



East Coast Railway

Office of the
Principal Chief Personnel Officer
Rail Sadan, 2nd Floor, South Block
CSP, Bhubaneswar -751017

No. ECoR/Pers/IRM/P-43/05

Dated: 20-12-2017

All PHODs/CHODs/HODs of ECoR/BBS - PCE, PCPO, CAO (Con), PCME, PCOM, PCEE, PCCM, PCMD, PCSTE, PFA, Sr. DGM, IG-cum-CSC, PCMM, CSO.

Sub: - Minutes of the 43rd Zonal PNM Meeting between ECoR HQrs. & ECoRSC held on 7th & 8th December, 2017

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A copy of the minutes of the 43rd (3rd 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 7th & 8th December, 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.

(M. Ganga Bhavani)

Dy. Chief Personnel Officer (IR & Wel)
for Principal 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), Room No. 533-D, 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 **Dy.CPO/Con, SPO/Staff, SPO/HQ & Court, SPO/Engg, APO/Wel, APO/Rectt., APO/Bills** of ECoR/BBS for information.

All concerned.

for Principal Chief Personnel Officer

**Minutes
of the
43rd Zonal PNM Meeting
between
ECoR & ECoRSC**

*Venue: Sabha Griha, 1st floor,
Rail Sadan,
Chandrasekharpur,
Bhubaneswar.
held on: 7th & 8th December, 2017*

MINUTES OF 43RD (3RD 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 7TH & 8TH DECEMBER, 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, PCPO	3.	P.K.Sahani, Vice President
4.	Dr. R.S.Dubey, CAO/Con	4.	M.Sanyasi Rao, Vice President
5.	G.C.Ray, PCCM	5.	R.C. Sahoo, General Secretary
6.	R.K.Manocha, PFA	6.	B.K. Mund, Jt. General Secretary
7.	S.Toppo, PCME	7.	J.Sampath Kumar, Jt. General Secretary
8.	A.K.Pandey, PCEE	8.	T.V.Mouleswara Rao, Jt. Genl. Secretary
9.	Dr. S.K.Mohanty, PCMD	9.	P. Balaram Swamy, Jt. General Secretary
10.	Debraj Panda, PCOM	10.	B.Satyanarayana, Jt. General Secretary
11.	R.P.Verma, CSE	11.	S.K.Bhanja, Jt. General Secretary
12.	H.K.Dutta, SDGM	12.	B.N.Dash, Addl.Jt.Genl. Secretary
13.	I.S. Upadhayay, PCMM	13.	N.S.L.K.Rao, Addl.Jt.Genl. Secretary
14.	Prabhat, CPO(A)	14.	Piyush Kumar Rudra, Addl. Jt. Genl. Secretary
15.	Atul Pathak, IG-cum-CSC	15.	B.N.Ray, Addl. Jt. Genl. Secretary
16.	V.P.Srivastava, CE/Planning	16.	A.K.Mohapatra, Addl. Jt. Genl. Secretary
17.	N.S.Uikey, CE/Con-II	17.	N.K.Patra, Addl. Jt. Genl. Secretary
18.	R.N.Nayak, SSO	18.	M.G.K.Rao, Addl. Jt.Genl.Secretary
19.	M.Ganga Bhavani, Dy.CPO(IR & W)	19.	Ashutosh Mohanty, Treasurer
20.	R.R.Panda, APO/Wel	20.	Smt. Bijay Laxmi Dash, Lady Delegate
		21.	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, PCPO/ECoR addressed GM/ECoR, AGM/ECoR, all PHODs/CHODs, President/ECoRSC, General Secy/ECoRSC, Divl. Co-ordinators of the three divisions and all Central Office Bearers of ECoRSC and officially welcomed all to the 43rd Zonal PNM meeting with ECoRSC.

She told that during the last two days, the agenda items were fruitfully discussed with the satisfaction of both sides. She thanked all PHODs/CHODs for their cooperation during the discussion.

