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Government of India
Ministry of Railways
(Railway Board)

No.2010-11/Track-III/App. Act/01

New Delhi, dated 23.09.2011

Principal Chief Engineers,
All Indian Railways.

Sub: Training for Apprentices under the Apprentices Act, 1961
Ref: (i) Railway Board's letter no.E(MPP)97/6/7/Vol.II dated 15.02.2000
(ii) Railway Board's letter no.E(MPP)2001/6/7 dated 22.7.2002
(iii) Railway Board's letter No.E(MPP)97/617 dated 15.05.10

Apprentice Act, 1961 was enacted by the Government to regulate and control the training of Apprentices in certain designated trades with the object of getting adequate manpower trained in industrial skills for developing industries in the country. Vide Board's letter under reference (ii) (available on website <http://10.1.1.10.21/mppl/actapprentices.htm>, para 2.1), it is mentioned that "the provisions of act apply on the Railways to works of Civil, Mechanical & S&T Engineering Departments, Production Units, Diesel & Electric Loco Sheds, Carriage & Wagon Depot and Electrification Projects".

Indian Railways Track Machine Organisation has separate cadre for mechanization of track maintenance and renewal activities. More than 600 machines of different types are working on Indian Railways and Vision 2020 envisages full mechanization of track maintenance and renewal activities on IR. Track machines are complicated specialized equipments and track machines workshops are available in every zonal railway for its repair and maintenance. Artisans having skills in the trades of fitter, machinist, welder, electrician, mechanic - machine tool maintenance, instrument mechanic, hydraulic equipments, electronic equipments & diesel engines etc. are required for the same. Most of these trades are already available in designated trades given in annexure of Railway Board's letter referred at (ii).

Earlier, Railway Board had issued direction vide letter under ref (I, para 3.5) that no fresh joint survey should be undertaken in railways till instructions issued by Board and apprentices are to be engaged as per the quota already fixed. However, **vide Railway Board letter under ref (iii) (RBE No.54/2010, copy enclosed) it has been decided to conduct survey/re-survey every two years without any ban on fresh joint survey** and the number of apprentices to be engaged under the Apprentices Act may be suitably advised to the Railway Board. In the Board's letter under ref (ii), it is also mentioned that Railway should ensure that only designated trades are included in the survey which have a potential for future recruitment/absorption vide para 3.2.1 and the training should be provided as per syllabus prescribed by the Director General of Employment & Training vide para 10.5.

Considering the objective of Apprentices Act and Railway Board's letters referred above, it is seen that Track Machine Organisation have a large centralized cadre of Track Machine Maintainers and Track Machines Workshops have adequate opportunity and potential to develop trained manpower in various trades/technical skills and in view of these, it is requested to undertake the exercise of fresh Survey of Track Machines Organisation including POH Workshops/Track Machines Maintenance Depots in coordination with CPO to decide the trades from already available list and the number of act apprentices to be trained as per establishment/infrastructural facilities for further approval from RDAT so that trained personnel in the required skills are available.

2/24
23.09.11
(S. M. Pandey)
Director, Track (MC)
Railway Board

28/9/11

54/6

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

RBE No. 54/2010

SC No.22 to MC No. 8/2002

No. E(MPP)97/6/7

New Delhi, dated 15.04.2010

The General Managers
All Indian Railways and PUs
(As per standard mailing list)

Sub:- Training slots for Apprentices under the Apprentices Act, 1961
- Conducting fresh joint surveys

Ref:- Railway Board's letter No. E(MPP)97/6/7 dated 15.2.2000.

Zonal Railways are aware that vide above cited reference, Ministry of Railways had decided that no fresh joint survey should be undertaken in the Railways till such instructions are issued from Board. These instructions were issued then in the light of seats identified on the basis of joint survey conducted along with RDAT officials and Railways representative with a view to utilizing the seats identified and in the wake of severe criticism from the Directorate General of Employment and Training, Ministry of Labour on the implementation of Apprentices Act on the Railways. With the advent of technological advancement and also changes in the working practices in the Railways and the fact that some skilled artisan categories have either become redundant or are not required and in lieu of new trade categories have emerged/ are emerging for which survey is required to be conducted, to identify fresh training slots, for training of Apprentices, under the Act.

Recently, the Directorate General of Employment and Training have also brought to our notice that as per the Apprentices Act 1961, it is mandatory that survey/re-survey is conducted every 2 years by the Central Apprenticeship Advisers along with the In-charge of the Establishment.

In the light of the above, it has been decided to ensure compliance of the provision of the Apprentices Act 1961 and to conduct survey/re-survey every 2 years without any ban on fresh joint survey. The number of apprentices to be engaged for training under the Apprentices Act may be suitably advised to the Railway Board after survey/re-survey have been conducted.

