCO/Inspection w.e.f. 1-1-2016 on 7th CPC Pay.

17. Re-introduction of quarantine leave.

Meeting with Dr.L.Murugan Hon'ble Minister of State for Information and Broadcasting, Fisheries and Animal Husbandry.

19.09.2021: IRTSA delegates met Dr.L.Murugan for a short time at Tamil Nadu House New Delhi and the Minister has agreed to give sufficient time in the next meeting. Memorandum for Finance Minister was submitted to him with the request to forwarding it with his favourable remarks.

Sri. G.K.Vasan & Sri. M.Shanmugam MPs writes to FM & RM on Pay Level demand of Technical Supervisors



Intensive persuasion of Higher Pay Level for Technical Cadre by IRTSA
M.Shanmugam, Central President & K.V.Ramesh Sr.JGS camp at Delhi from 14th to 17th September, 2021

Dr. Amar Patnaik Hon'ble MP helped Team IRTSA to pursue the demand with Fin Ministry
Sri. T.K.S. Elangovan Hon'ble MP recommended main demands of IRTSA to Finance Minister
Memorandums submitted to Members Railway Board

Smt. Anne George Mathew Additional Secretary (Expenditure) Ministry of Finance discussed the issue of Pay Level and Promotional Avenue of Technical Supervisors in detail going through the memorandum submitted by IRTSA.

Dr. T.V. Somanathan Expenditure Secretary hears demands of IRTSA on Pay Level of Technical Supervisors / Rail Engineers on 26th Oct 2021



Team IRTSA met JCM & Federation leaders and requested for early decision on higher Pay Level for JE & SSE

During their visit to New Delhi New Delhi from 14th to 17th September, team IRTSA met Dr.M.Raghavaiah, Leader JCM and GS NFIR and Com.S.G.Mishra, Secretary JCM (Staff Side) and GS AIRF.



IRTSA meeting with Railway Minister Shri. Ashwini Vaishnaw **Appeal by senior parliamentarians to MR, for grant of higher Pay Level to Technical Supervisors / Rail Engineers**

On 29th Nov 2021, team IRTSA accompanied by senior parliamentarians Shri. Thirunavukarasar, Shri.R.S.Bharathi, Shri.T.K.S.Elangovan and Shri.S.Ramalingam met Hon'ble Railway Minister Shri.Ashwini Vaishnaw at Rail Bhavan.

Railway Minister interacted with Shri.M.Shanmugam & Shri.K.V.Ramesh on demand of Higher Pay Level for Technical Supervisors.



IRTSA memorandum forwarded from PM's office to Finance & Railway Ministries

Memorandum submitted by IRTSA to the Hon'ble Prime Minister, explaining about the category of Technical Supervisors / Rail Engineers has been forwarded to Finance Ministry and Railway Ministry by Additional Secretary Prime Minister's office.

Memorandum was highlighting about the category of Technical Supervisors / Rail Engineers which is primarily responsible for safe & punctual operation of trains, requesting Government to address genuine long time demands particularly Pay Level, Career Progression and promotional avenue.

One of the issues on grant of Pay Level-8 & Pay Level-9 for Senior Section Engineers along with other department Supervisors are now under the consideration of Finance Ministry was also highlighted.

Vice President Secretariat forwards IRTSA Memorandum to Rly Ministry

Fwd: Mail from Vice President Secretariat
To: "Secretary Rly Board Railway Board" <secyrb@rb.railnet.gov.in>
Sent: Wednesday, October 27, 2021 11:17:42 AM
Subject: Mail from Vice President Secretariat
Dear Sir,
I am forwarding an email dated 14th October, 2021 received from Shri M. Shanmugam, Central President, IRTSA, which is self-explanatory, for appropriate attention.

Satisfying meeting with CRB & CEO by IRTSA along with Shri. M.Shanmugam, MP



On 2nd Dec 2021, team IRTSA met Sri.Sumit Sharma CRB & CEO accompanied by Shri.M.Shanmugam MP. President & Sr.JGS IRTSA explained in detail the justification for upgrading the Pay Level of Technical Supervisors.

IRTSA meets Secretary finance, explains decade long anomaly in the Pay Level of Technical Supervisors/Rail Engineers.

Appeal by Sri. M.Shanmugam, MP for the category's Pay upgradation

On 22nd Dec 2021, team IRTSA met Sri.T.V.Somanathan IAS, Secretary Finance with Sri. M.Shanmugam Member of Parliament. Secretary Finance recalled IRTSA's earlier meeting with him.



Team IRTSA with Sri. Deepak Gabriel Advisor IR Intensive persuasion of Pay Level issue at Dept of Expenditure, Ministry of Finance

Team IRTSA impresses department of expenditure officials to restore the superior pay scales available to Technical Supervisors in Railways.

Historical background of higher pay scales & stagnation of SSEs with Engineering Graduate entrants stagnating at entry level explained.



Team IRTSA with Smt.Anne G.Mathew Special Secretary Dept of Expenditure

T.K.S. ELANGOAN
MEMBER OF PARLIAMENT
(RAJYA SABHA)
TAMILNADU

133, North Avenue
New Delhi - 110001
Tel : 91-11-2309 2026
18.9.2021

Hon'ble Nirmala Sitaraman ji,
Vanakkam .

A representation from Sri.M.SHANMUGAM Central President, Indian Railways Technical Supervisors Association is received.

Their representation is about grant of appropriate pay level to senior section engineers.

I came to understand that Ministry of Railways has sent letter to seek concurrence from Ministry of Finance.

In Connection with this you are requested to give him an appointment to your convenient time and date to place their demand in nutshell.

To
Smt. Nirmala Sitaraman,
Hon'ble Minister for Finance,
Govt. of India.

T.K.S. Elangoan
T.K.S. Elangoan
Member of Parliament,
Rajya Sabha, Tamilnadu.

C-5, Lloyds Estate, Royapettah, Chennai - 600 014. Tel : 91-44-2847 4040



On 2nd Dec 2021, Team IRTSA met Smt. Annie George Mathew Special Secretary, DoE



Relentless & sustained effort by IRTSA for the demand of Higher Pay Level

Since June 2021 IRTSA is putting all its sustained efforts relentlessly for achieving one of the major demands of higher Pay Level for Technical Supervisors / Rail Engineers.

Shri. M.Shanmugam Central President and Shri. K.V.Ramesh Sr.JGS visiting New Delhi every month to pursue the demand with Finance Ministry and Railway Ministry. S/Shri.G.Aranganathan, A.N.Ganesh Babu, E.Ramesh, Vignesh Kumaran, Jadish Kumar and Tamil Selvan were part of Team IRTSA on various occasions.

Leaving no stone unturned, Team IRTSA met JCM & Federation leaders, Union Ministers, Members of Parliament, Officials of Railway Board & Finance Ministry and placed the arguments with facts and figures.

With an aim to highlight the demand very effectively IRTSA took the help of Cabinet Ministers and Members of Parliament. On the request made by IRTSA, Ministers and MPs have written to Finance Ministry and Railway Ministry strongly recommending the demand.



Team IRTSA with Shri.R.S.Bharathi, MP



Team IRTSA with Shri.T.K.S.Elangovan, MP



Team IRTSA with Dr.Amar Patnaik, MP



Shri. Pashupati Kumar Paras, Hon'ble Minister of State for Food processing Industries



Team IRTSA with Shri.M.Shanmugam, MP



Shri.G.K.Vasan former union minister and Member of Parliament



Team IRTSA with Shri.S.Ramalingam, MP



Shri.S.Thirunavukukarasar, Former union minister & Member of Parliament coordinated the meeting with Minister for Railways. He made personal appeal to Railway Minister to settle the long pending issue of Technical Supervisors.



Team IRTSA with Shri.M.Selvaraj, MP

Relentless & sustained effort by IRTSA



Team IRTSA with Shri S.Venkatesan, MP



Team IRTSA with Shri. Pradeep Kumar Singh, MP



Team IRTSA with Prof. Manoj Kumar Jah, MP



Team IRTSA with Shri. Santokh Singh Chaudhary, MP



Team IRTSA met Shri. K. Subbarayan, MP



Team IRTSA met Shri. P. R. Natarajan

Memorandums were also handed over to Sri. Satish Kumar Gautam, MP, Sri. Chiraj Paswan, MP and Sri. Gurjeet Singh Aujla, MP

All Hon'ble Members of Parliament agreed to forward the memorandum submitted by IRTSA to Hon'ble Finance Minister and Railway Minister with their recommendation to address the long pending demand.



Team IRTSA with Dr. Kalanithi Veerasamy, MP

PRADEEP KUMAR SINGH
MEMBER OF PARLIAMENT
LOK SABHA



Delhi :
19, Windsor Place, New Delhi - 110 001
Phone : 011-23310650

MEMBER :
• Standing Committee on Chemical & Fertilizer
• Consultative Committee for the Ministry of Petroleum & Natural Gas

Bihar :
Ward No.8, Om Nagar, Araria - 854 311, Bihar
Phone : 06453-224444
Mobile : 9013180185
E-mail : pradeepksingh.mp@sansad.nic.in

D.O.No. 10/PKS/2021

Date: 02-12-2021

To,

Smt. Nirmala Sitharaman Ji,
Hon'ble Union Minister for Finance,
Government of India,
New Delhi-110001.

Subject: - Regarding memorandum on Pay Level Revision of Technical Supervisors working in Indian Railways:

Respected Madam,

It gives me immense pleasure to forward herewith the memorandum of Mr. M. Shanmugam, Central President, IRTSA to consider the issue of Technical Supervisors separately, since the justification for higher Pay Level is different from other categories and due to exclusive 7th CPC recommendations. Since more than 50% of SSE are already in Pay Level 8 & 9 through financial upgradation under MACPS, financial implication for Pay Level upgradation of Technical Supervisors will be nil or negligible. (Request Letter Enclosed)

I strongly recommended this case. I hope and trust you will surely oblige me in this matter.

With regards,

Your's Sincerely,

Pradeep K. Singh.
(PRADEEP KR. SINGH)



SANTOKH SINGH CHAUDHARY
Member of Parliament (Lok Sabha)

MP-JAL/DEL/21/221

Date 03.12.2021

Dear Shri Ashwini Vaishnav ji

I am forwarding herewith a representation received from Shri M. Shanmugam, Central President, Indian Railways Technical Supervisors Associations regarding pay level revision of technical supervisors. They have stated that the reasons and justifications for pay level revision of technical supervisors are different from the issue of pay scale revision of others in Group C apex grade, hence a proposal exclusively for technical supervisors should be made for approval of Ministry of Finance.

Therefore, I request you to look into the matter and consider the demands of technical supervisors favourably.

With regards

Santokh Singh
Santokh Singh Chaudhary

Shri Ashwini Vaishnav
Hon'ble Minister of Railways
Govt of India
New Delhi

IRTSA does ground work for its relentless persuasion of demand at New Delhi

Team IRTSA made solid ground work at Chennai and other places for effective persuasion of one of the main demands of Pay Level upgradation of Technical Supervisors / Rail Engineers which is currently under the consideration of the Government. IRTSA is making all out effort to remove the nearly three decades anomaly in the Pay Scale of Technical Supervisors.



Team IRTSA with Shri.R.S.Bharathi, MP at Anna Arivalyam, Chennai



Team IRTSA with Shri.S.Thirunavukarasar MP at Chennai in his office



Central President, Er.K.V.Ramesh & Er.G.Aranganathan with Shri.K.Subbarayan, MP



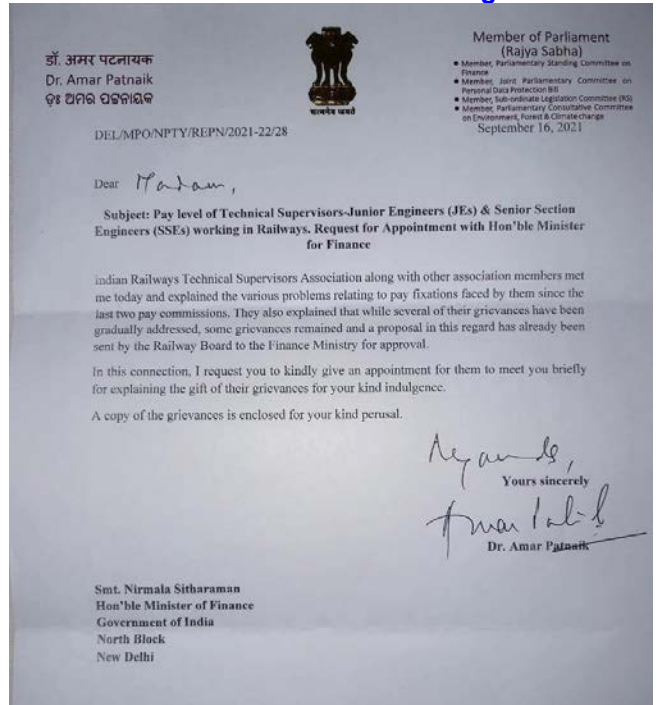
Er.Thiurmaran and Er.Zaheer Hussain with Shri.M.Shanmugam MP at Trichy



Er.Thiurmaran and Er.Zaheer Hussain with Shri.S.Venkatesan MP at Tamil Sangam, Madurai



Team IRTSA with Sri.M.Shanmugam MP



IRTSA's continuous interaction with Federation leaders

On 14th December Dr.M.Raghaviah addressed IRTSA meeting at South Colony Welfare Centre, ICF.



In his speech Dr.M.Raghaviah GS NFIR explained steps taken by Federations for addressing the long pending issue and expressed his hope that the demand will be achieved in a short period of time.



On 21st and 22nd December 2021, Er.M.Shanmugam and Er.K.V.Ramesh met Shri.S.G.Mishra GS AIRF at New Delhi and requested for early settlement of the issue.

GS AIRF promised to IRTSA delegates that he will work for logical and successful completion for the demand of higher Pay Level for Technical Supervisors particularly for Senior Section Engineers.

IRTSA conducts CGB at RCF successfully

56th All India Conference and Annual CGB of Indian Railways Technical Supervisors' Association was held on 27th & 28th November 2021 at Waris Shah Hall, Rail Coach Factory, Kapurthala in a grand manner observing Covid-19 norms. CEC IRTSA also met in conjunction with the CGB.



Technical Seminar & release of souvenir



Technical Session



GM RCF



Er.Darshan Lal



Cultural programme



Er.Surjit Singh New Central Treasurer IRTSA



Rail Engineers from Bhopal Division greets Team IRTSA for successful CGB at RCF



Sri.Braj Mohan Agrawal PCME RCF

CEC meeting held on 27th November

CEC IRTSA met at RCF Kapurthala on 27th November in conjunction with CGB meeting held on 27th and 28th of November, 2021. Er.Harchandan Singh General Secretary briefed about two previous CEC meetings held virtually during the pandemic Period. Central President briefed about recent developments in main demands of the category, particularly on the demand of granting higher Pay Level which gained momentum from the month of June. He explained about the number of visits made by him along with Er. K.V.Ramesh and other office bearers to New Delhi for pursuing the issue with Finance Ministry, Railway Ministry, AIRF, NFIR, etc.



Year - 2022

IRTSA STRENGTHS ITS CLAIM ON HIGHER PAY LEVEL

FOR TECHNICAL SUPERVISORS

MoSR, MoSF, Secy Finance, Addl Secy DoE, CRB, Federation GSs, Railways & Finance officials and MPs are persuaded for dealing the issue of Technical Supervisors separately.

Highly concentrated efforts at New Delhi by Team IRTSA

M.Shanmugam Central President, K.V.Ramesh Sr.JGS G.Aranganathan JGS and Shankargurunathan Org Secy camped New Delhi between 28.03 and 01.04.2022 to convince Finance & Railway Ministry and Federations to deal the issue of Tech Supervisors Pay level separately.



IRTSA Meeting with Minister of State for Finance Shri.Pankaj Chaudhary



IRTSA Meeting with Dr.T.V.Somanathan Union Finance Secretary



IRTSA meeting with Smt. Annie G Mathew Special Secretary Department of Expenditure

Team IRTSA led by M.Shanmugam Central President, K.V.Ramesh Sr.JGS, G.Aranganathan JGS and Shankargurunathan Org Secy camped New Delhi between 28.03.2022 and 01.04.2022 to further persuade the issue of higher Pay Level for Technical Supervisors.

The proposal for Pay Level revision is under consideration for Senior Section Engineers (SSEs) and other department supervisors working in Railways. While the common proposal submitted by Railways is not convincing for the Finance Ministry, IRTSA is persuading the Railways and Finance to deal the anomaly of Technical Supervisors separately.

Team IRTSA submitted memorandum to Minister of State for Railways



02.03.2022: Team IRTSA led by M.Shanmugam, Central President met Smt. Darshana Jardosh Hon'ble MoSR at Chennai to highlight the issue of higher Pay Level for Technical Supervisors. K.V.Ramesh Sr.JGS IRTSA submitted the memorandum to MoSR. Minister responded positively to team IRTSA.



Meeting with Shri.V.K.Tripathi CRB & CEO

Team IRTSA met Chairman & CEO Railway Ministry on 1st April and submitted a memorandum on current issue of Pay Level upgradation for Technical Supervisors and Rail Engineers.

Meeting with PED (Staff) & PED (HR) Railway Board



On 31st March 2022, Team IRTSA had hectic activities at Railway Board meeting PED (HR), PED (Staff) and other officials. Memorandums were handed over to both PEDs and necessity for separate proposal for Technical Supervisors for Pay Level upgradation was explained in detail to them. Both the PEDs listened to the justifications placed by M.Shanmugam and K.V.Ramesh and responded positively and agreed to do deal the issue on its merits.

Members of Parliament again write to Finance & Railway ministries to deal the pay level issue of Technical Supervisors separately

Cabinet Secretary also urged to deal the issue separately

Team IRTSA met number of Members of Parliament to highlight the issue of Pay Level upgradation of Technical Supervisors to Finance and Railway Ministries through them. All the MPs approached by IRTSA, have agreed to write to Railway & Finance Ministry and to forward the memorandum submitted by IRTSA. MPs have also written to Cabinet Secretary in similar manner.

The list of MPs write in support of IRTSA demands in the month of March 2022 are

Sri. Radha Mohan Singh, MP

Sri. T.K.S.Elangovan, MP

Sri. G.K.Vasan, MP

Sri. M.Shanmugam, MP

Sri. Pradeep Kumar Singh, MP

Sri. Rajesh Kumar, MP

Sri. Jagathratchagan, MP

Sri. Ram Kripal Yadav, MP

Sri. S.R.Parthiban, MP

Sri. Subbarayan, MP and

Sri. Selvaraj, MP



Team IRTSA with Sri S.Thirunavukuarasar, MP



Team IRTSA with Sri T.K.S.Elangovan, MP



Team IRTSA with Sri R.S.Bharathi, MP Meeting with Federation General Secretaries

During their weeklong stay at New Delhi in the month of March 2022 team IRTSA visited NFIR & AIRF offices daily and held discussions with both the general secretaries.



IRTSA deeply mourns the demise of Er.M.Shanmugavel Advisor IRTSA



attended the funeral held at Chennai.

Er.M.Shanmugavel who accompanied Central President IRTSA all along his journeys over Indian Railway breathed his last on 9th March 2022. He was ailing for some time. Condolence messages poured in from all over Indian Railways. Central President & many office bearers of IRTSA

Union Finance Secretary says Pay Level upgradation for SSE is under consideration



Chennai, 11th June 2022 – Union Finance Secretary Dr. T.V.Somanathan IAS, said that Pay Level upgradation for Senior Section Engineers working in Indian Railways is still under consideration in Department of Expenditure.



Er.E.Ramesh submitted memorandum to Hon'ble Minister for Railway on 20th May 2022 during his visit to ICF



Er. M.Shanmugam Central President & Er. K.V.Ramesh Sr.JGS/IRTSA submitted memorandum to Smt. Darshana Jardosh Hon'ble MoSR at New Delhi on 5th August and requested for earlier decision and approval of revision of Pay Level.

IRTSA holds IT Engineers meeting

Mumbai, 26th April 2022, IRTSA meeting was conducted for IT Engineers at CSMT. All Engineers of IT centre participated in the meeting. They expressed that IT Engineers cadre is getting only step-motherly treatment and they remain stagnated for many decades. Er. R.B Singh, Zonal Secretary WR addressed the meeting and call all Engineers to join in IRTSA struggle for getting higher Pay and Group B Gazetted status to all Rail Engineers. Er. Rohit Singh, SE/IT gave detailed introduction on activities of IRTSA.

Er. Anwar Shaikh, President IRTSA/MX Workshop also answered the queries in context of IT Engineers in Railway's complex organization set up, which needs to be streamlined with proper avenue of promotion etc., at Railway Board's level.

CEC IRTSA urges Railways for revision of Pay Level of SSEs without delay

INDIAN RAILWAYS TECHNICAL SUPERVISORS ASSOCIATION
 IRTSA CEC-MEETING
 Dr.Ambedkar Bhawan, Sector 37-A, Chandigarh.
 (20.05.2022)



Central Executive Committee meeting of IRTSA held at Dr.Ambedkar Bhawan, Sector 37-A, Chandigarh, from 11 AM to 4 PM on 20.05.2022 and discussed some very crucial & emergent matters of the category.

The meeting particularly urged Railway Ministry to deal the revision of Senior Section Engineers' Pay Level exclusively independent of other categories. The meeting observed that proposal sent by Railways to Finance Ministry for upgradation of 50% of posts in Pay Level-7 to Pay Level-8 and non-functional financial upgradation to Pay Level-9 after spending four years in Pay Level-8 for all categories of supervisors is hanging on fire for almost a year.

Engineering Work Shop Arakkonam, S.Rly IRTSA conducts General Body

General Body meeting of Engineering Workshop, Arakkonam, Southern Railways was held on 28th May 2022 at Arakkonam



IRTSA organises felicitation function for outgoing Rajya sabha MPs, helpful in pursuing Pay Level issue of Technical Supervisors.



Chennai, 17th June 2022 – IRTSA organised an impressive felicitation function for two outgoing Rajya sabha Members of Parliaments Sri.R.S.Bharathi and Sri.T.K.S.Elanagovan who are very much supportive in pursuing the issue of higher Pay Level for Technical Supervisors with Finance and Railway Ministries. Sri.Girirajan Member of Parliament (Designate) also felicitated on the occasion.

Hectic Activities of IRTSA for achieving the demand of higher Pay Level for SSEs

26th June 2022: Office bearers of IRTSA were actively pursuing the issue of higher Pay Level for SSEs at Chennai with senior members of Parliament. Team of IRTSA office bearers led by M.Shanmugam, Central President along with K.V.Ramesh and office bearers met Hon'ble members of Parliament Sri.R.S.Bharathi, Sri.T.K.S.Elangovan, Sri.S.Thirunavukkarasar, Sri.M.Shanmugam, Sri.G.K.Vasan, and Dr.Kalanidhi Veeraswamy in three days.



IR TSA HOLDS IMPORTANT MEETING WITH SECRETARY FINANCE & SPECIAL SECRETARY DoE

IR TSA demands dealing SSE Pay Level revision separately by Finance Ministry

Team IR TSA was led by M.Shanmugam consists of K.V.Ramesh, Surjit Singh and Baldev Raj.

IR TSA continued its intensive perusal for higher pay level on 29th June 2022 at New Delhi more vigorously. Team IR TSA met Dr. T.V.Somanathan IAS, Union Finance Secretary, Smt. Annie George Mathew, Special Secretary at their chambers. Secretary Finance told that he will do his best to resolve the issue. Smt. Annie George Mathew, Special Secretary once again held a detailed discussion with Team IR TSA along with Deputy Secretary. Exclusive justifications available for Pay Level revision of Senior Section Engineers were explained to Special Secretary.

Earlier Team IR TSA held detailed discussion with Deputy Secretaries, department of expenditure at their chambers.



Once again Team IR TSA met Com.S.G.Mishra GS AIRF and he has assured to take all possible steps to resolve the issue of Pay Level revision.



Team IR TSA with GS NFIR at New Delhi-21st May
IR TSA perusal activities at New Delhi on 28th June 2022



Earlier in the day Team IR TSA met Sri. M.Shanmugam & Dr. Kalanidhi Veeraswamy Hon'bel Members of Parliament at their residence at New Delhi and explained the demand of IR TSA to consider the Pay Level upgradation of SSEs independent of other categories upgradation. Both the members of Parliament agreed to do all possible helps in resolving the Pay Level issue of SSEs.



IR TSA thanked specially Dr. Kalanidhi Veeraswamy Member of Parliament for getting the reply from Railway Minister on corporatization of Railway Production Units. For his parliamentary question "whether the Government has proposed to corporatize all the seven production units of Indian Railways and formation of Indian Railways Rolling Stock Company" Railway Minister replied "No".



Smt. Aruna Nair Principal Executive Director (Staff)



Smt.Booma Principal Executive Director (HR)

Er.K.L.VINOD KUMAR LIVES IN OUR HEART



9th July 2022: Er.K.L.Vinod Kumar Zonal Secretary IR TSA SWR a dynamic leader, bold person, caring personality, good organiser and very good motivator left for heaven. He was one of the driving forces in

all activities of IR TSA.

IRTSA continuous to meet Members of Parliament with a request to write to FM & Railway Minister on the issue of Pay Level Revision

In the month of August during the parliament session M.Shanmugam Central President & K.V.Ramesh Sr.JGS IRTSA camped New Delhi to utilize the services of Members of Parliament. MPs were forwarded the memorandum of IRTSA to Finance Minister & Railway Minister.



Er.M.Shanmugam & Er.K.V.Ramesh with Sri.Su. Kalyanasundaram MP & Sri.R.Girirajan MP



Er.M.Shanmugam with Sri.Ramalingam MP



**Er.M.Shanmugam with Dr.Chella Kumar MP
IRTSA hosts lunch in honour of MPs**



19th July 2022: New Delhi: Team IRTSA with Sri.S.Thirunavukkarasar MP at Andhra Bhavan after hosting a lunch. Secretary URMU and Delhi Divisional Secretary URMU were also present.

IRTSA makes courtesy call on Former Railway Minister Sri.Lalu Prasad Yadav



5th August, 2022 New Delhi – M.Shanmugam Central President and K.V.Ramesh Sr.JGS IRTSA met Sri.Lalu Prasad Yadav Former Railway Minister at her daughter's residence.



**Team IRTSA met Dr. Faiyaz Ahmed, MP
Noteworthy activities in higher pay level persuasion led by M.Shanmugam K.V.Ramesh at New Delhi in August**

3rd Aug 2022: Met Sri.S.Thirunavukkarasar, MP in morning and letter for appointment to Honble MR was handed over to OSD. Team IRTSA met Dy secretary DoE, and understood that Railway Board has given its reply for clarification raised by Finance and the matter is under study. M.Shanmugam and KV Ramesh held 30 minutes exclusive discussions which Com.S.G.Mishra GS AIRF which raised the hope of getting good result.

4th August: “Explained in detail the demand for SSEs to Sri. Ved Prakash OSD to Minister for Railways”.

OSD understood the justification for pay level upgradation for SSEs based on higher pay scale given to SSEs up to 1996, 7th CPC's recommendations specific to SSEs, discussion about merit in the issue of SSE in the 48th NC-JCM meeting, CRB's acceptance on stagnation happening in SSE grade which is having higher entry qualification, how accounts staff who were below SSE given higher Pay Level, etc. OSD took note in IRTSA memorandum and placing SSE/CMS/CDMS & SE/IT in Pay Level-9.

Team IRTSA appraised Sri.M.Shanmugam, MP about the status position of the demand. Follow up with Sri.S.Thirunavukkarasar MP for Railway Minister's appointment.

Team IRTSA held thorough discussion with both Deputy Secretaries of DoE and also submitted memorandum to PED(Staff) and PED(HR).

IRTSA submits memorandum to Finance Minister

Requested for expediate action on revision of Pay Level for SSEs



22 Oct 2022, K.V.Ramesh Sr.JGS IRTSA requested for Finance Minister's intervention on the issue of Pay Level revision of Senior Section Engineers (SSEs) working in Railways. He said proposal send by Railway Ministry is available with Finance Ministry and requested the minister for approval of the proposal with modification suggested by IRTSA. Finance Minister gave a patient hearing and assured that she will take appropriate action.

Er. R.B.Singh retires from Railway service



Er.R.B.Singh, Zonal Secretary IRTSA Western Railway retired from Railway service in the month of May 2022.

New office bearers of Electrical Branch IRTSA/JUDW, NR Zone.



New office bearers of Mechanical Branch IRTSA/JUDW, NR Zone.



Engineers' day celebrated by IRTSA/ER at Liluha



Nationwide protest against privatization of Railways & manufacturing cum maintenance agreement for Vande Bharat Train sets

Railway unions and Associations held nationwide protest in all zones and production units against Government's decision on privatization of Railway activities. Unions were reflecting widespread anger and frustration among the employees against the proposal of the Railway Ministry for handing over passenger train operation to private. It was said that privatization of Railway activities will not only jeopardies Railway men career, passenger and freight fairs will also shore.

They were protesting Railways proposal for inviting bids from private companies for manufacturing cum maintenance contract for semi high speed Vande Bharat express train sets.

Railways issued notification for invitation of tender for 200 coach sets. Selected bidders have to manufacture 200 Vande Bharat Train Sets of sleeper version (16 coach formation) at Indian Railways Production Units Marathwada Rail Coach Factory (MRCF) Lathur and Integral Coach Factory (ICF) Chennai.

Scope of contract includes design, manufacture, supply, testing and commissioning of 200 train sets spread over 3 to 5 years and maintenance thereof for a period of 35 years.

Private bidders have to manufacture 120 train sets to be at MRCF Lathur and 80 train sets at ICF Chennai. Supplied train sets should be maintained in six to eight Government depots situated in Delhi, Mumbai, Kolkata, Hyderabad, Bengaluru, Jodhpur, etc.

Private bidders will be allowed to use and modify Railway civil infrastructure and other requirements. For Mechanical system, bidders must have experience of carrying out vehicle design, manufacture, supply, testing and commissioning of minimum total 250 coaches in EMU based train sets during the last ten years. For propulsion system, traction motors at to operate at the speed of 130 kmph or more. 25% of traction motors to operate the train at the speed of 176/160 kmph.

Unions and Associations are protesting that, proposal given for private bidders can be done by Railways itself by its own, instead of making Railways fully dependent on private train operators for 35 years, which will increase the passenger fair, risk in safety, exploitation of Railway resources, human resources, etc. ♦



Er.V.P.Abdul Salam Zonal Secretary IRTSA Southern Railway voluntarily retired from Railway service.

Major achievement for IRTSA in getting Pay level-8 & 9 for SSE, CDMS & CMS

Continuous persuasion fetched the result - 25000 SSEs upgraded to level-8 from level-7 w.e.f.01.12.2022, 50% will be placed in level-9 after four years

Pay level of Gazetted cadre extended to SSE, CMS, CDMS & other dept supervisors

Historical achievement, upgradation of 25,200 Technical + 18,300 non-technical senior supervisors without recommendations of Pay Commission or Cadre Restructure

Sub: – Upgradation of pay structure of certain cadres.

RBE No. 155 /2022, No. PC-VII/2019/RSRP/3, dated 17/11/2022.

Consequent upon approval conveyed by Ministry of Finance vide their ID Note No. 36(1)/E.TI(B),2015 dated 01.11.2022, the President has now accorded his approval for upgrading the pay structure of certain Group 'C' cadres of Ministry of Railways detailed in the list enclosed as **Annexure-I** in following manner:-

(i) Upgradation of 50% posts from **Level-7** (PB-2/GP-4600)/Group 'C' to **Level-8** (PB-2/GP-4800)/Group 'C'.

(ii) Further upgradation of these 50% posts in **Level-8** (PB-2/GP-4800)/Group 'C' to **Level-9** (PB-2/GP-5400) /Group "C*" on non-functional basis after 4 years of service in **Level-8** (PB-2/GP-4800).

25,237 SSE, CMS & CDMS upgraded to level-8 (Pay level of Gaz cadre) from level-7

Department	Sanctioned	50% posts upgraded to Pay level-8
Civil	14243	7122
Electrical	10266	5133
Mechanical	18901	9451
S&T	5136	2568
Store	1927	964
Sub Total	50473	25237
Traffic & Commercial	27044	13522
Personnel	9626	4813
Sub Total	36670	18335
Grand Total	87143	43572



Part of approval note by Finance Ministry for Pay level upgradation of SSE & other dept supervisors

3. References received from Hon'ble M.P.s and Railways Association

Besides, Ministry of Railway's main proposal, D.O.s have also been received from Hon'ble M.P.s including Ms. Aparajita Sarangi, Shri Pradeep Kumar Singh, Shri M. Shanmugam, Dr. B.V. Satyavathi, Shri Bellana Chandra Sekhar, Ms Goddeti Madhavi, Shri R.M. Naidu Kinjarapu and Shri Su. Thirunavukkarasar, Dr. Kalanidhi Veerasamy, Shri R.S. Bharathi and Shri T.K.S. Elangovan. Further, the different associations of Railway's Technical Supervisors like Indian Railways Technical Supervisors Association and East Coast Railways Engineers Association have also submitted their representations. These representatives have also made personal visits to place their grievances and demands personally before the higher officers. These Associations attracted attention towards the issues relating to historically higher pay scales of Technical Supervisors upto 4th CPC, acute stagnation affecting their work output and cadres, 7th CPC specific recommendations for Engineering cadre, etc. These associations have demanded grant of Pay Level-9 to SSE, citing the historical pay patterns and also forwarded letters from AIRF and NFIR in this regard. It has also been mentioned there would be no appreciable net financial implications since most of them are already in higher pay levels by virtue of financial up-gradations got under MACPs.

**57th ALL INDIA CONFERENCE & CGB OF IRTSA AT BABA
MAKHAN SHAH LOBANA BHAWAN CHANDIGARH ON
29th & 30th NOV, 2022**

MAIN DEMANDS

- 1) **Recognition of IRTSA.**
- 2) **Higher Pay Level for Technical Supervisors / Rail Engineers.**
- 3) **Withdrawal of NPS for post 2004 recruits.**
- 4) **Withdrawal proposal for Private Passenger train operation.**
- 5) **No Corporatization of Indian Railways PUs.**
- 6) **Withdrawal proposal for manufacturing and maintenance contract for Vande Bharat Train Set.**
- 7) **Combined "Cadre Restructuring" of posts in Group 'A', 'B' & 'C' in technical departments of Railways.**
- 8) **Classification of SSE/CMS/CDMS/SE(IT) in Group B Gazetted.**
- 9) **No surrender of safety posts in Zonal Railways & PUs.**
- 10) **Classification of the posts of Technical Supervisors and Technicians in PUs as safety category.**
- 11) **Implementation 7th CPC report PL-7 for CMA & PL-8 for CMS.**
- 12) **Removal of pay ceiling for payment of Night Duty allowance & NDA for all SSEs irrespective of MACPS Pay Level.**
- 13) **NH Allowance at double the wages including DA.**
- 14) **Risk & Hardship Allowance for open line Engineers.**
- 15) **Restoration of PCO Allowance @ 7.5% for SSE & 15% for JE.**
- 16) **Withdrawal of ceiling limit for PLB.**
- 17) **No Deduction of income tax on allowances.**
- 18) a) **Implementation of MACPS w.e.f. 01.01.2006.**
 - b) **Grant of financial upgradation under MACPS for the employees promoted between 01.01.2006 and 29.08.2008 with the benefit of pay fixation in pre-revised pay scale**
 - c) **Counting of initial training period for the purpose of MACPS.**
 - d) **Promotion through LDCE as initial appointment for the purpose of MACPS.**
 - e) **MACPS to all DR Engg. Grad. in Design cadre from GP 4600.**
 - f) **Withdrawal of Benchmark of "Very Good" for MACPS.**

Issued by Indian Railways Technical Supervisors' Association (IRTSA)

Year – 2023

IRTSA MEETING WITH SHRI L.MURUGAN



IRTSA delegates met Shri L.Murugan Hon'ble Minister of state for Information and Broadcasting & Minister of state for Fisheries, Animal Husbandry and Dairying at Chennai on 15th Jan. IRTSA delegates led by Er. M.Shanmugam Central President including Er. K.V.Ramesh Sr.JGS and R.Ragupathy Org Secy.

Er. M.Shanmugam conveyed his thanks to Hon'ble Prime Minister, Hon'ble Finance Minister and Hon'ble Railway Minister for approving 50% upgradation for SSE, CMS, CDMS & other department supervisors working in Railways. He briefly explained large stagnation existing in Supervisory cadre of technical departments and said only 100% upgradation to Level-9 from Level-7 can bring relief to SSEs. A memorandum addressed to Railway Minister was submitted to Shri.L.Murugan and he has agreed to forward it to Railway Minister.

Team IRTSA thanked the Government for giving national importance for ICF flagship product Vande Bharat Express train sets which is being inaugurated by Hon'ble Prime Minister himself in every state.



Er. K.V.Ramesh submitted a study report to improve the land availability for ICF factories without affecting the present activities of Southern Railway Workshops by utilising empty lands available along the track connecting Shell and Furnishing divisions of ICF, attachment of GSD and empty land available in Loco Works with Shell divisions and release of lands from ICF colonies. Minister gave patient hearing and agreed to forward it to Railway Minister. Earlier office bearers of ICF Karmik Sangm have greeted the Minister.

Team IRTSA Visit to New Delhi

Team IRTSA Visit to New Delhi between 7th and 9th February 2023 and pursued following main issues like,
1. Recent up gradation of Pay level- 7 to Pay level- 8 for 50% Group C Apex grade supervisors in railways- Need to reconsider for revising Pay level- 7 to Pay level - 9 for SSEs to remove stagnation as quoted by 7th CPC,
2. Cadre restructuring of Group-C, Group-B status for SSEs in level-8,
3. Creation of posts,
4. Modification in Indian Railway Medical Manual, Volume-I, para-503 (2) (d) on Medical examination of candidates for promotion to Gazetted Railway technical service etc



Central President IRTSA with Sri.M.Shanmugam MP



Team IRTSA with Com.Selvaraj MP



Team IRTSA with Sri.B.P.Saroj MP



Team IRTSA with Sri. M. Mohamed Abdulla MP



Team IRTSA with S.Jagathrakshakan MP



Team IRTSA with Dr Gautham Sigamani, MP



Team IRTSA with Sri.S.Thirunavukkarasar MP



Team IRTSA with Sri.Pradeep Kumar Singh, MP



Team IRTSA with Sri. Mukesh Rajput MP



Team IRTSA with Sri. P.Ravindranath MP



**Team IRTSA with Sri. Mohit Sinha
Director General (HR) Railway Board**



Smt Aruna Nair PED Staff & Chair Person CRC

Thanks Giving



On 25th April 2023, Team IRTSA met Sri.M.Shanmugam, Sri.R.S.Bharathi and Sri. T.K.S.Elangovan and thanked them for their support in getting Pay level upgradation for SSEs and other Supervisors.



On 28th Jan 2023 Team IRTSA thanked Sri.Kalanidhi Veeraswamy MP
IRTSA meeting with DG HR



16th May 2023: Er. M.Shanmugam Central President, Er. K.V.Ramesh along with other office bearers submitted memorandum to Sri.Mohit Sinha Director General (HR) Railway Board during his visit to ICF. Important issues like cadre restructuring and 100% upgradation of SSEs to clear severe stagnation among SSEs were highlighted to DG (HR)

Meeting with

Com.S.G.Mishra General Secretary AIRF

11th May 2023, Er.K.V.Ramesh Sr.JGS met Com. S.G.Mishra General Secretary AIRF & Sri. C.A.Raja Sridhar Vice President AIRF at AIRF office New Delhi and highlighted vital points in following demands.

1. Cadre restructure (CRC)
2. Upgradation of SSEs and other department supervisors from level-7 to level-8.
3. Injustice done to meritorious Technical Supervisors for Group-B promotion citing high standard vision condition in PUs of Railways.
4. Manufacturing of "Vande Bharat" express train set by private players at ICF and other Railway PUs. Non engagement of even minimum ICF men power in the present "Vande Bharat" train set.
5. Indiscriminate out sourcing at ICF which leads to a situation of ICF men not having work, but nearly 6000 employees under various ICF contractors working for daily wages.
6. Unilateral drastic changes made by Railway Ministry in the awarding method by respective GMs during Railway week celebrations, re-naming of Railway week celebration, number of awards restricted to maximum of 0.1%, etc.

Team IRTSA meets

General Secretaries of NFIR & AIRF

In between 21st and 24th May, Team IRTSA met general secretaries of NFIR and AIRF number of times and held intensive discussion on the following issues

1. Grant of level-9 to SSEs as replacement scale for Rs.840-1040 granted by 3rd CPC.
2. 100% upgradation of SSEs to level-8 on par with accounts department supervisors.
3. Cadre structure of Technical Supervisors.
4. Grant of privileges available for Gaz Group-B cadre like 6 sets passes, private cabin in hospitals, etc.
5. Railway Board's approval for the proposal of GM/ICF to create 61 posts in level-8 as one time measure alleviate the problems of many senior SSEs of trades who were deprived of their upgradation though their juniors in CSU got benefited.



58th All India Annual Conference & CGB meeting of IRTSA - Grand assembly of Technical Supervisors / Rail Engineers from all over Indian Railways

CGB makes historical decision: Electing new General Secretary unanimously - Amendments in annual membership & life membership

CGB appeals to Railways & Government to accept genuine demands of the category

The 58th All India Annual Conference & Central General Body meeting of Indian Railways Technical Supervisors Association (IRTSA) was hosted by IRTSA South Central Railway Zone, held on 6th & 7th of November 2023 at South Institute, Lalaguda, Secundrabad. Around 160 delegates from all over Indian Railways participated in the conference & CGB.

Shri. Shiv Gopal Mishra, General Secretary AIRF and Shri. M.Raghavaiah, General Secretary NFIR graced the conference. Shri. K.S.Jain, PCME SCR, Sri. S.R.Prasad, CWE/SCR and many officers of SCR and office bearers of unions graced the seminar conducted in the open session.

CGB made the historical decisions of electing Er.K.V.Ramesh as new General Secretary of IRTSA and Er.Harchandan Singh and Er.Darshan Lal as first Chairman and Central Working President of IRTSA. CGB & CEC approved increase in annual membership subscription and changes in life membership. General Secretary's report, Resolutions on the demands of Technical Supervisors / Rail Engineers specific to the category and common demands, resolution on organisational matters and other matters have been discussed and passed unanimously.



CGB meeting of IRTSA was inaugurated by Com. Shiv Gopal Mishra, General Secretary AIRF by lighting the lamp.