She then requested Sri K.S.Murty, President/ECoRSC to address the forum.

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

Shri K.S.Murty, President/ECoRSC addressed the GM, AGM, PCPO, all PHODs/CHODs, General Secy/ECoRSC and his colleague Central Office Bearers including lady delegates in the PNM meeting. He brought the following items before the General Manager for discussion in the meeting.

1. He told that PHODs/CHODs are not attending the PNM meeting and other officers on their behalf are attending. He requested that PHODs/CHODs should make themselves available for the said meeting for fruitful discussion and arriving at amicable decision.
2. There were 366 vacancies of LP(Goods) and earlier it was decided to fill up 120 posts only on account of pending court case, which is yet to be done. He requested to take necessary action in this regard.
3. He requested for withdrawing all LIs who are working as CCC which is against Railway Board's directives.
4. There are 16 vacancies of LI in WAT Division but, selection has not been conducted. He requested to expedite the selection process so that staff will be able to get promotion.
5. He requested for arranging resting facility for the AC Mechanics accompanying train services.
6. He told that the roster of AC mechanics has been downgraded to EI and requested for conducting Job analysis again. Till such time the decision may be kept pending.
7. He requested for enhancing duration of Conversion courses for LPs.

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

Shri R.C.Sahoo, General Secretary/ECoRSC welcomed the GM, AGM, PCPO, all PHODs/CHODs, President/ECoRSC, his colleague Central Office Bearers and lady delegates in the PNM meeting. He formally welcomed all to the last PNM

meeting of the Calendar Year 2017. He expressed his thankfulness to GM, AGM and all PHODs/CHODs for smooth running of ECoR in all the working spheres. He also thanked PCPO for conducting many staff grievance camps over the zone and mitigating staff grievances. He told that ECoRSC is always maintaining cordial relationship with the Administration for the betterment of East Coast Railway as well as Indian Railways. He placed the following items in the meeting:

1. He pointed out that due to piloting system; Railway is suffering from great loss. For manning the trains originating from BBS, running staff are coming as pilot from KUR. He requested to review the crew link system as the same does not take into account newly introduced trains and LPs should be posted at BBS for manning the Rajdhani and other express trains originating from BBS.
2. At Central Hospital/MCS many doctors are working since 7/8 years. Moreover, one Group-B officer is an active member of a trade union. He requested to look into these matters.
3. Although Track Maintainers, who were working in the bungalows have been sent back as per the orders of CRB, some supervisors and Trackmen are still working in the PCE's Office, keeping their lien in divisions. This matter may be looked into.
4. Since 2003, one Group-B post of IT cadre has been transferred from S.E.Railway to E.Co.Railway. This post is now being utilized as Asst.Secretary(Confidential) in HQ for which the JE/SE working in IT Cadre have not got promotion. Hence, alternative arrangement should be made. Any work-charged post may also be created for this purpose.
5. He told that at CTC, there are 5 ticket counters but, 18 ECRCs have been posted. At BBS, there are 10 ticket counters and 25 ECRCs are posted. He requested for pinpointing of the ECRC posts based on workload.
6. He told that there are around 700 quarters lying vacant in KK & KR lines. He requested for clubbing of quarters in these stations so that employees can retain their quarters in their previous place of posting.
7. Lastly, he told that ECoRSC is always counselling its office bearers to cooperate with the Administration in order to achieve the target fixed

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 delegates of ECoRSC and AGM and all PHODs/CHODs attending the 43rd Zonal PNM meeting with ECoRSC. He told that he was happy to note that the PNM meeting has been held in a very cordial atmosphere. The last PNM meeting with ECoRSC was held on 31st August & 1st September, 2017. During this period, some noteworthy achievements have taken place in ECoR, which are enumerated below:

1. VSKP station has been adjudged as the most touring friendly Railway Station of Andhra Pradesh.
2. Kendriya Vidyalaya, ANGL has started functioning which will be of great help to the Railway employees.
3. Lot of health check-up drives have been organised by Medical

Department for which officers, staff and their family members are greatly benefitted.

