

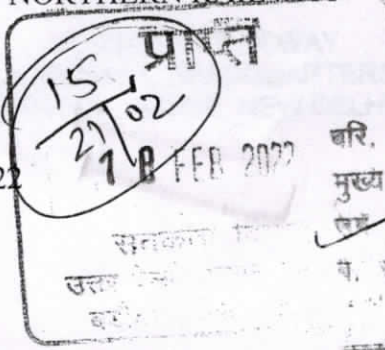
2022-01-01

NORTHERN RAILWAY

Headquarter Office,  
Baroda House,  
New Delhi.

Confidential

No.Comml./Sys. Improvement/2022



वरि. उप. महा प्रबन्धक : .....  
मुख्य सत. अधि./टी Dated: 16.02.2022

Sr.DCM/PS,  
Northern Railway,  
DLI, LKO, MB, UMB & FZR.

एच. मुख्य सत. अधि./टी .....  
व. सत. अधि./टी .....  
सत. अधि./टी .....  
मुख्य कार्यालय अधि.  
सम्बन्धित लिपिक

Sr. Pandey Sharma

**Sub: Systemic Improvement.**

It is intimated that certain instances have been reported through study/scrutiny of used EFTs & TAs claimed by Open Ticket Checking staff of LDH station in the months of February, 2021 and March, 2021, wherein it has been revealed that all these staff were claiming 100% Travelling allowance in lieu of performing duty for even less than 12 hrs. on a calendar day. As observed, these staff were claiming TA at the rate of 30% and 70%, in split manner, for performing duties in 2 trains on a calendar day despite their total working hours on such a day being less than 12 hrs.

11/18/22  
15/02

The above staff were claiming TA according to Rule prescribed in the Note under Para No. 1615 mentioned in Indian Railway Establishment Code Vol.II which is as follows :-

“Each spell of absence from headquarters shall continue a complete journey and daily allowance allowed separately in respect of it. The total daily allowance allowed for journey performed on any calendar day shall, however, be subject to maximum of the full daily allowance admissible for completed day of absence from midnight to midnight.”

By virtue of this rule, Open Ticket Checking staff deliberately take a break between two or more train checks on a calendar day, as per their convenience and then change the train from LDH and charge TA in lieu thereof for each journey/instance of absence from headquarters separately on that calendar day. While the averred rule/provision allowed the ticket checking staff to claim TA in a split manner, this was further facilitated, also inadvertently, due to absence of any pre-approved specific train check programme assigned by their division.

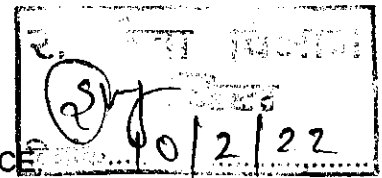
In order to prevent potential loss of Railway revenue on account of 100% Travelling allowance permissible to be claimed by ticket checking staff of open squad by deliberately taking breaks between two or more train checks on a single calendar day, it could be considered to make a proper schedule or plan beforehand, as already in vogue in Delhi division. This would not only create uniformity and transparency in system but would also prevent latent loss of Railway revenue.

In view of above, it is requested that necessary remedial action may be taken in the matter by issuing requisite instructions to all concerned at your end, under advice to this office.

*Basant Kumar*  
(Basant Kumar)  
Dy.CCM/G

✓ Copy to: CVO/T/NDBH i/r to Confdl. L/No.VIG/PC/V1/2021/10/00439 dated 10.02.22 for information please.

NORTHERN RAILWAY  
VIGILANCE BRANCH, HEADQUARTERS OFFICE  
BARODA HOUSE, NEW DELHI



CONFIDENTIAL  
No. VIG/PC/V1/2021/10/00439

Dated- 10/02/2022

Pr. CCM,  
Northern Railway,  
Baroda House,  
New Delhi

**Sub: - Systemic Improvement.**

This bears reference to an already widespread acquaintance with a prevalent rule that in case any official claims 100% Travelling Allowance in lieu of performing outstation/mobile duty on a given calendar day, it is imperative that he must have worked for over 12 hours on such a calendar day.

Kind attention is however evoked to certain instances detected during a vigilance study/scrutiny of used EFTs & TAs claimed by Open Ticket Checking staff of LDH station in the months of February, 2021 and March, 2021 which revealed that all these staff were claiming 100% Travelling Allowance in lieu of performing duty for even less than 12 hrs. on a calendar day. As seen, these staff were claiming TA at the rate of 30% and 70%, in split manner, for performing duties in 2 trains on a calendar day despite their total working hours on such a day being less than 12 hrs..

When clarification of these staff was obtained in Vigilance Branch, they admitted about claiming TA in this manner in consonance with the rule prescribed in the **Note under Para No.1615** enshrined in **Indian Railway Establishment Code Vol-II** which mentions the following: -

**"Each spell of absence from headquarters shall continue a complete journey and daily allowance allowed separately in respect of it. The total daily allowance allowed for journey performed on any calendar day shall, however, be subject to maximum of the full daily allowance admissible for completed day of absence from midnight to midnight."**

By virtue of this rule, the modus operandi adopted by certain Open Ticket Checking staff was that they would deliberately take a break between two or more train checks on a calendar day, as per their convenience and then change the train from LDH and charge TA in lieu thereof for each journey/instance of absence from headquarters separately on that calendar day. While the averred rule/provision allowed the ticket checking staff to claim TA in a split manner, this was further facilitated, also inadvertently, due to absence of any pre-approved specific train check programme assigned by their division.

In order to prevent potential loss of Railway revenue on account of 100% Travelling Allowance permissible to be claimed by ticket checking staff of open squad by deliberately taking breaks between two or more train checks on a single calendar day, it could be considered to make a proper schedule or plan beforehand, as already in vogue in Delhi Division. This would not only create uniformity and transparency in system but would also prevent latent loss of Railway revenue.

In view of above, it is requested that necessary remedial action may be taken in the matter by issuing requisite instructions to all concerned at your end, under advice to this office.

  
(Ashwani Kumar)  
Chief Vigilance Officer/T