



East Coast Railway

Office of the
Chief Personnel Officer
Rail Sadan, 2nd Floor, South Block
CSP, Bhubaneswar -751017
Dated: 29-05-2017

No. ECoR/Pers/IRM/P-41/05

All PHODs/CHODs/HODs of ECoR/BBS - PCE, CPO, CAO (Con), CME, COM, CEE, CCM, CMD, CSTE, FA&CAO, Sr. DGM, IG-cum-CSC, COS, CSO.

Sub: - Minutes of the 41st Zonal PNM Meeting between ECoR HQrs. & ECoRSC held on 4th & 5th May, 2017.

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A copy of the minutes of the 41st (1st in 2017) Zonal PNM Meeting held between East Coast Railway HQrs. and East Coast Railway Shramik Congress in *SABHA GRIHA*, Rail Sadan, ECoR HQrs., Chandrasekharpur, Bhubaneswar on 4th & 5th May, 2017, have been uploaded at the official website of East Coast Railway as per the following title.

Title: Industrial Relations

Heading: News & recruitment

Official website: www.eastcoastrail.indianrailways.gov.in

It is requested to take appropriate action on items pertaining to Department / Division / Unit concerned and submit implementation report against items noted each including section "A" to this Office along with photo copies of all reference letters / Estt. Serials / Railway Board's letters as early as possible, since the next ZPNM meeting between ECoR HQrs. & ECoRSC will be held shortly.


(R.R.Panda)

Assistant Personnel Officer (HQ)
for Chief Personnel Officer

Copy to the **Secretary to GM/ECoR** for kind information of **GM/ECoR**.
Copy to Pvt. Secy. to **AGM/ECoR** for kind information.
Copy to **Director, Estt.(IR)**, Railway Board for kind information.
Copy to **General Secretary/ECoRSC** for kind information.
Copy to **DGM(G)/ECoR** for kind information.
Copy to **DRMs/CWM of ECoR-KUR, WAT, SBP & MCS** for kind information.
Copy to the **CPO/Admn., Dy. CPO(Rectt.), Dy. CPO(Gaz)** of ECoR/BBS for kind information.
Copy to the **Sr. DPO/DPO/WPO of ECoR - KUR, WAT, SBP & MCS** for information and necessary action.
Copy to **SPO /Con/Co-ord, SPO/Staff, SPO/HQ & Court, SPO/Engg, APO/Rectt., APO/Bills** of ECoR/BBS for information.
All concerned.


for Chief Personnel Officer

**Minutes
of the
41st Zonal PNM Meeting
between
ECoR & ECoRSC**

***Venue: Sabha Griha, 1st floor,
Rail Sadan,
Chandrasekharapur,
Bhubaneswar.
held on: 4th & 5th May, 2017***

MINUTES OF 41ST (1ST IN 2017) ZONAL PNM MEETING HELD BETWEEN EAST COAST RAILWAY HEADQUARTERS & EAST COAST RAILWAY SHRAMIK CONGRESS (ECoRSC) AT EAST COAST RAILWAY ZONAL HQRS, RAIL SADAN, CHANDRASEKHARPUR, BHUBANESWAR ON 4TH & 5TH MAY, 2017.

MEMBERS PRESENT

OFFICIAL SIDE		REPRESENTATIVES OF ECoRSC	
Srl. No.	Name with designation (S/Shri/Smt.)	Srl. No.	Name with Designation (S/Shri/Smt.)
1.	Umesh Singh, GM	1.	K.S. Murty, President
2.	Rajeev Sharma, AGM	2.	T.Narasingha Rao, Wkg.President
3.	Manju Ray, CPO	3.	B.N.Swain, Vice President
4.	Dr. R.S.Dubey, CAO/Con	4.	P.K.Sahani, Vice President
5.	G.C.Ray, COM	5.	M.Sanyasi Rao, Vice President
6.	R.S.Mitra, FA & CAO	6.	R.C. Sahoo, General Secretary
7.	S.P.Singh, CWE	7.	B.K. Mund, Jt. General Secretary
8.	A.K.Pandey, CEE	8.	J.Sampath Kumar, Jt. General Secretary
9.	Dr. S.K.Mohanty, CMD	9.	T.V.Mouleswara Rao, Jt. Genl. Secretary
10.	B.P.Swain, CCM	10.	P. Balaram Swamy, Jt. General Secretary
11.	U.Sethy, CSTE	11.	B. Satyanarayana, Jt. General Secretary
12.	Debraj Panda, SDGM	12.	S.K.Bhanja, Jt. General Secretary
13.	K.G.Aggrawal, CGE	13.	B.N.Dash, Addl.Jt.Genl. Secretary
14.	Prabhat, CPO(A)	14.	Piyush kumar Rudra, Addl. Jt. Genl. Secretary
15.	N. D. RAO, CMM-I	15.	B.N.Ray, Addl. Jt. Genl. Secretary
16.	B.K.Maharana, Dy. CSC/RPF	16.	A.K.Mohapatra, Addl. Jt. Genl. Secretary
17.	Amit Kumar, Dy.CSO/Engg.	17.	M.G.K.Rao, Addl. Jt. Genl. Secy.
18.	M.Ganga Bhavani, Dy.CPO(IR & W)	18.	Ashutosh Mohanty, Treasurer
		19.	Smt., Runi Behera, Lady Delegate

N.B:-

1. *Please read the entire minutes.*
2. *Implement decision already taken concerning your item(s).*
3. *Intimate progress of action taken at once on all the items (i.e; open and closed items) concerning your department.*

SECTION - "A"
INTRODUCTION

1. Address of Smt Manju Ray, CPO/ECoR/BBS:-

Mrs.Manju Ray, CPO/ECoR addressed Shri Umesh Singh, GM/ECoR, Sri Rajeev Sharma, AGM/ECoR, all PHODs/CHODs, Shri K.S.Murty, President/ECoRSC, Shri R.C.Sahoo, General Secy/ECoRSC and all Central Office Bearers of ECoRSC to the 41st PNM meeting. She formally welcomed all to the PNM meeting. She told that during the last two days, 42 items have been discussed and almost all the items were closed for which she thanked all PHODs/CHODs as they have taken appropriate action and ECoRSC for extending their co-operation in closing the items. She then requested Shri K.S.Murty, President/ECoRSC to place his views before the General Manager.

2. Address of Shri K.S. Murty, President/ECoRSC:-

Shri K.S.Murty, President/ECoRSC addressed the GM, AGM, CPO, all PHODs/CHODs and his colleague Central Office Bearers in the PNM meeting. He told that the PNM meeting was held for the last two days in a very cordial atmosphere and most of the items were closed with the satisfaction of both sides. He thanked all PHODs/CHODs for extending full cooperation to ECoRSC in the meeting. He raised the following issues before the GM:-

1. There is acute shortage of manpower since the operational activities are increasing day by day and new assets have been added to our system. Total vacancy is 6,000 out of 52,000 nos. of posts sanctioned for ECoR. He pointed out that there are large vacancies in the loco running cadre and SM cadre. Hence, there is an urgent need to fill up these vacant posts. He requested the General Manager to call urgent meeting with all PHODs/CHODs to assess the actual need of staff for this Railway and to take steps to fill up vacancies in safety related categories.
2. LPs/ALPs are frequently becoming sick most of the time because of the

unbearable heat generated by WAG-9 power. He requested to take action to reduce the heat inside the cabin.

3. In Electrical (G) Department, KSIs are working on line as AC Mechanics. He requested the GM to take steps in this regard.
4. In many stations, SM/ASMs are working in 12 hours roster. He requested the GM to take steps to fill up the vacancy at least for safety category posts.
5. He told that ADME/RGDA is more required at BCHL. Matter may be examined.
6. He requested for creation of ministerial posts for PCE's Office.
7. He requested for posting of Chief Engineer at VSKP in view of infrastructure facilities.

3. Address of Shri R.C. Sahoo, GS/ECORSC:-

Shri R.C.Sahoo, General Secy/ECORSC greeted the GM, AGM, CPO, all PHODs/CHODs, his colleague Central Office Bearers and Lady delegate in the PNM meeting. On behalf of ECoRSC, he welcomed all to the PNM meeting. He expressed his thankfulness to all PHODs/CHODs. He also thanked the GM & CPO for getting the Personnel Shield for East Coast Railway from MR for the second time.

He raised the following points before the GM.

1. He told that ECoR is the most efficient zone and its employees are hardworkers. All to work hard for the betterment of ECoR.
2. Trackmen are performing their work in most hazardous conditions. He requested the Administration to take steps to mitigate their lot.
3. On 24.4.2017 a very junior Trackman was deputed as Keyman and was run over at Sitabinj station of Tomka-NYG Section. Administration has taken up 15 staff and issued minor penalty charge sheet. ADEN also did not reach the run-over site for 6 hours. Under ADEN/KDJR, 6 Gangs are under PWI/KDJR and 06 Gangs are under PWI/HCLR. He told that a Sr.Mate should do the duty of Keyman. If nobody is available in GP 2800/-, then the senior-most person in GP 2400/- should work as a Keyman. But, the person, who was run-over belonged to GP 1800/- category. Even though senior staff are on roll, they are not given Keyman work and put elsewhere. He requested the Administration to look into

this irregularity.

4. He requested the Administration for construction of a 50 ft foot over-bridge at Puri Railway Station for the running staff to go from the Running Room to Platform No.8 in order to avoid crossing the yard and mainline from safety point of view.
 5. He told that at MCS Workshop, work is not done in the post-lunch session of the day and most of the works are outsourced through contractual staff. He requested the Administration to look into this.
 6. Running staff at RGDA are being harassed by ADME/RGDA. He requested to conduct an enquiry into this and arrange for safe working of running staff.
 7. In the loco shed colony at Angul, there are around 160 quarters. But, the occupants are staying in unsafe conditions. On 26.4.2017, while two ladies of the colony were attacked and looted while walking. He requested the Administration to provide RPF patrolling in the colony as it is an isolated colony. At least one or two RPF personnel should be deployed to patrol in the colony.
 8. After renovation, generator connection has not been restored in the TTEs' Rest Room at WAT. Hence, generator connection may be restored.
- At the end, he assured that ECoRSC will give all cooperation to the Administration to reclaim No.1 position in Indian Railways.

4. Address of Shri Umesh Singh, GM/ECOR/BBS: -

Shri Umesh Singh, General Manager/ECOR addressed Shri K.S.Murty, President/ECORSC, Shri R.C.Sahoo, GS/ECORSC, all Central Office Bearers and lady delegate of ECoRSC and AGM and all PHODs/CHODs of the Zone attending the PNM meeting.

At the outset, he highlighted the performance of ECoR during the financial year 2016-17. He stated that last year (2016-17), ECoR has done better than the previous year in all matrixes. ECoR has loaded 4 MT, (3.93%) more than the previous year. This is 1.43 MT above the revised target fixed by Railway Board. In passenger earnings, there is an increase of 4.70% over previous year. Total gross earning is Rs.17,700 Crores as against Rs.17,600/- Crores last year.

