



NFIR

National Federation of Indian Railwaymen

(Affiliated to Indian National Trade Union Congress)
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MEMORANDUM

Memorandum presented to Shri. Ashwini Vaishnaw, Hon'ble Railway Minister, by SRES, affiliates of NFIR during his visit to Chennai on 08.07.2023.

The Southern Railway Employees' Sangh (SRES) affiliated to NFIR extends hearty welcome to **Shri. Ashwini Vaishnaw, Hon'ble Railway Minister** during his visit to Chennai on 08.07.2023.

On the advice of Father of our Nation, SRES Union was started in the year 1919 and the foundation stone of the Central Office building (named "UNITY HOUSE") was laid by Mahatma Gandhiji on 3rd Sept 1927. The members of our Union have participated in the freedom struggle and many of our leaders and cadre have courted arrest. Many of the eminent Freedom Fighters visited our Union Office. We have adopted Twin Principles of Truth & Non Violence for the negotiation across the table. Many office bearers of SRES were holding the highest post in India. The then President of India Shri. V.V.Giri was holding the post of President of SRES from 1929 to 1934. Similarly, Shri.Ramanujam, Governor of Goa/Orissa.

We wish to highlight the following for your kind consideration and needful action please.

- 1) **Grant of Grade Pay 4800 / 4600 to the Crews of Vande Bharat & Semi High Speed Trains which runs 130 kms / hour (LP - Mail & Express / Train Manager)** : There is greater accountability / responsibility to the Crews of High Speed Trains as the train runs 130 kms speed / hour. Further it may increase. **The driver has to run every 1 km within 25 seconds. So every minute he has to run 2.17 kms. Human dependency to be reduced in order to ensure safe running of High speed trains.** Everyday 2.3 crores passengers travelling safely, 21,000 trains (12000 + 9000) are being operated uninterruptedly. Highest ever freight loading of 1512 million tonnes (2022-2023). Increase in combined freight and passenger revenue Rs.2 lakhs crores. We whole heartedly thank Hon'ble Railway Minister for considering Supervisors Pay GP 4800 / 5400 w.e.f 1.12.2022, in the same logic the pay for Crews to be increased to GP 4800 / 4600 in order to ensure the horizontal

/ vertical relativity, hitherto it was followed. (In the 5th CPC, the pay scale of Mail & Express Driver was GP 6000-9800, and for Train Manager Mail & Express was GP 5500 – 9000).

Therefore, we request the Hon'ble Railway Minister to kindly take action to grant GP 4800 / 4600 to the Crews.

2) **Conducting of Secret Ballot Election** : As per the commitment given by Railway Board before Honourble Supreme Court as well as Chennai High Court, now 10 years have passed. There was no sign of any improvement in conducting Secret Ballot Election. Employees are frustrated and disappointed for non adhering of norms by Railway Board. Therefore, we request you to kindly conduct early Secret Ballot Election.

3) **Request for Scrapping of NPS & to Restore OPS :**

Indian Railways is one of the largest Transport systems in the World and is fully owned and operated by the Ministry of Railways (Railway Board), Government of India. It plays significant role in driving economic growth of the country, offering highly affordable, environment-friendly transportation of passengers and freight specially bulk commodities across the country and also for rapid movement of Army, Para-Military forces artillery and military hardware to the Nation's borders. The role of Indian Railways thus cannot be undermined under any circumstances.

The Ministry of Railway had introduced Pension System for Railway employees who entered Railway service on 16 November 1957. These rules were subsequently modified as Railway Services (Pension) Rules 1993 and Railway Services (Extraordinary) Pension Rules 1993. It is also worth-mentioning that the Hon'ble Supreme Court in the case of DS Nakara and Others Vs Union of India (AIR-1983-SC-130) gave following verdict :

“Pension is neither a bounty nor a grace bestowed by the sweet will of the employer but is a payment for the past services rendered. It was construed as a right step towards socio-economic justice and a concrete assurance to the effect that the employee in his old age is not left in the lurch.”

