E(P & A) II

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RULES

For The Payment of

Running and other Allowances

TO THE

RUNNING STAFF

(Corrected upto 1. 9. 85)

Government of India (Bharat Sarkar)
Ministry of Transport (Pariwahan Mantralaya)
Department of Railways (Rail Vibhag)
(Railway Board)

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SEAL

R U L E S

F O R T H E P A Y M E N T O F

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T O T H E

R U N N I N G S T A F F

(Corrected upto 1.9.85)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

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RUNNING ALLOWANCE RULES, 1981

1. TITLE :

These Rules shall be called "The Rules for the payment of Running and other Allowances to the running staff on the Railways, 1981".

2. DATE OF EFFECT/COMMENCEMENT :

These Rules shall come into force with effect from 1.8.81 except where any other date is specifically indicated. The existing scheme of payment of Running Allowance will continue to be operative with the modifications as contained hereinafter.

3. DEFINITIONS :

In these Rules, the following terms shall have the meaning assigned to them for the purpose of payment of Running and other allowances to the running staff-

i) "Competent authority" means the President of India or any authority to whom the power to amend or interpret these Rules may be delegated or any authority in whom powers are vested by or under these Rules.

ii) "Day" means a calendar day beginning at midnight of a day/date and ending at midnight of the following day/date. The concept of "Rostered Day" as existing hitherto shall be abolished with effect from 1.8.81.*

iii) "Running duties" mean duties directly connected with the movement of trains and performed by running staff while employed on moving trains or engines including shunting engines.

iv) "Running staff" performing "running duties" shall refer to Railway servants of the categories mentioned below:

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* Para 3.12(i) of Board's letter No.E(P&A)II-80/RS-10 dated 17.7.81.

Loco	Traffic
(a) Drivers, including Motormen and Rail Motor Drivers but excluding Shunters.	(a) Guards
(b) Shunters	(b) Assistant Guards.
(c) Firemen, including Instructing Firemen,@ Assistant Electric Drivers on Electric Locos and Diesel Assistants/Drivers' Assistants on Diesel locos.	

v) "Running Allowance" means an allowance ordinarily granted to running staff in terms of and at the rates specified in these rules, and/or modified by the Central Government in the Ministry of Railways (Railway Board), for the performance of duties directly connected with charge of moving trains and includes a "Kilometrage Allowance" and "Allowance in lieu of kilometrage" but excludes special compensatory allowances.

vi) "Terminal" means station/yard from which trains start after formation or the station/yard at which they terminate and does not include Road side stations.

vii) "Shunting (Section or pick-up) train" means a scheduled goods train regularly run for picking up and detaching wagons, either loaded or empty, at roadside stations.

viii) (a) "Emergency shunting" includes attaching/detaching of all wagons which have developed hot axles or wagons which are not fit to run.

(b) "Occasional shunting" includes all attaching/detaching of inspection carriages.

@ E(S)I-61CPC/PA-25 dated 1.11.61.

Instructing Firemen who have to work on the footplate are granted average Kilometrage Allowance, Breach of Rest Allowance and Outstation (detention) Allowance as for 'C' Grade Drivers - No.E(S)66RS/28 dated 4.2.1967.

Contd.....3/-

(ix) "Through Goods Train" means a train which is scheduled to run from one terminal to another (including those stabled enroute and stabled trains which are picked and cleared) and which ordinarily has shunting planned at only one station/ point with one emergency or occasional shunting, with provision for shunting at one or more station/point in exceptional circumstances. It includes light engines run on traffic account.

(x) "Transhipment (van) train" means a scheduled goods train regularly run for picking up and delivering consignments of smalls at stations. SQT/ASQT services which were hitherto covered under this category shall be discontinued with effect from 1.8.81.*

(xi) "Shunting/Van Goods/Works train" means a goods train which is run to perform scheduled sectional work and which is required to do shunting at more than one station/point and which may also be required to do emergency/occasional shunting.

(xii) "Ballast, Material and Crane Specials" means trains working on departmental account for the carriage of ballast or material or for the haulage of cranes.

(xiii) "Breakdown and Medical Relief train" means train working on departmental account on breakdown duties or for providing medical relief on account of accidents etc.

(xiv) "Light engines on mechanical account" means light engines proceeding for repairs to shops/sheds, after repairs in shops to sheds and after temporary repairs to sheds or to shops when they are unfit to work a train.

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* Para 3.19 of Board's letter No.E(P&A)II-80/RS-10 dated 17.7.81.

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(xv) "Departmental train" means a train working on departmental account and includes ballast trains, Breakdown relief trains, material trains and light engines on mechanical account. It also includes the following services@ :

(a) unloading coal or pump boiler at the pump houses while working light engine or train;

(b) light engine ordered with engineering representatives to certify the track;

(c) light engine ordered with water tender from one station to another.

The following services are to be treated as ordinary services :-

(a) Inspection specials or specials with Railway Officials in cases of emergency e.g. G.M's Inspection specials, Divisional Inspection Specials;

(b) "Damaged rake specials and trial rake specials.

(xvi) (a) "Stationary posts" refers to all posts excluding those specified under item (iv).

(b) "Stationary duties" refers to duties performed other than running duties specified under item (iii).

(xvii) "Regulations" means the Hours of Employment Regulations in so far as they apply to running staff.

(xviii) "Signing on" and "Signing off" shall have the same meaning as in Hours of Employment Regulations.

4. PAY ELEMENT IN THE RUNNING ALLOWANCE£:

30% of the basic pay of the running staff will be treated to be in the nature of pay representing the pay element in the Running Allowance. This pay element would fall under clause (iii) of Rule 2003(21) (a)-R.II i.e. "emoluments which are specially classed as pay by the President".

@ Board's letter No.E(R)49RS6/3/Pt.I dated 24.1.56.

£ Para 3.2 of Board's letter No.E(P&A)II-80/RS-10 dated 17.7.81.

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5. DEARNESS ALLOWANCE ON THE PAY ELEMENT OF RUNNING ALLOWANCE :

The running staff shall be paid Dearness Allowance and Additional Dearness Allowance, at the appropriate rates sanctioned by the Government from time to time, on their basic pay plus the pay element of Running Allowance i.e. 30% of basic pay.

6. TYPES OF ALLOWANCES ADMISSIBLE TO RUNNING STAFF :

Running staff shall be entitled to the following allowances subject to the conditions specified by or under these rules :-

(i) Kilometrage Allowance for the performance of running duties, in terms of and at the rates specified in these rules.

(ii) An allowance in lieu of kilometrage (ALK) for the performance of stationary duties such as journeys on transfer, joining time, for attending enquiries or law courts on Railway business, attending departmental enquiries as Defence Counsel or witness, Ambulance classes, volunteer duty in connection with Territorial or other similar Force that may be constituted by Government, meeting of Railway Institutes, Welfare and Debt Committees, Staff Benefit Fund and Staff loans Fund Committees, Staff and Welfare Committees, for attending the meetings of Railway Co-operative Societies in cases where special casual leave is granted for doing so,* medical and departmental examinations, participating in recognised athletic contests and tournaments,@ scouting activities and Lok Sahayak Sena Camp,% representing recognised labour organisations, attending periodical meetings with District Officers, Heads of Departments and

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* E(S)69RS/4 dated 5.2.71.
@ No.E50SP1 dated 18.3.52.
% No.E(S)I60RS/15 dated 30/31.5.60.

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General Managers, attending First-aid classes,£ undergoing training in carriage sheds and as worker teacher under the Workers' Education Scheme, attending training schools for refresher and promotion courses, undergoing sterilisation operation under Family Planning Scheme* appearing in Hindi Examination, Guards booked on escort duty of treasure and other insured parcels on trains, Drivers and Firemen when kept spare for a day or two to enable them to examine and clean the engines thoroughly before being deputed to work special trains for V.I.Ps, or any other duties which may be declared in emergencies as qualifying for an allowance in lieu of kilometrage.

(iii) Special Compensatory Allowances

The running staff are eligible for the following compensatory allowances under the circumstances and at the rates specified in these rules :-

(a) Allowance in lieu of Running Room facilities.
(b) Breach of rest allowance.
(c) Outstation (Detention) Allowance.
(d) Outstation (Relieving) Allowance.
(e) Accident Allowa nce.

(iv) An officiating Allowance when undertaking duties in higher grades of posts open to running staff or in stationary appointments.

7. KILOMETRAGE ALLOWANCE :

(i) The rates of Running Allowance for every 100 Kms. shall be as specified by the competent authority from time to time.

£ No.E(R)49RS6/3 dated 13.9.52.
* No.E(S)67RS/3 dated 13.2.67.

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(ii) The dual rate system of payment of kilometrage Allowance (IIIA and IIIB rates) as in vogue prior to 1.8.81 shall be abolished w.e.f. 1.8.81. Accordingly, with the commencement of these rules, no distinction shall exist among the running staff working different types of trains, in the matter of payment of Kilometrage Allowance. The rates of Kilometrage Allowance for the performance of running duties shall, however, be different from those applicable for shunting duties performed by shunting staff. The rates of Kilometrage Allowance introduced w.e.f. 1.8.81 and further revised w.e.f. 6.1.83 on account of the increase in the rates of TA/DA shall be as under :-

S.No.	Category of Running Staff	Scale of Pay	Rates of Running Allowance per 100 Km. introduced w.e.f. 1.8.81(RS)	Rates of Running Allowance per 100 Km. introduced* w.e.f. 6.1.83 (RS).
1.	Passenger Driver Gr.'A'Spl.	550-750	10.10	14.85
2.	Passenger Driver Gr.'A'	550-700	10.05	14.80
3.	Goods Driver Grade 'B'	425-640	10.00	14.75
4.	Goods Driver Gr.'C' (Selec.)	425-600	9.95	14.70
5.	Goods Driver Grade 'C'	330-560	9.90	14.65
6.	Passenger Guard Gr.'A' Spl.	425-640	7.90	12.50
7.	Passenger Guard Gr.'A'	425-600	7.85	12.45
8.	Goods Guard Grade 'B'	330-560	7.80	12.40
9.	Goods Guard Grade 'C'	330-530	7.75	12.35
10.	Firemen 'A'/Diesel Asstt./ Asstt.Electric Driver	290-350	6.75	10.30
11.	Firemen 'C'	210-270	5.70	8.70
12.	Asstt.Guard	225-308	4.80	7.30
	SHUNTING STAFF			
13.	Shunter	290-400	7.25	10.90
14.	Firemen 'A'/Diesel Asstt.	290-350	4.50	6.75
15.	Firemen 'B'	260-350	3.90	5.85
16.	Firemen 'C'	210-270	3.50	5.25

* No.E(P&A)II-83/RS-4 dated 20.4.83.

.....8/-

NOTE : In the case of Shunters and Firemen employed for shunting duties on shunting engines, the rates prescribed above shall be applied after equating each hour's work (from 'signing on' to 'signing off') to 15 Kms.

2. Kilometrage shall be calculated according to the distance shown in the Working Time Table(s) in vogue in the Railways from time to time on the basis of the actual or computed kilometrage performed.

3. Except as otherwise specified by or under these rules, the rates shown above are inclusive of all duties performed from time to time of "signing on" to the time of "signing off", including engine or train attendance, all incidental detentions and all other items of work related to or incidental to running duties.

8. ALLOWANCE IN LIEU OF KILOMETRAGE (ALK) :

When running staff are engaged in or employed on non-running duties as specified in Rule 6(ii) above, they shall be entitled to the payment of an Allowance in lieu of Kilometrage as indicated below for every calender day for such non-running duties as may be required to be performed by them :

(a) When such non-running duties are performed by the running-staff at their headquarters, they shall be paid the pay element of the Running Allowance, namely, 30% of the basic pay applicable for the day.

(b) When such non-running duties are performed by the running staff at outstations, they shall be paid ALK at the following rates:-

S.No.	Category of Running staff.	Scale of pay (Rs.)	Rates of ALK per day w.e.f. 1.8.81. (Rs.)	Revised rates of ALK per day w.e.f. 6.1.83* (Rs.)
1.	2.	3.	4.	5.
1.	Passenger Driver Gr.'A' Spl.	550-750	16.15	23.75
2.	Passenger Driver Gr.'A'	550-700	16.10	23.70
3.	Goods Driver Grade 'B'	425-640	16.00	23.60

* No.E(P&A)II-83/RS-4 dated 20.4.83.

