



दक्षिण रेलवे / SOUTHERN RAILWAY

सं No.P(R)608/P/Vol.VIII

प्रधानकार्यालय / Headquarters Office
कार्मिक शाखा / Personnel Branch
चेन्नै / Chennai - 600 003
दि. / Dated: 10-07-2019

आर बी ई सं/RBE No.108 / 2019

पी बी सी सं/ PBC No.143 / 2019

All PHODs / DRMs / CWMs / CEWE / CAO / CPM / Dy.CPOs / Sr.DPOs /
DPOs / SPOs / WPOs / APOs of HQ / Divisions / Workshops.

(As per mailing list-'A')

विषय/Sub: Scheme for filling up the posts Loco running Supervisors (Chief Loco Inspectors and Chief Crew Controllers/Chief Power Controllers/Chief Traction Controllers) – modification thereof.

A copy of Railway Board letter No.E(P&A)II-2009/RS-17 dated 03/07/2019 on the above subject is enclosed for information, guidance and necessary action.

Railway Board's letters referred therein have been circulated under PBCs as indicated below:

Sl. No.	Railway Board's Letter No.	Railway Board's letter date	PBC No.
1	No.E(P&A)II/83/RS/10	25/11/1992	No.150/1992
2	No.E(P&A)II/83/RS/10(iv)	16/05/1996	No.56/1996
3	No.E(P&A)II/83/RS-10	09/01/1998	No.08/1998
4	No.E(P&A)II/83/RS-10(i)	09/01/1998	No.08/1998
5	No.E(P&A)II/83/RS-10	21/09/1998	No.157/1998
6	No.E(P&A)II/83/RS-10	16/04/1999	No.89/1999
7	No.E(P&A)II/83/RS-10	07/10/2002	No.221/2002
8	No.E(P&A)II/83/RS-24	23/07/2004	No.193/2004
9	No.E(P&A)II/83/RS/14	12/02/2015	No.18/2015

The other Circulars referred in the Board letters are enclosed for information, guidance and necessary action.

संलग्न/Encl: as above


11.07.19

(R.M.Ravikumar)

वरिष्ठ कार्मिक अधिकारी/नियम
Senior Personnel Officer/Rules
for Principal Chief Personnel Officer

प्रतिलिपि/Copy to :
The Genl Secy / SRMU
The Genl Secy / AISCSTREA
The Genl Secy / AIOBCREA
The Genl Secy / NFIR

भारत सरकार / GOVERNMENT OF INDIA
रेल मंत्रालय / MINISTRY OF RAILWAYS
रेलवे बोर्ड / RAILWAY BOARD

RBE No. 108/2019.

No. E(P&A)II-2009/RS-17

New Delhi, dated 03.07.2019.

**The General Managers(P)/CAOs,
All Indian Railways
and Production Units etc.**

Sub: Scheme for filling up the posts Loco Running Supervisors (Chief Loco Inspectors and Chief Crew Controllers/Chief Power Controllers/Chief Traction Controllers)—modification thereof.

Ref: Railway Board's letter Nos.:

- | | |
|--|---|
| 1. E(P&A)II/83/RS/10 dt. 25.11.1992. | 2. E(P&A)II/83/RS/10 (iv) dt. 21.12.1993. |
| 3. E(P&A)II/83/RS/10(iv) dt. 16.05.1996. | 4. E(P&A)II/83/RS/10 dt. 9.01.1998. |
| 5. E(P&A)II/83/RS/10 (i) dt. 09.01.1998. | 6. E(P&A)II/83/RS/10 dt. 21.09.1998. |
| 7. E(P&A)II/83/RS/10 dt. 16.04.1999. | 8. E(P&A)II/83/RS/10 dt. 07.10.2002. |
| 9. E(P&A)II/2002/RS/24 dt. 14.01.2004 | 10. E(P&A)II/2002/RS/24 dt. 23.07.2004 |
| 11. E(P&A)II/2005/RS/24 dt. 01.12.2005. | 12. E(P&A)II/2006/RS/21 dt. 03.01.2007. |
| 13. E(P&A)II/2007/RS/14 dt. 26.03.2009 | 14. 2001/M(L)/467/2 dt. 12.11.2012. |
| 15. E(P&A)II/2009/RS/17 dt. 27.03.2014. | 16. E(P&A)II/2009/RS/17 dt. 23.07.2014. |
| 17. E(P&A)II/2007/RS/14 dt. 12.02.2015. | 18. E(P&A)II/2009/RS-17/Pt. 1 dt. 27.12.2016. |

