

CHAPTER I

RAILWAY VIGILANCE ORGANIZATION AND ITS ROLE

101. Definition of Corruption:

- 101.1 The demon of corruption dates back to times immemorial. As early as the fourth century B.C., Kautilya wrote in his treatise, "*Arthashastra*", "Just as it is difficult not to taste the honey or the poison that finds itself at the tip of the tongue, so it is difficult for a government servant not to eat up, at least, a bit of the king's revenue." He has referred to as many as 40 ways of committing embezzlement of the treasury. However, he pointed out that it was difficult to get hold of these unscrupulous functionaries: he wrote, "Just as fish moving under water cannot possibly be found out either as drinking or not drinking water, so government servants employed in government work cannot be found out (while) taking money (for themselves)". His solution: have a group of trusted spies to keep watch on the corrupt and nab them when they are at it.
- 101.2 Although modern-day Vigilance has little to do with espionage, yet the essence of its very existence lies in being the foremost agency to combat corruption. Even though corruption is a much used - and abused- term, it is not easily defined. The Santhanam Committee attempted to define corruption as "improper or selfish exercise of power and influence attached to a public office or to the special position one occupies in public life." The menace of corruption has spread far & wide and has taken deep roots, eating into the vitals of our system. It is evident that qualities of tremendous resolve, capability and tenacity are required to take on this hydra-headed monster headlong. A vigilance organization blessed with such qualities is truly well-equipped to combat this problem tooth & nail.

102. Evolution of the Vigilance Organization:

- 102.1 Tales of corruption on Indian Railways go back to pre- independence days when various companies operated their own Railways over various parts of the country. The wages of station staff were pegged at very low levels and it was well known that they collected "*bakshish*" or "*mamul*" from the public for their services. The Company Management would just look the other way, as long as extra money was given voluntarily and there were no public complaints about it.
- 102.2 However, it was the Second World War that became the watershed in the history of corruption on Indian Railways. The Government stepped up expenditure on supplies & contracts, which led to unprecedented opportunities for acquisition of wealth by dubious means. War- time controls and scarcities led to avenues for corruption to flourish. In the rail sector, the bulk of resources got mobilized for the movement of military forces & material, which led to ever-shrinking facilities for movement of other commodities. Thus was born the system of priorities, in order to regulate goods

movement. Shortage of wagons placed a premium on carrying capacity, which was encashed by unscrupulous functionaries. Scarcity of coaches led to overcrowding in passenger trains, which resulted in passengers paying extra money to secure accommodation.

- (a) **Special Police Establishment** - Recognizing the gravity of this problem, the Government established an agency to combat it, namely, **the Special Police Establishment (SPE)**, in terms of the Delhi SPE Act, 1946. **The Prevention of Corruption Act 1947** was also passed as an endeavour in this direction.
- (b) **Indian Railway Enquiry Committee** - In the Railway sector, the **Indian Railway Enquiry Committee** was appointed in 1947 to undertake a general survey of Railway working. This Committee recognized the evil of corruption and stressed the need to tackle it.

The first organizational response in this direction came in the shape of Railway Board's decision in April, 1948 to establish an independent **Anti Corruption Department** on each Zonal Railway for the prevention, detection and departmental investigation of cases of corruption. In order to avoid any conflict with working of the SPE, the ambit of this department was delineated as below:

- (i) Cases involving departmental/procedural irregularities, which resulted in preferential treatment to traders, travellers, contractors, other individuals/firms. (However, the case was to be handed over to the SPE if there was any probability of illegal gratification in it).
- (ii) Corruption cases which the SPE was not in a position to take up.
- (iii) Cases of corruption handed over by SPE for departmental action, owing to lack of sufficient/relevant evidence for prosecution.

The Zonal Vigilance Organization was under the administrative control of the Chief Security Officer.

- (c) **Railway Corruption Enquiry Committee** - The wheels of time – and corruption – moved on and the next milestone of anti-corruption efforts was the appointment of **“The Railway Corruption Enquiry Committee”** by the Ministry of Railways on 9th September 1953. This was a parliamentary committee, with Acharya J.B.Kripalani as its chairman. Its brief was to look at the entire gamut of corruption issues on Indian Railways: extent of corruption among Railway employees in public dealings, methods of corruption adopted by them, causes of corruption, responsibility of the public, loopholes in rules & regulations that left room for corruption, and administrative & legal measures to eradicate this evil. The Committee submitted its report, consisting of 152 recommendations, on 9th July 1955. The Ministry of Railways accepted 143 recommendations.

It was on the recommendations of the Kripalani Committee that the existing anti-corruption departments were re-organized for greater effectiveness and re-named as “**Vigilance**” units. These Vigilance units were established on all Zonal Railways in 1956 and were placed under senior scale officers.

