

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

No. E(W)2011/PA-1/2

New Delhi -12-2011

To

02-01-2012

Shri S. C. Maheshwari
 Secretary (Railways)
 Bharat Pensioners' Samaj
 Post Box 3303, Jangpura Extn.
 New Delhi -110014.

Dear Sir,

I am directed to refer to your Memorandum dated 21-01-2011 and this office letter No. RB/RTI Cell/2011/010020695 dated 19-12-2011. Various issues raised by you have been examined in this office and position is given hereunder:-

S. No.	Subject	Remarks
1	<u>Pension (Fixation, Revision & Disbursement):-</u> We want to draw your particular attention to Hon'ble Supreme Court's Constitution Bench historic judgement delivered in case of D.S. Nakara on 17-12-1982 and request that it implemented in letter & spirit. Pensioners should not be divided on the basis of their date of retirement or otherwise and a uniform formula be adopted for the revision of all the pension irrespective of Class, Category or status while in service, i.e. if a multiplication factor of 3 is given to one section of pensioners then, by sheer logic, it should be uniformly adopted for all the Pensioners.	Only Department of Pension & Pensioners' Welfare (DOP&PW), the nodal department of the Government of India on pensionary matters is competent to take any decision on the point raised. This Ministry being an Administrative Ministry in pensionary matters, is bound by the instructions issued by the DOP&PW.
1(i)	<u>Pension to be net of Income Tax as was recommended by the CPC-V vide their Para 167.11</u> -Inflation is much more than any tax; it erodes the major part of already inadequate pension. To enable pensioners, at the fag end of their lives, to live honourably, they be spared from	In all matters relating to Income Tax on the Railway employees, the Ministry of Railways are guided by the provisions of Income Tax Act, 1961, rules made thereunder and various instructions issued by the Ministry of Finance (Central Board of Direct Taxes) from time to time. The Ministry of Finance is the nodal Ministry

	CPC-V, Pension should be net of income tax.	Railways do not have any powers to do anything contrary to the instructions issued by the Ministry of Finance in this regard.
1(ii)	<u>Merger of DR with pension whenever it goes above 50%:-</u> In the case of working personnel, their allowances automatically go up by 25% whenever D.A. goes above 50%. As pensioners do not get any allowances, they feel cheated. In order to strike a balance, DR should be merged with Pension whenever it goes beyond 50%.	The matter pertains to Dept of Pension & Pensioners' Welfare, this being a policy matter applicable to all Govt. employees.
1(iii)	<u>Pension to Disabled & sickly pensioners be disbursed at their residence in accordance with RBI guidelines</u> :- Due to physical/mental disability or on account of prolonged sickness, quite a number of pensioners are unable go to the Pension Disbursing Agency. There are Standing Instructions issued by the Reserve Bank of India for payment of pension at their residence in such cases. These Instructions are followed more in breach than in implementation. However, in actual practice, Bank authorities avoid doing so causing a lot of inconvenience and even harassment to the unfortunate disabled or sick.	<p>As per extant instructions on the subject sick/incapacitated handicapped pensioners may draw pension in the following manner:-</p> <p>a) Pensioners who are too ill to sign a cheque and cannot be physically present in the bank to withdraw money from his account but can put his thumb/toe impression on the cheque/withdrawal from: In this case, the thumb or toe impression should be identified by two independent witnesses known to the Bank. One of whom should be a responsible Bank official.</p> <p>b) Pensioner who is not only unable to be physically present in the bank but is also not even able to put his thumb/toe impression on the cheque/withdrawal form due to certain physical defect/incapacity:- In this case a mark can be obtained on the cheque/withdrawal from in the same manner as described in sub-para(a) above. That mark should be identified by two independent witnesses one of whom should be a responsible bank official.</p> <p>c) In both the cases mentioned above, the pensioner might also be asked to indicate to the Bank as to who would withdraw pension amount from the bank on the basis of cheque/withdrawal form as obtained above and that person should be</p>

