



lowest. In addition to so increasing the number of posts in the higher grades. It is also proposed to start Asst. Station Masters at the higher stage of Rs. 80/- in the Central Pay Commission scale of Rs. 64 – 170. This is in recognition of the special training, which these categories of staff have to undergo for their duties. The lowest scale applicable to Station Masters will be Rs.100 – 185 and the Station Masters of even small [roadside] stations will no longer be in the scale of Rs. 64 – 170 as hitherto. This, I trust, would largely meet the point of view expressed by the staff in these categories.”

The next All India Conference was held in Hyderabad and elected Com. K. Srinivasa Raghavan as SG. The expectations of the Railwaymen, in general and Station Masters, in particular, were all betrayed by the second Pay Commission. The Association fell in line with the majority sentiment of the Railwaymen and joined the Strike in 1960.

In the Jaipur All India Conference held in 1964 Sri.A.B.Vajpayee and Com. K.S.Raghavan were elected as the President and SG respectively. It was in this year that another rally of Station Masters was held in New Delhi.

In the GB Meeting held in Delhi in 1967 the same personnel were reelected as CP and SG. This GB took a decision for “March to Parliament” for highlighting the pending issues of SMs and the same was conducted successfully.

In the AGM held at Jaipur in 1969 **Mr.Atal Bihari VAJPAYEE** and R.N. Ghosh were elected to lead this organisation. It was during this year that the Association was afforded an opportunity to tender evidence before the Wanchoo Committee and the roll of the SMs in safety of Railways was rightly projected by our SG.

In the year 1969, that the Association under the name “ **ALL INDIA STATION MASTERS’ ASSOCIATION**” was registered before the Registrar of Trade Unions at Delhi and obtained the Registration Number- **1359**.

On 14-16 June 1970, the AGM held at BANGALORE, It was consequent to a decision by the members of the GB and publication in the Constitution of AISMA, that workers alone be elected as Office Bearers and no politician shall hold any post in the organisation, Com. R.N. Ghose thus became the first President of the organization and R.K.Dasgupta was elected as SG.

The 3<sup>rd</sup> Central Pay Commission was constituted in the year 1970. Com.R.N.Ghosh, our SG, submitted a detailed memorandum to the Pay Commission on 09.07.1970. Another supplementary memorandum was submitted to the CPC on 14.09.70.

On 25 & 26 July 1971, the AGM held at MADURAI, In the same venue the idea of forming a Confederation of categorical associations was mooted out by the elected President. In the subsequent meeting of categorical associations Com. R.N. Ghose was formally nominated as its President. The formation of AIREC was the brain-child of our Com.R.N. Ghosh, to launch a united struggle against the Railway Administration. It was after

some hectic consultations and parleys with various Categorical Association a formal body was constituted for which our Com. R.K. Dasgupta was made as adhoc Secretary General.

It was at a fully fledged meeting held at Delhi in the year 1972 that our veteran Com. K.P. Ramasamy was elected as the President of AIREC and Com. N.S. Bhangoo was elected as the Secretary General of AIREC. It was thus the All India Railway Employees' Confederation (AIREC) came into existence. The 15 categorical Associations that were in existence are as follows:-

- (i) All India Station Masters' Association.
- (ii) All India Loco Running Staff Association.
- (iii) All India Guards' Council.
- (iv) All India Railway Class IV Staff Association.
- (v) All India Railway Commercial Clerks' Association.
- (vi) All India Railway Ministerial Staff Association.
- (vii) All India Carriage and Wagon Staff Council.
- (viii) All India Railway Accounts Employees' Association.
- (ix) All India Railway Stenographers' Association.
- (x) Indian Railway Signal and Telecommunication Staff Association.
- (xi) Indian Railway Loco-Mechanical staff Association.
- (xii) Indian Railway Train Controllers' Association.
- (xiii) Indian Railway Ticket Checking Staff Association.
- (xiv) All India Railway Train Clerks' Association.
- (xv) All India Railway Drawing Staff Association.

