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

No. PCIII/80/UPG/19

New Delhi, dated 20.12.1983.

The General Managers,
All Indian Railways,
C.L.W, D.L.W and I.C.F.

Sub: Cadre review and restructuring of non-gazetted cadres.

Arising out of a demand made by the Staff Side in the Departmental Council (Railways) of the Joint Consultative Machinery, the Ministry of Railways have decided that the following Group 'C' categories should be restructured as indicated in the enclosed annexure :

- i) Controllers (Traffic Department)
- ii) Commercial Clerks/Weigh Bridge Clerks
- iii) Ticket Checking Staff
- iv) Enquiry-cum-Reservation Clerks
- v) Train Clerks
- vi) Staff of Data Processing Centre.
- vii) Traffic/Movement Inspectors.

2. For the purpose of restructuring, the cadre strength as on 1.1.1984 will be taken into account and will include Rest Giver and Leave Reserve posts.

3. Staff selected and posted against the additional higher grade posts as a result of restructuring will have their pay fixed under Rule 2018-B(FR-22C)RII with effect from 1.1.1984.

4.1 The existing classification of the posts covered by these restructuring orders, as "Selction" and "Non-selection" as the case may be, remains unchanged. However, for the purpose of implementation of these orders, if an individual railway servant becomes due for promotion to only one grade above the grade of the post held by him, at present, on a regular basis, and such higher grade post is classified as a "Selection" post, the existing selection procedure will stand modified in such a case to the extent that the selection will be based only on scrutiny of service records without holding any written and/or viva voce test. Naturally, under this procedure, the categorisation as 'Outstanding' will not exist.

4.2 In case, however, as a result of these restructuring orders, an individual railway servant becomes due for promotion to a grade more than one grade above that of the post held by him at present on a regular basis, the benefit of the modified procedure of selection as aforesaid

will be applicable only to the first such promotion (if that post happens to be a 'Selection' post; the second and subsequent promotions, if any, will be based only on the normal rules relating to filling in of 'Selection' or 'Non-selection' posts (as the case may be).

4.3 The relaxation in selection procedure as aforesaid will, in any case, be applicable only to the vacancies existing as on 31.12.1983 and the vacancies arising on 1.1.1984 due to cadre restructuring in terms of these orders.

5. The existing rules and orders in regard to reservation for SC/ST will continue to apply while filling up additional vacancies in the higher grades arising as a result of restructuring.

6. The selection grade posts created in the categories covered by these orders should be adjusted against the upgraded posts. Any holders of selection grades not so adjusted will continue to retain such grades as personal to them till the next review. Details of such cases should be reported to the Board by 30.4.84.

7. In all the categories covered by this letter even though posts in higher scales of pay have been introduced as a result of restructuring, the basic function, duties and responsibilities, attached to these posts at present will continue to which may be added such other duties and responsibilities as considered appropriate.

8. While implementing these orders specific instructions given in the foot-note under each category in the enclosed Annexure should be strictly and carefully adhered to.

9. The Board desire that restructuring and posting of staff after due process of selection should be completed within a period three months from the date of issue of these instructions positively and compliance reported to the Board.

10. The Railways will carefully assess requirement of funds on account of this restructuring for 1983-84 and 1984-85 and include them in the RE 1983-84 and BE 1984-85 by Telegraphic advice to Addl. Director, Finance(B), Railway Board.

11. Hindi version will follow.

12. Kindly acknowledge receipt.

K. Venkatesan
(K. Venkatesan)
Jt. Director, Estt. (P)
Railway Board.

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No.PCIII/80/UPG/19

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New Delhi, dt. 20.12.1983.

Copy for information only to :-

The General Managers, Metro Rail, Calcutta, Wheel & Axle Plant, Bangalore and N.F. Railway (Const.) Maligaon.
The Director General, RDSO, Lucknow.
The CAO/Central Organisation for Modernisation of Workshops, Maharani Bagh, New Delhi.
The Chief Engineer, Railway Electrification, Allahabad.
The Chief Administrative Officer, Diesel Component Works, Patiala.
The Chairman, Railway Service Commission, Allahabad, Bombay, Calcutta, Madras, Muzaffarpur, Secunderabad, Gauhati, Bangalore, Patna.
The Principal, Railway Staff College, Vadodra.
The Principal, Indian Railways Institute of Adv. Track Technology, Patna.
The Principal, Indian Railways Institute of Mech. & Elec. Engg. Jamalpur.
The Chief Administrative Officer, MTP(R), Bombay, Delhi Madras.
The Principal, Indian Railways Institute of Signal Engg. and Telecommunication, Secunderabad.
The Railway Liaison Officer, New Delhi.
The Director, Rail Movement, New Delhi.
The Jt. Director, Rail Mov. Calcutta.
The Secretary, Railway Rate, Mughalsarai.
The Jt. Director, Iron & Steel, Madras.
The Chief Mining Adviser, Mini Kailash Street, Calcutta.
The Managing Director, IRCON, R of Railways, Dhanbad.
The Managing Director, RITES, Newra Place, New Delhi.
The House, New Delhi.

(*Signature*)
Jt. Director (P&A)
Rail Estt. Board.

No.PCIII/80/UPG/19.

New Delhi, dt. 20

Copy (with 40 spares) forwarded to the ADAI(Rlys 983.

New Delhi.

(*Signature*)
for Financial Commissioner, Ra

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No.PCIII/80/UPG/19

- 3 -

New Delhi, dt. 20.12.1983.