		<p>identified by two independent witnesses. The person who is actually drawing money from the Bank should be asked to furnish his signatures to the Bank. These instructions have also been reiterated by RBI to all banks vide their reference no.DGBA.GAD.No.H3194/45.01.001/2009-10 dated 14-10-2009.</p> <p>As regards Association's demand regarding delivery of pension at the residence of incapacitated pensioners, a reference has been made to RBI.</p>
1(iv)	<p><u>Grievances redressal:-</u></p> <p>The Railway Board, therefore, is requested to :</p> <p>(1) Make Pension Adalats functional also at the Railway Board level.</p> <p>(2) Widen scope of Pension Adalats to include all groups i.e. A,B,C & D & all the grievances especially those relating to the Medical attention/treatment and the post retirement passes.</p> <p>(3) Invoking the extant guidelines laid down in Para 2.13 of the Master circular 63 on the subject, the Board is requested to increase the frequency of holding Pension Adalat at Divisional level to every three months and at Zonal level to every six months. The system should be introduced at Board level forthwith with a frequency of once a year.</p>	<p>(1) The suggestion has been noted.</p> <p>(2) This Ministry has issued detailed instructions dated 12-10-95 (Copy enclosed) on the conduct of Pension Adalat on Railways. Based on the guidelines formulated by the Department of Pension & Pensioners' Welfare (DOP&PW) nodal department for looking after the welfare of Central Govt. Pensioners', which are applicable to all groups irrespective of Group A, B, C & D. The scope of the instructions can however not be extended to include issues related to medical facility.</p> <p>(3) Guidelines issued by DOP&PW have been examined and detailed instructions have been issued regarding conduct of Pension Adalats and replying to pensioners' representations in a time bound manner (copy enclosed). Online redressal grievances system in the form of Pensioners' Portal has also been introduced additionally by the Department of Pension & Pensioners Welfare for expeditious disposal of pensioners' grievances. Keeping in view these measures and that the present system of holding pension Adalat in December</p>

	<p>(4) Formation of a separate Pensioners' Cell in each Railway Hqrs./Division.</p>	<p>every year is functioning satisfactorily, it has been decided to maintain status quo in the matter.</p>
1(v)	<p><u>Family pension to Dependents (cases of Secondary eligible where the event arises post retirement):</u></p> <p>Such of the dependent relatives who are entitled to receive Family Pension on their turn are facing much hardship, and even harassment, at the hands of the dealing clerical staff. The reason for this unfortunate situation is there being no Standard procedure & Check list to act upon. There are cases where such dependents have been running from pillar to post for more than a year or even two to get their Family Pension started. Railway Board is requested to come to the rescue of these dependent Unmarried/Widowed/ Divorced daughters and the Blind, Physically & Mentally incapacitated Sons of ex. Railway employees who are no more; it is not only imperative but also urgent to lay down a standard procedure & the requisite Check list in respect thereof with a time bound schedule.</p> <p>Another reason for the delay in such cases often is the inability of the concerned section head to trace the old records. But we have a simple solution to remedy such a seemingly intractable problem: The same or similar procedure may be introduced as was adopted in the case of pre-</p>	<p>(4) Instructions have been issued vide this office letter dated 20-12-2011 that COP(IR) on Zonal Railway Headquarters, a DPO on Divisions and a Dy. CPO in Production Units will be the nodal officer for dealing with Pensinoers' Associations for addressing pensioners' concerns raised by Association and individual pensioners and replying to their representations. (copy enclosed).</p> <p>Family Pension to Dependents- DOP&PW has not prescribed any check list or documents to be submitted for grant of family pension to widow/divorced/ unmarried daughter beyond 25 years of age of the deceased railway servant/pensioner. However, instructions have recently been issued vide this office letter No.F(E)II/2007/PN-1/5 dated 20-05-2011 (copy enclosed) for expediting the disposal of the pending cases for grant of family pension to widow/divorced/unmarried daughters and disabled siblings.</p> <p>Procedure for grant of family pension to physically handicapped/mentally retired son/daughter is provided in rule 75(6) of the Railway Services (Pension) Rules, 1993.</p> <p>As regards the suggestion to introduce similar procedure as was introduced at the time of revising pension on the basis of notional fixation of pay on 01.01.1996, it is stated that this Ministry cannot take any unilateral decision in the matter. The decision, if any taken by the DOP&PW in this regard will be followed by this ministry earnestly.</p>

