

ANNEXURE - VIII

- 21 -

IN THE CENTRAL ADMINISTRATIVE TRIBUNAL :: HYDERABAD BENCH  
AT HYDERABAD

O.A. 151/92

Decided on: 23.2.1995

Between

K. Sunder Rao  
and

... Applicant

1. Union of India,  
Rep. by General Manager, SC Rly  
Rail Nilayam  
Secunderabad.
2. Chief Personnel Officer,  
SC Rly, Rail Nilayam  
Secunderabad.
3. Dy. Chief Mechanical Engr.,  
Carriage Repair Shop  
SC Rly., Tirupati

... Respondents

Counsel for the applicant

... G. Ramachandra Rao,  
Advocate.

Counsel for the respondents

... J.R. Gopal Rao,  
SC for Railways.

Coram

Hon. Mr. Justice V. Neeladri Rao, Vice Chairman.

Hon. Mr. R. Rangarajan, Member (Admn)

O.A. 151/92

JUDGEMENT

(As per Hon. Mr. Justice V. Neeladri Rao, VC)

Heard Sri G. Ramachandra Rao, learned counsel for the applicant and Sri J.R. Gopal Rao, learned standing counsel for Railways.

2. The applicant is an I.T.I. Certificate Holder with the Trade Welding. He joined the Wagon Workshop at Guntupalli, Krishna District, in South Central Railway, as Khalasi (Unskilled) on 15.4.1981. In response to the notification No.P.137/CRW/TPTY dated 8.12.81, issued by R-2, the applicant volunteered for transfer to the Carriage Repair Shop at Tirupathi. It is stated in the notification dated

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8.12.1981 referred to supra "that as per the practice followed for absorbing optees, they will be absorbed in the same grade in which they were working at the time of exercising option".

3. The decision was communicated to reclassify all semiskilled posts of Artisans to Skilled grades and 60% of unskilled posts in workshops and 50% in the Open line as Khalasi Helpers in the semi-skilled grade vide Railway Board letter No.E(P&A) 1-81/JC-1 dated 13.11.82. The above order was given retrospective effect from 1.8.1978. The applicant pleaded that in pursuance of the above letter of the Railway Board, his Khalasi post was reclassified as semi-skilled with effect from 1.8.1981. The said allegation for the applicant was not denied in the counter filed for the respondents.

4. The applicant was relieved in the Wagon Workshop at Guntupalli on 14.2.1987 and then he joined at Carriage Repair shop at Tirupathi. The applicant made a representation to R-2 when he was absorbed only in the unskilled category in Carriage Repair Shop at Tirupathi. The applicant was informed by Lr.No.TR/P.612/ART/ Vol.III dated 8.1.1982 (Vice Annexure 6) of R-3 that his request for absorption in the semi-skilled grade was rejected. Being aggrieved, this OA was filed praying for declaration that the applicant is deemed to have been transferred from Wagon Workshop, SC Railway, Guntupalli, to carriage Repair Shop, in Tirupathi, in the semi-skilled grade of Welder with all consequential benefits including seniority and promotion to the next higher post.

5. The contentions for the respondents are two fold:

i) In the Office Order No.A/20/87 dated 14.3.87 (Annexure-IV) of R-3 it was clearly mentioned that as the

applicant and others referred to therein were willing to go over to Carriage Repair Shop, Tirupathi, in which they were working at the time of exercising option they were reverted to the grades they were holding at the time of exercising option as indicated. Accordingly, the applicant was absorbed in Carriage Repair Shop in Tirupathi in the unskilled grade.

ii) When the reclassification with retrospective effect from 1.8.1978 was ordered by Railway Board letter dated 24.11.1982 a decision was taken that the optees have to be absorbed in the Carriage Repair Shop, Tirupathi, in the grade in which they were actually working at the time of exercising option and they should not be absorbed in the grade in which they were taken by subsequent proceedings while giving the retrospective benefits as per Railway Board letter dated 24.11.1982 vide para 5 of the counter.