It was after the special convention of AIREC in MADRAS decided to go for a Total strike on and from 15th May 1974 that the AIRF, which was headed by George Fernandes, was put in a predicament position to decide for participation in the inevitable strike. Mr. George Fernandes, who was very much doubtful of his own organisation's participation, called for a meeting of all categorical Associations under the confederation and other national unions like CITU and AITUC. It was at this meeting that a co-ordination committee called "National Co-ordination Committee for Railwaymen's Struggle" (NCCRS) was formed with Mr. George Fernandes as its convenor and Twelve other members, two each from AIRF, AIREC, AILRSA, CITU, AITUC and BRMS. The date of Strike in this NCCRS was decided as 8th May 1974.

08.05.1974 will be remembered in the history of Indian Railways and in the history of the working class struggle in India. AISMA joined the General Strike of 1974 called by the NCCRS. Thousands of SMs were arrested, dismissed, removed, suspended and reverted for the sake of conducting the strike most successfully. The General Strike was called for conceding the following 6 demands:

1. (a) Railwaymen to be treated as industrial workers with full trade union right to negotiate.  
(b) Working hours shall not exceed 8 hours per day.  
(c) Need based minimum wage and job evaluation through a scientific system to be followed by their re-classification.

- (d) Pending the completion of job evaluation and reclassification, immediate parity in wages with those workers in Central Government undertakings.
2. Dearness allowance linked to the cost of living index with full neutralization for every rise of 4 points in a six-month period.
  3. Bonus at the rate of 1 months wage (8.33%) for the year 1971-72 and 72-73.
  4. Decasualisation of all casual Railwaymen and their confirmation in service with all benefits given to them with retrospective effect.
  5. Adequate and subsidized food grains and other essential commodities through departmentally run shops.
  6. All victimization cases should be withdrawn.

This strike lasted for 28 days and it paralyzed not only the Train movements but also the National economy. The part played by the Station Masters is well entrenched in the following words by Stephen Sherlock in his book, quoted earlier, in page 3 - *“when striking Station Masters pad-locked the Gates of the huge Victoria Terminus station in Bombay in the early hours of 2nd May, they arrested their power of control over one of the greatest symbolic and physical unifiers of the Indian Nation”*.

20 days of glorious struggle. On most of the Railways our participation was not less than 80% to 90%. As our involvement is more, our difficulties thereof is also more. Many number of our brave comrades are dismissed / terminated / removed. With all its might the Government have dealt it like a civil war against unarmed poor workers. Nobody can stop the will and spirit of our brave comrades.

<b>1974 STRIKE Balance. Credit to the Indian Democracy</b>			
Workers Killed	04	Reverted	1358
Workers Arrested	50 000	Ladies Raped	1234
Families Arrested	3400	Transfers	5639
Convicted Dismissed	256	Suspension	3644
Removed – Permanent	8456	<b>Sources: <i>The Masters' Mail</i> May-June 1974</b>	
Removed – Temporary	78000		

From 1975 to 1979 Since the country was under emergency no action could be taken; only the due GBs were conducted at Dhanbad in 1975, Amritsar in 1976, Varanasi in 1977, Udaipur in 1978 and Kharagpur in 1979.

On 24 & 25 May 1980, AGM that was held at Trivandrum elected Com. K.C.Roychoudry as the CP and Com.**P.SIVANPILLAI** as the SG. It was at this GB that the grievances of the Station Masters was grouped under 14 different heads which became to be called as the Magna Carta (14 Point Charter of demands) of our Association.

On 01.12.1980 Observed as Demands day and commenced Boycott of Drill Cotton supplied Uniforms. On 20.01.1981 Dharna at 165 centres throughout India in support of 14-point Charter of Demands in which more than 20000 station masters participated. On 23.02.1981 Mass Rally before the Parliament by 10,000 Station Masters and ceremonial burning of Uniforms at Boat Club.

On 10.04.1981 Control Phone Boycott for 24 hours all over India. On successful conduct of the agitation, hundreds of SMs were removed from service; compulsorily retired; transferred to far end of the country; reduced in rank and pay and other penalties imposed. Being a legally protected Strike the Association came out unscathed.

On 10 & 11 June 1982 in the Central AGM held at VIJAYAWADA, in which K.C.R.Choudhury was elected as CP, M.P.Varkey as SG, a new amendment was passed to conduct the **Central General Body once in 2 years.**

In Dec-1983 the anomalies in Pay structure and the disparity in pay scales as compared to the YMs were pointed out to the Railway Board. Further, the eligibility of SMs for pay element of Running Allowance was also stressed before the Railway board.