- (d) **Administrative Vigilance Division** - It has already been mentioned earlier that the SPE was established in 1946. However, this organization could not become very effective, owing to its organizational defects and resistance to its activities from various ministries. Accordingly, it was decided to establish an organization in the Ministry of Home Affairs which would assume overall responsibility to direct and coordinate anti-corruption activities of all the Ministries in the Government of India. This organization was named the **Administrative Vigilance Division**, which began functioning in August, 1955.
- (e) **Central Investigation Agency** - A “**Central Investigation Agency**” began functioning in the Railway Board from February, 1957, with Director (Vigilance) as its administrative head. This agency was entrusted with functions of collecting intelligence, investigating important cases of corruption amongst Railway officers, making any other inquiries given to it, and liaison with SPE and State Police in important investigations.

In December 1957, the Railway Board transferred administrative control of the Vigilance organization from the Chief Security Officer to the Senior Deputy General Manager (SDGM) at the level of each Zonal Railway. In the same year, separate Vigilance Engineering cells were created on Zonal Railways, consisting of a senior-scale Railway Engineer and an Accounts Officer, in order to investigate into complaints pertaining to engineering work. Much later, in 1965, Vigilance Stores cells were also added to the Zonal Organization.

Despite various measures having been taken to combat the menace of corruption, the public – and Parliamentary – perception was that there was still a long way to go before this problem could be tamed. Several Members of Parliament gave vent to these feelings while participating in the debate on demands for the Ministry of Home Affairs in June 1962. They referred to the growing menace of corruption in administration. While replying to the debate on 6th June 1962, Shri Lal Bahadur Shastri, Minister for Home Affairs, proposed establishment of a committee of MPs and Government officials to review the problem of corruption and make recommendations in this regard.

- (f) **Committee on Prevention of Corruption (Santhanam Committee)** - Thus was born the “**Committee on Prevention of Corruption**”, under the chairmanship of Shri K.Santhanam, Hon’ble MP. This committee made several far-reaching recommendations, the foremost of which was the establishment of the **Central Vigilance Commission (CVC)**. The CVC came into being in February 1964 as the apex agency to advise and guide Central Government agencies in the field of vigilance.

- (g) **Administrative Reforms Commission** -The Santhanam Committee also recommended that there should be a separate Member Vigilance in the Railway Board (with the status of Secretary to the Government of India) who would have full control over the Vigilance Organization on Zonal Railways. The rationale for this was that he would be able to act with authority and independence in all Vigilance matters on the Indian Railways, being subject to the jurisdiction of CVC. However, this recommendation was not accepted.

The Santhanam Committee had reviewed the issue of corruption in great detail and provided the blue print for action in this sphere. Years later, in 1970, the issue of corruption was revisited by the **Administrative Reforms Commission**. While discussing the Vigilance set-up on Indian Railways, this Commission recommended that there should be a Director General of the Vigilance Organization in the Railway Board, who should work directly under the Chairman, Railway Board. At the Zonal level, it was suggested that the Vigilance Organization should work in close consultation with General Managers – however, there was no objection to Zonal Vigilance having direct dealings with Director General of Railway Board Vigilance, provided the General Manager was kept duly informed. The Commission also pointed out that the respective Heads of Department were vested with the responsibility of checking corruption, and that Vigilance needed to keep them informed about vigilance matters in their respective spheres.

- (h) **Task Force on Vigilance** - The Ministry of Railways established a “**Task Force on Vigilance**” in June 1977 to review the entire range of issues relating to corruption on the Indian Railways, as also to report on the follow-up action taken on the recommendations of the Kripalani Committee. This task force consisted of three senior officials of the Vigilance Directorate. Its report was submitted in February, 1978, which consisted of 275 recommendations. Most of these recommendations were accepted.

103. Present structure of the Vigilance Organization on Indian Railways :

- 103.1 The structure of Vigilance on Indian Railways has been moulded over the years by recommendations of various Committees, as mentioned above. At present, the Vigilance Organization on Indian Railways is headed by Additional Member (Vigilance), Railway Board, who is the Chief Vigilance Officer, Ministry of Railways, and reports to Member Staff, Railway Board. He is in the rank of Additional Secretary, Government of India. He is a link between the Ministry of Railways and CVC. He is assisted by a team of officers & staff in the Vigilance Directorate of Railway Board. At present, there are four Executive Directors belonging to the Accounts, Engineering, Stores & Traffic disciplines – they are in turn assisted by Directors/Joint Directors/Deputy Directors. There is also a post of Director Vigilance(P), which has traditionally been manned by IPS officers. The organizational chart of the Vigilance Directorate at the apex level in the Railway Board is shown in Annexure-I/1. Duties of various functionaries are detailed in Para 107.