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1.	2.	3.	4.	5.
4.	Goods Driver Gr.'C'(Sel.)	425-600	15.90	23.50
5.	Goods Driver Gr.'C'	330-560	15.85	23.45
6.	Passenger Guard Gr.'A' Spl.	425-640	12.65	20.00
7.	Passenger Guard Gr.'A'	425-600	12.55	19.90
8.	Goods Guard Gr.'B'	330-560	12.50	19.85
9.	Goods Guard Gr.'C'	330-530	12.40	19.75
10.	Fireman 'A'/Diesel Asstt./ Asstt.Electrical Driver	290-350	10.80	16.50
11.	Firemen 'C'	210-270	9.10	13.90
12.	Asstt. Guard	225-308	7.70	11.70
STAFF USED EXCLUSIVELY ON SHUNTING ENGINES				
1.	Shunter	290-400	11.60	17.45
2.	Firemen 'B'	260-350	10.15	15.50@

Provided that, if during the same calendar day, a member of the running staff is engaged in running as well as non-running duties and if the non-running duties are of four hours' duration or more, he will draw both the Kilometrage Allowance for the trip performed as well as the Allowance in lieu of Kilometrage, in full, for the non-running duty performed.*

NOTE: 1. Allowance in lieu of kilometrage shall also be admissible for the intervening Sundays/holidays while undergoing training for promotion/refresher course at outstations.£

2. When running staff attend training schools for refresher and promotion courses and Lok Sahayak Sena Camp at a place outside their headquarter and where free messing is provided, they shall be entitled to payment of ALK at half the normal rates specified at Rule 8(b) above.

3. Guards undergoing training as Section Controllers and Drivers undergoing training as Power Controllers in Zonal Schools or in Control Offices, before

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@ No.E(P&A)II-84/JCM/2 dated 23.1.85 and 3.9.85.

* No.E(P&A)II-82/RS-6 dated 24.6.85.

£ No.E(S)67RS/6 dated 27.6.68.

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promotion as such and provided they are not accommodated against non-running posts during the period of training are entitled to ALK at half the rate or full rate depending on whether free messing is or is not provided to them.%

9. ALLOWANCE IN LIEU OF RUNNING ROOM FACILITIES :

(i) At outstations where running rooms are not provided, running staff may be paid a compensatory allowance known as "Allowance in lieu of running room facilities" at the rates specified below for every 24 hours or part thereof reckoned from the time of "signing off" at the outstation subject to the period of rest exceeding four hours between train arrival and train departure timings :-

	Rates w.e.f. 1.8.81 (Rs.)	Revised rates w.e.f. 1.6.84@ (Rs.)
Drivers	5.50	7.00
Guards	5.50	7.00
Shunters	4.00	5.00
Firemen/Diesel Asstt./ ~~Asstt.~~ Electrical ~~Driver.~~ Asstt.	3.50	4.50
Assistant Guard (Brakesman)	3.50	4.50

(ii) This allowance shall be admissible at roadside stations irrespective of whether the train terminates there or not.*

(iii) In respect of running room where cooks are not provided, the allowance shall be admissible at half the rates specified in para (i) above.£

% E(S)66RS/32 dated 5.7.68.
@ E(P&A)II-83/RS-4 dated 1.6.84.
* E(S)I57/RS/18 dated 6.11.57.
£ E(S)67RS/17 dated 15.9.69.

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(iv) In the case of Ballast and Material trains£ and trainship Goods Vans*, the staff taking rest in Crew Rest Vans may be paid an allowance at half the rates of the Allowance in lieu of Running Room facilities during the halts as cooks are not provided in the rest vans.

(v) The allowance shall not be payable if rest facilities are made available even if running rooms as such do not exist.

(vi) This allowance shall also not be admissible to running staff who are sent to outstations on stationary duty.

10. BREACH OF REST ALLOWANCE :

(i) Breach of Rest Allowance shall be granted to running staff who are detailed for running duties in the following circumstances :-

(A) When running staff who work a train to an outstation and return to their headquarters are detailed for running duty:-

(a) before completion of 16 hours' rest at headquarters when the total period of duty immediately before the rest was for 8 hours or more; and

(b) before completion of 12 hours' rest at headquarters when the total period of duty immediately before the rest was for less than 8 hours.

(B) When running staff like Shunters and staff manning suburban services, who avail of daily rest at headquarters are detailed for running duty:

£ No.E(S)67RS/17 dated 15.9.69
* No.E(P&A)II-72/FS-2/2 dated 31.10.73.

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(a) before completion of 12 hours' rest when the total period of duty immediately before the rest was for 8 hours or more; and

(b) before completion of 8 hours' rest when the total duty immediately before the rest was for less than 8 hours.

(ii) The allowance shall be payable as Overtime Allowance under Hours of Employment Regulations at the rate of 2 hours for every hour by which rest falls short of the prescribed hours of rest, periods of less than half an hour being neglected and those of half an hour or more shall be rounded off to one hour on each occasion of breach of rest.

(iii) The scale of rest applicable to running staff on rostered duty at headquarters (like shunting duty etc.) would remain unchanged. However, suburban staff performing "double details" with rest in a running room/rest room between the two details shall be given liberalised scale of rest of 12 hours or 16 hours depending on whether the total duty hours is less than 8 hours or 8 hours and more. They will, however, not be entitled to be paid any Breach of Rest Allowance.

NOTE :

(a) In no case shall running staff be called upon to go out under 6 hours' rest except when unavoidably necessary as in the case of accident or breakdown.

(b) When a member of the running staff, after performing a short trip, is again called on fresh duty within one hour, the interval should be treated as running duty for purposes of determining whether he is entitled to Breach of Rest Allowance in case he is called back to duty before completing 12 hours' rest.*

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* No.E(S)I59RS/30 dated 26.11.60.

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(c) Duty on ballast, departmental trains etc. is to be treated as running duty in accordance with the definition given in Rule 3(iii).

11. OUTSTATION (DETENTION) ALLOWANCE :

(i) When running staff are detained at outstations for more than 16 hours from the time they sign off duty, they shall be credited with 70 km. for every 24 hours or part thereof after the expiry of 16 hours from the time of "signing off".

(ii) At an outstation where running rooms are not provided, running staff shall be entitled, in addition, to Allowance in lieu of Running Room facilities at the rates specified in Rule 9(i).@

12. OUTSTATION (RELIEVING) ALLOWANCE :

(i) This allowance shall be payable to running staff deputed to work temporarily at stations outside their headquarters either on running or stationary duties. Payments will be made at the rates specified in Rule 11 for Outstation (detention) Allowance for each day reckoned from the date of arrival at the outstation.

(ii) The allowance shall be regulated in the following manner :-

(a) when the running staff are sent to an outstation to officiate in higher posts, the allowance shall be paid for a period of 14 days only.

(b) when running staff are sent to an outstation in the same capacity, the allowance shall be paid for a maximum period of 2 months.

(c) the period of journey to and from the relieving station shall be treated as duty, either spare or running, and the allowance paid accordingly.

@ No.E(P&A)II-81/RS-21 dated 3.6.82.

13. ACCIDENT ALLOWANCE :

Running staff who are held up at any station other than their headquarters due to an accident for a period exceeding 8 hours, shall be paid an Accident Allowance at the rate specified in Rule 11 for Outstation (detention) Allowance for every 24 hours or part thereof reckoned from the time of commencement of detention. If the period of detention does not exceed 8 hours, no payment will be made but the hours for which the staff are detained shall be counted towards hours of duty.

14. OFFICIATING ALLOWANCE :

(i) The officiating allowance in respect of running staff officiating in running post shall be regulated as under:-

(a) When running staff are put to officiate in a "running post" for 30 days or less, they shall be entitled to pay as admissible in the lower grade plus Running Allowance at the rates and on the condition applicable to the higher grade in which they officiate enhanced by 15% (except in the case of Second Firemen 'C' put to officiate as First Firemen 'B' and Engine Cleaners put to officiate as First Firemen 'C' for whom the enhancement will be by 30%) of the kilometrage actually performed for every such higher grade.

(b) When running staff are put to officiate in a "running post" for more than 30 days, their pay in the higher post shall be fixed under the normal rules.

(ii) (a) When running staff are put to officiate in a stationary post for more than 30 days, their pay will be fixed on the basis of their pay in the lower post plus 30% thereof representing the pay element of the Running Allowance.

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(b) The fixation of pay of running staff put to officiate in a stationary post for a period of 30 days or less, shall continue to be regulated in terms of para 911(ii) (a) of Indian Railway Establishment Manual.£

(iii) In cases where the officiating arrangement is initially approved for periods exceeding 30 days the normal rules of fixation of pay will apply; where the period is initially for 30 days or less but subsequently extends to more than 30 days, the enhanced kilometrage allowance drawn upto 30 days should be allowed to stand but payments for periods beyond 30 days should be in accordance with the rules for normal fixation of pay on promotion.

15. MINIMUM GUARANTEED KILOMETRAGE :

(i) The existing system of payment, as a rule, of a minimum guaranteed kilometrage in all cases where the kilometrage earned in a day falls short of a prescribed level, shall be discontinued with effect from 1.8.81.

(ii) However, each Railway shall identify such sections and circumstances which do not have the potential for enabling the running staff to earn adequate kilometrage within the stipulated duty hours. For those identified sections and circumstances, the running staff shall be paid at the rate of 120 Kms. for the full stipulated duty hours.

NOTE : The concept of rostered day shall be abolished w.e.f. 1.8.81.

£ No.E(P&A)II-81/RS-21 dated 3.6.82.

.....16/-

16. INCENTIVE SCHEME FOR THROUGH GOODS TRAINS :

(i) An incentive scheme for through goods trains working on sections and in circumstances other than those identified as per Rule 15 above shall be introduced w.e.f. 1.8.81 and regulated as under :-

a) Steam traction :

Total Kilometrage actually performed by the running staff.	Kilometrage to be paid for
0 to 60	Actual Kilometrage performed
61 to 100	- do - + 40% thereof
101 to 150	- do - + 50% thereof
151 and above	- do - + 60% thereof

b) Diesel and Electric Traction :

Total Kilometrage actually performed by the running staff.	Kilometrage to be paid for
0 to 125	Actual Kilometrage performed
126 to 175	- do - + 20% thereof
176 to 200	- do - + 30% thereof
201 and above.	- do - + 40% thereof

(ii) Inflation of kilometrage as indicated above will be applied with reference to the kilometrage actually performed during one prescribed schedule of duty from "signing on" to "signing off". It will not be related to either trip or rostered day, which concept has been abolished in terms of Rule 15 above.

Note: a) The inflation of kilometrage shall not be applicable to ghat sections for which a separate method of computation is provided for in these Rules.

b) The distance, as a whole, has to be taken into account while giving the weightage according to the slabs.*

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* No. W(P&A)II.81/RS-13 dated 21.4.83.

.....17/-

17. COMPUTATION OF KILOMETRAGE FOR SLOW MOVING TRAINS :

(i) Running staff working shunting and Van Goods trains will continue to be paid at double the kilometrage for the first 60 Kms. and at three times the kilometrage beyond that distance.

(ii) In the case of Ballast and Material Trains, Crane Specials and light engines on mechanical account, the computation of kilometrage shall be at the rate of 20 kms. per hour subject to a maximum of 200 kms. for prescribed hours of duty, the period being reckoned from "signing on" to "signing off".

(iii) In the case of Breakdown specials and Medical Relief Trains, the computation of kilometrage shall be at the rate of 25 kms. per hour from the time of "signing on" to "signing off".

NOTE :The inflation of kilometrage of slow moving trains in the above manner would not be applicable@ to ghat sections, for which a separate method of computation of kilometrage is provided for under these Rules.

18. COMPUTATION OF KILOMETRAGE FOR PASSENGER SERVICES :

In the case of running staff working Passenger Trains, the kilometrage shall be computed on the following basis :-

Hours of duty from "Signing on" to "Signing off".	Kilometrage to be paid for
a) Upto 4 hours	Actual kilometrage subject to a ~~maximum~~ minimum of 120 km.
b) 4 hours and above but less than 5 hours.	Actual kilometrage subject to a minimum of 130 km.
c) 5 hours and above.	Actual kilometrage subject to a minimum of 150 km.

@ No.E(P&A)II-82/RS-2 dated 7.6.82.

.....18/-

19. All SQT/ASQT services shall be discontinued w.e.f. 1.8.81. However, Guards who were working SQT/ASQT services and were confirmed in their respective posts at the time of discontinuance of these services shall be granted protection of pay in the grade in which they were confirmed.

20. RUNNING STAFF WORKING PILOTS :

(i) In the case of running staff manning the Coal Pilots of Eastern and S.E.Railways, the target time for completion of trips shall be fixed@ on the following basis :

a) Steam : From bhar line to bhar line and in those cases where the crew is taking over charge at outstations, it shall be fixed from the time of taking over charge of the engine to the time of handing over charge of the engine.

b) Diesel : In the case of diesel engines, the target time shall be reckoned from train departure to train arrival.

(ii) The Trip Allowance to the running staff working the Coal Pilots shall be paid at the rate of 160 Kms. for eight hours.

(iii) In addition to the Trip Allowance, the running staff working the Coal Pilots shall be paid at bonus equivalent of 50 Kms., if they perform the complete trips within the stipulated target time.

(iv) The Coal Pilot guards of Eastern and S.E.Railways who perform commercial duties also, shall be paid a special pay of Rs.50/-p.m. In the case of Guards who are engaged in this job for the part of the month, the special pay shall, w.e.f. 1.5.82, be granted at the rate of Rs.1.70 for each day on which commercial duties are performed, subject to a maximum of Rs.50/-p.m.*

@ No.E(P&A)II-81/RS-16 dated 28.1.82.
* No.E(P&A)II-82/RS-2 dated 7.6.82.