	<p>1986 retirees while revising pension on the basis of notional fixation of pay as on 1.1.86 in implementation of the Vth CPC recommendation. Thus the RB should issue definite and specific guidelines as to how to process the case further when the relevant records are not traceable. The Administration may in such cases, accept certified copies of relevant documents submitted by the claimants.</p>	
1(vi)	<p><u>Harassment Due to delay in issuing revised PPO in case of pre 2006 retirees:-</u></p> <p>With effect from 1.1.2006, elderly pensioners & family pensioners of age 80 years & above are entitled to additional pension at ascending rates.</p>	<p>Delay in revision of PPOs on Railways is engaging Railways' concern. Recently Additional Member(Staff) has directed CPOs vide letter No.2008/AC-II/21/20 dated 18-07-2011 (Copy enclosed) to complete the task of revision of PPOs in a time bound manner. For this purpose, they have been asked to take measures like issue of advertisement in national and local newspapers inviting pensioners to apply for revision of their pension, depute Personnel Inspectors to visit pre-2006 pensioners to get complete information required to issue revised PPOs, form special cell to receive and process the applications from pensioners, deputing more staff in the concerned branches of Personnel department by reallocating the duties within the existing staff strength to complete the work without further delays.</p>
1(vi) (i)	<p>Problems arise in the case of family pensioners where there is no mention of age & DOB in the existing PPOs. The Banks do not entertain their claim to Additional family pension for want of mention of age/DOB in the existing PPOs. They do not accept Voter I.D. cards etc as proof of age, on the plea that the Department is not providing to them the subsequent verification & acceptance.</p>	<p>In fact, the matter has been taken up at the highest level by Chairman Railway Board through his D.O. letter to GMs for revision of all remaining PPOs in a time bound manner. He has also directed Railways to form teams of WLIs and Depot Incharges to visit pensioners for their individual verification.</p>
1(vi) (ii)	<p>Secondly, in the absence of revised PPOs, Pensioners & Family pensioners are being deprived of the advantage of the provision that in no case revised Pension shall be less than 50% of the minimum of the Pay Band plus Grade pay, corresponding to the scale of pay from which the pensioner retired and further that in no case Family Pension shall be less than 30% of the said corresponding Minimum of Pay Band plus Grade pay. The Railway Board is, therefore, urged</p>	<p>As regards additional pension to pensioners / family pensioners on attaining the age of 80 years and above, guidelines have also been issued vide this office letter No. F(E)2008/PN-1/12 dated 08-09-2008 (copy enclosed).</p>