- 103.2 At the level of Zonal Railways, the Vigilance Organization is headed by the Senior Deputy General Manager (SDGM), who is also designated as the Chief Vigilance Officer of the Zonal Railway. In Production Units & Public Sector Undertakings attached to the Ministry of Railways, the Vigilance Organization is headed by a Chief Vigilance Officer (although the CVC refers to the CVOs as Vigilance Officers only). The CVO reports directly to the General Manager/Head of the Unit. He is generally in the rank of Joint Secretary to the Government of India. He is assisted by Vigilance officers drawn from various disciplines of Railway services – Chief Vigilance Officers (Senior Administrative Grade), Dy. Chief Vigilance Officers (Selection Grade/Junior Administrative Grade), Vigilance Officers (Senior Scale) and Assistant Vigilance Officers (Junior Scale) – and inspectors, watchers, office staff etc. The exact composition of Vigilance officials varies across Railways. The representative structure of the Vigilance organization on Zonal Railways, Production Units and PSUs is shown at Annexures I/2, I/3 & I/4 respectively.
- 103.3 In the case of small units/PSUs, it may not always be possible to have a full time Chief Vigilance Officer. In that case, an officer with relatively less executive responsibilities is made in-charge of Vigilance work in that unit – in such cases, it is to be ensured that he is not given additional charge of sensitive matters, like dealing with tenders, selections, arbitrations, etc. In the case of small attached units, a contiguous unit having a full-fledged Vigilance set-up is made responsible for Vigilance functions of that unit as well. Details are shown in Annexure-I/5.
- 103.4 There is also a full-fledged enquiry organization under the administrative control of SDGM, to deal with D&A (Discipline & Appeal) enquiries arising from Vigilance cases. This organization is manned by Enquiry Officers (Sr. Scale), Assistant Enquiry Officers (Junior Scale) and Enquiry Inspectors.

104. Functions & responsibilities of Vigilance functionaries in Railway Board:

While it is difficult to outline an exhaustive list of functions & responsibilities of Vigilance functionaries, as the sphere of Vigilance is ever-evolving, an indicative list is as under:

- (i) Undertake prompt investigation of authenticated complaints, with special emphasis on Presidential & PMO references, CA-iii references, CVC-referred complaints, complaints appearing in the media and serious complaints, involving malafide intent, sent by members of the public.
- (ii) Carry out checks, with follow-up investigations, on serious cases of irregularities, based on source information.
- (iii) Ensure speedy processing of Vigilance cases at all stages. Undertake regular review of these cases.
- (iv) Ensure that charge sheets are prepared accurately, without any loopholes, and relevant documents are carefully sorted out and sent promptly to the Inquiry Officer.

- (v) Ensure prompt appointment of the Presenting Officer (PO) and the Inquiry Officer (IO) for DAR inquiries.
- (vi) Ensure that DAR inquiries are conducted expeditiously by Inquiry Officers, who are under the administrative control of SDGMs.
- (vii) Process the IO's report properly and expeditiously for obtaining final orders of the Disciplinary Authority.
- (viii) Ensure that the Central Vigilance Commission (CVC) is consulted at all relevant stages (details in Chapter-2), in an expeditious manner.
- (ix) Ensure prompt submission of returns to CVC.
- (x) Maintain close liaison with CVC, CBI and the Department of Personnel.
- (xi) Take proper and expeditious action with regard to Court cases.
- (xii) Ensure that proper assistance is given to CBI for investigation of cases.
- (xiii) Develop a system of collecting intelligence about malpractices being committed in the Organization.
- (xiv) Scrutinize reports of Parliamentary Committees, Audit Reports, proceedings of both Houses of Parliament, news items in the media, annual property statements, etc. to obtain information about irregularities that pertain to the Organization.
- (xv) Keep a close watch on the functioning & integrity of personnel in the Vigilance department itself.
- (xvi) Undertake review of existing rules & procedures, with a view to plug loopholes and suggest systemic improvements to curb corruption.
- (xvii) Maintain close surveillance on officials of doubtful integrity, and those who are on the 'Agreed' and 'Secret' lists.
- (xviii) Arrange regular and surprise inspections at sensitive work units, which are susceptible to corruption.
- (xix) Monitor adherence to aspects of Conduct Rules relating to integrity.
- (xx) Disseminate awareness about Vigilance, through Vigilance bulletins, seminars, workshops, lectures, etc.
- (xxi) Undertake regular inspection of the Vigilance branch.

105. Duties of the CVOs on the Railways:

- (i) The duties and functions mentioned in para 104 for the CVO of the Ministry of Railways would also ipso facto be applicable to the CVOs of Zonal Railways to the extent they are concerned with these functions.
- (ii) In addition to the functions stated in (a) above, the CVOs will scrutinize all the complaints/source information or otherwise. They will further ensure that a time schedule is drawn up by the concerned Dy. CVOs/ VOs with their VIs, for all the investigations to be conducted by Railway Vigilance and that all investigations are finalised within two months and the investigation reports submitted to Railway Board in the cases involving gazetted officers within a period not exceeding three months.
- (iii) The CVOs will also carry out a periodical review of all the DAR cases with the CPO/ Dy.CPO(G), etc.
- (iv) He must also ensure that preventive checks are carried out and the minimum number prescribed in this regard viz. 40 preventive checks per year is strictly observed. Some of the preventive checks should also be ensured to be carried out by the Dy.CVOs/ VOs/ AVOs personally.
- (v) The CVO must also carry out inspection of his Vigilance Branch atleast once a year.
- (vi) They must also ensure that enquiries by the EO/ EIs (Vig.) and other Enquiry Officers are conducted expeditiously and that EO (Vig./ EI (Vig.) submits four enquiry reports per months.
- (vii) Periodical meetings should also be held with the Dy.CVOs/ VOs with a view to discussing pendency and expediting disposals.
- (viii) Periodical meetings should be held with SPs/ SPE/ CBI concerned.
- (ix) To frame and review periodically the agreed list, the secret list, the list of undesirable contactmen.
- (x) To appoint Dy.CVOs/ VOs/ AVOs and EOs after obtaining the approval of the CVO of the Ministry of Railways.
- (xi) To ensure that the tenure of VOs/ VIs is not normally exceeded and no extensions are granted without prior specific approval of the CVO of the Railway Ministry.
- (xii) To ensure that the Dy.CVOs/ VOs etc., including the CVO himself do not sit on any Tender Committee or Selection Committees as per rules in force.
- (xiii) Periodical Lectures and talks with officers, DRMs/HODs, and Staff in Zonal Training School to spread Vigilance education.