During the financial year 2016-17, 194 TKM was added, 103 RKM was electrified, 74 ROB/RUB were commissioned, 02 escalators and 08 lifts were commissioned. Wi-Fi connection to CTC, Puri & BBS Railway stations have been given. KUR-PUI green corridor is targeted for Sept,2017. In scrap disposal, our performance was 51% more than the previous year. It is Rs. 101.44 crores against Rs.67.62 crores.

All this has happened due to co-operation from organised labour unions. Business environment is improving in ECoR. TLHR is a concern on account of dislocation. Recently, Hon'ble MR has visited Odisha twice. Vistadome Tourist Coach and BOOT laundry has been inaugurated by the Hon'ble Railway Minister. Contract for boot laundry at Puri and BBS has been finalized. JDB-VSKP special train has been inaugurated by Chief Minister, Chhatisgarh. One MEMU Shed will be set up at KUR. POH facility of loco at Narla Road is being set up. Freight maintenance depot is coming up at SBP. A Central Fund of Rs.5,000 Crores has been sanctioned for Odisha.

There is a need for improving productivity. Any suggestion for technological improvement would be welcome to increase productivity. In case of injury/death of any employee, it is the officer's responsibility and cultural trait also to immediately visit the site. PCE to look into the allotment of duties of Keyman issue. At Puri, FOB may not be possible. However, construction of one pathway as in NDLS would be looked into. Regarding ADME issue, CME to take note of it and take necessary action. Regarding security of Railway colony at Angul, confidence will be instilled and RPF will make a few rounds. Regarding DG connection to TTE Rest Room at VSKP, CEE to look into this. Regarding award of Personnel Shield to ECoR, the GM told that it is also due to full co-operation from Union side. This wonderful, cordial relation with the trade union should continue. The meeting ended with vote of thanks.

SECTION - "B"
NEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
01.	41C-01-2017	<u>NEED TO REVIEW THE JPO No-6 Dt:02/09/2005 TO AVOID LONG HOURS DUTY OF THE RUNNING STAFF.</u>
	COM CEE	It has come to knowledge that despite instructions from Railway Board to restrict the working hours of Running staff to 10 hrs from signing on to signing off, the Authorities of ECoR, are utilizing the Running staff for 13 hrs basing on the JPO.No-06 made on 02/09/2005, which is adversely causing unrest to the Running staff and affecting the safe train operation. Now in consideration of the recommendations of HPC constituted to review the duty hours of Running staff, Railway Board has issued a modified instruction vide its letter No-E (LL)/2016/HPC/1 Dt:28/11/2016 (RBE No-143/2016) stating that <u>"Running duty at a stretch should not exceed 09 hours and such duty may extend further provided the Railway Administration gives at least 02 hrs notice before expiry of 09 hrs duty with the stipulation that the total duty hours i.e. signing on to signing off should not exceed 11 hrs"</u>. Keeping in view the above modified instruction of Railway Board it is necessary to review the JPO No-06 Dt: 02/09/2005. Therefore ECoRSC demands to issue one revised JPO in consonance with the Railway Board's letter dated 28/11/2016.

REMARKS OF ADMINISTRATION

The recommendations of the high power committee are under scrutiny and will be implemented after due incorporation and modification of the headquarters JPO No. 6 dated 02.09.2005. The revised JPO will be issued after incorporating the identified sections where general crew booking hours will be required for 12 hours.

DECISION

JPO will be issued by 31st May 2017.

(CLOSED)

02. 41C-02-2017 **PROVISION OF AIR CONDITIONING IN THE RUNNING ROOMS.**

CEE

Running staff are playing vital role in the earnings for Railways by working the trains for hours together. Railway Administration has provided Running rooms at the destinations and Crew changing points to facilitate their rest after working the trains.

But it is a matter of great regret that, due to non provision of minimum required facilities like Air Condition, De-humidifier etc. they are unable to take proper rest in those Running Rooms.

The matter was brought to the knowledge to authorities for time and again since long. However at a length the HPC which was constituted to review the duty hours and other aspects of Running staff has recommended that "All the existing Running Rooms should be provided with Air Conditioning beginning with Running Rooms located in humid/coastal areas".

The above recommendation of HPC has been accepted in principle by Railway Board and order issued to all GMs vide letter No-2016/M (L)/165/3 Dt: 22/09/2016.

ECORSC urges for early execution of the above order of Railway Board.

REMARKS OF ADMINISTRATION

Running Rooms at PURI and PSA have been air-conditioned. Divisions are proposing air conditioning of the remaining Running Rooms in LAW book.

DECISION

Air conditioning of all the running rooms have been processed for sanction during current financial year. Subject to availability of fund, priority will be given to running room situated at PRDP, TLHR and JDB.

(CLOSED)

03. 41C-03-2017 **REVIEW THE PAY FIXATION OF EX-SERVICEMEN ON RE-EMPLOYMENT TO RAILWAY.**

CPO

CAO/Con

Complaints have been received in this office that the Pay of Ex-Servicemen those have been re-employed in Railway has not been fixed as per rule.

In this connection Ministry of Personnel, Public Grievances and Pensions Department of Personnel & Training vide O.M.No-3/19/2009, Estt Pay-II dt:8th November 2010 has clearly instructed that "All those Defence Officers/Personnels whose pension contains an element of MSP (Military Service Pay), that

need not be deducted from the pay fixed on re-employment".

Despite clear-cut instructions from Railway Board vide letter No-E(G)2010/EM/1/2 Dt:12/12/2011 and E(G)/2013/EM-1-4 dated 24/07/2013 to make the above order of DoP&T applicable on the Railway and subsequent clarifications vide RBE No:-122/2015 & 153/2016, the same has not been included to their Pay still, for which they are suffering a lot for drop in emoluments.

The above issue was raised by ECoRSC vide Item No-30 of its 37th ZPNM held on 18th& 19th February 2016 where in its was concluded that "RBE No-122/2015 is implemented in all the Divisions". But it is observed that the same is still not implemented even after lapse of one year to the above decision.

ECoRSC demands for immediate review of such cases and pay should be re-fixed in terms of RBE No-122/2015 & 153/2016.

REMARKS OF ADMINISTRATION

SBP DIVISION

Such cases are under verification and pay will be fixed as per extant rules.

WAT DIVISION

There is no such cases pending in WAT division, if any specific cases are mentioned, the same will be examined and action will be taken as per extant rules.

KUR DIVISION

Extant Railway Board guideline is being followed.

DECISION

The item will be examined before the next PNM.

04. 41C-04-2017 NON UP-LOADING SAFETY INSTRUCTIONS, SWR AND ESTABLISHMENT SERIALS IN ECoR WEBSITE.

CPO It is often observed that though there is a ECoR website
CSO maintained, the vital information are not being uploaded regularly
COM for the knowledge of the employees working over this Zone.

FA&CAO The irony of the matter is that when we browse the Web to know about the latest information/instructions, the website of SEC Railway & S.C.Railway are becoming helpful, but our own Zone which has received the Govind Vallabh Panth Shield is not able to maintain the website properly. It appears that the maintenance is not being monitored properly by higher authorities.

Further, the train movement and its safety is the prime activity of Railway. Various instructions are issued from time to time by the

Administration for the better safety of man & machine. But the same are not reaching man who is actually affected.

Therefore ECoRSC urges that all the Instructions, Safety circulars, SWR, Policy decisions, RBEs, Estt. Serials etc should be up-loaded in the ECoR website regularly.

REMARKS OF ADMINISTRATION

Operating Rule Books & Manuals have been uploaded in the ECoR website along with latest amendments. Further, Joint Procedure Orders relating to Operating department are also uploaded from time to time. Station Working Rules of stations of ECoR are being uploaded by divisions in the website of ECoR in a phased manner.

Safety circulars issued by Zonal Safety organization either of its own or directed by Railway Board are at present circulated in hard copies for appraisal of staff. Efforts will be initiated to up-load safety circulars on the website suitably.

Efforts will be made to upload Establishment Circulars on ECoR Website.

DECISION

Estt Srl will be uploaded within two months. Rest have been already uploaded.

(CLOSED)

05. 41C-05-2017 WHIMSICAL ORDER ISSUED BY FA & CAO (F&A)/ECoR BY DILUTING THE BOARD ORDER FOR PROCUREMENT OF COMPUTERS ON ADDITIONAL ACCOUNT/REPLACEMENT ACCOUNT by JAG/SAG OFFICERS.

FA&CAO

Railway Board after due consideration for enhancement of power to the Zonal Railways in Information Technology matters has decided vide C&IS Directors letter No-2006/C&IS/Oth/ Delegation of power/36-Pt Dt:11/09/2012 to delegate the power for procurement of computers on additional/replacement Account per financial year as detailed below.

Items	Authority Delegated with Power	Quantity
Desktop, PCs, thin Clients, each costing up to Rs 40,000/- (any CPU and any type of monitors)	GMs and Equivalents/DGs/Heads of CTIs	No limits in numbers
	PHODs/DRMs/CHODs/SAG Officers handling independent Establishments	Maximum 10 nos
	Other SAG Officers/JA Grade Officers handing independent establishment.	Maximum 05 nos

The authority competent to sanction new equipments on additional account as per the above policy are also competent to sanction them on replacement account on completion of their codal life.

Accordingly the SOP in Mis.Matters has been amended by ECoR vide letter No-ECOR/GA/USOP/1306 Dt:25/07/2013 depicting all the above conditions.

In spite of above a clarification is issued by Dy.FA&CAO (F&A)/ECoR vide No-ECOR/BBS/Fin-VII/SOP Misc-clarification/3368 dated 10/21.10.2013 stating that "JAG/SG Officers under DRM including Finance Department may not be treated as handling independent establishment for exercising powers under Item No-5 (a) (i) & (iii) of SOP on miscellaneous matters".

Due to issuance of such clarification by the Zonal authority (FA&CAO/BBS), the original spirit and purpose of issuing the Delegation of power by Railway Board on Dt:11/09/2012 has been lost.

Keeping in view the acute shortage of computers at Divisional level and since the Departmental Heads are Independent in nature as well as no further Amendment is issued in contrary to the USOP Dt:11/09/2012 by Railway Board, it necessitates to review/amendment of the letter dated 10/21.10.2013 of FA&CAO(F&A)/BBS.

Therefore ECoRSC demands for immediate action in this regard.

REMARKS OF ADMINISTRATION

DRM in the divisions is regarded as coordinator of all the branch officers working under him. Branch Officers are under professional control of their PHoDs, but under administrative control of DRM. Moreover, DRMs do not have any particular branch affiliation. It is with this coordination in mind, Board has categorized DRMs along with PHoDs/CHoDs of headquarters. DRMs of ECOR have been given entitlement with 10 computers in a year on additional account which will be utilized by various departments depending on their need as determined by DRMs. That is why clarification was given that JAG/SG officers under DRM including Finance Department may not be treated as handling independent establishment for exercising powers under Item No.- 5 (a) (i) & (iii) of SOP on miscellaneous matters.

In case, the requirement at a particular year exceeds the DRM's

power, either PHoD's sanction/GM's sanction may be sought for following due procedure.