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(v) The provisions contained in sub-paras (i), (ii) and (iii) above shall be extended to the running staff working all Pilots and also to the loco and traffic running staff working in "Delhi Area" w.e.f. 1.8.81.

Note : In the case of jugglers which are utilised for picking up loads from adjoining yards/stations, the running staff who are booked for them for 8 to 10 hours, shall be paid at the rate of 120 kms. for the stipulated duty hours in terms of Rule 15(ii).

21. SHUNTING DUTY ALLOWANCE :

(i) Running staff working Through Goods Trains and Shunting/Van Goods Trains shall be paid shunting duty allowance to the extent and at the rates indicated below :

a) For through Goods Trains - For shunting from 3rd station/point in one trip.

b) For Shunting/Van Goods trains. - For shunting from the 4th station/point in one continuous spell of duty.

The rates of the allowance for shunting at each station/point are as follows :

Drivers	-	Rs.2.00
Guards	-	Rs.1.50
Firemen/Diesel Asstt./Asstt. Electrical Driver	-	Rs.1.25

(ii) When the main line crew is utilised for shunting duty at the terminals, which is preceded by or followed by train working, such shunting duty shall be paid for at the rate of 15 kms. per hour.@

@ No.E(P&A)II-82/RS-2 dated 7.6.82.

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22. WAITING DUTY ALLOWANCE :

Waiting duty allowance at the rate of 15 Kms. per hour upto 10 hours shall be paid to the running staff in the following cases :*

a) Waiting/Stand-by duty as per roster.
b) Station duty including detentions on account of cancellation of the trains or cancellation of booking of the staff after they have reported for duty.
c) Running staff kept back in administrative interest, such as booking for President's Special, Relief Trains etc.
d) Waiting in steam in the case of President's Special.

23. Ghat Sections :

(i) The following criteria shall be adopted for declaring a section as Ghat Section for the purpose of payment of running allowance on the basis of computation as indicated in sub-para (ii) below :

a) The ruling/gradient of a section shall be the determining factor.
b) Sections with a ruling/gradient of 1:40 or steeper shall be classified as Class I Ghat Section and those with a ruling gradient of 1:80 or steeper but less steep than 1:40 shall be classified as Class II Ghat Sections.
c) The distance between two adjacent block sections shall be treated as a section for this purpose.
d) The total length of the stretches in such a section having the gradients specified in sub-para (b) have should be at least one third of the length of the section concerned.

(ii) Computation of kilometrage for the purpose of payment of Running Allowance to the running staff working trains on a Ghat Section shall be made

* No.E(P&A)II-81/RS-16 dated 29.4.83.

Contd.....21/-

on the following basis :-

a) In the case of running staff working trains on all Ghat Sections where the banker is actually employed in assisting the train, the computation of kilometrage shall be five times the actual distance travelled.

b) In all other cases (including those where the banking engine is run as a light engine or assistance is not required), the computation shall be five times the actual distance travelled in the case of Class I ghat section and three times the actual distance in the case of Class II ghat section.

24. HIGH SPEED TRAINS :

(i) The following criteria shall be adopted for classifying a train as 'High-Speed Train' for the purpose of payment of Trip Allowance to the running staff working such trains :-

a) The maximum permissible speed should not be less than 110 Kms. in the case of B.G. and 100 Kms. in the caseof M.G.

b) The aforesaid limits of maximum permissible speed should obtain over atleast 50% of the total run of the train.

c) The average speed should be not less than 66 Kms. on the B.G. Section and not less than 60 Kms. on M.G. Section.

d) The minimum distance between terminals of the trains should be 400 Kms. on B.G. and 300 Kms. on M.G. Sections.

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(ii) A trip allowance at the following rates* shall be paid to the running staff working High-Speed Trains and Rajdhani Express for completion of trips :-

Category	Trip Allowance per trip
Drivers	Rs. 4.00
Co-Drivers - Drivers Gr.'B' (if provided)	Rs. 3.00@
Guards	Rs. 3.00
Asstt. Guards	Rs. 2.00

(iii) The Co-drivers in High-Speed Trains shall be drawn from young Grade 'B' Drivers instead of from Grade 'A' in the interest of safety.

NOTE: Driver Grade 'A' who were utilised to work High-Speed Trains as Co-Drivers during the period from 23.10.79 to 31.7.81, shall be paid Trip Allowance at the rate of Rs.4.00 per trip.@

25. RECKONING OF RUNNING ALLOWANCE AS PAY :

(i) 30% of the basic pay of running staff shall be reckoned as pay for the following purposes:-†

a) entitlement to Passes and P.T.Os.
b) Medical attendance and treatment.
c) educational assistance.
d) fixation of pay in stationary posts.
e) Compensatory (City) Allowance.
f) House Rent Allowance.
g) entitlement to quarter.£
h) recovery of rent for quarters.
i) Dearness Allowance/Addl. Dearness Allowance.
j) Overtime Allowance.ℓ
k) Leave Salary.

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* No.E(P&A)II-70/RS-20 dated 17.7.76 and 20.12.77.
@ No.E(P&A)II-81/RS-1 dated 16.1.82.
† Para 3.23(i) of Board's letter No.E(P&A)II-80/RS-10 dated 17.7.81 read with letter No.PC-III/75/RA/1 dated 22.3.76.
£ No.E(P&A)II-83/RS-3 dated 26.3.83.
ℓ No.E(LL)84/HER/1-18 dated 31.5.84.

.....23/-

(ii) For the purpose of educational assistance, 30% of the basic pay shall be reckoned as pay for determining the eligibility for all the schemes of assistance given to Railway employees for the education of their children/ward viz. re-imbursement of tution fees, children's educational assistance and subsidised hostels.&

(iii) For the purpose of retirement benefits, 55% of basic pay shall be taken into account in the case of running staff retired/retiring on or after 1.4.79. 55% of basic pay shall also be reckoned as pay for the purposes of recovery of subscription towards Provident Fund.*

(iv) When running staff are on leave (including casual leave%) they shall be paid their leave salary based on their basic pay plus 30% thereof and the other allowances including Dearness Allowance/ Addl. Dearness Allowance due on such basic pay plus 30% thereof.

(v) For the purpose of deduction of Income-Tax, 30% of the actual Running Allowance earned by the running staff shall be reckoned as pay and the balance 70% of the Running Allowance shall be exempted under section 10(14) of the Income Tax Act, 1961, with effect from the financial year 1982-83 (Assessment Year 1983-84).£

(vi) The pay element in Running Allowance◊ viz. 30% of basic pay is also reckoned as pay for the purpose of grant of Interim Relief in terms of Board's letter No.PC-III-83/PC-IV/3(IR) dated 2.8.83.

& No.E(P&A)II-83/RS-9 dated 11.4.83.
* No.E(P&A)II-81/RS-22 dated 3.4.82.
% No.E(P&A)II-70/RS-22 dated 16.12.77.
£ No.E(P&A)II-81/RS-9(I/Tax) dated 11.12.82.
◊ No.E(P&A)II-83/RS-22 dated 10.1.84.

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NOTE : a) While 30% of the basic pay of running staff will be taken into account for the purpose of determining entitlement to Passes and PTOs, the members of the running staff who were already entitled to a higher class of Passes/PTOs on regular basis as on 31.7.81, shall continue to be eligible to such Passes/ PTOs.

b) For the purpose of retirement benefits, 55% of basic pay shall count as pay for calculating pension and DCRG as well as for special contribution to PF Rules.@

c) While determining the emoluments for the purpose of calculation of retirement benefits, Dearness Pay as admissible from time to time, shall be calculated on basic pay plus 30% thereof in the case of running staff retired/retiring on or after 1.8.81.

26. (i) Running staff learning the road shall be paid for the total kilometrage actually run instead of for three-fourth of the distance.

(ii) Inflation of kilometrage on account of incentive scheme, ghat sections etc. is not admissible to the running staff learning the road.

(iii) Not more than 3 trips in the up direction and 3 trips in the down direction shall be allowed for learning the road on each section.

27. (i) Running staff travelling as passengers on duty before or after working trains or when they are called upon to work a train at outstations but have to return without working the train due to its cancellation shall be treated as performing "light duties" and shall be paid at half the kilometrage actually travelled.

@ No.E(P&A)II-82/RS-2 dated 7.6.82.
& No.E(P&A)II-82/RS7(PNM) dated 5.6.84.

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(ii) In the case of trains which are provided with double sets of crew, the spare crew travelling in the crew Rest Vans shall be paid half the kilometrage admissible to the crew on duty.*

28. When running staff cannot be allowed running or other duties on account of :

a) occurence of natural calamities like breaches due to flood etc; or

b) coal shortage

they shall be paid Allowance in lieu of kilometrage as admissible at Headquarters in terms of Rule 8(a).

29. The total kilometrage earned by the running staff during a month shall be rounded off to the nearest 50 Kms. i.e., 1 to 24 Kms. will be disregarded, 25 to 74 Kms. shall be rounded off to 50 Kms. and 75 to 99 Kms. shall be rounded off to 100 Kms.

30. With the commencement of these Rules namely with effect from 1.8.1981, the provisions relating to Running Allowance in Chapter V of the Indian Railway Establishment Code Vol.I and in Chapter IX of the Indian Railway Establishment Manual, shall stand modified to the extent and in the light of the provisions enumerated in these rules.

31. (i) The power to amend these rules shall vest in the President.

(ii) The power to interpret or clarify the provisions in the application of these rules shall be exercised by the Ministry of Railways.

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* No.E(P)66/RS-11 dated 4.8.66.

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S.No.1. Copy of Railway Board's letter No. E50SP1 dated 18.3.1952.

Sub : Loss of mileage to running staff participating in recognised tournaments.

Reference letter No.21472.T.IV/189 dated 2.12.50 from the General Manager, Ex.G.I.P. Railway on the above noted subject. It has been decided by the Board that the running staff granted special casual leave in connection with recognised athletic contests and tournaments should be deemed to have been engaged on other than running duties and as such should be allowed "an allowance in lieu of mileage" for the period of special casual leave granted to them under Rule VIII of the Rules for payment of running and other allowances to running staff, contained in Appendix B to the report of the Running Staff Pay and Allowances Committee.

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S.No.2. Copy of Railway Board's letter No. E(R)49RS6/3 dated 13.9.52.

Sub : Revised Running Allowance Rules.

Reference letter No.21600-U/221 dated 11.7.50 received from the General Manager, ex.G.I.P.Railway.

The following points were raised in the statement forwarded with that letter:-

(A) How mileage allowance should be paid to running staff for various duties such as

i) Staff attending Bina Training School for Refresher and Promotion courses.

ii) Staff attending First Aid Classes.

iii) Staff 'kept back' for administrative convenience or to pick up their turns.

iv) Pro-Guards.

v) Guards, booked to work as Cabinmen, Train Starters, etc. in emergency.

vi) Guards utilised to work as Van Clerks and booked in charge of insured parcels in the interest of the Administration.

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vii) Engine Crews booked to work engines to and fro from shops or to work dead engines.

viii) Engine crews undergoing training in car sheds.

ix) Staff booked for any duties other than running duties prescribed by the Administration in emergencies.

(B) Under Rule VIII, Running staff are to be paid allowance in lieu of mileage for each day or part thereof exceeding 8 hours for which they are so occupied. This allowance will not accrue on any day on which an employee has started a trip of duty. Whether staff can be allowed actual train miles when booked to work trains in addition to the allowance.

2. The Board's decision on each of the above points, which has the approval of the President, is as indicated below :

Item (A) (i) As the running staff attending Bina Training School for Refresher and Promotion courses are granted free messing the allowance in lieu of mileage should be reduced by half.

Item (A)(ii) They should be paid allowance in lieu of mileage under Rule VIII(i).

Item (A)(iii) They should be paid allowance under Rule VII(ii) i.e. Waiting Duty Allowance.

Item (A)(iv) They should be paid under Rule VII(i).

Item (A) (v) and (vi). Those Guards should be treated as on stationary posts.

Item (A)(vii) Engines crews booked to work engines to and from shops should be paid full mileage. For looking after dead engines mileage as for 'less arduous duty' should be paid under Rule VII(i).

Item (A)(viii) These staff may be paid under Rule VIII(i).

Item (A)(ix) The sanction of the President is communicated to your declaring other duties performed by running staff other than running duties as duties for which allowance in lieu of mileage is payable in emergencies subject to a report of the cases being sent to the Board within a period of six months.

Item (B) - In this connection, your attention is invited to Board's letter No.E(R)49RS6/3 dated 13.9.52.

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S.No.3 Copy of Railway Board's letter No. E(R)49RS6/3/Pt.I dated 24.1.56.

Sub : Revised Running Allowance Rules

Reference your reply to Railway Board's letter *letter No.E(R)49RS6/3/Pt. dated 15.5.54. The President is pleased to decide that the following out of five services referred to in the letter quoted above may be treated as 'Departmental trains' and the running staff engaged on these services may be paid running allowance in terms of Rule V(b) of the Revised Running Allowance Rules:-

* For Eastern Railway only.. No.AE.4024/IX dated 22.3.1954.