Dr.M.Raghavaiah GS/NFIR and Sri.K.S.Jain Principal Chief Mechanical Engineer SCR graced the seminar as Chief Guests.



President & General Secretary address



Er.K.V.Ramesh making PPP on Suggestions



Er.Darshan Lal, Working President



Souvenir of the conference was released by PCME, SCR and received by GS NFIR



Er. K.V.Ramesh elected as new General Secretary of IRTSA unanimously

CEC Meeting of Indian Railways Technical Supervisors' Association (IRTSA) held on 6th November 2023 at South Institute, Lalaguda, Secundrabad.

Applaud for Er.N.V.Ramanamorthy & TEAM IRTSA, SCR



Er. Harchandan Singh, Chairman, Er. M. Shanmugam Central President, Er. K.V.Ramesh GS IRTSA and other office bearers applauded and thanked Team IRTSA, SCR for elaborate arrangements to conduct 58th AIAC & CGB meeting of IRTSA and making the conference grand success.



Organisational resolution on line of action adopted in CGB meeting

CGB IRTSA, resolved to authorise the Chairman, President and the General Secretary IRTSA to continue to pursue all the demands and to decide on the Line of Action as required especially in view of the developments in respect of the main demands and other demands.

CGB IRTSA resolved for following line of action:

1. Upgradation from level-7 to level-8 and critical chasing at Railway Board on shortcomings of Railway Board order RBE No 155/2022 dated 17.11.2022.
2. Cadre restructuring of Technical Supervisors / Rail Engineers.
3. Grant of Group – B status to SSE, CMS, CDMS & SE/IT.
4. Submission of resolutions of demands and memorandum on main demands.

Submission of Memorandums to Railway Parliamentary Standing Committee

29th December 2023, IRTSA delegates submitted memorandums to Sri. Radha Mohan Singh Chairperson Railway Parliamentary Standing Committee during committee's visit to ICF, Chennai. K.V.Ramesh GS/IRTSA while submitting the memorandum briefed the Chairperson on GM/ICF proposal seeking approval from Railway Board for creation of 61 SSE posts in Level-8 at ICF for utilizing in production activities of "Vande Bharat" train sets and requested his intervention with Railway Ministry.



Memorandum for withdrawal of Manufacturing cum maintenance agreement for sleeper version of Vande Bharat Train sets with private companies inside ICF factory was also submitted to the Chairperson. Er. K.Gobinath Zonal Secretary & Er. G.Aranganathan Divisional Secretary Furnishing and other office bearers were present.

IRTSA CLW organizes Blood donation camp



On the occasion of 58th Foundation Day of IRTSA, CLW Unit organised a Blood Donation Camp at Punarjanma Bhavan, Chittaranjan. IRTSA office bearers in good number donated blood in the camp. Er.Ashok Chowdery Zonal Secretary & other office bearers done the arrangements for the blood donation camp.



IRTSA Foundation Day celebrations at N.Rly & N.E.Rly

On the occasion of 58th Foundation Day of IRTSA, Mechanical workshop Gorakhpur Unit organised a meeting at main canteen. Highly successful meeting organized by team IRTSA, Gorakhpur workshop in presence of Er.Akhilesh Vishwakarmak Sr.Joint General Secretary IRTSA and Er.Ramesh Kumar Pandey Zonal Secretary NER was attended by large number of Engineers. Foundation day was celebrated at Charbagh & Alambagh sub units of IRTSA Northern Railway also.

Oppose the Privatization of production of Vande Bharat trains which have been designed and are being built by Integral Coach Factory (ICF), Chennai – Online conference organised by All India Forum Against Privatization (AIFAP)

Shri M. Shanmugam, Hon'ble MP, Com. Shiv Gopal Mishra, General Secretary, AIRF, Dr. M. Raghavaiah General Secretary, NFIR, Com. Sukumar Damle, National Secretary, AITUC, Shri V. Muralidharan, General Secretary, DMK ICF LU and Com. B. Rajaram, General Secretary, ICF UWU (CITU) addressed the conference.

GS/IRTSA makes PPP explaining the facts

On 17th December All India Forum Against Privatisation (AIFAP) organised online seminar opposing Privatisation of production of Vande Bharat trains which have been designed and are being built by Integral Coach Factory (ICF), Chennai In his power point presentation, Sri.K.V.Ramesh, General Secretary, Indian Railways Technical Supervisors Association (IRTSA) explained the facts through a power point presentation.

IRTSA Meeting with Union Finance Secretary & Addl Secretary Department of Expenditure Ministry of Finance

IRTSA demands higher & exclusive pay level & remove ban on creation of posts for Technical Supervisors

Dr.M.Raghavaiah GS NFIR led the delegation of IRTSA, M.Shanmugam President, Er. K.V.Ramesh GS & Er. G.Aranganathan JGS IRTSA.



On 22nd Dec 2023, Team IRTSA led by Dr.M,Raghavaiah GS NFIR and leader JCM Staff side met Dr.T.V.Somanathan Union Finance Secretary and Ms.Parama Sen Additional Secretary (DoE) at Finance Secretary's chamber in Ministry of Finance.

It was submitted to Finance Secretary that 50% upgradation granted w.e.f. 01.12.2022 for supervisory categories in Railways has only cleared partial stagnation for the category of SSE. Exclusive higher pay scale available for SSEs in Railways in apex Group-C due to Justice Miabhoy award maintained upto 4th CPC, diluted in the period of 5th, 6th & 7th CPC need to be restored.

IRTSA Meeting with Chairman & CEO and AM (Staff) Railway Board

Team IRTSA led by Dr.M.Raghavaiah GS NFIR highlighted key issues



Following issues were highlighted to CRB & CEO

- 1) 100% upgradation of SSEs to alleviate stagnation.
- 2) Lifting ban on creation of posts for the category of Technical Supervisors to ensure safe running of trains.
- 3) Creation of SSE posts in level-8 at ICF manufacturing of "Vande Bharat" train sets.

Chairman & CEO Railway Board agreed to consider above issues positively.

Meeting with Mrs Aruna Nair Additional Member Staff





The Team also met Sri.Sandeep Paul, EDPC-I and Member Cadre Restructure Committee.

IRTSA Meeting with GS AIRF & GS NFIR



Team IRTSA meets Member Infrastructure



16th November, Chennai - Er.M.Shanmugam Central President, K.V.Ramesh General Secretary & Team IRTSA submitted memorandum to Shri. Roop Narayan Sunkar, Member Infrastructure Railway Board.

Minister of State for Urban Affairs & Members of Parliament forwards IRTSA memorandums to Railway Minister.

Team IRTSA M.Shanmugam Central President, K.V.Ramesh General Secretary, G.Aranganathan JGS and Akilesh Viswakarma Sr.JGS met Sri.Kaushal Kishore, Minister of State for Urban Affairs, Members of Parliament Sri.M.Shanmugam, Sri.S.Thirunavukkarasar and Sri.Pradeep Kumar Singh in New Delhi with a request to forward memorandums of IRTSA addressed to Railway Minister. Two memorandums on the subject mentioned below were forwarded to Railway Minister with their recommendations.

1) Recent up gradation of Pay level-7 to Pay level-8 for

50% of Group-C Apex grade supervisors in railways - Need to reconsider for revision for SSEs to remove stagnation as quoted by 7th CPC.

2) Creation of posts of SSE in level-8 in Integral Coach Factory for manufacturing "Vande Bharat" train sets.



Team IRTSA with Sri.Kaushal Kishore Minister of State for Urban Affairs



Team IRTSA with Sri.M.Shanmugam, MP



Team IRTSA with Sri.S.Thirunavukkarasar, MP



Team IRTSA with Sri.Pradeep Kumar Singh, MP Foundation Day Celebrations at RCF



Year 2024

IRTSA appeals to Finance Ministry & DoPT for immediate formation of 8th CPC

IRTSA submitted memorandum seeking earlier setting up of 8th CPC. IRTSA mentioned important reasons including the following,

- 1) 3rd, 4th and 5th CPCs recommended for constituting permanent machinery to undertake periodical review of the pay, allowances and conditions of service of the Central Government employees.
- 2) 6th CPC recommended for implementing its recommendations w.e.f. 01.01.2006, ten years period since the implementation of 5th CPC.
- 3) 7th CPC recommended that the pay matrix may be reviewed periodically without waiting for the long period of ten years.
- 4) Since the implementation of 7th CPC recommendations w.e.f. 01.01.2016, many changes have taken place in Govt functioning, performance & size of Indian economy, GDP growth, quantum of various tax collections, role of various government departments, inflation pattern, erosion of real wages due to inflation, condition of service, role of private sectors in public utilities and government's regulation over them, number of employees in each department, number of employees covered under National Pension Scheme (NPS), considerable reduction in poverty, changes in consuming pattern of employees & general public, etc.
- 5) There are many legal cases pending across the country in various courts regarding anomalies in pay level, increment, pay fixation, promotions, MACPS, retirement benefits, etc, consuming precious time of Courts and affecting efficiency of Government functioning.
- 6) Constitute 8th CPC immediately to enable it to have sufficient time to give comprehensive recommendations to clear all existing anomalies and without giving room for future anomalies.

DoPT responds to GS IRTSA

F. No. 2/1/2023-JCA
Government of India
Ministry of Personnel, PG & Pensions
Department of Personnel & Training
Establishment (JCA) Section

2nd Floor, 'B' Wing,
Lok Nayak Bhawan, New Delhi
Dated: 20-03-2024

OFFICE MEMORANDUM

Subject : Formation of 8th Central Pay Commission-regarding.

The undersigned is directed to forward a copy of letter No. IRTSA/ Memo-7 dated 26.02.2024 received from Shri R.V. Ramesh, General Secretary, Indian Railways Technical Supervisors' Association on the subject mentioned above to Department of Expenditure for further necessary action.

Encls: As above.

G. K. Sankar
(Gandharv Kumar Sankar)
Under Secretary to the Government of India
Tele: 011-2469 4678

To,
Under Secretary (Admin)
Department of Expenditure
North Block
New Delhi

Copy to :

Shri K.V. Ramesh, General Secretary, IRTSA, G3-LIKITH HOMES, 3,
Lakshmanan Nagar, West Street, Peravallur, Chennai-600082.

TEAM IRTSA VISITS NEW DELHI

Hectic schedule in meeting Additional Secretary DoE, CRB, DG(HR), AM (HR) & (Staff) Members of Parliament, General Secretaries of Federations and other important officers at Finance Ministry and Railway Board.

Headed by Er. M.Shanmugam, Central President, Er. K.V.Ramesh and General Secretary IRTSA and camped New Delhi from 7th to 9th February 2024 with strong belief for intensive persuasion of important demands specific to the category and important general demands.

Meeting with Smt. Parama Sen, Additional Secretary, DoE, Ministry of Finance.



8th Feb: Team IRTSA impressed upon Additional Secretary that ban imposed on Railways for creation of posts for new assets will hamper Railway safety & efficiency

IRTSA Meeting with Smt. Jaya Varma Sinha, CRB & CEO, Railway Board.



8th Feb: Team IRTSA requested for removal of ban on creation of posts particularly in the categories of Technical Supervisors and Technicians and creation of SSE posts in level-8 for the activities of "Vande Bharat" train sets.

IRTSA Meeting with Smt. S. Roopa Member Finance Railway Board along with Dr.M.Ragahaviah GS NFIR.



Team IRTSA headed by Dr.M.Raghavaiah GS NFIR met Smt.S.Roopa Member Finance. Demand of removal of ban on creation posts in Railways and approval for GM ICF's proposal for creation of SSE posts in level-8 were raised to Member Finance.

IRTSA ICF & S.Rly celebrates Pongal Festival and hosted grand farewell to Sri.B.G.Mallya GM ICF on his superannuation



19th January: IRTSA ICF & Southern Railway zones celebrated Pongal festival and hosted grand farewell party at AWTI auditorium ICF to Sri.B.G.Mallya, General Manager ICF superannuated from Railway service on 31st January 2024. Sri.Harish PCEE, Sri.Madhusudhana Rao CAO, Sri.Mohan Raja PCPO ICF, officers of ICF, trade union office bearers of ICF and members of IRTSA participated in large number.

IRTSA CLW releases Calendar for the year 2024



IRTSA Izat Nagar celebrates New Year 2024



Meeting with Shri.Naveen Gulati DG (HR)



CP & GS IRTSA with Sri.Naveen Gulati DG (HR)

Meeting with Smt. Booma Additional Member (HR) & (staff)



Team IRTSA with Smt.Booma AM (HR) & Staff

7th Feb 2024: Team IRTSA held detailed discussion with Additional Member on the subjects of cadre restructuring exercise, creation of SSE posts in level-8 at ICF and removal of high standard vision condition for the selection to Group-B in Production Units. Additional Member responded positively for the demands of creation of SSE level-8 for ICF and removal of high vision standard for the selection to Group-B for Production Units.

Additional Member held detailed discussions on staff issues pertaining to HRMS module online facilities for pass/PTO, leave and Inter Railway Request Transfer. AM (HR) fully understood the problem and assured that efforts will be made settle the issues within three months.

IRTSA meetings with Members of Parliaments

Team IRTSA, Er. M.Shanmugam Central President, Er. K.V.Ramesh General Secretary and Er. G.Shantharaman Adviser met many Members of Parliament at New Delhi between 7th & 9th February and requested them to forward the IRTSA memorandum to Railway Minister.



Team IRTSA with Sri. Jual Oram, MP



CP & GS IRTSA with Sri.M.Shanmugam, MP



Team IRTSA with Dr.Akilesh Prasad Singh, MP



Team IRTSA with Sri.Kodkunnil Suresh MP



**CP & GS IRTSA with Sri. Vinod Kumar Sonkar, MP
Welcome meeting with PED (IR)**



GS NFIR, CP & GS IRTSA greeting PED (IR) at Railway Board

Along with Sri.M.Raghavaiah General Secretary NFIR, M.Shanmugam Central President & K.V.Ramesh General Secretary IRTSA welcomed new Principal Executive Director (IR) Railway Board, who has taken over charge recently.

IRTSA meeting with GS AIRF & NFIR



Team IRTSA with President & GS NFIR

Team IRTSA, M.Shanmugam Central President, K.V.Ramesh General Secretary and G.Shantharaman met General Secretaries of AIRF & NFIR between 7th and 9th February at New Delhi and discussed following issues.

Cadre Restructure, Creation of posts, Cases of promotions in the pre-revised pay structure between 01.01.2006 and the date of notification of RS (RP) Rules 2008 and the subsequent merger, 100% upgradation of SSEs to level-8 and JEs to level-7, Separate designations

for the posts in level-8 and level-9, Staff issues pertaining to HRMS module, Grant of notional annual increment (as due on 1st July/1st January) for the pensionary benefits to those employees who have retired/retiring on 30th of June/31st December before drawing the same, etc were discussed.

Demands highlighted by Team IRTSA

- 1) Pay Level upgradation for Technical Supervisors.
- 2) Cadre Restructure.
- 3) Implementation of 50% upgradation of supervisors from level-7 to level-8 & NFU to level-9 by Railways not following Finance Ministry's approval.
- 4) Separate designations for the posts in level-8 and level-9.
- 5) Creation of posts of SSEs in level-8 in ICF for manufacturing activities of "Vande Bharat Train Sets".
- 6) Cases of promotions in the pre-revised pay structure between 01.01.2006 and the date of notification of RS (RP) Rules 2008 and the subsequent merger of the pre-revised pay scales of the promotional and the feeder posts in a common Grade should be ignored for the purpose of financial upgradation under MACPS. (DoPT agreed three months back – awaiting order).
- 7) Grant of notional annual increment (as due on 1st July/1st January) for the pensionary benefits to those employees who have retired/retiring on 30th of June/31st December before drawing the same.
- 8) Medical Examination of Technical Supervisors working Production Units for promotion to the Group-B Gazetted Service. - Ishihara's Plates and Edridge's Green Lantern tests for colour vision mentioned in para-503 (2) (d) of IRMM may please be dispensed for the selection to Group-B posts in Production units and workshops.
- 9) Staff issues pertaining to HRMS module online facilities for pass/PTO, leave and Inter Railway Request Transfer.
- 10) Appeal for removal of discrimination among employees having date of birth on first of a month and being retired one day before attaining the superannuation age of 60 years as against all rest of employees who are being retired on the last day of the month, they attain the age of superannuation 60 years. Employees whose date of birth is the first of a month are made to retire from service on the afternoon of the last day of the preceding month. All these employees lose 50% of their Basic Pay, DA, HRA, Special pay/incentive (if eligible) for one month. Lose will be between Rs.40,000 and Rs.2,00,000

Issues on HRMS highlighted to Railway Board

Additional Member (HR) held detailed discussions on staff issues pertaining to HRMS module online facilities for pass/PTO, leave and Inter Railway Request Transfer. AM (HR) fully understood the problem and assured that efforts will be made settle the issues within three months.

- 1) Issues on privilege pass and privilege ticket order in HRMS
 - a) Travel by shorter route using online generated privilege pass and PTO
 - b) Crediting Privilege pass & PTO in employees account on cancellation of Trains
 - c) Reservation not permitted in trains running in same route but not having stopping at station mentioned in break journey

- d) Change in date of travel on the reservation done using PTO
 e) Deleting name of one member of family from pass eligible dependent list
 2) Issues pertaining to leave in HRMS:
 a) Display of Casual Leave (CL) account for the year 2023 at the beginning of year 2024
 b) Partial cancellation of sanctioned leave
 c) Display of Schedule of Powers in HRMS leave module
 d) Display of history of leave sanctioned for every employee
 f) Choosing leave sanctioning authority
 3) Registration for IRRT: Provision to be made in HRMS to allow registration for IRRT on exceptional / emergency situations where the condition (other than prescribed relaxation) of minimum service period shall be waived off by the competent authority.

President IRTSA appeals to CRB

21st February: CP IRTSA, GS IRTSA and office bearers met CRB & CEO at ICF during her visit to ICF & SR and submitted memorandum.



Team IRTSA submits memorandum to Member (T&RS) during his visit to ICF

17th February: Team IRTSA submitted memorandum to Member (T&RS) Railway Board during his visit to ICF. IRTSA requested MTRS to sanction 61 posts of SSE in level-8 for ICF as proposed by GM ICF.

It was highlighted that, because no recruitment of JEs since 2018 notification & no recruitment of SSEs since 2015 notification, huge vacancies are in the Technical Supervisors category throughout Railways. Recruitment process for DR & GDCE quota need to be done immediately. Creation of posts for new assets & new trains is need to be done in realistic & scientific manner.



Memorandum for change in vision test acceptance standard for Group B selection in PUs also submitted.

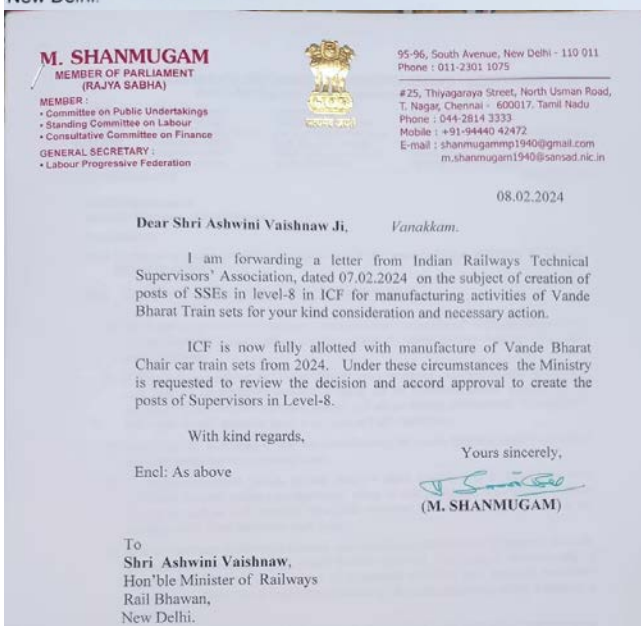
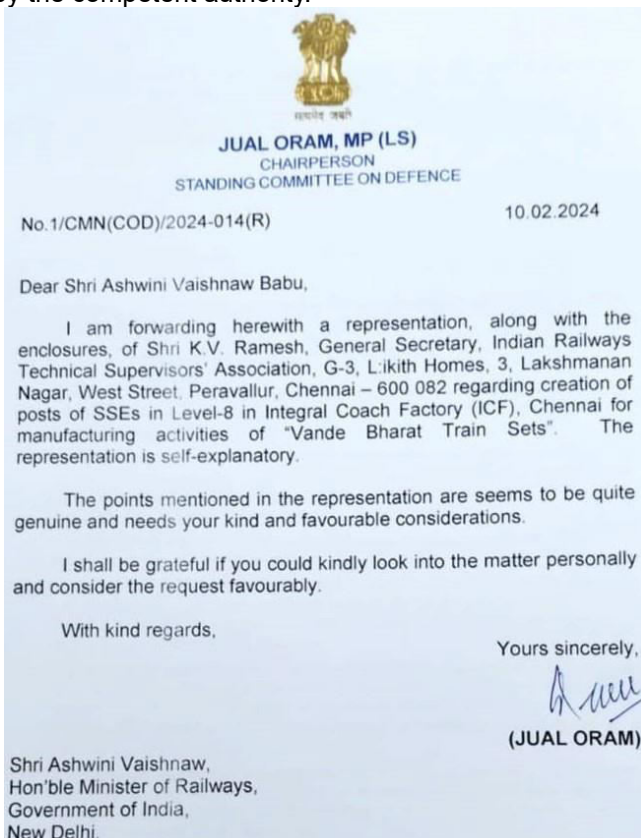
Er. K.V.Ramesh General Secretary IRTSA briefly explained the demands to MTRS.

Chairman and Member (T&RS) were given warm sendoff at Chennai airport on 21st and 17th evening respectively by Team IRTSA led by Er. M.Shanmugam, Central President, IRTSA.

Central President IRTSA addresses Mass Dharana organized by JAC ICF



11th Jan: Er. M.Shanmugam President IRTSA addressed mass hunger fast organized by JAC of ICF. Mass dharana was organized as per the direction of JFRPOS for withdrawal of National Pension Scheme (NPS) and restoration of old pension system for all employees.



GS IRTSA addresses Mass Dharanas against privatisation in Railways and scraping NPS & extending OPS to all employees

Er. K.V.Ramesh GS/IRTSA addressed mass dharanas organised by JAC ICF in front of ICF GM's office on 11th Jan, SRES at MMC complex on 12th Jan and DREU on 30th Jan at MMC complex Southern Railway. He explained threats being faced by Railway employees due to massive privatisation in Indian Railways and unguaranteed NPS.



Government's decision for complete outsourcing of 200 sleeper Vande Bharat Train sets to manufacture and maintenance thereafter for 35 years is a major concern.

NPS doesn't give social security – Employees demand of defined pension (old pension) system for all employees should be accepted by Government.

Outsourcing of 200 sleeper Vande Bharat Train sets

Government's decision for complete outsourcing of 200 sleeper Vande Bharat Train sets to manufacture and maintenance thereafter for 35 years is a major concern and it is considered as move for closer of production & maintenance activities by Railway. As per the contract 120 sleeper VB train sets will be manufactured at Marathwada Rail Coach Factory (MRCF) Lathur by Rail Vikas Nigam Ltd (RVNL) and Russian TMH & LES. 80 Sleeper VB train sets at Integral Coach Factory (ICF) Chennai by Titagarh Rail Systems Ltd and Bharat Heavy Electricals Ltd consortium. Maintenance by private manufacturers at six to eight Government depots situated in Delhi, Mumbai, Kolkata, Hyderabad, Bengaluru, Jodhpur, etc. Total cost of manufacturing cum maintenance contracts estimated to be over Rs.58,000 crore. This will take away roughly 65,000 thousand permanent railway jobs. Private companies will engage employees for low wages without any social security.

After getting direct access to approved design, infrastructure, inspection & commissioning, free electricity, compressed air, water, ICF men power, etc and grant of Rs.70 crore for purchase of machines etc, cost of private companies remains high at range between Rs.120 to 140 crore per 16 coach train set. Whereas ICF can do it in much lesser cost of Rs.104.35 crore. Work force will end up in the hands of private exposed to exploitation.

NPS doesn't give social security

Central Pay Commissions are formed by Central Government in every 10 years to study and recommend pay, dearness allowance, allowances, pension, dearness relief, retirement benefits, etc for all Central Government Employees.

5th CPC while fixing the pay scales and other benefits recommended for continuance of guaranteed old pension scheme. 6th & 7th CPCs were not given the terms of reference to study about "NPS" even though NPS was implemented from 01.01.2004.

Dr.Gayithri Committee constituted by 6th CPC to study about the terminal benefits of Central Government employees submitted that, projected pension costs are not alarmingly high, given the expected robust growth of the economy.

Staff side submitted its concern to the Government and demanded scraping of NPS. Staff side expressed that NPS discriminate two sets of Government employees, uncertainty regarding the actual value of their future pension, market risk for the accumulated fund, less effective take home pay because of mandatory contribution, etc.

Even though NPS was not part of terms of reference for 7th CPC, it recommended constituting high level committee to review the implementation of NPS and its benefits. Government constituted a committee under the Chairmanship of Secretary (Pension). The committee including staff side representatives discussed the issue and submitted its recommendations. But so far recommendations of the committee are not made known to staff side by Government. From 01.04.2019 Government contribution was increased to 14% from 10%.

Experience on NPS for the past 19 years fully demonstrated that NPS implemented by Government unilaterally has deprived social security and old age security.

	No. of NPS Subscribers in lakh	NPS asset Rs. in crore
Central Government	23.86	2,55,207.38
State Government	60.72	4,39,494.10
Corporate	16.63	1,14,871.58
All Citizen Model	28.40	41,302.53
NPS Lite*	41.77	4,877.71
APY	453.42	26,113.66
Total	624.81	8,81,866.97

As on March 2023 there are 6.25 crore NPS subscribers available and asset under management under NPS is Rs. 8.81 lakh crore as per the split up given in the table. Number of central and state governments NPS subscriber employees are 94.58 lakh and the asset value of these subscribers is Rs. 6.95 lakh crore. Huge value of this asset will be attracting many private financial companies to earn huge profit out of it, sidelining the social security for retired employees at their old age. Luxury of availability of Rs. 8.81 lakh crore fund under single management will be a major financial resource, that Government and other lobbies will resist strongly to take the decision of withdrawing NPS and implementing OPS. ♦

K.V.Ramesh GS IRTSA said safety measures followed by Railways avoided casualties in a major accident at Kavaraipettai, Chennai, S.Rly. In an interview to "Kumudam Reporter" a leading Tamil magazine GS IRTSA said that Zonal Railways should be allowed to fill all the vacancies particularly in Technical Supervisors and Technicians categories. Indian Railways should be allowed to create safety posts for new assets without the need of getting approval from Finance Ministry.



இந்திய ரயில்வே தொழில் நுட்ப மேற்பார்வையாளர் சங்கத்தின் பொதுச்செயலாளர் ரமேஷ் கூறுகையில், "90 கி.மீ வேகத்தில் ரயில்கள் மோதிக்கொண்ட போதும் உயிரிழப்புகள் ஏற்படவில்லை. அதற்கு காரணம், இரண்டு பெட்டிகளை இணைக்க CENTER BUFFER



COUPLER - LHB, சென்னை ICFல் தயாரிக்கப்பட்டு ரயில்களில் பயன்படுத்தப்படுகிறது. இது, விபத்தின்போது ஒரு பெட்டியின் மீது மற்றொரு பெட்டி மோதுவதைத் தடுத்து உயிர்சேதத்தைக் குறைக்கிறது. ரயில் தடம் புரண்டால், பெட்டிகள் சரிந்து பக்கவாட்டில் விழுமே தவிர, ஒன்றன் மீது ஒன்று மோதிக்கொள்ளாது. இச்சம்பவம், ஓடிசா சம்பவத்தைப் போலவே இருந்தாலும், இந்த சிஸ்டத்தால்தான் உயிரிழப்பு எதுவும் ஏற்படவில்லை.



»ரமேஷ்



»பார்த்தசாரதி

தற்போது ரயில்களின் எண்ணிக்கையும் அதிகரித்திருக்கிறது. அதற்கேற்ப டெக்னாலஜியும் மாறிக்கொண்டே வருகிறது. ஆனால், இதை பராமரிக்க போதிய ஆட்கள் இல்லை. காலியாக உள்ள டெக்னீசியன் போன்ற இடங்களுக்கு புதிதாக ஆட்களை எடுக்காமல், கான்ட்ராக்ட் மூலமாக ஆட்களை எடுக்கிறார்கள். குறைவான ஊதியம் கிடைப்பதால் அவர்களும் சரியாக வேலை செய்வார்களா என்பது கேள்விக்குறிதான். முன்பெல்லாம், ரயில் தண்டவாளங்களை இரவில் நடந்து சென்று சோதிக்கும் பணி நடைபெறும். இப்போது அது குறைந்து வருகிறது.

அதேபோல, தெற்கு ரயில்வேயில், பொது மேலாளராலோ, ரயில்வே ஆணையத்தின் சேர்மனோ, ஏன் ரயில்வே அமைச்சரே நினைத்தால்கூட புதிய பணியிடங்களை அறிவித்து நிரப்ப முடியாது. ஏனெனில், ரயில்வேயில் எந்தப் பிரிவில் பணியிடங்களை நிரப்ப வேண்டும் என்றாலும், நிதி அமைச்சகத்தின் அனுமதி பெற்றுத்தான் செய்ய முடியும். பின் எதற்கு ரயில்வே அமைச்சர்? இதில் பல்வேறு எதிர்ப்புக்கு பிறகு, லோகோ பைலட்டிற்கு மட்டும் விதிவிலக்கு கொடுத்திருக்கிறார்கள். சீனியர் செக்ஷன் இன்ஜினியர்ஸ் உள்ளிட்ட அதிகாரிகள் ஓய்வே இல்லாமல்தான் வேலை செய்கிறார்கள். எனவே, காலியாகவுள்ள பணியிடங்களை ரயில்வேதான் உடனடியாக நிரப்ப வேண்டும். அப்போதுதான் அதற்கான பணிகள் முறையாக நடைபெறும்" என்றார்.

இனியாவது சரியான டிராக்கில் பயணிக்குமா மத்திய அரசு?

IRTSA appeals for higher amount of PLB

கடந்த 9 ஆண்டுகளாக உயர்த்தப்படாத போனஸ் தொகையை உயர்த்தி வழங்க வேண்டும்

சென்னை, செப்.21: ரயில்வே தொழிற்சங்க நிர்வாகிகள் கூறியதாவது: கடந்த ஆண்டு 78 நாட்களுக்கு இணையான சம்பளம் போனஸ் ஆக அறிவிக்கப்பட்டாலும் குறைந்த பட்ச அடிப்படையிலே 30 நாட்களுக்கு இணையான போனஸ் தொகை மட்டுமே வழங்கப்பட்டது. போனஸ் கணக்கீடுக்கான ஊதிய உச்சவரம்பு 2014-15 நிதியாண்டில் ரூபாய் 7000 ஆக நிர்ணயிக்கப்பட்டது. அதே ஆண்டில் 78 நாட்கள் ஊதியத்திற்கு இணையான போனஸ் வழங்கப்படுவதாக அறிவிக்கப்பட்டது. ஆனால் ரயில்வே ஊழியர்கள் அதிகபட்சமாக பெற்ற போனஸ் தொகை ₹17,951 மட்டுமே. கடந்த 9 ஆண்டுகளாக 78 நாட்கள் ஊதியத்திற்கு இணையான போனஸ் மேலும் அதிக பட்ச போனஸ் தொகையான ₹17951ல் எந்த மாற்றமும் செய்யப்படவில்லை. 7வது ஊதியக்குழு படிநிலை ஒன்றுக்கான குறைந்தபட்ச அடிப்படை ஊதியத்தை ₹18 ஆயிரம் ஆக 1.1.2016 முதல் உயர்த்தி இருந்தாலும் போனஸ் கணக்கீட்டிற்கான ஊதிய வரம்பு ₹7 ஆயிரத்திலிருந்து ₹18 ஆயிரம் ஆக உயர்த்தப்படவில்லை.

ரயில்வே தொழிற்சங்கங்கள் வலியுறுத்தல்

தற்போது வழங்கப்படும் போனஸ் தொகையான ₹17951 அகவிலைப் படிசேர்க்காத குறைந்தபட்ச அடிப்படை ஊதியமான ₹18 ஆயிரத்திற்கு 30 நாட்களுக்கு இணையான போனஸ் ஆக மட்டுமே இருக்கும். குறைந்தபட்ச அடிப்படை ஊதியமான ₹18 ஆயிரத்திற்கு 78 நாட்கள் ஊதியத்திற்கு இணையான போனஸ் கணக்கீட்டப்பட்டால் அது ₹46 ஆயிரம் ஆக இருக்கும். போனஸ் தொகை குறைந்த பட்சம் ஊதிய படிநிலை ஒன்றிற்கான அடிப்படை ஊதியம் ₹18 ஆயிரத்திலிருந்து கணக்கீடு செய்யப்பட வேண்டும் என்று கோரிக்கை எழுப்பப்பட்டாலும், குரூப்-சி பணிகளில் ஊதிய படிநிலை 8 வரை உள்ள ஊழியர்களுக்கு அந்தந்த படிநிலைகளுக்கு தகுந்தார் போல் போனஸ் தொகை உயர்த்தி வழங்கப்பட வேண்டும் என இந்திய ரயில்வே தொழில்நுட்ப மேற்பார்வையாளர்கள் சங்கம் ஒன்றிய ஒன்றிய அரசிடம் வலியுறுத்தியுள்ளது.

Central President IRTSA meets CRB & Member (TRS)



18th March 2024:
Er. M. Shanmugam President, IRTSA met CRB and Member (Traction & Rolling Stock) at Railway Board at their chambers.

IRTSA submits memorandum to DG (HR)



6th April 2024, RCF Kapurthala, Memorandum on demands of Rail Engineers/Technical Supervisors and Staff of RCF handed over to Sh. Naveen Gulati Ji Hon'ble DG(HR) by Team IRTSA led by Er. Darshan Lal Central Working President, during his visit to RCF.

IRTSA submits memorandum to Shri. Amit Kumar Agarwal, Additional Member (ME)

12.04.2024, Er. K.V.Ramesh GS IRTSA and Er. Y.R.S. Banerjee Asst. Central Treasurer submitted memorandum to Shri. Amit Kumar Agarwal, Additional Member (Mechanical Engineering) Railway Board during his visit to ICF.



IRTSA submits memorandum to AM(PU)

IRTSA memorandum on demands of Rail Engineers/ Technical Supervisors and Staff of RCF handed over to Shri. Sanjay Kumar Pankaj AM(PU) at RCF Kapurthala on his visit on 11th April. Er. Darshan Lal Central Working President, Er. Surjit Singh Central Treasurer, Er. Jagtar Singh Zonal Secretary IRTSA RCF and other office bearers were present.



IRTSA Liluah E.Rly conducts seminar



17.04.2024, IRTSA Liluah, Carriage & Wagon Workshop conducted seminar on topic "Energy Conservation and Sustainable Development" was graced by Sri. Yatish Kumar, CWM Liluah. Dy.CME, Dy.CEE, WPO and other officers of Liluah workshop graced the seminar. Er. Subrata Das Secretary IRTSA LLH has done

elaborate arrangements for the seminar. Er. K.V.Ramesh General Secretary IRTSA addressed the seminar through recorded video.

**GS IRTSA's visit to zones
LARGELY ATTENDED IRTSA MEETING AT RCF KAPURTHALA**

27th March, K.V.Ramesh, General Secretary IRTSA addressed largely attended meeting of IRTSA RCF zone at Sahid Bhagat Singh senior institute RCF Kapurthala. The meeting was presided over by Er. Darshan Lal, Central Working President IRTSA in the presence of Er. Surjit Singh Central Treasurer IRTSA. Sh. Saravjit Singh GS RCF employees' union and its office bearers, Sh. Jeet Singh President RCF SC/ST Association and its office bearers participated as special invitees.



IRTSA submits memorandum to GM RCF and discussed various issues

27th March during his visit to RCF K.V.Ramesh GS IRTSA along with Er. Darshan Lal Central Working President, Er. Surjit Singh Central Treasurer, Er. Surjit Singh JGS and other office bearers met General Manager RCF and discussed some of the demands of RCF Rail Engineers after submitting a memorandum.



IRTSA CONDUCTS SUCCESSFUL MEETING AT LUCKNOW, NORTHERN RAILWAY

GS AIRF & GS IRTSA addressed the meeting held at Alambagh Workshop

CWM Alambagh addressed the gathering

In four-hour long meeting GS IRTSA briefed achievements of IRTSA and answered the quires raised by members



Intensive discussion with GS AIRF



President & General Secretary IRTSA held intensive discussions with Com.S.G.Mishra GS/AIRF at his chamber in New Delhi.

IRTSA condoles death of Com.M.Selvaraj, MP

13th May, 2024: Com.M Selvaraj, CPI's MP in 17th Loka Shaba representing Nagapattinam Tamil Nadu passed away in a private hospital at Chennai. Four-time MP opted out of contest in 2024 Loka Shaba general election owing to health concerns.

IRTSA indebted to him for support extended by him to achieve 50% upgradation of SSE, CDMS & CMS from level-7 to level-8. He led Team IRTSA to Railway Minister to represent demands of IRTSA. He has written to Railway Minister and Finance Minister for acceptance of IRTSA's demand.

IRTSA delegates meets MoSR
Welcome meeting with Sri.V.Somnna MoSR



19.06.2024: IRTSA delegates led by Er.M.Shanmugam, Central President, Er.K.V.Ramesh General Secretary including Er.K.Gobinath Zonal Secretary ICF, Er.Lakshminarayanan JGS and Er. Shantharaman met Sri.V.Somnna Hon'ble Minister for Railways at his chamber at Railway Board.

Warm Meeting with Pramila H.Bhargava AM (Staff) & AM (HR)



Cordial meeting with Director General (RHS)



M.Shanmugam Central President, K.V.Ramesh General Secretary IRTSA along with other office bearers met DG (RHS) and appealed for changes in eye vision medical tests for promotion from Group-C to Group-B.

IRTSA meeting at RWF, Yelahanka

29th May 2024: GS IRTSA addressed large gathering of Rail Engineers. Retiring Engineers of RWF & CEC office bearers felicitated. Affiliates of AIRF, NFIR and SC/ST Association joined.



Cabinet approves Unified Pension Scheme (UPS)

The Union Cabinet, chaired by the Prime Minister Shri Narendra Modi approved the Unified Pension Scheme (UPS).

The salient features of the UPS are:

- 1. Assured pension:** 50% of the average basic pay drawn over the last 12 months prior to superannuation for a minimum qualifying service of 25 years. This pay is to be proportionate for lesser service period upto a minimum of 10 years of service.
- 2. Assured family pension:** @60% of pension of the employee immediately before her/his demise.
- 3. Assured minimum pension:** @10,000 per month on superannuation after minimum 10 years of service.
- 4. Inflation indexation:** on assured pension, on assured family pension and assured minimum pension. Dearness Relief based on All India Consumer Price Index for Industrial Workers (AICPI-IW) as in case of service employees.
- 5. Lump sum payment at superannuation in addition to gratuity.** 1/10th of monthly emoluments (pay + DA) as on the date of superannuation for every completed six months of service this payment will not reduce quantum of assured pension.◆

Meeting at Izzat Nagar Workshop, NE. Railway



29th August 2024: GS IRTSA addressed members of Izzat Nagar Workshop.

Meeting at Amristar Workshop, N. Railway



30th August: In the meeting held at Amristar workshop Er.Surjit Singh Central Treasure IRTSA, Er.Jagthar Singh Zonal Secretary IRTSA RCF, Er. Baldev Raj Joint General Secretary participated along with Er. K.V.Ramesh General Secretary IRTSA.

Pleasant meeting with Sri.V.Somanna Hon'bel MoSR



28th July 2024: IRTSA team had a pleasant meeting with Sri.V.Somanna Hon'bel MoSR at Chennai. Er. M.Shanmugam Central President, Er. K.V.Ramesh General Secretary IRTSA and Shantharaman Advisor met him at Chennai airport. Minister remembered IRTSA meeting with him in his Chamber at Railway Board.

Following two issues were briefed to MoSR and memorandums were also submitted.

1) Grant of Non-functional upgradation (NFU) to level-9 for SSEs and other Supervisory cadres after 4 years of regular service in level-8 without restriction of 50% of posts in level-8. It was highlighted that present upgradation violates the similar methodology adopted for Accounts Supervisors, the recommendations of the 7th Central Pay Commission, and the approval given by the Ministry of Finance.

2) Upgradation of posts of SSEs in level-8 in ICF for higher level of supervision in the manufacturing, testing & commissioning activities of "Vande Bharat" train sets.

Sad & sudden demise of Shri.R.Ravi



Shri. R.Ravi,
Caring friend,
dependable
companion, great
organiser, team
performer, sensible
leader, loyal cadre,
person of integrity,
travel enthusiastic
and so many
Master in welding,
responsible &
accountable at
work, robotic
welding excelled on
his hand, his
charm reduced

pressure of colleagues and so many

Caring son, loving husband, friendly father,
trustworthy for relatives and so many

No IRTSA function is complete without him,
multifaceted, fill the gap where ever required, at
Chennai or out station he was available & committed
for the task and so many

Sports lover, he was our cricket team captain,
partner in badminton court, he covered more than
2/3rd of the court, primarily responsible for maintaining
badminton court, and so many

All in one, leaving memories behind, he left too
early.

IRTSA urges Centre to form 8th pay commission

R. VALAYAPATHY | DC
TIRUCHY, JUNE. 29

The Indian Railways Technical Supervisors Association (IRTSA) has appealed to the Union government to form the 8th pay commission. Sufficient time should be given to the pay commission to study all principles relating to pay, allowances, working conditions, promotional

avenue, classification of posts, etc and to hear the views of all stakeholders.

In a letter to Union finance minister Nirmala Sitharaman, IRTSA general secretary K.V. Ramesh wanted restoration of the old pension scheme for all Central government employees appointed after January 1, 2014.

He also wanted to exempt compensatory allowances

from income tax to avoid erosion of real wages, to increase the income tax basic exemption to Rs 6 lakh, standard deduction to be raised as Rs 2 lakh, and to remove the ceiling of Rs 5 Lakh on subscription to General Provident Fund (Central Services) in a financial year.

He underlined the need for revision of coverage, monthly subscription rates

of subscription and insurance cover for Central Government Employees Group Insurance Scheme, which was last revised in January 1990, and to allocate sufficient funds to all 125 railway hospitals across the country for augmenting capacity, modernising facilities and introduction of super speciality treatments in railway hospitals.

