

29 June 2026

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



- Subject:
- (1) Withdrawal of circulars regarding surrendering of posts
  - (2) Cadre-wise review of real requirement of number of posts in the light of tremendous increase in train traffic etc.
  - (3) Speedy filling up of vacancies in various departments of Indian Railways

Respected Sir / Madam,

Over the last 11 years, there has been manifold increase in railway traffic both of goods and passengers. Average speed at which trains are operating has also increased. Length of the rakes have also been increased due to increased number of bogies / wagons. Number of railway stations have increased. This means that there is an urgent need to reassess the required manpower and accordingly increase the number of sanctioned posts in various departments.

However, the Railway Board is doing exactly the opposite by asking various zones to surrender thousands of posts. Recently, it has been widely reported that various zones across the country have been asked to surrender 29,600 posts.

We wish to bring to your attention the answer given by Minister of Railways in response to a question in Rajya Sabha on 27<sup>th</sup> March 2026. He reportedly replied that between 2014-15 and 2024-25, the IR recruited 5.08 lakh workers. This means on an average only around 46,000 were recruited per year in 11 years. The number of Indian Railway workers retiring every year is almost the same. As per the reply given by the Indian Railways in June 2023 to an RTI question, the number of non-gazetted **vacant posts, which were 1.4 lakhs in 2015, increased to 2.74 lakhs as of 1<sup>st</sup> June 2023. In the safety category, the number of vacant posts was as high as 1.78 lakhs!**

This state of affairs has led to tremendous increase of work load on the railway workers, resulting in

- workers being forced to work for more than 12 hours at a stretch in many cases,
- denial of weekly off and mandatory rest period to a very large number of railway workers,
- high stress for the railway workers compromising not only their own safety and well being but also the safety of crores of railway passengers.

We are fully aware of the recruitment process undertaken by Indian Railways. But we feel that the speed at which the process is being implemented needs to be accelerated a lot. In this connection, we wish to again bring to your notice the answer given by Minister of Railways in response to a question in Rajya Sabha on 27<sup>th</sup> March 2026. According to that reply, the Ministry of Railways has introduced a system of publishing the Annual Calendar from 2024 for recruitment to various categories of Group 'C' posts. The table below shows the slow progress of the recruitment process for non-gazetted personnel, having 1,43,086 vacancies:

|         | <b>To be recruited<br/>as per the<br/>calendar</b> | <b>First stage /<br/>single stage<br/>computer-based<br/>test (CBT)<br/>completed for</b> | <b>Panels finalised<br/>so far for</b> |
|---------|----------------------------------------------------|-------------------------------------------------------------------------------------------|----------------------------------------|
| In 2024 | 92116                                              | 92116                                                                                     | 43000                                  |
| In 2025 | 50970                                              | 19595                                                                                     | Nil                                    |

Very clearly, the recruitment process is proceeding at a snail's pace. Hence, we the following federations/unions/associations/organisations demand:

1. The immediate stoppage of surrendering of posts.
2. The immediate filling of the vacancies in all the departments of the Indian Railways, and no contract or outsourcing to be allowed in any department.
3. Expediting the process of recruitment.
4. The cadre-wise review of the required manpower in each 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.

Awaiting your favorable response.

Yours sincerely,

  
SECRETARY GENERAL  
AISMA

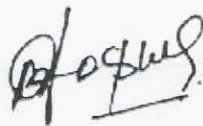
Sharad Chandra Purohit  
Secretary General  
AISMA



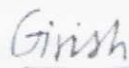
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Maintainer Union(A.I.R.T.U)  
(Reg.No.-G-6597)



Manoj Kumar Goswami  
Central General Secretary  
All Ind's Pointsmen  
Association(AIPMA)



Girish  
Joint Secretary  
Kamgar Ekta Committee



Prathamesh Uparkar  
Convener  
Railway Pravasi Suraksha  
Sangharsh Samiti