106. Appointment of Officers/Staff for Vigilance work :

- 106.1 The Chief Vigilance Officer of a Ministry – Additional Member (Vigilance), in case of the Ministry of Railways – is appointed only after prior consultation with the CVC. Prior consultation with CVC is also necessary if a change of CVO is sought, other than in the normal course of transfer after completing tenure, promotion, retirement etc.
- 106.2 All other Gazetted Officers in the Vigilance Organization are appointed only after obtaining prior clearance from the Additional Member (Vigilance). Vigilance Inspectors and staff in a Vigilance unit are posted after the approval of the Chief Vigilance Officer of the Unit.
- 106.3 Zonal Railways are also allowed to create posts of Vigilance Inspectors, charged to Civil Engineering, Electrical and S&T construction projects. (Details in Annexure-I/6.1 to 6.4)

107. Duties of functionaries in the Vigilance Directorate, Railway Board:

(a) Executive Director Vigilance (Engineering)

- (i) Deals with cases of all Technical Departments i.e. Civil, Electrical, Signal & Telecom, & Mechanical branches.
- (ii) Furnishes vigilance clearance to officials of all Technical Departments.
- (iii) Deals with vigilance cases pertaining to tenders of all Departments, other than the Commercial and Stores Departments.
- (iv) Deals with all matters of Vigilance policy.
- (v) Processes intake of Vigilance Inspectors on deputation basis in the Vigilance Directorate, and posting of Vigilance officers on Zonal Railways.
- (vi) Deals with recruitment of Hawaldars & Sainiks in the Vigilance Directorate.
- (vii) Deals with staff matters in the Vigilance Directorate.
- (viii) Nodal Officer for preparation of Agreed & Secret lists.
- (ix) Organizes training courses for Vigilance Officers and Vigilance Inspectors.
- (x) Organizes SDGMs' conferences.
- (xi) Arranges printing of Vigilance Bulletins.

- (xii) Coordinates dispatch of returns to CVC.
- (xiii) Processes statistical information, publicity etc.
- (xiv) Processes banning of firms.
- (xv) Keeps a watch on working of the Inquiry Organization on various Zonal Railways.
- (xvi) Nominates Inquiry Officers for DAR inquiries in cases of Gazetted Officials.

EDV(E) is assisted by Director Vigilance (Engineering) I & II, Director Vigilance (Mechanical) and Dy. Director (Vigilance I), and Vigilance I, III branches.

(b) Executive Director Vigilance (Traffic)

- (i) Deals with all cases of the Traffic Department.
- (ii) Organizes checks in spheres of Traffic Undercharges, Mass Contact Areas, Commercial Contracts, etc.
- (iii) Deals with all cases of misuse of duty pass, privilege pass, PTO and all other types of passes.
- (iv) Deals with vigilance cases pertaining to tenders of the Commercial Department.
- (v) Furnishes vigilance clearance to officials of the Traffic Department.

EDV(T) is assisted by Director Vigilance (Traffic), Joint Director Vigilance (Traffic), Dy. Director Vigilance (Special Squad), and Vigilance-II & Vigilance (Special Squad) branches.

(c) Executive Director Vigilance (Stores)

- (i) Deals with all cases relating to the Stores Department.
- (ii) Deals with all cases of purchase through Stores Department, including purchases of the Medical Department.
- (iii) Deals with computerization in the Vigilance Organization.
- (iv) Furnishes vigilance clearance to officials of the Stores Department.

EDV(S) is assisted by Joint Director Vigilance (Stores), Dy. Director Vigilance (Confidential), and the Vigilance-IV and Confidential Branches.

(d) Executive Director Vigilance (Accounts)

- (i) Deals with all cases of Accounts, Personnel, Medical and General Administration Departments.
- (ii) Deals with all cases of irregularities in selections, except those done by Railway Recruitment Boards (RRBs).
- (iii) Furnishes vigilance clearance to officials of Accounts, Personnel & Medical Departments.

EDV(A) is assisted by Joint Director Vigilance (A&P, i.e. Accounts & Personnel), and the Vigilance IV branch.

(e) Director Vigilance (Police)

- (i) Deals with all cases of the Security Department, Intelligence Branch, Railway Recruitment Boards, Members of Railway Board, and Vigilance Personnel.
- (ii) Maintains liaison with CBI & Police.
- (iii) Furnishes vigilance clearance to officials of the Security Department, Intelligence Branch, Railway Recruitment Boards, Railway Board Secretariat Service, and Vigilance Department.