(a) unloading coal of Pump boiler at the pump houses while working light engine or train.

(b) light engine ordered with engineering representatives to certify the track.

(c) light engine ordered with water tender from one station to other station.

The other two services should be treated as ordinary trains. The above decision will take effect from the date of issue of this letter and no adjustment of payment for the past period should be made.

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S.No.4. Copy of Board's letter No.E(S)56RS/14 dated 24.8.1956.

Sub : Payment of allowance to running staff for performing stationary and running duties on the same day.

The Board have had under consideration the question of payment of allowance to the running staff who perform both stationary duties and running duties on the same day. They have decided that where in the course of the calendar day, a member of the running staff does an assignment of stationary duty and also does an assignment of running

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duty, should be remunerated as under :-

In addition to the usual basic pay for the day, the following will be payable :-

(i) If the stationary duty has been of less than 4 hours duration, he will draw actual running allowance in respect of the running assignment and will not draw allowance in lieu of mileage under Rule VIII(i) of the Revised Running Allowance Rules.

(ii) Where the stationary assignment has been of more than 4 hours duration, the employee will draw allowance in lieu of mileage under Rule VIII(i) of the Revised Running Allowance Rules and in addition will draw actual mileage for the running assignment. This is in partial supersession of the Board's orders contained in their letter No.E(R)49RS6/3-Pt.I, dated 13.9.52.

2. The above decision has the sanction of the President.

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S.No.5. Copy of Board's letter No.E(S)157-RS/13 dated 6.11.1957.

Sub : Payment of allowance to running staff in lieu of running room facilities.

Reference Rule X(i) of the Rules for Payment of Running and other Allowances to Running Staff in Appendix B to Board's letter No.E(R)48CP0/197 of 17.12.48 and the orders contained in their letter No. E(S)52RS/13 dated 22.6.55. It is clarified that the allowance in lieu of running room facilities to running staff is also admissible at roadside stations irrespective of whether the train terminates there or not.

The above has the sanction of the President.

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S.No.6. Copy of Board's letter No.E(S)I-60RS/15 dated 30/31.5.1960.

Sub : Payment of mileage allowance to Running Staff participating in recognised scouting activities.

Reference your letter No.E206-A/III dated 7.4.60. The sanction of the Board is communicated to the payment of allowance in lieu of mileage to the Running Staff when they participate in recognised scouting activities and are granted special casual leave under extant orders.

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S.No.7. Copy of Railway Board's letter No. E(S)I-59RS/30 dated 26.11.60.

Sub : Breach of Rest Allowance to the Motormen working on the Bombay Local Section.

Reference your letter No.ES5/23 dated 7.9.1959. The Board have, after careful consideration of the points raised by you, made the following clarifications:-

(1) As mentioned in rule IX(ii) of the Revised Running Allowance Rules, Breach of Rest Allowance is to be granted to staff who are detailed for running duty, and hence the requirement of the 8 hours duty preceding the rest period necessarily refers to running duty. Accordingly the term "8 hours duty" should be interpreted to mean "eight hours running duty".

(2) In accordance with the definition of "running duties" as laid down in Rule II(7) of the Running Allowance Rules, when a member of the running staff is booked on ballast trains, departmental trains etc. this will have to be treated as Running Duty.

(3) When a member of the running staff, after performing a short trip, is again called on fresh duty within one hour, the interval should be treated as running duty for purposes of determining whether an employee is entitled to Breach of Rest Allowance in case he is called back to duty before completing 12 hours rest.

The above orders have the sanction of the President.

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S.No.8. Copy of Railway Board's letter No. E(S)I/61/CPC/PA/25 dated 1.11.61.

Sub : Pay, non-gazetted staff - fixation of pay of Running Staff in stationary appointments.

Reference your letter No.E.773/16 dated 29.6.1961. It is clarified that instructing Firemen should be treated as Running Staff.

Necessary Code correction will follow.

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S.No.9. Copy of Railway Board's letter No. E(S)66/RS-11 dated 4.8.66.

It has been brought to the Board's notice that the procedure regarding payment of Mileage Allowance in the case of Ballast Train Crews on the hourly basis is not uniform on all the Railways. They have considered the matter and desire to clarify the position as under:-

(1) The time from the actual departure of the train to the time of arrival at the destination should be paid for under rule V(b) of the Revised Running Allowance Rules.

(2) The period from the time the train is ordered i.e. the time of scheduled departure upto the actual departure of the train should be treated as Waiting Duty and allowance under rule VII(ii) should be paid therefor.

(3) The period from the arrival of the train at the destination to the time of stabling of the train (in case where there is some time-lag between the two) should be paid under rule V(b) and not as Waiting duty under rule VII(ii).

(4) In the case of ballast trains working in sidings, as there is no departure time or arrival time and no waiting duty to be performed, the time when the ballast tra-in starts work to the time the load is stabled after the work should be reckoned for payment under rule V(b).

Contd....32/-

2. Where, however, Ballast Trains are provided with double sets of crew rostered on the basis of 12 hours each, the spare crew travelling in crew vans may be paid at half the mileage admissible to the crew on duty under rule VII(i). The train should be treated as stabled at night when no work is normally performed and this period should not be counted for calculating departmental train miles. A second Fireman should be deputed to watch the engine after it is sta-bled and paid mileage allowance under rule V(b) as already provided for in Board's letter No.E(S)52RS/3 dated 22.5.53.

3. Cases dealt with otherwise than in accordance with these clarifications need not be re-opened.

4. The above orders have the sanction of the President.

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S.No.10. Copy of Railway Board's letter No. E(S)66RS/28 dated 4.2.67.

Sub : Allowance - Running Allowance to instructing Firemen - Payment of Breach of Rest, Outstation (Detention) Allowance etc.

Reference your letter No.E25/22 dated 29.7.66. It is clarified that the Instructing Firemen who have to work on the footplate should be allowed Breach of Rest Allowance in lieu of Running Room facilities, Accident Allowance, Outstation (detention) Allowance etc. wherever due, at the rates, applicable to Drivers 'C' in addition to the average running allowance under para 2 (vi) of Board's letter No.E530G/1/3 dated 6.1.56.

Past cases dealt with otherwise than in accordance with these orders need not be re-opened.

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S.No.11. Copy of Railway Board's letter No. E(S)67RS/3 dated 13.2.67.

Sub : Payment of allowance in lieu of mileage to Running Staff on special casual leave for sterlisation operation under Family Planning Scheme.

Reference Railway Board's letter No.MH59ME5/348/ Medical Pt. dated 8.11.60 and 64/H/6/23 dated 13.9.66. A question has arisen whether during the period of special casual leave granted for undergoing sterlisation operation under the Family Planning Scheme the Running Staff should be paid allowance in lieu of mileage. The Board have decided that with immediate effect the Running Staff in question should be paid allowance in lieu of mileage under rule VIII(i) of the Revised Running Allowance Rules.

2. This has the sanction of the President.

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S.No.12. Copy of Board's letter No.E(S)67RS/6 dated 27.6.1968.

Sub : Allowance in lieu of mileage during Sundays and Holidays.

A doubt has been raised as to whether the allowance in lieu of mileage is payable to such of the Running Staff as are deputed to outstations for training/refresher/ promotion courses, during the intervening Sundays and holidays. The Board have carefully considered the matter and desire to clarify that the allowance in lieu of mileage at half or full rates according to whether or not free messing is or is not provided, in terms of rule VIII(i) of the Revised Running Allowance Rules, as subsequently revised, is admissible on the intervening Sundays and holidays while undergoing training/refresher/promotion courses at outstations. Past cases dealt with otherwise than in accordance with these clarifications need not be re-opened.

This has the sanction of the President.

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S.No.13. Copy of Board's letter No.E(S)66RS/32 dated 5.7.1968.

Sub : Payment of allowance in lieu of mileage to Guards undergoing training as Section Controllers and Drivers undergoing training as Power Controllers.

It is clarified that the Guards and Drivers, while undergoing training in the Zonal Training Schools, Control offices etc. before promotion as Section Controllers and Power Controllers respectively and provided they are not accommodated against non-Running posts during the period of training, are entitled to allowance in lieu of mileage in terms of rule VIII(i) of the Revised Running Allowance Rules at half rates or full rates according as free messing is or is not provided to them by the Railway Administration.

2. Past cases dealt with otherwise than in accordance with these clarifications need not be re-opened.

3. This has the approval of the President.

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S.No.14. Copy of Railway Board's letter No. E(S)67RS/17 dated 15.9.1969.

Sub : Allowance in lieu of Running Room facilities to Running Staff.

The Railway Board have had under consideration the question as to how the running staff should be compensated when they are not provided with full equipped Running Rooms/Rest Vans in which they are required to take rest. They have, after careful consideration, decided that where cooks are not provided in a Running Room, the Running Staff taking rest therein should be given an allowance at half the rate of the allowance in lieu of running room facilities admissible under rule IX(i) of the Running Allowance Rules. They have also decided that an allowance at the above rate should also be paid to the Running Staff in rest vans in the cases of ballast and other departmental material trains during halts, as a cook is presumably not provided in the rest van.

2. This has the sanction of the President and takes effect from the date of its issue.

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S.No.15. Copy of Railway Board's letter No. E(S)69RS/4 dated 5.2.71.

Sub : Payment of Mileage Allowance to Running Staff attending Co-operative Society meetings.

A question has been raised whether any mileage allowance should be given to the Running Staff who are required to attend the meetings of Railway co-operative Societies.

The Board have, after careful consideration, decided that the Running Staff, who attend the meetings of Railway Co-operative Socieites and are granted special casual leave for doing so under the extant rules, should be granted allowance in lieu of mileage under rule VIII(1) of the Running Allowance Rules.

This has the sanction of the President.

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S.No.16. Copy of Railway Board's letter No. E(P&A)II-72/FE-2/2(RS) dated 31.10.73.

Sub : Allowance in lieu of Running Room facilities to Running Staff.

Reference Board's letter No.E(S)67RS/17 dated 15.9.69 on the above subject. As a result of the discussion with the organised labour, Board have decided that the Running Staff in Rest Crew Vans of Tranship Goods Trains which are not provided with Cooks in the Crew Rest Vans should be paid the allowance at the same rate as in the case of Material and other departmental trains, namely, at half the kilometrage allowed in lieu of running room facilities.

This has the sanction of the President and takes effect from the date of issue.

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S.No.17 Copy of Railway Board's letter No. PCIII/75/RA/1 dated 22.3.76.

Sub : Revision of rules regarding treatment of Running Allowance as pay for certain purposes consequent upon the introduction of revised pay scales under RS(RP) Rules, 1973.

Reference Railway Ministry's letter No.PCIII/73/RA dated 21.1.1974 on the above subject.

The question of revision of rules regarding treatment of Running Allowance as pay for certain purposes consequent upon the introduction of revised pay scales under Railway Services (Revised Pay) Rules, 1973 has been under consideration of this Ministry. It has now been decided that the existing rules in this respect may be modified as follows in the case of Running staff drawing pay in revised pay scales :

(i) Pay for the purpose of passes and PTOs shall be pay plus 40% of pay.

(ii) Pay for the purpose of Leave Salary, Medical attendance and treatment, Educational Assistance and retirement benefits shall be pay plus actual amount of running allowance drawn subject to a maximum of 45% of pay.

(iii) Pay for the purpose of fixation of pay in stationary posts, Compensatory (City) Allowance, House Rent Allowance and rent for Railway quarters shall be pay plus 30% of pay.

2. These orders take effect from 1.4.1976.

3. The payments already allowed on provisional basis in terms of para 1 of Railway Ministry's letter No.PCIII/73/RA dated 21.1.1974 for the period from 1.1.1973 to 31.3.1976 shall be treated as final.

4. The above has the sanction of the President.

5. Hindi version of this letter will follow.

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S.No.18. Copy of Railway Board's letter No. E(P&A)II-70/RS-20 dated 17.7.76.

Sub : Payment of Running Allowance to running staff working on Rajdhani Expresses.

The Railway Ministry have had the occasion to review the admissibility of additional kilometrage allowance to running staff working on Rajdhani Expresses operating between New Delhi and Howrah and New Delhi and Bombay Central. After careful consideration of the matter, they have, in modification of the orders contained in their letter No.E(S)68/RS-15 dated 3.3.69, decided that the Drivers working the Rajdhani Express between Delhi and Howrah should be paid (i) a Trip (from shed to shed) Allowance of Rs.4.00 for each trip actually performed instead of 50% additional mileage admissible at present; and (ii) in addition, they would be entitled to mileage allowance on the basis of actual kilometres worked on Rajdhani Express or the average monthly kilometres of the Mail and/or Express link of the respective sheds, whichever is more.

2. The above decision will, however, apply only to the new incumbents working as Drivers on the Rajdhani Express between Delhi and Howrah. The present incumbents will continue to get mileage as admissible to them in terms of the orders contained in their letter of 3.3.69 referred to above.

