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

No. E(P&A)I-2014/RT-6

New Delhi dated 01.12.2015.

The General Managers (P),
All Indian Railways.

Sub: LARSGESS - irregularities in implementation of the Scheme.

Ref: Board's letter of even number dated 19.03.2014, E(P&A)I-2011/RT-13 (Statement) dated 05.07.2012, 14.02.2013 and 27.06.2014.

A Safety Related Retirement Scheme (SRRS) was introduced in the year 2004 exclusively for Drivers and Gangmen/Trackmen. The Scheme was subsequently re-named as Liberalized Active Retirement Scheme for Guaranteed Employment for Safety Staff, and was also extended to Specified Safety categories working in GP upto 1900. The list of the categories eligible for the Scheme is annexed as Annexure I.

2. The eligibility conditions for seeking voluntary retirement under the Scheme as on date are as follows:-

S.No.	Category	Eligibility conditions on the cut off date	
		Qualifying service	Age
1.	Drivers and other specified safety category posts in GP 1900	(i) Total 33 years. (ii) Last ten years in the concerned safety category post.	55 - 57 years.
2.	(i) Gangmen and other specified safety category posts in GP 1800. (ii) Electrical Power Staff, Track Machine Staff, Bridge Staff, TRD Staff and PWI Khalasis working on track in GP 1800. (iii) Trackmen/Gangmen in GP 1900.	(i) Total 20 years. (ii) Last ten years in the concerned safety category post.	50 - 57 years.


3. Further, a Time Schedule has been annexed with Board's letter No. E(P&A)I-2010/RT-2 dated 29.03.2011 for completion of the retirement/recruitment process for each cycle of the respective year. As per the extant Schedule, the entire process of each cycle is required to be completed within six months. This condition has been stipulated to ensure that an employee who is at the fag end of the prescribed upper age limit does not cross it by more than six months. Instructions for strict compliance of the laid down eligibility conditions and Time schedule have been reiterated time and again. In spite of this

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it has been brought to the notice of the Board, that there are cases where the employees at the time of applying for retirement were fulfilling the eligibility conditions in all respects, but on account of delay in processing of the cases they became ineligible in respect of age and thus were denied the benefit of the Scheme. In addition there have been cases where benefit of the Scheme has been allowed to such employees who at the time of retirement/recruitment were having residual service of less than two and half years. Therefore, retirement/recruitment in such cases becomes illegal ab-initio. The employees in both the situations seek legal recourse on the ground that they were not at fault and have become in-eligible due to Administrative delay. This has been viewed very seriously by the Board.

4. It may be ensured that the benefit of the LARSGESS is extended only to the employees belonging to specified safety categories who fulfil the stipulated eligibility conditions relating to qualifying service and age etc. In addition your attention is also drawn to para 6 of Board's letter No. E(P&A)I-2004/RT-5 dated 18.03.2008 wherein it was directed that "the concerned CPO should also certify that he was personally satisfied that the whole process of recruitment of wards has been completed within the time schedule fixed by Railway Board."

5. It is therefore desired that the prescribed eligibility conditions and Time Schedule should be scrupulously followed and the compliance report should reach Board's Office invariably within one month of the completion of each cycle. In case any deviation comes to notice, the erring Officer/staff should be suitably taken up under D&AR under intimation to Board.



(S.R Kanaujia)
Joint Director Estt.(P&A)
Railway Board.

List of Safety Categories eligible under LARSGESS

- I Drivers (excluding Shunters) and Gangmen eligible for the Scheme since 2004.
- II. Following additional categories in GP 1800 made eligible for the Scheme from July 2011 onwards.
- A. Operating Department.**
- (1) Pointsman
 - (2) Shuntman
 - (3) Leverman
 - (4) Gateman
 - (5) Traffic Porters
- B Civil Engineering Department.**
- (1) Gateman
 - (2) Trolleyman
 - (3) Keyman
- C Signal & Telecommunication Department**
- (1) Khalasi/Khalasi Helper re-designated as Helper Grade II & Grade I attached to ESM/MSM/TCM/WTM
- D Mechanical & Electrical Department.**
1. Khalasi/Khalasi Helper re-designated as Helper Grade II & Grade I assisting Loco Fitters/C&W Fitters/Fitters in Diesel Sheds (Open Line & Workshops)/EMU/Elect. Sheds (Open Line & Workshops) and Train Lighting & AC Fitters (Open Line & Workshop)
 2. Crane Jamadar & Crane Khalasis.
 3. Electrical Power Staff working on track.
 4. Track Machine Staff working on track.
 5. Bridge Staff working on track.
 6. TRD Staff working on track.
 7. PWI Khalasis working on track.
- III Trolleyman of Department other than Civil Engineering also included under the Scheme.
- IV Following additional categories in GP 1800 also included from January 2014 onwards:
- (i) Electrical Power Staff working on track.
 - (ii) Track Machine Staff working on track.
 - (iii) Bridge Staff working on track.
 - (iv) TRD Staff working on track.
 - (v) PWI Khalasis working on track.