DECISION

Regarding the JA Grade officers handling independent establishment, a clarification will be sought from Railway Board and a copy of the letter will be given to ECoRSC.

06. 41C-06-2017 **PROVISION OF REST ROOM FACILITIES AT WAY SIDE STATIONS FOR THE S&T STAFF.**

CSTE
PCE

It is observed that most of the time the S&T staff are being deputed out of their HQrs to attend the failures in the mid-section and after completion of the failure work they are suffering a lot for taking rest due to non availability of immediate train communication for returning back to HQrs.

Secondly, in all most all Station, one Technician and one Helper are permanently posted, and those two persons are attending the failure work for 24 hrs of that Station, but for them no room has been provided to take rest or to take meal etc.

Further due to non provision of any rest room facility for them they are compelled to take rest on veranda of Station Master Office or on the platform itself like the beggar which is very indecent and down grading the image of ECoR.

Therefore ECoRSC urges before Administration to provide Rest Room facility for them at the way side Station early.

REMARKS OF ADMINISTRATION

Item will be discussed during PNM.

DECISION

Divisions will be asked to give the list of stations where restroom facility exists and list of stations where such facilities are required, in consultation with recognized trade unions within 3 months.

07. 41C-07-2017 **NON ALLOTING THE BERTH TO THE TTEs MANNING ON TRAINS AS PER RAILWAY BOARD'S ORDER.**

CCM

At present one Berth in AC-3 Tier (Berth No-7) is being allotted for the TTE on duty which is causing inconvenience to the travelling passengers of said coach and also causing complaint against the Ticket Checking staff.

Railway Board vide his letter No-2001/TG-I/13/P Dt: 03/10/2002

(Commercial Circular No-87 of 2002) has earmarked the Berths for in Mail/Express Trains as follows.

- (i) Berth No-5 in A/1 Coach only for conductor manning 1st AC/AC 2 Tire/First Class Coach.
- (ii) Berth No-7 in AS-I Coach only for TTE manning AC-3 Tire Coaches.
- (iii) Berth No-7 in each alternative Sleeper Class Coaches for TTEs manning Sleeper Coaches.

The above facility was extended in ECoRly for a small period and subsequently been withdrawn since long back. Because of that the TTES who are booked to perform duty in long route Mail/Express trains are facing a lot of difficulties to perform their duty peacefully.

This issue has discussed vide Item No-12 (59/2015) of the Board PNM held on 22nd & 23rd December 2016 and observed that except ECoRly , other Zones have complied the order of 3/10/2002 and also decided that the scale of provision for Berth for TTEs exists. Zonal Railway have to follow that order scrupulously.

Therefore ECoRSC demands to allot the Berths for TTEs as per the earmarking in the Boards letter Dt: 03/10/2002 as per scale of provision is existed at the earliest.

REMARKS OF ADMINISTRATION

Revised norms for manning of coaches of all classes have been issued by Railway Board vide letter No. 97/TG-V/13/3 dated 14.03.2014. Accommodation has been earmarked for ticket checking staff manning reserved coaches accordingly. For trains having 2AC and 3AC coaches in the composition, accommodation has been allotted in 3AC (berth No. 7 in B-1). For trains having IAC coach along with other AC coaches, accommodation has been allotted to Conductor in 2AC (berth No. 5 in A-1). For Sleeper class coaches, accommodation has been allotted in Sleeper Class (berth No.7) for TTEs manning 3 coaches. In case these norms are not being followed in any trains, ECoRSC may bring it to the notice of the administration.

DECISION

ECoRSC submitted list of trains where according to them 2014 norms are not being followed. The same will be examined and appropriate action will be taken.

(CLOSED)

08. 41C-08-2017 **PROVISION OF COOKING FACILITY IN THE REST ROOMS MEANT FOR TTE OVER ECoRLY.**

CCM

Railway Administration has provided Rest Rooms for the TTEs to take rest but they have to depend on outside Hotels for taking Meals/Tiffin due to non provision of cooking facilities in the Rest Rooms.

Further it was raised in Railway Board PNM vide Item No-12/2016 (13/2011) held on 22nd & 23rd Dec 2016 and decided that on the basis of letter Dt:-28/04/2016 to all CCM. The Zonal Railway should conduct survey to assess the number of TTE willing to avail of the cooking facility.

But, still ECoR has not yet started to assess, due to that the cooking facilities in the rest rooms has not been provided still.

Therefore ECoRSC urges to take immediate action for providing the cooking facility in TTE/Rest Room early.

REMARKS OF ADMINISTRATION

Catering facilities for TTE Rest Rooms will be on full payment basis unlike such facility for Running Rooms where it is subsidized. Informally it has been gathered that ticket checking staff are not very keen to have such facility at their Rest Rooms and are more comfortable with taking food from local market. Divisions have been asked to check with their ticket checking staff to ascertain as to whether we can start this experiment of providing catering facility by engaging outside agencies for which staff have to make full payment for items consumed. ECoRSC may help the administration in making such a choice.

DECISION

ECoRSC suggested that Administration should make an attempt for providing catering facility in TTE's Rest Room at KUR & VSKP on outsourcing basis. However, it was made clear that it will not be subsidized as in the case of Running room.

(CLOSED)

09. 41C-09-2017 **NON GRANTING OF TWO ADDITIONAL INCREMENT TO NURSING STAFF FOR POSSESSING B.Sc (NURSING) DEGREE.**

CPO

In terms of Ministry of Health and Family Welfare O.M dated 23/03/1988, the Nursing staff those who are holding the additional qualification of B.Sc (Nursing) are entitled for two increments (Non-absorbable).

The above issue has further been clarified by Railway Board vide RBE No-37/2005 and 148/2015 as under:-

- A. The Nursing staff those are in service as on 01/10/1986 and possess the Degree/P.G in Nursing are entitled for 01/10/1986
- B. Those are appointed after 01/10/1986 and already possessing the qualification B.Sc (Nursing are entitled from the date of appointment).
- C. Those are already in service and possessing the additional qualification of B.Sc(Nursing) during service period, they will be entitled from the date of publication of result.

But complaints are still coming to notice that the said provision is not being properly extended, for which the Nursing staff are facing heavy financial loss.

ECoRSC urges before Administration to ensure scrupulous adherence of instructions contained in RBE No-148/2015 early.

REMARKS OF ADMINISTRATION

SBP DIVISION

Two additional increments have been drawn in favour of the following Nursing Staff for possessing B.Sc (Nursing) as per extant rules.

1. Smt. Lalita Maharana, Ch.Matron/SBP
2. Smt.Ahalya Sahoo, Ch.Matron/SBP
3. Smt.Tilottama Prusty, Ch.Matron/SBP

No further case regarding the said claim pending this SBP division.

WAT DIVISION

The issue is under examination in terms of Railway Board's guidelines.

KUR DIVISION

Extant Railway Board guideline is being followed.

PERSONNEL DEPARTMENT

At present the following 6 staff are being given increments for possessing B.Sc (Nursing) as per extant rules.

- 1) Ms Chorhati Ekka, Ch.Matron
- 2) Ms. Tulasi Ray, Ch. Matron
- 3) Ms. Susobhini Naik, Ch. Matron
- 4) Ms. Umarani Sahoo, Nursing Sister
- 5) Ms. Manju Bala Baliarsingh, Staff Nurse
- 6) Ms. Bidyut Prava Pati, Staff Nurse

Other than the above 6 staff, if any staff is due, the specific case may be brought to the notice of the administration, so that the same will be processed for drawal of increments.

DECISION

If anybody had not been given increments as per his/her eligibility, it will be ensured before the next payment.

(CLOSED)

10. 41C-10-2017 NON IMPLEMENTATION OF RBE No-45/2016.

CPO

CMD

After stipulation of minimum Qualification to Matriculation for initial recruitment to Group-D, the Group-D employees who are already in service as on 10/05/1998 having qualification of less than Matriculation are stagnated in the same Grade and those have possessed the requisite qualification of Matriculation have been promoted.

On the demands from staff side Railway Board vide RBE No-45/2016 has issued instruction that 50% of vacancies in the Grade of Dresser-III/OTA-III will be continued to be filled up from amongst the existing Hospital Attendant/Erstwhile Group-D staff already in service as on 10.05.1998 on seniority & suitability without insisting the Qualification of Matriculation.

It is observed that there are so many Group-D staff of Medical Department of ECoR having less Qualification and appointed prior to 10.05.1998 are suffering for stagnation in the same Grade.

Therefore ECoRSC urges before Administration for early implementation of the Railway Board's instructions vide RBE No-45/2016.

REMARKS OF ADMINISTRATION

PERSONNEL DEPARTMENT

Vacancy assessment has been done and combined seniority list drawn and circulated for suitability to fill up 50% of vacancies in the Grade of Dresser-III/OTA-III will be continued to be filled up from amongst the existing Hospital Attendant/Erstwhile Group-D staff already in service as on 10.05.1998. The suitability is likely to be held shortly.

DECISION

Selection completed for willing candidates at Central Hospital and SBP. Selection is under process at KUR & WAT. The same will be expedited.

(CLOSED)

11. 41C-11-2017 **PROVIDE FOUR WHEELER COMMON SHED IN RAIL VIHAR COLONY & OTHER COLONIES OF ZHQ.**

PCE

In the present scenario most of the people are interested to purchase Four Wheelers and almost all are having Four Wheelers also, it is mentioned here that most of the employees are working in Rail Sadan and staying in Rail Vihar and other Railway Colonies of ZHQ are having Four Wheelers, But Railway is providing garage for Two Wheeler only.

Because of that, most of the employees are facing a lot of problems due to damage of their vehicle , and feeling unhappiness.

It is observed that, there are so many vacant places available near by the Railway Quarters. In all most all Railway colonies of ZHQ, where the common shed can be provided, to utilise as Four Wheeler parking.

ECoRSC urges for provision of common parking shed for the Four Wheelers on the unused vacant space within Rail Vihar surroundings and other colonies of ZHQ to avoid staff discontentment early.

REMARKS OF ADMINISTRATION

The eligibility of providing four wheeler sheds to NG staff in Type-IV/III quarter will be examined.

DECISION

Feasibility of the proposal will be assessed within one month by PCE's Office.

12. 41C-12-2017 **NON GRANTING OF MACP BENEFIT TO THE GROUP-C & D STAFF OF STORES DEPARTMENT OVER ECoRLY.**

COS

CPO

Though the Group-C & D staffs of ECoR Stores Department are working over three Divisions and at Zonal HQrs Office, their cadre and seniority are maintained centrally in ZHQ Office. But their service records are being maintained under their respective Divisions.

To ascertain the entitlement of a staff for grant of MACP benefit, the service record is the vital one. The committee who is authorized to certify the eligibility of a staff to get the benefit of MACP is constituted at HQrs Office. Until the service records of concerned staff are reaching in the HQrs Office, the committee is unable to certify the eligibility.

On the other side the Divisional authorities are also not putting up the service records in time before the committee. Due to the above reason the eligible staffs are deprived of getting the

legitimate due in time and suffer for years together also.

