

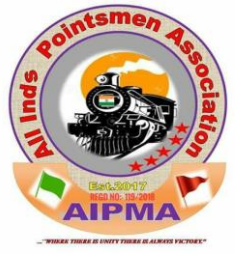
AIPMA

ALL IND'S POINTSMEN ASSOCIATION

Reg No 152/2019 Registered at New Delhi

Office no.A-217, CH NO.2, LAL KUAN NEW DELHI -110044.

Email:aipma2018@gmail.com www.facebook.com/groups/aipma [@AIPMA2](https://twitter.com/AIPMA2)



**CENTRAL
PRESIDENT**
AMZAD BAIG (SCR)
(SCR)
MOB: 9701044760

**CENTRAL
WORKING PRESIDENT**
PURSURHOTTAM DAS
(NWR)
MOB: 9982234030

**CENTRAL
GENERAL SECRETARY**
MANOJ GOSWAMI
(NER)
MOB: 9565585828

**CENTRAL
ORGANIZING SECRETARY**
N R SAI PRASAD
(SCR)
MOB: 8143700600

**CENTRAL
TREASURER**
TIKARAM YADAV
(CR)
MOB: 9420250958

CENTRAL VICE PRESIDENT'S

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2. JAVED KHAN (WCR)
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5. DEEPAK BADGUJAR (WCR)

CENTRAL ASST GENERAL SECRETARY'S

1. BALJINATH MANDAL (NFR)
2. B. R MURTHY (ECoR)
3. PRAMOD KUMAR (NCR)
- 4.
- 5.

To,

Shmt JAYA VERMA SINHA
CHAIRMAN & CEO
RAIL BHAWAN NEW DELHI.

3rd JULY 2024

Respected Madam,

1. Abolition of 12 hrs Roster (E.I - Essential Intermediate)

We Undersigned submit the following lines inform you madam that Where are Pointsmen category who we are working Indian Railways . As per HOER Act Essential Intermittent (E.I) Roster was implemented in 1961 and amended in2005. From that time till now in Indian Railways so many stations are working in this roster. When it was implemented there were 10 to 15 trains running in 24 hours. Nowadays 110-130 trains are running on main line and 50-75 trains running in branch line in 24-hours. With this Roster, We are facing so many problems and trouble due to 12-Hours Duty (72 Hours For a week). It was possible when there was less work now it is difficult to deal increased traffic more which is then 15 to 100 trains in a shift, So kindly abolish Essential Intermittent (E.I) Roster. With this roster we unable to spend time with families' members and to look at family and parents. So kindly try to implement Continuous roster for the Pointsmen Category also .

In terms of the Rule 8(4)(a)(ii) of Part II of the above said rules, hours a week instead 72 hours in a week. Your kind self is requested to take necessary immediate action to notify the road side Stations in terms of HOER circulated by the Headquarters and see that the duty roster of 60 hours a week is strictly implemented in pointsmen category in the Road side Stations.

As Per the **RBE No:-131/2005** railway staff working in Road side station in EI Rosters may be given 72 hrs of rostered working if they are provided with Railway accommodation with in . 0.5km and are being given 24hrs REST in a week. Double rest will be given only to Operating staff in those stations where railway Quartets are not available . As per Joint Study report of Supervisors and welfare officers, There are existing instruction that those staff who are not allotted Railway Accommodation in road side stations(i.e within 0.5Kms)and working in EI Roster should be rostered for 60Hrs duty per week..

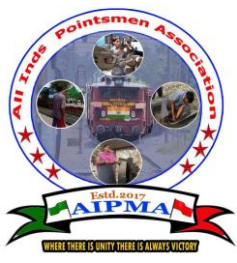
2. Risk and Hardship Allowance.

we are involved with Risk and hard working in day to day life of pointsmen cadres in this kind subject, We would like to put in front of you are kind notice. madam pointsmen are directly interact with all safety operations of trains movements like Shunting of passengers and as well as freight train services mean while in the parameters of this duties many pointsmen have let their life in the most of there Risk & handiness of duties and we may also let to know that in the 12-13 Months itself we have lost our 18 pointsmen in respective divisions. The pointsmen have been involved with direct train movements with more Risk and handiness in their 12 hrs of duties, We are assigned with numerous duties such as like attaching and detaching (**SHUNTING**) of passengers Coaches, Goods wagons and **STABLING , SECURING the types of rakes in the junction and wayside stations, CLAMPING, Padlocking ,PILOTING OF TRAINS, EXCHANGING ALL RIGHTS SIGNALS.**

Though AIPMA & recognized trade unions hence represented this matter of risk hardship allowance it is pending in the name of Comprises of committee this is pending since 2018.We the needy sufferers of this risk and hardship allowance of working without Risk Allowance, On this basis of Natural justice justifies.. Where as RB Letter No ERB-I/2019/23/09. Dt 09-03-2020.Futher to board's order of even number dated 11.02.2019,20.02.2019 and



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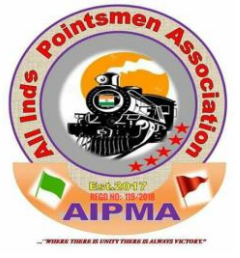
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20.08.2019 constituting a committee for inclusion of fresh categories within the ambit of Risk & Hardship allowance, Ministry of Railway(Railway board)have decide that the tenure of the aforesaid Committee should be extended for a further period upto 31.03.2020.