From 21.04.1983 to 26.04.1983, Indefinite fast before Railway Minister's residence by SMs drawn from all Railways commenced and a simultaneous relay fast before all divisional Headquarters. On 26.04.1983, MOSR Sri. C. K. Jaffer Sheriff visited the Fasting pandal and assured the SMs to redress their grievances by integrating SMs and ASMs into one cadre and for restructuring the cadre and asked for a 20 days time to fulfill his promise.

The year 1984 brought us cheers not only by bringing us the Terry cot Uniform, for which we had taugth for, but also by bringing the three removed comrades back to duty by launching a Trade Union action. In the mean time, since the Fourth CPC was constituted, our Association was asked to place our case before the Pay Commission. The same was meticulously done by our then SG Com. M.P. Varkey. Com. P.Sivanpillai and Com. M.P. Varkey also tendered oral evidence before the IV CPC. The main issue in the memorandum to the CPC includes parity in pay scales with YMs and entitlement of pay-element of Running Allowance to SMs.

From 25.02.1987 to 07.03.1987, The indefinite Hunger Sathyagraha at the boat club continued by 20 SMs representing the whole Indian Railways and many of the fasting members were hospitalized under serious conditions. Several MPs belonging to ruling party met the MR and sought his intervention. It was explained to them that the continuance of the fast was a hindrance to the redressal of the problem and problems will be certainly looked into and solved. On the appeal of these MPs, the association withdrew the fast on 07.03.1987 unconditionally hoping the Railway Administration will keep up their words and redress the grievances.

29.03.1988 As the grievances remained unsolved, a Mass Rally of 3000 and odd SMs held at boat club as per the decision of the CEC which met at SC on 15/16.01.1988 and handed over memorandum to Hon'ble speaker of Lok Sabha.

01.06.1988 SMs of Indian Railways decision of Phone Boycott for a period of 24 hours deferred due to conciliation initiated by Labour Ministry on the strength of the Strike Notice served by the Association on the Railway Ministry on the following Three Demands:

- 1.Parity in Pay-Scales and percentage distribution on par with Yard Masters;
- 2.Pay Element of Running Allowance on par with Running Staff; and
- 3.Stop Interpolation of Traffic Apprentices in the inter-mediary grades of Station Masters.

From June 1988 to February 1989 Association participated in the conciliatory talks held at New Delhi on various dates during the period. On 28.03.1989 failure report submitted by the CLC, New Delhi on the issues conciliated.

On 20.07.1990, Commenced a relay hunger fast before the residence of MR in New Delhi and simultaneous fast in all divisions of Indian Railways. On 21.07.1990 MR visits the fasting SMs and assured redressal of grievances. A delegation of the Association meets the Minister in his office, who readily consents acceptance of parity in pay scales and stoppage of interpolation. Further agrees to set up a committee to go into the issue of Running Allowance and the eligibility of other Categories to the same.

CEC decided to issue Strike Notice on the Railway Administration for 2 minutes stoppage of all trains at signals on and from 10.04.1992. On 06.04.1992, Conciliatory talks initiated by RLC/NDLS on the demands of the SMs. Hence Strike deferred.

Vide the Cadre Re-structuring Order in No. PC-III/91/CRC/ dated 27.1.1993 with effect from 1.3.1993, we achieved a separate 3% exclusively in the highest Grade Rs.2375 – 3500/-. [The redistributed percentage stood at Rs.1200-2040 – 10%; 1400-2300 – 47%; 1600-2660 – 25%; 2000-3200 – 15% and 2375-3500 – 3%].

On 25.8.1994, a detailed Memorandum to the V CPC was submitted by our Association on the reference made by the commission and as well on all other demands of our Association. It was for the first time that the issue of Parity in Pay Scales was modified to that of “Supervisor to be placed above the Supervised”, based on the intrinsic merits of SMs.

The 36<sup>th</sup> CBGM held at Chennai on 14,15 Dec. 1994 . Com.U.S.Singh was reelected as the Central President and Com.P.K.Abdullah as Secretary General.

On 18.01.1996, Oral evidence tendered before the Fifth CPC on the memorandum submitted by the Association.