DV(P) is assisted by Joint Director Vigilance (R& SC, i.e. RRB & Security), and Dy. Director Vigilance (Intelligence), and the Confidential Branch.

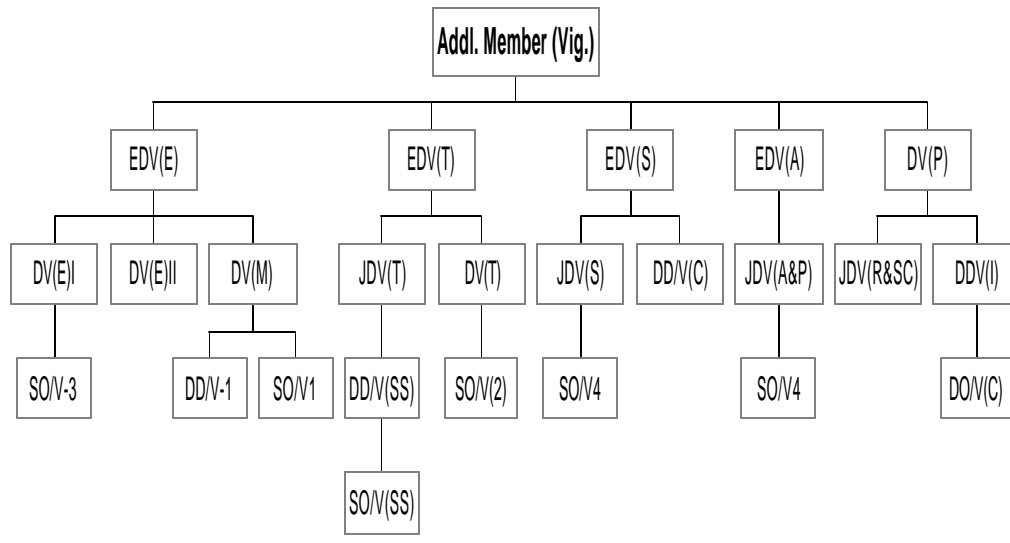
108. Vigilance Bulletin:

A Vigilance bulletin is brought out twice a year. It highlights major vigilance cases involving irregularities, violation of rules and procedures, malpractices, misuse of powers etc. as detected during vigilance checks and investigations. It also contains write-ups on policy matters and guides Railway personnel on extant rules & procedures, helping them to avoid possible mistakes.

109. Conclusion:

The Santhanam Committee had observed that “corruption can exist only if there is someone willing to corrupt and capable of corrupting”. There has not been, nor will there ever be, dearth of such unscrupulous people. Thus, corruption is not a problem which began yesterday or will end tomorrow. What is required is a relentless war against corrupt individuals and systems. If this war is to be won, it requires unstinted efforts of the vigilance & executive wings on the Indian Railways, as also of rail customers. This is an invitation to you to join the war.

Organization of Vigilance Directorate/Railway Board



EDV(E) - Looks after Engineering, Electrical, S&T and Mechanical Departments, Agreed List/Secret List, Policy Matters & Co-ordination.