Para 3.5 of the Master Circular No. 81/2002 and 27/2/2002 stands modified accordingly. Kindly acknowledge receipt of the above instructions.

(K. Harikrishnan)
Director(MPP)
Railway Board.

Copy to:

1. The General Secretary, AIRF, 4, State Entry Road, New Delhi, with 35 spares.
2. The General Secretary, NFIR, 3 Chelmsford Road, New Delhi, with 35 spares.
3. The Secretary General FROA, Room No.256-A Rail Bhavan New Delhi with 5 spares.
4. The Secretary General, IRPOF, Room No.268 Rail Bhavan New Delhi with 5 spares.
5. The Secretary RBSS Group 'A' Officers Association, Room No.462, Rail Bhavan.
6. All Members, Departmental Council and Secretary Staff side National Council 13-C, Ferozeshah Road, New Delhi with 90 spares.
7. The General Secretary, AIRPF Association, Room No.256 Rail Bhavan New Delhi with 5 spares.

For Secretary/Railway Board

No. E(MPP)97/6/7

New Delhi, dated 15-04-2010

Copy to:

Shri A.S. Kesai, Deputy Director General (AT), DGET Ministry of Labour & Employment, Shram Shakti Bhavan New Delhi w.r.t his letter No.DGE&T-29(4)/2009-AP dated 11.2.2010.

Copy to:

CRB, FC, ML, MM, MS, MT, DG(RHS), DG(RPF), AM(Budget), AM(CE), AM(C&IS), AM(Comml), AM(Elect), AM(Fin.), AM(Mech.), AM(Plg), AM(Project), AM(PU), AM(Sig), AM(Staff), AM(Rly Stores), AM(T&C), AM(Telecom), AM(Traffic), AM(Works), Adv.L(RS), Adv(Vig), Adv.Fin(Exp), Adv(IR), LA, OSD(MIS), ED(Plg), ED(Accts), EDF(BC), EDCE(B&S), EDCE(G), EDCE(Plg), ED(Coaching), ED(CC), ED(C&IS), ED(E&R), EDEE(Dev), EDEE(G), EDE, ED(RRB), EDE(N), EDE(Res), EDF, EDF(E), EDF(S), EDF(B), EDF(RM), EDF(X)I, EDF(X)II, ED(H), EDLM, ED(MIS), EDE(GC), ED(T&MPP), EDME(Chg), EDME(Fr.), EDME(Tr.), EDME(TOT), EDME(Dev), EDME(W), ED(PC)I, ED(PC)II, ED(PP), ED(Project), ED(Project/DMRC), EDRE, ED(safety), JS, JS(C), JS(E), JS(G), JS(P), IG/RPF(Hqs), IG/RS, ED(Sig), ED(Stat & Econ), EDRS(C), EDRS(C), EDRS(G), EDRS(P), EDRS(S), EDRS(W), ED(TD), EDTT(M), EDTT(MC), EDTT(P), ED(T&C), EDCE(P), ED(PM), ED(PG), EDTC@, EDTC(FM), EDTT(F), EDTT(FM), EDTT(S), EDV(A), EDV(E), EDV(T), ED(W), E(Trg), E(NG)I, E(NG)II, E(G), F(E)III

(भारत सरकार) GOVERNMENT OF INDIA
(रेल मंत्रालय) MINISTRY OF RAILWAYS
(रेलवे बोर्ड) RAILWAY BOARD

No. 2007/Track-III/TK/20 Pt. -NFIR-4

New Delhi, 23.09.2011


The General Managers,
All Indian Railways.

Sub: Priority for filling up vacancies of Track Machine staff.

As on 01.08.11, Indian Railways have 33% vacancies in sanctioned strength of track machine staff and there is 25% shortfall in creation of posts vis-à-vis requirement. The issue of problems being faced due to shortage of Track Machines staff has also been taken up by staff side in PNM. The creation of posts and placement of indents needs to be expedited to meet the requirement of machines as per the allotment already advised to the zonal railways. However, the recruitment through RRB/RRC and training may take approximately 1 to 2 years time after the proposals are initiated. Position therefore needs to be urgently alleviated partly through recruitment being carried out through other channels by zonal railways.

To tide over acute shortage of staff in various departments, railways have been resorting to filling up vacancies besides recruitment through RRB/RRC by appointment on compassionate grounds, recruitment of ex-serviceman, engagement of substitute (including Course Completed Act Apprentices) under GM's power etc. In the matter, railways are requested to give priority in apportionment of such engagements/recruitment for filling up vacancies of track machines staff in view of acute shortage and its bearing on maintenance of track and hence efficiency & safety of operation.

This issues with the approval of Board (ME, MS).



(A.K.Lahoti)

Executive Director Track (MC)
Railway Board.