Keeping in view the above ECoRSC urges before Administration to constitute the Committee at all Divisional level for finalization of MACP of Group-C & D staff of Stores Department early.

REMARKS OF ADMINISTRATION

PERSONNEL DEPARTMENT

As per RBE No. 101/2009, a Screening committee is required for each department and the recommendation of the screening committee will be placed before the Head of the Organization/Competent authority for approval. Since, COS is the Head of the organization of the Stores Depot, all the MACPs cases related to the staff of Stores Depot need the approval of the COS. So, the existing methodology being followed in this Railway stands good as all MACPs cases of the staff of Stores Depot shall ultimately come to HQrs for approval of COS. However, efforts will be taken to ensure more timely action in its processing.

DECISION

Matter will be examined in Personnel Dept with regard to possibility of processing MACP cases at Unit level.

13. 41C-13-2017 NON IMPLEMENTATION OF RAILWAY BOARD's INSTRUCTION VIDE RBE No-77/2016.

**CMD
CPO**

It is observed that, due to non availability of further AVC the Safaiwalas/Jamadars working in all the Departments of Railway are being stagnated in the service post/grade till superannuation.

Now a days it is also seen that highly educated candidates have been directly recruited through RRC and posted as Safaiwalas against shortfall vacancies. They are suffering a lot despite having capability to undertake any type of work due to separate cadre and no chance to compete for higher Grade post in other Departments.

On the demands from staff side a Committee was constituted to review the existing Channel of promotion of Safaiwalas and recommended the provision of adequate improvement opportunity to them.

The decision taken by the Railway Board on the six recommendations of the Committee have been circulated to all the GMs vide letter No-E(NG)I/2015/CFP/12 Dt:-24/06/2016 (RBE No-77/2016).

ECoRSC urges before Administration to implement the decision of

Railway Board on the recommendation No-II & III of the Committee at the earliest.

REMARKS OF ADMINISTRATION

PERSONNEL DEPARTMENT

In connection to the implementation of para (ii) & (iii) of RBE No. 77/2016, the following remarks are given herewith;

(ii) It is pertinent to mention here that a separate meeting may be held with recognized unions to find out the modalities.

(iii) (a) In ECoR, avenue of promotion of Gr.D categories to Gr.C categories by selection/promotion has already been circulated vide Estt. Serial No. EPS-7/2005, it has been envisaged that Railway servant in Gr.D office categories like Office Peon, record sorters, Ferro Typers etc for whom no other regular avenue of promotions to Gr.C categories exists in their own or other departments are made eligible for 33 1/3% and 16 2/3% quota vacancies in the lowest grade of Office clerk.

(b) Safaiwalas in Mechanical, Engineering, Operating and Medical departments are having a separate avenue of promotions to Gr.C categories.

DECISION

As a first step, options will be called for implementation of Sub Para (i) and (ii) of RBE No.77/2016.

(CLOSED)

14. 41C-14-2017 STEP TO BE TAKEN TO ENSURE PROPER SUPERVISION OF WORKS SANCTIONED ON PINK BOOK.

CAO/Con

It has come to understand that the Railway Board has sanctioned the doubling work from KRPU-JDB, KRPU-RGDA and KRPU-KTC, which cost is total more than 8 thousand crores of rupees approximately.

In addition to above for construction of new line between Malkanagiri-Nabarangapur & JYP-KRPU, the MoU has already been signed between State Govt & ECoRly Authority costing to a tune of more than 2000 Crores of rupees.

As per yard stick, where the expenditure of cost is exceeds 4000 Crores, a post of CAO is needed to be created to control over the expenditure and works.

In this connection it is stated that the supervision duty of both the work has been entrusted with one CE who is available at a far distance from the work spot i.e. at WAT and the works are being looked into by others who are not competent enough.

Therefore ECoRSC demands to post one CE at KRPU particularly which is the centre place of above both the work spot to ensure quality supervision.

REMARKS OF ADMINISTRATION

For supervision of construction work for the project sanctioned, Dy.CE/Con/KRPU has been posted at Koraput along with AXEN/XEN, SSE(Works having HQ at Koraput. Dy.CE/Con, ADEN/XEN and SSE (Works) are competent authority to look after the progress and quality of the works as per the norms of Railway working. Zonal Construction organization are normally headed by one CAO.

Chief Engineer(Con) is an administrative post and posted at Zonal Hd.Qr as per the directives of Ministry of Railway.

DECISION

The matter was also raised before GM in the forum. It was decided that this being an administrative/management issue, it is for administration to take decision.

(CLOSED)

15. 41C-15-2017 **PROVIDE SLR COACHES INSTEAD OF GSR COACHES IN THE DMU TRAINS.**
- COM
CME
- It is observed that no separate compartment is provided for the Guards working the DMU Trains running in ECoR.

The Guards working in such Trains are sharing a portion of GSR Coach for performing their duty. Since there is no provision of lavatory in GSR Coaches, the Guards working in those DMU Trains are facing a lot of troubles for attending the calls of nature during course of duty.

This issue was raised in the 3rd PNM of 2016 of KUR Division where the authority of KUR expressed their inability and urged to raise the same at Zonal level.

Hence ECoRSC raised the same in this forum and urges to provide SLR coach instead of GSR Coach in DMU Trains to avoid the constrains of Guards.

REMARKS OF ADMINISTRATION

The provision of toilet facility is not available in DMU coaches even for passengers, being short distance trains. However, 3 DMU Rakes (out of 04) have been replaced by conventional coaches with toilet facility with effect from 01.10.16 & 25.11.16. Further, Railway Board had been approached to provide additional coaches

with toilet facility so that remaining one DMU rake will be replaced.

DECISION

A reminder letter will be sent to Railway Board. Copy of reference made to Board will be given to ECoRSC.

(CLOSED)

16. 41C-16-2017 NON FOLLOWING THE RAILWAY BOARD'S ORDER TO REDUCE THE WORKING HOURS OF ENGINEERING GATE KEEPERS FROM 12 HRS TO 8 HRS.

PCE

CPO

Earlier 08.00 hrs duty per day was prevailing for the Gatekeepers working in L.C.Gates over ECoRly basing on the work study where TVU was 25000 or above.

Now it is observed that in comparison to year 2008-2009 and as on date the nos of train movement as well as vehicle movement have been increased in many folds. Because of that the work load on the existing staff have been increased.

- (1) Railway Board has issued order that, those gates are above 50,000 TVU, those gates are manned as continues roster. But Administration is acting regretively i.e instead of increasing manpower the working hours have increased from 08 hrs to 12 hrs, which is clearly violating the Railway Board guidelines.
- (2) On the demand of NFIR at Board's level, Railway Board has issued instruction to the General Manager (P) all Zonal Railway vide Para-2 of his Letter No-2012/E(LL)/HER/23 Dt:30/09/2016 that "In-terms of Rule-3 of the Railway servants (hours of work & period of rest) Rules-2005" the Head of Railway Administration (or CPO if Delegated) is the prescribed authority to decide the classification/working hours of Railway servant. Accordingly Zonal Railways should conduct factual job analysis for deciding classification/duty hours of Gatekeeper.

Keeping in view the above points ECoRSC urges to implement 08 hrs duty in all the gates first those gates are having above 50,000 TVU and early conduct the job analysis those gates are having below 50,000 TVU.

REMARKS OF ADMINISTRATION

All the three divisions will be advised to carry out job analysis at identified LC gates with heavy TVU in essentially intermittent category to examine requirement of change in classification of the gates from essentially intermittent to continuous roster.

DECISION

Instructions will be issued by PCE's Office to assess the requirement of change of roster from Essential Intermittent to Continuous in terms of the instructions of Railway Board's letter No.2012/E(LL)/HER/23 dt.28.6.2012. This assessment will be completed within two months. Instructions of Railway Board vide above letter will be followed scrupulously.

(CLOSED)

17. 41C-17-2017 PROTECT THE RAILWAY LAND FROM PRIVATE ENCROACHMENT.

PCE
IG-cum-CSC Earlier the vast area of CRW/MCS is now utilized for the Rail Sadan staff and also a good number of Railway Quarters are constructed on that land.

But it is not understood that, the Railway land (MCS & ZHQ) is still under unauthorized encroachment by the outsider. Day by day the outsiders are entering inside the Railway land and occupied gradually because of non availability of demarcation wall.

ECoRSC demand to construct the demarcation wall on the existing Railway land of ZHQ & CRW/MCS to avoid the encroachment by outsiders.

REMARKS OF ADMINISTRATION

As per the land records, available in PCE office, there are no encroachments in Railway land at MCS Railway Colony. However, KUR division has been advised to obtain the encumbrance certificate (EC) of the survey No. said to having encroached, from Revenue Authorities for the last 50 years to check up whether there is any encroachments in Railway land or not.

DECISION

It is agreed to demarcate all the Railway land available at HQrs, MCS. If any unauthorized occupation is there, proper legal action will be taken to evacuate.

(CLOSED)

18. 41C-18-2017 **NON MAINTENANCE OF RAILWAY QUARTERS IN MCS WORKSHOP COLONY.**

PCE

It is observed that the Railway Quarters in MCS Workshop colony meant for Workshop staff are mostly in abandoned condition due to old aged and improper/irregular maintenance.

The matter has repeatedly been brought to notice of concerned maintenance authority, but no action is being taken to enable proper maintenance still because of no fund. For which the staff and their family are facing a lot of troubles and compelled to reside in life risk condition. Moreover as on date near about 150 Quarters is lying vacant due to want of heavy repair.

Therefore ECoRSC demands to take immediate action for renovation of all most all Quarter in CRW/MCS Railway Colony on top priority to avoid the loss of Railway property.

REMARKS OF ADMINISTRATION

There are 716 No. of staff quarters at MCS Railway Colony. Some of the quarters require major repairs such as repairs to ceiling plastering, dampness in walls etc. requiring the occupants to vacate the quarters for about two months. An action plan is being prepared to repair all such quarters by 31.03.2018, in phased manner.

Minor repairs including white washing and colour washing will be carried out by June 2017.

DECISION

Funds allotted for maintenance of staff quarter of MCS Workshop will be checked for last two years. It is reported by ECoRSC that about 200 quarters of MCS Workshop are lying vacant as they are not in a livable condition. Another many quarters, though occupied, are in bad shape. It is also reported that KUR Division is not sparing any fund for maintenance of any quarters of MCS Colony. Sr.DEN/KUR will take necessary action on this issue and send a report to HQrs.

19. 41C-19-2017 **RECTIFICATION OF IRREGULAR VETTING/ CONCURRENCE SYSTEM.**

FA&CAO

PCE

The maintenance work of Workshop and staff Quarters in MCS Railway Colony are not attended properly, as well as the Division also allotted the fund from Engg Head like step mother.

To avoid fund constrains, when CWM/MCS allotting the fund from Workshop head the same is being sent to KUR Division (Sr DFM/KUR) for vetting & concurrence despite an Accounts Office

headed by one Sr AFA is functioning to maintain the Workshop Accounts.

