

05/09/2025

To,  
The Chairman and CEO,  
Railway Board,  
Rail Bhavan, Raisina Road,  
New Delhi 110001

Sub: Demand to withdraw Railway Board Circular No./Sig/17-SigEquip/Maintenance-Part( 1)  
Sub: Strengthening of S&T maintenance activities dated 06.05.2025 and to fill  
vacancies in the safety department of the Indian Railways.

Respected Sir,

The above circular is addressed to the General Managers of NFR, ECoR, SWR and WR, proposing that they employ Supervisors/ Field Engineers and Technicians in the S&T department on contract on a trial basis for 2 years in their zones, in select divisions and railway stations.

The S&T department is a critical safety department of the Indian Railways with complex interlock mechanisms and advanced electronic systems. That is why employment of Supervisors/ Field Engineers and Technicians on contract basis in this department is highly hazardous and completely unsafe for the train movements as well as for the passengers as it can cause serious accidents.

The complex and advanced interlocking of Signal and Telecom departments needs high and intensive level of training of one to one and half years at various STTCs and IRISSET. Hence employment on a contract basis for work in the S&T Department should not be allowed.

Also after the Mysore Darbhanga train collision on 11.10.2024 , the Commissioner of Railway Safety(CRS), Southern Circle, Bengaluru's in his report No.T11017A/05/2024-25/05/SR, dated 20.01.2025 stated explicitly that "Engagement and exposure of contractual staff for the maintenance and operation of critical safety features and systems and allowing them to develop skills in these areas must be reviewed as a priority and it must be brought to minimal in short term and null in long term." Hence the Railway Board's above circular violates the directive of the Commissioner of Railway Safety.

In view of the above facts, the move to appoint staff of S&T department on contractual basis will be a compromise with safety. **For uncompromised safety, Operations and maintenance in Indian Railways should not and never be given in private hands or on contractual basis.**

Also there is an urgent need to recruit the required skilled manpower on a permanent basis to fill the large number of vacancies in the S&T department and all across the operations and maintenance departments( safety departments) of the Indian Railways for the smooth and safe running of the trains.

Hence, we the following federations/unions/associations/organisations demand

- 1) The immediate withdrawal of the above circular
- 2) The immediate filling of the vacancies in all the safety departments of the Indian Railways, and that no contract or outsourcing be allowed in any safety department. The current existing vacancy position in each safety category on an all India basis is given in the table below as well as the estimated actual requirement based on the Indian Railways' own yardsticks/circulars and the needs of the railway employees as regards sufficient rest and provision for leave. These

need to be filled at the earliest as the safety of the railway workers as well as passengers is affected.

S.No	Category	Sanctioned Strength	On Roll Strength	Vacancy	Vacancy %	Actual Required Strength	Actual Vacancy	Actual Vacancy %	Justification for Actual Required Strength
1	Train Controllers	3,136	2450	686	21.9%	4,763	2,313	48.6	To provide weekly rest in intensive roster as per Railway Board Circular of 2016 and provision of 30% LR in safety category ,
2	Loco Pilots	1,38,896	1,12,388	26,508	19.1 %	1,59,730	47,342	29.6%	To ensure 9 hrs duty, 46 hours periodic rest , return to HQ after 36 hours and restriction of continuous night duty to 2 nights.
3	Train Managers	53,229	38,709	14,520	27.3%	61,213	22,504	36.7%	To ensure 9 hrs duty, 46 hours periodic rest, return to HQ after 36 hours and restriction of continuous night duty to 2 nights.
4	Station Masters	38640	36500	2,140	5.5%	45,720	9220	20.2%	To convert all E.I. Rosters to C Roster and to provide Additional Station Master at Busy Stations and provide LR of 30%.
5	Signal & Telecom	64,525	45,000	19,525	30.2%	1,56,525	1,11,525	71.2%	To provide Night Failure Gang, Heavy Repair Gang, Track Machine S&T Staff, Kavach, conversion of absolute block section to automatic section, accident relief train and accident relief and medical equipment as per yard stick of Railway Board of 2022
6	Pointsmen	70,158	65,000	5,158	7.3 %	85,000	20,000	23.5%	Conversion of E.I roster to C roster and 25% LR.
7	Track Maintainers	4,00,000	2,75,000	1,25,000	31.2%	4,30,000	1,55,000	36.0%	Conversion of 12 hour duty for Gatemen and watchmen to 8 hours duty
	<b>Total</b>	<b>7,68,584</b>	<b>5,75,047</b>	<b>1,93,537</b>	<b>25.2%</b>	<b>9,42,951</b>	<b>3,67,904</b>	<b>39.0%</b>	

- 3) The cadre wise review of the required manpower in each safety category should be carried out in each zone in the light of the manifold increase in traffic. The existing yardstick for assessing the required manpower should be revised and updated taking into account the present and the future needs due to the continuous expansion and augmentation of the Indian Railways.
- 4) The Indian Railways being a Government of India Undertaking should be a model employer and not resort to hiring employees on contract basis.

Yours Respectfully,



Sarvjit Singh,  
General Secretary,  
Indian Railway Employees Federation

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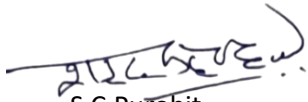
L.Bhoopathi,  
President,  
All India Train Controllers Association



K.C. James,  
Secretary General,  
All India Loco Running Staff Association



D.Biswas,  
General Secretary,  
All India Guards Council



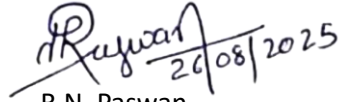
S.C. Purohit,  
Secretary General,  
All India Station Masters Association



A.C. Prakash,  
General Secretary,  
Indian Railway S&T Maintainers Union



Amjad Baig,  
President,  
All India Pointsmen Association



R.N. Paswan,  
General Secretary,  
Central Railway Track Maintainers Union



Dr. A. Mathew,  
Secretary,  
Kamgar Ekta Committee,  
(Member of National Coordination Committee of Railway Men's Struggle (NCCRS))