



# SOUTHERN RAILWAY EMPLOYEES' SANGH

## CENTRAL OFFICE - MEDIA CELL



### NFIR's Representation to Rly., Board

**தொழிலாளர்கள் சமர்ப்பித்த IRT விண்ணப்பங்களில் Threshold வரம்பை உயர்த்தி உடனடியாக செயல்படுத்த இரயில்வே போர்டுக்கு தேசிய தலைவர் Dr.M. இராகவைய்யாஜி 07.11.2025 அன்று கடிதம் மூலம் வலியுறுத்தியுள்ளார்.**

Sub: Threshold value for processing Inter-Railway request transfer applications of staff-reg.

Ref: Railway Board's letter No. E(NG)I/2025/TR/08 dated 16/04/2025 (RBE No. 32/2025).

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Railway Board vide RBE No. 32/2025 has issued guidelines to facilitate smooth submission of transfer requests (inter Railway) by the employees in HRMS Transfer Module and to enable the Railway Administration in processing such requests for implementation. One of the guidelines is, that if the vacancy is below the defined threshold level i.e. 10%, the forwarding of applications for consideration or relieving the employee on inter Railway transfer can only be done (i.e. if more than 90% of the manpower available in that category). This prescribed threshold concept is in fact resulting in non-forwarding and non-release of employees on inter Railway request transfer basis as in certain important categories mainly Track Maintainers and Loco Pilots, the vacancy position at any given time is ranging between 15% to 20%.

Due to improper assessment of vacancies and inadequate allotment of number of RRB/RRC empanelled candidates to various Zonal Railways/Production Units, the vacancy position has never been brought down below 10% particularly in Track Maintainer and Loco Pilot categories. As on date, in most of the Zonal Railways, the vacancy position in Track Maintainer and Loco Pilot category is above 15%, thus no inter railway transfer request applications are being forwarded. In other words, the employees who seek inter railway transfer particularly from Track Maintainer and Loco Pilot categories cannot dream of going on transfer even after foregoing their seniority and status in the near future. Even the inter-railway transfer requests on spouse ground are not considered on the plea of vacancy position being above 10%.

In this connection, NFIR proposes that adequate measures should be taken by the Railway Board for ensuring availability of RRB/RRC empanelled candidates for filling the vacancies in important categories mainly Track Maintainers and Loco Pilots. On One Zonal Railways, it is noticed that 22% of vacancies exist in Loco Pilot category and due to this heavy shortage, the Running Staff are compelled to work upto 14 hours at the cost of their health.

Summing up, NFIR urges the Railway Board to kindly arrange to concentrate on methodical recruitment process so that the vacancy should not exist beyond 5% at any given time in any category. Shortage of manpower has been resulting deferment of lateral inductions, GDCE and LDCEs on some Zonal Railways. There is also a situation wherein panels of qualified staff against promotion quota are not published on the pretext of non-availability of replacement. It is further suggested that the request applications of the staff for inter railway transfer be got forwarded, NOC obtained and taking that number into consideration, allotment of RRB/RRC empanelled candidates to different Zones/PUs be done meticulously for achieving proper results and enhancing staff satisfaction.

Yours faithfully,

  
(Dr. M. Raghavaiah)  
General Secretary

**Dr.M.Raghavaiahji**

President/SRES & GS/NFIR

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**05.12.2025**

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