4. 2nd Elite National Boxing championship has been successfully conducted at WAT in which Indian Railway became the winner and one staff from VSKP (Sri Kumar) participated. He congratulated Sri Kumar.
5. Inter Railway Cultural Competition has been conducted at HQ which was organized by Personnel Department. Artists from Zonal Railways and Production Units participated in the competition and it was a grand success.
6. Wi-fi system has already been provided in all A-1 & A class stations including some remote tribal areas like KDJR, PRDP, Bisamcuttack and TKRI. It has been planned to provide the same in all remote and tribal stations of ECoR in the coming days.
7. RO Water plants have been installed at DVD & Kureru stations.
8. At CHE station, 19 staff quarters have been re-wired.
9. FoB has been commissioned at Jhaduapada/SBP, TMKA, HCNR & BRGA.
10. A new station building has been constructed at PF No.6 of BBS station which has effected a sea change in the outlook of the station.
11. New lift for passengers have been commissioner in BBS & CTC Railway station.
12. Bridge No.588 in RGDA-TIG section has been repaired for train movement.
13. Bridge No.249 of K-K Line, which was damaged has been rebuilt within the target time and declared fit for train movement.
14. Charter for payment to suppliers and contractors has been issued for the first time. This has become a part of the tender condition.
15. Payment particulars to vendors and suppliers are being uploaded in the website in weekly basis in order to maintain transparency.
16. Supply contracts have been made exclusive of GST so that uncertainty in GST system will not affect the contractors. Similar clause has been included in the works contract also. Railway will take the responsibility of GST payment, also.
17. Inserting of penal clause has been started in tenders for important projects. Incentive for early completion is also provided for.
18. Payment of minimum wages to contract labourers and deduction towards EPF & ESI is being ensured. If the minimum wage will increase, it will not affect the contractor.
19. He also told that General Managers' conference was held recently with the new Railway Minister and it continued for 14 hours and a specific meeting for ECoR was held for five hours. The remarkable achievements of East Coast Railway was put before the Hon'ble Railway Minister and he appreciated a lot.
20. He also told that now East Coast Railway has regained its No.1 Position in loading.
21. He also told that passenger earning is not good but, originating earning is 9.23% more than last year. Action is being taken to further increase our performance.

In response to the issues raised by the President & General Secretary/ECORSC, he told that;

1. PHODs/CHODs should make themselves available for the ZPNM meeting as far as possible.
2. He advised PCPO to take necessary action for filling up of vacancies in ALP/LP cadre.
3. Regarding L.I. selection, he told that instructions already exist for availability of live panels so that timely promotion can be given to employees.
4. Regarding crew base at BBS for manning trains originating from BBS, he told that the proposal appears to be quite logical. This issue will be taken up by PCEE with DRM/KUR.
5. Regarding repatriation of Track Maintainers working in offices, he told that PCE will look into the issue.
6. PCEE will look into the matter of CCC.

The meeting ended with vote of thanks.