Prior to the strike of 11/8/97 it was decided to observe 18/7/97 as “Lazy Day”. Strike Notice was served on the Railway Administration for a staff-in-strike on 11/8/1997 in which “All Trains shall be stopped at signals for Two Minutes” for a period of 24 hours commencing from 00 / 00 of 11/08/97, under the leadership and architecture of Com. Com.M.RAMANI.

The strike on 11/8/1997 was a total success in Central, and Southern Railways. The participation of other of Railways was encouraging. The aim of the organization to prove before the administration that the Station Masters are area / striking source and as well to establish the fact that the Station Masters have absolute control over the movement of trains thereby they are entitled to Pay element of Running allowance, SMs proved there might by stopping the wheels of the nation on 11/8/1997. The impact of the strike was so

awesome that the infuriated travelling public set afire the EMU rake in Central railway which caught the attention of the visual media namely BBC. The battle did not end without a scar since as many as seventeen (17) Station Masters were summarily terminated of which 15 Fifteen SMs were from Southern Railway and 1 from Central Railway and 1 from Western Railway. The Association submitted the detailed memorandum with a list of victimisation to the Minister for Railways.

On 18.12.1998 Mass Dharna at New Delhi was attended by more than 1000 Station Masters.

The CEC decided to conduct an indefinite hunger fast before the residence of Prime Minister and Ex-president of this organization on 30/3/1999 which was later changed to 12/4/1999 due to the reason that the Parliament was not in session. The assembly in NDLS on 12/4/1999 was a record number where more than 2,000 SMs' from all over India gathered. The political climate prevailing then and the refusal of the law enforcing authorities in permitting us to sit for the indefinite fast ended up in the arrest of all the 2000 SMs', who had assembled.

The Central Council which met at Nagpur on 29 & 30th October 1999 decided to issue a Strike Notice on the administration for stoppage of all trains at signals for 2 minutes for an indefinite period commencing from 20/12/1999 all over Indian Railways. The same was deferred due to court intervention in the form of PIL.

The 40th CBGM held in Haridwar on 28 & 29th Sep, 2002 in which Com G.B. Batt and Com T. Vijayakumar were elected as President and SG. A book titled 'Digest on HER with ILO Conventions and Recommendations' written by Mr.M.Ramani ex SG was released, in the Interest of the entire Railwaymen.

41st Central Biennial General Body meeting held at Guwahati 25/26.09.2004, Com. U.S.Singh and Com. M.Ramani were elected as President and Secretary General.

Our most cherished Demand of **RUNNING ALLOWANCE** recommended for Adjudication by Labour Ministry on 18.12.2000. On 19.01.2001, a Petition on behalf of the Association was filed before the Central Government Industrial Tribunal / Labour Court on our contentions for Pay element of Running Allowance vide I.D. 123 of 2000. In October 2005, the Judgement in I.D. 123 of 2000 received from the Industrial Tribunal, New Delhi that went against the interest of the Station Masters.

CEC decided and filed Write Petition in THE HIGH COURT OF DELHI at NEW DELHI, vide W.P.(C) 14064/2006 on 04.09.2006. The Petitioner, SECRETARY, ALL INDIA STATION MASTERS' ASSOCIATION, Through: Mr. Romy Chacko, Advocate, Respondent THE CHAIRMAN RAILWAY BOARD. The 10<sup>th</sup> sitting heard on 12.12.2011, the HC Ruled, as 'To be listed in due course'. **Further proceedings, awaited.**

**Learn from Yesterday, Live for Today, Hope for Tomorrow**

*The best preparation for tomorrow is change and doing our best...today*

## **Part - II From MYSURU (2006)..... with CHANGE CONSTRUCT**

The 42nd CBGM held at Mysuru on 25th and 26th May 2006 and Mr.Roy.S.K.Sharma of ECR and Mr.P.K.DAS of CR were elected as Central President and Secretary General detail. AISMA'S MEMORANDA VOL I,II & III compiled by ex SG Mr.M.Ramani, released