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1. Board's letters related to the scheme for filling up the posts of Chief Loco Inspectors and Chief Crew Controllers/Chief Power Controllers/Chief Traction Loco Controllers are referred to above. The question of rationalisation of the said scheme has been engaging the attention of the Railway Board for quite some time. Certain modifications in the existing scheme were issued vide Board's letter No. 2001/M(L)/467/2 dt. 12.11.2012, however, they were kept in abeyance vide Board's letter No. E(P&A)II/2009/RS/17 dt. 27.03.2014 and 23.07.2014.

1.1 In this connection, Board constituted an Empowered Committee to study and put up recommendations for consideration by the Board. The Empowered Committee, after careful consideration and in consultation with both the recognised Federations namely, AIRF and NFIR, has submitted its report to the Board and after partial acceptance of the same it has been decided to modify the scheme as given in the following paragraphs however retaining the method of selection process.

2. **Posts/Cadre:** All Loco Inspectors have already been designated as Chief Loco Inspector (CLI) in the Grade Pay of ₹4600/Level 7. It has now been decided that the posts of Chief Crew Controllers/Chief Power Controllers/Chief Traction Loco Controllers (CCCs/CPRCs/CTLCs) which function as in charge of Crew Lobbies, Power Control offices and TLC offices should also be merged with the posts of CLIs. However, their designation should now be termed as CLI (CCC), CLI (CPRC) or CLI (CTLC). The upgradation of the posts of CCCs/CPRCs/CTLCs from the Grade Pay of ₹4200/Level 6 to Grade Pay of ₹4600/Level 7 should be done after matching surrender for equivalent savings.

contd...2

2.1 The posts of CLIs (CCC, CPRC & CLTC) being sensitive in nature, rotational transfers as per existing norms may be continued with.

2.2 The posts of Crew Controller, Power Controller, Traction Loco Controller (CC/PRC/TLC) deputed to work in shifts in Crew Lobbies, Power Control offices and TLC offices will continue to remain in Grade Pay of ₹4200/Level 6 and would be filled as per extant procedure of drafting.

2.3 As a result of the merger of the post of CCCs/CPRCs/CTLCs to the posts of CLIs, there would be a surplus of one drafted CC/PRC/TLC (*if not already vacant*) in each Crew Lobby, Power Control Office and TLC office. In such a case, the junior most CC/PRC/TLC in each Crew Lobby, Power Control Office and TLC office may be repatriated for running duties before posting of a CLI (CCC) or CLI (CPRC) or CLI (CTLC) as the case may be.

3. **Eligibility:** There will be a common selection from Loco Running staff for filling up the posts of CLIs and CLIs (CCC, CPRC & CTLC). LP (Mail), LP (Passenger) and LP (Goods) who have completed 5 lakh kilometres of actual footplate duties (*actual footplate duties have been defined in Board's letter No.E(P&A)II/2007/RS/14 dated 12.02.2015*) as Loco Pilots or have completed 10 years of actual service as Loco Pilots, whichever is earlier, would be eligible for selection through suitability (written examination) cum seniority. Drafted Loco Pilots working as CC, PRC and TLC on date can also apply for the selection provided they fulfil the eligibility criteria.

3.1 The medical standards for selection to the posts of CLIs should conform to the existing medical standards of A-3.

3.2 Medically de-categorised Loco Pilots up to the medical standard of A-3 and also possessing the driving experience as per paragraph 3 above would also be eligible to apply for the selection in terms of Board's letter No.E(P&A)II/2006/RS/21 dated 03.01.2007.

4. **Selection:** Options from eligible and willing Loco Running staff for vacant posts of CLIs and CLIs (CCC, CPRC & CTLC) should be called for by the Personnel Department in the Divisions after assessing the vacancies. A panel should be formed through a selection process of suitability-cum-seniority. The suitability should be based on written examination along with APARs, Service record and driving record. The selection process will be completed by a Committee of three officers as per laid down procedure.

