

Eastern Railway

No.E.1025/LP/Loco Run. Supr./Policy/30,

Kolkata, the 18th July, 2019

ALL CONCERNED

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

In continuation to this office letter of even number dated 01.4.1993 & 22.1.1998 circulated under CPO/ER's Sl. No.45/93 and 15/98 respectively, the following copy of Railway Board's letter bearing no.E(P&A)II-2009/RS-17, dated 03.07.2019 (RBE no.108/2019) is forwarded for information, guidance and necessary action.

(D. C. Murmu) 18-07-19

for Principal Chief Personnel Officer

Copy of Railway Board's letter no.E(P&A)II-2009/RS - 17, dated 03.07.2019 (RBE no.108/2019) addressed to all General Managers(P)/CAOs, all Indian Railways and Production Units.

Sub : Scheme for filling up the posts Loco Running Supervisors (Chief Loco Inspectors and Chief Crew Controllers/Chief Power Controllers/Chief Traction Controllers) – Modification thereof.

Ref : Railway Board's letter Nos. :

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| 1. E(P&A)II/83/RS/10 dt.25.11.92. | 2. E(P&A)II/83/RS/10 (iv) dt. 21.12.93. |
| 3. E(P&A)II/83/RS/10(iv) dt.16.05.96 | 4. E(P&A)II/83/RS/10 dt. 09.01.1998 |
| 5. E(P&A)II/83/RS/10(i) dt.09.01.1998 | 6. E(P&A)II/83/RS/10 dt.21.09.1998 |
| 7. E(P&A)II/83/RS/10 dt. 16.4.99 | 8. E(P&A)II/83/RS/10 dt.7.10.2002 |
| 9. E(P&A)II/2002/RS/24dt. 14.01.2004 | 10. E(P&A)II/2002/RS/24 dt.23.07.2004 |
| 11. E(P&A)II/2005/RS/24 dt. 01.12.2005 | 12. E(P&A)II/2006/RS/21 dt. 03.01.2007 |
| 13. E(P&A)II/2007/RS/14 dt. 26.03.2009 | 14. 2001/M(L)/467/2 dt.12.11.2012 |
| 15. E(P&A)II/2009/RS/17 dt.27.03.2014 | 16. E(P&A)II/2009/RS/17 dt.23.07.2014 |
| 17. E(P&A)II/2007/RS/14 dt. 12.02.2015 | 18. E(P&A)II/2009/RS-17/Pt.1 dt.27.12.2016 |

1. Board's letters related to the scheme for filling up the posts of Chief Loco Inspectors and Chief Crew Controllers/Chief Power Controllers/Chief Traction Loco Controllers are referred to above. The question of rationalisation of the said scheme has been engaging the attention of the Railway Board for quite some time. Certain modifications in the existing scheme were issued vide Board's letter No.2001/M(L)/46/2 dt.12.11.2012, however, they were kept in abeyance vide Board's letter No.E(P&A)II/2009/RS/17 dt.27.3.2014 and 23.07.2014.

1.1 In this connection, Board constituted an Empowered Committee to study and put up recommendations for consideration by the Board. The Empowered Committee, after careful consideration and in consultation with both the recognised Federations namely, AIRF and NFIR, has submitted its report to the Board and after partial acceptance of the same it has been decided to modify the scheme as given in the following paragraphs however retaining the method of selection process.

2. **Posts/Cadre:** All Loco Inspectors have already been designated as Chief Loco Inspector (CLI) in the Grade Pay of Rs.4600/Level 7. It has now been decided that the posts of Chief Crew Controllers/Chief Power Controllers/Chief Traction Loco Controllers (CCCs/CPRCs/CTLCs) which function as in charge of Crew Lobbies, Power Control offices and TLC offices should also be merged with the posts of CLIs. However, their designation should now be termed as CLI (CCC), CLI (CPRC) or CLI (CTLC). The upgradation of the posts of CCCs/CPRCs/CTLCs from the Grade Pay of Rs.4200/Level 6 to Grade Pay of Rs.4600/Level 7 should be done after matching surrender for equivalent savings.

2.1 The posts of CLIs (CCC, CPRC & CTLC) being sensitive in nature, rotational transfers as per existing norms may be continued with.

2.2 The posts of Crew Controller, Power Controller, Traction Loco Controller (CC/PRC/TLC) deputed to work in shifts in Crew Lobbies, Power Control offices and TLC offices will continue to remain in Grade Pay of Rs.4200/Level 6 and would be filled up as per extant procedure of drafting.