	to issue suitable orders prescribing time bound Schedule for issuing revised PPO on revised proforma incorporating family details & DOB of spouse & dependent family members for early issue of revised PPO to all pre 2006 retirees.	
1(vi) (iii)	Income Limit for Dependency be raised to Rs.3500/- + DR- Income limit for Dependency/ eligibility for Secondary Family Pension has been raised to Rs.3500/- + DR thereon. As per the 6 th CPC recommendations. Clarificatory orders need to be issued urgently as in most of the Divisions the income limit is being still treated as Rs.2,550/- .	Revised dependency criteria for grant of family pension has already been communicated to all Zonal Railways etc. vide this office letter No.F(E)III/2008/ PN-1/13 dated 15-09-2008 (Copy enclosed).
1(vii)	<p><u>Ex-gratia for Pre 1986 SRPF beneficiaries & their families:-</u></p> <p>Very few (a very small number) of Pre-1986 SRPF(C) beneficiaries are now alive, they are at present being forced to live below poverty line due to meagre ex-gratia of Rs.650 to Rs.3000. Dearness relief too in the case of family recipients is lower by 8% as compared to other pensioners. Their dependent children i.e. unmarried/widowed/divorced daughter, mentally, physically & visually disabled sons, too are being discriminated against by not allowing them the same entitlement to the meagre ex-gratia on their turn. Certainly they too are entitled to lead a dignified life comparable to their earlier status in younger (working) days as Railway Employees. Keeping in view the present day cost of living, a highly inflationary regime and humanitarian factors, they deserve to be considered for another chance to come over to Pensionary benefits. As the number involved is very few, it would not cause any appreciable financial burden on the Government.</p>	<p>In the case of payment of ex-gratia to widows and eligible dependent children of deceased SRPF (C) optees, this Ministry follows the instructions issued by the Department of Pension and Pensioners' Welfare, the nodal department of the Government in such matters and hence, this Ministry cannot take any unilateral decision in the matter.</p> <p>As regards the demand for giving another chance to the surviving SRPF beneficiaries to come over to the pension scheme, it is brought out that the Pension Scheme was introduced on the Railways on 16-11-1957 with retrospective effect from 01-04-1957. As per this scheme, the employees who joined service on and after 16-11-1957 were compulsorily governed by the Pension Scheme and the employees who were in service between 01-04-1957 and 16-11-1957 were given an option to come over to the Pension Scheme. Subsequently, whenever the pension scheme underwent progression due to recommendations of successive Central Pay Commissions, etc. the employees who had chosen to remain under SRPF(C) scheme, were extended further opportunities to come over to the pension scheme. In all, 12 such options were given, the latest being the one given</p>

on the basis of the recommendations of the 4th CPC, in terms of which, all CPF/SRPF(C) beneficiaries who were in service on 1.1.1986 were deemed to have come over to the pension scheme on that date unless they specifically opted to continue under the CPF/SRPF(C) Scheme. In effect, the surviving SRPF(C) beneficiaries are, those persons who had specifically chosen to remain under the SRPF(C) scheme.

The demand of such SRPF(C) beneficiaries for coming over to the Pension Scheme was considered by the Supreme Court and in their Judgement of 13th July, 1990, it was held that the Government's legal obligation in the case of SRPF(C) retirees ended on their retirement and that SRPF(C) beneficiaries had received lump sum amount at the time of their retirement. The Vth & VIth Central Pay Commissions did not recommend grant of another option to CPF/SRPF retirees to switch over to the pension scheme. It may be appreciated that the Ministry of Railways being an administrative Ministry is governed by the orders/instructions issued by the DOP&PW, the nodal department of the Government in such matters and, therefore, cannot take any unilateral decision in the matter.