On 21/12/06, a Memorandum submitted to the Chairman, 6th CPC. The memorandum consists of two parts one part with the answers to the questionnaire circulated by the 6th CPC and another part consists of General issues governing all Railway employees in general and Station Masters in particular. Demands for SMs: 1) Min Pay Scales: a. Rs33000 -1200-57000,b. Rs38000-1400-66000 c. Rs40000-1500-70000. 2) The element of selection within the grade to be abolished, 3) Abolition of EI Classification, 4) Demanded for 'INTENSIVE' roster to all SMs working in sections where the line capacity exceeds 100%, 5) Leave entitlement CL -15 Days, LAP- Unlimited accounting with yearly surrender of 15 days, 6) Medical facilities – Corporate Hospitals-Insurance agencies – Railways tieup, 7) Other Allowances: NDA -30 min weightage, NHA – 1 DAY extra pay, Uniform Allowance – Rs10000 pa, Rest Room Allowance –Rs100 per day, HRA -30%, 20%& 15%. 8) Supervisory Allowance – 10% of BP etc

25/03/07 The Association was invited by the 6th CPC for oral deposition and the issues like Minimum grade of Rs6500-10500 for SMs and various Allowances pertaining to SMs. Under the leadership of Mr.P.K.Das, AISMA team paced its position in detail for about 25 minutes.

30/11/07 A MASS RALLY was conducted at NDLS projecting our demand of min scale of Rs.6500 for SMs and posting of Additional SMs and more than 3000 Station Masters from 15 Zones walked-in under the Secretary Generalship of Mr.P.K.DAS. After Rally the delegates met MT and discussed about our demands in detail.

On 19/20. Oct 2008 the 43rd CBGM held at Patna and Mr.P.K.DAS (CR) was elected as Central President and Mr.U.JOHN VINCENT KUMAR (SR) as the Secretary General. In the SG's maiden address, the new SG made a solemn promise, to achieve the Minimum Grade Pay of Rs.4200. As per its promise, made all out efforts to convince the Railway Board officials and political scholars to achieve the minimum Grade Pay.

13.02.2009 to 20.02.2009 The Central Team comprised by Mr. P.K.Dass, CP, Mr. U. John Vincent Kumar, SG, Mr R.Balasubramanian, COS and Com R.Duraiswamy, GS/NR camped at NDLS from 13.02.2009 to 20.02.2009 to ventilate the feelings against the unfavourable report of the VI CPC – especially in respect of their Pay Scales and avenue of promotions, to protest against the inadequacies of recommendation of VI CPC to SMs and met the RB officials/Officers, eminent Parliamentarians etc.

From 19.03.09 to 09.05.09, CEC Observed 'Propaganda-50' a popularization period. During this period Demonstrations/Gate Meetings conducted focusing the local issues and this period was utilized for Membership drive also.

On 24th and 25th April 09, Mr. U. John Vincent Kumar, SG, and Mr. R.K.Unnikrishnan Ex GS/SR tried to meet MT at Kodaikanal of S.Rly during annual review meeting of all COMs but due to his busy schedule we could not meet him, however, he fixed an appointment in MAS on the next day i.e on 26th April 09. The message was conveyed to SG thro COM/SR. SG met MT at MAS along ex COS Mr.M.Prakash and had a detail discussion with him on our demands and he assured of the Grade pay of Rs.4200 and 15% Gazetted status.



On 09.06.2009, the Member Traffic Shri. SHRI PRAKASH, appointed a Career Progression Committee with the approval of CRB comprising Shri. Deepak Nath ED TT(M) and Shri. S J Sinha Director Traffic Co ordination to look into the career problems of the STATION MASTERS.

On 05.11.2009, this committee submitted its report, to the office of the MT with the concrete recommendations that included

- Up grading ASM pay to PB-2 with grade pay of Rs. 4200,
- Grant of UNIFORM ALLOWANCE on par with Nursing Staff,
- Grant of WASHING ALLOWANCE as extended to other cadres by the PC,
- Centralised Head Quarters for Station Masters i.e. quartered only at Junction, Major and importance stations as in the case of other category, especially for the betterment of the family.

On 04.12.2009, MT sent a proposal of Up grading ASM pay to PB-2 with grade pay of Rs. 4200 to Member Staff on 04-12-2009. That proposal moved from the office of MS on 7-12-2009 to AM-Staff for file conversion. To our dismay, the File disappeared.

On 04.06.2010, a new registration number “**NDD/09**” was allotted by Registrar of Trade Union. On 22 & 23rd Oct 2010 the 44th CBGM held at Agra and Mr. R.S.K Sharma (ECR) was elected as Central President and Mr. U. JOHN VINCENT KUMAR (SR) was reelected as the SG.