5. **Pay Fixation:** While fixing the pay of a running staff selected as CLI, the benefit of 30% (*or as fixed by the competent authority*) add on pay element shall continue to be provided and the pay fixed in the next higher stage as per Board's letter No. E(P&A)I/83/RS/10 dt. 25.11.1992.

6. **Allowances:** The CLIs will be credited with actual footplate duties as indicated in Rule 1514 and 1515(1)(a) of Indian Railway Establishment Code, Volume II and paid Running Allowance (KMA) accordingly as per the rate notified from time to time and as applicable to Loco Pilot (Mail/Express).

6.1 Allowance in Lieu of Kilometrage (ALK) would be admissible to the CLIs in the circumstances and at the rate given below:-

6.1.1 For other than footplate duties performed by them outside their headquarters beyond a radius of 8 kilometers – ALK of 160 Km. per day. An exception has been made in Board's letter No. E(P&A)11/83/RS/10 (iv) dated 21.12.1993 to the effect that ALK @ 160 kms per day shall be admissible to LIs without any stipulation that they should be out of the Headquarters beyond 8 kms., in the event of their attending breakdown duties. This should be continued with.

6.1.2 For other than footplate duties performed in the Headquarter or within a radius of 8 km. from the Headquarter – ALK of 120 Km. per day.

6.1.3 In case the CLIs are deployed for foot plate duties for part of the day and for other than foot plate duties in the moving train or at outstation for the remaining part of the day, the payment of KMA/ALK shall be made either in terms of para No. 6 or 6.1.1 above, whichever is higher.

6.2 The CLIs who are posted as CLIs (CCC, CPRC & CLTC) would get ALK of 120 Km. per day at the rate applicable to a Loco Pilot (Mail/Express) for stationary duties in the HQ and within a radius of 8 kms. ALK of 120 Kms. would be payable for all days in a month without any deduction on the non-working days.

6.3 No TA/DA would be admissible to CLIs.

7. **Training:** After selection the CLIs should mandatorily be given training as per Railway Board's letter No. E(MPP)2009/3/26 dated 13.07.2009 and as amended from time to time.

8. **Pensionary benefits:** The CLIs would also continue to be provided with add on pay element of 30% (or as fixed by the competent authority) of basic pay for pensionary benefits in terms of para No. 5.5 of Board's letter no. E(P&A)11/83/RS/10 dated 25.11.1992.

9. The above instructions would take effect from the date of issue of this letter. In cases where the selection process for filling up the posts of CLIs has been initiated (*that is, notification has already been issued*), in terms of earlier eligibility conditions, the same may be finalised accordingly. Other features of the extant policy on the subject, which have not been modified by the above mentioned instructions, will remain unchanged.

10. This has the approval of the President and issues with the concurrence of the Finance Directorate of the Ministry of Railways.


(N.P. SINGH),
Joint Director/E(P&A),
Railway Board.

By Fax

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.E(P&A)II-2009/RS-17/Pt.1

New Delhi, dated 27.12.2016.

The General Managers,
All Indian Railways & Prod. Units etc.

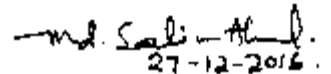
Sub: Rationalization of supervision of Loco Running Supervisors.

**Ref: Railway Board's letter No. E(P&A)II/2009/RS-17 dated 27-03-2014
& 23-07-2014**

Some of the Zonal Railways had sought clarification on the issue of filling up the post of Loco Running Supervisors.

2. In terms of Railway Board's letter of even no. dated 27-03-2014 & 23-07-2014, it was advised that the issue of filling up the posts of Crew Controllers/Power Controllers etc. is under consideration in consultation with the Mechanical and Finance Directorate of Railway Board and as soon as the matter is finalized suitable instructions shall be issued from the Establishment Directorate of Railway Board. It was also advised to strictly follow the extant instructions contained in Board's letter dated 09-01-1998 and 26-03-2009 in this regard.

3. It has come to notice that some of the zonal railways have posted Loco Inspectors to the posts of Chief Crew Controller as per Board's letter dated 12-11-2012 which has been kept in abeyance. Therefore, it is once again reiterated that instructions contained in Board's letter dated 27-03-2014 and 23-07-2014 may be strictly followed.


27-12-2016.