1(viii)	<p><u>Payment of enhanced ex-gratia to pre 1986 SRPF(C) beneficiaries:-</u></p> <p>In Railway Board's letter No. F(E)III/PN/Ex.Gr./3 dated 15-11-2006 (RBE No.170/2006) it is laid down that the Head of Office or Department, which sanctioned the existing ex-gratia payment authority, shall prepare the revised ex-gratia payment authority at the enhanced rates, as in, Sub-para 1(VII) above suo-motu in lieu of the said existing authority of Rs.600/-. Revised payment authorities have not so far been issued by several Divisions with the result a large number of those beneficiaries are</p>	<p>Details of the cases alongwith the names of the Division who have not issued revised ex-gratia payment authorities in terms of Board's letter No.F(E)III/98/PN1/Ex.Gr./3 dated 15-11-2006 (Copy enclosed) need to be furnished to enable necessary instructions being issued to the concerned Zonal Railway etc.</p>
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	still being paid ex-gratia at the old rates only. Instructions need, therefore, to be issued immediately by the railway board for implementation of the above mentioned orders within a stipulated period and also ask for submission of compliance reports in this regard from the concerned authorities.	
2	<u>Medical attention & treatment:-</u>	
2(i)	To issue 'Smart Card (on CGHS Pattern) to all RELHS beneficiaries'	Smart Card scheme for RELHS beneficiaries was launched as a Pilot Project in NCR Region. The Pilot Project was concluded in August, 2011. The result, thereof, and further course of the action on the issue is under detailed study by Railway Board.
2(ii)	It would be necessary to sensitize the Railway Doctors regarding good behaviour and clinical practices and training for handling geriatric patients.	The facilities for both Railway employees and RELHS beneficiaries are under constant review. Wherever the need for upgrading the facilities is felt, the same is examined on merit and provisions made. Similarly the days of visit by specialist in the OPDs are fixed where both the Railway employees and RELHS beneficiaries avail the facilities.
2(iii)	In the existing Sr. Citizen OPDs in Divisional & Zonal hospitals the facility should be strengthened and new OPDs opened where it does not exist at present. Separate nominated days & time periods be fixed for Specialist consultation so that the elderly do not have to stand in long queues for long periods & the Doctors are able to pay them adequate attention.	
2(iv)	At outstations where H.U.s & Lockup Dispensaries exist, specialized OPD consultations be outsourced with the existing procedure of dispensing of medicines & referral through Railway's Health Units/Lockup Dispensaries themselves be continued.	The suggestion is noted.
2(v)	In the CGHS, the cost of Smart Card is borne by the Ministry of Health & Family Welfare. Why then should the Railway pensioner be penalized to pay the cost? The Smart Card would be immensely popular if the	Remarks against Item No.2(i) above may be seen.

	cost thereof is borne by the Railways.	
2(vi)	Constitution of multilevel hospital Advisory and Grievances Redressal Committee with representations of pensioners representatives on CGHS pattern.	The suggestion is noted.
2(vii)	RELHS scheme to be made open-ended for retirees without Lock-in period and qualifying service of 20 years.	Relaxing the length of qualifying service for joining RELHS is under examination and the issue of extending the date of joining RELHS for pre-2009 retirees is also under examination.
2(viii)	Providing Rest-Room facilities attached to Railway hospitals for stay of pensioner and their family members.	Consequent to the Hon'ble MR's Budget announcement, Rest-Rooms have been developed in various hospitals for patients' attendants.
2(ix)	A larger number of Hospitals & Diagnostic Centres need to be recognized within a radius of 20 Kms from the Health Units/Lockup Dispensaries so that elderly patients, for whom an attendant & even small expenditure is a luxury, are not put to physical & economic strain because of reference to outstation Hospitals & Diagnostic Centres.	A Committee has been constituted to make an in-depth study and recommend the various details regarding recognition of non-railway Private Hospital and Diagnosis Centers for specialized treatment of Railway beneficiaries.
3	<u>Post Retirement Passes:</u>	
3(i)	Post-retirement Complimentary passes are issued to Railway servants subject to the same conditions as applicable to Railway servants in service. Thus it would not only be logical but also fully justified to extend the same revised entitlement of Passes as per Railway Board's recent order vide their No. E(W)2008/PS5-1/38 dated 06-01-2011, RBE No.03/2011 to all retired Railway personnel w/o any cut off date.	Matter regarding revised pass entitlements on post retirement complimentary passes/widow passes as per 6 th CPC pay structure is under examination.
3(ii)	<u>Widow pass :-</u> In widow passes the dependent relatives are not entitled to be included except for the dependant widow mother of the deceased Railway employee. This is too harsh a rule for a widow who is emotionally, financially & socially shattered and left alone with the	Widow pass is relatively a new concept in the Railway Servants (Pass) Rules for the benefit of the widows. Further liberalisation of the facility on widow pass to include more relatives is not feasible due to financial and other implications.