In other side to make good the shortage of fund, when fund provided from Mechanical Workshop to utilize by Engg. Department that has to concurred by Divisional Accounts. It means in all corner MCS Workshop is neglected.

Therefore ECoRSC demands the fund which is provided from Workshop head to utilise by Engineering Department, that vetting & concurrence should be done by Sr AFA/MCS only not by Division.

REMARKS OF ADMINISTRATION

As Sr.DEN/Estate/BBS who is in-charge of the works in MCS Railway Colony reports to DRM/KUR division and his associate finance officer is Sr. DFM/KUR, it is necessary to involve the associate finance in obtaining the concurrence, fixing agency and in arranging payments to the contractors, even though the funds for the works are provided by CWM/MCS. However, the delay if any in finalization of tender or in execution of work will be looked into.

DECISION

Sufficient fund is being provided for quarter maintenance of MCS. Fund allotment for current year will be provided to ECoRSC on its allotment. FA&CAO will examine the feasibility of vetting of funds given by Mech.Dept of Workshop to Engineering Dept for quarter maintenance by Workshop Accounts Office.

(CLOSED)

20. 41C-20-2017 **PROVISION OF RECREATIONAL FACILITY FOR THE RAILWAY EMPLOYEES POSTED AT PRDP.**

PCE

CPO

At present near about 700 Railway Employees are working at PRDP in various Departments. Out of which near about 250 staff are residing in the Railway colony and others are residing nearby PRDP surrounding.

Since beginning Administration have not provided any re-creational facilities at PRDP which is a total remote area.

In other running base like TLHR, BHC, KUR are having institute/community hall etc for passing the time to relax but only at PRDP that facility has not been provided.

Due to non availability of any entertainment facility nearby PRDP Railway Colony, the staff and their family are unable to avail any recreation facility to get relaxation from tiredness and mental

tension. Most of families are feeling unhappiness.

Further the School/College going children of the staff are also not getting any opportunity to make their mind free and also not able to exhibit their hidden calibers, due to non-availability of any recreation facility.

Therefore ECoRSC urges before Administration to provide the recreational facilities at PRDP in an urgent manner either from SBF or from other sources.

REMARKS OF ADMINISTRATION

At PRDP, a play ground zone has been developed for the children of the employees.

With regard to Construction of Institute/Community Hall at PRDP, it is pertinent to mention that KUR division has proposed the work in LAW 2016-17 at a cost of Rs. 2.07 Crores. As sufficient funds are not available in LAW, the proposal will be processed in works programme 2018-19.

DECISION

If the staff posted at PRDP come forward with the proposal for making an institute with proper bye-law and membership and apply for registration, then Division will be advised to spare a quarter temporarily for use as Institute and only after that any fund can be allotted for the Institute with the approval of CSBF Committee for necessary infrastructure.

(CLOSED)

21. 41C-21-2017 AUGMENTATION OF EXISTING INFRASTRUCTURE OF DLS/VSKP TO MEET THE CURRENT LOCO HOLDING CAPACITY.

CME

Diesel Loco Shed (DLS) has been commissioned at VSKP since long, at that time the infrastructures have been provided keeping in mind for maximum 150 nos Locos maintenance.

In comparison to the time of commissioned of shed and today, the position of Loco holding has been increased in many folds and existing Loco holding capacity is more than 276 nos. Apart from the 276 ECoR Loco Foreign Locos are also been maintained in the shed, But the infrastructures which is provided earlier for 150 Locos is still as it was and Administration is not taking any action for augmentation of infrastructural facility at par with the present Loco holdings.

In this connection it can be suggested that the vacant space available nearby DLS/Shed may be used to augment the

infrastructure to meet the current requirements in an urgent manner.

ECoRSC urges for taking immediate action in this regard.

REMARKS OF ADMINISTRATION

Detailed estimate of amount Rs. 67.42 Crores has been sanctioned by GM/BBS on 17.06.2016 for the work of VSKP/DLS. Augmentation of shed for homing 100 HHP Locos. The processes of awarding to M/s IRCON on single tender turnkey basis by executing agency (i.e. CAO Con)/BBS is under acceptance stage (after completion of negotiations) as per the guidelines of RB. BG provided for this work 2017-18 is Rs. 6 Crores.

DECISION

Work is likely to start by IRCON by September 2017.

(CLOSED)

22. 41C-22-2017 **PROVISION OF SCHOOL BUS FACILITY FOR THE WARDS OF KUR HEAD QUARTER STAFF& OFFICERS.**

CPO
PCE

It has come to knowledge that due to non availability of better education facility, the wards of Railway staff & Officers posted at KUR HQrs are coming to BBS. Because of non availability of Train and Bus communication according to School/College timings they are facing a lot of troubles to attend in School and College for their education and future career prospects.

However to meet the difficulties to some extent a private Bus is engaged. But the charge which is fixed Rs 3,500/- per month per student is becoming much financial burden on them.

Therefore ECoRSC urges before Administration to provide School Bus facilities for them like Zonal Head Quarter and fixed some amount per child on employees in an urgent manner.

REMARKS OF ADMINISTRATION

Proposal of hiring of school bus between KUR-BBS shall be examined.

DECISION

Discussed at length and closed.

(CLOSED)

23. 41C-23-2017 **GRANT OF PERMISSION TO RETAIN THE QUARTER AT ZHQ/BBS FOR THE STAFF/ OFFICER WHO IS TRANSFERRED TO KUR.**

SDGM
CPO

It is observed that, now a days many of ZHQ staff & officer have been transferred to KUR on Administrative interest. They are unable to vacate their Qtrs/lease accommodation which are allotted to them at ZHQ/BBS due to various reasons like non availability Qtrs at KUR, educational facilities, treatment facility etc.

Due to non-vacation of existing Qtrs beyond permissible period they are made liable to pay penal rent which is causing much financial burden on them and more over the entire staff and officers are bound to stay at KUR by leaving their family at ZHQ in so many time.

Further to avail the better education as well as Medical facility at BBS they have to bear further financial burden to-wards transportation from KUR to BBS and back.

Since Jatni (KUR) and BBS is counted as one city and situated within short distance, the staff & Officers of ZHQ/BBS who are transferred to KUR can be allowed to retain the Railway Quarters which are under their possession at ZHQ/BBS like GRC & KGP.

Keeping in view the difficulties ECoRSC urges to issued order for the retention of Railway accommodation at ZHQ when they are transferred to KUR.

REMARKS OF ADMINISTRATION

Both Divisional HQ at KUR and Zonal HQ at BBS have distinct pool of quarters both for officers and staff. The quarter position at Divisional HQ/KUR is reportedly quite comfortable and these quarters also need to be utilized to meet the requirement. However, the staff/officers are allowed to retain quarter at Zonal HQ as per retention norms as applicable.

DECISION

Discussed and closed.

(CLOSED)

24. 41C-24-2017 **NON IMPLEMENTATION OF RB/Estt No-07/2016.**

CPO

As per Railway Board Estt.Srl.No-07/2016 promotional percentage for Technician-III posts of Diesel/Electric Loco/EMU shed has been increased from 20% to 25% as on 14/02/16 and also amended vide ACS No-23.

But still this order has not been implemented in the sheds of

ECoRly, because of that the eligible staff are deprived of.

ECoRSC demands to implement early the above Railway Boards order for the benefit of shed staff.

REMARKS OF ADMINISTRATION

WAT DIVISION

After increasing of promotional percentage for the post of Tech-III from 20% to 25%, the selection of DPQ & SEQ initiated in terms of RB's Estt.Srl. No. 07/2016, of which the promotion orders for 25% DPQ was issued on 14.10.2016 vide O.O. No. Estt/Mech/DLS/368/2016 and selection for 25% SEQ was also initiated on 01.07.2016 and written test held on 13.12.2016.

SBP DIVISION

RB No. 07/2016 is not applicable to SBP division. Since there is no Diesel/Electrical/EMU shed in SBP division.

KUR DIVISION

Selection is being processed.

DECISION

WAT & KUR Divisions will be directed to expedite the selection process and effect promotions within 3 months.

(CLOSED)

25. 41C-25-2017 NON PROVISION OF "WORKSHOP-CUM-REST VAN" TO TRACK MACHINES.

PCE

That as per the Indian Railway Track Machine Manual and its correction slips, every track machine should be provided with one camp coach i.e. "Workshop-cum-Rest Van" along with the equipment and facilities as per standard plans, including provision of refrigerator and cooking gas, etc. Though these are the provisions to be provided to each and every track machines, it is unfortunate to see that the administration is having a step-motherly attitude towards these track machines and its staff.

In my recent visit to a major track machines it was very horrific to see that (1) the employees of those track machines are purchasing their own Gas (in black rates) from the local market so as to cook their own food in the machines (2) some of the machines do not have the standardized Workshop-cum-Rest Van, some have which is completely shattered and irony of the fact is that there are 8-10 machines which do not have a Workshop-cum-Rest Van. as a result of this the Track machine staff are feeling that they are being intentionally ill-treated by the administration and compromising the safety provisions.

ECoRSC urges to immediately supply the facilities as enshrined by the Railway Board/RDSO, so that the morale of the staff working in Track Machines can be brought up for the better performance.

REMARKS OF ADMINISTRATION

ECoR is holding 35 Nos. of Track Machines, out of which, workshop cum Rest Vans have been provided to 28 No. of Track Machines and two more Rest vans are under refurbishment at CRWS/MCS.

5 Nos. of Rest vans released from Track Machines, after supplying new rest vans to these machines were sent to CRWS/MCS for POH. These Rest Vans are declared as condemned on overage/condition basis by Dy. CME(POH)/MCS, due to which the short fall in Rest Vans could not be made good.

To mitigate the short fall of work shop-cum-Rest Vans necessary funds have been arranged to CWM/CRWS/MCS for providing 10 No. of refurbished Rest Vans.

Regarding other provisions, it to confirm that Refrigerator, cooking gas stove, empty gas cylinders etc as per IRTMM have been supplied to all rest vans, but refilling of LPS cylinder for cooking purpose is to be arranged by staff themselves.

DECISION

30 rest vans are already available. 6 more are required, for which Rs.2.5 crore has been given to MCS Workshop for refurbishing of additional rest vans.

(CLOSED)

26. 41C-26-2017 **NON CREATION OF POST OF DRIVER-CUM-TECHNICIAN IN TRACK MACHINE ORGANISATION.**

CPO
PCE
The Track machines is operated by the JE/SSE of TMO only, they are responsible for driving, shunting, supervision, maintenance and repair of machine, liaison with Division for Blocks, etc, because of that they are over burden and always they are driving the machines without the learning and in fully unsafe condition.

Keeping in mind the over burden of JE/SSE of Track Machine organization Railway Board has considered and issued order to all India CE (TM) vide Para No-2.9 of letter No-2014/Track-III/TK/3 Dt:-14/08/2015 to create the post of driver cum technician in GP-1900/- like ALP amongst those Group-D who have passed 10th & ITI he may consider, But responsibility can be given after mandatory training like ALP's only.