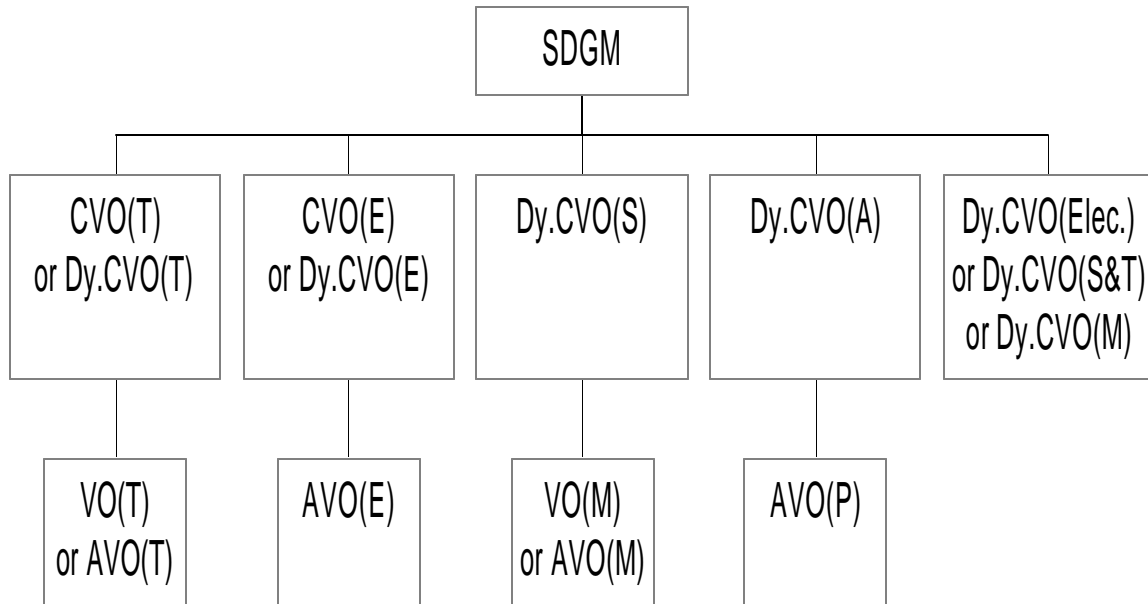
EDV(T) - Looks after Traffic Department

EDV(S) - Looks after Stores Department

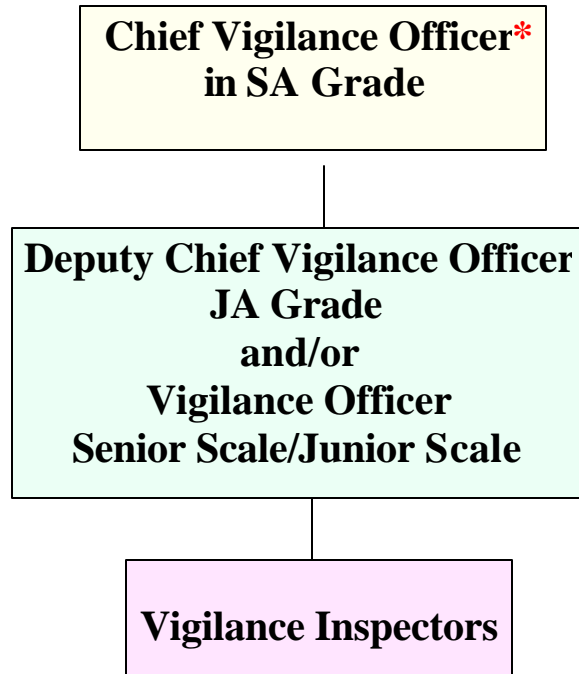
EDV(A) - Looks after Accounts, Personnel, Medical & General Administration Departments

DV(P) - Looks after RRB, Security Department, cases of Members of Railway Board, vigilance personnel and co-ordination with CBI

Representative Vigilance Organization of Zonal Railways

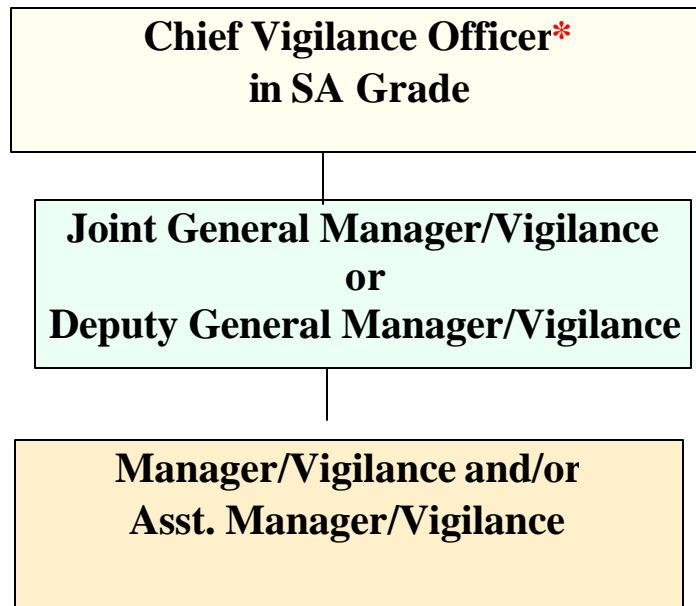


Organisation of Vigilance Department in Production Units/other Units



***IRCON, RITES and CONCOR have full time CVOs whereas other Public Sector Undertakings have part time CVOs.**

Organization of Vigilance Department in PSUs



***IRCON,RITES and CONCOR have full time CVOs whereas other Public Sector Undertaking have part time CVOs.**

**VIGILANCE SET-UP IN OTHER RAILWAY ORGANISATIONS
ATTACHED TO ZONAL VIGILANCE**

ZONAL RAILWAY	ATTACHED UNITS
Central Railway	: Metropolitan Transport Project, Mumbai
Eastern Railway	: RRB/Malda
Northern Railway	: RRB/Chandigarh, RRB/Jammu Tawi
North Eastern Railway	: RRB/Gorakhpur
Northeast Frontier Railway	: RRB/Guwahati, General Manager (Const.)/ Guwahati.
Southern Railway	: RRB/Chennai, RRB/Trivandrum, Metropolitan Transport Project, Chennai
South Central Railway	: RRB/Secunderabad
South Eastern Railway	: RRB/Kolkata, RRB/Ranchi
Western Railway	: RRB/Ahmedabad, RRB/Mumbai
East Central Railway	: RRB/Patna, RRB/Muzaffarpur
North Central Railway	: RRB/Allahabad
West Central Railway	: RRB/Bhopal
South Western Railway	: RRB/Bangalore
East Coast Railway	: RRB/Bhubaneshwar
North Western Railway	: RRB/Ajmer
Railway Board	: Indian Railways Institute of Civil Engineering, Pune; Indian Railways Institute of Electrical Engineering, Nasik; Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur; Indian Railways Institute of Signal Engineering & Telecommunication, Secunderabad; Railway Staff College, Vadodara; National Rail Museum, New Delhi; Indian Railways Finance Corporation (IRFC); Central Organization for Modernization of Workshops(COFMOW)