	<p>liability of caring not only for her own dependent children but also the parents of her late husband. Widowed mother-in-law is included as her family member, but not her own dependent children. This indiscreet attitude towards widows needs to be set right w/o delay. They may be allowed to include dependent relatives in their passes as per the entitlement of their late Husbands.</p>	
<p>3(iii)</p>	<p><u>Secondary Family Pensioners</u> The dependent relatives who on their turn get family pension, become only technically independent on account of the family pension, which they get due to being dependent on their parents. In actual fact they continue to be dependent on their parents & that is why they get family pension. In view of this, their entitlement for post retirement passes needs to be urgently considered for a favourable decision.</p>	<p>Pass entitlements are based on provisions, contained in Railway Servants (Pass) Rules, 1986 (Second Edition, 1993) which are independent of the Pension Rules. There has been large scale liberalisation in pass rules recently and further relaxation of provisions is not considered feasible due to financial and other implications.</p>
<p>3(iv)</p>	<p><u>Companion in IIInd class Post retirement Passes</u> :- Pensioners are a homogenous group, variation in 'Age' related privilege within the same organization, is in discretionary and needs to be rectified, Ministry of Railways is therefore requested to allow the facility of Companion in the second class Post retirement passes also.</p>	<p>Facility of attendant/ companion is regulated in terms of Railway Servants (Pass) Rules, 1986 (Second Edition, 1993) which does not provide for attendant/ companion on second class pass whether serving or retired. Further liberalization of this settled position in favour of retirees eligible for 2nd class pass is not feasible due to financial and other implications.</p>
<p>3(v)</p>	<p><u>Restore the Post-retirement Pass entitlement of those retiring after 20 years of service</u> :- Prior to the implementation of 6th CPC, those seeking voluntary retirement on completion of 20 years of qualifying service were getting a weightage of 05 years of qualifying service. For this very reason, they used to become automatically eligible for 2/3 sets (2 sets in case of Group 'C' & 3 sets in case of Groups 'A' & 'B') of Post</p>	<p>Pass facility for railway employees is governed by Railway Servants (Pass) Rules, 1986 (Second Edition 1993). There is no change in the policy regarding service required for being eligible to post retirement complimentary passes.</p>

	Retirement Complimentary Passes. After delinking of 33 years of qualifying service for computation of pension as per 6 th CPC recommendations, all those retiring from service after completing 20 years of qualifying service, though getting higher pension yet would also unfortunately be automatically deprived of the existing benefit of 2/3 sets of Post Retirement Complimentary Passes which in the interest of fair-play and justice, needs to be restored forthwith.	
3(vi)	<u>The lowest Post retirement pass at par with Group 'C'.</u> After the implementation of the recommendation of 6 th CPC, now there is no Group "D" of employees and the lowest Group now is Group 'C'. Hence, the erstwhile group-D pensioners may be issued Post retirement passes at par with Group-C pensioners.	Issue regarding pass entitlement to erstwhile Group 'D' staff reclassified as Group 'C' is under examination.
3(vii)	<u>Issue of post retirement passes- Denial of same Day facility :-</u> In spite of instructions to do so, post retirement passes are not being issued the same day resulting in repeated visits to the concerned office causing physical and financial strain to elderly people. The Railway Board is requested to see that the instructions/orders issued are strictly followed.	Zonal Railways pass issuing authorities are expected to issue the pass as requested as soon as possible. However, such instance may be isolated cases and need to be tackled locally.
4	<u>Early Setting up of Seventh Pay Commission:-</u>	This is a policy matter for the Ministry of Finance which is the nodal Ministry in this regard.
5	<u>Welfare Measures:-</u>	
5(i)	<u>Include Pensioners' representatives in various committees:-</u> <u>Discussing, debating and</u> deciding the Matters/Policies relating to Pensioners, with representatives other than those of pensioners, is unfair & against the Rules of 'National Justice'. At present various Committees like National	Standing Committee of Voluntary Agencies (SCOVA) adequately represents concerns of the Pensioners and the issues relating to policy and its implementation raised therein are examined and resolved by the Railways. Instructions have also been issued to Railways for prompt redressal of the Pensioners' grievances. Board's instructions in the matter of Pension