6. There is fallacy in the second contention for the respondents. The applicant was in a semiskilled grade from 1.8.1981 in view of the benefit that was given to him as per Railway Board letter dated 24.11.1982. Though the applicant was actually working in unskilled grade by the time he had given option, in view of the subsequent proceedings whereby he was treated as if in semiskilled grade with effect from 1.8.1981 and as he was given the pay scale of semiskilled grade with effect from 1.8.1981, it has to be held that he was in semiskilled grade by the time he exercised option to come over to Carriage Repair Shop, Tirupathi. There is nothing in the Railway Board letter dated 24.11.1982 to indicate that the optee will not have the benefit of the grade which was given with retrospective effect for consideration about the grade in which he has to be absorbed in the carriage Repair Shop. There is no question of reversion

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of the applicant to unskilled as even before he exercised option to come over to Carriage Repair Shop, Tirupathi, he was being paid in the pay scale of semi-skilled grade. Hence, we find that the applicant was actually in the ~~ggr~~ grade of semi-skilled by the time he exercised option (the option was exercised between 8.12.81 and 15.12.1982) and hence, he has to be absorbed in Carriage Repair Shop, Tirupathi, in the category of semi-skilled welder.

7. In the above view there is no need to consider for disposal of this OA as to whether the optees who volunteered to join Carriage Repair Shop, Tirupathi, have to be absorbed in the grade in which they were working by the time they exercised option or in the grade in which they were working by the time they were relieved in the Parent Unit to enable them to join in Carriage Repair Shop, Tirupathi.

8. Accordingly, the seniority of the applicant in the category of semi-skilled Welder in the Carriage Repair Shop, Tirupathi, has to be fixed and if on that basis it transpires that his juniors were already considered for promotion, the case of the applicant also has to be considered for promotion and if he has to be promoted he has to be given notional promotion from the date on which his juniors were promoted and the monetary benefits have to be paid from 1.3.1991 (this OA was filed on 21.2.92), if such a notional promotion has to be given from the date earlier to 1.3.1991. But if promotion has to be given after 1.3.1991, he has to be given monetary benefits from that date.

9. The OA is ordered accordingly. No Costs.

Sd/-  
Central Admn. Tribunal  
Hyderabad Bench  
Hyderabad.

.....

*TC*  
*12*  
*aw*

...25

IN THE CENTRAL ADMINISTRATIVE TRIBUNAL: HYDERABAD BENCH  
AT HYDERABAD

OA 706/96

Decided on: 9-8-96

Between:

N.M. Raju Maistry

... Applicant

and

1. Union of India, rep. by the  
General Manager, SC Rly,  
Rail Nilayam, Secunderabad.
2. Chief Personnel Officer,  
SC Rly., Rail Nilayam  
Secunderabad.
3. Dy. Chief Mechanical Engr.,  
Carriage Repair Shop, SC Rly.  
Tirupathi, Chittoor Dist.
4. Workshop Personnel Officer,  
Carriage Repair Shop, SC Rly,  
Tirupathi, Chittoor Dist.

... Respondents.

Counsel for the applicant

... S. Ramakrishna Rao,  
Advocate.

Counsel for the respondents

... J.R. Gopal Rao  
SC for Railways.

CORAM

HON. MR. JUSTICE M.G. CHAUDHARI, VICE CHAIRMAN

HON. MR.H. RAJENDRA PRASAD, MEMBER (ADMN)

OA. 706/96

Dt. 9.8.1996

Judgement

Oral Order (per Hon. Mr. Justice M.G. Chaudhari, VC)

Mr. S. Ramakrishna Rao for the applicant, Mr. J.R. Gopal Rao standing counsel for the respondents. Heard.

2. The applicant seeks declaration that he be deemed to have been transferred to Carriage Repair Shop of South Central Railway, Tirupathi, in the semi skilled grade as Semi-skilled optee, with all consequential benefits and seeks direction to the respondents to refix his seniority

by reckoning the same in the grade of Semi-skilled with effect from 24.3.1982 i.e. from the date of his juniors having been promoted in his parent unit and to promote him to the next higher post and duly extending benefits of the order in the O.A. 151/92 dated 23.2.1995, and to provide him consequential benefits including eligible quarters.