Meeting at Mid-life Rehabilitation & Refurbishment Workshop Sonipet, N. Railway

28th August: In the discussion held at Mid-life Rehabilitation & Refurbishment Workshop Sonipet Technical Supervisors said that there is a huge shortage of SSE & JE which need to be filled, additional sanction for proposed "Vande Bharat" rake POH, requirement of separate full-fledged stores department for Sonipet Workshop, exclusive civil engineering department for Sonipet Workshop, provision of air conditioners for SSEs room, etc were discussed.

IRTSA Golden Rock Workshops (GOC) S.Rly holds General Body, GS IRTSA address

Golden Rock workshops, Southern Railway conducted its General Body meeting on 16th July 2024. Er. K.V.Ramesh General Secretary IRTSA addressed the meeting.

Er.Zahir Hussain President IRTSA GOC presided over the meeting he welcomed General Secretary and all members. Er.Sripathy and Er.K.S.Naryanan Treasurer IRTSA GOC spoken briefly.



Elections for new body was conducted in the presence of General Secretary and all the office bearers were elected unanimously. Newly elected President Er.S.Marimuthu and Secretary Er.V.Thirumalaisamy thanked the members for electing them and other office bearers.

IRTSA Meeting with GS NFIR & AIRF

Er. K.V.Ramesh General Secretary IRTSA met Dr.M.Raghavaiah General Secretary NFIR on 28th August and Com. Shiv Gopal Mishra General Secretary AIRF on 1st September at New Delhi.

GS IRTSA discussed following issues with both the General Secretaries

- 1) Earlier decision on cadre restructure.
- 2) Formation of 8th Central Pay Commission.
- 3) Pay level-8 for left out categories including SE (IT).
- 4) Creation of posts of SSEs in level-8 in ICF.

5) Creation of Technical Supervisors post for new assets and new trains like Vande Bharat train sets.

6) Cases of promotions in the pre-revised pay structure between 01.01.2006 and the date of notification of RS (RP) Rules 2008 and the subsequent merger of the pre-revised pay scales of the promotional and the feeder posts in a common Grade -fixation of pay.

7) Huge vacancies in SSE posts throughout Indian Railways because of non-recruitment of Engineering graduates since 2015. GS IRTSA requested since no RRB notification has been issued so far for recruitment of SSE, as one time measure existing vacancies in SSE post may be filled through promotion from JE.

8) Menace of outsourcing.

IRTSA meeting at Madurai, S.Rly

15th July: Er. K.V.Ramesh General Secretary IRTSA addressed SSEs & JEs of Mechanical and Electrical departments of Madurai division at coaching depot Madurai. Er.Balasubramanian former President IRTSA Madurai division was felicitated by Er.Senthil Kumar SSE coaching depot. Er.Senthil SSE Electrical, Er.Amrithan SSE Mechanical and Er.Rengavaratharajan SSE briefed about problems faced by Technical Supervisors of Madurai division. Shortage of staff, JE & SSE, non-availability of material, unqualified contract employees are major issues highlighted by them. It was told that in the process of taking corrective and preventive actions, instead of making arrangements to attend causes of problems, Technical Supervisors are victimised. They wanted to stop the victimisation of SSEs & JEs even for flimsy reasons.

IRTSA CLW submits memo to AM (PU)



Er.Ashoh Chowdhury Zonal Secretary IRTSA CLW along with office bearers submitted memorandum to AM (PU) on main demands of the category during his visit to CLW on 9th July 2025.

IRTSA Mysore Workshop elects new office bearers in GB held on 24.07.2024.



NAME	Official Post	Designation in IRTSA
Er. Manje Gowda	SSE/MW	President
Er. Shashi Kumar	SSE/PTG	Vice President
Er. V.Surendran	SSE/WELD	
Er. K.K.Pavithran	SSE/CL	Convener
Er. V.Suresh	SSE/Trimming	Secretary
Er. M.Santhosh	SSE/WELD	Jt. Secy
Er. A.Ramakrishnan	SSE/CBR	Org Secy
Er. P.Omprakash	SSE/WHL	Treasurer
Er. Alan Roy	SSE/WHL	Jt Treasurer
Er. N.Lakshmana	SSE/INSP	Auditor
Er. N.Balakrishna	SSE/CBR	Assistant Secretary
Er. V.Amarnath Rao	SSE/Corr	
Er. G Udaya Kumar	SSE/MW	
Er. K.Preethima	SSE/Prog	
Er. S.M.Nagaraja	SSE/AB	
Er. V.T.Anand Kumar	SSE/PROG	
Er. T.V.Satheendran	SSE/BRS	
Er. P.D.Somashekara	SSE/CL	
Er. M.R.Chandra	SSE/TL	
Er. P.B.Satish	SSE/AC.Elec	
Er. K.Kanakaraju	SSE/Insp	
Er. M.K.Jaisal	SSE/Trn Sec	

IRTSA ICF hosts Grand retirement function for Er.R.Segar Div Secy Shell ICF



IRTSA ICF zone hosted grand retirement function for Er.R.Segar Divisional Secretary Shell Division ICF. Er.M.Shanmugam President, Er.K.V.Ramesh GS IRTSA, Er.K.Gobinath ZS, Er.Boominathan, Er.Y.R.S.Banerjee, Er.Raja Prabakar, Er.G.Aranganathan, Er.S.Balsamy, Er.R.Ragupathy, Er,Shantharaman and many others wished Er.R.Segar & his family happy retired life.

Team IRTSA meets MoSR, CRB, MTRS, Member (Infra), DG (HR), AM (Staff), AM (HR) & AM (Fin) at Railway Board Continuous and uninterrupted pursual of demands of IRTSA



24th Oct 2024: Team IRTSA had a pleasant visit to Railway Board and persuaded some of the important demands of the category. Er. K.V.Ramesh General Secretary IRTSA along with Er. K.Gobinath Zonal Secy ICF and Er. E.Ramesh Vice President met Sri.V.Somanna Hon'ble Minister of State for Railway Board, Sri.Satish Kumar CRB & CEO, Sri. Braj Mohan Agarwal Member Traction & Rolling Stock, Sri. Naveen Gulati Member (Infra) Sri. R.Rajagopal DG (HR), Smt. Pramila H.Bhargava AM (Staff), Smt. V.Booma AM (HR), Smt. Usha Venugopal AM (Fin) and other officers. Memorandums were submitted on following four demands and GS IRTSA explained the merits of the demands briefly.

- 1) Grant of Non-functional upgradation (NFU) to level-9 for SSEs and other Supervisory cadres after 4 years of regular service in level-8 without restriction of 50% of posts in level-8 & 100% upgradation of posts of SSEs from Level-7 to Level-8
- 2) Classification of posts of SSE, CDMS, CMS & SE(IT) in level-8 as Group-B.
- 3) a) Revision in percentage of direct recruitment for Graduate Engineers in the category of Technical Supervisors/Rail Engineers.
b) Promoting JE/CMA/DMS in the DR quota of SSE/CMS/CDMS as temporary arrangement.
- 4) Creation of work charged posts of SSEs in level-8 in ICF for higher level of supervision in the manufacturing, testing & commissioning activities of "Vande Bharat" train sets.

Sri.V.Somanna Hon'ble MoSR listened patiently the brief of GS IRTSA on the demands and marked the memorandums for further action. MoSR also briefly discussed on IRTSA's suggestions meeting the need of additional space for ICF and construction of road fly over near ICF.



Sri. Satish Kumar Chairman & CEO Railway Board discussed the demands raised by IRTSA briefly and forwarded the memorandums to DG (HR).



Team IRTSA welcomed Sri. Braj Mohan Agarwal taken over as Member Traction & Rolling Stock. MTRS received the demands of IRTSA positively.

Sri. R.Rajagopal DG (HR) and Smt. Pramila H.Bhargava AM (Staff) in spite of their busy schedule of meetings with Railway Minister and CRB, spared time to meet team IRTSA and briefly discussed the issues and responded positively.

Smt. V.Booma AM (HR): Team IRTSA demanded for Providing opportunity for submitting representations against gradings below “very good” recorded in APARs for the year 2020-21, 2021-22 & 2022-23 for the purpose of MACPS. AM (HR) discussed the issue in depth and asked for some statistics on the issue. Other issues like on line booking for supervisors’ rest houses & holiday homes and safe and approachable rest houses for lady supervisors deputed out station on duty, etc were discussed with AM (HR).

Sri. Naveen Gulati Member (Infrastructure) received the memorandums submitted by IRTSA.

Team IRTSA met **Smt. Usha Venugopal AM (Fin)** requesting her guidance & support their demands.

Team IRTSA submits memorandum to Shri.L.Murugan Hon’ble Union Minister



29th Oct 2024, Er. K.V.Ramesh GS IRTSA along with Er. R.Ragupathy Org Secy and Er. P.Jagadish Kumar JGS met Shri. L. Murugan, Minister of State for Information and Broadcasting at Chennai and submitted memorandum on important demands of Technical Supervisors working in Railways and requested him to forward them to Hon’ble Minister for Railways with his recommendations.

31st Oct: Er. M.Shanmugam CP IRTSA, Er. K.V.Ramesh GS IRTSA & Er. B.Saravanan Org Secy met Shri.L.Murugan Minister of State for Parliamentary Affairs & Minister of State for Information and Broadcasting. submitted memorandum on following important demands of Technical Supervisors working in Railways and request to forward them to Hon’ble Minister for Railways with his recommendations.



1) Grant of Non-functional upgradation (NFU) to level-9 for SSEs and other Supervisory cadres after 4 years of regular service in level-8 without restriction of 50% of posts in level-8 & 100% upgradation of posts of SSEs from Level-7 to Level-8

2) Classification of posts of SSE, CDMS, CMS & SE(IT) in level-8 as Group-B.

3) a) Revision in percentage of direct recruitment for Graduate Engineers in the category of Technical Supervisors/Rail Engineers.

b) Promoting JE/CMA/DMS in the DR quota of SSE/CMS/CDMS as temporary arrangement.

4) Creation of Technical Supervisors & filling vacant Technicians posts in ICF.

IRTSA meeting with Shri Ravneet Singh MoSR at RCF

11.09.2024: Team IRTSA headed by Er.Darshan Lal Central Working President IRTSA, Er. Surjit Singh Central Treasurer, Er.Jagthar Singh Zonal Secretary, Er.Baldev Raj Jt Gel Secretary and other office bearers met Shri Ravneet Singh Minister of State for Railways.



Demands highlighted to MoSR

1) Recognition of IRTSA.

2) Restoration of OPS.

3) Upgradation of pay structure of Technical Supervisors / Rail Engineers.

4) Inclusion of training period for the purpose of MACPS.

5) Earlier favourable decision on the issue of promotion earned in the pre revised pay structure between 01.01.2006 and date of notification of RS (RP) rules 2008. Promotions earned in 5th CPC pay structure between 01.01.2006 and date of notification of RS (RP) rules 2008, between posts which are merged by 6th CPC should be ignored for the purpose of MACPS.

6) Inclusion of SSE in GIS.

7) PCO allowance of Rail Engineers working in CMT, Stores and Design wings.

8) Outsourcing should be controlled 9) Release of three instalments of Frozen DA & DR.

10) Air conditioning of SSE rooms inside shop floor.

11) Stoppage of mail & express trains at RCF Halt.

12) Construction of type IV DS accommodation at RCF.

13) Earlier completion of two lane road and construction of fly over on the main road outside of RCF main gate.

Engineers' day celebration by IRTSA

IRTSA celebrated Engineers' day with enthusiasm across Indian Railways and exchanged pleasantries. Sri.Shiv Gopal Mishra GS AIRF graced the celebrations organised by IRTSA Northern Railway at Lucknow.



GS IRTSA address All India Loco Running Staff Association South Zone agitation

18th Oct, K.V.Ramesh General Secretary IRTSA addressed the agitation organized by All India Loco Running Staff Association (AILRSA) South Zone in front of Chennai Central sub urban rail terminal. Federation leaders, unions and Associations' leaders participated and addressed the agitation in support of demands of AILRSA.



IRTSA CEC NZ meeting held on 26th Oct 2024.

Central Executive Committee (North Zone) meeting of IRTSA was held on 26th October at Dr.Ambedkar Bhavan, Sector 37A, Chandigarh between 10.30 and 14.15 hours.

Er.Darshan Lal Central Working President welcomed Chairman, General Secretary and all CEC members from North Zone. In his speech Er.Darshan Lal Central Working President thanked Er.Harchandan Singh for making a strong platform for Technical Supervisors and leading the Association nearly for half a century.

Er.Harchandan Singh Chairman in his opening speech appreciated the efforts made by RCF zone for arranging CEC NZ meeting in a short period of time. He said all CEC members should visit zones other than their zone regularly and advised to divide the sub units zone wise for making a Calendar to visit them. Chairman said IRTSA has achieved the 67% in the apex grade of Technical Supervisors from 6%. There were many achievements to the credit of IRTSA still there are demands to achieve. Among them the most important is getting Group-B status for SSEs he said. He felicitated Er.Darshan Lal who will be retiring from Railway service on 31st Dec 2024. Chairman appealed for contribution for "Voice of Rail Engineers"

General Secretary's Report: Er.K.V.Ramesh General Secretary in his report briefed on the pursuit activities carried out by Central President and General Secretary on the demands of IRTSA. Zonal Secretaries & CEC office bearers presented their report and views.

Team IRTSA camp at New Delhi

Braving severe cold during last week of December 2024, Er.M.Shanmugam, Central President, Er.K.V.Ramesh, General Secretary and Er.G.Aranganathan, JGS camped New Delhi during last week of December 2024 and made focused persuasion on some of the main demands of IRTSA.



Team IRTSA with Sri.V.Somanna, MoSR



Team IRTSA with Chairman & CEO



Team IRTSA with Member Finance

Team IRTSA submitted memorandum and discussed the demands submitted by IRTSA to the "Committee to examine issues relating to Supervisory Categories". Following demands were raised with CRB, Members, Additional Members and DG (HR) of Railway Board.

- 1) Stagnation at L-7 and modalities to improve promotion prospects for Technical Supervisors.
 - a) All SSE, CMS, CDMS and SE(IT) may please be placed in level-8 w.e.f. 01.01.2016 with exclusive designation.
 - b) Non-functional upgradation to level-9 after completion of 4 years in level-8 without any restriction.
 - c) To clear the severe stagnation among seniors, NF upgradation to level-9 may be extended after completion of 2 years in level-8 atleast up to the year 2026.
 - d) All JE, CMA and DMS should be placed in level-7.
 - e) DR quota for Graduate Engineers may be calculated 10% of sanctioned strength of SSE.
 - f) As one time measure DR vacancies of SSE may please be filed through promotion from eligible JEs and same principle should be applied for CMT and stores.
- 2) SSE, CMS, CDMS in level-8 to be classified as Gr-B.

3) Indian Railways to follow classification of posts aligning with classification issued by DoPT.

Team IRTSA highlighted to Sri.V.Somanna, Minister of State for Railways on the issues of Revision in percentage of direct recruitment for Graduate Engineers in the category of Technical Supervisors/Rail Engineers, Promoting JE/CMA/DMS in the DR quota of SSE/CMS/CDMS as temporary arrangement and approval of GM ICF proposal for creation of SSE posts in level-8.

Team IRTSA vigorously highlighted unfair treatment to eligible seniors under the current selection policy for promoting Group 'C' employees to Group 'B' posts through the 70% Promotion quota. The issue was intensively discussed with CRB, Member (Traction & Rolling Stock), Member (Infrastructure) and DG (HR).

Creation of post of Senior Section Engineer (SSE) in level-8 in Integral Coach Factory for manufacturing "Vande Bharat" train sets was also intensively persuaded at Railway Ministry and Finance Ministry. This issue was highlighted to CRB, Member (Traction and Rolling Stock) DG (HR), AM (Staff) and AM (HR).

Providing opportunity for submitting representations against gradings below "very good" recorded in APARs for the year 2020-21, 2021-22 & 2022-23 for the purpose of MACPS was once again highlighted to AM (HR).



Team IRTSA with Shri. Braj Mohan Agrawal Member Traction & Rolling Stock



Team IRTSA with Sri. Naveen Gulati Member Infrastructure



Team IRTSA with R.Rajagopal DG (HR)



Team IRTSA with AM (Staff)



Team IRTSA with AM (HR)

Team IRTSA submitted memorandums to Sri. Anurag Thakkur, Sri.Ganesh Singh, Sri.Pradeep Kumar Sing, Sri. Deepender Singh Hooda Members of Parliament and Ms.Kanta Kardam Former Member of Parliament and requested them to forward the memorandum to Railway Minister. Team IRTSA also met Sri.Bhupinder Singh Hooda Former Chief Minister Haryana requesting his support for the category's demands.



Team IRTSA with Sri.Bhupinder Singh Hooda Former Chief Minister of Haryana.



Team IRTSA with Sri.Deepender Singh Hooda Member of Parliament



Team IRTSA with Smt.Kanta Kardam Former MP



Team IRTSA with GS AIRF



Team IRTSA with GS NFIR

Team IRTSA meet Additional Secretary DoE Appeal, Rlys should be allowed to create posts in safety categories for new assets



Er. M.Shanmugam, Central President and Er. K.V.Ramesh General Secretary IRTSA along with Aranganathan JGS met Smt.Parama Sen, Additional Secretary at her chamber and requested for lifting the ban on creation of safety posts in Technical Departments of Indian Railways. Need for creation of more number of Technical Supervisors was explained to Additional Secretary. Proposal of Integral Coach Factory, for creation of SSE in level-8 for the manufacturing activities of Vande Bharat train sets was also raised in the meeting.

Team IRTSA meet Member (TRS)



7th Nov 2024: Team IRTSA met Shri. Braj Mohan Agrawal, Member traction & rolling stock, Railway Board during his visit to Chennai. Er. M.Shanmugam President & Er. K.V.Ramesh GS IRTSA welcomed MTRS. S.Balsamy Advisor and Suresh Kumar Secy BBQ S.Rly welcomed MTRS on behalf of IRTSA ICF and Southern Railways. Issues highlighted were,
 1) Creation of work charged posts of SSEs in level-8 in ICF for higher level of supervision in the manufacturing, testing & commissioning activities of "Vande Bharat" train sets.
 2) Injustice done to Technical Supervisors category in selection policy for 70% PQ (seniority quota) promotion from Group 'C' to Group 'B' posts. In the new selection policy around 3.4 lakh employees in level-6 & level-7 were made eligible for appear for Group-B 70% PQ (seniority quota) for around 200 vacancies. This has created lot of dissatisfaction among qualified seniors who are stagnated for long years and administrative difficulties on conducting selection from large pool of employees for minimum number of vacancies.

59th All India Annual Conference & CGB meeting of IRTSA hosted by RCF majestically

The 59th All India Annual Conference and Central General Body (CGB) meeting of Indian Railways Technical Supervisors Association (IRTSA) was held on 27th December 2024 at Community Hall, Rail Coach Factory (RCF) Kapurthala. IRTSA RCF Zone hosted the conference and CGB.

CGB meeting was followed by “**Executive Committee Meeting**” held in the evening. **General Manger RCF** graced the Seminar on topic “**Improving Performance of Indian Railways – Focus on Passenger Business**” as **Chief Guest**. PHODs, Officers, Union office bearers of RCF and IRTSA members graced the Seminar.

Felicitation programme for Er.Darshan Lal Central Working President on his superannuation from Railway Service was graced by General Manager RCF, PHODs, Officers of RCF, President, General Secretary & Office bearers of IRTSA and family members of RCF.



Proceedings of Central General Body Meeting of IRTSA.

- 1) **Procession** was held from RCF campus main gate to conference venue. Delegates and members of RCF participated enthusiastically.
- 2) **Flag hoisting** by Central President
- 3) **Welcome:** Er.K.V.Ramesh General Secretary IRTSA on behalf of CEC welcomed the delegates.
- 4) **Welcome by Chairman Conference:** Er.Darshan Lal Central Working President and Chairman Conference committee welcomed delegates.
- 5) **Condolences for Dr.Mohmohan Singh:** CGB observed two minutes silence as a mark of respect to Former Prime Minister, distinguished economist Dr.Manmohan Singh passed away of 26th December.
- 6) **Chairman's Message:** Er.Harchandan Singh who couldn't attend the meeting sent his message.
- 7) **President Address:** Er.M.Shanmugam Central President IRTSA in his presidential address explained the struggles and achievements of IRTSA over the years.
- 8) **Com. Sarvjeet Singh General Secretary RCF EU,** Guest of honour, in his address expressed his gratitude

to IRTSA RCF zone.

9) **General Secretary's Report:** Er.K.V.Ramesh General Secretary submitted his report on various activities of IRTSA.

10) **Balance Sheet on Account:** Er.Surjit Kumar Central Treasurer IRTSA submitted accounts balance sheet.

11) **Demands Resolution:** Er.K.V.Ramesh General Secretary proposed resolution on demands.

12) **Zonal Secretaries' Report:** Zonal Secretaries and CEC members of IRTSA presented their report on the activities of their zones, including important reports by Er. K.Gobinath, Zonal Secretary ICF, Er. M.A.Thousif Khan, SCR, Er. Suresh Zonal Secretary SWR, Er. R.B.Singh Zonal Secretary WR, Er. Akhilesh Vishwakarma Zonal Secretary NR, Er. Ashoke Chowdhury Zonal Secretary CLW, Er. Jagtar Singh Zonal Secretary RCF, Er. Ramanuj Gupta NER, Er. S.Marimuthu SR, etc.

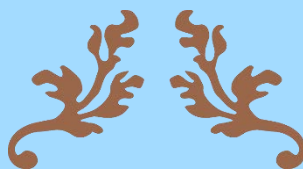
13) **Organisational Resolutions & Resolution on line of action:** Er.K.V.Ramesh General Secretary proposed Organisational Resolutions & Resolution on line of action.

14) General Secretary report, accounts balance sheet for the year ending 2023, resolutions of demands, organisational resolution and resolution on line of action were adopted by the CGB.

15) On behalf of ICF zone, host of 60th CGB at Chennai, Er.K.Gobinath Zonal Secretary ICF welcomed all the members for the CGB meeting going to be held at Chennai in 2025.

16) **Vote of thanks:** General Secretary thanked all the delegates who have come from all over India for attending this Conference inspite of long journey. He thanked the host, Team IRTSA RCF headed by Er.Darshan Lal for making all the arrangements for the success of CGB & conference. Earlier on behalf of host Er.Darshan Lal thanked all the delegates for their participation and member of IRTSA RCF for making the conference a memorable one.





Submission to Committee to examine issues relating to Supervisory Categories

Indian Railways Technical Supervisors' Association



Justifications for core demands of Technical Supervisors, CMT, Stores & IT Engineers

- 1) Stagnation at L-7 and modalities to improve promotion prospects for Technical Supervisors.
 - a) All SSE, CMS, CDMS and SE(IT) may please be placed in level-8 w.e.f. 01.01.2016.
 - b) Upgradation to level-9 after completion of 4 years in level-8 without any restriction.
 - c) All JE, CMA and DMS should be placed in level-7.
 - d) DR quota for Graduate Engineers may be kept as 10% of sanctioned strength of SSE.
 - e) As one time measure DR vacancies of SSE may please be filed through promotion from eligible JEs and same principle should be applied for CMT and stores.
- 2) SSE, CMS, CDMS in level-8 to be classified as Group-B.
- 3) Indian Railways to follow classification of posts aligning with classification issued by DoPT.

- Supremacy of pay to SSE in 2nd, 3rd & 4th CPC needs to be restored. Unique having DR in level-6 and level-7.

Pay Commission	Minimum pay for SSE (apex)	Minimum pay for other Group-C apex
2 nd CPC	Rs.600	Rs.450
3 rd CPC	Rs.840	Rs.700
4 th CPC	Rs.2375	Rs.2000

- Less than 20% of SSE received actual upgradation to level-8 from level-7 vide RBE 155/2022. Upgradation of all SSE, CMS, CDMS & SE(IT) to level-8 and NFU to level-9 after 4 years of service in level-8 without any restriction. Implementation from 01.01.2016.
- Railways already classified posts in Level-8 as Group B Gazetted, as per RBE No. 5/2010, dated 08.01.2010. Classify existing 25,237 sanctioned posts of SSE, CMS & CDMS in Level-8 as Group-B immediately in first phase.
- Share of Group 'B' posts in Railways is only 0.34% as compared to average 2.94% in Central Government departments. Classify all 75,500 posts of Technical Supervisors / Rail Engineers as Group-B in 2nd phase to improve the supervision level in present scenario.
- Fill all existing vacancies in the categories of Technical Supervisors, CMT and stores. 8500 vacancies in level-7 SSE, CMS & CDMS.
- Create new posts for new assets & introduction of new trains.

For detailed memorandums please visit www.irtsa.net

K.V.RAMESH General Secretary IRTSA, rameshirtsa@yahoo.co.in, 9003149578.

Presentation before

“Committee to examine issues relating to Supervisory Categories”

Focusing on SSE, CMS, CDMS, SE(IT) & JE

By

K.V.Ramesh, General Secretary

Indian Railways Technical Supervisors' Association
(IRTSA)

In presence of

Sri.M.Shanmugam, Central President

Sri.Jagtar Singh, Sr.Vice President & SSE, RCF.

Sri.MMVGK. Raju, JGS & SSE Lalguda workshop, SCR.

Sri.Suresh Kumar, Org Secy & SSE BBQ Coaching Depot.

Date:16.12.2024

1. Strength of SSE, CMS & CDMS

Designation	PL	Strength before RBE No 155/2022			
		SS	On roll	Vac	% Vac
SSE (All Tech Depts) & CMS	7	48546	40462	8084	16.7%
SSE (Printing Press) & CDMS	7	1927	1511	416	21.6%
Total		50473	41973	8500	16.8%

- Around 24000 JEs.

- Stagnation felt severely because of two consecutive entry grades in L-6 & L-7.

- Huge vacancies in both grades of SSE & JE.

2. Stagnation at SSE is accepted fact

1. 7th CPC in para 11.40.113 said that there is some element of stagnation at the GP-4600 (SSE) stage.

2. National Anomaly Committee referred its item No.15 – “Issues of Technical Supervisors in Railways” (DoPT OM dated 31.01.2019) to DAC. **No meeting of DAC held in Rlys.**

3. Rly Board's High power committee accepted stagnation.

4. CRB accepted in 48th NC-JCM meeting that the element of direct recruitment in the SSE grade is from highly qualified candidates, but they currently stagnate at a low level without appropriate status. **Cabinet Secretary asked CRB and DoE to resolve the issue expeditiously. Spirit of NC-JCM decision not fully met.**

3. RBE No.155/2022 – Not cleared the stagnation

Only less than 10% of the SSE got actual pay fixation benefit on upgradation from level-7 to level-8.

Implementation of RBE No.155/2022 - Analysis at ICF

1.	Sanctioned strength of SSE in different seniority units of ICF	836
2.	50% upgradation on 01.12.2022	413
3.	SSE already in L-9 MACPS (among upgraded to L-8)	148
4.	SSE already in L-8 MACPS (among upgraded to L-8)	193
5.	Sub total (3+4)	341
6.	SSE got pay fixation on 01.12.2022 on promotion to L-8.	72
7.	SSE got pay fixation on 01.12.2022 in % to upgraded SSE	17.4%
8.	SSE got pay fixation on 01.12.2022 in % to total strength	8.6%

4. Railways not followed its own decision

1. Decision taken by Rly in DAC (6th CPC) to grant GP Rs.4600 for JEs and GP Rs.4800 for SSE in 2010 ignored. Ref. Rlys O.M. No. PC VI/2009/DAC/1 (Pt2) dated 11.06.2010 sent to FM.

2. Recommendations of Railways' high-level committee is neither accepted nor Railways followed DoE approval dated 01.11.2022.

3. GP Rs.4800 & NFU to PL-9 was granted to Accounts supervisors from 01.01.2006 and 01.01.2016 respectively. No parity followed for Technical Supervisors.

5. Reversal of relativities between apex grades of Technical Supervisors (SSE) Accounts & other supervisors

PC	SSE	Accounts	Ministerial	Nurse
3rd	Rs.840-1040 Rs.840-1200	Rs.775-1000	Rs.700-900	Rs.700-900
4th	Rs.2375-3500	Rs.2000-3200	Rs.2000-3200	Rs.2000-3200
5th	Rs.7450-11500	Rs.7450-11500 (w.e.f. 7.3.2003)	Rs.7450-11500	Rs.7500-12000
6th	GP Rs.4600	GP Rs.4800	GP Rs.4600	GP Rs.5400
7th	L-7	L-8 & NFU L-9	L-7	L-9
Dec-22	L-8		L-8	
Dec-26	L-9 NFU (25% of cadre)			

6. No uniform promotion opportunity

1. There are various seniority units available for Technical Supervisors working in four technical departments of Indian Railways. Since RBE No.155/2022 was implemented for the sanctioned strength of individual seniorities, many of the seniors were left of the upgradation. Example in ICF Mechanical department given below

Name	JE	SSE GP 4600 / L-7	L-8 on Dec 2022
Sri.N.Kandasamy	Aug. 1992	Oct 2005	Left out
Junior SSE promoted on Dec 2022	May 1998	Nov 2013	Promoted

2. This situation has defeated basic objective of the upgradation. Only 100% upgradation of SSE posts to level-8 from level-7 will avoid the serious anomaly of seniors left out of upgradation.

7. Enormous pressure due to vacancies in SSE

Quantum of DR quota in SSE steadily increased

CRC / PC	% of SE / SSE	DR quota for 100 Tech Supr
01.03.1993	25%	5
01.11.2003	29%	5.8
01.01.2006	50%	10
01.11.2013	67%	13.4

1. 8500 posts of SSE, CDMS & CMS vacant at the time of implementation of RBE No.155/2022.
2. Last RRB notification for recruitment of Gr Engineers was on 2015.
3. DR of SSE was discontinued in 2018. Resumption order for DR issued in the year 2021. Till now no recruitment.

As one time measure DR vacancies of SSE should be filled by promoting eligible JEs

8. Group-B - Long wait continuous

1. One exercise was done by Rly Board immediately after 5th CPC.
2. After 6th CPC, in the meeting convened by Member Staff on 19.07.2007, it was agreed that there was need to upgrade the management cadre to develop and monitor the advanced technology, increased staff productivities and fast changing operation on Railways. The meeting also took note of stagnation, resulting from non-implementation of up-gradation from Group-C to Group-B.
3. FC in principle concurred the proposal for Gr-B on 31.05.2007. Rly Board discussed the issue many times, but no decision.
4. Railways already classified posts in Level-8 as Group B Gazetted, as per RBE No. 5/2010, dated 08.01.2010.
5. In 2018 again Railway formed a high level committee.

9. Group-B Strength reduces in Railways

Number of Group 'B (Gaz)' posts in Railways has significantly decreased between 2010 and 2022, severely impacting the promotional prospects & Administrative requirements.

10. Change in Gr-B 70% PQ selection zone of consideration criteria (RBE No.216/2019) further aggravates stagnation

1. As on 01.01.2024, only 2578 Group-B posts are available for Civil, Mech, Elec and S&T departments.
2. Promotion to Gr-B is limited to vacancies arising out of 2578 posts. Two channels – 70% seniority quota and 30% LDCE quota.
3. Revised eligibility criteria for 70% seniority quota Gr-B selection is minimum three years service in level-6. Deeply affects even existing meagre chances of promotions to seniors.
4. PQ quota zone of consideration is even bigger than zone of consideration for LDCE quota.
5. Ratio between eligible Gr-C in level-6 & 7 to Gr-B posts in four technical departments of Indian Railways - 1 : 0.013.
6. **Zone of consideration for PQ should be limited to 3 times of vacancies and there should not be any grading as good and outstanding.**

11. Way forward – Pay Level

1. All SSE, CMS, CDMS and SE(IT) may please be placed in level-8 w.e.f. 01.01.2016 with exclusive designation. (For left out category, SE (IT) pl ref IRTSA memo/26 dt 22.05.2024)
2. Non-functional upgradation to level-9 after completion of 4 years in level-8 without any restriction.
3. To clear the severe stagnation among seniors, NF upgradation to level-9 may be extended after completion of 2 years in level-8 at least up to the year 2026.

4. All JE, CMA and DMS should be placed in level-7.
5. DR quota for Graduate Engineers may be calculated 10% of sanctioned strength of SSE.
6. As one time measure DR vacancies of SSE may please be filed through promotion from eligible JEs and same principle should be applied for CMT and stores.

12. Way forward – Classification of posts

Classification of SSE, CMS, CDMS and SE(IT) as Group-B

1st Phase

All SSE, CMS, CDMS & SE(IT) in level-8 (around 25,000) having element of direct recruitment in L-6 & L-7 should be classified as Gr-B.

2nd Phase

Indian Railways should follow the classification aligning with classification of DoPT.

As one time measure DR vacancies of SSE should be filled by promoting eligible JEs.

Glittering felicitation to Er.Darshan Lal Central Working President IRTSA



Er.Darshan Lal Central Working President IRTSA, a leader with Commitment, Integrity, Hardworking, Fearless, Organizer, Motivator, Mentor & Tactfulness superannuated from Railway Service on December 2024 was felicitated in a glittering manner by IRTSA in the CGB held at RCF on 27th November 2024.

Sri.S.S.Mishra GM RCF, Er.M.Shanmugam President IRTSA, Er.K.V.Ramesh GS IRTSA, Com. Sarvjeet Singh General Secretary RCF EU and Office bearers of IRTSA felicitated Er.Darshan Lal and his family.



GS IRTSA visits CLW



In the meeting held on 25th Nov 2024 at CLW, General Secretary IRTSA explained merits and status position of important demands like level-7 to JEs, level-8 to all SSEs, Nonfunctional upgradation to level-9 after completion of four years of service in level-8, grant of Group-B (Gaz) status to all SSEs in level-8, filling up of all vacancies in Technical Supervisors / Rail Engineers categories, creation of new posts in safety departments for new assets, controlled outsourcing, etc.

Er. Ashoke Chowdhury Zonal Secy CLW explained activities of IRTSA and achievements. Er. Sougata Bhattacharjee, Er. Gowthem Majji, Er.Subarata, Er.Zahir and other members spoken in the meeting.

Members interacted with GS IRTSA on following subjects

1. Huge shortage of man power.
2. Vacancies in SSE L-7 (particularly DR quota) not filled for many years.
3. junior engineers should be promoted in SSE DR vacancies.
4. Incentive for CMT Engineers working on shop floor.
5. Difficulties because of out sourcing.
6. Part of Work force not maintaining punctuality and discipline.
7. Victimization of JE & SSE

59th Foundation Day & Pongal celebrations by IRTSA ICF zone

IRTSA ICF Zone celebrated 59th foundation day on 27th Nov 2024 and Pongal celebrations on 29th Jan 2025 grandly under the leadership of Er.M.Shanmugam Central President IRTSA.



Dr.V.Kannan MD S.Rly & HOD Orthopaedics presented "Orthopaedic do's & don't for Industrial Employees"

In the Pongal celebrations organised by IRTSA at AWTI auditorium ICF, Dr.V.Kannan MD S.Rly & HOD Orthopaedics presented "Orthopaedic do's & don't for Industrial Employees".

In his explanatory power point presentation Dr.V.Kannan imported knowledge on importance of good posture, factory work & back pain, right methods for lifting, carrying, pushing and pulling of weights, right way of working in forward pending position, working in standing & sitting position, benefits of good ergonomic sitting posture, tips for preventing back pain, good sleeping posture, etc.

IRTSA holds successful meeting at Kancharapara Eastern Railway

26th Nov, 2024: Er. K.V.Ramesh General Secretary IRTSA addressed a largely attended meeting of IRTSA at Kancharapara work shop Eastern Railway. Er.Subrata Das and Er.Gopal Marik of Eastern Railway were present in the meeting.



Team IRTSA with Shri. Subhash Chandra CWM Kancharapara workshops



IRTSA ER celebrates 59th foundation day





59th Foundation Day of IRTSA was celebrated at Liluah on 27th Nov 2024. Er. Motilal, President IRTSA Liluah, Er. Subrata Das, Secretary Liluah, Er.A.Acharaya, Er. Gopal Marik & Other office bearers spoken on the occasion. Earlier Team IRTSA met CWM Liluah work shop and discussed issues of Technical Supervisors.

BLOOD DONATION CAMP ORGANISED BY IRTSA CLW ON 59th FOUNDATION DAY



Er.Thirumaran JGS IRTSA retires from Railway Service, Fitting farewell organized for him

IRTSA salutes Our Indomitable leader
Shri K. Thirumaran SSE/BS/GOC & Joint General Secretary | IRTSA
 on eve of his superannuation on Friday, 28.02.2025 after rendering 35 years of prestigious Railway service. Indeed he has *"Filled the Bill admirably well"*
 We the engineers of GOC, honour him with gratitude for his unparalleled moral support and services through IRTSA and wish to continue the same after his retirement too...
LONG LIVE IRTSA, LONG LIVE Shri.K.THIRUMARAN
 By All IRTSA Office Bearers, Engineers, CDMS, CMS & IT

M. Shanmugam Central President IRTSA
Harchandan Singh Chairman IRTSA
K.V.Ramesh General Secretary IRTSA

Shri K. Thirumaran SSE/BS/GOC & Joint General Secretary | IRTSA

S.Marinuthu V.Thirumalaisamy Dr.K.S. Narayanan Dr.A. Zahir Hussain P.Sripathi

YEAR 2025

IRTSA meets Railway Minister In the brief meeting Minister responded positively for the demands of IRTSA

9th Jan 2025: Team IRTSA met Sri. Aswini Vaishnaw Hon'ble Railway Minister during his visit to Chennai. Er. M.Shanmugam Central President requested for approval of GM ICF proposal for creation of additional SSE posts in level-8 for manufacturing "Vande Bharat" train sets at ICF. Railway Minister responded positively. Er. K.V.Ramesh General Secretary IRTSA briefed about Stagnation of Senior Section Engineers (SSEs) working in Indian Railways even after the implementation of RBE No.155/2022. Railway Minister said he is aware of the issue and action is being taken by Railways. Suggestions on "Improving Performance & Earnings of Indian Railways – Focus on passenger business" was also handed over Hon'ble Minister.



Er.Boominathan, Er.Balsamy, Er.Vigneshkumar, Er.Vetrivel, Er.Gopi and other office bearers of IRTSA from ICF and Southern Railways were also present during the meeting.

Govt announces formation of 8th CPC

Union government approved formation of the 8th Central Pay Commission on January 16, 2025, accepting a demand of the Unions and Associations. The outcome of the new Pay Commission will benefit about 50 lakh employees and 65 lakh pensioners of the Union government, including serving and retired defence personnel.

IRTSA submitted detailed memorandum on suggestions for terms of reference for 8th CPC.

**Historic achievement for IRTSA
Rider on level-9 NFU removed**

Railway Board issued orders for Non-functional upgradation (NFU) to level-9 for SSEs and other Supervisory cadres after 4 years of regular service in level-8 without restriction as demanded by IRTSA. (RBE No.4/2025 dated 16.01.2025). Earlier NFU was restricted to only 50% of posts available in level-8. Board's decision to remove the 50% restriction will enable present Junior Engineers to reach level-9 approximately within 15 years.

Finance Ministry Notifies Unified Pension Scheme for Central Govt Employees

The Finance Ministry on 24th January notified the Unified Pension Scheme (UPS) which promises an assured pension of 50 per cent of the average basic pay drawn over the last 12 months prior to superannuation.

Railway Board concedes IRTSA demand on 70% Group-B selection

There were severe heart burns among the Technical Supervisors particularly among SSEs who are seniors waiting for their promotion to Gr-B, on opening out zone of consideration for 70% Gr-B selection. Group 'C' employees working in Level-6 including senior technicians and above with 3 year service in Level-6 and above were made eligible to appear for selection. IRTSA's focused representation with facts and figures highlighting infirmities in the amended selection procedure violating basic principle of seniority quota fetched result. Board issued orders protecting the seniority in the 70% selection to Gr-B from Gr-C for Technical and other departments. (RBE No.10/2025 dated 03.02.2025).

In the case of Group 'B' posts other than APO, the candidates for Viva Voce and assessment of Record of Service shall be called to the extent of 06 times the number of vacancies (category-wise) in the order of seniority.

It has been decided to do away with the grading of candidates as "Good / Outstanding"

**President & General Secretary IRTSA address
Tambaram sub unit, S.Rly Engineers**



General Secretary IRTSA address explanatory meeting on Unified Pension Scheme (UPS) organized by SRES/NFIR at Chennai



31st Jan 2025: K.V.Ramesh General Secretary IRTSA addressed explanatory meeting on the notification issued for Unified Pension Scheme (UPS) at unity house Perambur, Chennai.

Central President IRTSA meets GS NFIR and GS AIRF

20th April 2025: M.Shanmugam Central President IRTSA met Dr.M.Raghavaiah GS NFIR and Com.S.G.Mishra GS AIRF at New Delhi in their office. He highlighted following issues

- 1) Removing ban on creation of posts in Railways,
- 2) Approval for the proposal sent by ICF for creation of SSE posts in level-8,
- 3) Early completion of cadre restructure exercise,
- 4) Report of Railway Board committee on granting Group-B status to SSEs in level-8 and other issues.



Now Pay your IRTSA membership subscription through QR-code or UPI ID **irtsa@sbi** IRTSA-Current A/c No. **43054348149** at SBI ICF Branch, Chennai. IFSC Code: **SBIN0013065**. After transfer of fund inform **Er.Y.R.S.Banerjee**, Asst. Central Treasurer, Mob No. **9003149567**.

This CEC account is in addition to account maintained at RCF by Central Treasurer. Zones, sub units & members can deposit their fund in any one of the accounts.

GS IRTSA submits memorandum to Shri. Ashwini Vaishnaw, Hon'ble Rly Minister Highlights IRTSA demands to Railway Minister

Classification of posts of SSE, CDMS, CMS & SE(IT) in level-8 as Group-B (Gaz).

Creation of 30 work charged posts of SSEs in level-8 in ICF for higher level of supervision in the manufacturing, testing & commissioning activities of "Vande Bharat" train sets.



15th March 2025, Chennai: Er. K.V.Ramesh General Secretary and Er.S.Boominathan Vice President IRTSA submitted memorandum to Shri. Ashwini Vaishnaw, Hon'ble Minister for Railways during his visit to Chennai. General Secretary IRTSA briefly explained the demands of classification of posts of SSE, CDMS, CMS & SE(IT) in level-8 as Group-B and Creation of work charged posts of SSEs in level-8 in ICF for higher level of supervision in the manufacturing, testing & commissioning activities of "Vande Bharat" train sets to Railway Minister. Hon'ble Railway Minister responded positively.