3. It has also been decided that the Guards and Brakesmen (if provided) working on Delhi-Howrah and Delhi-Bombay Rajdhani Expresses may be granted a Trip Allowance of Rs.1.50 and Rs.1.00 respectively for each trip actually performed on these trains in addition to the mileage allowance admissible to them in terms of this Ministry's letter of even number dated 17.7.72.

4. The above orders have the sanction of the President and take effect from the date of issue of this letter.

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S.No.19. Copy of Railway Board's letter No. E(P&A)II-70/RS-22 dated 16.12.1977.

Sub : Treatment of Running Allowance as pay for certain purposes - Casual Leave.

Reference Railway Ministry's letter No.PC-III/75/RA/1 dated 22.3.76 as amended from time to time. The

Contd.....38/-

Railway Ministry have had under consideration the question of payment of mileage allowance to Running Staff during Casual Leave. After careful consideration of the matter, it has now been decided that the Running Staff during the periods they remain on Casual Leave, should be paid running allowance as in the case of LAP.

2. These orders take effect from 1.12.77.

3. The above has the sanction of the President and issued with the concurrence of the Finance Directorate of the Ministry of Railways.

Hindi version is enclosed.

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S.No.20. Copy of Railway Board's letter No. E(P&A)II-70/RS-20 dated 20.12.77.

Sub : Payment of Trip Allowance to running staff working Super Fast trains.

Consequent upon the introduction of Super Fast trains, the Railway Ministry have reviewed the question of admissibility of Trip Allowance to running staff and in supersession of the orders contained in their letters of even number dated 27.4.72 and 23.10.72 have decided that Trip (from Shed to Shed) Allowance may be paid to the Drivers/Asstt.Drivers (if provided), Guards and Brakesmen working on the following Super Fast Trains, at the rate of Rs.4/-, Rs.2.50, Rs.3/- and Rs.2/- respectively, for each trip performed on these trains:

i) 121/122 Tamil Nadu Express.
ii) 123/124 Andhra Pradesh Express
iii) 125/126 Kerala-Karnataka Express
iv) 139/140 Ganga Cauveri Express
v) 141/142 Coramandel Express
vi) 171/172 JAT Express

2. In respect of such of the running staff as are booked exclusively on the aforesaid six high speed trains, on specific days only of the week, payment of running allowance may be allowed on the basis of actual kilometrage worked on these trains or the average monthly kilometres of the Mail and/or Express link of the respective sheds/ stations whichever is more.

Contd.....39/-

3. The Ministry of Railways have also decided, in partial modification of the orders contained in their letter of even number dated 17.7.76, that the Trip Allowance paid to the Guards and Brakesmen (if provided) working the Delhi-Howrah and Delhi-Bombay Central Rajdhani Expresses may be revised to Rs.3/- and Rs.2/- respectively.

4. The above has the sanction of the President and issues with the concurrence of the Finance Directorate of the Ministry of Railways.

5. This has effect from the date of issue of this letter. Hindi version is enclosed.

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S.No.21. Copy of Railway Board's letter No. E(P&A)II-80/RS-10 dated 17.7.81.

Sub : Recommendations of the Committee on Running Allowances - Decisions on.

As you are aware, the Running Allowance Committee (hereinafter referred to as RAC) submitted its report in April 1980. The report has been under consideration of the Ministry of Railways since then. After detailed deliberations on the various recommendations contained in the report, the Ministry of Railways have taken decisions on them as indicated in para 3 of this letter in consultation with the recognised labour Federations viz.NFIR and AIRF. Reference to the relevant paragraphs of the RAC is given in brackets at the end of each decision.

2. The decisions communicated herein take effect from 1.8.1981 except where any other date is specifically indicated. These decisions will have the effect of superseding the existing rules and orders wherever contained on the concerned subject to the extent those rules and orders are repugnant thereto.

3. Decisions on the recommendations of the RAC.

3.1. Continuance of the Scheme of Running Allowances.

The Scheme of Running Allowances for Running Staff will continue to be operative with the modifications as contained hereinafter (Para 607).

Contd....40/-

3.2. Pay element in the Running Allowance.

30% of the basic pay of running staff will be treated to be in the nature of pay representing the pay element in the Running Allowance pending further review. This pay element will fall under clause (iii) of Rule 2003(21)(a)-RII i.e. "emoluments which are specially classed as Pay by the President" (Paras 705, 707 & 715).

3.3. Revised Rate of Running Allowance.

On the basis of the methodology suggested by the RAC and also keeping in view the restructuring of the cadres of Drivers and Guards orders in regard to which are being issued separately, the rates of Running Allowance will be as indicated in Annexure 'A', w.e.f. 1.8.1981 for the different categories and grades of Running Staff. With the coming into force of these new rates, the present dual rate system (III-A & III-B rates) will stand abolished. (Paras 805, 811, 812, 812-A, 817, 820, 821, 822 & 823).

3.4. Dearness Allowance on the pay element of Running Allowance.

Instead of the Scheme of Additional Running Allowance recommended by the RAC, Running Staff will be paid with effect from 1.8.1981, Dearness Allowance, Additional D.A. at the appropriate rates as sanctioned by the Government from time to time on their basic pay plus the pay element of the Running Allowance viz. 30% of the basic pay. (Paras 824 & 825).

3.5. Allowance in lieu of Kilometrage.

When Running staff are engaged in or employed on duties other than running duties for which they are at present paid allowance in lieu of mileage, they will be paid allowance in kilometrage as below for every calender day for such duties as are required to be performed.

i) When such non-running duties are performed at their Headquarters, they will be paid the pay element of the running allowance viz. 30% of the basic pay applicable for the day.

ii) When such non-running duties are performed at outstation, they will be paid at the rates indicated in Annexure 'B' to this letter for each category and grade of running staff.

Provided that if during the same calender day, a member of the running staff is engaged in running as well as non-running duties, the allowance in lieu of kilometrage will be payable only if the periods spent on non-running duties is of four hours duration or more, as at present.

Contd....41/-

3.6. Breach of Rest Allowance.

i) Breach of rest allowance will be payable only in respect of rest at Headquarters as hithertofore and not for breach of rest at outstations.

ii) No change will be made in respect of the scale of rest applicable to running staff on rostered duty at Headquarters e.g. on shunting duty etc.

iii) However, suburban staff performing "double details" with rest in a running room/rest room between the two details will be given liberalised scale of rest of 12 hours or 16 hours, according to their total duty hours for less than 8 hours or 8 hours and more. They will, however, not be entitled to be paid any breach of rest allowance.

iv) Wherever Breach of rest allowance is admissible under the existing orders, it will be paid henceforth at the rate of 2 hours for every hour by which rest falls short of the prescribed hours of rest, periods of less than half an hour being disregarded and those of half an hour and more being rounded off to one hour (Paras 924, 925, 927, 928 & 929).

3.7. Allowance in lieu of Running Room facilities.

i) Allowance in lieu of Running Room Facilities will be payable at fixed rates as indicated in Annexure 'C' to the different categories of running staff at place where Running Rooms are not provided, for every 24 hours or part thereof reckoned from the time of signing off at the outstation, provided the period of rest exceeds four hours between train arrival and train departure timings. The allowance will not be payable if rest facilities are made available even if running rooms as such do not exist.

ii) In respect of running rooms where cooks are not provided, the allowance will be admissible at half the rates specified in Annexure 'C'.

iii) In the case of Ballast and Material Trains and Tranship Goods Vans, the existing orders will continue to be in force i.e. the staff of these trains taking rest in Crew Rest Vans may be paid an allowance at half the rates of the Allowance in lieu of Running Room Facilities indicated at Annexure 'C' during the halts (Paras 933, 934, 935, 936 & 938).

.....42/-

3.8. Outstation (Detention) Allowance.

i) There will be no change in the existing orders regulating this allowance. At outstations where running rooms are not provided, the allowance payable therefor will be at the rates prescribed at Annexure 'C' (Paras 943, 944, 945 and 946).

3.9. Accident Allowance.

There will be no change in the existing orders regulating this allowance (Para 9.).

3.10. Outstation (Relieving) Allowance.

There will be no change in the existing orders regulating this allowance (Para 954).

3.11. Officiating Allowance.

i) This allowance will be regulated as under:

a) When running staff are put to officiate in a "running" post for 30 days or less, they will be paid pay admissible in the lower grade plus running allowance at the rates and on the conditions applicable to the higher grade in which they officiate enhanced by 15% (except in the case of Firemen 'C' put to officiate as Firemen 'C', for whom the enhancement will by by 30%) of the kilometrage actually performed for every such higher grade.

Firemen 'B' and Engine Cleaner put to officiate as

b) When running staff are put to officiate in a 'running' post for more than 30 days, their pay in the higher post will be fixed under the normal rules. When officiating in a stationary post, their pay will be fixed on the basis of their pay in the lower post plus 30% thereof representing the pay element of the running allowance.

ii) Replacement of running staff to officiate in a post higher by more than one grade than their regular grade should not be made except in exceptional circumstances.

iii) No running staff qualified to work in a higher grade will be permitted to refuse to work in any such higher grade.

3.12. Minimum guarantee kilometrage.

i) The existing system of minimum guaranteed kilometrage will be discontinued and the concept of rostered day will be abolished w.e.f. 1.8.1981.

.....43/-

ii) However, each Railway in association with the DRM will immediately arrange to identify such sections as do not have the potential for enabling the running staff to earn adequate kilometrage within the stipulated duty hours. Apart from such sections, if there are any other circumstances where the prescribed type of duty allotted to the running staff does not allow them to earn adequate kilometrage, they will also be identified. For these identified sections and in the other exceptional circumstances, the running staff will be paid at the rate of 120 Kms. for the full stipulated duty hours.

3.13. Incentive Scheme for through Goods Trains.

i) An incentive scheme for through Goods trains working on sections and in circumstances other than those identified as per the procedure indicated in para 3.12. above will be introduced w.e.f. 1.8.81. The Scheme will be regulated as under:-

a) Steam Traction

Kilometrage actually performed by the Running Staff (Slabs)	Kilometrage to be paid for
0 to 60	Actual kilometrage performed.
61 to 100	- do - + 40% thereof
101 to 150	- do - + 50% thereof
151 and above	- do - + 60% thereof

b) Diesel and Electric Traction

Kilometrage actually performed by the running staff (slabs)	Kilometrage to be paid for
0 to 125	Actual kilometrage performed
126 to 175	- do - + 20% thereof
176 to 200	- do - + 30% thereof
201 and above	- do - + 40% thereof

ii) Inflation of kilometrage as indicated above will be applied with reference to the kilometrage actually performed during one prescribed schedule of duty from "signing on" to "signing off". It will not be related to either rostered duty, which concept is being abolished as indicated under para 3.12 above or to trip.

iii) The inflation of kilometrage as indicated above will not apply to Ghat Sections, for which a separate method of computation is provided for later in these orders.

NOTE : The Scheme of trip allowance recommended by the RAC for through Goods trains has not been accepted.

.....44/-

3.14. Computation of kilometrage for slow moving trains.

i) In the case of shunting and Van Goods Trains the existing orders of computation of kilometrage will continue i.e. the staff working these trains will be paid at double the kilometrage for the first 60 Kms. and at 3 times the kilometrage beyond that distance.

ii) In the case of Ballast and Material Trains and Crane Specials and light Engines on Mechanical account, the computation of kilometrage will be at the rate of 20 Kms. per hour subject to a maximum of 200 Kms. for prescribed hours of duty, the period being reckoned from "signing on" to "signing off".

iii) In the case of Breakdown Specials and Medical Relief Trains, the computation of kilometrage will be at the rate of 25 Kms. per hourfrom the time of "signing on" to that of "signing off".

3.15. Shunting Duty Allowance.

Running staff working through Goods Trains and Shunting/Van Goods trains will be paid Shunting duty allowance to the extent and at the rate indicated below, after excluding incidental Shunting which may have to be performed e.g. for hot axles, attachment/detachment of Inspection Carriages:

i) For through Goods Trains : For shunting from third station/point in one trip.

ii) For Shunting/Van Goods : For shunting from the fourth station/point in one continuous spell of duty.

The shunting duty allowance will be made at the following rates for such shunting at each station/point :

Driver	...	Rs.2.00
Guards	...	Rs.1.50
Firemen/Diesel Asstt/ Asstt.Electric Drivers	..	Rs.1.25

3.16. Waiting Duty Allowance.

For waiting/stand-by duty, including station duty pre-departure detention, etc. of any type and where staff is kept back in administrative interest, the running staff will be paid at the rates of 15 Kms. per hour upto 10 hours.

.....45/-

3.17. Coal Pilots of Eastern and S.E.Railways.

i) The existing Scheme of trip allowance for manning staff of Coal Pilots of Eastern and S.E.Railways will continue.

ii) Running Staff of Coal Pilots of Eastern and S.E.Railways will be paid a bonus equivalent to 50 Kms. besides the trip allowance if they perform the complete trips within the stipulated duty hours.

iii) Coal Pilot Guards of Eastern and S.E.Railways will be paid a special pay of Rs.50/- per month for performing commercial duties.