SECTION 'B'
NEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
01.	43C-01-2017	<p><u>PROVISION FOR MORE CABINS IN CENTRAL HOSPITAL/MANCHESWAR.</u></p> <p>PCMD</p> <p>Existingly total 09 (Nine) nos of Cabins (Single-07 + Share-02) have been provided in the CH/MCS. Out of that 05 nos Cabins are always kept reserve for higher officers and emergency patients.</p> <p>The entire officer & staff and their family members of Zonal Hqtrs and MCS Workshop are fully depending on the CH/MCS for Medical aid. Apart from the above the staff those who are suffering with critical & chronic diseases are also been referred to CH/MCS.</p> <p>Further vide item No-21 of 33rd ZPNM of ECoRSC, it was decided to extend the Cabin facility to staff in GP ₹ 2800/- and above instead of ₹ 4600/- and above.</p> <p>To get better environment and treatment, the wanting of Cabin facilities of maximum patients are increased day by day. But due to inadequate nos of available Cabins the authorities of CH/MCS are unable to extend the said facility.</p> <p>Keeping in view the fulfillment of requirement and to facilitate for Spl treatment to the patients and upgrade of the CH/MCS, ECoRSC urges before Administration for taking necessary action to construct more Cabins at the earliest.</p> <p>REMARKS OF ADMINISTRATION</p> <p>Construction of more number of cabins will be examined during 3rd phase of expansion of Central Hospital, which has been sanctioned by Railway Board for inclusion in LAW BOOK 2016-17.</p> <p>DECISION</p> <p>Construction of additional cabins will be considered during third phase of expansion of Central hospital.</p> <p style="text-align: right;">(CLOSED)</p>
02.	43C-02-2017	<p><u>INORDINATE DELAY FOR GRANTING THE BENEFITS AS PER RBE NO-33/2016 BY THE DIVISIONS AND WORKSHOP OF ECoRLY.</u></p> <p>PCPO</p> <p>The Ministry of Finance, Department of Expenditure, Govt. of India, vide Para-6 & 6 (1) of their Office Memorandum No-F-2-1/2015-E-III/A Dt:-16/10/2015 has clarified that the staff who were promoted to next higher grade between 01/01/2006 and the</p>

date of notification of CCS (RP) rule 2008 i.e. 29/08/2008 and subsequently said posts were merged in to one category in view of implementation of 6th CPC recommendation are entitled for pay fixation benefits under rule-13 of CCS (RP) rule 2008 (RBE No-103/2008).

Railway Board vide RBE No-33/2016 Dt:-08/04/2016 has issued instructions to all the Zonal Railways to implement the above and the same has also been circulated by CPO/ECOR vide ECoR/Estt.Srl No-40/2016 Dt:-21/04/2016 to all concern for taking action.

But it is regretted to bring for your notice that though the benefits under the above instruction has already been extended to all the entitle staff of HQtrs Office, the same has not yet been implemented by the authorities of Divisions and CRW/MCS. For which the staff are still deprived off getting their legitimate dues even after lapse of more than 1 $\frac{1}{2}$ year.

ECoRSC urges for issuing strict instructions to the authorities of Division and Workshop for immediate implementation of same.

REMARKS OF ADMINISTRATION

So far Mechanical, Electrical, Personnel and Stores Department of CRW/MCS is concerned the staff those who are coming under purview of RBE No. 33/2016 have already got the financial benefit except one staff of supervisor grade which is under examination.

In SBP division, almost all the claimants have been benefited in terms of RBE No. 33/2016, their pay has been re-fixed & arrears have been drawn. In some cases pay has been re-fixed and also drawn. But drawal of arrears of pay is under process.

In WAT division pay of all such staff have been re-fixed and drawn. Arrears will be paid by March, 2018.

In KUR division, fixation has been done in most of the cases and new pay drawn also. Arrears will be paid by March, 2018.

DECISION

Instructions will be issued to ensure fixation under RBE 33/2016 by 31st December, 2017 in eligible cases and payment of arrears to be ensured by 31st March, 2018.

(CLOSED)

03. 43C-03-2017 DEFICIENCIES PREVAILING IN COMMUNITY HALL (RAIL VIHAR) CAUSING INCONVENIENCE TO THE USERS/ TENANTS.

PCPO
PCE
PCEE
PCMD

ECoRly Administration investing a vast amount has constructed a Community Hall in the Rail Vihar to facilitate the staff for celebrating Common/Personal functions on rent as well as Administrative functions.

Complaints are being received from various sources about improper maintenance as well as non provision of minimum required facilities like water supply, entering of rain water inside the hall, non cleaning of bushes, boundary wall etc.

On the practical visit to the spot the following deficits are noticed which needs immediate action to fulfill the deficits.