It needs to be appreciated that in the recent time, State Governments i.e. Chhattisgarh, Rajasthan, Jharkhand, Punjab and Himachal Pradesh have decided to abolish NPS and restore OPS w.e.f. January, 2004 while Government of West Bengal continued Old Pension Scheme for ensuring social protection to the retired employees at the evening of their lives.

The role of Railway employees is unique, complex and not comparable with any other Department. The role played by Railway employees for ensuring the services is akin to Defence Forces.

We request you to kindly take necessary action for withdrawal of National Pension System and restoration of Old Pension Scheme w.e.f. January, 2004 as the Industrial peace can be preserved.

- 4) **Stop Privatisation, Monetization and Outsourcing of Activities:**
- a. **Proposal for Corporatization of production Units**
 - b. **Running of Trains by Private Parties.**
 - c. **Handing over stations to private parties, etc.**
 - There is a widespread anger and frustration among all the section of Railway Employees against the proposal of the Government to Corporatize production units on Indian Railways and to start process of Corporatization of ICF, MCF etc., and also handing over 150 passenger carrying trains to private parties.
 - We SRES/NFIR have already lodged a strong protest against the arbitrary action restarted by the Railway Board.
 - In order to preserve the 50 yrs of healthy industrial relation without any strike, NFIR/SRES request to review and withdraw the above proposals in the best interest of Indian Railways/Nation.
- 5) **Considering of IRT & IDT applications** : Time and again Railway Board has given clear instructions to all Zonal Railways to make use of the opportunity being presented by way of large panels made available by RRB/RRC for considering the pending transfer applications. Transfer cases may be processed on priority wherever feasible.
- 6) **Request for filling up of 1.75 Lakhs vacancies in Safety Categories :**
- Due to non filling up of vacancies in various categories in general and safety categories in particular, the situation has reached alarming stage wherein existing staff are heavily over burden while at the same time the safety standards are being compromised. The percentage of vacancies of Track Maintainers, Helpers, Pointsmen are ranging between 20% and 30%, resulting serious discontentment among the safety category staff who are put in heavy stress and strain. Added to this, hundreds of Inter Railway Transfer Applications of Track Maintainers, Loco Pilots, Pointsmen, Station Masters, Guards, Technicians, Technical Supervisors are not being processed by Southern Railway on the pretext of non availability of replacement. This has led to disappointment and frustration among those employees who are eager to go to their native places on transfer on bottom seniority. It is pointed out that the efficiency level of safety system is suffering. There is urgent need for filling up of 1.75 safety categories vacancies on war footing basis.
- 7) **Lifting Ban on creation of new posts on Safety Category (except Crews)**
- The Indian Railways is a transportation network, providing services to the people of India round the clock at all times. The Railways have in the recent years build new assets mainly additional P.Way Track, Workshops, production Units besides Electric Traction Network. In order to maintain these assets for effective utilisation, additional manpower is very much needed. The posts in critical safety and technical categories – mainly Junior Engineer, Senior Section Engineers, Track Maintainers, TRD Technicians, Traffic Staff, S&T Staff, etc., are necessarily required to be created for ensuring quality safety and high degree of productivity.

We therefore request the Hon'ble Railway Minister to exempt Railways from the ban on creations of post for new assets as the Railways working is unique and complex in nature.

- 8) **Request for Reduction of Beat Length of Keymen as per NFIR PNM Sub. 16/2021:** The beat length was fixed 30 years back. Now tremendous train services were improved more than saturation limit. The Keymen are unable to complete their duties due to heavy train traffic, technically it is not feasible. His primary duty is to ensure the safety of the tracks. Therefore, we request you to kindly reduce the beat length.

Our Best Wishes to The Hon'ble Railway Minister.

Thanking you,

Yours faithfully,



(P.S.Suriyaprakasam)

JGS/NFIR & GS/SRES

Copy to : 1) GS/NFIR for kind information please.

2) GM/S.Rly., for kind information & necessary action pls.

3) PCPO/S.Rly., for kind information & necessary action pls.