3.18. Pilots in General.

i) In the case of all Pilots, target times for completion of trips should be fixed by each Railway. Thereafter trip allowance should be regulated in the same manner as in the case of Coal Pilots of Eastern and SE Railways and the staff of these Pilots will also be eligible for the bonus payment equivalent to 50 Kms as in the case of Coal Pilots of Eastern and SE Railways if they perform the complete trips within the stipulated target time. The target time as envisaged herein should be fixed within one month of the issue of these orders.

ii) The orders contained in sub paras (i) above will also be applicable in the case of Loco and Traffic running staff working in Delhi area.

3.19 SGT/ASGT Guards.

It has been decided that all SGT/ASGT services should be discontinued. It may, however, be ensured that the staff who are confirmed in their posts are protected. The date of discontinuance of these services may please be advised to the Ministry of Railways as early as possible (Paras 1051 and 1052).

3.20. Computation of kilometrage for Passenger services.

The kilometrage for the purpose of payment of Running Allowance to running staff working Passenger trains will be computed on the following basis:

Hours of duty from 'signing on' to 'signing off'	Kilometrage to be paid for
a) upto 4 hours	Actuals subject to a minimum of 120 Kms.
b) 4 hours and above but less than 5 hours.	Actuals subject to a minimum of 130 Kms.
c) 5 hours and above	Actuals subject to a minimum of 150 Kms.

3.21. Ghat Sections.

i) The following criteria will be adopted for declaring a section as Ghat Section for the purpose of payment of running allowance on the basis of computation as indicated in sub-para (ii) below:

a) The ruling gradient of a section will be the determining factor.

b) Sections with a ruling gradient of 1:40 or steeper will be classified as Class I Ghat Section and those with a ruling gradient of 1:80 or steeper but less steeper than 1:40 will be classified as Class II Ghat Section.

c) The distance between two adjacent block stations will be treated as a section for this purpose.

d) The total length of the stretches in such a section having the gradients specified in (b) above should be at least one-third of the length of the section concerned.

ii) Computation of kilometrage for the purpose of payment of running allowance to the running staff working trains on a Ghat Section will be made on the following basis:

a) In the case of running staff working trains on all Ghat Sections, where the banker is actually employed in assisting the train, the computation of kilometrage will be five times the actual distance travelled.

b) In all other cases (including those where the banking engine is run as a light engine or assistance not required) the computation will be five times the actual distance in the case of Class I Ghat Section and three times the actual distance in the case of Class II Ghat Section. (Para 1067)

3.22 High Speed (Super-fast) trains.

i) For the purpose of payment of trip allowance to running staff, the existing nomenclature of the concerned trains will be changed to "High Speed Trains".

ii) The following criteria will be adopted for classifying a train as High Speed Train for the purpose of payment of Trip Allowance to the running staff.

a) The maximum permissible speed should not be less than 110 Kms in the case of B.G. and 100 Kms. in

.....47/-

the case of M.G.

b) The aforesaid limits of maximum permissible speed should obtain over at least 50% of the total run of the train.

c) The average speed should be not less than 66 Kms on the BG section and 60 Kms on MG Section, and

d) The minimum distance between terminals of the train should be 400 Kms on BG and 300 Kms on MG Sections.

iii) The trip allowance will continue to be paid at the existing rates.

iv) The co-drivers in High-Speed Trains will be drawn from young Grade 'B' Drivers instead of from Grade 'A' in the interest of safety.

3.23. Reckoning of Running Allowance as Pay

i) For the specified purposes for which running allowance is reckoned as Pay at present, 30% of the basic pay of the running staff concerned will be reckoned except as below:

a) For the purpose of retirement benefits, 55% of basic pay will be taken into account. This provision will be made applicable retrospectively from 1.4.79 so that these running staff who have already retired with effect from that date or afterwards will also have their retirement benefits recalculated and re-settled.

b) When running staff are on leave, they shall be entitled to be paid their leave salary based on their basic pay plus 30% thereof representing the pay element of running allowance and the other allowances including Dearness Allowance/Addl. D.A. due on such basic pay plus 30% thereof.

c) The portion of running allowance to be reckoned for the purpose of income-tax is being referred to the Central Board of Direct Taxes and a separate advice will follow in this regard.

d) While 30% of the basic pay of running staff will be taken into account for the purpose of entitlement to Passes and PTOs. Such individual members of the running staff as are already entitled to a higher class of Passes/PTOs on regular basis as on 31.7.81 will continue to be eligible to such Passes/PTOs.

.....48/-

ii) In addition to the existing provision, 30% of the basic pay of running staff is also to be reckoned for the purpose of DA/ADA as provided for in sub-para 3.4 supra.

3.24. Running staff learning the road.

i) Running staff learning the road will be paid for the total kilometrage actually run instead of for three-fourths of the distance as at present.

ii) Inflation of this kilometrage on account of Ghat section or Incentive Scheme etc. is not admissible to such staff.

iii) Not more than three trips should be allowed for learning the road on each section.

3.25. Running Staff travelling as passengers on duty before or after working trains.

Running staff travelling as passengers on duty before or after working trains will continue to be paid at half the kilometrage actually travelled.

3.26. Payment during periods of cancellation of train services.

When running staff cannot be allowed running or other duties on account of:

a) either the occurrence of natural calamities like breaches due to floods; or

b) Coal shortage

they will be paid at a rate equal to allowance in lieu of kilometrage at Headquarters as provided for in sub-para 3.5 supra.

3.27. Rounding off of total kilometrage

The total kilometrage earned by the running staff during a month will be rounded off to the nearest 50 Kms instead of to the nearest 100 Kms as at present i.e. 1 to 24 Kms will be rounded off to zero, 25 to 74 Kms will be rounded off to 50 and 75 to 99 Kms will be rounded off to 100 Kms.

3.28. Date of effect and lumpsum payment

As provided for in para 2 supra, these orders take effect from Ist Aug., 1981. It has further

been decided that lumpsum ad-hoc payment should be made to the running staff who were in service as on 1.4.79 or thereafter at the following rates:

a) Drivers of all categories	Rs.2370/- each
b) Guards of all categories	Rs.2050/- each
c) All other categories of running staff viz., shunters, Fireman 'A' 'B', & 'C', Diesel Asstts/ Asstt.Elec.Drivers and Asstt. Guards.	Rs.1190/- each

However, deductions from the above lumpsum amount will be made at the following rates for every month during which the concerned member of the running staff was either on unauthorised absence or not in service throughout the month. No such deductions will be made, if on or after 1.4.79, the concerned employee had been performing either running duty or authorised stationary duty or was on sanctioned leave, including casual and special casual leave.

a) Drivers	... Rs.85/- p.m.
b) Guards	... Rs.75/- p.m.
c) All other categories	... Rs.45/- p.m.

All efforts should be made to arrange payment of the above lumpsum amounts to running staff latest by Oct.1981 along with the pay and allowances of the staff for Sept. 1981.

4. The Ministry of Railways desire that immediate action should be taken to implement the above decisions. In particular the target dates for implementation wherever specified should be strictly adhered to. A report on the action taken to implement these decisions should be submitted to this Ministry by 31st Oct.1981.

5. These orders have the sanction of the President and issues in consultation with the Finance Directorate of this Ministry.

6. Please acknowledge receipt.

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ANNEXURE 'A'

RATES OF RUNNING ALLOWANCE PROPOSED TO BE INTRODUCED WITH EFFECT FROM 1.8.1981.

S.No.	Category of Running Staff	Scales of Pay (Rs.)	Proposed rate of running allowance Rs. per 100 Kms.
1.	Passenger Driver Gr.'A' Spl.	550-750	10.10
2.	Passenger Driver Grade 'A'	550-700	10.05
3.	Goods Driver Grade 'B'	425-640	10.00
4.	Goods Driver Grade 'C' (Selection)	425-600	9.95
5.	Goods Driver Grade 'C'	330-560	9.90
6.	Passenger Guard Grade 'A' Spl.	425-640	7.90
7.	Passenger Guard Grade 'A'	425-600	77.85
8.	Goods Guard Grade 'B'	330-560	7.80
9.	Goods Guard Grade 'C'	330-530	7.75
10.	Firemen 'A'/Diesel Asstt./ Assistant Driver (Elect.)	290-350	6.75
11.	Firemen 'C'	210-270	5.70
12.	Assistant Guard	225-308	4.80
	SHUNTING STAFF.		
13.	Shunter		7.25
14.	Firemen 'A'/Diesel Asstt.		4.50
15.	Firemen 'B'		3.90
16.	Firemen 'C'		3.50

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ANNEXURE 'B'

ALLOWANCE IN LIEU OF KILOMETRAGE AT OUTSTATIONS

Driver A Spl.	16.15
Driver A	16.10
Driver B	16.00
Driver C (Spl.)	15.90
Driver C	15.85
Guard A Spl.	12.65
Guard A	12.55
Guard B	12.50
Guard C	12.40
Shunter	11.60
Brakesman	7.70
Fireman A	10.80
Fireman B	10.15
Fireman C	9.10

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ANNEXURE 'C'

Proposed rates of allowance in lieu of Running Room facilities.

Drivers	...	Rs. 5.50
Guards	...	Rs. 5.50
Shunters	...	Rs. 4.00
Firemen	...	Rs. 3.50
Brakesmen (Assistant Guard)	...	Rs. 3.50

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S.No.22. Copy of Railway Board's letter No. E(P&A)II-81/RS-1 dated 16.1.82.

Sub : Payment of Trip Allowance to Running Staff, working on Superfast Trains.

Ref : Railway Ministry's letter No.E(P&A)II/ 79/RS-19 dated 23.10.79 and No.E(P&A)II/ 80/RS-10 dated 17.7.81.

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A doubt has been raised as to at what rate the Driver grade 'A' in scale Rs.550-700 (RS) manning Superfast (Highspeed) Trains as Co-drivers in terms of this Ministry's letter referred to above should be paid Trip (shed to shed) Allowance for each trip performed. The matter has been carefully examined by this Ministry and it has been decided that the Drivers 'A' who were utilised to work the Superfast Train as Co-drivers, should be paid Trip (shed to shed) Allowance at the rate of Rs.4/- per trip for the period from 23.10.79 to 31.7.81. This Ministry have also decided that 'Highspeed Trains now being manned by the Driver Grade 'B' as Co-driver (in place of Driver Grade 'A') in terms of this Ministry's letter No.E(P&A)II/80/RS-10 dated 17.7.81 may be paid Trip Allowance at the rate of Rs.3/- per trip, w.e.f. 1.8.81.

2. The above has the sanction of the President and issues with the concurrence of the Finance Directorate of the Ministry of Railways.

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S.No.23. Copy of Board's letter No.E(P&A)II-81/RS-16 dated 29.1.1982.

Sub : New Running Allowance Rules - Implementation thereof (Coal Pilots).

The Railway Ministry in partial modification of their orders contained in para 3.17(1) of their letter No.E(P&A)II/80/RS-10 dated 17.7.81, have decided that the payment of trip allowance for manning staff of the Coal Pilots may be regulated on the basis of target time fixed on the following basis:

i) Steam : From bhar line to bhar line and in those cases where the crew are taking over charge at outstations, from the time of taking over charge to time of handing over charge of the engine.

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ii) Diesel : In case of diesel, the existing instructions from train departure to train arrival will continue. In case it is possible for the Diesel driver to do the second trip within the stipulated duty hours, the locomotive should be utilised for the second trip. In case it is not possible for the crew to do two trips, the crew should be relieved on completion of the first trip so that the locomotive can be utilised more effectively for alternative work. The trip should, however, be defined judiciously taking into account the duty hours and time involved in completion of the trip. It should be ensured that the bonus is paid to the staff only if the trip is completed within the stipulated target time to ensure that full work assigned to the Pilot is completed.

2. This has the sanction of the President and issues with the concurrence of the Finance Directorate of the Ministry of Railways.

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S.No.24

Copy of Railway Board's letter No. E(P&A)II-81/RS-22 dated 3.4.82.

Sub : Recovery towards Provident Fund in terms of Para 3.23(i)(a) of Board's letter No.E(P&A)II/80/RS-10 dated 17.7.1981.

Doubts have been raised as to the amount to be recovered from the pay of Running Staff for the purpose of contribution towards Provident Fund in terms of Board's instructions referred to above. The Board desire to clarify that 55% of the Basic Pay of Running Staff should be reckoned as the pay element representing Running Allowance of the Running Staff for the purpose of recovery of subscription towards Provident Fund.

2. This has the sanction of the President and issues with the concurrence of the Finance Directorate of the Ministry of Railways.

3. Hindi version is enclosed.

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S.No.25. Copy of Railway Board's letter No. E(P&A)II/81/RS-21 dated 3.6.82.

Sub : New Running Allowance Rules - clarification thereof.

Ref : This Ministry's letter No.E(P&A)II/80/ RS-10 dated 17.7.1981.

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A doubt has been raised as to how the officiating arrangement/fixation of pay of the Running staff utilised in stationary appointments for a period of 30 days or less is to be regulated. The Railway Ministry desire to clarify that the pay of the Running staff when put to officiate in a stationary post for a period of 30 days or less should continue to be regulated in terms of Para 911 (ii)(a) of IREM.