On 19.02.2011, a Indefinite Hunger Fast at NDLS conducted during the Budget session. The PMO office interfered and the delegates met the Secretary Expenditure in Ministry of Finance and discussed the issue. On 26.06.2011, a Signature Drive commenced from individual SMs for direct action and on 21.07.2011, A Divisional level 24 hours Hunger Fast before all Divisional Headquarters with the submission of memorandum to DRM on their Divisional Demands duly incorporating the CEC’s decision of Direct Action. Submitted Memorandum to the Hon’ble Prime Minister of India by all General Secretaries and Divisional Secretaries.

On 20.08.2011, Elucidation Day was observed, thro which Exposition of the Station Masters grievances and Agitation programme thro Honorable Members of Parliament. On 31.08.2011, Awareness Day observed; To promote, use of participative approach by STAION MASTERS in SHE (Safety, Health and Environment) activities.

On 19.02.2011, Indefinite Hunger Fast at NDLS conducted during the Budget session. Due to denial of Police permission the CEC decided to wind up with sunset.

On 26.06.2011, a Signature Drive from individual SMs for direct action was carried out. On 21.07.2011, A Divisional level 24 hours Hunger Fast before all Divisional Headquarters with the submission of memorandum to DRM on their Divisional Demands duly incorporating the CEC’s decision of Direct Action. Submitted a Memorandum to the Hon’ble Prime Minister of India by all General Secretaries and Divisional Secretaries.

On 04.08.2011, AISMA served a STRIKE NOTICE on Chairman Railways to STOP TRAINS on 08.09.2011, Strike was named as “**SMs for IAS**” (Station Masters for Internationally acclaimed Strike) , demanding

1. Minimum Grade Pay of Rs.4600
2. VACATION OF VICTIMIZATION, in SWR
3. VACATION OF VICTIMIZATION, in SR
4. STAION MASTERS BE PAID WITH SAFETY ALLOWANCE @ 30%

5. UNIFORM AND WASHING ALLOWANCE
6. ADOPT UNIFORM DUTY ROSTERS IN ALL ZONAL RAILWAYS WITHOUT
7. CONTINUOUS NIGHT DUTIES AND AT ALL STATIONS STATION MASTERS
8. SHALL ALSO BE ROSTERED FOR TWO NIGHT DUTIES IN A WEEK
9. PROVIDE CALENDAR DAY WEEKLY REST FOR STATION MASTERS IN INTENSIVE ROSTER with 36 hrs Duty and 40 Hrs rest.
10. UNIFORM TRANSFER POLICY.

On 20.08.2011, Elucidation Day was observed; Exposition of the Station Masters grievances and Agitation programme thro Honorable Members of Parliament.

On 26.08.2011, The Chief labour Commissioner NDLS intervened and initiated a Conciliatory meeting, hence the STRIKE was postponed. On 31.08.2011, Awareness Day was observed; To promote, use of participative approach by STATION MASTERS in SHE (Safety, Health and Environment) activities.

On 1st & 2nd Oct 2012 the 45th CBGM held at DURG and Mr.U. JOHN VINCENT KUMAR (SR) was elected as Central President and Mr. BEDA NAND CHOUDHARI was elected as the Secretary General.

On 22.04.2013, CEC met Sri. RAHUL GANDHI, Vice President, Indian National Congress at New Delhi and discussed the pending Grade Pay File pending in Min. of Finance.

**On 25.07.2014, AISMA Submitted a Detailed memorandum to Secretary / 7 CPC vide No: AISMA/7th CPC/Memoranda/1.**

On 21 & 22rd Nov 2014 the 46th CBGM held at Mumbai and Mr. U. JOHN VINCENT KUMAR was elected as Central President in a dramatic situation.ie., normally the zonal Railways will nominate one member for the CEC Team, but when SR quota of one member, it nominated for CSF, hence SR is not ready to spare another one on principle, the entire house other than SR raised in one voice and unanimously cheered him as their Central President, Mr. DHANAJAY S CHANDRATRE (CR) was elected as Central Working President by a special resolution and Mr. B.N. CHOUDHARI (ECR) was reelected as the SG.

On 19th Nov 2015 7th CPC submitted its report to UoI. Duly recommending Minimum GP of Rs.4200 and the Dress Allowance granted Rs.10000 pa for Station Masters.