But in ECoR this policy has not been initiated to create that post and forcible utilized the JE/SSE to drive the machines despite

they are in over burden.

ECoRSC demand to create the Driver Cum Technician post in Track Machine organization early for safe running condition.

REMARKS OF ADMINISTRATION

This is policy matter to be decided by Railway Board. This issue has also been raised in CE/TMC's seminar and Railway Board has observed that there are many complex issues involved in the proposal and has directed certain zonal Railways to submit a firm proposal, in consultation with Personnel Branch. The decision of the Railway Board is awaited.

DECISION

Railway Board is yet to decide the issue. Item dropped.

(DROPPED)

27. 41C-27-2017 **NON FORMATION OF CIG IN ZONAL HEAD QUARTER.**

CPO
PCE

As per the Railway Board's order No-2014/LMB-II/I/1(A) Dt:- 25/07/2014 a colony inspection group must be constituted at Zonal level as per the guideline issued by Railway Board.

Two years already passed but no colony Inspection Group at Zonal Head Quarter level has yet been formed, because of that the colony inhabitants are facing a lot of problems and the maintenance work is not looked into properly.

ECoRSC demand to form the CIG at Zonal Head Quarter level to see the better living condition of Railway Employee.

REMARKS OF ADMINISTRATION

DRM/KUR has been requested to form CIG committee for colonies at Zonal headquarters/Bhubaneswar, on priority. The nomination of CIG committee will be closely monitored.

DECISION

PCE has already advised KUR Division to form CIG Committee for HQrs colony. Copy of that letter will be provided to ECoRSC.

(CLOSED)

28. 41C-28-2017 **NON SUPPLY OF CUG PHONE TO ELECTRICAL CONTROL IN C&W DEPOT AT BBS.**

CSTE
CME
CEE

As on date the BBS C&W Depot is a most important and sensitive Depot, where Rajdhani Express is maintained.

Further all most all important trains are leaving after maintenance

from BBS Depot, more over in that train the major electrical maintenance work is regularly attended and always the electrical staff and their infrastructures be ready to attend the important train to manage all the work and operation. For that the electrical control is playing a vital role to operate.

But it is very unfortunate that, after several time demands no CUG phone is provided to electrical control of C&W Depot/BBS, for that the controllers are facing a lot of problem.

ECoRSC demand to provide CUG phone for electrical control of C&W Depot/BBS in an urgent manner.

REMARKS OF ADMINISTRATION

SIGNAL & TELECOM DEPARTMENT

Sanctioned Memorandum for provision of 03 No. of CUG connection for Electrical (G) Control has been issued vide letter No. ECoR/S&T/BBS/Tele/62/Part-IV/2037 dated 01.02.2017.

KUR DIVISION

CUG SIM is already handed over to Electrical Control at BBS coaching depot on 21.02.2017.

DECISION

CUG SIM already provided to Electrical control at BBS Coaching Depot.

(CLOSED)

29. 41C-29-2017 SCHEME OF LDCE 13 $\frac{1}{3}$ % Sr CLERK POST SELECTION TO BE FILLED-UP BY ZONAL RAILWAYS.

CPO

Earlier the vacant post against 13 $\frac{1}{3}$ % LDCE selection was conducted by RRB's. But Railway Board has issued order on 19/09/2016 vide letter No-E(NG)-I/2008/PM 1/6 (RBE No-110/2016) that henceforth all the Sr Clerk post against 13 $\frac{1}{3}$ % vacancy will be filled up by Zonal Railway in the line with LDCE for the post of OS.

But in ECoRly the above order has not been implemented, because of that the Sr Clerk post against 13 $\frac{1}{3}$ % Quota is lying vacant and the existing ministerial category facing a lot of problems.

ECoRSC demand to early fill up the vacant Sr Clerk post against 13 $\frac{1}{3}$ % by the Zonal Railway instead of RRB.

REMARKS OF ADMINISTRATION

In terms of RBE No. 110/2016, the vacancies against LDCE quota of Sr. Clerk are to be filled up by a centralized selection process conducted by the Zonal HQ. In ECoR/HQ, the vacancies are being

assessed. Divisions have been asked to provide vacancy position vide office letter dated 23.03.2017. Thereafter selection will be processed further.

DECISION

Notification will be issued by the month of May 2017.

(CLOSED)

30. 41C-30-2017 **NOT IMPLEMENTING THE RULE WHICH EXISTED IN IRPWM FOR MOVING THE RAIL DOLLEYS.**

PCE

In ECoRly, when there is requirement to move the Rail Dolleys on track, the concerned mate is advised to bring the Rail Dolly by the SSE/SE/JE (P.way) without verifying whether the concerned Track maintainer(mate/keyman) is having the competency certificate to ply the Rail dolly or not. Most of the Mates/Keymen are illiterates. The rule existing in IRPWM-Chapter-XI Para-1122 (2) and G&SR.15.22.02(i) is not be followed/adhered, and given order haphazardly, because of that the unsafe working is going on and some of poor track maintainers(mates/Keyman) are facing disciplinary cases and are also punished without their fault.

As per the above rule, the person in charge for the working of Rail Dolleys shall be a Railway servant not lower in rank than a Key man, and must have passed in Medical Category A-3 & before move he must have hold a valid certificate of competency for working Rail Dolleys. It is also mentioned that the Competency Certificate must be issued by SSE/SE/JE (P.Way) of the section.

But irony of the matter is that when there is any untoward incident the Track maintainers are squarely blamed and punished heavily for not following the provisions of the IRPWM and G&SR, whereas there are administrative black holes.

In view of the above and the present scenario of accidents and Railways is blamed badly, ECoRSC demands to direct the eligible track maintainers (Keyman/Mates) for medical fitness in A/3 and in obey the rule which is mentioned in IRPWM and G&SR and then only Rail Dolleys movement can be made by that eligible person. A target date may be fixed so that the entire process to be completed over ECoRly under intimation to the ECoRSC.

REMARKS OF ADMINISTRATION

Necessary instructions on working of Rail Dolly exist in IRPWM (Para-1122) and GR/SR of ECoR, which clearly says that no Rail Dolly will be allowed to work without the presence of a Railway supervisors not below the rank of Key-man (Track Maintainer-II) with valid competency and proper medical fitness. The instructions have been reiterated in Safety circular No. 5/2009

of ECoR.

The directives on working of Rail Dolley will be again reiterated to the divisions for strict implementation.

DECISION

The directives on working of Rail Dolley will be again reiterated to the divisions for strict implementation.

(CLOSED)

SECTION - "C" **REVIEW ITEMS**

Srl. No.	Item no.	SUBJECT MATTER
31.	40C-06-2016	<u>EARMARKING OF BERTH FOR C&W ESCORTING STAFF IN TRAIN No-12281/12282 (BBS-NDLS-BBS DURONTO EXPRESS)</u>
	CCM	The above demand was raised vide item No-25 in the 38th ZPNM of ECoRSC held on 2nd & 3rd June 2016, where in it was agreed and decided that "whatever instructions exists for accommodation of C&W staff of Rajdhani Express will be extended for Duronto Express also". According to above decision of ZPNM, the facility provided for C&W staff in Rajdhani Express vide Railway Board letter No-2016/TG-I/9/P/Pantry Car Dt:-29/03/2016 was submitted to the CCM/ECoR vide letter No-ECORSC/CENT/CCM/16/127 Dt:-07/06/2016 for taking early necessary action on the same. But though more than four months has already been passed no action has yet been initiated to extend the facility in Duronto Express, for which the C&W staff are facing a lot of difficulties. Therefore ECoRSC urges decision which was taken in 38th ZPNM to be implemented early.

REMARKS OF ADMINISTRATION

COMMERCIAL DEPARTMENT

Suitable reference has been made to Railway Board vide letter No. CCM/24/Quota/12281/Pt.I/1427 dated 20.06.2016 to Executive Director/Passenger Marketing, Railway Board recommending earmarking of berth in Pantry Car of Duronto Express for C&W escorting staff. Since Duronto Express trains are running all over Indian Railways. Commercial Directorate has sought views of Mechanical Directorate before taking a decision. It is understood that reply from Mechanical Directorate is awaited. Board has

been requested to expedite a decision on the issue in view of the difficulties faced by C&W staff.

LAST MINUTES

Suitable reference has been made to Railway Board vide letter No. CCM/24/Quota/12281/Pt.I/1427 dated 20.06.2016 to Executive Director/Passenger Marketing, Railway Board recommending earmarking of berth in Pantry Car of Duronto Express for C&W escorting staff. Since Duronto Express trains are running all over Indian Railways. Commercial Directorate has sought views of Mechanical Directorate before taking a decision. It is understood that reply from Mechanical Directorate is awaited. Board has been requested to expedite a decision on the issue in view of the difficulties faced by C&W staff.

PRESENT POSITION

It has been decided to allot 2 berths in the Pantry Car of 12281/12282 BBS-NDLS-BBS Duronto Express trains for Mechanical C&W escorting staff in line with similar accommodation available for C&W staff of BBS Rajdhani Express. Necessary instructions have been issued separately.

DECISION

Copy of order for allotment of two berths in the pantry car of 12281/12282 BBS-NDLS-BBS Duronto Express will be given to ECoRSC.

(CLOSED)

32. 40C-09-2016 **DEFICIENCIES FOUND IN THE MTDC/MPM TRAINING SCHOOL.**

CPO

CEE

It is observed that the furniture like chair, table etc existingly supplied in the MTDC Training School at MPM/WAT are in abandon condition and also not sufficient at par with the existing requirement.

Further the windows provided in the class rooms of that training school are fixed at a high level for which the air is not passing freely and trainees are feeling suffocation and the rest rooms are not in living condition also.

Further this School is not functioning independently and still running under KGP. Because of that the authorities of ECoRly are not taking any interest for the development of that School.

This issue was raised in the Divisional PNM of WAT held in the

month of September 2016, where in it was decided that furniture items will be proposed in the upcoming PWP 2017-18.

ECoRSC demands for early mitigation of above lapses in the training school and arrange to run the School independently under ECoRly.

REMARKS OF ADMINISTRATION

PERSONNEL DEPARTMENT

The training Institute is presently under the control of S.E.Rly. The budget of MDTC/MPM of WAT division is being controlled by Sr.DEE/OP/WAT. As per Annual performance Report 2015-16, Rs. 9 (Nine lakhs) have been allotted by Railway Board for utilization for the year 2016-17.

Augmentation proposed in PWP 2017-18. Arrangement for fitting of exhaust fans is being made.

LAST MINUTES

The matter will be examined by CEE.

PRESENT POSITION

ELECTRICAL DEPARTMENT

- 1) MDTC/MPM belongs to ECoR, not SER.
- 2) Proposal has been sent to Railway Board for augmentation of the training school.
- 3) Now Principal has been posted exclusively for the training school.

DECISION

The earlier proposal sent to Railway Board was not sanctioned. The proposal will be again sent to Board for improvement in infrastructure of MDTC/MPM. A copy of proposal sent to Railway Board's will be given to ECoRSC.