3. The applicant was initially appointed as Khalasi on 28.4.1981 in the Wagon Workshop. He was appointed as HSK II General Fitter in Carriage Repair Shop, SC Rly. Tirupathi. Subsequently, Government of India (Railway Board) reclassified certain semi-skilled and unskilled grades reducing the staff vide notification dated 13.11.1982. The benefit of that scheme was extended retrospectively from 1.8.1978. The applicant was promoted to the semi-skilled grade with effect from 1.1.84 in Ryps (9\_7-87), CRS IPT) in pursuance of that scheme. Carriage Repair Shop Tirupathi was established in the year 1982. There upon options were called from the staff working in different Branches of Mechanical Department in the Divisions to be absorbed at CRS, Tirupathi. The applicant gave his option to accept absorption at Tirupathi, He was, however, transferred from wagon Workshop, Guntupalli, to CRS, Tirupathi, on 22.12.1986. On His transfer he was absorbed as Khalasi in the lower grade on the ground that at the time of exercising option he was working as Khalasi. It is the case of the applicant that at the time of his transfer to Tirupathi, he was working in the semi-skilled category as General fitter. He was further promoted to the skilled category on 12.5.1988 in the skilled grade III. Hence on completion of two years of service in the skilled category he was promoted as HSK II on 1.8.1991, It is his contention that his seniority in the

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semi-skilled grade ought to be counter from 24.3.1982 when his juniors were promoted and as that request was not conceded by the respondents, he filed the OA.

4. Heavy reliance is placed on the decision of this Tribunal in O.A.151/92. In that OA the applicant was already in the semiskilled grade when he exercised option to be absorbed in CRS, Tirupathi, as Semi-skilled Welder. It was held that therefore he had to be absorbed in the Semi-skilled grade from 1982. Mr. Ramakrishna Rao states that the said applicant, therefore, has been given the benefit of that grade from 24.3.1982.

5. We find it difficult to hold that the instant case is covered fully by the said decision. The fact which distinguishes the instant case is that the applicant was factually placed in the semi-skilled grade in the parent department with effect from 1.1.1984. That date, therefore, will be relevant to his case and not 24.3.1982 with reference to which he has principally claimed the relief. With reference to the date 1.1.1984, we think that the applicant is covered by the ratio of the earlier decision. The ratio of that decision is that the employee should get the benefit of the semi-skilled grade from the time he was actually placed in that grade irrespective of the subsequent transfer to CRS, Tirupathi. We are, therefore of the view that although the applicant was transferred to CRS, Tirupathi, on 18.12.1986 and the respondents, purported to give him promotion to the semi-skilled grade with effect from 9.7.1987, those factors, will not be relevant to reckon his seniority. It was, therefore, declared that the applicant was entitled to be treated as working in the category of semi-skilled grade from 1.1.1984 and his transfer to CRS, Tirupathi, should be

deemed to have been made in that capacity and therefore the applicant is entitled to have his seniority reckoned in the semi-skilled grade with effect from 1.1.1984. We think that the relief prayed can be moulded appropriately in the above terms.

6. Learned counsel for the respondents stated that the office of the Dy.CME, CRS, Tirupathi, has instructed him to say that the facts in the present OA are similar to those in OA.151/92 and hence OA is covered by the judgement in OA. 151 /92. We have, however examined the facts and compared them and have come to the above said conclusion. The instructions, however, indicate that the respondents have no objection to give relief to the applicant consistently with the judgement in OA. 151/92 to the extent the facts relate to the applicant warrants the same.

7. In the result, the following order is passed:

It is declared that the applicant is entitled to have his seniority fixed on the basis that he was in the semi-skilled category (semi-skilled optee category) with effect from 1.1.1984. The respondents are directed to accordingly re-fix his seniority and give him consequential benefits including the monetary benefits to which he may be eligible on that basis as early as possible.

8. The OA is accordingly disposed of.

Certified to be True Copy  
Sd/-  
Central Administrative Tribunal  
Secunderabad.

.....

*TC*  
*sd/-*



IN THE CENTRAL ADMINISTRATIVE TRIBUNAL, HYDERABAD

O.A.NO.318 OF 1997

BETWEEN :

Md.ARIF

... Applicant

AND

Union of India, reply,

General Manager, S.C.Railway

Tirupati and Others

... Respondents.

REPLY STATEMENT FILED ON BEHALF OF THE RESPONDENTS

I, G.Chennaiah, son of G.Kotappa aged 56 years, Occupation : Workshop Personnel Officer, Carriage Repair Shop, Tirupati, Government Service, do hereby solemnly affirm and state as under :-

1. That I am working as Workshop Personnel Officer, in the office of the 3rd respondent herein and dealing with the subject matter of the case as such I am well acquainted with the facts of the case I am filing this reply statement on behalf of all the respondents as I have been authorised to do so. The material averments in the O.A. are devoid save those that are expressly admitted hereunder.