Copy for information only to :-

The General Managers, Metro Rail, Calcutta, Wheel & Axle Plant, Bangalore and N.F. Railway (Const.) Maligaon.
The Director General, RDSO, Lucknow.
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The Principal, Railway Staff College, Vadodra.
The Principal, Indian Railways Institute of Adv. Track Technology, Pune.
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The Chief Administrative Officer, MTP(R), Bombay, Delhi.
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The Jt. Director, Rail Movement, Calcutta.
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(*Signature*)
Jt. Director (P&A)
Rail Estt. Board.

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New Delhi, dt. 20

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for Financial Commissioner, R

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No.PCIIII/80/U PG/19.

New Delhi, dt. 20.11.19

Copy forwarded to the Financial Adviser & Chief Accountant Officers

All Indian Railways, CLW, DLW, ICF, Metro Rail, MTP(R), Delhi/Bombay/Madras.

Wheel & Axle Plant, Bangalore, Northeast Frontier Railway (C), Maligaon.

COFMOW, Maharani Bagh, New Delhi.

Joint Director, Finance, RDSO, Lucknow.

Pay & Accounts Officer, Ministry of Railways, Rail Bhavan, New Delhi.

The General Secretary, IRCA, New Delhi.

W. Venkatesan
Jt. Director, Estt. & Accounts, Railway Board, New Delhi, dt. 20.12.19

No.PCIIII/80UPG/19

New Delhi, dt. 20.12.19

Copy (with 25 spares) forwarded to :-

1. The General Secretary, IR, 3 Chelmsford Road, New Delhi.
2. The General Secretary, IRF, 4 State Entry Road, New Delhi.

Copy to all Staff Side members of the National Departmental Council, Staff Side, National Council, 13-C, Feroz Road, New Delhi.

S. P. Narayan
for Secretary, Railway Board

Copy to :- MS, ME, MT, Adv.(IR), Adv.(F) and Secretaries, PSS/CRB, B, DAD, DTC, DTT, Dir (Traffic & Tourism), PSS/DFC, ADF(B), ADE(S).

SPA, DE (PA), ADE(N), JDE(N), JDE(LL), JDF(E), JDE(S)

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Statement indicating restructuring of certain Group 'C' cadre (Annexure to Board's Letter No. FCIII/30/UPG/19 dated 20.12.83)

dt. 20.12.1983

Chief Accounts

No.	Existing Grade (Rs)	Existing Percentage	Revised Percentage	Remarks
<u>Commercial Clerks including Weigh Bridge Clerks</u>				
i)	260-430	45	30	
ii)	330-560	40	27	
iii)	425-640	6	15	
iv)	455-700	4	14	
v)	550-750	4	9	
vi)	700-900	1	5	

NOTE: The revised percentages will also apply to Weigh Bridge Clerks, where this category exists separately from that of Commercial Clerks. On Railways where Commercial Clerks and Weigh Bridge Clerks are in a Combined Cadre with common seniority the revised percentages will apply to the combined cadre.

2. Ticket Checking Staff

i)	260-400	29.2	20
ii)	330-560	53.9	37
iii)	425-640	15.4	29*
iv)	550-750	1	9
v)	700-900	0.5	5

NOTE: *The cadre of Train Conductors in scale Rs 425-640 is to be combined with Ticket Checking Staff in the corresponding scale only for the limited purpose of determining higher grade posts in scale Rs 550-750 and Rs 700-900 after which the category of Train Conductors will continue to exist as a separate category as at present.

3. Enquiry-cum-Reservation Clerks

i)	330-560	61.6	40
ii)	425-640	17.8	25
iii)	455-700	11.3	20
iv)	550-750	7.4	10
v)	700-900	1.4	5

4. Train Clerks

i)	260-400	45	30
ii)	330-560	40	27
iii)	425-640	10	23
iv)	550-750	5	20

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5. I Data Processing Staff

i)	260-400+Rs 20/- Spl. pay (Jr. Punch Verifier)	40	27
ii)	330-560+Rs 20/- Spl. pay (Sr. Punch Verifier)	60	73

II

i)	425-640 (Punch Room Supervisor)	Not laid down	55
ii)	550-750 (General Supervisor)	Not laid down	45

III

i)	550-750 (Console Operator)	Not	65
ii)	650-960 (Sr. Console Operator)	laid down	35

NOTE: The percentages prescribed will apply separately to each Group within the categories mentioned in the groups above.

6. Traffic/Movement Inspectors

i)	425-640*	5)	24
ii)	455-700*	35)	
iii)	550-750	30	23
iv)	700-900	30	53
v)	840-1040	(10% of posts in grade B 700-900)	(10% of posts in B 700-900)

NOTE:* While calculating number of posts on the basis of revised percentage in these two categories, posts in grade B 455-700 may be reduced to the extent the posts are operated in grade B 425-640. It is the intention that posts in B 425-640 wherever existing should continue in the same grade.

S.No.	Existing Grade (b)	Existing Percentage	Revised Percentage	Remarks
7.	<u>CONTROLLERS</u>			
i)	470-750 (Section Controllers)	Not laid down	15	
ii)	700-900 (Dy. Chief Controllers)	-do-	58	
iii)	840-1040 (Chief Controller Gr. II)	-do-	23	
iv)	840-1200 (Chief Controller Gr. I)	-do-	4	

NOTE: The Controllers Cadre has been restructured keeping in view additional duties, responsibilities and heavier workload in some of the Section Boards and charges of existing Dy. CTNLS and CTNLS in Area Control Offices may be placed in the next higher grade arising from restructuring with the same duties and responsibilities to which may be added such other duties and responsibilities as may be considered appropriate. The revised grades may be given to the eligible employees in their existing positions. The Railways should progressively within a period of one year, pin-point the higher grade posts of ATNLS, Dy. CTNLS & CTNLS based on volume and content of workload, responsibilities and importance of the posts.