No. 88/W-1/GENL/O/25

New Delhi, dt. 12.5.1989

1. The General Managers
All Indian Railways and
Production Units.
2. The General Manager
Metro Railway, Calcutta.
3. The General Manager (Con),
N.F. Railway, Guwahati.
4. CAO(R), S.E. Railway, Vishakhapatnam,
Central Railway, Bombay V.T.,
Northern Railway, Delhi,
Southern Railway, Egmore, Madras,
S.C. Railway, Secunderabad.
5. Chief Engineers (Con),
Eastern Railway, Calcutta,
N.E. Railway, Gorakhpur,
Southern Railway, Bangalore
S.E. Railway, Calcutta
6. Chief Engineer (S&C)
Western Railway, Bombay.

Sub: Provision of General Charges in Civil Engineering
Construction Projects.

Vide Board's letter of even number dated 10.10.88, the breakup of General Charges comprising 'Establishment' pertaining to various Departments and 'Other Than Establishment' components was laid down. Keeping in view the need for strengthening the Vigilance Organization, it has now been decided by the Board to make provision for the same within the overall figure of 7.2% provided for Establishment in the General Charges in Civil Engineering Construction Projects. The revised breakup and the provision for the purpose would, therefore, be as under:-

GENERAL CHARGES IN CIVIL ENGINEERING CONSTRUCTION PROJECTS**I. ESTABLISHMENT**

Item	Provision Percentage
1.1 Civil Engineering Department	
(a) Head-quarter Organization	: 0.74
(b) Field Organization	: 4.73
1.2 Audit & Accounts Department	: 0.84
1.3 Traffic Department	: 0.30
1.4 Stores Department	: 0.34*
1.5 Medical Department	: 0.10
1.6 Personnel Department	: 0.10
1.7 Vigilance Department	: 0.05
Sub- Total (I) Establishment	7.20

II. OTHER THAN ESTABLISHMENT

Item	Provision Percentage
2.1 Plant Construction	: 0.35
2.2 Temporary Accommodation	: 0.30
2.3 Contingencies	: 0.20
2.4 Residential Accommodation	: 0.40
2.5 Instruments	: 0.04
2.6 Loss of Cash & Stores	: 0.01
Sub- Total (II) – Other Than Establishment	1.30
Grand Total (I) + (II)	8.50

* The provision for Stores Department should be used by Stores Department only and should not be reallocated to any other Department.

Annexure-I/6.1 (contd.)

While creating work charged posts in Vigilance Department within the stipulated provision, it should be ensured that the overall strength does not increase by more than 20% of the existing strength in Vigilance Department.

As regards the provision of General Charges for Traffic Department, the Board have decided that :-

- (i) The provision for Traffic Department may be made for both planning and phased working for such of the 'Traffic Facility Works', Gauge Conversions and Doublings which generally include provision of blocks.
- (ii) For MTP and New Lines, the provision of 0.3% should be made for the portion related to junction arrangements only i.e. 0.3% of the cost of junction arrangements only to be provided and not 0.3% of the total cost of New Line or MTP project.
- (iii) No provision should be made for the Traffic Department for plan heads 'Staff Quarters', 'Staff Amenities', 'Workshops and Shed' and 'Machinery & Plant'.
- (iv) For Track Renewals, Bridge Renewals other than ROBs etc., RE works, OHE and S&T renewal works, the present system of providing Traffic Department Officers/ Staff on need basis, case by case, may continue.
- (v) Since the provision of upto 0.3% for the Traffic Department is taken from the provisions for (i) Civil Engineering Establishment (0.10%); (ii) Plant Construction (0.15%) & (iii) Residential Accommodation (0.05%) and since the provisions for Traffic Department are guided by clarifications given at items (i) to (iv) above, the balance provision will revert back to the above 3 items in the same ratio 10: 15 : 05. The distribution of this balance provision between Headquarter Establishment and Field Establishment may be made by the Railway suitably.

It may please be noted that the above are the maximum limits and endeavour should be made to restrict the actual provision to the barest minimum.

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

Sd/-
(Y.M. Aswathanarayana)
Adviser (Works)
Railway Board.

No. 87 Elec. 1/1135/0

New Delhi, dated : 7.5.90

The General Managers,
All Indian Railways,
(including Production Units)

General Manager,
Metro Railway, Calcutta.

General Manager (Con),
N.F. Railway, Guwahati.

General Manager,
CORE, Allahabad.

Sub: Provision of General Charges in construction Projects of Electrical Department.