2. It is submitted that, for the construction of Carriage Repair Shop, Tirupathi, the respondents have issued notification calling for options from the employees working on the Open Line, divisions and other workshop units of South Central Railway vide letter No.P.137/Technical/C&W/TPTY, dated 08.12.1981 copy at Annexure-I. Wherein it was mentioned 15.11.1982 as the crucial date for determining the status of optee. It is also fact that

ATTESTOR

२६/१२/९७  
WM/CRS/TPYS

DEPONENT

WORK SHOP PERSONNEL OFFICER

२६/१२/९७  
३ डि म का/तुरुपति/ द. म. रेलवे

R.S/TIRUPATI/S.C.Railway-517 506  
Contd ..2

the respondents have issued notifications subsequently reiterating the same conditions in the original notification. Accordingly, optees were screened and absorbed on being found suitable taking the status of optees on the crucial date i.e. 15.11.1982. Further, regarding optees who were promoted under re-classification with effect from 01.08.1978 in their parent units, a reference was made to Headquarters for clarification, about the status to be maintained, in such cases. The Headquarters have issued instructions/guidelines in this regard wherein it was mentioned that the promotions gained due to reclassification shall not be taken as opted grade and the original status only to be maintained i.e., the grade in which they were working before reclassification. As such the candidate applicant was screened and absorbed in Carriage Repair Shop, Tirupathi, in the grade of Semiskilled only. The same method is followed in case of others in similar nature.

3. As per the option conditions optees should be reverted to the opted grade when optees got promoted to higher grade after exercising option. As stated above, the applicant should be reverted to the opted grade and transfer orders made effect. But the applicant was relieved as Semiskilled (not in opted grade) vide LF/DSL/KZJ Lr.No.C/DSL/CI.III & IV IDT of 14.7.1988. In fact the applicant should have been reverted to the opted grade i.e., Khalasi from Semiskilled before issuing transfer orders. However, the applicant was reverted to Khalasi vide CRS/TPTY Lr.No.TR/P.676/Optees/Vol.IV dated 6.8.1988 as clarified by CPO/SC vide Lr.No.P.137 Mechanical CRS/TPTY/1 dated 2.2.1984.

ATTESTOR 25/8/88  
WM/CRS/TPYS

DEPONENT 26/8/88  
WORK SHOP PERSONNEL OFFICE  
स डि म का/तिरुपाथि/ द. म. रेलवे  
R.S./TIRUPATHI/S.C.Railway-517 508

The applicant had given declaration to the effect. Hence, the applicant can not claim that he should be treated as an optee in Semiskilled grade since been relieved in the grade of Semiskilled by LF/DSL/KZJ.

4. It is true, the seniority of the applicant has been protected by interpolating the seniority amongst the optees joined from other units in the opted grade i.e., the seniority position of the applicant in the grade of Unskilled on the crucial date i.e., 15.11.1982, has been maintained.

5. It is true that Sri K.Sundar Rao, filed an DA No.151/1992, in CAT/HYB. The Hon'ble CAT/HYB given directions that Sri Sundar Rao has to be absorbed in the category of Semiskilled welder which benefit was given to him as per Railway Board letter dated 24.11.1982. Accordingly, the respondents have implemented judgement only to Sundar Rao. As nothing was indicated judgement to extend the benefit to other employees similarly placed, no action has been initiated.

6. It is submitted that if any revision of seniority at this stage is made contrary to the option conditions given, it will lead to dispute among the staff on the seniority.

7. It is submitted that the applicant is claiming the relief from 08.06.1982, and the applicant approached the Hon'ble Tribunal after more than 17 years, therefore, it is barred by limitation. The applicant has not at all explained the delay. It is hopelessly barred by limitation. It is therefore prayed that this Hon'ble Tribunal may be pleased to dismiss the DA with costs.

ATTESTOR

स. प्र. वि. म. का. ति. र. म. का.  
WM/CRS/TPYS

DEPONENT

कारखाना कर्मक. 26/8/82  
WORK SHOP PERSONNEL OFFICE  
स. वि. म. का. ति. र. म. का. / द. म. रेलवे  
C.R.S./TIRUPATI/S.C.Railway-517 50

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For the reasons stated above, there are no merits in the O.A. and the Hon'ble Tribunal may be pleased to dismiss the same with further orders as may be considered necessary in the circumstances of the case.

Sworn and signed on this  
26th day of August, 1998  
at Tirupati and signed  
before me.