IRTSA Diamond Jubilee celebrations 7th Edition of IRTSA Premier league



IRTSA Mysuru Work shop, SWR Unit conducts its General Body Meeting

GS IRTSA addresses the meeting

28th March: IRTSA Mysuru Work shop, SWR unit conducted its General Body Meeting at Hotel Sepoy Grande Mysuru. General Body meeting was graced by Er. K.V.Ramesh General Secretary IRTSA. Office bearers of IRTSA MYSW unit Dr.M.B.Manjegowda President, Er.V.Suresh Secretary, Er.P.Omprakash Treasurer, Er.M.Santhosh Jt.Secy, Er.A.Ramakrishna Org Secy and Er.K.K.Pavitharan, Convener were present on the Dias. Er.Kanakaraju sung invocation song and Er.A.R.Chandrashekar welcomed the gathering.



Dr.M.B.Manjegowda delivered presidential address. Er.V.Suresh submitted his zonal secretary report. Er.P.Omprakash submitted accounts statement. Earlier Er.V.Suresh superannuating from Railway service was honoured by GS IRTSA and by IRTSA Mysuru workshop unit. Er.A.Ramakrishna was also honoured for his election as Secretary SWERS (Mysuru workshop unit). Er.Satish Kumar proposed vote of thanks. The meeting ended with dinner.

IRTSA Mysuru workshop SWR Office bearers -2025	
President	M.B. Manjegowda
Vice-President	V.Surendran
Vice-President	Shashikumar
Secretary	P.Omprakash
Joint Secretary	Madhu Jayanandan
Organizing Secretary	M.Santhosh
Treasurer	P.D.Somashekar
Auditor	Lakshmana Narayanan

IRTSA meeting at Chennai Egmore Coaching Depot, Southern Railway

6th March: An interactive meeting of IRTSA was held at Chennai Egmore Coaching Depot. K.V.Ramesh General Secretary IRTSA interacted with members of the depot.

IRTSA meeting with Dr.Kalanidhi Veeraswamy MP

8th March 2025: K.V.Ramesh GS IRTSA along with Er.Aranganathan, Er.Jagadeeskumar and Er.Angalamuthu Kumarasamy met Dr.Kalanidhi Veeraswamy MP at his office.

General Secretary IRTSA briefed about the demand of classifying Senior Section Engineers (SSE) in pay level-8 working in Railways as Group-B (Gaz). It was submitted that, by classifying SSEs as Group-B (gaz) stagnation in the category may ease and it will boost their morale. It will be also advantageous to Indian Railways since Railway Administration will get functional advantages without increase in pay and no other major input or expenditure are required, explained GS. Member of Parliament agreed to forward IRTSA memorandum to Railway Minister with his favorable remarks.



Following suggestion regarding Southern Railway and ICF were discussed in depth by Dr.Kalanidhi Veeraswamy MP

- 1) Attachment of part of Loco works (empty land) with ICF shell division through GSD without affecting existing setup of Loco Works
- 2) Construction of fly over by extending existing Perambur loco bridge to connect Kolathur & Perambur with Villivakkam, Ayanavaram and Anna Nagar at multiple points.
- 3) Construction of fly overs at Avadi High Road and K.H.Road near ICF signal.
- 4) New terminal at Avadi within available Rail network:
- 5) New Rail terminal near Sripermbudur

IRTSA meeting at Electrical loco shed Royapuram

19th April 2025, IRTSA meeting was organized at Electric Loco Shed Royapuram Southern Railway. Er.K.V.Ramesh General Secretary IRTSA and Er.Sunil Kumar Secretary C&W Works addressed Engineers of ELS Royapuram.



IRTSA Meeting at TNPM Wagon depot, Southern Railway

11th April 2025: IRTSA sub unit of Tondiarpet Wagon Depot, Southern Railway conducted its meeting and discussed serious problems in the working conditions of Senior Section Engineers and Junior Engineers. Er. K.V.Ramesh General Secretary IRTSA inter acted and addressed members of TNPM Wagon Depot.



Er.Mohanram Secretary TNPM welcomed GS IRTSA and members of IRTSA.

GS IRTSA addresses seminar organized by AILRS Association

18th March 2025: Er. K.V.Ramesh General Secretary IRTSA addressed a seminar "Railway Safety – Challenges and Remedies" organized by All India Loco Running Staff Association (AILRSA) at Erode, Salem Division, Southern Railway. Seminar was organized during their 24th Biennial General Body Meeting.



General Secretary IRTSA addresses open line Engineers of Coaching Depot, BBQ

16th June: Er. K.V.Ramesh General Secretary IRTSA addressed Engineers of coaching depot, Basin Bridge, Southern Railway.



Central President IRTSA meets MoSR



25th June: Er. M.Shanmugam Central President IRTSA along with Er. G.Aranganathan and Sundarajan met Sri.V.Somanna Hon'ble Minister of State for Railways during his visit to Chennai.

General Secretary IRTSA address Erode, Salem Division open line Engineers



18th March: Er. K.V.Ramesh General Secretary IRTSA visited Erode, Salem Division, Southern Railway and held interactive meetings with JEs and SSEs of Coaching depot and Electric Loco Shed, Erode.

GS IRTSA and Zonal Secy SCR intensively tour IRTSA SCR sub units

Addressed 11 subunits of IRTSA SCR and interacted with members

From 25th to 27th June K.V.Ramesh General Secretary IRTSA and Er.MMVGK. Raju Zonal Secretary IRTSA SCR toured around various sub units of IRTSA South Central Railway. They held meeting with members of following sub units,

- 1) Train Set Maintenance Depot, Moula Ali
- 2) Diesel Shed, Molua Ali
- 3) Rail Weld Plant, Moula Ali
- 4) Lalaguda Workshop, Secundrabad
- 5) Coaching Depot, Secundrabad
- 6) S&T workshop, Mettuguda
- 7) Coach Care Centre, Namapally, Hyderabad
- 8) Coaching Depot, Vijayawada
- 9) Diesel Shed, Vijayawada
- 10) Coaching Depot, Guntur and
- 11) Wagon Workshop, Guntapalli.



Tram IRTSA at Train set maintenance depot, Moula Ali



Team IRTSA at Coach Care Centre, Namapally



IRTSA meeting at Vijayawada



IRTSA Meeting at Wagon Workshop, Guntapalli



**CWM, Officers, GS IRTSA & Office bearers of IRTSA at Guntapalli Wagon Workshop
IRTSA Loco Branch Lucknow conducts special meeting**



4th June: A special meeting was organised by IRTSA loco branch Lucknow. The meeting was presided over by Er.Anup Bajapi, Sr.Vice President, IRTSA.

New office bearers of IRTSA IZT meets CWM

16th June: Er. Abhay Kumar Gupta President, Er. Pankaj Kumar Kushwaha Secretary IRTSA sub unit Izat Nagar along with new office bearers met CWM Izat Nagar workshop.



New Office bearers of IRTSA Sub Unit, Izatnagar, Workshop, NE Rly

President	Er. Abhay Kumar Gupta	SSE/Prog
Vice President	Er. Awdhesh Kumar Pal	SSE/BG
	Er. Bhavesh Kumar	SSE/CRS
	Er. Sanjay Kumar Kannoja	SSE/WRS
	Er. Sanjeev Agarwal	JE/Tender Cell
Secretary	Er. Pankaj Kumar Kushwaha	SSE/Welding
Treasurer	Er. Mukesh Baghel	SSE/Smithy
Auditor	Er. R.K. Yadav	SSE/Wagon.
Joint Secretary	Er. Ashish Kumar Gupta	SSE/Tender Cell
	Er. Priyank Parashar	SSE/Inspection
	Er. Dinesh Sharma	SSE/Wheel Shop
	Er. Raj Dhar Sharma	SSE/RTS
Org. Secretary	Er. R.K.Raman	SSE/Planning
	Er. Anand Swaroop	SSE/Drg. Elec.
	Er. Anupam	SSE/Wheel
	Er. Ramesh Yadav	SSE/BG
	Er. Suman Kumar	SSE/CRS
	Er. Amit Kumar	SSE/BTC.
	Er. Jugal Kishor	SSE/BG
Org. Secretary	Er. Ramanuj Gupta	SSE/MTS
	Er. Tejpal Singh	SSE/PR
	Er. Sourabh Kannoja	SSE/PM
	Er. Arun Singh	JE/WRS

IRTSA meeting with GS NFIR



20th May 2025, M.Shanmugam Central President, K.V.Ramesh General Secretary IRTSA along with other office bearers met Dr.M.Raghavaiah General Secretary NFIR at Unity House Perambur. President IRTSA highlighted main issues of IRTSA to GS NFIR.



IRTSA headed by Er.M.Shanmugam CP IRTSA gave rousing welcome to General Secretary NFIR on his visit to ICF on 20.05.2025.



GS IRTSA meets GS NFIR along with Pensioners Association of Railways Bitragunta at Gudur,



21st May 2025: K.V.Ramesh General Secretary IRTSA along with members of Pensioners Association of Railways Bitragunta met Dr.M.Raghavaiah General Secretary NFIR at Gudur.

Well attended meeting of IRTSA Loco Works and Carriage & Wagon Workshops, Southern Railway

15th May 2025: IRTSA sub units of Loco Works and Carriage & Wagon Workshops, Perambur, Southern Railway conducted their meeting today with good number of Technical Supervisors. Largely attended meeting was addressed by Er.K.V.Ramesh General Secretary IRTSA. Er.Singaravelan Org Secy CEC welcomed the gathering. Er.Gomathi Shankar President Loco works, Er.Sunil Kumar Secretary C&W workshops, Er. C.Grinathan Secretary Loco Works, Er. Farook C&W Workshops, Er.R.Ragupathy Org Secy and Er.G.Aranganathan JGS CEC spoke in the meeting.

Er.S.Balsamy Advisor, Er.Vignesh Kumarn CEC Member and Er.A.Sundaraj CEC Member also participated in the meeting and made arrangements for the meeting.





Promotions earned in merged grades in the pre-revised pay structure between 01.01.2006 and 01.09.2008

Railway Board issues clarification vide RBE No.21/2025, dated 11.03.2025

Promotions earned in the pre-revised pay structure between 01.01.2006 and 01.09.2008 and the subsequent merger of the pre-revised pay scales of the promotional and the feeder posts in a common grade should be ignored for the purpose of financial upgradation under MACPS.

Justice prevails after continuous persistence efforts by IRTSA. Even though some of the zones and PUs granted financial upgradation ignoring the promotions earned from SE to SSE (later merged as SSE) between 01.01.2006 and 01.09.2008, clarification asked by some zones and PUs halted grant of financial upgradation, particularly some of senior SSEs denied their 3rd MACPS, who are retiring / retired. RBE No.21/2025, dated 11.03.2025 do justice for all affected Technical Supervisors / Rail Engineers.

IRTSA whole heartedly thanks both the federation for getting the positive clarification.

Shri. Siya Ram Bajpai, Chief Patron IRTSA, longest surviving trade union leader passes away



16th May, 2025: Shri. Siya Ram Bajpai, Chief Patron IRTSA and longest surviving trade union leader passed away on early morning at Lucknow. He was 97 years old. A ferious fighter and sprited trade union leader stood for the cause of working class.

He was arrested and removed from service for participating & leading general strike in 1968 & 1974. He groomed many leaders in Railway trade union movement.

His sprited participation in the activities of IRTSA and his able advise as "Chief Parton" benefited immensely Technical Supervisors category. He encouraged youngsters to join IRTSA.

**Persuasion of demands
General Secretary IRTSA visits New Delhi
Meets CRB, Member (Finance), Member (Infra), DG (HR), AM(Staff) & PED(N)
Meets General Secretaries of AIRF and NFIR**

29th July 2025: Er. K.V.Ramesh General Secretary IRTSA along with Er.Mahendra Bishnoi & Er.Pankaj Kumar Mairawa of RCF visited Railway Board for pursuing some of the main demands of IRTSA.



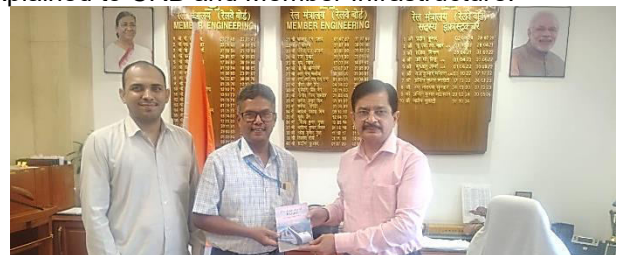
Team IRTSA with Sri.Satish Kumar CRB & CEO



Team IRTSA with Ms. Usha Venugopal Member Finance

Team IRTSA met CRB, Member Finance, Member Infrastructure, DG (HR), AM (Staff) and PED (N) at Railway Board, submitting memorandums on the following issues GS IRTSA briefed on the justifications.

- 1) Classification of posts of SSE, CDMS, CMS & SE(IT) in pay level-8 as Group-B.
- 2) Counting of training period of JE, SSE and other technical staff for financial upgradation under MACPS.
- 3) All available and arising DR vacancies of SSE may please be filed through promotion from eligible JEs, until recruitment of Graduate Engineers as SSE through RRB.
- 4) Unjustified comparison of grades of running staff at lower pay level with Technical Supervisors in Mechanical and Electrical departments for the purpose of promotion/selection to Group-B.
- 5) Creation of work charged Senior Section Engineer (SSE) posts in Integral Coach Factory (ICF) for manufacturing "Vande Bharat Train Sets", which is agreed in principle by Hon'ble Railway Minister.
- 6) Suggestions for infrastructure improvement in Integral Coach Factory (ICF), Southern Railway and upcoming South Coast Railway were submitted and briefly explained to CRB and Member Infrastructure.



Team IRTSA with Sri. Naveen Gulati Member Infrastructure

Cordial meeting with DG (HR): General Secretary IRTSA thanked DG (HR) for the modifications done by Railway Board in 70% Group-B selection, the candidates for Viva Voce and assessment of record of service should be called to the extent of six times the number of vacancies in the order of seniority and to do away with grading of candidates as 'Good / Out Standing'. GS IRTSA explained unjustified comparison of grades of running staff at lower pay level with Technical Supervisors in Mechanical and Electrical departments for the purpose of promotion/selection to Group-B. For filling up of vacancies DG (HR) said that Railway Board is in the process of considering filling the vacancies and he agreed hardship being faced by JE & SSE due to shortage of man power particularly in open line. DG (HR) briefed about meeting held with Finance Ministry regarding removal of unjustified ceiling limit of Rs.43,600 for payment of Night Duty Allowance (NDA) to Railway Employees.

Meeting with AM (Staff) & PED: After brief discussion on the demands placed by GS IRTSA, AM (Staff) asked Team IRTSA to meet PED(N) and explain him the demands in detail particularly counting of training period of JE, SSE and other technical staff for financial upgradation under MACPS. Team IRTSA met PED (N) in his chamber and explained him all issues mentioned above.

Group-B for SSEs: CRB, Member (Infrastructure) and DG (HR) received the demand of Group-B favourably. Team IRTSA was told that report of the committee formed by Railway Board on Group-B is under active consideration of Railway Board. Top management of Railway Board is in principal agreement of increasing number of Group-B posts in Railways.



Team IRTSA with Smt. Pramila Bhargava AM (Staff)



Team IRTSA with Sri. Rajeev Singh PED/E(N)



Meeting with Shri. Ganti Harish Madhur Balayogi, Member of Parliament

Team IRTSA meeting with General Secretaries of Federations



30th July 2025: Dr.M.Raghaviah General Secretary NFIR and Com.S.G.Mishra General Secretary AIRF held discussions about 8th Central Pay Commission, Cadre Restructuring, Group-B status to SSEs, issues pertaining to MACPS, Night Shift Allowance, Revision of Central Government Employees Group Insurance Scheme as proposed by the staff side and coverage under Medical Insurance for Railway Employees and their dependent family. The issue of upgrading of APAR in Northern Railway Mechanical workshop, Amristar was specifically highlighted to GS AIRF for early redressal. Both the General Secretaries told next meeting of CRC will be convened shortly. General Secretary IRTSA invited both General Secretaries for the Diamond Jubilee (60th) All India Annual Conference & CGB Meeting of IRTSA to be hosted by IRTSA ICF Zone at Chennai.

General Secretary IRTSA addresses Office bearers of IRTSA RCF Zone

31st July 2025: Er. K.V.Ramesh General Secretary IRTSA addressed office bearers of IRTSA RCF Zone



Grand farewell for Er.Surjit Singh Central Treasurer IRTSA on his superannuation from Railway service

Er. K.V.Ramesh General Secretary IRTSA, along with Er.Darshan Lal Working President IRTSA, Er.Jagthar Singh Zonal Secretary RCF, Er.Baldev Raj JGS, Er,Surjit Singh JGS and other office bearers felicitated Er.Surjit Singh Central Treasurer IRTSA on his superannuation from Railway service on 31st July at RCF.



IRTSA meeting at Electric Loco Shed Arakkonam Southern Railways

26th Aug 2025: Er. K.V.Ramesh General Secretary IRTSA and Er. Sunil Kumar addressed SSEs and JEs of Electric Loco Shed, Arakkonam, Southern Railways. Er.Parthasarathy accompanied General Secretary and Er.Sunil Kumar. Er.S.A.Subani and Er.G.B.Bhavani Kumar welcomed IRTSA office bearers and members of Arakkonam Loco Shed.



IRTSA submits memorandum & suggestions to Sri.L.Murugan Union Minister



12th July, ICF Chennai: Er. K.V.Ramesh General Secretary IRTSA along with office bearers submitted memorandums on important demands of IRTSA and suggestions for Railway improvement to Dr. L.Murugan, Hon'ble Minister of State in the Ministry of Information & Broadcasting and Ministry of Parliamentary Affairs, with the request to forward the following to Shri. Ashwini Vaishnav, Hon'ble Minister for Railways.

President & GS IRTSA greets DREU on their 35th Zonal Conference Appeal for united struggle against complete privatization

8th Oct 2025: Er. M.Shanmugam Central President and Er. K.V.Ramesh General Secretary IRTSA greeted DREU in their 35th Zonal conference held at Dr.Ambedkar Arangam, ICF, Chennai. M.Shanmugam Central President in his brief address appreciated untiring hard work of DREU for the betterment of working class. He wished DREU and its cadres all the best and said DREU required to work more watchful and cautious in the present era of massive privatization.



Earlier, in his address in the open session of the conference Er. K.V.Ramesh General Secretary IRTSA appreciated hard efforts of DREU. Whether recognized or unrecognized DREU, remind committed to the cause he said. GS IRTSA said that Integral Coach Factory (ICF), Carriage and Wagon workshop and Loco Works Perambur Southern Railway are continuously facing the threats of down sizing in favour of complete privatization of manufacturing and maintenance of rolling stocks.

Earlier move of corporatization of Railway PUs including ICF and proposal of manufacturing cum maintenance agreement for Vande Bharat Train sets by engaging private companies inside ICF Chennai and MRCF Lathur and carrying out maintenance activities by private companies at Indian Railways Coaching depots utilizing Railway infrastructure and human resources were halted by united efforts of All Unions and Associations.



But now in the pretext of forming another Rail Terminal for Chennai at Perambur or Villivakkam attempts are being made to take out the lands from above three factories which are being intensively used in manufacturing and maintenance activities. Choice for forming another Rail Terminal for Chennai at Avadi will be better. Since ongoing project Avadi – Sriperambudur – Guduvanchery new rail line will easily decongest rail traffic inside Chennai city if new terminal is formed at Avadi he said. As an added advantage another terminal can be formed in the industrial cluster of Sriperambudur enabling spreading of Rail traffic in north part of Tamil Nadu. Ignoring all these future benefits, Railways is seem to be interested in forming new terminal at Perambur or Villivakkam by taking away lands from ICF and Workshops at much higher cost. GS IRTSA appealed to DREU to unitedly fight against this move. ✚

**GS IRTSA meets
Sri.L.Murugan Union Minister**



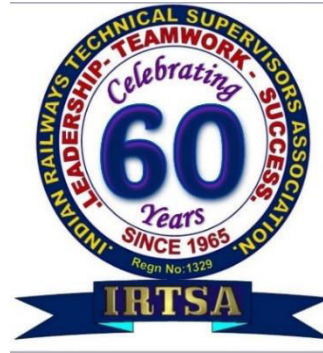
20.10.2025, Chennai: Er. K.V.Ramesh General Secretary IRTSA met Sri.L.Murugan Hon'ble Minister of State in the Ministry of Information & Broadcasting and Ministry of Parliamentary Affairs and requested him to forward the following to **Shri. Ashwini Vaishnaw, Hon'ble Minister for Railways** with his favorable remarks.

- 1) Suggestions for infrastructure improvement in Integral Coach Factory (ICF) and Southern Railway.
- 2) One of the important issues of Technical Supervisors / Rail Engineers on Classification of posts of SSE, CDMS, CMS & SE(IT) in pay level-8 as Group-B.
- 3) Creation of work charged Senior Section Engineer (SSE) posts in Integral Coach Factory (ICF) for manufacturing "Vande Bharat Train Sets", which is agreed in principle by Hon'ble Railway Minister. Earlier Minister exchanged Deepavali greetings with GS IRTSA and members of ICF Karmic Sangh.

Case status
OA 1568/2017, IRTSA Vs UOI
At CAT Chennai
Pleading higher Pay Level for JE & SSE
Adjourned & posted to 08.12.2025 due
to non-availability of coram on
28.10.2025

Now Pay your IRTSA membership subscription through QR-code or UPI ID **irtsa@sbi** IRTSA-Current A/c No. **43054348149** at SBI ICF Branch, Chennai. IFSC Code: **SBIN0013065**. After transfer of fund inform **Er.Y.R.S.Banerjee**, Asst. Central Treasurer, Mob No. **9003149567**.

This CEC account is in addition to account maintained at RCF by Central Treasurer. Zones, sub units & members can deposit their fund in any one of the accounts.



**Diamond Jubilee (60th)
AIAC & CGB Meeting
of IRTSA**

The Diamond Jubilee (60th) All India Annual Conference & Central General Body Meeting of IRTSA will be hosted by IRTSA Zone of Integral Coach Factory (ICF) Chennai on 11th & 12th November 2025.

Venue: Dr. Ambedkar Arangam, ICF, Chennai

All zonal Secretaries, CEC office bearers and active members of IRTSA are requested to propagate the message to all members of IRTSA and to make necessary plans to attend the Diamond Jubilee Conference with large number of delegates. In the recent past IRTSA achieved,

- Introduction of pay level-8 and 9 for SSE, CDMS, CMS and others.
- Incentive revision for JEs (of PUs and workshops) by the factor of 2.25 and retained 15% of incentive for SSEs in new basic under 7th CPC pay matrix.
- Eligibility condition for Group-B selection for 70% quota: In selection for Group 'B' posts other than APO, the candidates for Viva Voce and assessment of Record of Service shall be called to the extent of six times the number of vacancies (category-wise) in the order of seniority. It has been decided to do away with the grading of candidates as "Good / Outstanding".
- Grant of annual increment (as due on 1st July/1st January) for the pensionary benefits to those employees who have retired/retiring on 30th of June/31st December before drawing the same.

There are challenges ahead of us, important among them are Grant of Group-B status, formation of 8th CPC & power full presentation to 8th CPC, Inclusion of training period for the purpose of MACPS & other MACPS demands, Night duty allowance without ceiling, creation of posts for new assets, etc. There is a legal case going on in CAT Chennai pleading higher pay level for JE and SSE. There are new challenges in the recently announced UPS. We can turn these challenges as opportunities through our united struggle.

All office bearers and active members are requested to participate in large numbers to discuss on our demands and decide on line of action.

Expecting cooperation from all, Long Live IRTSA.

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INDIAN RAILWAYS TECHNICAL SUPERVISORS' ASSOCIATION

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MAIN ACHIEVEMENTS OF IRTSA IN 60 YEARS (1965 – 2025)

AWARENESS & INDUSTRIAL HARMONY

1. IRTSA has provided a strong & effective platform to unite the Technical Supervisors on the Indian Railways for the first time since its formation in November, 1965.
2. Highlighted problems of Technical Supervisors / Rail Engineers and effectively represented their demands to the Railway Administration, Pay Commissions, Railway Reforms Committee, Railway Accident Inquiry Committees & other forums.
3. Developed greater awareness among Technical Supervisors & other about related issues.
4. Developed better industrial relations between Technical Supervisors and Railway Administration, reducing victimization of Rail Engineers and improving productivity.
5. Developed better understanding between Technical Supervisors, workers and the Unions to avoid day to day conflicts thus further improving the productivity.
6. Developed greater awareness about the Problems of Technical Supervisors amongst recognized Federations & Unions and get their support to resolve many issues at national & local levels – through struggle and collective efforts.
7. Continuous inter-action through Seminars & Meetings on vital issues, publication of Souvenirs & the periodical "Voice of Rail Engineers" (VRE), Website www.irtsa.net, Facebook & WhatsApp IRTSA Groups etc.

MAIN CATEGORICAL ISSUES RESOLVED

8. Allotment of highest Pay Scales of Rs.840-1200 / Rs.840-1040 to Senior Technical Supervisors amongst entire Group 'C' by 3rd CPC and Rs.2375-3500 by 4th CPC – (*restoring their relativity after 40 years based on evidence by IRTSA*).
9. Reduction in number of pay scales of Technical Supervisors from age old 6 scales to 4 Pay Scales by 3rd CPC (in 1973) and further reduction to only 2 scales by 6th CPC (from 2006)
10. Grant of Special Pay to then Foreman (SSE).
11. Honorarium to JEs for Disbursement of Wages to Staff and subsequent revision thereof – (*after IRTSA decided to Boycott Disbursement of Wages in 1969*).
12. Hurt on Duty/Hospital Leave to Apprentices/Trainees (*after getting it raised in the Parliament*).
13. Coverage of Technical Supervisors under Workman Compensation Act & renaming thereof as "Employees Compensation Act (*after getting it raised in the Parliament*)".
14. Bringing all Technical Supervisors in one Cadre (from JE to SSE) in 1984 onwards, for Cadre Restructuring (*Earlier the higher grade posts were very limited & on worth of charge basis*).
15. Stopping direct recruitment of Engineering Graduates as JE-I and starting it in SE Grade in 1987 and in SSE grade from 2008.
16. Cadre Restructuring of Technical Supervisors 5 times in 30 years - raising number of posts in highest grade of SSEs from 3 to 6% in Workshops & 1.5% on the Open Line to 10% in 1984, 17% in 1993, 18% to 21% in 2003, 50% after Sixth Pay Commission in 2008 and 67% through CRC in 2013.
17. Upgrading for Design & Drawing, C&M Staff & for DMS through Cadre Restructuring.
18. Counting of Apprenticeship / training period for Retirement benefits in 1983 and incremental benefits in 1990 onwards (*based on Data provided by IRTSA*).
19. Upgrading of 2000 posts of Senior Supervisors to Group B (*in 2 phases from 1980 to 2000*)
20. Upgrading of Mistries / Supervisors as Junior Engineers (*after years of struggle*) - *increasing the strength in the higher scale(s) – (improving chances of promotion of JEs)*.

21. Change of designation of Technical Supervisors as JE (Junior Engineer), and SSE (Senior Section Engineer) – in 1996 *(after IRTSA decided to go on 'Work-to-Rule from April 1996)*.
22. Grant of PCO Allowance to JEs & SSEs.
23. Revision of rates of Incentive Bonus *in 1968, 1975, 1990, 1998, 2009 & 2019*.
24. Reduction of training period of JEs from 3 years to 2 years, then to 18 months & now 12 months.
25. Raising of Stipend equal to pay / Grade Pay of Rs.4200 during Apprenticeship / Training.
26. Grant of Training Allowance to Instructors and Lecturers & 4 revisions thereof.
27. a) IRTSA won the case in CAT New Delhi (in OA No. 835-1989 IRTSA-vs-UOI) for grant of Group "B" status to Senior Technical Supervisors – *(Subsequent denial by Railway Board was challenged by IRTSA in Petition PBCAT& Supreme Court which termed it as in administrative jurisdiction to decide the issue)*. OA 211/PB of 2014 filed by IRTSA at CAT Chandigarh was also not agreed by Railways.
 b) *Continuous struggle and campaign by IRTSA had convinced RAICs & RRC, the Federations and the Railway Board about the genuineness of the demand – resulting in proposal by the Railway Board to MoF(DoE) to upgrade certain percentage of posts of Senior Supervisors to Group B. Committees were formed by Railway Board to examine the whole issue in detail. IRTSA represented to the committees formed in 2018 and 2024.*
 c) *IRTSA has pleaded for classifying all posts in GP 4600 / Level 7 to Group B as per DOP orders.*
28. IRTSA won the Court case in CAT New Delhi (in OA No. 1527/1990 IRTSA-vs-UOI) – with directions to grant higher scale to JEs as ‘an equal cannot be over an equal’ – *(This was accepted by Fifth CPC while deciding higher Pay scale of JEs as recorded in Para 54.36 of its Report)*.
29. Got the order from CAT Chennai (OA No 706/2013) to Finance Ministry to consider upgrading Grade Pay of JE to Rs.4600 from Rs.4200 and Grade Pay of SSE to Rs.4800 from Rs.4600.
30. Raising eligibility ceiling for PLB to cover all Technical Supervisors irrespective of pay.
31. Raising of pay scale of SSE to Rs.7450-11500 instead of Rs.7000-11500 recommended by 5thCPC.
32. Grant of Rs.2375-3500 to Drawing & Design Engrs & CMS in place of Rs.2000-3200.
33. Change of designation of Drawing & Design Staff as Junior Engineer, Senior Section Engineer.
34. Change of designation of Store Engineers from DSKs to DMS & CDMS.
35. Grant of Incentive Bonus to SSEs working in Production Units and Workshops in 1999.
36. Continuance of 15% incentive bonus for SSE working PUs & workshops during the incentive revisions on 2009 & 2019.
37. Introduction of GDCE/LDCE system for serving Graduate Engineers & Diploma holders to get selected in DR quota in higher scales.
38. Merger & upgrading of JE-I & JE-II to the pre-revised pay scale of Rs.6500-10500.
39. Merging & up-gradation of pay scales of Section Engineers (SE) in the pre-revised scale of Rs.6500-10500 to Rs.7450-11500 of Senior Section Engineer (SSE).
40. First Class Pass to all JE/DMS/CMA irrespective of date of appointment on the Railways.
41. Merger & up-grading of P-way Supervisors as JE P-way and its spread effect to entire cadre.
42. Abolition of written test for selection from JE to SSE, DMS to CDMS, CMA to CMS & JE to Sr.Er/IT.
43. 25,000 posts of SSE, CMS and CMDS upgraded from Pay Level-7 Pay Level-8 with w.e.f. 01.12.2022.
44. Non-Functional upgradation to Pay Level-9 (50% of level-8) on completion of four years of service in Pay Level-8.
45. Non-Functional upgradation to Pay Level-9 on completion of four years of service in Pay Level-8. (Restriction of 50% of posts in level-8 removed).
46. Modification in 70% selection for Group-B

a) In the case of Group 'B' posts other than APO, the candidates for *Viva Voce* and assessment of Record of Service shall be called to the extent of six times the number of vacancies (category-wise) in the order of seniority.

b) It has been decided to do away with the grading of candidates as "Good / Outstanding"

GENERAL DEMANDS CONCEDED

47. Elimination of stagnation of pay through introduction of Pay Band/Grade Pay concept by 6th CPC and Pay Matrix by 7th CPC.
48. Annual increment equal to 3% of basic pay – instead of arbitrary fixed amount.
49. HRA on percentage of Basic Pay.
50. Improved transport allowance without any distance restriction and with inflation proof.
51. Revision of the multiplication factor of 1.74 recommended by SCPC to 1.86 through "High Powered Committee" set up after submission of Sixth CPC Report.
52. Reimbursement of inflation proof tuition fee for two children.
53. Encashment of 60 days LAP while in service in addition to 300 days encashment on retirement.
54. Grant of ACP by 5thCPC & MACPS after 6thPay Commission – to end stagnation (*Based on two of the major demands of IRTSA for removing stagnation & Time Bound Promotions*).
55. Three financial up-gradations (after 10, 20 & 30 years of Service) under MACPS. (*This ensures a JE entrant to reach Pay Level-9 and SSE entrant to reach Pay Level-10*).
56. Employees selected under GDCE to be treated as DRs for MACPS.
57. Extension of pay fixation for the promotions taken place in between 1.1.2006 and 29.9.2008 among the posts carrying the character of feeder and promotional grades, which were merged by 6th CPC, i.e. promotion from JE-II to JE-I & SE to SSE.
58. Fixation of pay on promotion to the next level in 7th CPC pay matrix, at least equal to the entry pay of direct recruits in the same level i.e. JE on his promotion as SSE to pay level-7 will be fixed not less than Rs.44900 which is entry pay for direct recruit SSEs.
59. Grant of first increment immediately after promotion or financial upgradation on the following 1st July or 1st January as the case may be on completion of 6 months of qualifying service.
60. Issue of pass/PTO through online and reservation on pass/PTO through online.
61. Grant of notional annual increment (as due on 1st July/1st January) for the pensionary benefit to those employees who have retired/retiring on 30th of June/31st December before drawing the same.



K.V.RAMESH
General Secretary, IRTSA

ভারতীয় রেলওয়ে টেকনিক্যাল সুপারভাইজারস অ্যাসোসিয়েশন

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৬০ বছরে IRTSA-এর প্রধান অর্জন (১৯৬৫ - ২০২৫)

সচেতনতা এবং শিল্প সম্প্রীতি

- ১৯৬৫ সালের নভেম্বরে গঠিত হওয়ার পর থেকে প্রথমবারের মতো ভারতীয় রেলের কারিগরি তত্ত্বাবধায়কদের একত্রিত করার জন্য IRTSA একটি শক্তিশালী ও কার্যকর প্ল্যাটফর্ম প্রদান করেছে।
- কারিগরি তত্ত্বাবধায়ক/রেল প্রকৌশলীদের সমস্যা তুলে ধরেছে এবং রেল প্রশাসন, বেতন কমিশন, রেল সংস্কার কমিটি, রেল দুর্ঘটনা তদন্ত কমিটি এবং অন্যান্য ফোরামে তাদের দাবি কার্যকরভাবে উপস্থাপন করেছে।
- সংশ্লিষ্ট বিষয়গুলি সম্পর্কে কারিগরি তত্ত্বাবধায়ক এবং অন্যান্যদের মধ্যে আরও সচেতনতা বৃদ্ধি করেছে।
- কারিগরি তত্ত্বাবধায়ক এবং রেল প্রশাসনের মধ্যে উন্নত শিল্প সম্পর্ক গড়ে তুলেছে, রেল প্রকৌশলীদের নির্যাতন কমিয়েছে এবং উৎপাদনশীলতা উন্নত করেছে।
- প্রতিদিনের দ্বন্দ্ব এড়াতে কারিগরি তত্ত্বাবধায়ক, শ্রমিক এবং ইউনিয়নগুলির মধ্যে আরও ভাল বোঝাপড়া গড়ে তুলেছে যার ফলে উৎপাদনশীলতা আরও উন্নত হয়েছে।
- স্বীকৃত ফেডারেশন এবং ইউনিয়নগুলির মধ্যে কারিগরি তত্ত্বাবধায়কদের সমস্যা সম্পর্কে আরও সচেতনতা বৃদ্ধি করেছে এবং জাতীয় ও স্থানীয় পর্যায়ে সংগ্রাম এবং সম্মিলিত প্রচেষ্টার মাধ্যমে অনেক সমস্যা সমাধানের জন্য তাদের সহায়তা পেয়েছে।
- গুরুত্বপূর্ণ বিষয়গুলির উপর সেমিনার ও সভা, স্মারক প্রকাশনা এবং সাময়িকী "ভয়েস অফ রেল ইঞ্জিনিয়ার্স" (VRE), ওয়েবসাইট www.irtsa.net, ফেসবুক এবং হোয়াটসঅ্যাপ IRTSA গ্রুপ ইত্যাদির মাধ্যমে ক্রমাগত আন্তঃক্রিয়া।

প্রধান বিভাগীয় সমস্যাগুলি সমাধান করা হয়েছে

৮. তৃতীয় সিপিএসি অনুসারে সমগ্র গ্রুপ 'সি'-এর মধ্যে সিনিয়র টেকনিক্যাল সুপারভাইজারদের সর্বোচ্চ বেতন স্কেল ৮৪০-১২০০ / ৮৪০-১০৪০ টাকা এবং চতুর্থ সিপিএসি অনুসারে ২৩৭৫-৩৫০০ টাকা বরাদ্দ - (আইআরটিএসএ-এর প্রমাণের ভিত্তিতে ৪০ বছর পর তাদের আপেক্ষিকতা পুনরুদ্ধার)।
৯. তৃতীয় সিপিএসি অনুসারে (১৯৭৩ সালে) টেকনিক্যাল সুপারভাইজারদের বয়সসীমা ৬ স্কেল থেকে ৪ স্কেলে বেতন স্কেলে হ্রাস এবং ষষ্ঠ সিপিএসি অনুসারে (২০০৬ সাল থেকে) মাত্র ২ স্কেলে আরও হ্রাস।
১০. তৎকালীন ফোরম্যান (এসএসই) কে বিশেষ বেতন প্রদান।
১১. কর্মীদের মজুরি বিতরণ এবং পরবর্তী সংশোধনের জন্য জেইদের সম্মানী - (আইআরটিএসএ ১৯৬৯ সালে মজুরি বিতরণ বয়সকট করার সিদ্ধান্ত নেওয়ার পর)।
১২. শিক্ষানবিশ/প্রশিক্ষার্থীদের কর্তব্যরত অবস্থায়/হাসপাতাল ছুটি (সংসদে উত্থাপনের পর)।
১৩. কর্মী ক্ষতিপূরণ আইনের আওতায় কারিগরি তত্ত্বাবধায়কদের অন্তর্ভুক্তি এবং এর নামকরণ "কর্মচারী ক্ষতিপূরণ আইন" (সংসদে উত্থাপনের পর)।
১৪. ১৯৮৪ সালে ক্যাডার পুনর্গঠনের জন্য সকল টেকনিক্যাল সুপারভাইজারকে একই ক্যাডারে (জেই থেকে এসএসই পর্যন্ত) আনা (আগে উচ্চ গ্রেডের পদগুলি খুবই সীমিত এবং মূল্যের ভিত্তিতে ছিল)।
১৫. ১৯৮৭ সালে ইঞ্জিনিয়ারিং স্নাতকদের JE-I হিসেবে সরাসরি নিয়োগ বন্ধ করে SE গ্রেডে এবং ২০০৮ সাল থেকে SSE গ্রেডে নিয়োগ শুরু করা।
১৬. ৩০ বছরে ৫ বার টেকনিক্যাল সুপারভাইজারদের ক্যাডার পুনর্গঠন - কর্মশালায় সর্বোচ্চ গ্রেডের SSE-তে পদের সংখ্যা ৩ থেকে ৬% এবং ওপেন লাইনে ১.৫% ১৯৮৪ সালে ১০%, ১৯৯৩ সালে ১৭%, ২০০৩ সালে ১৮% থেকে ২১%, ২০০৮ সালে ষষ্ঠ বেতন কমিশনের পরে ৫০% এবং ২০১৩ সালে CRC-এর মাধ্যমে ৬৭% বৃদ্ধি করা।
১৭. ক্যাডার পুনর্গঠনের মাধ্যমে ডিজাইন ও অঙ্কন, সিএন্ডএম কর্মী এবং ডিএমএস-এর জন্য উন্নীতকরণ।
১৮. ১৯৮৩ সালে অবসরকালীন সুবিধার জন্য শিক্ষানবিশ/প্রশিক্ষণের সময়কাল গণনা এবং ১৯৯০ সালে (IRTSA দ্বারা প্রদত্ত তথ্যের উপর ভিত্তি করে) বর্ধিত সুবিধা।
১৯. সিনিয়র সুপারভাইজারদের ২০০০ পদকে গ্রুপ বি তে উন্নীত করা (১৯৮০ থেকে ২০০০ সাল পর্যন্ত ২টি ধাপে)
২০. মিস্ত্রি/সুপারভাইজারদের জুনিয়র ইঞ্জিনিয়ার হিসেবে উন্নীত করা (বছরের পর বছর সংগ্রামের পর) - উচ্চতর স্কেলে (গুলি) শক্তি বৃদ্ধি করা - (জেইদের পদোন্নতির সম্ভাবনা উন্নত করা)।
২১. ১৯৯৬ সালে (আইআরটিএসএ ১৯৯৬ সালের এপ্রিল থেকে 'ওয়ার্ক-টু-রুল' চালু করার সিদ্ধান্ত নেওয়ার পর) টেকনিক্যাল সুপারভাইজারদের জেই (জুনিয়র ইঞ্জিনিয়ার) এবং এসএসই (সিনিয়র সেকশন ইঞ্জিনিয়ার) পদে পরিবর্তন করা।
২২. জেই এবং এসএসইদের পিসিও ভাতা প্রদান।

২৩. ১৯৬৮, ১৯৭৫, ১৯৯০, ১৯৯৮, ২০০৯ এবং ২০১৯ সালে ইনসেন্টিভ বোনাসের হার সংশোধন।

২৪. জেইদের প্রশিক্ষণের সময়কাল ৩ বছর থেকে কমিয়ে ২ বছর, তারপর ১৮ মাস এবং এখন ১২ মাস করা হয়েছে।

২৫. শিক্ষানবিশতা / প্রশিক্ষণের সময় বেতন / গ্রেড পে এর সমান বৃত্তি ৪২০০ টাকা বৃদ্ধি।

২৬. প্রশিক্ষক এবং প্রভাষকদের প্রশিক্ষণ ভাতা প্রদান এবং এর ৪টি সংশোধন।

২৭. ক) সিনিয়র টেকনিক্যাল সুপারভাইজারদের গ্রুপ "বি" মর্যাদা প্রদানের জন্য CAT নয়াদিল্লিতে (OA নং ৪৩৫-১৯৮৯ IRTSA-vs-UOI) মামলায় IRTSA জয়লাভ করে - (পরবর্তীতে রেলওয়ে বোর্ড কর্তৃক প্রত্যাখ্যানকে PBCAT এবং সুপ্রিম কোর্টে পিটিশনে চ্যালেঞ্জ করা হয়েছিল যেখানে এটিকে বিষয়টির সিদ্ধান্ত নেওয়ার প্রশাসনিক এখতিয়ার বলে অভিহিত করা হয়েছিল)। CAT চঞ্জীগড়ে IRTSA কর্তৃক দাখিল করা OA ২১১/PB ২০১৪ সালে রেলওয়েও একমত হয়নি।