2.3 As a result of the merger of the post of CCCs/CPRCs/CTLCs to the posts of CLIs, there would be a surplus of one drafted CC/PRC/TLC (*if not already vacant*) in each Crew Lobby, Power Control office and TLC office. In such a case, the junior most CC/PRC/TLC in each Crew Lobby, Power Control office and TLC office may be repatriated for running duties before posting of a CLI (CCC) or CLI (CTLC) as the case may be.

3. **Eligibility:** There will be a common selection from Loco Running staff for filling up the posts of CLIs and CLIs (CCC, CPRC & CTLC). LP (Mail), LP (Passenger) and LP (Goods) who have completed 5 lakh kilometres of actual footplate duties (*actual footplate duties have been defined in Board's letter No.E(P&A)II/2007/RS/14 dated 12.02.2015*) as Loco Pilots or have completed 10 years of actual service as Loco Pilots, whichever is earlier, would be eligible for selection through suitability (written examination) cum seniority. Drafted Loco Pilots working as CC, PRC and TLC on date can also apply for the selection provided they fulfil the eligibility criteria.

3.1 The medical standards for selection to the posts of CLIs should conform to the existing medical standards of A-3.

3.2 Medically de-categorised Loco Pilots up to the medical standard of A-3 and also possessing the driving experience as per paragraph 3 above would also be eligible to apply for the selection in terms of Board's letter No.E(P&A)II/2006/RS/21 dated 03.01.2007.

4. **Selection:** Options from eligible and willing Loco Running staff for vacant posts of CLIs and CLIs (CCC, CPRC & CTLC) should be called for by the Personnel Department in the Divisions after assessing the vacancies. A panel should be formed through a selection process of suitability-cum-seniority. The suitability should be based on written examination along with APARs, Service record and driving record. The selection process will be completed by a Committee of three officers as per laid down procedure.

5. **Pay Fixation:** While fixing the pay of a running staff selected as CLI, the benefit of 30% (*or as fixed by the competent authority*) add on pay element shall continue to be provided and the pay fixed in the next higher stage as per Board's letter No.E(P&A)I/83/RS/10 dt.25.11.1992.

6. **Allowances:** The CLIs will be credited with actual footplate duties as indicated in Rule 1514 and 1515(1)(a) of Indian Railway Establishment Code, Volume II and paid running Allowance (KMA) accordingly as per the rate notified from time to time and a applicable to Loco Pilot (Mail/Express).

6.1 Allowance in Lieu of Kilometrage(ALK) would be admissible to the CLIs in the circumstances and at the rate given below:-

6.1.1 For other than footplate duties performed by them outside their headquarters beyond a radius of 8 kilometres – ALK of 160 Km. per day. An exception has been made in Board's letter No.E(P&A)II/83/RS/10 (IV) dated 21.12.1993 to the effect that ALK @ 160 kms per day shall be admissible to LIs without any stipulation that they should be out of the Headquarters beyond 8 kms,. In the event of their attending breakdown duties. This should be continued with.

6.1.2 For other than footplate duties performed in the Headquarter or within a radius of 8 km. from the Headquarter – ALK of 120 Km. per day.

6.1.3 In case the CLIs are deployed for foot plate duties for part of the day and for other than foot plate duties in the moving train or at outstation for the remaining part of the day, the payment of KMA/ALK shall be made either in terms of para No.6 or 6.1.1 above, whichever is higher.

6.2 The CLIs who are posted as CLIs (CCC, CPRC & CLTC) would get ALK of 120 Km. per day at the rate applicable to af Loco Pilot (Mail/Express) for stationary duties in the HQ and within a radius of 8 kms. ALK of 120 Kms. would be payable for all days in a month without any deduction on the non-working days.

6.3 No TA/DA would be admissible to CLIs.

7. **Training:** After selection the CLIs should mandatory be given training as per Railway Board's letter No. E(MPP)2009/3/26 dated 13.07.2009 and as amended from time to time.

8. **Pesnsionary benefits:** The CLIs would also continue to be provided with add on pay element of 30% (*or as fixed by the competent authority*) of basic pay for pensionary benefits in terms of para No. 5.5 of Board's letter no.E(P&A)II/83/RS/10 dated 25.11.1992.

9. The above instructions would take effect from the date of issue of this letter. In cases where the selection process for filling up the posts of CLIs has been initiated (*that is, notification has already been issued*), in terms of earlier eligibility conditions, the same may be finalised accordingly. Other features of the extant policy on the subject, which have not been modified by the above mentioned instructions, will remain unchanged.

10. This has the approval of the President and issues with the concurrence of the Finance Directorate of the Ministry of Railways.

Sd/-
(N.P. SINGH),
Joint Director/E(P&A),
Railway Board