

The Secretary(E),  
Railway Board,  
New Delhi

Dear Sir,

**Sub: Review of the Driver/Guard Line Box**  
**Ref: Director, Mech. Engg.(Traction), Railway Board's letter No.2009/M(L)/467/1**  
**dated 26.8.2010**

The proposal of the Railway Board to replace Driver/Guard Line Box with Bag/Briefcase is not acceptable to AIRF on the following grounds:-

- (i) In many places, especially in respect of working of Goods Trains, **“handing over”** and **“taking over”** takes place in Traffic Yards and somewhere. There may be crossing of 3/4 or even more occupied lines and no regular pathway is provided.
- (ii) Handing over and taken over goods train is generally done in yard. In most of the yards, even two wheeler vehicles cannot move. Sometimes Guards are to cross one or two trains lying in the yard to pick-up his own schedule train. It is quite impossible to carry with about 15 kg weight to pick-up train after picking up document from SM/YM's office after signing on duty.  
  
At some places, taking over point is located at a far off distance from **“signing on”** point and Driver/Guard will have to carry the equipment on his shoulder.
- (iii) Quarters and Running Rooms are not provided just adjacent to the “Taking Over” and “Making Over” points or even stations in case of Passenger, Mail and Express trains.
- (iv) In torrential rain and biting winter and scorching sun, it is quite possible to carry such heavy luggage from quarter/home/running room and vice versa.
- (v) In terrorist infested area, like N.E. Region, carrying detonator in open street is not permitted. This will be a matter of harassment on way by the Police and Paramilitary forces.
- (vi) One is not supposed to carry his official equipments from his house/from a point to another on his shoulder, especially when there is considerable distance.

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- (vii) For carrying files, Bungalow Peons are engaged for JA and above grade officers, why a fairly senior group 'C' staff shall carry such load of about 15 kg all the way from his quarter/home/running room.

In this connection, it may be pointed out that AIRF had taken-up the issue with the Railway Board vide PNM Item **No.39/2003**, wherein it was agreed that **the system of transportation of drivers personal store may be decided by General Manager of Zonal Railways in consultation with recognized unions**. The proposal, if implemented unilaterally, will have psychological and mental impacts on the Drivers/Guards, being not liked by them. Running staff are very much against this proposal of the Railway Board, and if given shape, it will be resisted by them.

In this context, is also pertinent to mention that -

- (i) Driver/Guard Box is kept in a cubical provided on the platform and as per revised procedure, he has to carry box to his home/running room. He has also carries his own clothes, shoes etc. including his own ration for fooding, tiffin carrier, water bottle(while going outstation). These along with Briefcase shall weight more than 15 kg. it is not possible him to carry 15 kg to his quarter/home/running room and vice versa.
- (ii) While checking train at the originating station, especially at an intermediate station where TXR is not provided, the Box Porter will have to lift heavy bag on his shoulder.
- (iv) Driver/Guard will be compelled to carry such a heavy load while performing their duties.

AIRF, therefore, does not agree to the proposal of the Railway Board to replace line Box of Loco Pilot/Guard as well as surrendering of post of Box Porter.

Yours faithfully,

**(Shiva Gopal Mishra)**  
**General Secretary**

Copy to: General Secretary, N.F.I.R., 3 Chelmsford Road, New Delhi – for information.  
Copy to: General Secretaries, all affiliated zonal unions – for information.

No.AIRF/415

Dated: October 19, 2010

The Chairman,  
Railway Board,  
New Delhi

Dear Sir,

**Sub: Liberalized Active Retirement Scheme for Guaranteed Employment for Safety Staff (LARSGESS)**

While appreciating the Railway Board for accepting its long pending demand of **Safety Related Retirement Scheme** with modified nomenclature – “**Liberalized Active Retirement Scheme for Guaranteed Employment for Safety Staff**”, AIRF demands that the following demands of the Federation need to be addressed at the earliest so that larger number of employees can be benefitted by this scheme.

1. Almost all group `C` employees of GP Rs.1800 have now promoted to GP Rs.1900 and above after implementation of VI CPC and the benefit of the said scheme could only be given to a very few safety categories staff. This scheme needs to be extended to all other higher grade pay safety category, i.e. GP Rs.1900, 2000, 2400, 2800 and 4600. Even there is no harm to extend the scheme to all other categories.
2. In the case of Asstt. Loco Pilot in age group of 55-57, age should be between 50-57 years as available to other staff because it will help the Railways to get young blood, who will increase the productivity as well as efficiency of the Indian Railways on lesser pay. It will reduce financial burden too.
3. The Screening Committee should not have more than senior scale officers as we are giving appointment in Grade Pay of Rs.1800 only, otherwise appointing authority will change, which will cause complication later.
4. The Screening Committee should meet at the end of every month to finalise cases, arisen during the month, as in the case of compassionate ground appointments, to avoid harassment and waiting of retiring employees more six months as is available in the present instructions.

Yours faithfully,

**(Shiva Gopal Mishra)**  
**General Secretary**

Copy to: General Secretary, National Federation of Indian Railwaymen – for information.

Copy to: General Secretaries, all affiliated unions – for information.

No.AIRF/DC/JCM/I/2010

Dated: October 23, 2010

The Secretary(E),  
Railway Board,  
New Delhi

Kind Attn: Shri A.K. Nigam, Adviser(IR), Railway Board

Dear Sir,

**Sub: Implementation on the decisions arrived on DC/JCM Items – Holding of meetings**

**Ref: Minutes of DC/JCM Meeting held on 1-2.7.2010**

Kindly arrange to hold separate meetings on the following DC/JCM Items, particularly on **25<sup>th</sup>, 26<sup>th</sup> and 27<sup>th</sup> October, 2010**, as per the decision arrived in the above-mentioned DC/JCM meeting.

- 18/2006 – Revision of Diet Charges and basis for fixation of the same.**
- 46/2003 – Additional workload on Keyman – Correction Slip No.58 and 73, Para 170(6) of IRPWW**
- 14/2009 – Corporate Welfare Plan**
- 42/2004 – Exemption from the purview of rightsizing of other than safety categories and**
- 1/2006 - Introduction of new services and creation of new assets on Indian Railways - Staff requirement and**
- 2/2007 - Rightsizing the Indian Railways – Downsizing staff strength and**
- 1/2009 - Review of sanctioned strength of staff and creation of additional posts -Arbitrary and indiscriminate surrender of posts causing hardship to the existing staff leading to all round resentment**
- 3/2006 - Implementation of negotiated settlement reached between the Federations (NFIR/AIRF) and Railway Board**

Yours faithfully,

**(Rakhal Das Gupta)**  
**Working President**

Copy to: GSs, all affiliated unions – for information.