খ) IRTSA কর্তৃক অব্যাহত সংগ্রাম এবং প্রচারণা RAICs এবং RRC, ফেডারেশন এবং রেলওয়ে বোর্ডকে দাবির সত্যতা সম্পর্কে আশ্বস্ত করেছিল - যার ফলে রেলওয়ে বোর্ড কর্তৃক সিনিয়র সুপারভাইজারদের পদের একটি নির্দিষ্ট শতাংশ গ্রুপ B তে উন্নীত করার জন্য MoF (DoE) কে প্রস্তাব দেওয়া হয়েছিল। পুরো বিষয়টি বিস্তারিতভাবে পরীক্ষা করার জন্য রেলওয়ে বোর্ড কর্তৃক কমিটি গঠন করা হয়েছিল। IRTSA ২০১৮ এবং ২০২৪ সালে গঠিত কমিটিতে প্রতিনিধিত্ব করেছিল।

গ) IRTSA DOP আদেশ অনুসারে GP 4600 / লেভেল 7-এর সমস্ত পদকে গ্রুপ B-তে শ্রেণীবদ্ধ করার জন্য আবেদন করেছে।

২৮. IRTSA নতুন দিল্লির CAT-এর আদালত মামলায় জয়লাভ করেছে (OA নং ১৫২৭/১৯৯০ IRTSA-vs-UOI-তে) - যেখানে JE-দের উচ্চতর স্কেল প্রদানের নির্দেশ দেওয়া হয়েছে কারণ 'একজন সমান একজনের চেয়ে বেশি হতে পারে না' - (প্রতিবেদনের অনুচ্ছেদ ৫৪.৩৬-এ লিপিবদ্ধ JE-দের উচ্চতর বেতন স্কেল নির্ধারণের সময় পঞ্চম CPC এটি গ্রহণ করেছে)।

২৯. CAT চেম্বাই (OA নং ৭০৬/২০১৩) থেকে অর্থ মন্ত্রণালয়কে JE-দের গ্রেড পে ৪২০০ টাকা থেকে ৪৬০০ টাকা এবং SSE-দের গ্রেড পে ৪৬০০ টাকা থেকে ৪৮০০ টাকায় উন্নীত করার বিষয়ে বিবেচনা করার আদেশ পেয়েছি।

৩০. বেতন নির্বিশেষে সমস্ত টেকনিক্যাল সুপারভাইজারদের জন্য PLB-এর যোগ্যতার সীমা বৃদ্ধি করা।

৩১. পঞ্চম CPC দ্বারা সুপারিশকৃত ৭০০০-১১৫০০ টাকার পরিবর্তে SSE-দের বেতন স্কেল ৭৪৫০-১১৫০০ টাকায় উন্নীত করা।

৩২. ড্রয়িং ও ডিজাইন ইঞ্জিনিয়ার এবং সিএমএস-কে ২০০০-৩২০০ টাকার পরিবর্তে ২৩৭৫-৩৫০০ টাকা অনুদান।

৩৩. ড্রয়িং ও ডিজাইন কর্মীদের জুনিয়র ইঞ্জিনিয়ার, সিনিয়র সেকশন ইঞ্জিনিয়ার পদে পদবী পরিবর্তন।

৩৪. স্টোর ইঞ্জিনিয়ারদের ডিএসকে থেকে ডিএমএস এবং সিডিএমএসে পদবী পরিবর্তন।

৩৫. ১৯৯৯ সালে উৎপাদন ইউনিট এবং কর্মশালায় কর্মরত এসএসই-দের জন্য প্রণোদনা বোনাস প্রদান।

৩৬. ২০০৯ এবং ২০১৯ সালে প্রণোদনা সংশোধনের সময় এসএসই-তে কর্মরত পিইউ এবং কর্মশালার জন্য ১৫% প্রণোদনা বোনাস অব্যাহত রাখা।

৩৭. উচ্চতর স্কেলে ডিআর কোটায় নির্বাচিত হওয়ার জন্য স্নাতক প্রকৌশলী এবং ডিপ্লোমাধারীদের জন্য জিডিসিই/এলডিসিই সিস্টেম চালু করা।

৩৮. জেই-১ এবং জেই-২-কে পূর্ব-সংশোধিত বেতন স্কেলে ৬৫০০-১০৫০০ টাকায় একীভূতকরণ এবং উন্নীতকরণ।

৩৯. সেকশন ইঞ্জিনিয়ারদের (এসই) বেতন স্কেলে ৬৫০০-১০৫০০ টাকায় একীভূতকরণ এবং উন্নীতকরণ, সিনিয়র সেকশন ইঞ্জিনিয়ার (এসএসই) ৭৪৫০-১১৫০০ টাকায় একীভূতকরণ এবং উন্নীতকরণ।

৪০. রেলওয়েতে নিয়োগের তারিখ নির্বিশেষে সকল জেই/ডিএমএস/সিএমএ-কে প্রথম শ্রেণীর পাস।

৪১. জেই পি-ওয়ে সুপারভাইজারদের জেই পি-ওয়ে হিসেবে একীভূতকরণ এবং উন্নীতকরণ এবং এর প্রভাব সমগ্র ক্যাডারে ছড়িয়ে দেওয়া।

৪২. জেই থেকে এসএসই, ডিএমএস থেকে সিডিএমএস, সিএমএ থেকে সিএমএস এবং জেই থেকে সিনিয়র ইআর/আইটি পদে নির্বাচনের জন্য লিখিত পরীক্ষার বিলুপ্তি।

৪৩. ০১.১২.২০২২ তারিখ থেকে এসএসই, সিএমএস এবং সিএমডিএসের ২৫,০০০ পদ বেতন স্তর-৭ বেতন স্তর-৮ থেকে উন্নীত করা হয়েছে।

৪৪. বেতন স্তর-৮-এ চার বছরের চাকরি সম্পন্ন করার পর নন-ফাংশনাল পদ বেতন স্তর-৯-এ (লেভেল-৮-এর ৫০%) উন্নীত করা হয়েছে।

৪৫. বেতন স্তর-৮-এ চার বছরের চাকরি সম্পন্ন করার পর নন-ফাংশনাল পদ বেতন স্তর-৯-এ উন্নীত করা হয়েছে। (লেভেল-৮-এর ৫০% পদের সীমাবদ্ধতা অপসারণ করা হয়েছে)।

৪৬. গ্রুপ-বি-এর জন্য ৭০% নির্বাচনের ক্ষেত্রে পরিবর্তন

ক) APO ব্যতীত গ্রুপ 'বি' পদের ক্ষেত্রে, ভাইভা ভোস এবং পরিষেবা রেকর্ড মূল্যায়নের জন্য প্রার্থীদের জ্যেষ্ঠতার ক্রম অনুসারে শূন্য পদের সংখ্যার ছয় গুণ (বিভাগ অনুসারে) ডাকা হবে।

খ) প্রার্থীদের "ভালো / অসাধারণ" হিসাবে গ্রেডিং বাতিল করার সিদ্ধান্ত নেওয়া হয়েছে।

৪৭. ষষ্ঠ সিপিপি দ্বারা পে ব্যাল্ড/গ্রেড পে ধারণা এবং সপ্তম সিপিপি দ্বারা পে ম্যাট্রিক্স প্রবর্তনের মাধ্যমে বেতনের স্থবিরতা দূর করা।

সাধারণ দাবি প্রত্যাখ্যান করা হয়েছে

৪৮. ইচ্ছামত নির্দিষ্ট পরিমাণের পরিবর্তে মূল বেতনের ৩% এর সমান বার্ষিক বৃদ্ধি।

৪৯. মূল বেতনের শতাংশের উপর এইচআরএ।

৫০. দূরত্বের সীমাবদ্ধতা ছাড়াই এবং মুদ্রাস্ফীতির প্রমাণ সহ উন্নত পরিবহন ভাতা।
৫১. ষষ্ঠ সিপিসি প্রতিবেদন জমা দেওয়ার পর গঠিত "উচ্চ ক্ষমতাসম্পন্ন কমিটি" এর মাধ্যমে এসসিপিসি কর্তৃক সুপারিশকৃত ১.৭৪ গুণন গুণককে ১.৮৬ এ সংশোধন করা।
৫২. দুই সন্তানের জন্য মুদ্রাস্ফীতি প্রমাণ টিউশন ফি পরিশোধ।
৫৩. অবসর গ্রহণের সময় ৩০০ দিনের নগদীকরণের পাশাপাশি চাকরিতে থাকাকালীন ৬০ দিনের এলএপি নগদীকরণ।
৫৪. ষষ্ঠ বেতন কমিশনের পর ৫ম CPC এবং MACPS কর্তৃক ACP প্রদান - স্থবিরতা দূর করার জন্য (স্থবিরতা এবং সময়সীমাবদ্ধ পদোন্নতি অপসারণের জন্য IRTSA-এর দুটি প্রধান দাবির উপর ভিত্তি করে)।
৫৫. MACPS-এর অধীনে তিনটি আর্থিক উন্নয়ন (১০, ২০ এবং ৩০ বছরের চাকরির পর)। (এটি নিশ্চিত করে যে JE প্রবেশকারী বেতন স্তর-৯ এবং SSE প্রবেশকারী বেতন স্তর-১০-এ পৌঁছাবেন)।
৫৬. GDCE-এর অধীনে নির্বাচিত কর্মচারীদের MACPS-এর জন্য DR হিসেবে গণ্য করা হবে।
৫৭. ষষ্ঠ CPC দ্বারা একীভূত ফিডার এবং প্রমোশনাল গ্রেডের পদগুলির মধ্যে ১.১.২০০৬ থেকে ২৯.৯.২০০৮ সালের মধ্যে পদোন্নতির জন্য বেতন নির্ধারণের সম্প্রসারণ, অর্থাৎ JE-II থেকে JE-II এবং SE থেকে SSE-তে পদোন্নতি।
৫৮. ৭ম সিপিসি পে ম্যাট্রিক্সের পরবর্তী স্তরে পদোন্নতির জন্য বেতন নির্ধারণ, যা কমপক্ষে একই স্তরের সরাসরি নিয়োগপ্রাপ্তদের অর্থাৎ জেই-এর এসএসই-তে পদোন্নতির জন্য বেতন-৭ এর সমান হবে, যা ৪৪৯০০ টাকার কম হবে না, যা সরাসরি নিয়োগপ্রাপ্ত এসএসই-দের জন্য প্রবেশ বেতন।
৫৯. পদোন্নতির পরপরই প্রথম ইনক্রিমেন্ট বা আর্থিক আপগ্রেডেশন মঞ্জুর করা হবে পরবর্তী ১লা জুলাই অথবা ১লা জানুয়ারী, যোগ্য চাকরির ৬ মাসের মেয়াদ শেষ হওয়ার পর।
৬০. অনলাইনে পাস/পিটিও প্রদান এবং অনলাইনে পাস/পিটিও সংরক্ষণ।
৬১. ৩০শে জুন/৩১শে ডিসেম্বর অবসরপ্রাপ্ত/অবসরপ্রাপ্ত কর্মচারীদের পেনশন সুবিধার জন্য (১লা জুলাই/১লা জানুয়ারী তারিখে বকেয়া) পেনশন সুবিধা প্রদান।

কে.ভি.রমেশ
সাধারণ সম্পাদক, আইআরটিএসএ

आईआरटीएसए की 60 वर्षों (1965 - 2025) की प्रमुख उपलब्धियाँ

जागरूकता और औद्योगिक सद्भाव

1. आईआरटीएसए ने नवंबर, 1965 में अपनी स्थापना के बाद पहली बार भारतीय रेलवे के तकनीकी पर्यवेक्षकों को एकजुट करने के लिए एक सशक्त और प्रभावी मंच प्रदान किया है।
2. तकनीकी पर्यवेक्षकों/रेल इंजीनियरों की समस्याओं को उजागर किया और उनकी मांगों को रेलवे प्रशासन, वेतन आयोगों, रेलवे सुधार समिति, रेलवे दुर्घटना जाँच समितियों और अन्य मंचों के समक्ष प्रभावी ढंग से प्रस्तुत किया।
3. तकनीकी पर्यवेक्षकों और अन्य लोगों के बीच संबंधित मुद्दों के बारे में अधिक जागरूकता विकसित की।
4. तकनीकी पर्यवेक्षकों और रेलवे प्रशासन के बीच बेहतर औद्योगिक संबंध विकसित किए, जिससे रेल इंजीनियरों का उत्पीड़न कम हुआ और उत्पादकता में वृद्धि हुई।
5. दिन-प्रतिदिन के संघर्षों से बचने के लिए तकनीकी पर्यवेक्षकों, श्रमिकों और यूनियनों के बीच बेहतर समझ विकसित की, जिससे उत्पादकता में सुधार हुआ।
6. मान्यता प्राप्त फेडरेशनों और यूनियनों के बीच तकनीकी पर्यवेक्षकों की समस्याओं के बारे में अधिक जागरूकता विकसित की और संघर्ष और सामूहिक प्रयासों के माध्यम से राष्ट्रीय और स्थानीय स्तर पर कई मुद्दों को हल करने के लिए उनका समर्थन प्राप्त किया।
7. महत्वपूर्ण मुद्दों पर सेमिनारों और बैठकों, स्मृति चिन्हों के प्रकाशन और पत्रिका "वॉयस ऑफ रेल इंजीनियर्स" (वीआरई), वेबसाइट www.irtsa.net, फेसबुक, व्हाट्सएप पर आईआरटीएसए ग्रुप आदि के माध्यम से निरंतर बातचीत।

मुख्य श्रेणीगत मुद्दों पर आईआरटीएसए की स्वीकृत मांगें

8. तृतीय वेतन आयोग द्वारा संपूर्ण समूह 'ग' में वरिष्ठ तकनीकी पर्यवेक्षकों को 840-1200 रुपये / 840-1040 रुपये का उच्चतम वेतनमान और चतुर्थ वेतन आयोग द्वारा 2375-3500 रुपये का आवंटन - (आईआरटीएसए द्वारा साक्ष्य के आधार पर 40 वर्षों के संघर्ष द्वारा उनकी सापेक्षता बहाल करना)।
9. तकनीकी पर्यवेक्षकों के वेतनमानों की संख्या को पुराने 6 वेतनमानों से घटाकर तीसरे वेतन आयोग (1973 में) द्वारा 4 वेतनमान किया गया और छठे वेतन आयोग (2006 से) द्वारा इसे घटाकर केवल 2 वेतनमान कर दिया गया।
10. तत्कालीन फोरमैन (एसएसई) को विशेष वेतनमान प्रदान किया गया।
11. कर्मचारियों को वेतन वितरण हेतु कनिष्ठ अभियंताओं को मानदेय और उसके बाद उसमें संशोधन -(आईआरटीएसए द्वारा 1969 में वेतन वितरण का बहिष्कार करने का निर्णय लेने के बाद)।
12. प्रशिक्षुओं को ड्यूटी पर चोट/अस्पताल अवकाश मिलना (संसद में इसे उठाए जाने के बाद)।
13. तकनीकी पर्यवेक्षकों को कर्मकार क्षतिपूर्ति अधिनियम के अंतर्गत लाना और इसका नाम बदलकर "कर्मचारी क्षतिपूर्ति अधिनियम" करना (संसद में इसे उठाए जाने के बाद)।
14. 1984 के बाद से सभी तकनीकी पर्यवेक्षकों को एक ही संवर्ग (जेई से एसएसई तक) में लाना, संवर्ग पुनर्गठन के लिए (पहले उच्च ग्रेड के पद बहुत सीमित थे और वेतनमान के आधार पर प्रभारित होते थे)।
15. इंजीनियरिंग स्नातकों की जेई-1 के रूप में सीधी भर्ती बंद करना और इसे 1987 में एसई ग्रेड में और 2008 से एसएसई ग्रेड में शुरू करना।
16. तकनीकी पर्यवेक्षकों का 30 वर्षों में 5 बार संवर्ग पुनर्गठन - एसएसई के उच्चतम ग्रेड में पदों की संख्या कार्यशालाओं में 3 से 6% और ओपन लाइन पर 1.5% से बढ़ाकर 1984 में 10%, 1993 में 17%, 2003 में 18% से 21%, छठे वेतन आयोग के बाद 50% 2008 में 67% और 2013 में सीआरसी के माध्यम से 67% करना।
17. कैडर पुनर्गठन के माध्यम से डिज़ाइन और ड्राइंग, सी एंड एम स्टाफ और डीएमएस के लिए उन्नयन करना।
18. 1983 में सेवानिवृत्ति लाभों और 1990 के बाद वृद्धिशील लाभों के लिए शिक्षता/प्रशिक्षण अवधि की गणना करना (आईआरटीएसए द्वारा उपलब्ध कराए गए आंकड़ों के आधार पर)।
19. वरिष्ठ पर्यवेक्षकों के 2000 पदों को ग्रुप बी में अपग्रेड करना (1980 से 2000 तक 2 चरणों में)।

20. मिस्त्रियों/पर्यवेक्षकों को जूनियर इंजीनियरों के रूप में अपग्रेड करना (वर्षों के संघर्ष के बाद) - उच्चतर स्केल(ओं) की संख्या में वृद्धि - (जेई की पदोन्नति की संभावनाओं में सुधार)।
21. तकनीकी पर्यवेक्षकों का पदनाम जेई (जूनियर इंजीनियर) और एसएसई (वरिष्ठ अनुभाग इंजीनियर) के रूप में बदलना (1996 में आईआरटीएसए द्वारा अप्रैल से 'वर्क-टू-रूल' पर जाने का निर्णय लेने के बाद) 1996)।
22. जेई और एसएसई को पीसीओ भत्ता प्रदान करना।
23. 1968, 1975, 1990, 1998, 2009 और 2019 में प्रोत्साहन बोनस की दरों में संशोधन करना।
24. जेई की प्रशिक्षण अवधि 3 वर्ष से घटाकर 2 वर्ष, फिर 18 महीने और वर्तमान में 12 महीने करना।
25. शिक्षता/प्रशिक्षण के दौरान 4200 रुपये के वेतन/ग्रेड वेतन के बराबर राशि बढ़ाना।
26. प्रशिक्षकों और व्याख्याताओं को प्रशिक्षण भत्ता प्रदान करना और उसमें 4 बार संशोधन करना।
27. क) आईआरटीएसए ने वरिष्ठ तकनीकी पर्यवेक्षकों को ग्रुप "बी" का दर्जा देने के लिए कैट नई दिल्ली में (ओए संख्या 835-1989 आईआरटीएसए बनाम यूओआई में) मामला जीत लिया (रेलवे बोर्ड द्वारा बाद में इनकार को आईआरटीएसए ने याचिका पीबीसीएटी और सुप्रीम कोर्ट में चुनौती दी, जिसने इसे इस मुद्दे पर फैसला करने के लिए प्रशासनिक क्षेत्राधिकार में बताया)। आईआरटीएसए द्वारा कैट चंडीगढ़ में दायर ओए 211/पीबी ऑफ 2014 पर भी रेलवे सहमत नहीं हुआ।
ख) आईआरटीएसए द्वारा निरंतर संघर्ष और अभियान ने आरएआईसी और आरआरसी, फेडरेशन और रेलवे बोर्ड को मांग की वास्तविकता के बारे में आश्चर्य किया - जिसके परिणामस्वरूप रेलवे बोर्ड ने वित्त मंत्रालय (डीओई) को वरिष्ठ पर्यवेक्षकों के कुछ प्रतिशत पदों को ग्रुप बी में अपग्रेड करने का प्रस्ताव दिया। आईआरटीएसए ने 2018 और 2024 में गठित समितियों के समक्ष अपना पक्ष रखा।
ग) आईआरटीएसए ने डीओपी के आदेशों के अनुसार जीपी 4600/लेवल 7 के सभी पदों को ग्रुप बी में वर्गीकृत करने का अनुरोध किया है।
28. आईआरटीएसए ने कैट नई दिल्ली में कोर्ट केस जीता (ओए संख्या 1527/1990 आईआरटीएसए बनाम यूओआई में) - जेई को उच्चतर वेतनमान देने के निर्देश दिया क्योंकि 'एक समान एक समान से अधिक नहीं हो सकता' - (इसे पांचवें सीपीसी ने जेई के उच्चतर वेतनमान पर निर्णय लेते समय स्वीकार किया था जैसा कि इसकी रिपोर्ट के पैरा 54.36 में दर्ज है)।
29. कैट चेन्नई (ओए संख्या 706/2013) से वित्त मंत्रालय को जेई का ग्रेड पे 4200 रुपये से बढ़ाकर 4600 रुपये और एसएसई का ग्रेड पे 4600 रुपये से बढ़ाकर 4800 रुपये करने पर विचार करने का आदेश मिला।
30. वेतन की सीमा के बिना सभी तकनीकी पर्यवेक्षकों को कवर करने के लिए पीएलबी के लिए पात्रता सीमा बढ़ाना।
31. एसएसई का वेतनमान 5वें सीपीसी द्वारा अनुशंसित 7000-11500 रुपये के बजाय 7450-11500 रुपये करना।
32. ड्राइंग एवं डिज़ाइन इंजीनियरों और सीएमएस को 2000-3200 रुपये के स्थान पर 2375-3500 रुपये का वेतनमान देना।
33. ड्राइंग एवं डिज़ाइन स्टाफ का पदनाम जूनियर इंजीनियर, सीनियर सेक्शन इंजीनियर में बदलना।
34. स्टोर इंजीनियरों का पदनाम डीएसके से डीएमएस और सीडीएमएस में बदलना।
35. 1999 में उत्पादन इकाइयों और कार्यशालाओं में कार्यरत एसएसई को प्रोत्साहन बोनस देना।
36. 2009 और 2019 के प्रोत्साहन संशोधनों के दौरान पीयू और कार्यशालाओं में कार्यरत एसएसई के लिए 15% प्रोत्साहन बोनस जारी रखना।
37. सेवारत स्नातक इंजीनियरों और डिप्लोमा धारकों के लिए उच्च वेतनमान में डीआर कोटा में चयनित होने हेतु जीडीसीई/एलडीसीई प्रणाली की शुरुआत करना।
38. जेई-I और जेई-II का 6500-10500 के पूर्व-संशोधित वेतनमान में विलय और उन्नयन करना।
39. सेक्शन इंजीनियरों (एसई) के वेतनमानों को पूर्व-संशोधित वेतनमान 6500-10500 से बढ़ाकर वरिष्ठ सेक्शन इंजीनियर (एसएसई) के वेतनमान 7450-11500 किया गया।
40. रेलवे में नियुक्ति की तिथि पर ध्यान दिए बिना सभी जेई/डीएमएस/सीएमएस को प्रथम श्रेणी पास देना।
41. पी-वे पर्यवेक्षकों का जेई पी-वे के रूप में विलय और उन्नयन तथा इसका प्रभाव पूरे संवर्ग पर लागू करना।
42. जेई से एसएसई, डीएमएस से सीडीएमएस, सीएमएस से सीएमएस और जेई से वरिष्ठ इंजीनियर/आईटी के चयन के लिए लिखित परीक्षा की समाप्ति करना।
43. एसएसई, सीएमएस और सीडीएमएस के 25,000 पदों को 01.12.2022 से वेतन स्तर-7 से वेतन स्तर-8 में अपग्रेड किया गया।
44. चार वर्ष की सेवा पूरी होने पर वेतन स्तर-9 (लेवल-8 का 50%) में गैर-कार्यात्मक उन्नयन। वेतन स्तर-8 में करना।
45. वेतन स्तर-8 में चार वर्ष की सेवा पूरी करने पर वेतन स्तर-9 में गैर-कार्यात्मक उन्नयन। (स्तर-8 में 50% पदों का प्रतिबंध हटाया गया)।
46. समूह-ख के लिए 70% चयन में संशोधन

क) एपीओ के अलावा समूह 'ख' के पदों के मामले में, वरिष्ठता क्रम में रिक्तियों की संख्या (श्रेणीवार) के छह गुना तक उम्मीदवारों को मौखिक परीक्षा और सेवा अभिलेख के मूल्यांकन के लिए बुलाया जाएगा।

ख) उम्मीदवारों की "अच्छा/उत्कृष्ट" ग्रेडिंग को समाप्त करने का निर्णय लिया गया है।

आईआरटीएसए की सामान्य स्वीकृत माँगें

47. छठे वेतन आयोग द्वारा वेतन बैंड/ग्रेड पे अवधारणा और सातवें वेतन आयोग द्वारा वेतन मैट्रिक्स की शुरुआत के माध्यम से वेतन में स्थिरता को समाप्त करना।
48. मनमाने ढंग से निर्धारित राशि के बजाय मूल वेतन के 3% के बराबर वार्षिक वेतन वृद्धि देना।
49. मूल वेतन के निश्चित प्रतिशत दर पर मकान किराया भत्ता देना।
50. बिना किसी दूरी प्रतिबंध और अन्य प्रमाण के बेहतर परिवहन भत्ता देना।
51. छठे वेतन आयोग की रिपोर्ट प्रस्तुत करने के बाद गठित "उच्चाधिकार प्राप्त समिति" के माध्यम से एससीपीसी द्वारा अनुशंसित 1.74 के गुणन कारक को 1.86 में संशोधित करना।
52. दो बच्चों के लिए मुद्रास्फीति प्रमाणिक शिक्षण शुल्क की प्रतिपूर्ति करना।
53. सेवानिवृत्ति पर 300 दिनों के नकदीकरण के अतिरिक्त सेवाकाल के दौरान 60 दिनों के एलएपी का नकदीकरण करना।
54. 5वें वेतन आयोग द्वारा एसीपी और छठे वेतन आयोग के बाद एमएसीपीएस प्रदान करना - ठहराव को समाप्त करने के लिए (आईआरटीएसए की दो प्रमुख मांगों पर आधारित, ठहराव को दूर करना और समयबद्ध पदोन्नति)।
55. एमएसीपीएस के अंतर्गत तीन वित्तीय उन्नयन (10, 20 और 30 वर्षों की सेवा के बाद)। (यह सुनिश्चित करता है कि जेई प्रवेशार्थी वेतन स्तर-9 तक पहुँचे और एसएसई प्रवेशार्थी वेतन स्तर-10 तक पहुँचे)।
56. जीडीसीई के अंतर्गत चयनित कर्मचारियों को एमएसीपीएस के लिए डीआर माना जाएगा।
57. फीडर और प्रमोशनल ग्रेड वाले पदों, जिन्हें छठे वेतन आयोग द्वारा विलय कर दिया गया था, के बीच 1.1.2006 और 29.9.2008 के बीच हुई पदोन्नतियों के लिए वेतन निर्धारण का विस्तार, अर्थात् जेई-11 से जेई-1 और एसई से एसएसई में पदोन्नति।
58. सातवें केन्द्रीय वेतन आयोग के वेतन मैट्रिक्स में अगले स्तर पर पदोन्नति पर वेतन का निर्धारण, कम से कम उसी स्तर पर सीधे भर्ती किए गए कर्मचारियों के प्रवेश वेतन के बराबर होगा, अर्थात् जूनियर इंजीनियर को एसएसई के रूप में स्तर-7 पर पदोन्नति मिलने पर वेतन 44900 रुपये से कम नहीं होगा, जो सीधे भर्ती किए गए एसएसई के लिए प्रवेश वेतन है।
59. 6 महीने की अर्हक सेवा पूरी होने पर, जैसा भी मामला हो, पदोन्नति या वित्तीय उन्नयन के तुरंत बाद पहली वेतन वृद्धि प्रदान करना।
60. ऑनलाइन के माध्यम से पास/पीटीओ जारी करना और ऑनलाइन के माध्यम से पास/पीटीओ पर आरक्षण मिलना।
61. उन कर्मचारियों को पेंशन लाभ के लिए काल्पनिक वार्षिक वेतन वृद्धि (1 जुलाई/1 जनवरी को देय) प्रदान करना, जो इसे प्राप्त करने से पहले 30 जून/31 दिसंबर को सेवानिवृत्त हो चुके हैं/सेवानिवृत्त हो रहे हैं।

(के.वी.रमेश)
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60 ವರ್ಷಗಳ ಸಾಧನೆಗಳು (1965 - 2025)

ಜಾಗೃತಿ ಮತ್ತು ಕೈಗಾರಿಕಾ ಸೌಹಾರ್ದ

- 1965ರ ನವೆಂಬರ್‌ನಲ್ಲಿ ಸಂಸ್ಥೆಯು ಸ್ಥಾಪನೆಯಾದ ಬಳಿಕ, ಮೊದಲ ಬಾರಿಗೆ ರೈಲ್ವೆಯ ತಾಂತ್ರಿಕ ಮೇಲ್ವಿಚಾರಕರನ್ನು ಒಗ್ಗೂಡಿಸಲು ಬಲವಾದ ವೇದಿಕೆಯನ್ನು ಸೃಷ್ಟಿಸಿತು.
- ತಾಂತ್ರಿಕ ಮೇಲ್ವಿಚಾರಕರ / ರೈಲು ಇಂಜಿನಿಯರ್‌ಗಳ ಸಮಸ್ಯೆಗಳನ್ನು ರೈಲ್ವೆ ಆಡಳಿತ, ವೇತನ ಆಯೋಗಗಳು, ರೈಲು ಸುಧಾರಣಾ ಸಮಿತಿಗಳು, ಅಪಘಾತ ತನಿಖಾ ಸಮಿತಿಗಳು ಮತ್ತು ಅನೇಕ ವೇದಿಕೆಗಳಲ್ಲಿ ಹಕ್ಕುಗಳನ್ನು ಸಮರ್ಥವಾಗಿ ಮಂಡಿಸಿತು.
- ತಾಂತ್ರಿಕ ಮೇಲ್ವಿಚಾರಕರು ಹಾಗೂ ಇತರರಲ್ಲಿಯೂ ಸಂಬಂಧಿತ ವಿಷಯಗಳ ಬಗ್ಗೆ ಹೆಚ್ಚಿನ ಜಾಗೃತಿ ಮೂಡಿಸಲಾಯಿತು.
- ತಾಂತ್ರಿಕ ಮೇಲ್ವಿಚಾರಕರು ಮತ್ತು ರೈಲ್ವೆ ಆಡಳಿತದ ನಡುವೆ ಉತ್ತಮ ಕೈಗಾರಿಕಾ ಸಂಬಂಧವನ್ನು ಬೆಳೆಸಲಾಗಿದ್ದು, ರೈಲು ಇಂಜಿನಿಯರ್‌ಗಳ ಮೇಲಿನ ದಮನ ಕಡಿಮೆಯಾಗಿದ್ದು, ಉತ್ಪಾದಕತೆ ಹೆಚ್ಚಿಸಲು ಸಹಾಯವಾಯಿತು.
- ಮೇಲ್ವಿಚಾರಕರು ಮತ್ತು ಕೆಲಸಗಾರರ ನಡುವೆ ಪರಸ್ಪರ ಅರ್ಥಮಾಡಿಕೊಳ್ಳುವಿಕೆ ಹೆಚ್ಚಿಸಿ, ದೈನಂದಿನ ಗಲಾಟೆಗಳನ್ನು ತಡೆದು ಉತ್ಪಾದಕತೆ ಹೆಚ್ಚುವಂತೆ ಮಾಡಿತು.
- ಫೆಡರೇಶನ್‌ಗಳು ಹಾಗೂ ಸಂಘಗಳ ಬೆಂಬಲ ಪಡೆದು, ಹೋರಾಟ ಮತ್ತು ಸಾಮೂಹಿಕ ಪ್ರಯತ್ನಗಳ ಮೂಲಕ ಅನೇಕ ಸಮಸ್ಯೆಗಳಿಗೆ ಸ್ಥಳೀಯ ಮತ್ತು ರಾಷ್ಟ್ರೀಯ ಮಟ್ಟದಲ್ಲಿ ಪರಿಹಾರ ಕಂಡುಕೊಂಡಿತು.
- ವಿಚಾರ ಸಂಕಿರಣಗಳು, ಸಭೆಗಳು, ಸ್ಮರಣಿಕೆಗಳು, ನಿಯತಕಾಲಿಕ VOICE OF RAIL ENGINEERS, ಜಾಲತಾಣ, ಫೇಸ್‌ಬುಕ್, ವಾಟ್ಸಾಪ್ ಗುಂಪುಗಳ ಮೂಲಕ ನಿರಂತರ ಚಟುವಟಿಕೆ ನಡೆಸಿತು.

ಪ್ರಮುಖವಾಗಿ ಪರಿಹಾರಗೊಂಡ ವಿಷಯಗಳು

- 3ನೇ ವೇತನ ಆಯೋಗದಿಂದ ಹಿರಿಯ ತಾಂತ್ರಿಕ ಮೇಲ್ವಿಚಾರಕರಿಗೆ ಸಂಪೂರ್ಣ "ಗ್ರೂಪ್ C" ಒಳಗೆ ಅತ್ಯುನ್ನತ ವೇತನಶ್ರೇಣಿ ರೂ.840-1200 / ರೂ.840-1040 ನೀಡಿಕೆ, 4ನೇ ವೇತನ ಆಯೋಗದಲ್ಲಿ ರೂ.2375-3500 ಮಂಜೂರು (IRTSA ನೀಡಿದ ಸಾಕ್ಷಿಗಳ ಆಧಾರದ ಮೇಲೆ 40 ವರ್ಷಗಳ ಬಳಿಕ ಅವರ ಸ್ಥಾನಮಾನವನ್ನು ಪುನಃಸ್ಥಾಪನೆ).
- ತಾಂತ್ರಿಕ ಮೇಲ್ವಿಚಾರಕರ 6 ಹಳೆಯ ವೇತನಶ್ರೇಣಿಗಳನ್ನು 3ನೇ ವೇತನ ಆಯೋಗ (1973) 4ಕ್ಕೆ ಹಾಗೂ 6ನೇ ವೇತನ ಆಯೋಗ (2006) ಕೇವಲ 2ಕ್ಕೆ ಇಳಿಕೆ.
- ಆಗಿನ ಫೋರ್‌ಮನ್ (SSE) ಗೆ ವಿಶೇಷ ಭತ್ಯೆ ನೀಡಿಕೆ.
- JEಗಳಿಗೆ ಸಿಬ್ಬಂದಿಗೆ ವೇತನ ವಿತರಣೆಗಾಗಿ ಗೌರವಧನ ಮತ್ತು ಅದರ ತಿದ್ದುಪಡಿ.(1969ರಲ್ಲಿ IRTSA ವೇತನ ವಿತರಣೆಯನ್ನು ಬಹಿಷ್ಕರಿಸಲು ನಿರ್ಧರಿಸಿದ ಬಳಿಕ)
- ತರಬೇತಿಯಲ್ಲಿರುವವರಿಗೆ (APPRENTICES/TRAINEES) ಕರ್ತವ್ಯದಲ್ಲಿದ್ದಾಗ ಗಾಯ / ಆಸ್ಪತ್ರೆ ರಜೆ ಸೌಲಭ್ಯ (ಸಂಸತ್ತಿನಲ್ಲಿ ವಿಚಾರ ಎತ್ತಿಸಿದ ನಂತರ)
- ತಾಂತ್ರಿಕ ಮೇಲ್ವಿಚಾರಕರನ್ನು "ಕಾರ್ಮಿಕ ಪರಿಹಾರ ಕಾಯಿದೆ" (WORKMAN COMPENSATION ACT) ಅಡಿಯಲ್ಲಿ ಸೇರಿಸಿ, ನಂತರ ಅದನ್ನು "EMPLOYEES COMPENSATION ACT" ಎಂದು ಮರುನಾಮಕರಣ (ಸಂಸತ್ತಿನಲ್ಲಿ ವಿಚಾರ ಎತ್ತಿಸಿದ ನಂತರ).
- 1984ರಿಂದ JE ಇಂದ SSEವರೆಗೆ ಎಲ್ಲ ತಾಂತ್ರಿಕ ಮೇಲ್ವಿಚಾರಕರನ್ನೂ ಒಂದೇ ಕೆಡರ್‌ನಲ್ಲಿ ತರಲಾಗಿದೆ (ಹಿಂದೆ ಮೇಲ್ವರ್ಗೀಯ ಹುದ್ದೆಗಳು ಅತ್ಯಲ್ಪವಾಗಿದ್ದು, "WORTH OF CHARGE" ಆಧಾರದಲ್ಲಿದ್ದವು).
- ಎಂಜಿನಿಯರಿಂಗ್ ಪದವೀಧರರ ನೇರ ನೇಮಕಾತಿಯನ್ನು JE-I ದರ್ಜೆಯಲ್ಲಿ ನಿಲ್ಲಿಸಿ, 1987ರಿಂದ SE ದರ್ಜೆಯಲ್ಲಿ, 2008ರಿಂದ SSE ದರ್ಜೆಯಲ್ಲಿ ಪ್ರಾರಂಭ.
- 30 ವರ್ಷಗಳಲ್ಲಿ 5 ಬಾರಿ ತಾಂತ್ರಿಕ ಮೇಲ್ವಿಚಾರಕರ ಕೆಡರ್ ಪುನರಾರ್ಚನೆ - SSEಗಳ ಅತಿ ಮೇಲ್ವರ್ಗೀಯ ಹುದ್ದೆಗಳ ಪ್ರಮಾಣವನ್ನು 1984ರಲ್ಲಿ 10% ಗೆ 1993ರಲ್ಲಿ 17% ಗೆ ,2003ರಲ್ಲಿ 21% ಗೆ 2008ರಲ್ಲಿ 50% ಗೆ (6ನೇ ವೇತನ ಆಯೋಗ), 2013ರಲ್ಲಿ 67% ಗೆ (CRC ಮೂಲಕ) ಏರಿಸಲಾಯಿತು
- ಡಿಸೈನ್ & ಡ್ರಾಯಿಂಗ್, C&M ಸಿಬ್ಬಂದಿ, DMS ಹುದ್ದೆಗಳಿಗೂ ಕೆಡರ್ ರೀಸ್ಟ್ರಕ್ಚರಿಂಗ್ ಮೂಲಕ ಮೇಲ್ವರ್ಗೀಯ ಏರಿಸಲಾಯಿತು.
- ತರಬೇತಿ ಅವಧಿಯನ್ನು ನಿವೃತ್ತಿ ಲಾಭಗಳಿಗೆ (1983ರಿಂದ) ಹಾಗೂ ಇನ್‌ಕ್ರಿಮೆಂಟಲ್ ಲಾಭಗಳಿಗೆ (1990ರಿಂದ) ಲೆಕ್ಕಕ್ಕೆ ಸೇರಿಕೆ (IRTSA ಒದಗಿಸಿದ ಮಾಹಿತಿಯ ಆಧಾರದಲ್ಲಿ).
- 1980-2000ರ ಅವಧಿಯಲ್ಲಿ 2000 ಹಿರಿಯ ಮೇಲ್ವಿಚಾರಕರ ಹುದ್ದೆಗಳನ್ನು GROUP Bಗೆ ಮೇಲ್ವರ್ಗೀಯ

ಪರಿವರ್ತಿಸಲಾಯಿತು.

20. ಮಿಸ್ಟ್ರ್ / SUPERVISORS ಹುದ್ದೆಗಳನ್ನು JUNIOR ENGINEERS ಆಗಿ ಮೇಲ್ದರ್ಜೆಗೆ ಏರಿಸಲಾಯಿತು (ವರ್ಷಗಳ ಹೋರಾಟದ ಬಳಿಕ) - JEಗಳ ಪ್ರಗತಿ ಅವಕಾಶಗಳು ಹೆಚ್ಚಿಕೆ.

21. 1996ರಲ್ಲಿ ತಾಂತ್ರಿಕ ಮೇಲ್ವಿಚಾರಕರ ಹುದ್ದೆಗಳನ್ನು JE (ಜೂನಿಯರ್ ಎಂಜಿನಿಯರ್), SSE (ಸೀನಿಯರ್ ಸೆಕ್ಷನ್ ಎಂಜಿನಿಯರ್) ಎಂದು ಮರುನಾಮಕರಣ (IRTSA ಏಪ್ರಿಲ್ 1996ರಿಂದ WORK-TO-RULE ನಿರ್ಧರಿಸಿದ ಬಳಿಕ).

22. JE ಮತ್ತು SSEಗಳಿಗೆ PCO ಭತ್ಯೆ.

23. ಪ್ರೋತ್ಸಾಹ ಭತ್ಯೆಯ ದರ ಪರಿಷ್ಕರಣೆ - 1968, 1975, 1990, 1998, 2009, 2019ರಲ್ಲಿ.

24. JE ತರಬೇತಿ ಅವಧಿ 3 ವರ್ಷದಿಂದ 2 ವರ್ಷಕ್ಕೆ, ನಂತರ 18 ತಿಂಗಳಿಗೆ, ಈಗ 12 ತಿಂಗಳಿಗೆ ಇಳಿಕೆ.

25. ತರಬೇತಿ ಅವಧಿಯಲ್ಲಿ JEಗಳಿಗೆ ರೂ.4200 ಗ್ರೇಡ್ ಪೇ ಸಮನಾದ ವೇತನ / ಸ್ಟೈಪೆಂಡ್.

26. ತರಬೇತುದಾರರು ಮತ್ತು ಉಪನ್ಯಾಸಕರಿಗೆ ತರಬೇತಿ ಭತ್ಯೆ ಮತ್ತು 4 ಬಾರಿ ಅದರ ಪರಿಷ್ಕರಣೆ.

27.A) CAT ದೆಹಲಿ (OA NO. 835-1989 IRTSA - VS - UOI) ಪ್ರಕರಣದಲ್ಲಿ, ಹಿರಿಯ ತಾಂತ್ರಿಕ ಮೇಲ್ವಿಚಾರಕರಿಗೆ GROUP "B" ಹುದ್ದೆ ಮಾನ್ಯತೆ ನೀಡುವಂತೆ IRTSA ಜಯ ಸಾಧಿಸಿತು. ಆದರೆ ನಂತರ ರೈಲ್ವೆ ಬೋರ್ಡ್ ಅದನ್ನು ನಿರಾಕರಿಸಿತು. IRTSA ಅದನ್ನು PBCAT ಮತ್ತು ಸುಪ್ರೀಂ ಕೋರ್ಟ್‌ಗಳಲ್ಲಿ ಪ್ರಶ್ನಿಸಿತು. ಅಲ್ಲಿ, ಈ ವಿಷಯವನ್ನು ನಿರ್ಧರಿಸುವ ಅಧಿಕಾರವು ಆಡಳಿತದ ವ್ಯಾಪ್ತಿಗೆ ಬರುತ್ತದೆ ಎಂದು ನ್ಯಾಯಾಲಯ ಹೇಳಿತು. 2014ರಲ್ಲಿ IRTSA CAT ಚಂಡೀಗಢ (OA 211/PB OF 2014) ಕ್ಕೆ ಅರ್ಜಿ ಸಲ್ಲಿಸಿತು, ಆದರೆ ರೈಲ್ವೆಯು ಅದನ್ನೂ ಒಪ್ಪಲಿಲ್ಲ.