(CLOSED)

33. 40C-11-2016 DENIAL OF CTG TO THE RUNNING STAFF TRANSFERRED ON TRIANGULAR TRANSFER POLICY.

CPO	As per the Triangular Transfer Policy, while transferring back the staff from BCHL & RGDA to VSKP/Main Line are to be transferred on seniority basis (First in First out) on Administrative interest and should be paid CTG.
COM	
CEE	
CME	

But it is observed that the Administration of WAT is transferring back the staff from BCHL by taking option and forcing them to submit option to transfer and treating that option as a own request transfer application and not paying CTG, which is clearly violating the transfer policy.

This issue was raised in the Divisional PNM of WAT held on 15th & 16th September 2016 vide Item No-20 of Review Agenda. Since the remarks offered by the authority of WAT is not correct and beneficiary for the staff, because of that ECoRSC compelled to raise the same in this forum.

Keeping in view the above it is urged that transfer should be on the basis of first in, first out policy and paid CTG treating the transfer on Administrative interest. Further the options to be called for from those are not willing to move on transfer from BCHL to Main Line.

ECoRSC demands to transfer back the staff on Administrative interest and pay the CTG.

REMARKS OF ADMINISTRATION

WAT Division is sending a proposal for change in triangular policy of transfer for Running staff of WAT Division. The same will be examined on its receipt.

LAST MINUTES

This item will be discussed separately with CPO.

PRESENT POSITION

This item will be discussed separately with Sr.DPO/WAT & CPO.

DECISION

A Joint meeting will be held on 18th of May 2017 to discuss the matter. Letter will be issued to that extent.

(CLOSED)

34. 40C-17-2016 **CONSIDER THE ONE SHIFT WORKING SYSTEM IN THE PRS COUNTERS DURING PONGAL, DURGA PUJA, NUAKHAI, LAKSHMI PUJA & KALI PUJA/DIWALI IN ECoR LIKE OTHER RAILWAYS.**

CCM

The above festival are the main and important festive days for the people of Odisha and Andhra Pradesh.

In the above festive days the public are not coming to PRS for purchasing the tickets in 2nd shift and the on duty staff of PRS on the above festivals are sitting idle which seen loss in both the sides.

On a follow up it is ascertained that the ECRCs of ER, SWR & SER are allowed for one shift working i.e. from 08.00 am to 14.00 pm only by decided locally, and orders are issued from local Administration depending on the Puja of each Railway situated in different states.

Therefore ECoRSC urges before Administration to take a policy decision in this regard and implement the above procedure in ECoR for the benefits of both of the side.

REMARKS OF ADMINISTRATION

COMMERCIAL DEPARTMENT

It has been ascertained from E.Railway and SE Railway that all Computer Reservation Offices over Kokata and Howrah are only are closed in one shift on the occasion of Durga Puja, Lakshmi Puja & Kali Puja/Diwali for which orders are issued by CCM(PM)/E. Railway along with Press Notification etc for information of general public. Similar arrangements are not made for Computer Reservation Offices at other locations on the Divisions.

ECoRSC may furnish copies of orders, if any, issued for similar closing of shifts at other non-metro location of other Zones to enable a decision to be taken on the issue.

LAST MINUTES

ECoRSC stated that similar facility is being extended on SECR and also it was being permitted on ECoR prior to 2009.CCM agreed to examine.

PRESENT POSITION

ECoRSC are yet to furnish copies of orders, if any, issued for closing shifts in PRS counter during certain festivals at non-metro locations of other Zones. No record is also available that such facility was being permitted on ECoR prior to 2009.

DECISION

Discussed and closed.

(CLOSED)

35. 40C-26-2016 **CENTRALISED CADRE OF MINISTERIAL CATEGORY OF ZHQ STORES DEPARTMENT AND STORE DEPOTS.**

COS

CPO

The Cadre of Ministerial category of all the Departments (Mech, Elect, Medical, Personnel etc) functioning in ZHQ Office and MCS have already been Centralised and promotion, transfers, etc are Centrally controlled by the ZHQ Office.

But it is observed that the cadre of Ministerial category working in Stores Department of ZHQ and Stores Depot are still not Centralised. Because of the Ministerial staff of Stores Department working in Depots are deprived of getting promotions in time due to small and separate cadre.

On the other hand the vacancies arised on higher grade posts either at ZHQ's Office or Depot Offices are lying vacant for quite some time due to non availability of eligible staff. Also Administration is not able to maintain the equality, some where the Clerks are more than the requirement and somewhere no Clerk as per requirement.

Keeping in view the above if the cadre of Ministerial category of ZHQ Stores Office and Depots will be Centralised the above situation can be avoided and staff also will get more benefit..

ECoRSC urges for Centralised Ministerial cadre of Stores Department like other Departments of ZHQ early.

REMARKS OF ADMINISTRATION

STORES DEPARTMENT

There are two ministerial cadres operated in Stores Department over East Coast Railway i.e. (i) Depot Ministerial Cadre (ii) HQ Ministerial Cadre.

These two cadres were formed at the time of formation of Zone with the consent of two recognized Unions.

Following is the sanction, on-roll and vacancy position of the Ministerial category of Stores HQ and Stores Depot of ECoR/BBS.

(A) Sanction, on roll & vacancy position of Ministerial category of Stores (HQ)/ECoR/BBS.

(B)

Sl.No.	Category	Sanction	On-roll	Vacancy	Remarks
01	Ch.OS	07(Rev-05+2W/Ch)	06	01	
02	OS	12	08+02	02	
03	Sr. Clerk	04	03	01(DPQ)	
04	Jr. Clerk	05	08	-3	
	Total	28	26	02	

(C) Sanction, on-roll & vacancy position of Ministerial category of Stores (Depot)/ECoR/BBS

Sl.No.	Category	Sanction	On-roll	Vacancy	Remarks
01	Ch.OS	11	07	04	
02	OS	20	11	09	
03	Sr. Clerk	09	00	09	
04	Jr. Clerk	08	18	-10	
	Total	48	36	12	

This is to be discussed/deliberated upon in the meeting.

LAST MINUTES

The proposal will be examined further.

PRESENT POSITION

To be discussed in the meeting.

DECISION

There is one single cadre of ministerial staff for all the depots and divisions of ECoR and there is a separate cadre of ministerial staff for the COS Office at the HQrs. The present cadre has been formed with the agreement of both the Unions at the time of initial formation of the Zone. Matter will be reviewed further.

36. 39C-12-2016 NEGLECTED ATTITUDE OF ADMINISTRATION TO CREATE MINISTERIAL POST FOR PCE OFFICE BBS.

PCE

CPO

It is observed that, from the inception of ECoRly, the PCE/BBS's Office is running under acute shortage of Ministerial staff and the Ministerial staff strength has neither been reviewed during

the period from 01/04/2003 to till date at par with the existing work load nor created new posts against the money value handed over by S.E.Railway at the time of Trifurcation, inspite the work load on ministerial staff is increasing day by day in many folds.

On the other hand the almost all ministerial jobs are managed by deputing the SSE/JEs who are in higher GP intentionally. At present the ministerial works are managed by deputing the supervisors , Because of that day by day the nos of supervisors are increased in PCE Office and ministerial staff are decreased due to retirement and other causes .

In this situation Administration is not taking interest to fill up the ministerial post which existed because that work is managed by some body, But for that Railway is facing financial burden.

Existingly one post of Ch.OS and 05 (Five) OS posts are lying vacant. But Administration is not taking any interest to fill up those vacancies, On the other hand the works of above vacant post & day by day increased work load of ministerial staff are being managed by deputing 41 nos of JE/SSEs from (Works, P.Way & Bridge) wings, for which field work in all the Divisions are also hampering.

ECoRSC demands to reduce the supervisor posts from PCE Office and increase the Ministerial staff by filling up of the existing vacancies and work study should be conducted to create new Ministerial post against work-changed/revenue early to avoid staff discontentment as well as to meet with the existing increased work load.

REMARKS OF ADMINISTRATION

PERSONNEL DEPARTMENT

One case file for creation of 10 revenue posts in PCE office which includes one number of Ch.OS and 02 No. of OS is under process for decision of the General Manager. Another case file for creation of 10 No. of non-gazetted work charged ministerial post in PCE office which includes 03 Nos. of Ch.OS, 05 Nos. of OS, 02 Nos. of Sr. Clerk is also under process. Vacancies in Ch.OS and OS categories are 'SC' vacancies for which no candidates are available in feeder category for filling up. In respect of DRQ vacancies, selection through LDCE is under process.

ENGINEERING DEPARTMENT

At present, 16 Nos. of Ministerial Staff are working at HQ/Engg. Dept. against sanctioned cadre of 18 Nos. Details of Ministerial staff are as under:

Posts	Sanc tion ed	On Roll	Vac anc y	Remarks
Ch. OS	4	3	1	Post is lying vacant for non availability of SC candidate.
OS	11	7	4	Recently post of 2 nos OS have been filled up through DPQ in July'16. Now out of 4 vacant posts, one has to be filled up through RRB against LDCE vacancy. 2 nos are reserved for SC and 1 no reserved for ST against DPQ vacancies. However, these are lying vacant due to non availability of SC & ST candidates.
Sr. Clerk	3	-	3	
Jr. Clerk	0	6	-6	Personnel dept. has to expedite the promotion of Jr. Clerk to Sr. Clerk.
Total	18	16	2	

All 40 SSEs/JEs working in PCE office have been engaged for technical works only.

LAST MINUTES

The creation of posts of ministerial cadre is held up on account of austerity drive and ban on creation of non-safety/non-operating posts, imposed by Rly Bd's vide DO No.2015-B-235 dated 27.11.15

PRESENT POSITION

The proposal for creation of 10 No. os additional posts of Ministerial Cadre in PCE's office has been returned by Hd.Qrs. finance with observations on 02.12.2016 stating that, "Finance Commissioner vide D.O. letter No. 2015-B-235 dated 21.04.2016 has strongly emphasized ban on creation of all temporary and work charged posts (non-safety/non-operating). The instant proposed posts are purely of non-safety category and cannot be considered till the ban is lifted. As such, the proposal

may be kept pending till the ban is lifted."

The proposal will be resubmitted during April 2017 for reconsideration.

DECISION

Discussed and dropped in view of ban on creation of non-safety category posts.

(DROPPED)

37. 39C-13-2016 DECENTRALIZATION OF JE/SSE OF SIG & TELE DEPARTMENT OVER ECoRLY.

CPO

CSTE

Vide Item No-20 of 33rd ZPNM held on 18th & 19th February 2015 ECoRSC has demanded for Decentralization of the cadre of JE/SSE (Sig & Tele). But the same was not agreed to by the Administration stating that "cadre is being small, it is not advisable for Decentralization".

Now Administration has issued a Memorandum vide No- ECoR/Pers/10/Staff Grievance Dt:-08/07/2016 decentralizing the cadre of SSE (Sig) & SSE (Tele) without consulting organized labour which is not fair.

Existingly some of supervisors of KUR are posted in WAT, some of WAT person are posted at SBP and how the seniority will fix in Divisions etc has not been decided in consultation with the labour organization and Administration has taken decision on his own choice.