(Salim Md. Ahmed)
Deputy Director/E(P&A)II,
Railway Board.

Copy to : FA&CAOs of All Indian Railways and Productions Units.

भारत सरकार / GOVERNMENT OF INDIA
रेल मंत्रालय / MINISTRY OF RAILWAYS
(रेलवे बोर्ड / RAILWAY BOARD)

No E(P&A)II-2009/RS-17.

New Delhi, dt. 23.07.2014

~~The~~ General Manager(P)
All Indian Railways&
Production Units etc.

Sub: Rationalisation of supervision of Loco Running Staff.
Ref: Railway Board's letter No.E(P&A)II/2009/RS-17 dated 27.3.2014.

In terms of Railway Board's letter of even number dated 27.3.2014, it was advised that the issue of filling up the posts of Crew Controllers/Power Controllers etc. is under consideration in consultation with the Mechanical and Finance Directorate of Railway Board and as soon as the matter is finalized suitable instructions shall be issued from the Establishment Directorate of Railway Board.

Few Zonal Railways are still expressing doubts in regard to the procedure to be followed in filling up the post of Crew Controllers/Power Controllers etc. In this connection, it is advised to strictly follow the instructions relating to filling up the vacancies of CC/PC etc. as laid down in the Railway Board's letter No E(P&A)II-83/Rs/10 dated 09.01.1998 and E(P&A)II-2007/Rs-14 dt. 26.3.2009 till finalization of the matter in consultation with the Mechanical and Finance Directorate.

(This disposes of Southern Railway's letter No.P(S) 535/IV/PRC/CRC/Vol.II dated 27.06.2014)


(K. Shankar)
Director, E(P&A)
Railway Board.

भारत सरकार / GOVERNMENT OF INDIA
रेल मंत्रालय / MINISTRY OF RAILWAYS
(रेलवे बोर्ड / RAILWAY BOARD)

No.E(P&A)II/2009/RS-17

New Delhi, Dated 27.03.2014.

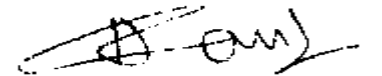
The General Managers(P),
All Indian Railways &
Production Units etc.

Sub. : Scheme of filling up the post of Loco Running Supervisors.

Ref. : Railway Board's letter No. 2001/M(L)/467/2 dated 12.11.2012.

Attention is drawn towards letter No. 2001/M(L)/467/2 dt. 12.11.2012 and 28.01.2013 issued by the Mechanical Directorate of Railway Board on the above noted subject. A number of Zonal Railways have raised certain queries in this regard and have requested for issue of the instructions from the Establishment Directorate with concurrence of Finance Directorate of Railway Board. In this regard, it is stated that the matter is under consideration in consultation with the Mechanical and Finance Directorates of Railway Board. As soon as the matter is finalized, suitable instructions shall be issued from the Establishment Directorate of Railway Board.

2. Please acknowledge receipt.



(K. Shankar)
Director/E(P&A)
Railway Board.

R.B.E. No. 51/2009

**Subject : Filling up posts of Loco Inspectors and Power Controllers/Crew Controllers
- Modification thereof.**

[No. E(P&A)II-2007/RS-14, dated 26.3.2009]

The question of modifying the eligibility criteria for filling up the posts of Loco Inspectors and Power Controllers/Crew Controllers has been engaging attention of Railway Board for quite some time. After careful consideration, the Board have decided to modify the eligibility criteria contained in Board's letters no. E(P&A)II-83/RS-10(iv) dated 25.11.1992 (*Bahri's RBO 198/92, p-212*) and E(P&A)II-83/RS-10 dated 09.01.98 (*Bahri's RBO 9/98, p-4*) as amended from time to time, as under:-

- (i) The words "three years footplate experience" mentioned in eighth line of para 1 of Board's letter No. E(P&A)II-83/RS-10 dated 7.10.2002 (*Bahri's RBO 180/2002 p-192*) may be replaced by "75000 kms of actual driving experience as drivers". This shall also be applicable in the case of drivers medically decategorised upto the level "A-3" who are considered eligible for selection for the post of Loco Inspectors in terms of Board's letter No. E(P&A)II-2006/RS-21 dated 03.01.2007 (*Bahri's RBO 2/2007, p-1*).