B) IRTSA ನಡೆಸಿದ ನಿರಂತರ ಹೋರಾಟ ಮತ್ತು ಪ್ರಚಾರದಿಂದಾಗಿ RAICS, RRC, ಫೆಡರೇಷನ್ಸ್ ಹಾಗೂ ರೈಲ್ವೆ ಬೋರ್ಡ್‌ಗಳು ಈ ಬೇಡಿಕೆಯ ನಿಜಾಸಕ್ತಿಯನ್ನು ಒಪ್ಪಿಕೊಂಡವು. ಇದರ ಫಲವಾಗಿ ರೈಲ್ವೆ ಬೋರ್ಡ್ ಹಣಕಾಸು ಸಚಿವಾಲಯಕ್ಕೆ (MOF / DOE) ಕೆಲವು ಪ್ರಮಾಣದ ಹಿರಿಯ ಮೇಲ್ವಿಚಾರಕರ ಹುದ್ದೆಗಳನ್ನು GROUP Bಗೆ ಮೇಲ್ದರ್ಜೆ ನೀಡುವಂತೆ ಪ್ರಸ್ತಾವ ಸಲ್ಲಿಸಿತು. ವಿಷಯವನ್ನು ಸಂಪೂರ್ಣವಾಗಿ ಪರಿಶೀಲಿಸಲು ರೈಲ್ವೆ ಬೋರ್ಡ್ ಸಮಿತಿಗಳನ್ನು ರಚಿಸಿತು. IRTSA ಈ ಸಮಿತಿಗಳ ಮುಂದೆ 2018 ಮತ್ತು 2024ರಲ್ಲಿ ಪ್ರಾತಿನಿಧ್ಯ ನೀಡಿತು.

C) GP 4600 / LEVEL-7 ಹುದ್ದೆಗಳನ್ನು GROUP B ಆಗಿ ವರ್ಗೀಕರಿಸುವಂತೆ DOP ಆದೇಶಗಳ ಪ್ರಕಾರ IRTSA ಬಲವಾಗಿ ಒತ್ತಾಯಿಸಿದೆ.

28. IRTSA ಮತ್ತೊಂದು ಪ್ರಕರಣದಲ್ಲಿ CAT ದೆಹಲಿ (OA NO.1527/1990 IRTSA - VS - UOI) ಜಯ ಸಾಧಿಸಿತು. ಅಲ್ಲಿ JEಗಳಿಗೆ ಹೆಚ್ಚಿನ ವೇತನಶ್ರೇಣಿ ನೀಡುವಂತೆ - "ಒಂದು ಸಮಾನ ಹುದ್ದೆ ಮತ್ತೊಂದು ಸಮಾನ ಹುದ್ದೆಗಿಂತ ಕಡಿಮೆ ಇರಲು ಸಾಧ್ಯವಿಲ್ಲ" ಎಂಬ ತತ್ವದ ಆಧಾರದ ಮೇಲೆ ತೀರ್ಪು ನೀಡಲಾಯಿತು. ಇದನ್ನು 5ನೇ ವೇತನ ಆಯೋಗ ತನ್ನ ವರದಿ (ಪ್ಯಾರಾ 54.36) ಯಲ್ಲಿ ದಾಖಲಿಸಿ, JEಗಳಿಗೆ ಹೆಚ್ಚಿನ ವೇತನ ಶ್ರೇಣಿ ನೀಡುವ ನಿರ್ಧಾರ ಮಾಡಿತು.

29. ಇದಲ್ಲದೆ, CAT ಚೆನ್ನೈ (OA NO.706/2013) ಯಿಂದ ಹಣಕಾಸು ಸಚಿವಾಲಯಕ್ಕೆ ಆದೇಶ ಹೊರಬಂದಿದ್ದು - JEಗಳ GRADE PAY ರೂ.4200 ರಿಂದ ರೂ.4600 ಕ್ಕೆ ಹಾಗೂ SSEಗಳ GRADE PAY ರೂ.4600 ರಿಂದ ರೂ.4800 ಕ್ಕೆ ಮೇಲ್ದರ್ಜೆ ಮಾಡುವುದನ್ನು ಪರಿಗಣಿಸಲು ಸೂಚಿಸಲಾಯಿತು.

ಇತರೆ ಪ್ರಮುಖ ಸಾಧನೆಗಳು

30. PLB ಅರ್ಹತೆ ಮಿತಿಯನ್ನು ಎಲ್ಲಾ ತಾಂತ್ರಿಕ ಮೇಲ್ವಿಚಾರಕರಿಗೂ ವಿಸ್ತರಣೆ (ವೇತನದ ಮಟ್ಟವನ್ನು ಪರಿಗಣಿಸದೆ)

31. 5ನೇ ವೇತನ ಆಯೋಗ ಶಿಫಾರಸು ಮಾಡಿದ ರೂ.7000-11500 ಬದಲಿಗೆ, SSE ವೇತನಶ್ರೇಣಿಯನ್ನು ರೂ.7450-11500ಕ್ಕೆ ಹೆಚ್ಚಿಸಲಾಯಿತು.

32. ಡ್ರಾಯಿಂಗ್ & ಡಿಸೈನ್ ಇಂಜಿನಿಯರ್‌ಗಳು ಮತ್ತು CMS ಹುದ್ದೆಗಳಿಗೆ ರೂ.2000-3200 ಬದಲಿಗೆ ರೂ.2375-3500 ವೇತನಶ್ರೇಣಿ ನೀಡಲಾಯಿತು.

33. ಡ್ರಾಯಿಂಗ್ & ಡಿಸೈನ್ ಸಿಬ್ಬಂದಿಯ ಹುದ್ದೆ ಹೆಸರುಗಳನ್ನು ಜೂನಿಯರ್ ಎಂಜಿನಿಯರ್ (JE) ಹಾಗೂ ಸೀನಿಯರ್ ಸೆಕ್ಷನ್ ಎಂಜಿನಿಯರ್ (SSE) ಎಂದು ಬದಲಾಯಿಸಲಾಯಿತು.

34. ಸ್ಟೋರ್ ಇಂಜಿನಿಯರ್ ಹುದ್ದೆಗಳನ್ನು DSK ನಿಂದ DMS ಮತ್ತು CDMS ಎಂದು ಮರುನಾಮಕರಣ ಮಾಡಲಾಯಿತು.

35. ಉತ್ಪಾದನಾ ಘಟಕಗಳು ಮತ್ತು ವರ್ಕ್‌ಶಾಪ್‌ಗಳಲ್ಲಿ SSEಗಳಿಗೆ 1999 ರಿಂದ ಪ್ರೋತ್ಸಾಹ ಭತ್ಯೆ (INCENTIVE BONUS) ನೀಡಲಾಯಿತು.

36. 2009 ಮತ್ತು 2019ರ ಪ್ರೋತ್ಸಾಹ ಪರಿಷ್ಕರಣೆಯಲ್ಲಿಯೂ SSEಗಳಿಗೆ 15% ಪ್ರೋತ್ಸಾಹ ಭತ್ಯೆ ಮುಂದುವರಿಸಲಾಯಿತು.

37. GDCE/LDCE ವ್ಯವಸ್ಥೆ ಪರಿಚಯ - ಸೇವೆಯಲ್ಲಿ ಇರುವ ಪದವೀಧರ ಎಂಜಿನಿಯರ್‌ಗಳು ಮತ್ತು ಡಿಪ್ಲೊಮಾ ಹುದ್ದೆದಾರರಿಗೆ DR ಕೋಟಾದಲ್ಲಿ ಮೇಲ್ದರ್ಜೆಯ ಹುದ್ದೆಗಳಿಗೆ ಆಯ್ಕೆಯಾಗುವ ಅವಕಾಶ.

38. JE-I ಮತ್ತು JE-II ಹುದ್ದೆಗಳನ್ನು ವಿಲೀನ ಮಾಡಿ, ಪರಿಷ್ಕರಣೆಗೆ ಮುನ್ನದ ರೂ.6500-10500 ವೇತನಶ್ರೇಣಿಗೆ ಮೇಲ್ದರ್ಜೆಗೆ ಏರಿಸಲಾಯಿತು.

39. SECTION ENGINEER (SE) ಹುದ್ದೆಗಳ ವೇತನಶ್ರೇಣಿಯನ್ನು ರೂ.6500-10500 ರಿಂದ ರೂ.7450-11500 (SENIOR SECTION ENGINEER – SSE) ಗೆ ವಿಲೀನ ಮಾಡಿ ಮೇಲ್ವರ್ಗ ಮಾಡಲಾಯಿತು.

40. ರೈಲ್ವೆಯಲ್ಲಿ ನೇಮಕಗೊಂಡ ದಿನಾಂಕವನ್ನು ಪರಿಗಣಿಸದೆ, ಎಲ್ಲಾ JE/DMS/CMAಗಳಿಗೆ 1ನೇ ತರಗತಿ ರೈಲು ಪಾಸ್ (FIRST CLASS PASS) ನೀಡಲಾಯಿತು.

41. P-WAY SUPERVISORS ಹುದ್ದೆಗಳನ್ನು JE P-WAY ಆಗಿ ವಿಲೀನ ಮಾಡಿ ಮೇಲ್ವರ್ಗ ಮಾಡಲಾಯಿತು – ಇದರ ಪರಿಣಾಮ ಸಂಪೂರ್ಣ ಕೆಡರ್ಗೆ ವಿಸ್ತರಿಸಲಾಯಿತು.

42. JE ರಿಂದ SSE, DMS ರಿಂದ CDMS, CMA ರಿಂದ CMS ಹಾಗೂ JEರಿಂದ SR.ER/IT ಲಿಖಿತ ಪರಿಶೀಲನೆಯನ್ನು ರದ್ದುಗೊಳಿಸಲಾಯಿತು.

43. 25,000 SSE, CMS ಮತ್ತು CMDS ಹುದ್ದೆಗಳನ್ನು PAY LEVEL-7 ನಿಂದ PAY LEVEL-8ಕ್ಕೆ ಮೇಲ್ವರ್ಗ ಮಾಡಲಾಯಿತು (01.12.2022ರಿಂದ ಜಾರಿಗೆ ಬಂತು).

44. PAY LEVEL-8ನಲ್ಲಿ ನಾಲ್ಕು ವರ್ಷ ಸೇವೆ ಪೂರೈಸಿದ ನಂತರ 50% ಹುದ್ದೆಗಳಿಗೆ NON-FUNCTIONAL ಮೇಲ್ವರ್ಗ PAY LEVEL-9ಕ್ಕೆ ನೀಡಲಾಯಿತು.

45. ನಂತರ, LEVEL-8 ಹುದ್ದೆಗಳ 50% ಮಿತಿಯನ್ನು ತೆಗೆದುಹಾಕಿ, PAY LEVEL-8ನಲ್ಲಿ ನಾಲ್ಕು ವರ್ಷ ಸೇವೆ ಪೂರೈಸಿದ ಎಲ್ಲರಿಗೂ NON-FUNCTIONAL ಮೇಲ್ವರ್ಗ PAY LEVEL-9ಕ್ಕೆ ಮಂಜೂರು ಮಾಡಲಾಯಿತು.

46. GROUP-B 70% ಆಯ್ಕೆ ವಿಧಾನದಲ್ಲಿ ತಿದ್ದುಪಡಿ

A) APO ಹೊರತುಪಡಿಸಿ ಉಳಿದ GROUP-B ಹುದ್ದೆಗಳಿಗೆ, ಖಾಲಿ ಹುದ್ದೆಗಳ ಆರು ಪಟ್ಟಿ (ವರ್ಗವಾರು) ಅಭ್ಯರ್ಥಿಗಳನ್ನು ಹಿರಿತನ ಕ್ರಮದಲ್ಲಿ ಮೌಖಿಕ ಹಾಗೂ ಸೇವಾ ದಾಖಲೆ ಮೌಲ್ಯಮಾಪನಕ್ಕೆ ಕರೆಯುವ ನಿರ್ಧಾರ.

B) ಅಭ್ಯರ್ಥಿಗಳನ್ನು "GOOD / OUTSTANDING" ಎಂದು ಶ್ರೇಣೀಕರಣ ಮಾಡುವ ಪದ್ಧತಿ ರದ್ದು.

ಅಂಗೀಕರಿಸಿದ ಸಾಮಾನ್ಯ ಬೇಡಿಕೆಗಳು

47. 6ನೇ ವೇತನ ಆಯೋಗದಿಂದ PAY BAND/GRADE PAY ಪರಿಕಲ್ಪನೆ ಮತ್ತು 7ನೇ ವೇತನ ಆಯೋಗದಿಂದ PAY MATRIX ಪರಿಚಯ, STAGNATION ನಿವಾರಣೆ.

48. ವಾರ್ಷಿಕ ವೇತನವೃದ್ಧಿ ಮೂಲ ವೇತನದ 3%- (ಪೂರ್ವ ನಿರ್ಧಾರಿತ ದರದ ಬದಲಿಗೆ)

49. ಮೂಲ ವೇತನ ಶೇಕಡಾವಾರು HRA.

50. ಸಾರಿಗೆ ಭತ್ಯೆ ಸುಧಾರಣೆ (ವಾಸಸ್ಥಳದ ಅಂತರವನ್ನು ಪರಿಗಣಿಸದೆ)

51. 6ನೇ ವೇತನ ಆಯೋಗದ ನಂತರ ರಚಿಸಲಾದ ಹೈ ಪವರ್ಡ್ ಸಮಿತಿಯಿಂದ, 1.74 ಗುಣಾಂಕವನ್ನು 1.86ಕ್ಕೆ ಪರಿಷ್ಕರಣೆ.

52. ಎರಡು ಮಕ್ಕಳಿಗೆ ಟ್ಯೂಷನ್ ಫೀ ಮರುಪಾವತಿ.

53. ಸೇವೆಯಲ್ಲಿದ್ದಾಗ 60 ದಿನಗಳ LAP ENCASHMENT, ನಿವೃತ್ತಿಯಲ್ಲಿನ 300 ದಿನಗಳ ಜೊತೆಗೆ.

54. 5ನೇ ವೇತನ ಆಯೋಗದಿಂದ ACP ಹಾಗೂ 6ನೇ ವೇತನ ಆಯೋಗದ ಬಳಿಕ MACPS – STAGNATION ನಿವಾರಣೆ ಹಾಗೂ TIME BOUND PROMOTIONS. (IRTSA ಯ ಪ್ರಮುಖ ಬೇಡಿಕೆ)

55. MACPS ಅಡಿಯಲ್ಲಿ 10, 20, 30 ವರ್ಷಗಳ ನಂತರ 3 ಆರ್ಥಿಕ ಮೇಲ್ವರ್ಗಗಳು (JE ಆಗಿ ಸೇರುವವರು PAY LEVEL-9 ಹಾಗೂ SSE ಆಗಿ ಸೇರುವವರು PAY LEVEL-10 ತಲುಪುವಂತೆ).

56. GDCE ಮೂಲಕ ಆಯ್ಕೆಯಾದ ಸಿಬ್ಬಂದಿಯನ್ನು MACPSಗೆ ಅನ್ವಯವಾಗುವಂತೆ DRಗಳಂತೆ ಪರಿಗಣಿಸುವುದು.

57. 6ನೇ ವೇತನ ಆಯೋಗದಲ್ಲಿ ವಿಲೀನವಾದ ಹುದ್ದೆಗಳ (JE-II → JE-I, SE → SSE) ನಡುವೆ 1.1.2006 ರಿಂದ 29.9.2008ರ ಅವಧಿಯಲ್ಲಿ ನಡೆದ ಪ್ರಮೋಷನ್ ಗಳಿಗೆ PAY FIXATION ವಿಸ್ತರಣೆ.

58. 7ನೇ ವೇತನ ಆಯೋಗದಲ್ಲಿ ಪ್ರಗತಿಗೆ ಪೇ ಫಿಕ್ಸೇಶನ್ ಅದೇ ಹುದ್ದೆಯ ನೇರ ನೇಮಕಾತಿ ಕನಿಷ್ಠ ವೇತನಕ್ಕಿಂತ ಕಡಿಮೆ ಇದ್ದಂತೆ – ಉದಾ: JE SSE ಆಗಿ ಉತ್ತೇರಿಸಿದಾಗ LEVEL-7 ವೇತನ ಕನಿಷ್ಠ ರೂ.44,900.

59. ಪ್ರಮೋಷನ್ ಅಥವಾ ಆರ್ಥಿಕ ಮೇಲ್ವರ್ಗ ತಕ್ಷಣದ ಬಳಿಕ, 6 ತಿಂಗಳು ಪೂರ್ಣಗೊಂಡಾಗ ಮುಂದಿನ ಜನವರಿ 1 ಅಥವಾ ಜುಲೈ 1ರಂದು ಮೊದಲ INCREMENT.

60. ಪಾಸ್/PTO ಆನ್ಲೈನ್ ಜಾರಿಯೂ, ಬುಕಿಂಗ್ ಕೂಡ ಆನ್ಲೈನ್ ಮೂಲಕ.

61. 30 ಜೂನ್ / 31 ಡಿಸೆಂಬರ್ ರಂದು ನಿವೃತ್ತಿಯಾಗುವವರಿಗೆ, ಪಿಂಚಣಿ ಲಾಭಕ್ಕಾಗಿ ಆಗಬೇಕಾದ ನೋಟೀಷನಲ್ ವಾರ್ಷಿಕ ಇನ್‌ಕ್ರಿಮೆಂಟ್ (ಜುಲೈ 1/ಜನವರಿ 1ಕ್ಕೆ) ಮಂಜೂರು.

K.V.RAMESH
General Secretary, IRTSA

ഇന്ത്യൻ റെയിൽവേ ടെക്നിക്കൽ സൂപ്പർവൈസേഴ്സ് അസോസിയേഷൻ

Estd. 1965, Regd.Nos. 1329, Website <http://www.irtsa.net>,

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IRTSAയുടെ 59 വർഷത്തെ പ്രധാന നേട്ടങ്ങൾ (1965 - 2025)

ബോധവൽക്കരണവും വ്യാവസായിക ഐക്യവും

1. 1965 നവംബറിൽ രൂപീകൃതമായതുമുതൽ, ഇന്ത്യൻ റെയിൽവേയിലെ ടെക്നിക്കൽ സൂപ്പർവൈസർമാരെ ഒന്നിപ്പിക്കുന്നതിന് ശക്തവും ഫലപ്രദവുമായ വേദി IRTSA ഒരുക്കി.
2. ടെക്നിക്കൽ സൂപ്പർവൈസർമാരുടെയും റെയിൽ എഞ്ചിനീയർമാരുടെയും പ്രശ്നങ്ങൾ ശ്രദ്ധയിൽപ്പെടുത്തുകയും, റെയിൽവേ ഭരണകൂടത്തോടും, വേതന കമ്മീഷനുകളോടും, റെയിൽവേ റീഫോംസ് കമ്മിറ്റിയോടും, റെയിൽവേ അപകടാന്വേഷണ കമ്മിറ്റികളോടും മറ്റ് ഫോറങ്ങളോടും ഫലപ്രദമായി അവകാശങ്ങൾ പ്രതിനിധീകരിക്കുകയും ചെയ്തു.
3. ടെക്നിക്കൽ സൂപ്പർവൈസർമാരിലും, മറ്റ് വ്യക്തികളിലും ബന്ധപ്പെട്ട വിഷയങ്ങളെക്കുറിച്ച് കൂടുതൽ ബോധവൽക്കരണം സൃഷ്ടിച്ചു.
4. ടെക്നിക്കൽ സൂപ്പർവൈസർമാരും റെയിൽവേ ഭരണകൂടവും തമ്മിലുള്ള വ്യവസായ ബന്ധം മെച്ചപ്പെടുത്തി, റെയിൽ എഞ്ചിനീയർമാരുടെ പീഡനം കുറയ്ക്കുകയും ഉൽപ്പാദനക്ഷമത വർദ്ധിപ്പിക്കുകയും ചെയ്തു.
5. ടെക്നിക്കൽ സൂപ്പർവൈസർമാർ, തൊഴിലാളികൾ, ട്രേഡ് യൂണിയനുകൾ എന്നിവരുമായി ദ്വൈതം ദിന തർക്കങ്ങൾ ഒഴിവാക്കുന്നതിലൂടെ പരസ്പര മനസ്സിലാക്കലും അതുവഴി ഉൽപ്പാദനക്ഷമതയും വർദ്ധിപ്പിച്ചു.
6. ടെക്നിക്കൽ സൂപ്പർവൈസർമാരുടെ പ്രശ്നങ്ങളെക്കുറിച്ച് അംഗീകൃത ഫെഡറേഷനുകളിലും യൂണിയനുകളിലും കൂടുതൽ ബോധവൽക്കരണം സൃഷ്ടിക്കുകയും, സമരം കൂട്ടായ പരിശ്രമങ്ങൾ വഴി ദേശീയവും പ്രാദേശികവുമായ തലങ്ങളിൽ പല പ്രശ്നങ്ങളും പരിഹരിക്കാനുള്ള അവരുടെ പിന്തുണ നേടുകയും ചെയ്തു.
7. പ്രധാന വിഷയങ്ങളെക്കുറിച്ചുള്ള സെമിനാറുകളും യോഗങ്ങളും, 'വോയ്സ് ഓഫ് റെയിൽ എഞ്ചിനീയേഴ്സ്' (VRE) എന്ന മാസികയും സുവീനിയറുകളുടെ പ്രസിദ്ധീകരണവും, www.irtsa.net വെബ്സൈറ്റ്, Facebook & WhatsApp IRTSA ഗ്രൂപ്പുകളിലൂടെ ഇടവിട്ടുള്ള ഇടപെടലുകളും തുടർന്നു വരുന്നു.

പരിഹരിച്ച പ്രധാന വിഭാഗവാരിയായ പ്രശ്നങ്ങളുടെ പട്ടിക

8. മൂന്നാം വേതനകമ്മീഷൻ (3rd CPC) പ്രകാരം മുഴുവൻ ഗ്രൂപ്പ് 'C' ലെയും മുതിർന്ന ടെക്നിക്കൽ സൂപ്പർവൈസർമാർക്ക് ഏറ്റവും ഉയർന്ന വേതനശ്രേണിയായ ₹840-1200 / ₹840-1040 അനുവദിക്കുകയും, നാലാം വേതനകമ്മീഷൻ (4th CPC) പ്രകാരം ₹2375-3500 ആയി ഉയർത്തുകയും ചെയ്തത് - (IRTSA നൽകിയ തെളിവുകളുടെ അടിസ്ഥാനത്തിൽ 40 വർഷങ്ങൾക്ക് ശേഷം അവരുടെ പദവിസംബന്ധമായ അനുപാതം പുനഃസ്ഥാപിച്ചു).
9. ടെക്നിക്കൽ സൂപ്പർവൈസർമാർക്കുള്ള പഴയ 6 വേതനശ്രേണികൾ മൂന്നാം വേതനകമ്മീഷൻ (1973) വഴി 4 ആയി കുറയ്ക്കുകയും, ആറാം വേതനകമ്മീഷൻ (2006) വഴി പിന്നീട് 2 എണ്ണം മാത്രമായി ചുരുക്കുകയും ചെയ്തു.
10. ഫോർമാൻമാർക്ക് (ഇപ്പോൾ SSE) പ്രത്യേക വേതനം (Special Pay) അനുവദിച്ചു.
11. സ്റ്റാഫിംഗ് ശമ്പള വിതരണം നിർവഹിക്കുന്നതിനുള്ള ജൂനിയർ എൻജിനീയർമാർക്ക് (JEs) ഹോണറേറിയം അനുവദിക്കുകയും, 1969-ൽ IRTSA വേതനവിതരണം ബഹിഷ്കരിച്ചതിന് പിന്നാലെ പിന്നീട് അത് തിരുത്തി ഉയർത്തുകയും ചെയ്തു.
12. ഡ്യൂട്ടിക്കിടെ പരിക്കേറ്റ് ആശുപത്രിവാസം ചെയ്യുന്ന അഡ്വൈസ്ഡ് മാർക്കും/ട്രെയിനിമാർക്കും Hospital Leave / Hurt-on-Duty അവധി അനുവദിച്ചു - (ഇത് പാർലിമെന്റിൽ ഉയർത്തിയതിനെ തുടർന്നു ലഭിച്ച നേട്ടം).
13. ടെക്നിക്കൽ സൂപ്പർവൈസർമാരെ 'Workmen Compensation Act' പരിധിയിൽ ഉൾപ്പെടുത്തി, പിന്നീട് പാർലിമെന്റിൽ ഉയർത്തിയതോടെ അത് 'Employees Compensation Act' എന്നാക്കി പുനർനാമകരണം ചെയ്തു.
14. 1984 മുതൽ ടെക്നിക്കൽ സൂപ്പർവൈസർമാരെ (JE മുതൽ SSE വരെ) ഒരൊറ്റ സർവീസ് കാഡറിന് കീഴിൽ കൊണ്ടുവന്ന് കാഡർ പുനഃക്രമീകരണം (cadre restructuring) യോഗ്യമാക്കി. (ഇതിന് മുമ്പ് ഉയർന്ന പദവികൾ വളരെ കുറവായിരുന്നു, അവയും താൽക്കാലിക ചുമതലയിലൂടെയായിരുന്നു).
15. എൻജിനീയറിംഗ് ബിരുദധാരികളെ നേരിട്ട് JE-I ആയി നിയമിക്കുന്ന രീതി അവസാനിപ്പിച്ച്, 1987 മുതൽ SE (Section Engineer) ഗ്രേഡിലും 2008 മുതൽ SSE ഗ്രേഡിലും നിയമനം ആരംഭിച്ചു.
16. കഴിഞ്ഞ 30 വർഷങ്ങളിൽ ടെക്നിക്കൽ സൂപ്പർവൈസർമാരുടെ കാഡർ പുനഃക്രമീകരണം 5 പ്രാവശ്യം നടത്തി - വർക്ക്ഷോപ്പിൽ SSE തസ്തികകൾ 3% ൽ നിന്നും 6% ആയും, ഓപ്പൺ ലൈൻ മേഖലയിൽ 1.5% ൽ നിന്നും 10% (1984) → 17% (1993) → 18-21% (2003) → 50% (2008 - 6th CPC) → 67% (2013 - CRC) ആയി ഉയർത്തി.
17. ഡിസൈൻ & ഡ്രോയിംഗ് സ്റ്റാഫ്, C&M സ്റ്റാഫ്, DMS എന്നിവർക്കു കൂടി കാഡർ പുനഃക്രമീകരണത്തിലൂടെ ഉയർന്ന തസ്തിക ലഭിച്ചു.
18. അഡ്വൈസ്ഡ് / ട്രെയിനിങ് കാലയളവ് വിരമിക്കൽ ആനുകൂല്യങ്ങൾക്ക് 1983 മുതൽ സർവീസ് ആയി പരിഗണിക്കുകയും, 1990 മുതൽ അത് ഇൻക്രിമെന്റ് കണക്കിൽ ഉൾപ്പെടുത്തുകയും ചെയ്തു (IRTSA നൽകിയ ഡാറ്റയുടെ അടിസ്ഥാനത്തിൽ).
19. സീനിയർ സൂപ്പർവൈസർമാരുടെ 2000 തസ്തികകൾ (1980 മുതൽ 2000 വരെ 2 ഘട്ടങ്ങളായി) ഗ്രൂപ്പ് 'B' ആയി ഉയർത്തി.

20. മിസ്ട്രിമാരെയും/സുപർവൈസർമാരെയും ദീർഘകാല സമരങ്ങൾക്ക് ശേഷം ജൂനിയർ എൻജിനീയർമാരായി (JE) ഉയർത്തി - ഇതിലൂടെ ഉയർന്ന സ്കെയിലിലുള്ള പോസ്റ്റുകളുടെ എണ്ണം വർദ്ധിച്ച് JEs-ന് പ്രമോഷൻ സാധ്യതകളും വർദ്ധിച്ചു.
21. ടെക്നിക്കൽ സുപർവൈസർമാരുടെ പദവി 1996-ൽ മാറ്റി, പുതിയതായി JE (Junior Engineer), SSE (Senior Section Engineer) എന്ന രീതിയിൽ നിശ്ചയിച്ചു - (IRTSA 1996 ഏപ്രിൽ മുതൽ 'Work-to-Rule' സമരം ആരംഭിക്കാൻ തീരുമാനിച്ച ശേഷം ലഭിച്ച നേട്ടം).
22. JEs, SSEs എന്നിവർക്കു PCO അലവൻസ് അനുവദിച്ചു.
23. ഇൻസെന്റീവ് ബോണസിന് നിരക്കുകൾ 1968, 1975, 1990, 1998, 2009, 2019 എന്നീ വർഷങ്ങളിൽ പരിഷ്കരിച്ചു.
24. ജൂനിയർ എൻജിനീയർമാരുടെ (JEs) പരിശീലന കാലാവധി 3 വർഷത്തിൽ നിന്ന് 2 വർഷമാക്കി, തുടർന്ന് 18 മാസമായി കുറച്ചു, ഇപ്പോൾ 12 മാസമായി നിശ്ചയിച്ചു.
25. ട്രെയിനിംഗ്/ അഡ്വന്റിസ്സിംഗ് കാലയളവിൽ സ്റ്റൈപ്പൻഡ് ഗ്രേഡ് പേ ₹4200 ന് തുല്യമായ ശമ്പള നിരക്കായി ഉയർത്തി.
26. ട്രെയിനിംഗ് ഇൻസ്ട്രക്ടർമാർക്കും ലക്ചറർമാർക്കും ട്രെയിനിംഗ് അലവൻസ് അനുവദിക്കുകയും അത് നാലുതവണ പരിഷ്കരിക്കുകയും ചെയ്തു.
27. ഗ്രൂപ്പ് 'B' പദവിയുമായി ബന്ധപ്പെട്ട പോരാട്ടങ്ങൾ :
 - a) IRTSA, CAT ന്യൂഡൽഹിയിൽ (OA No. 835-1989) കേസ് നേടി - സീനിയർ ടെക്നിക്കൽ സുപർവൈസർമാർക്ക് ഗ്രൂപ്പ് 'B' പദവി നൽകണമെന്ന് വിധിയായി. എന്നാൽ റെയിൽവേ ബോർഡ് ഇത് നിരസിച്ചതിനെ തുടർന്ന് IRTSA, PB CAT, സുപ്രീംകോടതി എന്നിവിടങ്ങളിൽ വീണ്ടും ഹർജി നൽകി.
 - b) IRTSAയുടെ തുടർച്ചയായ പ്രചാരണം RAICs & RRC, ഫെഡറേഷനുകൾ, റെയിൽവേ ബോർഡ് എന്നിവയ്ക്ക് ആവശ്യം ന്യായമാണെന്ന് ബോധ്യപ്പെടുത്തി. ഇതിലൂടെ, റെയിൽവേ ബോർഡ് ധനകാര്യമന്ത്രാലയത്തേക്ക് (MoF/DoE) ചില Senior Supervisor തസ്തികകൾ Group 'B' ആയി ഉയർത്തുന്നതിന് പ്രമേയം അയച്ചു. വിശദമായി പഠിക്കാൻ 2018 ലും 2024 ലും കമ്മിറ്റികൾ രൂപീകരിച്ചു. IRTSA അതിൽ ഹാജരായി.
 - c) Grade Pay ₹4600 / Level-7 വരുന്ന എല്ലാ തസ്തികകളും Group 'B' ആയി പ്രഖ്യാപിക്കണമെന്ന് IRTSA വാദിച്ചു - DOP നിർദ്ദേശങ്ങളെ അടിസ്ഥാനമാക്കി.
28. CAT ന്യൂഡൽഹിയിൽ (OA No. 1527/1990) IRTSA കേസ് ജയിച്ച് - "ഒരു സമാന തസ്തികയിൽ മറ്റൊരാൾ അതിനുമുകളിൽ വരാൻ പാടില്ല" എന്ന വ്യവസ്ഥ പ്രകാരം JEs-ക്ക് ഉയർന്ന ശമ്പള നിരക്ക് അനുവദിക്കാൻ നിർദ്ദേശിച്ചു. ഇത് 5th CPC അവരുടെ റിപ്പോർട്ട് (Para 54.36) ൽ അംഗീകരിച്ചു.
29. CAT ചെന്നൈ (OA No. 706/2013) ധനമന്ത്രാലയത്തിന് JEs-യുടെ Grade Pay ₹4200 → ₹4600 എന്നതും SSE ₹4600 → ₹4800 എന്നതും പരിഗണിക്കാൻ നിർദ്ദേശം നൽകി.
30. PLB (Productivity Linked Bonus) ലഭിക്കുന്നതിനുള്ള വേതനപരിധി ഉയർത്തി - എല്ലാ ടെക്നിക്കൽ സുപർവൈസർമാരെയും ഉൾപ്പെടുത്തി.
31. SSE കൾക്കുള്ള വേതനം 5th CPC ശുപാർശ ചെയ്ത ₹7000-11500 ത്തിൽ നിന്നും ₹7450-11500 ആയി ഉയർത്തി.
32. ഡ്രോയിംഗ് & ഡിസൈൻ എഞ്ചിനീയർമാർക്കും CMS സ്റ്റാഫിനും ₹2000-3200 ന് പകരം ₹2375-3500 വേതനശ്രേണി അനുവദിച്ചു.
33. ഡ്രോയിംഗ് & ഡിസൈൻ സ്റ്റാഫിന്റേ പദവി Junior Engineer, Senior Section Engineer എന്നായി മാറ്റി.
34. സ്റ്റോർ വിഭാഗത്തിലെ DSK പദവി DMS (Depot Material Superintendent) & CDMS എന്നായി മാറ്റി.
35. പ്രൊഡക്ഷൻ യൂണിറ്റ്/വർക്ക്ഷോപ്പ് SSE മാർക്ക് 1999ൽ ആദ്യമായി ഇൻസെന്റീവ് ബോണസ് അനുവദിച്ചു.
36. 2009, 2019 ഇൻസെന്റീവ് പരിഷ്കരണങ്ങളിലും SSEമാർക്ക് 15% ഇൻസെന്റീവ് തുടർന്നു.
37. ഗ്രോജുവേറ്റ് എൻജിനീയർമാർക്കും ഡിപ്ലോമ ഹോൾഡർമാർക്കും DR (Direct Recruitment) ക്വാട്ടയിലുള്ള ഉയർന്ന തസ്തികകളിലേക്ക് തിരഞ്ഞെടുക്കപ്പെടാൻ GDCE / LDCE സംവിധാനം അവതരിപ്പിച്ചു.
38. JE-I, JE-II തസ്തികകൾ തമ്മിൽ ലയിപ്പിച്ചു, പരിഷ്കരിച്ച മുൻപുള്ള ശമ്പളശ്രേണി ₹6500-10500 ആയി ഉയർത്തി.
39. സെക്ഷൻ എൻജിനീയർമാരുടെ (SE) മുൻശമ്പള ശ്രേണി ₹6500-10500, Senior Section Engineer (SSE) മുൻശ്രേണിയായ ₹7450-11500 ആയി ലയിപ്പിക്കുകയും ഉയർത്തുകയും ചെയ്തു.
40. റെയിൽവേയിൽ ഏത് തീയതിയിൽ ജോയിൻ ചെയ്താലും, എല്ലാ JE / DMS / CMA ജീവനക്കാർക്കും First Class Pass അനുവദിച്ചു.
41. P-Way Supervisors തസ്തികയെ JE P-Way ആയി ലയിപ്പിക്കുകയും, അതിന്റേ ഫലപ്രാപ്തി പൂർണ്ണ ടെക്നിക്കൽ കാഡറിലേക്ക് വ്യാപിക്കുകയും ചെയ്തു.
42. JE → SSE, DMS → CDMS, CMA → CMS, JE → Sr. Engineer / IT എന്നിവിടങ്ങളിൽ പ്രമോഷൻ ലഭിക്കാൻ എഴുതിയിരുന്ന പരീക്ഷ ഒഴിവാക്കി.
43. 25,000 SSE, CMS, CMDS തസ്തികകൾ Pay Level-7ൽ നിന്ന് Pay Level-8ലേക്ക് 01.12.2022 മുതൽ ഉയർത്തി.
44. Pay Level-8ൽ 4 വർഷം പൂർത്തിയാക്കുന്ന 50% ജീവനക്കാർക്ക് Pay Level-9 ആയി Non-Functional Upgradation (NFU) അനുവദിച്ചു.
45. Pay Level-8-ൽ 4 വർഷം സേവനം പൂർത്തിയാക്കുന്ന എല്ലാവർക്കും Pay Level-9 Non-Functional Upgradation അനുവദിച്ചു (മുൻപുണ്ടായിരുന്ന 50% പരിധി നീക്കം ചെയ്തു).
46. ഗ്രൂപ്പ്-'B' സെലക്ഷൻ പ്രക്രിയയിൽ ഭേദഗതികൾ:
 - a) APO ഒഴികെയുള്ള Group 'B' തസ്തികകളിലേക്ക്, ഒഴിവുകളുടെ 6 മടങ്ങ് പേരുകളെ (വിഭാഗം പ്രകാരം) സീനിയോറിറ്റികൾ അടിസ്ഥാനമാക്കി Viva Voce / സർവീസ് റെക്കോർഡ് വിലയിരുത്തലിന് വിളിക്കൽ.
 - b) "Good / Outstanding" എന്ന grading സംവിധാനം റദ്ദാക്കി.

പൊതുവായ ആവശ്യങ്ങൾ അംഗീകരിക്കപ്പെട്ടു

47. 6th CPC ൽ Pay Band / Grade Pay ആശയം കൊണ്ടുവന്നതിലൂടെ, 7th CPC ൽ Pay Matrix നടപ്പാക്കിയതിലൂടെ വേതനത്തിൽ സ്ഥാനോന്മുഖ്യം (stagnation) ഒഴിവാക്കി.
48. സ്ഥിര തുകയ്ക്കുപകരം അടിസ്ഥാനവേതനത്തിന്റേ 3% വാർഷിക വർധന (Annual Increment) അനുവദിച്ചു.

49. House Rent Allowance (HRA) അടിസ്ഥാനവേതനത്തിന്റെ ശതമാനമായി അനുവദിച്ചു.
50. ദൂരം എന്ന പരിധിയില്ലാതെ മെച്ചപ്പെട്ട ട്രാൻസ്പോർട്ട് അലവൻസ് അനുവദിച്ചു, കൂടാതെ ഇത് വിലക്കയറ്റത്തെ (inflation) മറികടക്കുന്നതിന് സുരക്ഷിതവും ആക്കി.
51. 6th CPC ശുപാർശ ചെയ്ത 1.74 എന്ന multiplication factor, High Powered Committee ശുപാർശയനുസരിച്ച് 1.86 ആയി ഉയർത്തി.
52. രണ്ട് മക്കൾക്കുള്ള ട്യൂഷൻ ഫീസ് ഇൻഫ്ലേഷൻ-പ്രൂഫ് രീതിയിൽ പൂർണ്ണമായി തിരിച്ചുവാങ്ങാനുള്ള സൗകര്യം അനുവദിച്ചു.
53. സേവനകാലത്ത് 60 ദിവസം LAP (Leave on Average Pay) encashment അനുവദിച്ചതിനൊപ്പം, വിരമിക്കുമ്പോൾ 300 ദിവസത്തെ encashment തുടർന്നുനൽകി.
54. 5th CPC ൽ ACP (Assured Career Progression)യും 6th CPC ൽ MACPS (Modified ACP Scheme)യും നടപ്പാക്കി - വേതനസ്ഥംഭനവും സമയബന്ധിത പ്രമോഷനും എന്ന IRTSAയുടെ പ്രധാന ആവശ്യങ്ങൾ അംഗീകരിച്ചു.
55. MACPS പ്രകാരം 10, 20, 30 വർഷം സേവനം പൂർത്തിയാകുമ്പോൾ മൂന്ന് സാമ്പത്തിക അപഗ്രന്ഥങ്ങൾ അനുവദിക്കുന്നു. (ഇതിലൂടെ JE Pay Level-9 ലേക്കും SSE Pay Level-10 ലേക്കും എത്താൻ കഴിയും).
56. GDCE (General Departmental Competitive Exam) വഴി തിരഞ്ഞെടുക്കപ്പെട്ട ജീവനക്കാരെ MACPS പരിഗണനയിൽ Direct Recruit (DR) ആയി പരിഗണിക്കാൻ അംഗീകാരം.
57. 6th CPC ലൂടെ ലയിപ്പിച്ച JE-II → JE-I, SE → SSE എന്നീ തസ്തികകളിൽ 01.01.2006 മുതൽ 29.09.2008 വരെ ലഭിച്ച പ്രമോഷനുകൾക്കായി pay-fixation സൗകര്യം വിപുലീകരിച്ചു.
58. 7th CPC Pay Matrix പ്രകാരം, JE-യിൽ നിന്ന് SSE-യിലേക്കുള്ള പ്രമോഷനിൽ, പുതിയ പേ ലെവലിൽ കുറഞ്ഞത് Direct Recruit SSEയുടെ Entry Pay ആയ ₹44,900 മുതൽ തുക നിശ്ചയിക്കൽ.
59. പ്രമോഷൻ അല്ലെങ്കിൽ സാമ്പത്തിക ഉയർച്ച ലഭിച്ചാൽ, 6 മാസം പൂർണ്ണ സേവനം പൂർത്തിയാകുമ്പോൾ, അടുത്ത ജൂലൈ 1 അല്ലെങ്കിൽ ജനുവരി 1-ന് ആദ്യ ഇൻക്രിമെന്റ് അനുവദിക്കൽ.
60. റെയിൽവേ പാസ് / PTO ഓൺലൈൻ ആയി നൽകുന്നതിനും അവയ്ക്ക് ഓൺലൈൻ റിസർവേഷൻ അനുവദിക്കുന്നതിനും സൗകര്യം നടപ്പാക്കപ്പെട്ടു.
61. ജൂൺ 30 അല്ലെങ്കിൽ ഡിസംബർ 31-ന് വിരമിക്കുന്ന ജീവനക്കാർക്ക്, ജൂലൈ 1 / ജനുവരി 1-ന് ലഭിക്കേണ്ട വാർഷിക വർദ്ധന (Notional Increment) പെൻഷൻ കണക്കിൽ ഉൾപ്പെടുത്താൻ അനുവാദം നൽകി.