On 14th May 2016, the MAHASAMMELAN of Western Region Station Masters, scheduled at Dadar, Mumbai and our Honorable Minister of Railways Shri. SURESH PRABHAKAR PRABHU attended and addressed the strong battalion of 1000 Station Masters.

GENERAL STRIKE 11.7.2016, against the 7<sup>th</sup> CPC report totally disappointing: CEC Meeting held at Dadar on 13,14/5/16 decided to support the GENERAL STRIKE of 11.7.2016. Convener /NJCA Shri. Shiva Gopal Mishra called Central President, AISMA and discussed regarding the Station Masters active support. On 29.6.16, AISMA handed over a letter of support to Convener /NJCA (GS/AIRF) and as well to Chairman/NJCA (GS/NFIR) and had a detailed discussions and strategy for the Strike. On 27.6.16 and 05.7.16, the Coordination Committee meeting of AISMA, AILRSA, AIGC, AITCA and AIREU held at NGP and discussed the issue and a Core Action Committee was formed to conduct the Strike Successfully. On 06.07.1916, NJCA, DEFERRED the Strike.

**On 02-August-2016, Vide RBE No: 93/2016 (File No: PC-VII/2016/RSRP/2) dated 02.08.2016 issued executive orders for Minimum Grade Pay of Rs.4200 for SMs.**

On 09.08.2016, the 28<sup>th</sup> and the Final Conciliatory meeting held with AISMA-RB-CLC and in which after achieving 6 out of 8 demands placed in the Strike Notice, the required remedy further was closed with the liberty to approach appropriate forum.

On 21 & 22nd November 2016 the 47th CBGM held at KOTA/WCR and Com. R.K UNNIKRISHNAN (SR) was elected as Central President and Com. DHANANJAYA S CHANDRATRE (CR) was elected as the Secretary General.

*When we run a part of the relay and pass on the baton, there is no sense of unfinished business in our mind. There is just the sense of having done our part to the best of our ability. That is it. The hope is to pass on the baton to somebody who will run faster and run a better marathon.*

### **The journey of struggle continues. . . . .Baton handed over to CEC 47**

On 21st Jan 2017, The Station Masters of Southern region (i.e. SWR, SR and SCR) have Organized MAHA SAFETY SAMMELAN at Bangaluru under the Chairmanship of Mr.B.P.Kumarasamy GS/SWR. Honorable Minister of Railways Shri Suresh Prabhu delivered his address thro Video Conference. This event was attended by around 1200 SMs. Hon. Minister of State for Railways Shri RAJEN GOHAIN addressed the Meeting. Shri ASHOK KUMAR GUPTA General Manager SWR, Shri. N.K. GUPTA the Chief Safety Officer /SWR delivered their Address to the Station Masters. DRM/SBC, Sr.DPO/SBC, Sr.DOM/SBC and other Divisional Officers attended.

### **The New Demands programmed by Team CEC-47**

<b>1. SAFETY</b>	<ul style="list-style-type: none"> <li>A. Zero Vacancy to be maintained in SM cadre.</li> <li>B. Posting of 2<sup>nd</sup> SM (Additional SMs) immediately.</li> <li>C. Abolition of Essentially Intermittent Roster for SM cadre</li> <li>D. Supervisory SMs at all stations.</li> <li>E. Recognition to be accorded to this Association, AISMA.</li> <li>F. Accident Free Service award to be enhanced and prompt.</li> <li>G. Leave Reserve to be provided at the rate of 33%</li> <li>H. Provision of Rest room for SMs at all stations.</li> </ul>
<b>2.CARRIER</b>	<ul style="list-style-type: none"> <li>A. Initial grade of SMs to be fixed at Level-7 on the principle of "Supervisor above Supervised". CARRIER</li> <li>B. Safety / Stress Allowance</li> <li>C. 15% posts in SM cadre to be converted into Group-B and Station Directors should be exclusively for SMs cadre.</li> <li>D. SM's to be entitled to appear for the selection of ACM and APO against LDCE quota.</li> </ul>
<b>3.CONVENIENCE</b>	<ul style="list-style-type: none"> <li>A. Vacation of all Trade Union Victimizations.</li> <li>B. Provision of Centralized accommodation at all major stations.</li> <li>C. Benefits of LARGESS to be extended for SM cadre also.</li> </ul>