(ii) Para 2(b) of Board's letter dated 09.01.98 *ibid* may be *substituted* as under:-

“2(b) To perform the duties hitherto being performed by Power/Crew Controllers in the Control Office or in the place where the Crew Controllers were headquartered, eligible and suitable Mail/Express Drivers, Sr. Passenger/Passenger Drivers and Sr. Goods/Goods Drivers will be drafted. Only drivers having a minimum of 75000 Kms.of actual driving experience shall be eligible to be drafted as Power/Crew Controllers”.

(iii) Existing running staff, including drivers medically decategorized up to the level “A-3”, who are posted as Power/Crew Controllers, shall be eligible to be considered for the post of Loco Inspector, if they are already having the requisite 75,000 Kms of actual driving experience.

(iv) Existing running staff, posted as Power/Crew Controllers, who are not medically decategorised and who do not have the requisite 75,000 Kms of actual driving experience, will also be eligible to be considered for the post of Loco Inspector, with the proviso that the shortfall will have to be made good by them by being deployed on footplate duties, prior to their being actually posted to work as Loco Inspector.

2. The above modification will not be applicable in cases where selection process has already been initiated in terms of the instructions contained in Board's letter dated 25.11.1992, 09.01.98 and 07.10.2002 *ibid*.

3. This has the approval of the President and issues with the concurrence of the Finance Directorate of the Ministry of Railways.

documents while awarding handling contracts to Labour Cooperative Societies.

R.B.E. No. 2/2007

Subject : Filing up of posts of Loco Inspectors.

[No. E(P&A)II-2006/RS-21, dated 3.1.2007]

One of the zonal Railways has brought to the notice of the Board that the clarification contained in this office letter No. E(P&A)II-2005/RS-24, dated 1.12.2005 (*Bahri's 206/2005, p. 221*) has led to a situation where medically decategorised drivers have become eligible to be absorbed as the Loco Inspectors without undergoing the selection process prescribed for this post, whereas the medically fit drivers have to undergo the selection process.

2. The matter has been examined in detail by the Board and it is revealed that it is not in the administrative interest to absorb medically decategorised drivers as the Loco Inspectors without their undergoing the prescribed selection process. The instructions contained in the letter dated 1.12.2005, *ibid.*, are, therefore, withdrawn with immediate effect. It has also been decided that henceforth, drivers medically decategorised up to the level 'A-3', shall have to undergo the selection process prescribed for the post of Loco Inspectors, as applicable to the medically fit drivers. In such cases, there would not be any necessity of going through the process of the screening committee applicable under the scheme of absorption in alternative employment of medically decategorised staff. It has further been decided that selections in process, if any, for the post of Loco Inspector in terms of the instructions contained in the letter dated 1.12.2005, *ibid.*, would require to be conducted afresh in accordance with these revised instructions.

Railways.

R.B.E. No. 206/2005

Subject : Filling up posts of Loco Inspectors.

[No. E(P&A)II-2005/RS-24, dated 1.12.2005.]

Doubts have been raised by some of the Zonal Railways regarding eligibility and selection of medically decategorised drivers to the post of Loco Inspector.

2. It is clarified that in terms of Board's letter No. E(P&A)II-83/RS-10(iv), dated 25.11.1992 (*Bahri's 198/1992, P. 212*), Drivers in the pay scale of Rs. 5,000-8,000 and above, who are medically decategorised up to Class 'A-3', are eligible to be considered for the post of Loco Inspector. For them, it will be a case of absorption in alternative employment in the post of Loco Inspector for which the same procedure as is applicable to any other medically decategorised staff, viz., by a process of screening by a Committee as provided in the scheme of absorption in alternative employment of medically decategorised staff, will be applicable.

R.B.E. No. 12/2004

Subject : Benefits admissible to Medically decategorised drivers drafted to perform the duties of Power/Crew Controllers.

[No. E(P&A)II-2002/RS-24, dated 14.1.2004]

Please refer to the instructions contained in Para 2(g) of Board's letter No. E(P&A)II-83/RS-10, dated 9.1.1998. (*Bahri's, 9/1998, P. 41*).

