



SOUTHERN RAILWAY

No.P(R)535/P/Promotion/Vol.VI

Headquarters Office
Personnel Branch
Chennai - 600 003
Dated: 15-04-2013

PBC No: 35 / 2013

All PHODs / DRMs / CWMs / CEWE / CAO / CPM / Dy.CPOs / Sr.DPOs /
DPOs / SPOs / WPOs / APOs of HQ / Divisions / Workshops / other Units, etc.,
(As per mailing list - 'A')

Sub: Rationalization of supervision of Loco Running Staff.

A copy of Railway Board's letter No.2001/M(L)/467/2 dated 12-11-2012
on the above subject is enclosed for information, guidance and necessary
action.

M. _____ 15/4/13
(M.SRINIVASALU)

Asst.Personnel Officer / Rules
for Chief Personnel Officer

Encl: as above

Copy to : The Genl.Secy. SRMU
The Genl.Secy. DREU
The Genl.Secy. AISCSTREA
The Genl.Secy. AIOBCREA

Government of India
Ministry of Railway
(Railway Board.)

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

New Delhi, dt/2.11.2012

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, counselling 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, MMMS & 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.DEB, 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.


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

Copy to : EDEE(RS) for information please.