Therefore ECoRSC urges for calling a Joint Meeting to decide the policy issue for decentralization and the order of Dt:-08/07/2016 be kept in abeyance.

REMARKS OF ADMINISTRATION

SIGNAL & TELECOM DEPARTMENT

Representation from both the Unions and some staff were received for decentralization of SSE cadre in S&T department.

Accordingly decentralization of SSE Sig & SSE/Tele has been made which has been communicated by CPO/ECoR vide letter No. ECoR/Pers/10/staff/Grievance dated 08.07.2016.

After receipt of representation from Unions and some staff, options has been called for vide CPO/ECoR letter No. ECoR/Pers/10/staff Grievance date 25.07.2016. The options of staff for division have been submitted to CPO office by Sr.DPO & the options received from HQ staff & S&T/Project/HQ have been

submitted to CPO for further necessary action at their end.

LAST MINUTES

A joint meeting is being called shortly to decide the above issue.

PRESENT POSITION

As per the decision in 33rd ZPNM a joint meeting between the Railway Administration and organized Labour (ECoRSC) has been conducted on 09.02.2017 in CPO/BBS's chamber to finalize various issues relating to de-centralization of SSE (Sig/Tele) cadres of S&T Department of ECoR. Minutes of the decision of joint meeting has been released. Decentralization is to be effective on the cadre as on 31.03.2017 as per the decision.

DECISION

Discussed and closed.

(CLOSED)

38. 39C-23-2016 NON FINALISATION OF 08.00 HRS DUTY ROSTER FOR GROUP-D OPERATING STAFF WORKING IN KR LINE.

**CPO
COM**

The matter was first raised in the 21st ZPNM forum held in the month of February 2012, where in it was decided to change the roster from EI to continuous.

Then the said issue was again raised in 24th & 26th ZPNM, where the remarks offered that "The Roster for Group-D Optg staff of KR Line will be done shortly.

Further the said issue has again been raised in 30th ZPNM held in the month of May 2014, wherein it was stated that "The observations raised by CPO have been compiled by WAT Division, regarding job analysis for change of Roster of TP category from EI to continuous. The case will be decided within one month.

On not being finalized the ECoRSC is forced to raise the issue again in 33rd ZPNM held in February 2015 and finally it was decided to finalize the issue by 31/03/2015.

But it is a matter of great regret that even after passing more than one year to the above decision the issue could not be finalized which is continuing since last 4 $\frac{1}{2}$ years back.

Keeping in view the above all ECoRSC is forced to place the issue again in this forum and demands for early finalization.

REMARKS OF ADMINISTRATION

OPERATING DEPARTMENT

The job analysis report submitted by the nominated supervisors of operating, personnel and accounts department of WAT division in connection with change of roster from E.I to Continuous for Group D staff at Dumuriput, Keutiguda & Kakriguma stations of K-R line was examined by the administration and it was decided to continue with EI roster only.

LAST MINUTES

On receipt of the job analysis report from the division, decision will be taken.

PRESENT POSITION

The duty rosters of Operating Group-D staff was finalized as per CPO/BBS's memorandum No. ECoR/Pers/Wel/JA/Change of classification/DMRT & KTGA/WAT, dated 08.02.2017, change of classification from EI to Continuous for KTGA & DMRT stations which has commenced from 1st March, 2017. The classification of EI will continue for the remaining stations for KR Section.

DECISION

The matter was discussed. The job analysis was done for 3 specific stations only and only 02 stations (KTGA & DMRT) qualified for change of roster from 'EI' to 'Continuous'.

(CLOSED)

39. 39C-26-2016 SEGREGATION OF STAFF FROM SSE (W) CTC FOR SSE (W) PRDP.

PCE
CPO

Earlier the PRDP establishment & CTC-PRDP section was maintained by SSE(W) CTC fully, on demand of ECoRSC now the area of PRDP has been segregated from SSE (W) CTC and one SSE (W) PRDP has been posted since 3 /4 years back.

But it is not possible that the entire work can managed by one SSE only having no staff & since beginning the SSE (W) PRDP only is managing without having any staff.

Because of that this issue was raised by ECoRSC vide item No-24 of its 31st ZPNM held on 21st & 22nd Aug 2014 in regard to non maintenance of Railway Quarters at PRDP. It was decided that "Necessary Minimum required staff under SSE (Works) PRDP will be provided by segregating the staff from SSE (W)/CTC".

Observing no action to implement the decision of ZPNM, after lapse of a considerable period a letter from this organization was sent for PCE/BBS vide No-ECoRSC/CENTPCE/15/124 Dt: 22/06/2015 to implement the decision early. But even after lapse of more than one year to the letter and near about two years to the decision no action is till noticed which is quite unfortunate.

Due to non providing of staff, the SSE (W) PRDP is unable to work and the Quarters at PRDP and CTC-PRDP section became deteriorated day by day & the staff are in fade up stage.

On the other hand there are excess staff under SSE (W) CTC are enjoying full benefit without having any work which causing loss of manpower and money to Railway.

ECoRSC therefore demands that as the area of PRDP has been segregated from SSE (W)/CTC, the staff has to be segregated from SSE (W)/CTC as per proportionate and posted them under SSE (W) PRDP early.

REMARKS OF ADMINISTRATION

ENGINEERING DEPARTMENT

Due to shortage of staff under SSE(W) CTC, no staff has been posted under SSE(W) PRDP. In the meanwhile, a proposal has been initiated for creation of 29 works cadre posts for CTC-PRDP doubling. The required staff will be posted after sanction of above 29 posts by competent authority.

LAST MINUTES

Proposal is agreeable in principle. Bifurcation of cadre of IOW staff, CTC with associate accounts concurrence will be processed within one month. The transfer will be effected on the basis of option and seniority.

PRESENT POSITION

ENGINEERING DEPARTMENT

The issue has since been discussed with ECoRSC and closed.

DECISION

The decision will be implemented within one month.

(CLOSED)

40. 38C-05-2016 PROVISION OF HIRING SCHOOL BUS FACILITIES FOR THE WARDS OF ANGL COLONY.

CPO

There are near about 300 nos of Quarters in the colony at ANGL and more than 200 nos of wards of the Employees of that Colony are continuing their studies in various schools/colleges within 7 to 8 KM radius only.

But the Employees are forced to pay Rs. 700/- (Approx) per child per month to-wards transportation charge, which is causing heavy financial burden to them. Because all most all low paid employees like Trackmen, Technicians etc are staying in that colony.

Therefore ECoRSC demands to arrange the hiring school bus facility under the Administrative control of Sr. DEE/TRS/ANGL for the betterment of staff early.

REMARKS OF ADMINISTRATION

A survey is being made to find out details based on which decision will be taken.

LAST MINUTES

The Division has been requested to send proposal for hiring the bus along with finance concurrence. On receipt of proposal, further action will be taken.

PRESENT POSITION

KUR DIVISION

An estimate for 52 seater bus has been prepared for an amount of Rs. 2390300/- for 24 months by DEN/Central/KUR vide letter No. Engg./EHV2016/Spl dated 20.02.2017. The proposal is being processed for taking necessary finance concurrence and sanction of competent authority.

DECISION

In principle, it has been agreed to provide school bus facility at Angul for the wards of Railway employees. Accordingly, an estimate for 52 seater bus has been prepared for an amount of Rs. 2390300/- for 24 months by DEN/Central/KUR vide letter No. Engg./EHV2016/Spl dated 20.02.2017. The proposal is being processed for taking necessary Finance concurrence and sanction of competent authority.

(CLOSED)

41. 38C-20-2016 **TRACK MAINTAINER TO BE PROMOTED AS JE AGAINST DPQ-20% QUOTA AS PER RAILWAY BOARD ORDER NO.RBE-120/2014.**

CPO
PCE

Consequent upon the mergers of all the regular posts of Sr P.Way. supervisors in GP Rs. 4200/- with the cadre of Jr. Engineers in GP Rs. 4200/- the filling up of posts through different modes and percentages are fixed as under, vide Railway Boards letter No-E(NG) I-2007/MP5/ Dt: 29/10/2014 (RBE.120/2014).

- (1) Direct Recruitment (DR) -60%.
- (2) Limited Department Competitive Examination (LDCE)- 20%.
- (3) Departmental Promotion Quota (DPQ)-20%.

Further it has also been clarified for LDCE & DPQ that:

- (a) The Track Maintainers all the Grades and Civil Engineering staff such as USFD staff, Black Smith, Hammer man, Welder, Molder, Aligner, Painter, Carpenter etc working under P.Way with 03 years' service and having Qualification of other 10+2 pass with at least three subjects out of Math, Physics, Chemistry and Computer Science or having Diploma in Civil Engineering/Civil Engineering (Transportation) are eligible to compete in LDCE against 20% Quota.
- (b) For promotion of Departmental staff against 20% DPQ the Track Maintainers in GP Rs. 2800/- having qualification of ITI or Class-X (Board Examination) are eligible by seniority cum suitability.

But since the order issued to till date the vacancies against 20% DPQ & 20% LDCE has not been assessed and also till no any Track Maintainer has got promotion against the above Quotas.

In the present scenario of recruitment most of the Track Maintainers and Civil Engineering staff of above categories are having the above qualifications and waiting eagerly for their future.

Therefore ECoRSC urges for early implementation of above order of Railway Board and assess the post against 20% DPQ & 20% LDCE & arrange to fill up early.

REMARKS OF ADMINISTRATION

PERSONNEL DEPARTMENT

Selection process has been taken up by WAT and SBP division for JE (P.Way) including TM-I having requisite qualification.

ENGINEERING DEPARTMENT

WAT: The process for selection of promotion to the post of Junior Engineer (P.Way) in PB-2, 9300-34800 with GP-4200 against 20% DPQ has been initiated by Sr.DPO/WAT's vide letter No. WPY/Engg/226/JE(P)/DPQ dated 28.04.2016, which is under process.

SBP: It is under process vide letter No. E/Esstb./LPS/TM-I/SBP dated 13.05.2016.

KUR: It is not processed due to non availability of TM-I in this division.

LAST MINUTES

Selection for the posts of JE/P.Way against DQQ-20% is under process in WAT and SBP division. KUR division has been reminded to process for selection.

PRESENT POSITION

The proposal to promote the Track Maintainers as JE/P.Way against DPQ 20% quota, as per Railway Board Order No. RBE-120-2014 is in advance stage of implementation in WAT division, the selected candidates are undergoing training and they will be posted as JE/P.Way after completion of training. The proposal to promote the Track Maintainers in SBP & KUR divisions will be monitored for implementation by 30.09.2017.

DECISION

Implementation of restructuring orders for Track Maintainer category by KUR Division will be checked to find out why nobody has become eligible to be promoted to Track Maintainer, Gr.I. ECoRSC suggested to check the restructuring orders of ADEN/JJKR & KDJR.

SECTION - "D" *SUMMARY*

	Total no. of items	Items closed	Balance items
New Agenda items	30	24	06
Review Agenda Items	11	09	02
Total	41	33	08