2. It has come to notice that on some divisions in the Zonal Railways, allowance in lieu of kilometreage is being allowed to medically decategorised drivers drafted to perform the duties of Power Controllers/Crew Controllers, in terms of the above instructions. In this connection, it is brought to your notice that medically decategorised drivers drafted to perform the duties of Power Controllers/Crew Controllers, cease to be running staff and, therefore, are not eligible to any benefit specifically admissible to the Running staff. Accordingly, the allowance in lieu of kilometreage or addition in basic pay for computation of retirement benefits is not admissible in such cases. The pay of the medically decategorised drivers on

such drafting, has also necessarily to be fixed as per the extant instructions governing fixation of pay of medically decategorised drivers appointed in alternative stationary posts.

3. This issues with the concurrence of the Finance Directorate of the Ministry of Railways.

D D E No. 12/2004

R.B.E. No. 181/93

Subject : Loco Inspectors attending breakdown duties within a radius of 8 kilometres from their headquarters.

Reference : Board's letter No. E(P&A) II/83/RS-10(iv) dated 25.11.1992.

No. E(P&A)II/83/RS-10(iv), dated 21.12.1993

In terms of para 5.4 of Board's letter referred to above, no TA/DA shall be admissible to Loco Inspectors but ALK at the rates of 160 km. per day, in lieu thereof; is admissible for the performance of non-plate duties outside the headquarters beyond a radius of 8 kilometres.

2. In partial modification of Board's letter referred to above, it has been decided that Allowance in lieu of kilometrage at the rate of 160 km. per day shall be admissible to Loco Inspectors without any stipulation that they should be out of headquarters beyond 8 kilometres, in the event of their attending breakdown duties.

3. This issues with the concurrence of the Finance Directorate of the Ministry of Railways.

R. B. E. No. 181/93

**Government of India
Ministry of Railway
(Railway Board.)**

No. 2001/M(I.)467/2

New Delhi, dt 21.11.2012

**General Manager,
All India Railways.**

Sub : Rationalization of supervision of Loco Running Staff.

Recent cases of serious accidents has brought into focus the issue of training, counseling and monitoring of running staff. Induction of competent willing and senior staff in supervisory positions of CCC/CPRC/CTLC is an unavoidable step in this direction.

Zonal Railways have, however, been finding it difficult to fill up posts of CCCs/CPRCs/CTLCs on account of unwilling senior candidates opting for such positions. These positions are filled up by drafting of running staff for a fixed tenure. Since there are stationery posts, senior LPs who stand to lose much by way of loss of running allowance, are not willing. As a compromise, junior crew such as LPs (G) are drafted for these critical positions

A Committee of Additional Members of Mechanical Engineering, Staff and Electrical was nominated to go into the issue and suggest measures to overcome the above problem. The Committee has submitted its report and the following recommendations have been approved by the Board (ML, MM,MS & CRB).

1. The posts of CCC/CPRC/CTLC shall be filled up from LI cadre on tenure basis by a screening process, as is done at present.
2. As the cadre of CCC/CPRC/CTLC is fixed are not linked to crew review, its strength will remain constant unless there is some changes in number of crew lobbies/control rooms, etc. Since CCC/CPRC/CTLC are to be sourced from LI cadre, these posts would get added to present strength of LIs.
3. The cadre of CCC/CPRC/CTLC will have identical career progression as that of LIs.
4. The method of selection/recruitment for CCC/CPRC/CTLC will be same as that of LIs. Once selected as LI, they will be deputed by Sr. DME/Sr.DEE to work as CCC/CPRC/CTLC for a fixed tenure of 3 years. The tenure is extendable to 3+1+1 i.e 5 years with the permission of DRM. Thereafter GM's approval will have to be taken.
5. To attract good and willing candidates, LIs working as CCC/CPRC/CTLC will be eligible for running allowance of 120 kms per day to compensate for loss of earning. Presently all running staff on stationary duties are being paid ALK (@ 120 kms per day.
6. Selection of CC/PRC/TLC will continue to be as at present i.e drafting from LPs.

Filling up of the posts of CCC/CPRC/CTLC from LI cadre is necessary to improve management and control of locos running staff. This in turn will help in improving safety in train operation.

Railways may take action accordingly.

A. 3/11/12
8.11.12

(Vivek Kumar)
Exe. Director Mechanical Engg.(Tr.),
Railway Board.

Copy to : EDEE(RS) for information please.