

**GOVERNMENT OF INDIA/BHARAT SARKAR  
MINISTRY OF RAILWAYS/RAIL MANTRALAYA  
(RAILWAY BOARD)**

**No.E(P&A)II-83/RS/10**

**RBE No.9/98.  
New Delhi, dated 9-1-1998.**

The General Managers/OSDs/CAOs,  
All Indian Railways & Prod. Units.

**Sub** : Scheme for filling up the posts of Loco Running Supervisors  
(Loco Inspectors and Power Controllers/Crew Controllers) -  
Modification thereof.

**Ref** : Board's letter No.E(P&A)II-83/RS/10(iv) dated 25.11.92

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As the Railways are aware, a scheme for filling up the posts of Loco Running Supervisors was formulated and introduced on the Railways in consultation and agreement with the All India Railwaymen's Federation(AIRF) and National Federation of Indian Railwaymen(NFIR), with effect from 1.1.93 vide Board's letter dated 25.11.1992.

2. From the reports received from some of Zonal Railways, it was observed that certain difficulties are being faced by them in filling up the said posts as the selected drivers have to initially work as Crew Controllers/Power Controllers causing drop in emoluments. The matter was raised by the Staff side also in the PNM & JCM fora. In the light of the above, Railway Board have further considered the matter in consultation with the recognised Federations viz. AIRF & NFIR and have decided to modify the scheme dated 25-11-1992 as under :-

- a) The cadre of Power/Crew Controllers with distinct scales of pay will be abolished. Thus Loco Running Supervisors will consist of only Loco Inspectors. The number of posts, as existing on the date of issue of these orders, in the cadre of Power Controllers and Crew Controllers, including posts of Chief Power/Crew Controllers, will be added to the cadre of Drivers. (Para (k) below may also be referred to.)
- 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.
- c) Such drafting, as stated in (b) above, will be done from those Drivers who apply for the same in response to notification on the basis of a screening to be done by the Officer controlling the motive power of the Division. Seniority will not be the criteria for such drafting.

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- d) Drivers drafted to perform such duties will be eligible for payment of allowance in lieu of kilometreage of 120 kms per day at the rates applicable to them, even if posted at their Headquarters. Such staff would not be eligible to claim TA/DA and Special Pay.
- e) Drivers so drafted will continue to progress in the Running cadre and will be subjected to all the terms and conditions of service as applicable to Running staff, including pay and allowances, periodical medical examination, selections/suitability tests etc.
- f) The tenure of posting of such Running staff drafted to perform the duties of Power/Crew Controllers will be three years with a cooling off period of equal duration.
- g) Medically decategorised drivers will be eligible to be drafted to perform the duties of Power/Crew Controllers. In their case, the tenure rule of three years under Para (f) above will not be applicable. However, if their performance is not found satisfactory, in addition to action under D&AR, as they cannot go back to Running duties, they will be considered for alternative jobs following the rules applicable to medically decategorised employees.
- h) Suitable and senior drivers drafted will be designated as Chief Power/Crew Controllers.
- i) The existing regularly selected Power Controllers and Crew Controllers under the scheme dated 25.11.1992, effective from 1-1-1993 will continue to be in the existing pay scales and will progressively be posted as Loco Inspectors in accordance with the scheme contained in the letter dated 25.11.92.
- j) When a driver is drafted to work in the Control Office, the vacancy caused will be filled up in the appropriate grade.
- k) As and when an existing regularly selected Power/Crew Controller vacates his post, the same will be added with the cadre of Drivers, as outlined in Para (a) above.
- l) The Drivers drafted to perform the duties hitherto being performed by Power/Crew Controllers will not be eligible to be posted as Loco Inspectors or to any benefit specifically admissible to the Loco Inspectors, Power Controllers or Crew Controllers under the scheme of 25-11-1992.

- m) There will be no change either in the eligibility conditions or any other benefit etc in regard to the Loco Inspectors who will continue to be governed by the extant orders.
- n) The leave reserve for the number of posts of drivers equal to the existing number of Power/Crew Controllers will be worked out as per normal percentages and not at the higher percentage applicable to Drivers.
3. In cases where the selection process for filling up the posts of Loco Running Supervisors in accordance with the scheme contained in the letter dated 25.11.1992 has already been initiated, the number of vacancies of Power/Crew Controllers may be deducted from the total number of vacancies and the selection process may be continued..
4. All other relevant extant instructions which have not been modified by the above provisions will continue to apply.
5. These instructions take effect from the date of issue of this letter.
6. This has the approval of the President and issues with the concurrence of the Finance Directorate of the Ministry of Railways.
7. Kindly acknowledge receipt.



(R. Kashyap)  
Exe Dir/Pay Commission,  
Railway Board.

**No.E(P&A)II/83/RS-10**

**N.Delhi, dated 9.1.1998**

Copy to the FA & CAOs, All Indian Railways & Prod Units.




(R. Kashyap)  
Exe Dir/Pay Commission,  
Railway Board.

**No.E(P&A)II/83/RS-10**

**N.Delhi, dated 9.1.1998**

Copy forwarded to the Federations etc.

  
for Secretary/Railway Board.

**No.E(P&A)II/83/RS-10**

**N.Delhi, dated 9.1.1998**

Copy (with 40 spares) forwarded to the A.D.A.I., (Railways), New Delhi.

  
for Financial Commissioner/Railways.

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