

ALL INDIA GUARDS COUNCIL

(Registered trade union for Train Managers of Indian Railways)

Regd. No. 4718:: H.O.: DELHI
(Constituent Unit of AIREC)

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Dated :12-11-2025

The Hon'ble Minister of Railways
Government of India
NEW DELHI

Distinguished Sir

Sub : Tribulations of Train Managers of Indian Railways.

The All India Guards Council wish to earnestly submit that several of long-pending grievances of Train Managers, some of which have remained unresolved for nearly two decades, have become a matter of serious concern and continued hardship. Despite umpteen representations and repeated appeals, the issues have not yet been accorded the attention they merit. The prolonged inaction has not only affected the morale of the Train Managers but has also caused considerable professional and personal distress, compelling the Council to once again seek the kind and urgent intervention of the administration for an early and just resolution of its long-outstanding concerns.

01. ENSURE IMMEDIATE FUNCTIONING OF 8th CPC : The Ministry of Finance notified the terms of reference of 8th CPC on 3rd November, 2025. The All India Guards Council Council impetrates to locate a suitable Office-space for 8th CPC with adequate Ministerial and ancillary staff to enable it to get off the ground.
02. WITHDRAW THE NON-EXISTENT POST OF "ASST. GUARD (ASSISTANT PASSENGER TRAIN MANAGER) FROM ALL THE RECORDS : The scheme for the leasing of SLRs for parcel traffic was initiated by the Ministry of Railways in November, 1991. After its success, with a view to maximize the utilisation of the parcel space of Brakevans of Passenger carrying trains and thereby increase earnings, Railways had launched a scheme during the year 2006 for leasing of parcel space in the Assistant Guard's cabins. As a result of which the post of Assistant Guards in Indian Railways was made redundant. In 2012, the Railway Board issued a letter directing the Zonal Railways to surrender Asst. Guard posts as part of broader manpower rationalisation and cost saving initiative. Regrettably, the official records are still projecting this post and the Apex Executive is ignorant of its cadre strength also. We earnestly request you to kindly arrange to correct the records by expunging the redundant post.

- (03). JUSTIFIED PAY LEVELS FOR TRAIN MANAGERS : The All India Guards Council has been soliciting the Ministry to elevate the entry level pay for Goods Guards (Goods Train Managers) from the past 20 years but it could not receive a positive conclusion. The Traffic Running Staff were dismally disheartened with the long pending demand. The Council solicits the Ministry of Railways to ensure the parity that exists during 4th & 5th CPC with identical categories of the Operating Department. In other words, Elevate Entry level pay for Goods Guard to 4600 GP, Sr. Goods Guard to 4800 GP, Passenger Grade to 5400 GP and proportionate elevation for Mail/Express grade first and commensurate Pay levels may please be recommended to 8th CPC from the Ministry.
- (04). MACPs FOR TRAIN MANAGERS : The Railway Board orders issued under RBE 101/2009 and RBE 25/2011 denying financial upgradation to Train Managers (Guards) were subjected to Judicial scrutiny and found invalid. The Council fiercely requests the Ministry to ensure the MACP for Train Managers, immediately.
- (05). ENHANCE THE RUNNING ALLOWANCE BY 25 % ON PAR WITH OTHER ALLOWANCES : The Dearness Allowances were enhanced to 50 % vide RBE 26/2024. In accordance with the recommendations of the 7th CPC, the DOPT has approved to enhance certain allowances by 25 % over the existing rates with effect from 01.01.2024. Subsequently, the Ministry of Railways has enhanced various allowances by 25 % vide letter No. PC - VII/2024/i/7/5/5, Dated 04.06.2024. But, regrettably, the Running Allowance which consists of TA component was not considered to enhance by 25 %. It is absolutely biased and discriminatory. It is absolutely apt to quote that during the 6th CPC regime running allowance were enhanced to align with the revised pay scales and increased Dearness Allowance. The Running Allowance rates were also adjusted to reflect the increase in DA. The running allowance rates were enhanced by 25 % when DA reached 50 % and 100% in 2012 and 2014 respectively vide RBE 77/2012 and RBE 65/2014. We regret to inform you that the misconceived and misconstrued conclusion of certain individuals at the helm of affairs lead to denial. The All India Guards Council insist intensely to enhance the Running Allowance by 25 % with consequential benefits without any further delay.
- (06). REPEAL THE RAILWAY BOARD JPO, Dated 24.01.2025 FOR SECURING OF VEHICLES : The Railway Board preferred to issue a unified procedure to secure the Vehicles and accordingly instructions were issued on 24.2.2012, 18.12.2016 and 13.11.2024. All these instructions were in accordance with the General Rules. But, surprisingly, the JPO issued on 13.11.2024 was revised vide the letter No. 2024/TT-IV/12/30, Dated 24.01.2025 within a span of 72 days. The Apex Executive should protect the safety of the operations duly observing the established practices & procedures. This JPO is against the established practice in Indian Railways. It is the responsibility of the "Pointsman" to apply and release the hand brake of the formation under the supervision of the Train Manager in the station section. The JPO in question is also violative of statutory General Rules and doesn't have the approval of the Safety Directorate too. The JPO issued on 24.01.2025 received absolute unrest among the category of Train Managers. The All India Guards Council call upon the Ministry of Railways to repeal the JPO issued on 24.01.2025 and let the JPO issued on 13.11.2024 prevail.
- (07). FILL-UP VACANCIES : There are about 28 % vacancies of Train Managers prevailing in Indian Railways. As a result of these vacancies, Traffic Running Staff are forced to work longer hours on-duty. Periodical rest is scarce commodity. Functions, festivals & funerals are a forgotten past for Train Managers due to non-sanctioning of leave. Staff are overburdened. The Council fiercely impetrates to fill-up all the vacancies on war footing.