Vide Board's letter of even number dated 8.7.88, the break-up of General Charges comprising 'Establishment' pertaining to various Departments and other 'Establishment' components was laid down. Keeping in view the need for strengthening the Vigilance organization, it has now been decided by the Board to revise the break-up to make provisions for the Vigilance department. The revised break-up would be as under:-

**GENERAL CHARGES IN CONSTRUCTION PROJECTS OF
ELECTRICAL DEPARTMENT**
I. ESTABLISHMENT

Item	(Provision % age) Other Electrical Works		
	Railway Electrification projects	Not requiring traffic/power blocks	Requiring traffic/ power blocks
(1)	(2)	(3)	(4)
1.1 Electrical Deptt.			
(a) HQ Organization	1.49	1.69	2.44
(b) Field Organization	4.66	4.96	7.46
1.2 Audit & Accounts Deptt.	0.80	0.80	0.80
1.3 Stores Deptt.	0.60	0.50	0.50
1.4 Personnel Deptt.	0.10	0.10	0.10
1.5 Medical Deptt.	0.10	0.10	0.10
1.6 Vigilance Deptt.	0.05	0.05	0.05
Sub Total	7.80	8.20	11.45

II. OTHER THAN ESTABLISHMENT

(1)	(2)	(3)	(4)
2.1 Plant Construction	0.55	0.55	0.55
2.2 Temporary Accommodation	0.20	0.20	0.20
2.3 Res. Accommodation	0.35	0.45	0.45
2.4 Contingencies	0.20	0.20	0.20
2.5 Instruments	0.03	0.03	0.03
2.6 Loss of Cash and Stores etc.	0.02	0.02	0.02
Sub Total	1.35	1.45	1.45

II. OTHER THAN ESTABLISHMENT

GRAND TOTAL (I + II)	9.15	9.65	12.90
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It may please be noted the above are the maximum limits and endeavour should be made to restrict the actual provision to the barest minimum.

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

Sd/-
(V. Jha)
Director, Elec. Engg.(PS)
Railway Board.

No. 85/W3/SG/W/1/34 Vol. II

New Delhi, dated 26.4.1990

The General Managers
All Indian Railways including DLW, CLW, ICF
RCF/Kapurthala, W&AP/Bangalore
DCW/Patiala.
The General Manager
Metro Railway, Calcutta

The General Manager (Const.)
N.F. Railway, Maligaon, Guwahati.

The General Manager
CORE/Allahabad.

Sub: Provision of General Charges in Signalling and Telecommunication Department.

Vide Board's letter of even number dated 11.7.1988, the break-up of General Charges comprising 'Establishment' pertaining to various Departments and other than 'Establishment' components was laid down. Keeping in view the need for strengthening the Vigilance Organization, it has now been decided by the Board to revise the break-up to make provision for the Vigilance Department. The revised break-up would be as under:-

GENERAL CHARGES IN CONSTRUCTION PROJECTS OF SIGNALLING & TELECOMMUNICATION DEPARTMENT

I. ESTABLISHMENT

Item	(Provision % age)	
	Not requiring traffic/power blocks	Requiring traffic/power blocks
1.1	S&T Department	
	(a) Headquarter Orgn.	1.79
	(b) Field Orgn.	6.36
1.2	Audit & Accounts Deptt.	0.30
1.3	Stores Department	0.40
1.4	Personnel Department	0.10
1.5	Medical Department	0.10
1.6	Vigilance Department	0.05
	SUB-TOTAL	9.10
		13.20

II. OTHER THAN ESTABLISHMENT

Item	(Provision % age)		
	Not requiring traffic/ power blocks	Requiring traffic/ power blocks	
2.1	Plant Construction	0.20	0.20
2.2	Temporary Accommodation	0.20	0.20
2.3	Residential	0.45	0.45
2.4	Contingencies	0.25	0.25
2.5	Instruments	0.05	0.05
SUB TOTAL		1.15	1.15
II. OTHER THAN ESTABLISHMENT			
GRAND TOTAL (I + II)		10.25	14.35

It may please be noted that the above are maximum limits and endeavour should be made to restrict the actual provision to the barest minimum.

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

Sd/-
(V.P. CHANDAN)
EXEC. DIRECTOR (SIGNALS)
RAILWAY BOARD

Copy to:

- (i) FA&CAO, All Indian Railways
- (ii) FA&CAO (Const), All Indian Railways.

(PANI RAM)
FOR FINANCIAL COMMISSIONER
RAILWAY BOARD

Annexure-I/6.4

No. 88/W-4/Genl/O/25

New Delhi, dt. 16/29.7.91

The General Managers
All Indian Railways & others

Sub: Provision of General Charges in Civil Engineering Construction Projects.

Ref: Board's letter No. 88/W-1/GENL/O/25 dt. 12.5.89

The break-up of General Charges comprising 'Establishment' pertaining to various departments and 'Other Than Establishment' was conveyed vide Board's letter mentioned above. It was stipulated (vide para 2) that "While creating Work Charged posts in Vigilance Department within the stipulated provision, it should be ensured that the overall strength does not increase by more than 20% of the existing strength in Vigilance Department."

2. Board have reconsidered this issue and decided to remove the 20% ceiling restriction as was stipulated vide para 2 of the above mentioned letter. The creation of posts should, however, be need based and on worth of charge.
3. This issues with the concurrence of the Finance Directorate of Ministry of Railways.

Sd/-
(K.P. Singh)
Executive Director Works
(Railway Board)