	<p>Anomaly Committee (NAC) and JCM (on Pensionary matters), are there wherein matters/policies relating to pensioners' welfare and discussed and decided, but they do not have pensioners' representative with the result their viewpoints, hardships & anomalies are not properly represented. Moreover such of the existing committees cover only Group-D & Group-C employees. There is no Forum or Committee to sort out the items pertaining to Group A&B pensioners. As pensioners are a homogenous class, there is an urgent need to constitute separate Committees for pensioners wherein matter/ policies/anomalies relating to pensioners of all Group & categories may be discussed Natural justice demands that the stake holders (Group A&B) too should be included in these Committee. In view of the facts mentioned in foregoing lines, the Railway Board is requested to constitute separate Committees with Pensioners' representatives, wherein issues relating to the welfare of pensioners may be discussed and debated as already recommended by the 5th CPC vide their Para 141.30. This will give them a feeling of participation and involvement in decision making.</p>
5(ii)	<p><u>Correspondence & representations by Pensioners' Association:-</u> Pensioners' Associations are basically Welfare organization working for the betterment of Pensioners, but in spite of clear instructions from Railway Board vide their No. E(W)2001/PA/1 dated 30-09-2004, most of the Divisions & Zones are not replying to the representations made by these Associations.</p> <p>Zonal Railways have been advised to adhere to the instructions issued by Railway Board in this regard.</p>

5(iii)	<p><u>Provision of office accommodation to Pensioners Association:-</u></p> <p>As recommended by 5th CPC in their Para141.24- Railway Rules permit allotment of Railway Lands & Building to Staff welfare organizations, which the pensioners' organizations in fact are, on the ground of Pension being "Deferred Wage" subject to future good conduct. There are Institutes, Welfare Centres & Women Welfare organization etc, which are being nursed and encouraged for the welfare of various segaments of Railway employee and their families. Then let's ask, why only Pensioners Welfare Organizations' are being discriminated against? In the absence specific guidelines from the Railway Board, some GMs & DRMs like those on S.C. Rly. Are exercising subjective discretion in allotment of office accommodation to Pensioners Associations while the other altogether refuse to do so. Railway Board, is therefore, requested to consider the matter sympathetically in the light of 5th CPC recommendations vide their Para141.24 and issue definite guidelines in this regard.</p>	<p>There is no policy regarding allotment of office accommodation to Pensioners' Association. However, an item regarding grants in aid to pensioners' associations to cover 'rent' for office accommodation was raised in the 20th SCOVA meeting and the same is under examination by DOP&PW.</p>
5(iv)	<p><u>Allowances:- Pension is a Deferred Wage-</u></p> <p>Subject to future good conduct. Therefore, pensioner is not a written off category of staff and thus, he has legitimate entitlement to share the benefits such as House Rent Allowance, Transport Allowance, Children's Educational Allowance, Hostel Subsidy, Festival Advance. The Railway Board is requested to extend the benefit of all such benefits to the Pensioners to enable them to cope up with the continuous all-round increase in cost of living due to high inflationary trends in the country's economy.</p>	<p>Transport Allowance is provided to serving employees to compensate for the cost incurred on account of commuting between the place of residence and place of duty. As Pensioners are no more in service, there is no place of duty for them. As such, there is no rationale to provide Transport Allowance to Pensioners. Further, the instructions on Transport Allowance are issued on the basis of orders received from Ministry of Finance, which is the nodal department on the subject. As such, this Ministry is not in position to make any unilateral change in the matter.</p>

5(v)	<p>To help Pensioners & family pensioners in distress it is proposed that whatever facilities already exist for the serving employees, may also be allowed to be shared by the pensioners as was suggested by 5th CPC also (vide their Para 141.23) and they may be sanctioned Funeral ex-gratia etc.</p>	<p>Funeral advance is payable only to serving employees' families and is adjustable from settlement dues. The demand is not feasible of acceptance (copy enclosed).</p>
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Yours faithfully,

DA: As above.



For secretary/Railway Board