59 ਸਾਲਾਂ ਵਿੱਚ IRTSA ਦੀਆਂ ਮੁੱਖ ਪ੍ਰਾਪਤੀਆਂ (1965 - 2025)

ਜਾਗਰੂਕਤਾ ਅਤੇ ਉਦਯੋਗਿਕ ਸਦਭਾਵਨਾ

1. IRTSA ਨੇ ਨਵੰਬਰ, 1965 ਵਿੱਚ ਆਪਣੇ ਗਠਨ ਤੋਂ ਬਾਅਦ ਪਹਿਲੀ ਵਾਰ ਭਾਰਤੀ ਰੇਲਵੇ ਦੇ ਤਕਨੀਕੀ ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਨੂੰ ਇੱਕਜੁੱਟ ਕਰਨ ਲਈ ਇੱਕ ਮਜ਼ਬੂਤ ਅਤੇ ਪ੍ਰਭਾਵਸ਼ਾਲੀ ਪਲੇਟਫਾਰਮ ਪ੍ਰਦਾਨ ਕੀਤਾ ਹੈ।
2. ਤਕਨੀਕੀ ਸੁਪਰਵਾਈਜ਼ਰਾਂ / ਰੇਲ ਇੰਜੀਨੀਅਰਾਂ ਦੀਆਂ ਸਮੱਸਿਆਵਾਂ ਨੂੰ ਉਜਾਗਰ ਕੀਤਾ ਅਤੇ ਰੇਲਵੇ ਪ੍ਰਸ਼ਾਸਨ, ਤਨਖਾਹ ਕਮਿਸ਼ਨਾਂ, ਰੇਲਵੇ ਸੁਧਾਰ ਕਮੇਟੀ, ਰੇਲਵੇ ਦੁਰਘਟਨਾ ਜਾਂਚ ਕਮੇਟੀਆਂ ਅਤੇ ਹੋਰ ਫੋਰਮਾਂ ਨੂੰ ਉਨ੍ਹਾਂ ਦੀਆਂ ਮੰਗਾਂ ਨੂੰ ਪ੍ਰਭਾਵਸ਼ਾਲੀ ਢੰਗ ਨਾਲ ਪੇਸ਼ ਕੀਤਾ।
3. ਸਬੰਧਤ ਮੁੱਦਿਆਂ ਬਾਰੇ ਤਕਨੀਕੀ ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਅਤੇ ਹੋਰਾਂ ਵਿੱਚ ਵਧੇਰੇ ਜਾਗਰੂਕਤਾ ਵਿਕਸਤ ਕੀਤੀ।
4. ਤਕਨੀਕੀ ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਅਤੇ ਰੇਲਵੇ ਪ੍ਰਸ਼ਾਸਨ ਵਿਚਕਾਰ ਬਿਹਤਰ ਉਦਯੋਗਿਕ ਸਬੰਧ ਵਿਕਸਤ ਕੀਤੇ, ਰੇਲ ਇੰਜੀਨੀਅਰਾਂ ਦੇ ਸ਼ਿਕਾਰ ਨੂੰ ਘਟਾਇਆ ਅਤੇ ਉਤਪਾਦਕਤਾ ਵਿੱਚ ਸੁਧਾਰ ਕੀਤਾ।
5. ਰੋਜ਼ਾਨਾ ਦੇ ਟਕਰਾਅ ਤੋਂ ਬਚਣ ਲਈ ਤਕਨੀਕੀ ਸੁਪਰਵਾਈਜ਼ਰਾਂ, ਕਰਮਚਾਰੀਆਂ ਅਤੇ ਯੂਨੀਅਨਾਂ ਵਿਚਕਾਰ ਬਿਹਤਰ ਸਮਝ ਵਿਕਸਤ ਕੀਤੀ ਇਸ ਤਰ੍ਹਾਂ ਉਤਪਾਦਕਤਾ ਵਿੱਚ ਹੋਰ ਸੁਧਾਰ ਹੋਇਆ।
6. ਮਾਨਤਾ ਪ੍ਰਾਪਤ ਫੈਡਰੇਸ਼ਨਾਂ ਅਤੇ ਯੂਨੀਅਨਾਂ ਵਿੱਚ ਤਕਨੀਕੀ ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਦੀਆਂ ਸਮੱਸਿਆਵਾਂ ਬਾਰੇ ਵਧੇਰੇ ਜਾਗਰੂਕਤਾ ਵਿਕਸਤ ਕੀਤੀ ਜਾਵੇ ਅਤੇ ਰਾਸ਼ਟਰੀ ਅਤੇ ਸਥਾਨਕ ਪੱਧਰ 'ਤੇ ਬਹੁਤ ਸਾਰੇ ਮੁੱਦਿਆਂ ਨੂੰ ਸੰਘਰਸ਼ ਅਤੇ ਸਮੂਹਿਕ ਯਤਨਾਂ ਰਾਹੀਂ ਹੱਲ ਕਰਨ ਲਈ ਉਨ੍ਹਾਂ ਦਾ ਸਮਰਥਨ ਪ੍ਰਾਪਤ ਕੀਤਾ ਜਾਵੇ।
7. ਮਹੱਤਵਪੂਰਨ ਮੁੱਦਿਆਂ 'ਤੇ ਸੈਮੀਨਾਰਾਂ ਅਤੇ ਮੀਟਿੰਗਾਂ, ਸੇਵੀਨਾਰ ਪ੍ਰਕਾਸ਼ਨ ਅਤੇ "ਵੋਇਸ ਆਫ ਰੇਲ ਇੰਜੀਨੀਅਰਜ਼" (VRE), ਵੈੱਬਸਾਈਟ www.irtsa.net, ਫੇਸਬੁੱਕ ਅਤੇ ਵਟਸਐਪ IRTSA ਸਮੂਹਾਂ ਆਦਿ ਰਾਹੀਂ ਨਿਰੰਤਰ ਆਪਸੀ ਤਾਲਮੇਲ।

ਮੁੱਖ ਸ਼ੈਰੀਗਤ ਮੱਦੇ ਹੱਲ ਕੀਤੇ ਗਏ

8. ਤੀਜੇ CPC ਦੁਆਰਾ ਪੂਰੇ ਗਰੁੱਪ 'C' ਵਿੱਚੋਂ ਸੀਨੀਅਰ ਤਕਨੀਕੀ ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਨੂੰ 840-1200 / 840-1040 ਰੁਪਏ ਅਤੇ ਚੌਥੇ CPC ਦੁਆਰਾ 2375-3500 ਰੁਪਏ ਦੇ ਉੱਚਤਮ ਤਨਖਾਹ ਸਕੇਲਾਂ ਦੀ ਵੰਡ - (IRTSA ਦੁਆਰਾ ਸਬੂਤਾਂ ਦੇ ਆਧਾਰ 'ਤੇ 40 ਸਾਲਾਂ ਬਾਅਦ ਉਨ੍ਹਾਂ ਦੀ ਸਾਪੇਖਤਾ ਨੂੰ ਬਹਾਲ ਕਰਨਾ)।
9. ਤੀਜੇ ਸੀਪੀਸੀ (1973 ਵਿੱਚ) ਦੁਆਰਾ ਤਕਨੀਕੀ ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਦੇ ਤਨਖਾਹ ਸਕੇਲਾਂ ਦੀ ਗਿਣਤੀ ਨੂੰ 6 ਸਕੇਲਾਂ ਤੋਂ ਘਟਾ ਕੇ 4 ਤਨਖਾਹ ਸਕੇਲਾਂ ਤੱਕ ਘਟਾਉਣਾ ਅਤੇ 6ਵੇਂ ਸੀਪੀਸੀ (2006 ਤੋਂ) ਦੁਆਰਾ ਸਿਰਫ 2 ਸਕੇਲਾਂ ਤੱਕ ਘਟਾਉਣਾ।
10. ਉਸ ਸਮੇਂ ਦੇ ਫੋਰਮੈਨ (ਐਸਐਸਈ) ਨੂੰ ਵਿਸ਼ੇਸ਼ ਤਨਖਾਹ ਦੀ ਗ੍ਰਾਂਟ।
11. ਸਟਾਫ ਨੂੰ ਤਨਖਾਹਾਂ ਦੀ ਵੰਡ ਅਤੇ ਬਾਅਦ ਵਿੱਚ ਸੋਧ ਲਈ ਜੇਈਜ਼ ਨੂੰ ਮਾਣਭੱਤਾ - (ਆਈਆਰਟੀਐਸਏ ਦੁਆਰਾ 1969 ਵਿੱਚ ਤਨਖਾਹਾਂ ਦੀ ਵੰਡ ਦਾ ਬਾਈਕਾਟ ਕਰਨ ਦੇ ਫੈਸਲੇ ਤੋਂ ਬਾਅਦ)।
12. ਅਪ੍ਰੈਟਿਸਾਂ/ਸਿਖਲਾਈ ਲੈਣ ਵਾਲਿਆਂ ਨੂੰ ਡਿਊਟੀ/ਹਸਪਤਾਲ ਛੁੱਟੀ 'ਤੇ ਨੁਕਸਾਨ (ਸੰਸਦ ਵਿੱਚ ਇਸਨੂੰ ਉਠਾਏ ਜਾਣ ਤੋਂ ਬਾਅਦ)।
13. ਵਰਕਰ ਕੰਪਨਸੇਸ਼ਨ ਐਕਟ ਅਧੀਨ ਤਕਨੀਕੀ ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਦੀ ਕਵਰੇਜ ਅਤੇ ਇਸਦਾ ਨਾਮ ਬਦਲ ਕੇ "ਕਰਮਚਾਰੀ ਕੰਪਨਸੇਸ਼ਨ ਐਕਟ" ਰੱਖਣਾ (ਇਸਨੂੰ ਸੰਸਦ ਵਿੱਚ ਉਠਾਉਣ ਤੋਂ ਬਾਅਦ)।
14. 1984 ਤੋਂ ਬਾਅਦ, ਸਾਰੇ ਤਕਨੀਕੀ ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਨੂੰ ਇੱਕ ਕੈਡਰ (ਜੇਈ ਤੋਂ ਐਸਐਸਈ) ਵਿੱਚ ਲਿਆਉਣਾ, ਕੈਡਰ ਪੁਨਰਗਠਨ ਲਈ (ਪਹਿਲਾਂ ਉੱਚ ਗ੍ਰੇਡ ਦੀਆਂ ਅਸਾਮੀਆਂ ਬਹੁਤ ਸੀਮਤ ਅਤੇ ਚਾਰਜ ਦੇ ਆਧਾਰ 'ਤੇ ਸਨ)।
15. ਇੰਜੀਨੀਅਰਿੰਗ ਗ੍ਰੈਜੂਏਟਾਂ ਦੀ ਜੇਈ-ਆਈ ਵਜੋਂ ਸਿੱਧੀ ਭਰਤੀ ਨੂੰ ਰੋਕਣਾ ਅਤੇ ਇਸਨੂੰ 1987 ਵਿੱਚ ਐਸਈ ਗ੍ਰੇਡ ਅਤੇ 2008 ਤੋਂ ਐਸਐਸਈ ਗ੍ਰੇਡ ਵਿੱਚ ਸ਼ੁਰੂ ਕਰਨਾ।
16. 30 ਸਾਲਾਂ ਵਿੱਚ 5 ਵਾਰ ਤਕਨੀਕੀ ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਦਾ ਕਾਡਰ ਪੁਨਰਗਠਨ - ਵਰਕਸ਼ਾਪਾਂ ਵਿੱਚ ਐਸਐਸਈ ਦੇ ਉੱਚਤਮ ਗ੍ਰੇਡ ਵਿੱਚ ਅਸਾਮੀਆਂ ਦੀ ਗਿਣਤੀ 3 ਤੋਂ 6% ਅਤੇ ਓਪਨ ਲਾਈਨ 'ਤੇ 1.5% 1984 ਵਿੱਚ 10%, 1993 ਵਿੱਚ 17%, 2003 ਵਿੱਚ 18% ਤੋਂ 21%, ਛੇਵੇਂ ਤਨਖਾਹ ਕਮਿਸ਼ਨ ਤੋਂ ਬਾਅਦ 50% 2008 ਵਿੱਚ ਅਤੇ 2013 ਵਿੱਚ CRC ਰਾਹੀਂ 67%।
17. ਡਿਜ਼ਾਈਨ ਅਤੇ ਡਰਾਈਂਗ, C&M ਸਟਾਫ ਅਤੇ DMS ਲਈ ਕਾਡਰ ਪੁਨਰਗਠਨ ਰਾਹੀਂ ਅਪਗ੍ਰੇਡ ਕਰਨਾ।
18. 1983 ਵਿੱਚ ਰਿਟਾਇਰਮੈਂਟ ਲਾਭਾਂ ਲਈ ਅਪ੍ਰੈਟਿਸਸ਼ਿਪ / ਸਿਖਲਾਈ ਦੀ ਮਿਆਦ ਦੀ ਗਿਣਤੀ ਅਤੇ 1990 ਤੋਂ ਬਾਅਦ ਵਧੇ ਵਾਲੇ ਲਾਭ (IRTSA ਦੁਆਰਾ ਪ੍ਰਦਾਨ ਕੀਤੇ ਗਏ ਡੇਟਾ ਦੇ ਅਧਾਰ 'ਤੇ)।
19. ਸੀਨੀਅਰ ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਦੀਆਂ 2000 ਅਸਾਮੀਆਂ ਨੂੰ ਗਰੁੱਪ B ਵਿੱਚ ਅਪਗ੍ਰੇਡ ਕਰਨਾ (1980 ਤੋਂ 2000 ਤੱਕ 2 ਪੜਾਵਾਂ ਵਿੱਚ)
20. ਮਿਸਤਰੀਆਂ / ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਨੂੰ ਜੂਨੀਅਰ ਇੰਜੀਨੀਅਰਾਂ ਵਜੋਂ ਅਪਗ੍ਰੇਡ ਕਰਨਾ (ਸਾਲਾਂ ਦੇ ਸੰਘਰਸ਼ ਤੋਂ ਬਾਅਦ) - ਉੱਚ ਸਕੇਲ (ਸਕੇਲ) ਵਿੱਚ ਤਾਕਤ ਵਧਾਉਣਾ - (JEs ਦੀ ਤਰੱਕੀ ਦੀਆਂ ਸੰਭਾਵਨਾਵਾਂ ਵਿੱਚ ਸੁਧਾਰ)।
21. 1996 ਵਿੱਚ ਤਕਨੀਕੀ ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਦੇ JE (ਜੂਨੀਅਰ ਇੰਜੀਨੀਅਰ), ਅਤੇ SSE (ਸੀਨੀਅਰ ਸੈਕਸ਼ਨ ਇੰਜੀਨੀਅਰ) ਦੇ ਅਹੁਦੇ ਵਿੱਚ ਤਬਦੀਲੀ - IRTSA ਦੁਆਰਾ ਅਪ੍ਰੈਲ 1996 ਤੋਂ 'ਵਰਕ-ਟੂ-ਰੂਲ' 'ਤੇ ਜਾਣ ਦਾ ਫੈਸਲਾ ਕਰਨ ਤੋਂ ਬਾਅਦ)।
22. ਜੇਈ ਅਤੇ ਐਸਐਸਈ ਨੂੰ ਪੀਸੀਓ ਭੱਤਾ ਦੇਣਾ।
23. 1968, 1975, 1990, 1998, 2009 ਅਤੇ 2019 ਵਿੱਚ ਪ੍ਰੋਤਸਾਹਨ ਬੋਨਸ ਦੀਆਂ ਦਰਾਂ ਵਿੱਚ ਸੋਧ।
24. ਜੇਈ ਦੀ ਸਿਖਲਾਈ ਦੀ ਮਿਆਦ 3 ਸਾਲ ਤੋਂ ਘਟਾ ਕੇ 2 ਸਾਲ, ਫਿਰ 18 ਮਹੀਨੇ ਅਤੇ ਹੁਣ 12 ਮਹੀਨੇ ਕਰ ਦਿੱਤੀ ਗਈ ਹੈ।

25. ਅਪ੍ਰੈਟਿਸਿਸਿਪ / ਸਿਖਲਾਈ ਦੌਰਾਨ 4200 ਰੁਪਏ ਦੀ ਤਨਖਾਹ / ਗ੍ਰੇਡ ਪੇ ਦੇ ਬਰਾਬਰ ਵਜ਼ੀਫ਼ਾ ਵਧਾਉਣਾ।
26. ਇੰਸਟ੍ਰਕਟਰਾਂ ਅਤੇ ਲੈਕਚਰਾਰਾਂ ਨੂੰ ਸਿਖਲਾਈ ਭੱਤਾ ਦੇਣਾ ਅਤੇ ਇਸ ਦੇ 4 ਸੋਧ।
27. a) IRTSA ਨੇ ਸੀਨੀਅਰ ਤਕਨੀਕੀ ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਨੂੰ ਗਰੁੱਪ "ਬੀ" ਦਰਜਾ ਦੇਣ ਲਈ CAT ਨਵੀਂ ਦਿੱਲੀ (OA ਨੰਬਰ 835-1989 IRTSA-vs-UOI ਵਿੱਚ) ਵਿੱਚ ਕੇਸ ਜਿੱਤਿਆ - (ਰੇਲਵੇ ਬੋਰਡ ਦੁਆਰਾ ਬਾਅਦ ਵਿੱਚ ਇਨਕਾਰ ਕਰਨ ਨੂੰ IRTSA ਦੁਆਰਾ ਪਟੀਸ਼ਨ PBCAT ਅਤੇ ਸੁਪਰੀਮ ਕੋਰਟ ਵਿੱਚ ਚੁਣੌਤੀ ਦਿੱਤੀ ਗਈ ਸੀ ਜਿਸਨੇ ਇਸਨੂੰ ਜਿਵੇਂ ਕਿ ਇਸ ਮੁੱਦੇ ਦਾ ਫੈਸਲਾ ਕਰਨ ਲਈ ਪ੍ਰਸ਼ਾਸਕੀ ਅਧਿਕਾਰ ਖੇਤਰ ਵਿੱਚ ਹੈ)। IRTSA ਦੁਆਰਾ CAT ਚੰਡੀਗੜ੍ਹ ਵਿਖੇ ਦਾਇਰ 2014 ਦੇ OA 211/PB 'ਤੇ ਵੀ ਰੇਲਵੇ ਨੇ ਸਹਿਮਤੀ ਨਹੀਂ ਦਿੱਤੀ।
- b) IRTSA ਦੁਆਰਾ ਲਗਾਤਾਰ ਸੰਘਰਸ਼ ਅਤੇ ਮੁਹਿੰਮ ਨੇ RAICs ਅਤੇ RRC, ਫੈਡਰੇਸ਼ਨਾਂ ਅਤੇ ਰੇਲਵੇ ਬੋਰਡ ਨੂੰ ਮੰਗ ਦੀ ਅਸਲੀਅਤ ਬਾਰੇ ਯਕੀਨ ਦਿਵਾਇਆ - ਨਤੀਜੇ ਵਜੋਂ ਰੇਲਵੇ ਬੋਰਡ ਦੁਆਰਾ MoF (DoE) ਨੂੰ ਸੀਨੀਅਰ ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਦੀਆਂ ਅਸਾਮੀਆਂ ਦੇ ਕੁਝ ਪ੍ਰਤੀਸ਼ਤ ਨੂੰ ਗਰੁੱਪ B ਵਿੱਚ ਅਪਗ੍ਰੇਡ ਕਰਨ ਦਾ ਪ੍ਰਸਤਾਵ ਦਿੱਤਾ ਗਿਆ। ਰੇਲਵੇ ਬੋਰਡ ਦੁਆਰਾ ਪੂਰੇ ਮੁੱਦੇ ਦੀ ਵਿਸਥਾਰ ਵਿੱਚ ਜਾਂਚ ਕਰਨ ਲਈ ਕਮੇਟੀਆਂ ਬਣਾਈਆਂ ਗਈਆਂ ਸਨ। IRTSA ਨੇ 2018 ਅਤੇ 2024 ਵਿੱਚ ਬਣਾਈਆਂ ਗਈਆਂ ਕਮੇਟੀਆਂ ਨੂੰ ਪ੍ਰਤੀਨਿਧਤਾ ਕੀਤੀ।
- c) IRTSA ਨੇ DOP ਆਦੇਸ਼ਾਂ ਅਨੁਸਾਰ GP 4600 / ਪੱਧਰ 7 ਵਿੱਚ ਸਾਰੀਆਂ ਅਸਾਮੀਆਂ ਨੂੰ ਗਰੁੱਪ B ਵਿੱਚ ਵਰਗੀਕ੍ਰਿਤ ਕਰਨ ਦੀ ਬੇਨਤੀ ਕੀਤੀ ਹੈ।
28. IRTSA ਨੇ CAT ਨਵੀਂ ਦਿੱਲੀ ਵਿੱਚ ਅਦਾਲਤੀ ਕੇਸ ਜਿੱਤਿਆ (OA ਨੰਬਰ 1527/1990 IRTSA-vs-UOI ਵਿੱਚ) - JEs ਨੂੰ ਉੱਚ ਸਕੇਲ ਦੇਣ ਦੇ ਨਿਰਦੇਸ਼ਾਂ ਦੇ ਨਾਲ ਕਿਉਂਕਿ 'ਇੱਕ ਬਰਾਬਰ ਇੱਕ ਬਰਾਬਰ ਤੋਂ ਵੱਧ ਨਹੀਂ ਹੋ ਸਕਦਾ' - (ਇਸ ਨੂੰ ਪੰਜਵੇਂ CPC ਦੁਆਰਾ JEs ਦੇ ਉੱਚ ਤਨਖਾਹ ਸਕੇਲ ਦਾ ਫੈਸਲਾ ਕਰਦੇ ਸਮੇਂ ਸਵੀਕਾਰ ਕੀਤਾ ਗਿਆ ਸੀ ਜਿਵੇਂ ਕਿ ਇਸਦੀ ਰਿਪੋਰਟ ਦੇ ਪੈਰਾ 54.36 ਵਿੱਚ ਦਰਜ ਹੈ)।
29. CAT ਚੇਨਈ (OA ਨੰਬਰ 706/2013) ਤੋਂ ਵਿੱਤ ਮੰਤਰਾਲੇ ਨੂੰ JE ਦੇ ਗ੍ਰੇਡ ਪੇ ਨੂੰ 4200 ਰੁਪਏ ਤੋਂ 4600 ਰੁਪਏ ਅਤੇ SSE ਦੇ ਗ੍ਰੇਡ ਪੇ ਨੂੰ 4600 ਰੁਪਏ ਤੋਂ 4800 ਰੁਪਏ ਕਰਨ ਦਾ ਆਦੇਸ਼ ਮਿਲਿਆ ਹੈ।
30. ਤਨਖਾਹ ਦੀ ਪਰਵਾਹ ਕੀਤੇ ਬਿਨਾਂ ਸਾਰੇ ਤਕਨੀਕੀ ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਨੂੰ ਕਵਰ ਕਰਨ ਲਈ PLB ਲਈ ਯੋਗਤਾ ਸੀਮਾ ਵਧਾਉਣਾ।
31. 5ਵੇਂ CPC ਦੁਆਰਾ ਸਿਫ਼ਾਰਸ਼ ਕੀਤੇ ਗਏ 7000-11500 ਰੁਪਏ ਦੀ ਬਜਾਏ SSE ਦੇ ਤਨਖਾਹ ਸਕੇਲ ਨੂੰ 7450-11500 ਰੁਪਏ ਕਰਨਾ।
32. ਡਰਾਈਂਗ ਅਤੇ ਡਿਜ਼ਾਈਨ ਇੰਜੀਨੀਅਰਾਂ ਅਤੇ ਸੀਐਮਐਸ ਨੂੰ 2000-3200 ਰੁਪਏ ਦੀ ਥਾਂ 2375-3500 ਰੁਪਏ ਦੀ ਗ੍ਰਾਂਟ।
33. ਡਰਾਈਂਗ ਅਤੇ ਡਿਜ਼ਾਈਨ ਸਟਾਫ਼ ਦੇ ਜੂਨੀਅਰ ਇੰਜੀਨੀਅਰ, ਸੀਨੀਅਰ ਸੈਕਸ਼ਨ ਇੰਜੀਨੀਅਰ ਵਜੋਂ ਅਹੁਦੇ ਵਿੱਚ ਤਬਦੀਲੀ।
34. ਸਟੋਰ ਇੰਜੀਨੀਅਰਾਂ ਦੇ ਅਹੁਦੇ ਵਿੱਚ ਡੀਐਸਕੇ ਤੋਂ ਡੀਐਮਐਸ ਅਤੇ ਸੀਡੀਐਮਐਸ ਵਿੱਚ ਤਬਦੀਲੀ।
35. 1999 ਵਿੱਚ ਉਤਪਾਦਨ ਇਕਾਈਆਂ ਅਤੇ ਵਰਕਸ਼ਾਪਾਂ ਵਿੱਚ ਕੰਮ ਕਰਨ ਵਾਲੇ ਐਸਐਸਈ ਨੂੰ ਪ੍ਰੋਤਸਾਹਨ ਬੇਨਸ ਦੀ ਗ੍ਰਾਂਟ।
36. 2009 ਅਤੇ 2019 ਵਿੱਚ ਪ੍ਰੋਤਸਾਹਨ ਸੋਧਾਂ ਦੌਰਾਨ ਐਸਐਸਈ ਕੰਮ ਕਰਨ ਵਾਲੇ ਪੀਯੂ ਅਤੇ ਵਰਕਸ਼ਾਪਾਂ ਲਈ 15% ਪ੍ਰੋਤਸਾਹਨ ਬੇਨਸ ਜਾਰੀ ਰੱਖਣਾ।
37. ਉੱਚ ਸਕੇਲਾਂ ਵਿੱਚ ਡੀਆਰ ਕੋਟੇ ਵਿੱਚ ਚੁਣੇ ਜਾਣ ਲਈ ਸੇਵਾ ਕਰਨ ਵਾਲੇ ਗ੍ਰੈਜੂਏਟ ਇੰਜੀਨੀਅਰਾਂ ਅਤੇ ਡਿਪਲੋਮਾ ਧਾਰਕਾਂ ਲਈ ਜੀਡੀਸੀਈ/ਐਲਡੀਸੀਈ ਪ੍ਰਣਾਲੀ ਦੀ ਸ਼ੁਰੂਆਤ।
38. ਜੇਈ-ਆਈ ਅਤੇ ਜੇਈ-ਆਈਆਈ ਨੂੰ 6500-10500 ਰੁਪਏ ਦੇ ਪਹਿਲਾਂ ਤੋਂ ਸੋਧੇ ਹੋਏ ਤਨਖਾਹ ਸਕੇਲ ਵਿੱਚ ਰਲੇਵਾਂ ਅਤੇ ਅਪਗ੍ਰੇਡ ਕਰਨਾ।
39. ਸੈਕਸ਼ਨ ਇੰਜੀਨੀਅਰਾਂ (ਐਸਈ) ਦੇ ਤਨਖਾਹ ਸਕੇਲਾਂ ਦਾ ਰਲੇਵਾਂ ਅਤੇ ਅਪਗ੍ਰੇਡ ਕਰਨਾ। ਸੀਨੀਅਰ ਸੈਕਸ਼ਨ ਇੰਜੀਨੀਅਰ (SSE) ਦੇ 6500-10500 ਰੁਪਏ ਤੋਂ 7450-11500 ਰੁਪਏ ਦੇ ਪਹਿਲਾਂ ਤੋਂ ਸੋਧੇ ਹੋਏ ਸਕੇਲ ਵਿੱਚ।
40. ਰੇਲਵੇ ਵਿੱਚ ਨਿਯੁਕਤੀ ਦੀ ਮਿਤੀ ਦੀ ਪਰਵਾਹ ਕੀਤੇ ਬਿਨਾਂ ਸਾਰੇ JE/DMS/CMA ਲਈ ਪਹਿਲੀ ਸ਼੍ਰੇਣੀ ਪਾਸ।
41. P-way ਸੁਪਰਵਾਈਜ਼ਰਾਂ ਨੂੰ JE P-way ਵਜੋਂ ਰਲੇਵਾਂ ਅਤੇ ਅਪਗ੍ਰੇਡਿੰਗ ਅਤੇ ਇਸਦਾ ਪ੍ਰਭਾਵ ਪੂਰੇ ਕੇਂਡਰ ਵਿੱਚ ਫੈਲਾਣਾ।
42. JE ਤੋਂ SSE, DMS ਤੋਂ CDMS, CMA ਤੋਂ CMS ਅਤੇ JE ਤੋਂ Sr.Er/IT ਵਿੱਚ ਚੋਣ ਲਈ ਲਿਖਤੀ ਪ੍ਰੀਖਿਆ ਦਾ ਖਾਤਮਾ।
43. SSE, CMS ਅਤੇ CMDs ਦੀਆਂ 25,000 ਅਸਾਮੀਆਂ ਨੂੰ 01.12.2022 ਤੋਂ ਤਨਖਾਹ ਪੱਧਰ-7 ਤਨਖਾਹ ਪੱਧਰ-8 ਤੋਂ ਅੱਪਗ੍ਰੇਡ ਕੀਤਾ ਗਿਆ ਹੈ।
44. ਤਨਖਾਹ ਪੱਧਰ-8 ਵਿੱਚ ਚਾਰ ਸਾਲ ਦੀ ਸੇਵਾ ਪੂਰੀ ਹੋਣ 'ਤੇ ਗੈਰ-ਕਾਰਜਸ਼ੀਲ ਤਨਖਾਹ ਪੱਧਰ-9 (ਪੱਧਰ-8 ਦਾ 50%) ਵਿੱਚ ਅੱਪਗ੍ਰੇਡ ਕੀਤਾ ਗਿਆ ਹੈ।
45. ਗੈਰ-ਕਾਰਜਸ਼ੀਲ ਤਨਖਾਹ ਪੱਧਰ-8 ਵਿੱਚ ਚਾਰ ਸਾਲ ਦੀ ਸੇਵਾ ਪੂਰੀ ਹੋਣ 'ਤੇ ਤਨਖਾਹ ਪੱਧਰ-9 ਵਿੱਚ ਅਪਗ੍ਰੇਡ। (ਪੱਧਰ-8 ਵਿੱਚ 50% ਅਸਾਮੀਆਂ ਦੀ ਪਾਬੰਦੀ ਹਟਾਈ ਗਈ)।
46. ਗਰੁੱਪ-ਬੀ ਲਈ 70% ਚੋਣ ਵਿੱਚ ਸੋਧ
- a) APO ਤੋਂ ਇਲਾਵਾ ਗਰੁੱਪ 'B' ਅਸਾਮੀਆਂ ਦੇ ਮਾਮਲੇ ਵਿੱਚ, Viva Voce ਅਤੇ ਸੇਵਾ ਰਿਕਾਰਡ ਦੇ ਮੁਲਾਂਕਣ ਲਈ ਉਮੀਦਵਾਰਾਂ ਨੂੰ ਸੀਨੀਅਰਤਾ ਦੇ ਕ੍ਰਮ ਵਿੱਚ ਖਾਲੀ ਅਸਾਮੀਆਂ ਦੀ ਗਿਣਤੀ (ਸ਼੍ਰੇਣੀ-ਵਾਰ) ਦੇ ਛੇ ਗੁਣਾ ਤੱਕ ਬੁਲਾਇਆ ਜਾਵੇਗਾ।
- b) ਉਮੀਦਵਾਰਾਂ ਦੀ "ਚੰਗੀ / ਵਧੀਆ" ਵਜੋਂ ਗਰੇਡਿੰਗ ਨੂੰ ਖਤਮ ਕਰਨ ਦਾ ਫੈਸਲਾ ਕੀਤਾ ਗਿਆ ਹੈ

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47. 6ਵੇਂ CPC ਦੁਆਰਾ ਪੇ ਬੈਂਡ/ਗ੍ਰੇਡ ਪੇ ਸੰਕਲਪ ਅਤੇ 7ਵੇਂ CPC ਦੁਆਰਾ ਪੇ ਮੈਟ੍ਰਿਕਸ ਦੀ ਸ਼ੁਰੂਆਤ ਦੁਆਰਾ ਤਨਖਾਹ ਦੀ ਖੜੋਤ ਨੂੰ ਖਤਮ ਕਰਨਾ।
48. ਮਨਮਾਨੀ ਨਿਸ਼ਚਿਤ ਰਕਮ ਦੀ ਬਜਾਏ ਮੂਲ ਤਨਖਾਹ ਦੇ 3% ਦੇ ਬਰਾਬਰ ਸਾਲਾਨਾ ਵਾਧਾ।
49. ਮੂਲ ਤਨਖਾਹ ਦੇ ਪ੍ਰਤੀਸ਼ਤ 'ਤੇ HRA।
50. ਬਿਨਾਂ ਕਿਸੇ ਦੂਰੀ ਦੀ ਪਾਬੰਦੀ ਅਤੇ ਮਹਿੰਗਾਈ ਸਬੂਤ ਦੇ ਨਾਲ ਬਿਹਤਰ ਆਵਾਜਾਈ ਭੱਤਾ।
51. ਸੋਧ ਛੇਵੀਂ ਸੀਪੀਸੀ ਰਿਪੋਰਟ ਜਮ੍ਹਾਂ ਕਰਵਾਉਣ ਤੋਂ ਬਾਅਦ ਸਥਾਪਤ ਕੀਤੀ ਗਈ "ਉੱਚ ਸ਼ਕਤੀ ਪ੍ਰਾਪਤ ਕਮੇਟੀ" ਦੁਆਰਾ ਐਸਸੀਪੀਸੀ ਦੁਆਰਾ ਸਿਫ਼ਾਰਸ਼ ਕੀਤੇ ਗਏ 1.74 ਦੇ ਗੁਣਾ ਕਾਰਕ ਨੂੰ 1.86 ਤੱਕ।
52. ਦੋ ਬੱਚਿਆਂ ਲਈ ਮਹਿੰਗਾਈ ਸਬੂਤ ਟਿਊਸ਼ਨ ਫੀਸ ਦੀ ਭਰਪਾਈ।
53. ਸੇਵਾਮੁਕਤੀ 'ਤੇ 300 ਦਿਨਾਂ ਦੇ ਐਨਕੈਸ਼ਮੈਂਟ ਤੋਂ ਇਲਾਵਾ ਸੇਵਾ ਦੌਰਾਨ 60 ਦਿਨਾਂ ਦੇ ਐਲਏਪੀ ਦੀ ਨਕਦੀ।

54. ਛੇਵੇਂ ਤਨਖਾਹ ਕਮਿਸ਼ਨ ਤੋਂ ਬਾਅਦ 5ਵੇਂ ਸੀਪੀਸੀ ਅਤੇ ਐਮਏਸੀਪੀ ਦੁਆਰਾ ਏਸੀਪੀ ਦੀ ਗ੍ਰਾਂਟ - ਖੜੋਤ ਨੂੰ ਖਤਮ ਕਰਨ ਲਈ (ਠੱਪੇ ਅਤੇ ਸਮਾਂਬੱਧ ਤਰੱਕੀਆਂ ਨੂੰ ਦੂਰ ਕਰਨ ਲਈ ਆਈਆਰਟੀਐਸਏ ਦੀਆਂ ਦੋ ਪ੍ਰਮੁੱਖ ਮੰਗਾਂ ਦੇ ਅਧਾਰ ਤੇ)।
55. ਐਮਏਸੀਪੀਐਸ ਅਧੀਨ ਤਿੰਨ ਵਿੱਤੀ ਅਪਗ੍ਰੇਡੇਸ਼ਨ (10, 20 ਅਤੇ 30 ਸਾਲਾਂ ਦੀ ਸੇਵਾ ਤੋਂ ਬਾਅਦ)। (ਇਹ ਇੱਕ ਜੇਈ ਪ੍ਰਵੇਸ਼ਕਰਤਾ ਨੂੰ ਤਨਖਾਹ ਪੱਧਰ-9 ਤੱਕ ਪਹੁੰਚਣ ਅਤੇ ਐਸਐਸਈ ਪ੍ਰਵੇਸ਼ਕਰਤਾ ਨੂੰ ਤਨਖਾਹ ਪੱਧਰ-10 ਤੱਕ ਪਹੁੰਚਣ ਨੂੰ ਯਕੀਨੀ ਬਣਾਉਂਦਾ ਹੈ)।
56. ਜੀਡੀਸੀਈ ਅਧੀਨ ਚੁਣੇ ਗਏ ਕਰਮਚਾਰੀਆਂ ਨੂੰ ਐਮਏਸੀਪੀਐਸ ਲਈ ਡੀਆਰ ਮੰਨਿਆ ਜਾਵੇਗਾ।
57. 1.1.2006 ਅਤੇ 2006 ਦੇ ਵਿਚਕਾਰ ਹੋਈਆਂ ਤਰੱਕੀਆਂ ਲਈ ਤਨਖਾਹ ਨਿਰਧਾਰਨ ਦਾ ਵਿਸਥਾਰ 29.9.2008 ਨੂੰ ਫੀਡਰ ਅਤੇ ਪ੍ਰੋਮੋਸ਼ਨਲ ਗ੍ਰੇਡਾਂ ਦੇ ਕਿਰਦਾਰ ਵਾਲੀਆਂ ਅਸਾਮੀਆਂ ਵਿੱਚੋਂ, ਜਿਨ੍ਹਾਂ ਨੂੰ 6ਵੇਂ CPC ਦੁਆਰਾ ਮਿਲਾਇਆ ਗਿਆ ਸੀ, ਯਾਨੀ JE-II ਤੋਂ JE-I ਅਤੇ SE ਤੋਂ SSE ਵਿੱਚ ਤਰੱਕੀ।
58. 7ਵੇਂ CPC ਤਨਖਾਹ ਮੈਟ੍ਰਿਕਸ ਵਿੱਚ ਅਗਲੇ ਪੱਧਰ 'ਤੇ ਤਰੱਕੀ 'ਤੇ ਤਨਖਾਹ ਦਾ ਨਿਰਧਾਰਨ, ਘੱਟੋ ਘੱਟ ਉਸੇ ਪੱਧਰ ਵਿੱਚ ਸਿੱਧੇ ਭਰਤੀਆਂ ਦੀ ਐਂਟਰੀ ਤਨਖਾਹ ਦੇ ਬਰਾਬਰ ਭਾਵ JE ਨੂੰ SSE ਤੋਂ ਤਨਖਾਹ ਪੱਧਰ-7 ਵਜੋਂ ਤਰੱਕੀ 'ਤੇ 44900 ਰੁਪਏ ਤੋਂ ਘੱਟ ਨਹੀਂ ਨਿਰਧਾਰਤ ਕੀਤਾ ਜਾਵੇਗਾ ਜੋ ਕਿ ਸਿੱਧੇ ਭਰਤੀ SSEs ਲਈ ਐਂਟਰੀ ਤਨਖਾਹ ਹੈ।
59. ਤਰੱਕੀ ਤੋਂ ਤੁਰੰਤ ਬਾਅਦ ਪਹਿਲੀ ਵਾਧਾ ਜਾਂ ਵਿੱਤੀ ਅਪਗ੍ਰੇਡੇਸ਼ਨ ਦੀ ਗ੍ਰਾਂਟ ਅਗਲੀ 1 ਜੁਲਾਈ ਜਾਂ 1 ਜਨਵਰੀ ਨੂੰ ਦਿੱਤੀ ਜਾਵੇਗੀ ਜਿਵੇਂ ਕਿ ਕੇਸ ਯੋਗਤਾ ਸੇਵਾ ਦੇ 6 ਮਹੀਨੇ ਪੂਰੇ ਹੋਣ 'ਤੇ ਹੋ ਸਕਦਾ ਹੈ।
60. ਔਨਲਾਈਨ ਰਾਹੀਂ ਪਾਸ/PTO ਜਾਰੀ ਕਰਨਾ ਅਤੇ ਔਨਲਾਈਨ ਰਾਹੀਂ ਪਾਸ/PTO 'ਤੇ ਰਿਜ਼ਰਵੇਸ਼ਨ।
61. ਉਨ੍ਹਾਂ ਕਰਮਚਾਰੀਆਂ ਨੂੰ ਪੈਨਸ਼ਨਰੀ ਲਾਭ ਲਈ ਕਾਲਪਨਿਕ ਸਾਲਾਨਾ ਵਾਧਾ (ਜਿਵੇਂ ਕਿ 1 ਜੁਲਾਈ/1 ਜਨਵਰੀ ਨੂੰ ਬਕਾਇਆ) ਦੀ ਗ੍ਰਾਂਟ ਜੋ ਸੇਵਾਮੁਕਤ/ਸੇਵਾਮੁਕਤ ਹੋ ਰਹੇ ਹਨ। 30 ਜੂਨ/31 ਦਸੰਬਰ ਨੂੰ ।

இந்திய ரயில்வே தொழில்நுட்ப மேற்பார்வையாளர்கள் சங்கம் (IRTSA)

60 ஆண்டுகளின் முக்கிய சாதனைகள் (1955-2025)

தொழிலக ஒற்றுமையிலும் விழிப்புணர்விலும்...

1. IRTSA, 1965-முதல் இந்திய ரயில்வே தொழில்நுட்ப மேற்பார்வையாளர்களை ஒன்றிணைக்கும் ஒரு வலிமையான தளமாக இருந்து கொண்டிருக்கிறது.
2. IRTSA, ரயில்வே பொறியாளர்களின் பிரச்சனைகளை ரயில்வே நிர்வாகம், சம்பளக்கமிஷன்கள், மறுசீரமைப்புக் குழு, விபத்து விசாரணைக் குழுக்கள் ஆகிய இடங்களில் திறம்பட பிரதிநிதித்துவப் படுத்தி வருகிறது.
3. IRTSA, நிர்வாகத்துடன் நல்லுறவைப்பேணி, தொழில்நுட்ப மேற்பார்வையாளர்கள் மீதான பழி வாங்குதல் போக்கைத் தடுத்து உற்பத்தியை அதிகரிக்க வழிவகை செய்கிறது.
4. IRTSA, அன்றாட நிகழ்வுகளில் தொழிலாளர்கள் மற்றும் தொழிற்சங்கங்களுடன் நல்லுறவு மற்றும் நம்பகத்தன்மையை மேம்படுத்துகிறது.
5. IRTSA, அங்கீகரிக்கப்பட்ட தொழிற்சங்களுடனும், தொழிற்சங்க கூட்டமைப்புகளுடனும் நல்லுறவைப் பேணி அவர்களது ஆதரவுடன் ரயில்வே பொறியாளர்கள் சந்திக்கும் பிரச்சனைகளுக்கு தேசிய அளவிலும், தொழிற்சாலை மற்றும் மண்டலங்கள் அளவிலும், போராட்டங்களாலும் கூட்டுமுயற்சிகள் மூலமாகவும் தீர்வு காண வழிவகை செய்கிறது.
6. முக்கிய விவகாரங்கள் குறித்து கூட்டங்கள் மற்றும் கருத்தரங்கங்கள் வாயிலாகவும், மேலும் facebook, whatsapp இணையதளம் மூலமாகவும் Voice of Rail Engineer இதழ்கள் மூலமாகவும், தொடர்ந்து தொடர்பு கொண்டு வருவது IRTSA.