As per 7th CPC introduced the concept of Risk & hardship Matrix to Track maintainers on Indian railways to compensate the hardships faced by them in the course of regular duties. Consequently, demands were received from various categories working in field for the grant of Risk & Hardship Allowance. In order to holistically examine the inclusion of fresh categories within the ambit of Risk & Hardship Allowance, Committee consisting of 4 SAG officers of Railway Board, GS/AIRF and president/NFIR was formed.

The Committee undertook extensive data centric analysis of the risk and Hardship being faced by various cadres in Indian Railways. The Committee recommended for inclusion of 8 categories of various departments within the ambit of Risk & Hardship Allowance and enhancement of rate of the said allowance for Keymen and patrolmen. The said recommendations are expected to benefit about 3.62 lakhs employees at an additional annual financial implication of approx. Rs. 856.85 Cores . Report of the Committee has been submitted for the consideration of Railway Board.

3. Lack Of Promotional Opportunities To The Pointsmen Category Of Operating Department. (FOUR - GRADE PAY STRUCTER)

If an employee join in services Indian railway as Pointsmen even after 30years of services Pointsmen cadres will not get any Caderal or Financial benefits. A committee has been consulted as per Railway Board's Order No. ERB-I/2019/2019/23/27 Dt 19/09/2019, To examine 4 grade pay structer for . Since the tenure of the Committed is four (04) Months i.e upto 18/01/2020 since it is also pending ,by which time the committee has to submit its report to the Railway board, AIPMA both NFIR & AIRF federations request that copy of the report of the Committee be shared with to provide more inputs if required.

During the previous decades the Pointsmen had opportunities of promotion upto 6th CPC GP-2400/pay as level4 (7thCPC) as levermen / cabinmen posts were surrendered even though part of they are promotion posts meant to be filled by Pointsmen. With this development, the Assistant Pointsmen can only expect one promotion to pay level 2 in his/her entire services. Interestingly, the posts of Shunting Jamadar and Shunting Master are very small in number in due to closure of most of the marshalling yards and consequent surrender of posts. These are not made part of Pointsmen cadre resulting no cadre hierarchy for promotion while in other departments the 4/5 pay levels cadre structure are available for career growth. The ground reality is that the Pointsmen of Operating Department performs the duties of Pointsmen, Gateman, Shunting Jamadar which come under "Critical Safety Duties" directly connected with train operations. But sadly they are not provided cadre structure for promotion beyond pay level 2.It is also reported that in several stations the Pointsmen perform 12hrs duty per day, while they cannot leave their headquarters even on periodic REST day without prior approval of Station Manager.

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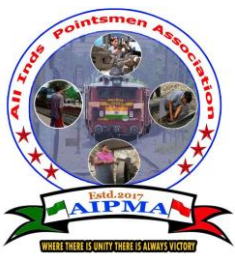


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4. **Revision of roster traffic level crossing gates & Traffic gates allowances.**
As per the Railway Board's Letter No 2012/E(LL)HER/23 Dated-28.6.2012 & 30.9.2016.
Ref:- Sr.DPO/HYB Letter No SCR/P-HYB/535/LC Gates/Duty Roster Dt:-19.11.2019.

Ref:- SCR/P-HYB/535/LC Gates/Trff/HYB DIV ***** Dt:-24.12.2019.Copy Enclosed

Ref:-SCR/P.HQ/535/LE/Gates.Teff/HYD Div/2020. ***** Dt:11.02.2020 Copy Enclosed

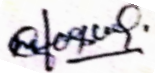
Principal Chief Personnel Officer, S,C Railway is hereby Communicated for upward revision of classification of L C Gates (Traffic) from "Essentially Intermittent" to "Continuous" treating as "Special Class gates as based on the census Conducted wherein the TVUs is greater Then 50,000 which is the condition as per advance Correction Slip no 100 to IRPWM.

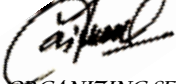
In all the Division ,TVU count has exceeded 50,000 in many LC gates and they are eligible to be notified as Special Class gates and working hours if the Gatemen working at there gates are to be reduced to 8 hours (**Continuous Roster**) from the current 12 hours (EI Roster).It is Requested to take immediate action the above said gates as (**SPECIAL CLASS GATES**) on th basis of latest TVU count and reduce the duty roster hours of the Gatemen working in these gates to 8 hours.

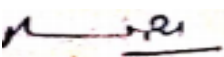
Madam its requested to make an discuses with our honorable Railway minister to get this approved. Anticipating favorable consideration perusal action that we may get the earliest with retrospective effect.


Thanking You

Your's Sincerely

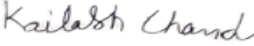

CENTRAL GENERAL SECRETARY.
(MANOJ GOSWAMI)


CENTRAL ORGANIZING SECRETARY
MEDIA INCHARGE ALL INDIA WIDE
(N.R SAI PRASAD)


CENTRAL PRESIDENT
(AMZAD BAIG)


CENTRAL WORKING PRESIDENT
PURSUHOTTAM DAS/JAIPUR NWR RAILWAYS


CENTRAL ASST GENERAL SECRETARY
PRAMOD KUMAR /AGRA NCR RAILWAYS


KAILASH CHAND / DELHI NR RAILWAYS
CENTRAL VICE PRESIDENT

Copy: GS/NFIR & GS/AIRF
ALL AIPMA President's & Secretary's

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