2. A doubt has also been raised as to whether payment of allowance in lieu of Running Room facilities at outstations, where Running Rooms are not provided, will be made in addition to Outstation (Detention) Allowance when detained at outstations. It is clarified that Running staff detained at outstation where Running Rooms are not provided, should be paid an Allowance in lieu of Running Room Facilities at the rate prescribed in Annexure 'C' to this Ministry's letter dated 17.7.81 in addition to Outstation Detention Allowance in terms of the provision contained in para 3.8 of that letter i.e. at the rate of 70 Kms. per day.

3. Please delete "(i)" under para 3.8.

4. Please read "or" instead of "for" appearing in the second line of para 3.11 (i)(a) of Board's letter dated 17.7.81.

5. Para 1 above has the sanction of the President and issues with the concurrence of the Finance Directorate of the Ministry of Railways.

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S.No.26. Copy of Board's letter No.E(P&A)II-82/RS-2 dated 7.6.1982.

Sub : New Running Allowance Rules - Implementation thereof - clarifications thereon.

Ref : Board's letter No.E(P&A)II-80/RS-10 dated 20.3.82 addressed to All Railways except Eastern & N.E.Railways and Board's letters of same No. dated 22.3.82 addressed to Eastern and N.E.Railways.

A meeting was held in the Chamber of Adviser (Industrial Relations) on 7.4.82 to review the implementation of the revised Running Allowance Rules and discuss problems arising therefrom when senior representatives of your Railway (except N.Rly.) were present.

2. The record note of the discussions held in the Chamber of Adviser (IR) is enclosed for your perusal and further necessary action. Points of doubts raised by Zonal Railways in the implementation of instructions contained in Board's letter No.E(P&A)II-80/RS-10 dated 17.7.81 would stand clarified as per record note of discussion.

3. The Board would further desire to clarify that while the instructions dated 17.7.81 have been issued in the context of accepted recommendations of the Running Allowance Committee, there have been deviations/ modifications of the Recommendations of the Running Allowance Committee while issuing the Board's order dated 17.7.81. Therefore, it there is any conflict between the recommendations of the Running Allowance Committee and the orders contained in Board's letter of 17.7.81, the orders contained in Board's letter of 17.7.81 should be treated as final and if the position is still not clear, the Board may be approached for necessary clarifications.

4. Please expedite submission of reports of confirmation in writing about the total implementation of the new Running Allowance Rules together with full details thereof as called for in Para 4 of the Record Note of Discussions.

Contd....57/-

Note of discussions held with representatives of Zonal Railways in the Chamber of Adviser(IR) on 7.4.1982 to discuss the implementation of New Running Allowance Rules.

The following officers were present :-

From the Railway Board.

Shri T.V.Madhav	Adv.(IR).
Shri D.N.Basu	Addl.DPC.
Shri K. Venkatesan	J.D.E.(P&A).

From Railways.

Shri B. Nagraj Sharma, Dy.C.P.O., Central Railway.

Shri A.K. Srivastava, C.P.O., Eastern Railway.

Shri Y.N.P. Sinha, S.P.O. North Eastern Railway.

Shri R.Ranga Rajan, A.C.P.O. Northeast Frontier Railway.

Shri R.S.Thakur, A.C.O.P.S., South Eastern Railway.

Shri K.B. Biswas, S.P.O., South Eastern Railway.

Shri S.B. Mahendra, C.M.P.E., South Central Railway.

Shri C.B. Sunder Sastry, A.P.O.(M), South Central Railway.

Shri V.E. Ekambaram, S.P.O./T, Southern Railway.

Shri M.A. Cherian, C.M.P.E. (R&L) Southern Railway.

Shri B.L. Narway, Addl.C.M.E.(R), Western Railway.

Representatives from Zonal Railways, as indicated above except that of Northern Railway, attended the meeting convened vide letter No.E(P&A)II-80/RS-10 dated 20.3.1982.

2. Representatives from all the Railways present confirmed that the new Running Allowance Rules have been implemented. After judicious review of the crew links in the context of new rules, a few of the sections and services, where according to Railways understanding it would absolutely not be possible to earn adequate kilometrage have been identified for the purpose of admissibility of 120 Kms. Similarly, the ghat sections have also been identified in terms of new norms stipulated.

.....58/-

3. Representatives of the Zonal Railways, present raised a few points for clarification during the discussions. These were discussed as under:-

i) Southern and South Eastern Railways pointed out that on their Railways the main line crew and power are also utilised for shunting operations for formation of train or otherwise at the terminals immediately followed by or preceded by train working. For this shunting work done in addition to the train working duty, shunting allowance in terms of para 3.15 was not admissible since that was meant for shunting en route. However, Southern and South Eastern Railways are of the view that 15 Kms. per hour as is admissible for waiting duty under para 3.16 should be paid for such shunting duty. After discussion it was agreed that such shunting duty at the terminals which is preceded or followed by train working should be paid at the rate of 15 Kms per hour. Consequent on this clarification, para 3.16 will cover only cases of staff who are specially kept on stand-by duty such as for President's special, relief trains, etc.

ii) Position regarding pilot working was discussed and the same was clarified as under :-

(a) The target time for pilot working should be fixed realistically taking into account all operational factors, the possibility of making the round trip for the distance that can be covered within the stipulated duty hours, and should be regulated in accordance with the clarification issued vide Board's letter No.E(P&A)II/81/RS-16 dated 28.1.1982. The bonus payment of 50 Kms. will be admissible only on completion of the trip or trips as stipulated under the target time study.

(b) With regard to jugglers which are utilised for picking up loads from adjoining yards/stations for which the crew are booked for 8 or 10 hours, they may be paid at the rate of 120 Kms. in terms of para 3.12 i.e. exceptional cases where adequate kilometrage cannot be earned.

(c) The question of payment of special pay to coal pilot guards on Eastern and South Eastern Railways was discussed in the context of admissibility thereof for such staff as are engaged on this job for part of the month. It was agreed that this payment may be regulated at the rate of Rs.1.70 for each of the day on which commercial duties are performed, subject to a maximum of Rs.50/- per month per Guard. This should be effective from 1.5.1982.

Contd...59/-

iii) A doubt was raised whether crew of slow moving trains will be entitled to inflate kilometrage of ghat sections in addition to the higher kilometrage admissible under para 3.14. It was clarified that since speed of all trains on ghat sections is slow, the slow moving trains will be entitled to only the inflated kilometrage of ghat sections admissible under para 3.21 and the allowance in terms of para 3.14 will not be admissible to them for their movement on the ghat section.

iv) In regard to para 3.15(ii) it was clarified that shunting from 4th station/point onward during the duty of the crew only will qualify for payment of shunting duty allowance. The condition of 4th station/point during the duty hours of the particular crew and not from the start of the train is important. Since shunting vans/goods trains are entitled to the higher kilometrage in terms of para 3.14 the shunting operations at the first three stations/ points are considered incidental and, therefore, no extra payment is intended.

v) In regard to para 3.23(i)(a) it was clarified that 55% of basic pay(without correlating it to actual running allowance) will count as pay for retirement benefits both for pension and DCRG as well as for Special Contribution to PF Rules. In so far as the methodology is concerned, the procedure for calculating the pay under this clause would be to add 55% of the basic monthly pay of the running staff for each of the 10 relevant months wherever applicable.

As regards leave salary para 3.23(b), the position was clarified that intention was that DA and ADA will be calculated taking into consideration the basic pay and the 30% of pay element together into consideration. This was clarified by way of example as under:-

Basic Pay.	Rs. 500.00
Pay Element (30%)	Rs. 150.00
Total Leave salary on which DA & ADA admissible.	Rs. 650.00

Thus the staff will get only Rs.650/- and the relevant DA/ ADA on the leave salary during leave on full pay.

vi) For the purpose of allowance payable for learning the road under para 3.24, the same will be admissible for three trips in the up direction and 3 trips in the down direction on each section. Certain Railways mentioned that on their hill sections and ghat sections existing practice was to allow 12 trips or 6 trips. These Railways were advised that they should review the position now in terms of new rules and if they still consider more than 3 trips necessary for the purpose of this allowance, they should approach the Board with necessary justification.

.....60/-

vii) Following clarifications were issued with regard to admissibility of lumpsum payment in terms of para 3.28 :-

a) That where the employees retired/not in service after 1.4.1979, the amount admissible would be on the basis of prcrata for the actual period they were in service as the deduction per month stipulated under this para would work harshly against the employees.

b) If a member of the running staff has been appointed on a regular basis to stationary post and his pay has been fixed accordingly under the normal rules, he would not be entitled to the lumpsum payment for the period. It has to be understood that the lumpsum payment is meant only for such duty for which arrears of actual running allowance would have been admissible.

4. The Zonal Railways were requested to send their confirmation in writing about the complete implementation of the new rules together with full details thereof.

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S.No.27. Copy of Railway Board's letter No. E(P&A)II-81/RS-9(I/Tax) dated 11.12.82.

Sub : Reckoning of Running Allowance as pay for the purpose of deduction of Income-Tax.

Reference para 3(23)(c) of Railway Ministry's letter No.E(P&A)II-80/RS-10 dated 17.7.1981 regarding reckoning of Running Allowance for the purpose of deduction of Income Tax.

2. The matter has been reviewed and it has been decided by the Central Board of Direct Taxes, Ministry of Finance, that with effect from the financial year 1982-83 (Assessment Year 1983-84), for the purpose of deduction of Income Tax, 30% of the actual Running Allowance received by the Running Staff on Indian Railways should be reckoned as 'Pay' and the balance 70% of the Running Allowance should be exempt under Section 10(14) of the Income Tax Act,1961.

3. This is in supersession of all previous orders issued on the subject and is for your information and guidance.

4. Hindi version will follow.

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S.No.28. Copy of Railway Board's letter No. E(P&A)II-83/RS-3 dated 26.3.83.

Sub : Reckoning of Running Allowance as pay for various purposes.

Please refer to Para 3.23(i) of Board's letter No. E(P&A)II/80/RS-10 dated 17.7.81. A doubt has been raised on the point whether an element of Running Allowance is to be reckoned as pay for the purpose of determining the entitlement of Running Staff to allotment of Railway quarters and if so, the percentage of basic pay which should be taken into account for this purpose.

2. In this connection, attention is invited to Board's letter No.71/W2/21/46/PNM dated 9.3.76 (copy enclosed) under which a provisional decision was conveyed to the Railways that 40% of the basic pay in the authorised scales of pay should be taken into account for determining the entitlement to quarters. Board desire to clarify that, with the issue of Board's letter dated 17.7.81 referred to above, 30% of the basic pay should be reckoned as pay for the purpose of determining the eligibility of Running Staff for allotment of quarters.

3. This issues with the concurrence of the Finance Directorate of the Ministry of Railways.

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S.No.28/1. Copy of Board's letter No.71/W2/21/46/PNM dated 9.3.1976.

Sub : Allotment of quarters to running staff.

It has been represented that for the purpose of determining entitlement to a particular type of quarter in the case of running staff, pay should be taken to mean the pay plus a certain percentage of pay in lieu of running allowances as adopted for the grant of HRA and recovery of rent.

2. The Ministry of Railways, after careful consideration, have decided that for determining entitlement to allotment of a particular type of quarter to running staff, the percentage of pay which is already added to their pay in lieu of running allowances for the grant of HRA and recovery of rent, may be adopted.

Contd...62/-

3. Although the revised scales of pay for running staff have already been notified, the question of fixation of the existing percentages of pay for treatment as pay in lieu of running allowance for certain purposes, as laid down in Board's letter No.PC-60/RA-2/1 dated 7.3.63, with reference to the revised scales is still under consideration. Also, fresh instructions in regard to the entitlement of quarters on the basis of revised pay structure have not yet been issued. Pending decision on these issues, it has been decided that the pay in the case of Running Staff for the purpose of determining entitlement to allotment of existing types of quarters as laid down in Board's letter No.65/W2/QR/129 dated 22.11.1967 should be taken as notional pay in Authorised Scales plus 40% thereof.

Please acknowledge receipt of this letter.

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S.No.29. Copy of Railway Board's letter No. E(P&A)II-83/RS-9 dated 11.4.83.

Sub : Reckoning of Running Allowance as pay for the purpose of grant of educational assistance.

A doubt has been raised whether, in the case of Running Staff, the Running Allowance or a portion thereof should be reckoned as pay for the purpose of determining the eligibility for the benefit of subsidised hostels and also for determining the rates of recovery, if found eligible.

2. The matter has been considered carefully by the Ministry of Railways and it is clarified that in the case of running staff 30% of the basic pay should be reckoned as pay towards the element of running allowance for determining the eligibility for the various schemes of assistance given to Railway employees for the education of their children/ward and for which the pay is the criterion, like reimbursement of tution fees, children's educational assistance and subsidised hostels.