- (08) SCRAP THE VALIDATION OF THE CENTRAL CIVIL SERVICES (PENSION) RULES AND PRINCIPLES FOR EXPENDITURE ON PENSION LIABILITIES FROM THE CONSOLIDATED FUND OF INDIA :: In the landmark Supreme Court verdict in the case of D.S. Nakara and Ors. v. Union of India in 1983, the Apex Court ruled that classifying government pensioners based on their retirement date was unconstitutional and discriminatory. The court held that pension is a right earned through service, not a discretionary benefit, and established that all pensioners governed by the same rules should be treated equally. This judgment required the government to extend liberalized pension benefits to all eligible retirees, regardless of their retirement date, and is considered a pivotal moment for social security in India. The All India Guards Council emphatically entreat to scrap the validation of the Central Civil Services (Pension) Rules and Principles for expenditure on pension liabilities from the consolidated fund of India in view of the above Judgement.
- (09) REVISE THE INCOME TAX EXEMPTION ON RUNNING ALLOWANCE :: The Running Staff of Indian Railways will be on wheels for 26 days in a month. They are not eligible for TA/DA when they discharge their official duties to meet their personal expenses but are eligible to Draw Running Allowance at the rates specified from time to time. A train manager's duties are part of the direct economic activities that generate revenue for the railway industry, which then contributes to the GDP. By ensuring trains run safely and on time, train managers contribute to the operational efficiency that maximizes revenue and reduces costs for railways. Despite hard work, during day in day out, the carry-home pay eroded drastically due to TDS on Running Allowances. Consequent on revision of Running Allowance { RBE 202/2013 }, on our humble repeated prayers, the CBDT has kindly consented to revise the exemption limit to Rs.10,000/- { F. NO. 149/45/2010-SO (TPL), DATED 22-11-2010 } . After a period of time, the Running Allowances were revised by 25% vide RBE 77/2012, dated 28.06.2012. Proportionate enhancement from Rs. 10,000/- did not take place. Consequent on the implementation of the 7th CPC recommendations, the Running Allowances were further revised vide RBE 85/2019, 28.05.2019 but the Income Tax exemption limit was not increased commensurately. In view of the above facts, the AIGC appeals, enhance the maximum exemption limit from Rs.10,000 to Rs. 50,000/- duly amending the clause (14) of Section 10, in rule 2BB, in sub-rule(2) in the Table against serial number 4, in column 4 of Income Tax Act.

The All India Guards Council, therefore, insists intensely to give due consideration to the above long pending issues in a time-bound manner. An early and favourable resolution will go a long way in boosting the morale of the employees and strengthen their faith in the fairness and responsiveness of the administration which promotes a more efficient and harmonious working environment.

Thanking you

Yours sincerely



(D. BISWAS)
GENERAL SECRETARY