தொழில் நுட்ப மேற்பார்வையாளர்களின் நிறைவேற்றப்பட்ட முக்கிய கோரிக்கைகள்

8. IRTSA வழங்கிய ஆதாரங்களின் அடிப்படையில் Group-C ல் உள்ள மூத்த பொறியாளர்களுக்கு மூன்றாவது ஊதியக் குழுவில் ரூ840-1200/ ரூ840-1040 என்ற ஊதிய நிலையும், நான்காவது ஊதியக்குழுவில் ரூ2375-3500 என்ற ஊதிய நிலையும் வழங்கப்பட்டது.
9. தொழில்நுட்ப மேற்பார்வையாளர்களுக்கான ஊதிய நிலைகள் 6-இல் இருந்து 4-ஆக மூன்றாவது சம்பளக்கமிஷன் (1973) மூலம் குறைக்கப்பட்டன, மேலும் 6 வது சம்பளக்கமிஷன் (2006) மூலம் 2 நிலைகளாக குறைக்கப்பட்டன.
10. முன்னாள் ஃபோர்மேன்களுக்கு (Foreman / SSE) சிறப்பு ஊதியம் பெற்றுத்தந்தது.
11. தொழிலாளர்களுக்கான சம்பள விநியோகத்திற்காக, இளநிலை பொறியாளர்களுக்கு வெகுமான உதவித்தொகை பெறப்பட்டது. பின்னர் அதில் மாற்றம் செய்யப்பட்டு அதிகப்படியான உதவித் தொகை பெறப்பட்டது (1969இல் ஊதிய விநியோகத்தை IRTSA புறக்கணிக்க முடிவு செய்ததற்கு பிறகு).
12. பயிற்சியாளர்களுக்கு பணிக்காலத்தில் ஏற்படும் காயங்களுக்கு மருத்துவ விடுப்பு வழங்குதல் (இந்த விவகாரம் IRTSA-ன் முயற்சியால் பாராளுமன்றத்தில் முன்வைக்கப்பட்டது).
13. தொழில்நுட்ப மேற்பார்வையாளர்கள் தொழிலாளரின் இழப்பீட்டு சட்டத்தின் கீழ் கொண்டுவரப்பட்டனர். பின்னர் இதற்கு "பணியாளர் இழப்பீட்டு சட்டம்" எனப் பெயர் மாற்றம் செய்யப்பட்டது (இந்த விவகாரமும் பாராளுமன்றத்தில் எழுப்பப்பட்டது).
14. 1984 முதல் இளநிலை பொறியாளர் (JE), மூத்த பகுதி பொறியாளர் (SSE) வரை அனைத்து தொழில்நுட்ப மேற்பார்வையாளர்களையும் ஒரே பணிக்குழுவில் கொண்டு வந்தது. (முன்னதாக உயர் நிலைப் பதவிகள் மிகக் குறைவாகவே இருந்தன)
15. பொறியியல் பட்டதாரிகள் நேரடி நியமனமாக JE-I ஆக நியமிக்கப்படுவதை நிறுத்தி. முதலில் 1987-இல் SE-களாகவும், பின்னர் 2008-இல் SSE களாகவும் நியமனம் செய்ய வைத்தது IRTSA.
16. தொழில் நுட்ப மேற்பார்வையாளர்களுக்கான பணியமைப்பு 30 ஆண்டுகளில் பணியாளர் மறுசீரமைப்பு குழுக்கள் மூலம் 5 முறை மறுசீரமைக்கப்பட்டது. SSE க்களின் அதிகப்பட்ச நிலைப் பதவிகளின் விகிதம் 3% லிருந்து ஆறு 6% ஆக பணிமனைகளிலும் உற்பத்தி கேந்திரங்களிலும் 1.5% to 10% ஓபன் லைன் மற்றும் டெப்போக்களிலும் (1984), 17% (1993), 18%-21% (2003), 50% 6th CPC (2008), 67% (CRC,2013) என உயர்த்தப்பட்டது.
17. Design & Drawing, C&M DMS (Depot Material Superintendent) பொறியாளர்களுக்கு பணியாளர் மறுசீரமைப்பு குழு மூலம் பதவி உயர்வு பெறப்பட்டது.
18. பயிற்சி/தொழிற்பயிற்சி காலம்: ஓய்வூதிய நன்மைகளுக்காக 1983-லிருந்தும், ஊதிய உயர்வு நன்மைகளுக்காக 1990 முதல் கணக்கில் எடுத்துக்கொள்ளப்பட்டது (IRTSA வழங்கிய தரவுகளின் அடிப்படையில்)
19. மூத்த மேற்பார்வையாளர்களின் 2000 பதவிகள் (1980 முதல் 2000 வரை இரு கட்டங்களாக) Group B அதிகாரிகளாக உயர்த்தப்பட்டன.

20. மேஸ்திரிகள்/ மேற்பார்வையாளர்கள் பல ஆண்டுகளுக்குப் பிறகு ஜூனியர் இன்ஜினியர்களாக உயர்த்தப்பட்டனர். இதனால் மேல் நிலைகளில் பொறியாளர்களின் எண்ணிக்கை அதிகரித்து, JEs-க்கு பதவி உயர்விற்கான வாய்ப்புகள் அதிகரிக்கப்பட்டன.
21. தொழில்நுட்ப மேற்பார்வையாளர்களின் பதவிப் பெயர்கள் இளநிலை பொறியாளர் (JE) மற்றும் மூத்த பகுதி பொறியாளர் (SSE) என 1996-இல் மாற்றப்பட்டன (IRTSA, 1996 ஏப்ரல் முதல் "Work-to-Rule போராட்டத்தில் ஈடுபட முடிவு செய்ததைத் தொடர்ந்து).
22. PCO அலவன்ஸ் JE மற்றும் SSE க்கு வழங்கப்பட்டது.
23. ஊக்கத் தொகை (Incentive) விகிதங்கள் 1968, 1975, 1990, 1998, 2009 மற்றும் 2019 இல் புதிய விகிதத்தில் அதிகப்படுத்தி வழங்கப்பட்டது.
24. JE க்கான பயிற்சிக்காலம் 3 ஆண்டில் இருந்து 2 ஆண்டாகவும், பின்னர் 18 மாதங்களாகவும், தற்போது 12 மாதங்களாகவும் குறைக்கப்பட்டது.
25. பயிற்சி ஊதியம்: பயிற்சிக் காலத்தில் GP Rs.4200 சம்பளத்துக்கு இணையாக உயர்த்தப்பட்டது.
26. பயிற்சியாளர்கள் மற்றும் விரிவுரையாளர்களுக்கு Training Allowance வழங்கப்பட்டது: (4 முறை திருத்தமும் செய்யப்பட்டது).
27. a) குரூப்-B (கெசட்டட்) அந்தஸ்து வழங்கும் வழக்கில் மத்திய தீர்ப்பாயம் புதுடில்லியில் மூத்த தொழில் நுட்ப மேற்பார்வையாளர்களுக்கு குரூப்-B (கெசட்டட்) அந்தஸ்து வழங்கப்பட வேண்டும் என்று தீர்ப்பு வழங்கப்பட்டாலும், ரயில்வே வாரியத்தின் மேல்முறையீட்டில் உச்சநீதிமன்ற தீர்ப்பின் அடிப்படையில் குரூப்-B (கெசட்டட்) அந்தஸ்து மறுக்கப்பட்டது. மீண்டும் 2014 இல் சண்டிகர் மத்திய தீர்ப்பாயத்தில் பதிவு செய்யப்பட்ட வழக்கில் ரயில்வே வாரியம் ஐ.ஆர்.டி.எஸ்.ஏவின் கோரிக்கையை ஏற்றுக் கொள்ளவில்லை.
- b) ஐ.ஆர்.டி.எஸ்.ஏ தனது தொடர்ச்சியான முன்னெடுப்புகள் / போராட்டங்கள் மூலமாக RAICs & RRC ரயில்வே சம்மேளனங்கள், ரயில்வே வாரியம், ஆகியவற்றிடம் குரூப்-B (கெசட்டட்) அந்தஸ்து வழங்குவதற்கான நியாயங்களை எடுத்துரைத்தது. இதன் விளைவாக ரயில்வே வாரியம் நிதி அமைச்சகத்திடம் மூத்த தொழில்நுட்ப பொறியாளர்களுக்கு குரூப்-B அந்தஸ்து வழங்குவது தொடர்பாக பரிவர்த்தனைகளை செய்தது. மேலும் ரயில்வே வாரியம் இந்த கோரிக்கை தொடர்பாக ஆலோசனை நடத்துவதற்கு நிபுணர் குழுக்களை நியமித்தது. ஐ.ஆர்.டி.எஸ்.ஏ 2018 மற்றும் 2024 ஆண்டுகளில் அந்த நிபுணர் குழுக்களிடம் நமது கோரிக்கையை எடுத்துரைத்தது.
- c) GP 4600/Level 7ல் உள்ள அனைத்து தொழில்நுட்ப பொறியாளர்களுக்கும் குரூப்-B (கெசட்டட்) அந்தஸ்து வழங்க வேண்டும் என IRTSA வலியுறுத்தி வருகிறது.
28. மத்திய தீர்ப்பாயம் புதுடில்லி (OA NO. 1527/1990) வழக்கில் IRTSA வெற்றி பெற்று JEs-க்கு உயர்ந்த சம்பள நிலை வழங்க நீதிமன்றம் உத்தரவிட்டது (சமமான நிலையில் உள்ளவர்கள் அல்லது சமமான உரிமைகள் கொண்டவர்கள் மத்தியில் மற்றொருவர் உயர்வாக இருக்க முடியாது) இதனை 5வது சம்பளக் குழுவும் ஏற்றுக் கொண்டு JE-க்கு உயர்ந்த சம்பள நிலை வழங்கியது.
29. மத்திய தீர்ப்பாயம் சென்னை (OA No.706/2013) வழக்கில், நிதி அமைச்சகம் JE GP Rs.4200 இல் இருந்து Rs.4600 ஆக, SSE GP Rs.4600 இல் இருந்து Rs 4800 ஆக உயர்த்த பரிசீலிக்க உத்தரவு.
30. PLB (உற்பத்தித்திறன் சார்ந்த போனஸ்) தகுதி வரம்பு உயர்த்தப்பட்டு, அடிப்படை சம்பள உச்சவரம்பை நீக்கி அனைத்து Technical Supervisors-க்கும் வழங்க ஒப்புதல் பெறப்பட்டது.
31. SSE-களின் சம்பளம் Rs.7000-11500 (5வது CPC பரிந்துரை) மாற்றி, Rs.7450-11500 ஆக உயர்த்தப்பட்டது.
32. Drawing & Design Engineers மற்றும் CMSக்கு Rs.2000-3200க்கு பதிலாக Rs.2375-3500 வழங்கப்பட்டது.
33. Design & Drawing பொறியாளர்களின் பதவிப்பெயர் JE/SSE ஆக மாற்றப்பட்டது.
34. ஸ்டோர்ஸ் சூப்பர்வைசர்களின் பதவிகளின் பெயர் DSK வில் இருந்து DMS, CMS ஆக மாற்றி வழங்க கோரிக்கை வைத்து நிறைவேற்றப்பட்டது.
35. 1999-இல், உற்பத்தி கேந்திரங்கள் மற்றும் தொழிற்சாலைகளில் பணிபுரியும் SSE-க்களுக்கு ஊக்கத் தொகை(Incentive bonus) பெறப்பட்டது.
36. 2009 மற்றும் 2019 ஊக்கத் தொகை மாற்றமைவின் போது, SSE-க்களுக்கு 15% ஊக்கத் தொகை தொடர்ந்து பெறப்பட்டது.
37. பணியில் உள்ள பட்டதாரி பொறியாளர்கள் மற்றும் டிப்ளமோ படித்தவர்கள் DR கோட்டாவில் உயர் பதவிகளில்தேர்வு செய்வதற்காக GDCE/LDCE முறையை அறிமுகப்படுத்தியது.
38. இளநிலை பொறியாளர் Gr-II & GR-I பதவிகளை ஒன்றிணைத்து மேம்படுத்தப்பட்ட பகுதி பொறியாளருக்கு வழங்கப்பட்ட சம்பள விகிதம் ரூபாய் Rs. 6500-10500 உயர்த்தி பெறப்பட்டது.
39. பகுதி பொறியாளர்களின் சம்பள விகிதம் .6500-10500 ரூபாயிலிருந்து மூத்த பகுதி பொறியாளர்களின் சம்பள விகிதம் ரூபாய் 7450-11500க்கு இணைத்து உயர்த்தி பெறப்பட்டது.
40. அனைத்து JE/DMS/CMA களுக்கும் அவர்களது பணி நியமன நாளில் இருந்து முதல் வகுப்பு பாஸ் சலுகை நீண்ட போராட்டத்திற்கு பின்பு பெறப்பட்டது.

41. அனைத்து PWay மேஸ்திரிகள் / சூப்பர்வைசர்கள், இளநிலை பொறியாளராக பதவி உயர்வு பெறப்பட்டது. இதன் விளைவாக தொழில்நுட்ப மேற்பார்வையாளர்களின் பதவி உயர்வு வாய்ப்பு அதிகமானது..
42. JE to SSE, DMS to CDMS, CMA to CMS, JE(IT) to SE (IT) பதவி உயர்விற்கு எழுத்துத் தேர்வு நீக்கப்பட்டது.
43. 25,000 SSE, CMS, CMDS ஊதிய நிலை-7 லிருந்து ஊதிய நிலை-8 க்கு 01.12.2022 முதல் பதவி உயர்வு பெறப்பட்டது.
44. Non-Functional Upgradation ஆக ஊதிய நிலை-8 லிருந்து ஊதிய நிலை-9 க்கு, ஊதிய நிலை-8ல் நான்கு ஆண்டுகள் பணி பூர்த்தி செய்த 50% பொறியாளர்களுக்கு பெறப்பட்டது.
45. பின்னர், 50% வரம்பை நீக்கி, ஊதிய நிலை-8ல் நான்கு ஆண்டுகள் பணி பூர்த்தி செய்த அனைவருக்கும் ஊதிய நிலை-9 க்கு NFU பெறப்பட்டது.
46. Group B (70%) தேர்வு முறையில் மாற்றம்.
- a) APO தவிர Group B பதவிகளில், காலியிட எண்ணிக்கையில் 6 மடங்கு பேர் (seniority அடிப்படையில்) Viva Voce & Record of service மதிப்பீடுக்கு அழைக்கப்படுவது மற்றும்,
- b) "Good மற்றும் Outstanding மதிப்பீடு நீக்கம் செய்யப்பட்டது.

நிறைவேற்றப்பட்ட பொதுவான கோரிக்கைகள்

47. ஊதிய உயர்வில் ஏற்பட்ட தேக்க நிலை நீக்கம்: 6வது CPC இன் Pay Band / Grade pay மற்றும் 7வது CPC இன் ஊதிய பட்டியல் ஆகியவற்றின் மூலம் ஊதிய உயர்வில் ஏற்பட்டிருந்த தேக்கநிலை நீக்கப்பட்டது.
48. விதி கட்டுப்பாடு இன்றி நிர்ணயம் செய்யப்பட்டு கொண்டிருந்த ஆண்டு ஊதிய உயர்வு அடிப்படை சம்பளத்தில் குறைந்தது மூன்று சதவீதமாவது இருக்க வேண்டும் என்று கூறி பெறப்பட்டது.
49. அடிப்படை ஊதியத்தின் சதவீதமாக வீட்டு வாடகை (HRA) இருக்க வேண்டும் என்று கூறி பெறப்பட்டது.
50. போக்குவரத்து அலவன்ஸ்: எந்தவொரு தொலைவு கட்டுப்பாடுகளும் இல்லாமல் மற்றும் விலைவாசி மாற்றங்களுக்கு பொருந்தும் வகையில் மேம்பட்ட போக்குவரத்து அலவன்ஸ் பெறப்பட்டது.
51. 6வது ஊதியக் குழுவில் பரிந்துரைக்கப்பட்ட 1.76 பெருக்குத் தொகையை உயர்மட்டக் கமிட்டிக்கு எடுத்துக் சென்று 1.86 ஆக அதிகப்படுத்தப்பட்டது.
52. இரண்டு குழந்தைகளுக்கான பள்ளிக் கல்விக்கட்டணத்தை விலைவாசி ஏற்றத்திற்கு ஏற்ப உயர்த்தி கிடைக்கச் செய்தது.
53. பணி ஓய்வின் போது கிடைக்கும் 300 நாள் விடுமுறையை பணமாக மாற்றும் பலனுடன் பணியில் இருக்கும் போதும் 60 நாள் LAP க்கு இணையாக பணம் கிடைக்கச் செய்தது.
54. 5 வது மற்றும் 6 வது சம்பளக் கமிஷன்களுக்குப் பிறகு ACP மற்றும் MACPS கிடைக்கச் செய்தது, பணி/ஊதிய உயர்வில் இருந்த தேக்க நிலையை நீக்கியது (IRTSA-வின் இரண்டு முக்கிய கோரிக்கைகளான தேக்கநிலையை நீக்குதல் மற்றும் கால வரையறுக்கப்பட்ட பதவி உயர்வு பெறுதல் மூலமாக).
55. MACPS மூலமாக 10, 20 மற்றும் 30 ஆண்டுகள் பணி நிறைவிற்குப் பிறகு பிறகு மூன்று பணி நிலைகளுக்கான ஊதிய உயர்வுகளைப் பெற்றுத்தந்தது. (இதன் மூலம் JE ஆக இரயில்வே பணியில் சேர்பவர் level-9ஐயும் SSE ஆக பணியில் சேர்பவர் level-10-ஐயும் அடைய முடியும்).
56. MACPS-க்கு GDCE மூலம் தேர்வு செய்யப்பட்டவர் DR மூலமாக தேர்வானவர் போல நடத்தப்பட வேண்டும்.
57. 01.01 2006 முதல் 29.09.2008 வரை ஆறாவது ஊதிய குழுவால் இணைக்கப்பட்ட பணிகளுக்காக தரப்பட்ட பதவி உயர்வுக்கான pay பிக்சேஷன் வழங்க கோரிக்கை வைத்து பெறப்பட்டது. (ie. JE II to JE I மற்றும் SE to SSE இடையிலான பதவி உயர்வுக்கான pay பிக்சேஷன்).
58. நேரடியாக தேர்வு செய்யப்படும் SSEக்கு தரப்படும் ரூ44900 க்கு இணையான ஊதியத்தை பதவி உயர்வின் மூலம் JE-லிருந்து SSE ஆகும் பொறியாளர்களுக்கும் கிடைத்திட வழிவகை செய்யப்பட்டது.
59. பதவி உயர்வு அல்லது நிதி மேம்பாட்டிற்குப் (MACPS) பிறகு உடனடியாக முதல் ஆண்டு ஊதிய உயர்வு அடுத்த ஜூலை-1 அல்லது ஜனவரி-1 அன்று 6 மாத தகுதிவாய்ந்த சேவையை முடித்தவுடன் வழங்க ஏற்பாடு செய்யப்பட்டது.
60. ஆன்லைனில் Pass/PTO வழங்குவதற்கும் அதை ஆன்லைனிலேயே முன்பதிவு செய்வதற்கும் வழிவகை செய்யப்பட்டது.
61. ஜூன்-30/டிசம்பர்-31 தேதிகளில் ஓய்வு பெற்ற/ஓய்வு பெறும் ஊழியர்களுக்கு, (ஒரு வருடம் பணி நிறைவு செய்து வருடாந்திர ஊதிய உயர்வு பெறாமல் ஓய்வு பெறும் ஊழியர்களுக்கு) அவர்களின் ஓய்வூதியப் பலன்களுக்காக, ஜூலை-1/ஜனவரி-1 தேதிகளில் வருடாந்திர ஊதிய உயர்வு (notional) வழங்கி அதற்கு ஏற்றார் போல் பென்ஷன் தொகையையும் உயர்த்தி வழங்க கோரிக்கை வைத்து பெறப்பட்டது.

భారతీయ రైల్వే టెక్నికల్ సూపర్వైజర్స్ సంఘం
(Indian Railways Technical Supervisors' Association – IRTSA)
స్థాపించబడిన సంవత్సరం: 1965, నమోదు నంబర్: 1329
వెబ్ సైట్: <http://www.irtsa.net>

భాగం 1: అవగాహన మరియు పరిశ్రమలో ఐక్యత

1. **IRTSA** 1965 నవంబరులో స్థాపించబడినప్పటి నుండి, భారతీయ రైల్వేలోని టెక్నికల్ సూపర్వైజర్లను (Technical Supervisors) ఏకతా వేదికపైకి తీసుకువచ్చే శక్తివంతమైన మరియు ప్రభావవంతమైన సంస్థగా నిలిచింది.
2. టెక్నికల్ సూపర్వైజర్లు / రైల్ ఇంజనీర్ల సమస్యలను హైలైట్ చేస్తూ, వారి డిమాండ్లను రైల్వే పరిపాలన, వేతన సంఘాలు (Pay Commissions), రైల్వే రీఫార్మ్స్ కమిటీ, రైల్వే యాక్సిడెంట్ ఇన్వెస్టిగేటింగ్ కమిటీలు మరియు ఇతర ఫోరంల ముందు సమర్థవంతంగా ప్రాతినిధ్యం వహించింది.
3. టెక్నికల్ సూపర్వైజర్లు మరియు ఇతర ఉద్యోగులలో సంబంధిత అంశాలపై అవగాహనను పెంచింది.
4. టెక్నికల్ సూపర్వైజర్లు మరియు రైల్వే పరిపాలన మధ్య మెరుగైన పారిశ్రామిక సంబంధాలను నెలకొల్పి, రైల్ ఇంజనీర్లపై అనవసర వేధింపులు తగ్గించి, ఉత్పాదకతను పెంచింది.
5. టెక్నికల్ సూపర్వైజర్లు, కార్మికులు మరియు యూనియన్ల మధ్య పరస్పర అవగాహనను పెంపొందించి, రోజువారీ వివాదాలను నివారించడంతో పాటు ఉత్పాదకతను మరింతగా పెంచింది.
6. టెక్నికల్ సూపర్వైజర్ల సమస్యలపై గుర్తింపు పొందిన సమాఖ్యలు (Federations) మరియు యూనియన్లలో అవగాహన పెంచి, జాతీయ మరియు స్థానిక స్థాయిలలో అనేక అంశాలను పోరాటం మరియు సంఘటిత కృషి ద్వారా పరిష్కరించడంలో వారి మద్దతును పొందింది.
7. సదస్సులు, సమావేశాలు, స్మారక పత్రాల ప్రచురణ, పత్రిక "**వాయిస్ ఆఫ్ రైల్ ఇంజనీర్స్ (VRE)**", వెబ్ సైట్ www.irtsa.net

భాగం 2: ప్రధాన వర్గాల సమస్యలు పరిష్కరించబడినవి

8. మూడవ వేతన కమిషన్ ద్వారా సీనియర్ టెక్నికల్ సూపర్వైజర్లకు గ్రూప్ 'C' ఉద్యోగుల్లోనే అత్యున్నత వేతన శ్రేణులు ₹840-1200 / ₹840-1040 మంజూరు చేయబడింది; నాల్గవ వేతన కమిషన్లో మళ్లీ ₹2375-3500 గా పునరుద్ధరించబడింది (IRTSA సమర్పించిన సాక్ష్యాల ఆధారంగా 40 సంవత్సరాల తర్వాత సంబంధిత సామర్థ్యం పునరుద్ధరించబడింది).
9. టెక్నికల్ సూపర్వైజర్లకు ఉండిన పాత ఆరు వేతన శ్రేణులను మూడవ వేతన కమిషన్ (1973) నాలుగు శ్రేణులకే తగ్గించింది; ఆపై ఆరవ వేతన కమిషన్ (2006) నుండి మాత్రం రెండు శ్రేణులకే తగ్గించబడింది.
10. అప్పటి ఫోర్మన్ (SSE) లకు ప్రత్యేక భత్యం (స్పెషల్ పే) మంజూరు చేయబడింది.
11. జూనియర్ ఇంజనీర్లు జీతాల చెల్లింపులో పాల్గొన్నందుకు గాను హనోరేరియం (అభ్యర్థి భత్యం) మంజూరు చేయబడింది; 1969లో IRTSA జీతాల చెల్లింపును బహిష్కరించాలని నిర్ణయించిన తరువాత ఇది వచ్చింది.
12. అప్రెంటిసులు / ట్రెయిన్లకు హార్డ్ ఆన్ డ్యూటీ / హాస్పిటల్ లీవ్ సదుపాయం (పార్లమెంటులో ప్రశ్న లేవనెత్తిన తర్వాత) అమలులోకి తీసుకువచ్చారు.
13. టెక్నికల్ సూపర్వైజర్లను వర్క్మన్ కాంపెన్సేషన్ యాక్ట్ లో చేర్చి, దాన్ని "ఎంప్లాయిస్ కాంపెన్సేషన్ యాక్ట్" గా మార్చారు (పార్లమెంటులో IRTSA తీసుకువచ్చిన విషయంగా).
14. 1984 నుండి టెక్నికల్ సూపర్వైజర్లను ఒకే క్యాడర్ గా (JE నుండి SSE వరకు) క్యాడర్ రీస్ట్రక్చరింగ్ కోసం ఒకే చట్టంలో తీసుకువచ్చారు. (ముందుగా ఉన్న ఉన్నత గ్రేడ్ పోస్టులు తక్కువగా మరియు వర్క్ ఆఫ్ చార్జ్ ఆధారంగా ఉండేవి).
15. ఇంజనీరింగ్ గ్రాడ్యుయేట్లను డైరెక్ట్ రూపంలో JE-I గా నియమించడం ఆపి, 1987లో SE గ్రేడ్లో మరియు 2008లో SSE గ్రేడ్లో ప్రారంభించారు.
16. టెక్నికల్ సూపర్వైజర్ల క్యాడర్ రీస్ట్రక్చరింగ్ ను 30 సంవత్సరాలలో ఐదు సార్లు చేసి, SSEల సంఖ్యను ఉన్నత గ్రేడ్లలో క్రమంగా పెంచారు (1984లో 3 % / 1.5 % నుండి 2013లో 67 % వరకు).
17. డిజైన్ & డ్రాయింగ్, C&M, DMS సిబ్బందికి క్యాడర్ రీస్ట్రక్చరింగ్ ద్వారా ఉన్నతి (అప్ గ్రేడింగ్) చేయబడింది.

18. అప్రెంటిస్ / ట్రైనింగ్ పీరియడ్ను 1983లో రిటైర్మెంట్ లాభాల లో మరియు 1990 నుండి ఇంక్రిమెంట్ లాభాల లో లెక్కించబడింది (IRTSA సమర్పించిన డేటా ఆధారంగా).
19. 2000 సీనియర్ సూపర్వైజర్ పోస్టులను 1980-2000 మధ్య రెండు దశల్లో గ్రూప్ 'B' గా అప్గ్రేడ్ చేశారు.
20. మిస్ట్రీలు / సూపర్వైజర్లను దీర్ఘకాల పోరాటం తరువాత జూనియర్ ఇంజనీర్లుగా ప్రమోట్ చేశారు - దీంతో ఉన్నత శ్రేణిలో పోస్టుల సంఖ్య పెరిగింది.
21. 1996లో IRTSA 'వర్క్-టు-రూల్' ప్రకటన తరువాత టెక్నికల్ సూపర్వైజర్ల పదవీ పదవీ పేరు JE (జూనియర్ ఇంజనీర్) మరియు SSE (సీనియర్ సెక్షన్ ఇంజనీర్) గా మార్పు చేయబడింది.
22. JEలు మరియు SSEలకు PCO భత్యం మంజూరు చేశారు.
23. ఇన్సెంటివ్ బోనస్ రేట్లు 1968, 1975, 1990, 1998, 2009 మరియు 2019లో పునర్వీక్షించబడ్డాయి.
24. JEల ట్రైనింగ్ పీరియడ్ను మూడు సంవత్సరాల నుండి రెండు, తర్వాత 18 నెలలు, తర్వాత 12 నెలలకు తగ్గించారు.
25. ట్రైనింగ్ పీరియడ్లో ట్రైనింగ్ ఫీజు గ్రేడ్ పే ₹4200 తో సమానంగా చేశారు.
26. ఇన్స్ట్రక్షన్లు మరియు లెక్చరర్లకు ట్రైనింగ్ అలవెన్స్ మంజూరు చేసి, దాన్ని నాలుగు సార్లు పెంచారు.
27. a) IRTSA CAT న్యూ డిల్లీ (OA No. 835-1989) లో గ్రూప్ 'B' స్థాయి గురించి విజయం సాధించింది; తదుపరి రైల్వే బోర్డు దానిని నిరాకరించడంతో IRTSA మళ్లీ PBCAT మరియు సుప్రీం కోర్టులో అప్పీల్స్ దాఖలు చేసింది.
b) IRTSA నిరంతర క్యాంపెయిన్ మరియు పోరాటం ద్వారా రైల్వే బోర్డు, ఫెడరేషన్లు మరియు కమిటీలు ఈ డిమాండ్ న్యాయసంగతమని అంగీకరించాయి; దీంతో రైల్వే బోర్డు MoF(DoE) కి సీనియర్ సూపర్వైజర్ల కొంత శాతం పోస్టులను గ్రూప్ B గా అప్గ్రేడ్ చేయమని ప్రతిపాదించింది.
c) IRTSA అన్ని Level 7 (₹4600 GP) పోస్టులను DoP ఆదేశాల ప్రకారం గ్రూప్ B గా వర్గీకరించాలని డిమాండ్ చేసింది.
28. IRTSA CAT న్యూ డిల్లీ (OA No. 1527/1990) లో JEలకు ఉన్నత వేతన శ్రేణి కోసం విజయం సాధించింది - "సమానుడు మరొక సమానుడిపై ఉండలేడు" అనే తాత్విక సూత్రం ఆధారంగా. 5వ వేతన కమిషన్ దీన్ని ఆమోదించింది (పారా 54.36).
29. CAT చెన్నై (OA No 706/2013) ఆదేశాల ద్వారా JE గ్రేడ్ పే ₹4200 నుండి ₹4600 కు, SSE గ్రేడ్ పే ₹4600 నుండి ₹4800 కు పెంచే విషయాన్ని పరిశీలించమని ఆర్థిక మంత్రిత్వశాఖకు ఆదేశించింది.
30. PLB ఎలిజిబిలిటీ సీలింగ్ను అన్ని టెక్నికల్ సూపర్వైజర్లను కవర్ చేసేలా పెంచారు.
31. SSE వేతన శ్రేణిని ₹7000-11500 నుండి ₹7450-11500 కి పెంచారు (5వ CPC సిఫారసు కంటే ఉన్నతంగా).
32. డ్రాయింగ్ & డిజైన్ ఇంజనీర్లు మరియు CMSలకు ₹2000-3200 బదులు ₹2375-3500 వేతన శ్రేణి మంజూరు చేశారు.
33. డ్రాయింగ్ & డిజైన్ సిబ్బంది పదవీ పేరు జూనియర్ ఇంజనీర్, సీనియర్ సెక్షన్ ఇంజనీర్ గా మార్చబడింది.
34. ప్లోర్ ఇంజనీర్ల పదవీ పేరు DSK నుండి DMS మరియు CDMS గా మార్చబడింది.
35. 1999లో ప్రొడక్షన్ యూనిట్లు మరియు వర్క్ షాప్లలో పని చేసే SSEలకు ఇన్సెంటివ్ బోనస్ మంజూరు చేశారు.
36. 2009 మరియు 2019లో ఇన్సెంటివ్ రీవిజన్ల సమయంలో SSEలకు 15 % ఇన్సెంటివ్ బోనస్ను కొనసాగించారు.
37. GDCE/LDCE సిస్టమ్ను ప్రవేశపెట్టి, సర్వీస్లో ఉన్న గ్రాడ్యుయేట్ ఇంజనీర్లు మరియు డిప్లొమా హోల్డర్లు ఉన్నత గ్రేడ్లలో DR కోటా ద్వారా ఎంపిక కావడానికి అవకాశం కల్పించారు.
38. JE-I మరియు JE-II పోస్టులను ఒక్క ప్రీ-రిటైర్డ్ వేతన శ్రేణి ₹6500-10500 గా మిళితం చేశారు.
39. సెక్షన్ ఇంజనీర్ (6500-10500) శ్రేణిని సీనియర్ సెక్షన్ ఇంజనీర్ ₹7450-11500 గా అప్గ్రేడ్ చేశారు.
40. అన్ని JE/DMS/CMAలకు రైల్వే ఫస్ట్ క్లాస్ పాస్ అర్హత మంజూరు చేశారు - నియామక తేదీతో సంబంధం లేకుండా.
41. P-way సూపర్వైజర్లను JE P-way గా మిళితం చేసి, మొత్తం క్యాడర్కు దాని ప్రభావం విస్తరించబడింది.
42. JE → SSE, DMS → CDMS, CMA → CMS మరియు JE → Sr.Er/IT ప్రమోషన్లకు వ్రాత పరీక్షను రద్దు చేశారు.

43. 25,000 SSE, CMS మరియు CMDS పోస్టులు 01-12-2022 నుండి పే లెవల్-7 నుండి లెవల్-8 కి అప్గ్రేడ్ చేయబడ్డాయి.
44. లెవల్-8లో నాలుగు సంవత్సరాలు పూర్తి చేసిన ఉద్యోగులకు నాన్-ఫంక్షనల్ అప్గ్రేడేషన్ లెవల్-9 లో మంజూరు చేశారు (50 % పోస్టుల వరకు).
45. తదుపరి ఆదేశాల ద్వారా 50 % పోస్టుల పరిమితిని తొలగించి, లెవల్-8 నుండి నాలుగు సంవత్సరాల తర్వాత అందరికీ లెవల్-9 అప్గ్రేడేషన్ అందించేలా చేశారు.
46. గ్రూప్ 'B' 70 % సెలెక్షన్ నియమాల్లో మార్పులు:
 - a) APO తప్ప మిగిలిన గ్రూప్ 'B' పోస్టుల వివా వోస్ మరియు రికార్డు ఆఫ్ సర్వీస్ మూల్యాంకనానికి, వేకెన్సీల ఆరు రెట్లు సీనియారిటీ ఆధారంగా అభ్యర్థులను పిలుస్తారు.
 - b) "గుడ్ / ఆుట్స్టాండింగ్" గ్రేడింగ్ వ్యవస్థను రద్దు చేశారు.

భాగం 3: సాధారణ డిమాండ్లు మంజూరైనవి

47. ఆరవ వేతన సంఘం ద్వారా పే బ్యాండ్ / గ్రేడ్ పే వ్యవస్థ ప్రవేశపెట్టడం ద్వారా వేతన స్థాయిలలో ఉన్న స్థబ్ధత (stagnation) తొలగించబడింది; ఏడవ వేతన సంఘం ద్వారా పే మ్యాట్రిక్స్ విధానం ప్రవేశపెట్టబడింది.
48. స్థిరమైన మొత్తానికి బదులుగా ప్రతి సంవత్సరం ప్రాథమిక వేతనంలో 3% పెంపు (ఇంక్రిమెంట్) మంజూరైంది.
49. హౌస్ రెంట్ అలవెన్స్ (HRA) ను ప్రాథమిక వేతనానికి శాతం ఆధారంగా చెల్లించే విధానం అమలు చేయబడింది.
50. ట్రాన్స్పోర్ట్ అలవెన్స్ ను దూర పరిమితి లేకుండా మరియు ద్రవ్యోల్పాణాన్ని పరిగణనలోకి తీసుకొని మెరుగుపరచారు.
51. ఆరవ వేతన సంఘం సిఫారసు చేసిన 1.74 మల్టిప్లికేషన్ ఫ్యాక్టర్ను "హై పవర్డ్ కమిటీ" సిఫారసుతో 1.86 కు పెంచారు.
52. రెండు పిల్లల వరకు విద్యా ఫీజు రీయింబర్స్మెంట్ ను ద్రవ్యోల్పాణానికి అనుగుణంగా సవరించారు.
53. సేవలో ఉండగానే 60 రోజుల LAP (లీవ్ ఆన్ అవరేజ్ పే) ను ఎన్కాష్ చేసుకునే సౌకర్యం కల్పించి, రిటైర్మెంట్ సమయంలో 300 రోజుల ఎన్కాష్మెంట్కు అదనంగా మంజూరు చేశారు.
54. ఐదవ వేతన సంఘం ద్వారా ACP మరియు ఆరవ వేతన సంఘం తరువాత MACPS పథకాలు అమలులోకి వచ్చాయి — (వేతన స్థాయిలలో స్థబ్ధత తొలగించాలనే IRTSA ప్రధాన డిమాండ్ల ఆధారంగా).
55. MACPS ప్రకారం 10, 20, 30 సంవత్సరాల సేవ తరువాత మూడు ఆర్థిక అప్గ్రేడేషన్లు మంజూరయ్యాయి — దీని ద్వారా JE స్థాయి ఉద్యోగి లెవల్ 9కి, SSE స్థాయి ఉద్యోగి లెవల్ 10కి చేరవచ్చు.
56. GDCE ద్వారా ఎంపికైన ఉద్యోగులను MACPS కోసం డ్రైరెక్ట్ రిక్రూట్లు (DRs) గా పరిగణించారు.
57. 6వ CPC ద్వారా మిళితమైన ఫీడర్ మరియు ప్రమోషన్ గ్రేడ్ల మధ్య 1-1-2006 నుండి 29-9-2008 మధ్య జరిగిన ప్రమోషన్లకు వేతన స్థిరీకరణ (pay fixation) విస్తరించారు — ఉదా: JE-II → JE-I, SE → SSE.
58. 7వ CPC పే మ్యాట్రిక్స్లో ప్రమోషన్ పొందిన ఉద్యోగుల వేతనాన్ని కనీసం ఆ పోస్టులో డ్రైరెక్ట్ రిక్రూట్ యొక్క ఎంట్రీ పే కంటే తక్కువగా కాకుండా స్థిరీకరించే విధానం అమలులోకి వచ్చింది (ఉదా: JE నుండి SSEకి ప్రమోషన్ పొందిన ఉద్యోగి వేతనం ₹44,900 కంటే తక్కువ కాకూడదు).
59. ప్రమోషన్ లేదా ఆర్థిక అప్గ్రేడేషన్ తరువాత 6 నెలల సేవ పూర్తి అయిన తర్వాతి జూలై 1 లేదా జనవరి 1న మొదటి ఇంక్రిమెంట్ మంజూరు చేసే విధానం ప్రవేశపెట్టబడింది.
60. పాస్ / PTO జూరీ మరియు రిజర్వేషన్ ప్రక్రియను పూర్తిగా ఆన్లైన్ విధానంలోకి మార్చారు.
61. జూన్ 30 / డిసెంబర్ 31న రిటైర్ అయ్యే ఉద్యోగులకు, ఆ రోజున ఇంక్రిమెంట్ పొందే అవకాశం లేకపోవడంతో, నోషనల్ ఇంక్రిమెంట్ (1 జూలై / 1 జనవరి నాటి ప్రకారం) పెన్షన్ లాభాల కోసం మంజూరైంది.

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IRTSA with Union Ministries & Finance Ministry officials



Submission of memorandum to Hon'ble Minister of Finance Smt.Nimala Sitaraman



Central President IRTSA meeting with Hon'ble Railway Minister Shri.Ashwini Vaishnav



Team IRTSA accompanied by senior parliamentarians met Hon'ble Railway Minister Shri.Ashwini Vaishnav at Rail Bhavan.



Submitting memorandum on demands to Hon'ble Railway Minister Shri.Ashwini Vaishnav



IRTSA Meeting with Minister of State for Finance Shri.Pankaj Chaudhary



IRTSA meeting with Shri Ravneet Singh MoSR



Team IRTSA met Sri.T.V.Somanathan IAS, Secretary Finance with Sri. M.Shanmugam Member of Parliament. Secretary Finance



Team IRTSA met Smt. Annie George Mathew Special Secretary, DoE



Pleasant meetings with Sri.V.Somanna Hon'bel MoSR



IRTSA delegates met Shri L.Murugan Hon'ble Minister of state for Information and Broadcasting



Team IRTSA with Honorable Labour Minister Sri Bandaro Datatrye.



Team IRTSA with Smt. Darshana Jardosh MoSR

IRTSA DELEGATES met Sri. Suresh Angadi MoSR

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Er. M.SHANMUGAM
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K.V.RAMESH
General Secretary

AIMS, OBJECTS & HISTORICAL BACKGROUND OF IRTSA

IRTSA was formed in November, 1965, with an objective to unite & strive for better service conditions and emoluments of the Technical Supervisors on the Indian Railways. Prior to formation of IRTSA, there was no platform or organization to represent this vital Middle Management Category of Technical Supervisors on the Railways. Consequently, the category had suffered tremendously at the hands of First and Second Pay Commissions due to lack of any forum to represent them before either of these forums (*set up between 1946 - 1948 & 1957 - 1959 respectively*).

On November 1, 1965, initiative was taken by a group of Apprentice Mechanics & Ex-Apprentice Mechanics of Northern Railway, Lucknow, to form an Association to represent them at various levels. Shri Harchandan Singh – who was at that time only a third year Apprentice of Northern Railway at Lucknow - was asked to take the lead. He immediately toured and contacted counterparts on other zonal Railways and called them for a meeting at ICF Chennai, in the last week of November, 1965. The meeting was attended by representatives from each of the 9 Zonal Railways and 3 Production Units.

Finally an Association was formed on 27th November, 1965, at Chennai. Shri Harchandan Singh was elected as its first General Secretary.

Association was initially named as Indian Railways Apprentice Mechanics & Ex-Apprentice Mechanics Association. Within a year thereof, the name of the Association was changed to INDIAN RAILWAYS TECHNICAL SUPERVISORS' ASSOCIATION (IRTSA), in a historic All India Conference held at New Delhi, on 27th November, 1966. The Conference was largely attended and widely publicized in the media. The Association worked in coordination with Indian Railways Foremen Association - which was formed in 1964 and which was finally merged with IRTSA in August, 1970 during the All India Joint Convention held at Ajmer.

IRTSA has a strong organization and has made remarkable achievements – continuously struggling for the betterment of Technical Supervisors and Railway men at large during the last nearly 60 years in spite of the fact that it has not been given a '*de-jure*' recognition. **But there is still a long way to go and the struggle must go on**