3. In the case of subsidised hostels, pay plus 30% of the pay should, therefore, be taken into account for determining the eligibility as well as for determining the rates of recovery mentioned in paras 5 and 6 of Board's letter No.PCIII/73/EA dated 17.7.78. However, cases which have been decided otherwise in the past need not be re-opened.

4. This has the sanction of the President and issues with the concurrence of the Finance Directorate of the Ministry of Railways.

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S.No.30. Copy of Railway Board's letter No.E(P&A)II/83/RS-4 dated 20.4.1983.

Sub : Revision of the rates of Running Allowance and allowance in lieu of kilometrage at outstations.

Consequent to the revision of the rates of Daily Allowance w.e.f. 6.1.83 in terms of Board's letter No. F(E)I/83/AL-28/1 dated 25.1.83, the Board have decided that the rates of Running Allowance and Allowance in lieu of kilometrage at outstations applicable to the various categories of running staff in terms of Annexures 'A' and 'B' respectively of Board's letter No.E(P&A)II /80/ RS-10 dated 17.7.81 should be revised as mentioned below:-

RATES OF REVISED RUNNING ALLOWANCE

S.No.	Category	Scale (Rs.)	Existing rates of Running Allowance per 100 km (Rs.)	Revised rates of Running Allowance per 100 km. (Rs.)
1.	Passenger Driver Grade 'A' Spl.	550-750	10.10	14.85
2.	Passenger Driver Grade 'A'	550-700	10.05	14.80
3.	Goods Driver Gr.'B'	425-640	10.00	14.75
4.	Goods Driver Gr.'C' (Selection)	425-600	9.95	14.70
5.	Goods Driver Gr.'C'	330-560	9.90	14.65
6.	Passenger Guard Gr.'A' Spl.	425-640	7.90	12.50
7.	Passenger Guard Gr.'A'	425-600	7.85	12.45
8.	Goods Guard Gr.'B'	330-560	7.80	12.40
9.	Goods Guard Gr.'C'	330-530	7.75	12.35
10.	Firemen 'A'/Diesel Asstt/Asstt. Electrical Driver	290-350	6.75	10.30

Contd....64/-

S.No.	Category	Scale (Rs.)	Existing rates of Running Allowance per 100 km (Rs)	Revised rates of Running Allowance per 100 km. (Rs.)
11.	Firemen 'C'	210-270	5.70	8.70
12.	Assistant Guard	225-308	4.80	7.30
	Shunting Staff			
13.	Shunter	290-400	7.25	10.90
14.	Firemen 'A'/Diesel Asstt.	290-350	4.50	6.75
15.	Firemen 'B'	260-350	3.90	5.85
16.	Firemen 'C'	210-270	3.50	5.25

REVISED RATES OF ALLOWANCE IN LIEU OF KILOMETRAGE AT OUTSTATIONS.

S.No.	Category	Scale (Rs.)	Existing rates of Allowance in lieu of kilometrage at outstations. (Rs.)	Revised rates of Allowance in lieu of kilometrage at outstations. (Rs.)
1.	Passenver Driver Grade 'A' Spl.	550-750	16.15	23.75
2.	Passenger Driver Gr.'A'	550-700	16.10	23.70
3.	Goods Driver Gr.'B'	425-640	16.00	23.60
4.	Goods Driver Gr.'C' (Selection)	425-600	15.90	23.50
5.	Goods Driver Grade 'C'	330-560	15.85	23.45
6.	Passenger Guard Grade 'A' Spl.	425-640	12.65	20.00

.....65/-

S.No.	Category	Scale (Rs.)	Existing rates of Allowance in lieu of kilometrage at out-stations. (Rs.)	Revised rates of Allowance in lieu of kilometrage at out-stations. (Rs.)
7.	Passenger Guard Grade 'A'	425-600	12.55	19.90
8.	Goods Guard Gr.'B'	330-560	12.50	19.85
9.	Goods Guard Gr. 'C'	330-530	12.40	19.75
10.	Firemen 'A'/Diesel Asstt/Asstt.Electrical Driver	290-350	10.80	16.50
11.	Firemen 'C'	210-270	9.10	13.90
12.	Asstt. Guard	225-308	7.70	11.70
	Staff used exclusively on shunting engines			
1.	Shunter	290-400	11.60	17.45
2.	Firemen 'B'	260-350	-	9.35

2. The revised rates would be effective from 6.1.83.

3. This has the sanction of the President and issues with the concurrence of the Finance Directorate of the Ministry of Railways.

4. Please acknowledge receipt.

5. Hindi version will follow.

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S.No.31. Copy of Railway Board's letter No. E(P&A)II-81/RS-13 dated 21.4.83.

Sub : Computation of kilometrage for through Goods Trains.

Ref : Your letter No.E(P&A)85/33(KTT) dated 24th March, 1983.

.....66/-

Please refer to your letter cited above wherein it has been enquired whether, for the purpose of computation of kilometrage for through Goods Trains, the distance covered should be broken up into slabs indicated in para 3.13(i) of Board's letter referred to above and given weightage for each slab separately or if the entire distance is to be given a single weightage, depending upon the slab in which it falls.

2. It is quite obvious from the wording of the para that only the latter course has to be followed. For example, if the distance covered on steam traction is 120 Km., the kilometrage to be paid for would be 120 Km. + 50% of 120 Km. i.e. 180 Km.

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S.No.32. Copy of Railway Board's letter No. E(P&A)II-81/RS-16 dated 29.4.83.

Sub : Grant of waiting duty allowance to Running Staff.

Reference Para 3.16 of Railway Ministry's letter No.E(P&A)II/80/RS-10 dated 17.7.81 as modified vide their letter of even number dated 28.1.82 and letter No. E(P&A)II/82/RS-2 dated 7.6.82.

2. Doubts have been raised as to what exactly constitutes "waiting duty" for the purpose of payment of waiting duty allowance under the revised Running Allowance Rules brought into effect from 1.8.81.

3. With a view to issue consolidated instructions so as to avoid confusion on this subject, the matter has been considered carefully by the Ministry of Railways and, taking into account the instructions contained in all the three letters referred to above, they desire to clarify in supersession of previous clarifications, that "waiting duty" would cover the following cases for the purpose of payment of waiting duty allowance at the rate of 15 Km. per hour upto 10 hours, in terms of para 3.16 of this Ministry's letter of 17.7.81, referred to;

1. Waiting/Stand-by duty as per roster.

2. Station Duty including detentions on account of cancellation of the trains or cancellation of the booking of the staff after they have reported for duty.

Contd....67/-

3. Running Staff kept back in administrative interest, such as booking for President's Special, Relief Trains, etc.

4. Waiting in steam in the case of President's Special.

4. These orders take effect from the date of issue. Past cases which have been decided otherwise need not be re-opened.

5. These orders issues with the concurrence of the Finance Directorate of the Ministry of Railways.

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S.No.33. Copy of Railway Board's letter No. E(P&A)II-83/RS-22 dated 10.1.84.

Sub : Payment of interim relief to running staff in terms of Board's letter No. PC-III/83/PC IV/3(IR) dated 2.8.83.

A point has been raised whether the pay element in Running Allowance viz. 30% of pay is to be taken into account as pay for the purpose of determining the quantum of interim relief admissible to running staff in terms of Board's letter referred to above.

2. The Ministry of Railways desire to clarify that the pay element in Running Allowance, viz. 30% of basic pay of the running staff which has been classified as "Pay" under Rule 2003-RII, in terms of para 3.2 of Board's letter No.E(P&A)II-80/RS-10 dated 17.7.81, should be included with their basic pay for determining the quantum of interim relief to be granted to them.

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S.No.34. Copy of Railway Board's letter No. E(LL)84/HER/1-18 dated 31.5.84.

Sub : Calculation of overtime - inclusion of pay element in Running Allowance payable to Running Staff.

Reference Railway Board's letter No.PC-66/OT-1/3 dated 1.9.1961 and 7.5.1962 (item 3 at p.30-31 of compedium of important letters issued as a result of Jagannath Das Pay Commission's recommendations).

Contd.....68/-

2. It has been represented to the Ministry of Railways that the pay element in running allowance payable to Running Staff and D.A. and C.C.A. admissible thereon are not taken into account in calculation of hourly rate of overtime payable to Running Staff under Hours of Employment Regulations. The matter has been considered by the Ministry of Railways and it is clarified that since 30% of basic pay of running staff representing the pay element in the Running Allowance is classified as "pay" under clause (iii) of Rule 2003(21)(a)-RII as per item 3.2 of Board's letter No.E(P&A)II-80/RS-10 dated 17.7.81 the ordinary rate of pay occurring in proviso to section 71C(4) of the Indian Railways (Amendment) Act, 1956, will also include the pay element of running allowance to the extent of 30% of basic pay of the running staff and Dearness Allowance/Additional Dearness Allowance and City Compensatory Allowance payable thereon to them.

3. Past cases decided otherwise need not be re-opened.

4. This issues with the concurrence of the Finance Directorate of the Ministry of Railways.

Hindi version will follow.

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S.No.35. Copy of Railway Board's letter No. E(P&A)II-83/RS-4 dated 1.6.84.

Sub : Allowance in lieu of Running Room Facilities.

Consequent to the discussions with the Federation in the Departmental Council, it has been decided by the Board that the rates of Allowance in lieu of Running Room facilities applicable to the various categories of running staff in terms of Annexure 'C' to Board's letter No.E(P&A)II-80/RS-10 dated 17.7.81 should be revised as under :

S.No.	Category	Existing rate (Rs.)	Revised rate (Rs.)
1.	Drivers	5.50	7.00
2.	Guards	5.50	7.00
3.	Shunters	4.00	5.00
4.	Firemen	3.50	4.50
5.	Asstt. Guards	3.50	4.50

.....69/-

2. The revised rates would be effective from 1.6.84.

3. This has the sanction of the President and issues with the concurrence of the Finance Directorate of the Ministry of Railways.

4. Please acknowledge receipt.

5. Hindi version will follow.

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S.No.36. Copy of Railway Board's letter No. E(P&A)II-82/RS-7 dated 5.6.84.

Sub : Dearness Pay for the purpose of retirement benefits etc. in the case of Running Staff.

Please refer to Board's letter No.PC-III/75/RA/1 dated 21.7.80 and letter of even number dated 9.12.82, addressed to the General Secretary, AIRF and circulated to the Railways under Board's letter of even number dated 15.12.82.

2. On receipt of references from various quarters, the question as to how DP should be calculated for the purpose retirement benefits in the case of running staff, after the introduction of the revised Running Allowance Rules w.e.f. 1.8.81, has been re-examined by the Board and it has been decided that Board's letters of even number dated 9.12.82 and 15.12.82 referred to above should be treated as cancelled.

3. It has also been decided that while calculation of DP for retirement benefits in the case of running staff retiring upto 31.7.81 would be governed by the instructions contained in Board's letter No.PC-III/75/RA/1 dated 21.7.80, DP for the purpose of calculation of retirement benefits in the case of running staff retiring on or after 1.8.81 shall be calculated on pay plus 30% thereof. Hence, the emoluments for retirement benefits in the case of running staff retiring on or after 1.8.81 would consist of Basic Pay plus 55% thereof as component of Running Allowance as a retirement benefit plus D.P. at the appropriate percentage, calculated on Basic Pay plus 30% thereof.

4. The retirement benefits granted to the running staff retired on or after 1.8.81 may, therefore, be recalculated on the above lines but recovery of the overpayments made to the concerned staff may be waived under your own powers.

.....70/-

5. As far as calculation of D.P. for the purposes of grant of HRA and CCA to running staff is concerned it has been decided that D.P. for these purposes would also be calculated on Basic Pay plus 30% thereof. This would, of course, take effect from 1.2.82, the date from which Board's letter No.PC-III/82/DP-2 dated 25.3.82 regarding merger of D.A. with pay for the purpose of payment of HRA/CCA took effect.

6. This issues with the concurrence of the Finance Directorate of the Ministry of Railways.

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S.No.37. Copy of Railway Board's letter No. E(P&A)II-84/JCM/2 dated 23.1.85.

Sub : Rate of Allowance in lieu of kilometrage for Firemen 'B'.

Ref : Board's letter No.E(P&A)II-83/RS-4 dated 20-4-83.

As a result of discussions with the Staff Side in the Departmental Council, it has been decided by the Board to grant Allowance in lieu of Kilometrage to Firemen 'B' for the performance of non-running duties at outstations at the rate of Rs.15.50 per day, with effect from the date of issue of this letter.

2. This has the sanction of the President and issues with the concurrence of the Finance Directorate of the Ministry of Railways.

3. Hindi version will follow.

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S.No.38.

Copy of Railway Board's letter No. E(P&A)II-84/JCM/2 dated 3.9.85.

Subs: Rate of Allowance in lieu of Kilometrage for Firemen 'B'

In partial modification of their letter of even number dated 23.1.85, the Railway Ministry have decided that the revised rate of Allowance in lieu of Kilometrage to Firemen 'B' for the performance of non-running duties at outstation, may be given retrospective effect from 6.1.83.

This has the sanction of the President and issues with the concurrence of the Finance Directorate of the Ministry of Railways.

Hindi version is enclosed.

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