DEPONENT

कारखाना कारनिक 26/8/98

WORK SHOP PERSONNEL OFFICE

स डि म का/तिरुपाति/ द. म. रेलवे

T.R.S./TIRUPATI/S.C.Railway-517 50

ATTESTOR

स डि म का/तिरुपाति

TM/CRS/TPYS

seniority to the extent possible without detriment to the work in Diesel Loco Sheds.

- (iii) No Project Allowance or Advance increments is permissible.
- (iv) Staff volunteering to CRS/TPYS should note that no Railway Accommodation will be provided to them and they should make their own arrangements for residential accommodation. However, as and when quarters are built, they will be allotted according to priorities and procedure laid down in allotting Railway quarters from time to time.
- (v) Options will be eligible for further advancement only in CRS/TPYS as per the channel of promotion applicable to the staff of that Workshop.
- (vi) Staff transferred to CRS/TPYS on option basis, will not be permitted to seek re-transfer to their parent unit under any circumstances.
- (vii) The seniority of staff on transfer on option to CRS/TPYS will be determined by the length of service in the grade in which they opted, subject to inter-se-seniority in respect of those ~~who~~ belonging to the same seniority unit prior to their transfer, being maintained.
- (viii) Staff will retain administrative lien in their parent unit till such time they are absorbed against the permanent posts in CRS/TPYS. The retention of lien does not entitle them for promotional benefits in the parent cadre/unit, once they have joined in the CRS/TPYS.
- (ix) Staff seeking Inter Railway/Divisional/Unit transfer from CRS/TPYS shall not be considered until they complete 5 years service in the unit in which they are transferred.
- (x) Staff exercised their option for transfer to CRS/TPYS ~~in response~~ in response to this office Notification No. P.137/Mech/CHW/TPY dated 0.12.1981 and extended upto 15.11.1982 need not apply.

All volunteers of DSL/Shed/K23 and BZA, MLY desirous of volunteering for transfer on the above terms and conditions to CRS/TPYS, may submit their applications in the enclosed proforma through their Controlling Officers on or before 15-2-1987.

3A  
OA. 5u7/90.

SOUTH CENTRAL RAILWAY

HEADQUARTERS OFFICE,  
Personnel Branch,  
Secunderabad.  
Dt. 0.1.1987.

NO. 1574000/CRS/TPTY/1

UN./SC (P), UN./GIL CRM/02A. CRM (MC) MYL.

SUB NOTIFICATION.

SUB: Man-hour requirements for Carriage Repair Workshop, Tirupati. - Option.

Carriage Repair Workshop at Tirupati was established and a notification was issued during 8-12-1981 calling for volunteers from staff working in Loco Sheds, Carriage & Wagon Depots of Mechanical Department on the Divisions and Workshops of LGD, MTL & UML for transfer to Carriage Repair Workshop, Tirupati. The last date for submission of applications was extended upto 15.11.1982. It was clarified in CRM's letter No M.226/A/TPTY dated 24.12.1981 to the Divisions that this option is not open to the staff in Diesel Loco Sheds.

The question as to whether the benefit of option for transfer to Carriage Repair Shop, Tirupati to the staff working in Diesel Loco Sheds has been under consideration. It has since been decided that, subject to administrative convenience, some of the volunteers from Diesel Loco Shed/KZJ can also be considered for transfer to CRS/TPTY.

Accordingly, option is extended to the staff working in un-skilled, semi-skilled, skilled Gr. I, II & III and supervisory staff in Diesel shed/KZJ only. However, such of the staff of Diesel Shed of Gooty and Guntakal who had not opted earlier can also opt for now and submit their applications. If any staff from Diesel Shed KZA & MLY desire to opt, they can also submit their applications.

The following terms and conditions will govern the transfer of such staff: -

- (i) The staff should exercise their option in the grade in which they were working as on 15.11.1982 i.e., the last date fixed for submission of applications earlier if they are willing to go on transfer to CRS/TPTY on option basis.
- (ii) None volunteering for transfer to CRS/TPTY does not confer on the employee any right to be transferred but transfer of screened optees will be made as per



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The applications received should be verified column by column and submitted in a special cover addressed by name to CME(CRS)/IPYS by 23.12.1907 positively. A statement showing the names of optees may be sent to this office for record.

(J.R. Wyotl)  
For Chief Personnel Officer.

Copy to: CME, CPM for kind information.

By CME(CRS)/IPYS for information and necessary action. He is requested to scrutinize the optees who have already exercised their option in response to this office's Notification No. 137/Mach/CRS/TPY dated 1.12.1901 and extended upto 15.11.1902.

(T. P. J. J. J. J.)  
For Chief Personnel Officer.

Air Mail

26/8/97

3. Temporary staff will also continue to be borne on their respective parent Railway Units till such time they are made permanent in the Carriage Repair Shop.

9. Promotions and seniority Units within the Carriage Repair Shop, Tirupathi will be determined in accordance with the Channels of promotion that will be formulated as per extant rules and procedures.

10. All Volunteers desirous of volunteering for transfer to the Carriage Repair Shop, Tirupathi, may submit their applications in the enclosed proforma (Annexure B) through their Controlling Officers.

11. Option once exercised shall be final. Staff effecting transfer to the Carriage Repair Shop shall not be allowed to seek retransfer to their parent unit and their cases for Inter-Railway/Inter-Division/Unit transfer from the Carriage Repair Shop shall not be considered until they complete 5 years service.

12. The last date for receipt of applications by the Controlling Officers viz., DRMs/ACMEs/Dy.CME is 10-1-1982. The applications received should be verified and forwarded in a special cover addressed by name to SPC/Mechanical/CSO's Office, Secunderabad by 20-1-1982.

13. Similar notification in regard to other departments will follow.

(V.S. GOVINDARAJULOO)  
for Chief Personnel Officer.

Encl: Two.

Copy to SPJs (L&W), (E&HQ), (S&R), for information.  
CPE/SC, ACMD/LGD

hr/7.12.

Air 122.

26/8/82



TR/86/7  
SOUTH CENTRAL RAILWAY

No: P. 137/Mech/CRW/TIR.

DMS/SC, HYB, GTL & BZA.,  
LCMEs/LGD, UBLs.,  
DY.CME/Wagon Workshop/RYS.

ANNEXURE-I

General Manager's Office,  
Personnel Branch,  
Secunderabad.  
Dated 3-12-1931.

NOTIFICATION

Sub: Carriage Repair Workshop, Tirupati - Man-power requirements - Terms and Conditions.

A Carriage Repair Workshop at Tirupati is likely to start functioning during 1933-34. The man-power requirements for the Carriage Repair Workshop is expected to be about 2,500 when the Shop comes into production.

2. As the out-turn of the Workshop is to be achieved progressively according to the targets it has become necessary to plan in advance the man-power required. In order to assess the strength and category of staff that can be mobilised by tapping all resources available on this Railway before finalising future plans for recruitment etc, this notification is being issued to attract volunteers from as many serving employees as possible in the categories, grades and trades including all supervisory staff mentioned in the enclosure at Annexure 'A'.

3. Staff working in Loco Sheds, Carriage and Wagon Depots of the Mechanical Department on the Divisions and in the Railway Mechanical Workshops at Lallaguda, Hubli and Guntupalli are eligible to volunteer for transfer to the Carriage Repair Shop, Tirupati. It may please be noted that mere volunteering for transfer to the Carriage Repair Shop does not confer on the employee right to be transferred but the transfer of employees volunteering will be made as per administrative convenience and subject to being found suitable after screening etc.

4. No 'Project Allowance' or 'Advance Increment' is permissible. The initial postings of staff from among the volunteers will be in the same grade and pay in which they are working in their respective parent units on the date of volunteering.

5. Staff volunteering for the Carriage Repair Shop will please note that no railway accommodation will be provided to them and they should make their own arrangements for residential accommodation. However as and when some quarters are built the same will be allotted to the staff according to priorities and procedures laid down in this regard.

6. The seniority of staff on transfer to the Carriage Repair Shop will be determined by the length of service in the grade in their parent Unit, subject to inter-se-seniority in respect of those who belonging to the same seniority unit prior to their transfer, being maintained.

7. Permanent staff will retain their administrative liens in their parent unit till such time they are confirmed against permanent posts in the Carriage Repair Shop. The retention of lien does not entitle them for promotional benefits in the parent cadre. They will progress further as per the channel of promotion in the Carriage Repair Shop, Tirupati.

On the CAT. H24

O.A. No. 318 of 97

Reply Statement by Respondent



Received copy  
of answer by  
Dr. C. Ram Chandra Rao  
24-9-98

Filed by

V. Dhiman  
SC for Pky