1. Due to non providing of a Gate on the Boundary Wall, the cows, dogs etc are entering inside the premises and making the surrounding worst.
2. The entire surrounding of Community Hall of wild grasses and bushes which is causing for breeding the mosquitoes.
3. Regular water supply is not arranged. For which the tenants while booking the Community Hall for any function have to approach the filter pump operator for supplying water. One water tap has been provided at the back side of Kitchen room which is at a distance from the Hall. No tap has been provided near by the Hall. For which the users are facing a lot of problems. One deep borewell to be digged inside the campus of Community Hall.
4. No drain is provided for passing out of used water. For which the water is spreading over the tiles which breeding the grasses.
5. Due to heavy gap between the roof & top roof, the rain waters is entering inside the Hall and the Pigeons are building nests which is deteriorating inside floor of the Hall.
6. The Boundary wall provided between back side of Hall and CAO (Con) Office is of very low height. For which the dogs are entering in side jumping over that wall. It needs to make height of the wall.
7. Regular sweeping & cleaning is not done, which is creating an ugly environment and hampering the sanctity of Community Hall.
8. Back side of Community Hall should be covered with modular asbestos for better arrangement of Parties etc.
9. There is no facilities of AC in Community Hall. In

- summer seasons it is difficult to manage functions. It needs to provide Central AC in Community Hall.
10. Generator connection not provided to Community Hall, it needs to be provided.

Since Railway is earning revenue through Booking of Community Hall on rent, it is necessary to take proper action to mitigate the above deficits early for the welfare of staff/tenants.

ECORSC demands for early action on the above.

REMARKS OF ADMINISTRATION

There is no guidelines to make Community Halls air conditioned. DG connection is already provided to Community Hall.

Recently the maintenance related works such as distemping/color washing of both inside and outside the Community Hall has been completed. Additional water tank have also been installed to augment water supply. For other items an estimate would be prepared and work proposed under plan head staff amenity.

DECISION

Gate to be provided under zonal works within two months. Item No. 3, 4, 5 & 8 will be proposed immediately in Works Programme.

(CLOSED)

04. 43C-04-2017 ISSUE OF DUTY ROSTER FOR THE STAFF OF C&W DEPOT/PUI & BBS.

PCPO
PCEE
PCME

This demand of ECoRSC for issuance and implementation of continuous roster for C&W Depot PUI is lingering since February 2012 (21st ZPNM) and not yet finalized.

Despite reiteration of said demand through ZPNM and several correspondences with CEE, CME & CPO, Administration is utterly failed to issue the roster and ensure implementation of same all though assurances are given in each ZPNM.

However on the further reiteration of said demand vide Item No-22 of 39th ZPNM held on 8th & 9th September 2016, the minutes drawn by the Administration that **"the duty rosters of Elect & Mech. Staff are issued for PUI & BBS Coaching Depots by KUR Division"**.

But it is matter to great regret that though more than one year to the above decision has already been passed, still the

Administration is not able to issue the roster despite several reminder & last being vide letter No- ECoRSC/CENT/DRM/KUR/I7/143 Dt:-21/08/2017 which is quite unfortunate and appears to be intentional delay of Administration.

ECoRSC demands for immediate issue of the roster.

REMARKS OF ADMINISTRATION

The revised duty roster of coaching Depot, PUI (Electrical & Mechanical) has already been implemented w.e.f. 13.12.2016. The revised duty roster of Coaching Depot, BBS has been implemented w.e.f. 30.09.2017.

PUI Coaching Depot

- (i) The duty roster of Electrical (AC) wing issued by Sr.DPO/KUR was communicated to DEE(Chg)/PUI vide office letter No. KUR/EL/Estt/Roster/209 dated 09.12.2016 which has been implemented & the modified duty roster of TL staff issued by Sr. DPO/KUR vide letter No. P/HOER/Duty Roster/AEL(G)/Coaching Depot/PUI/2017 dated 06.10.2017 has already been implemented at PUI coaching depot.

BBS Coaching Depot

- (ii) The duty roster issued by Sr.DPO/KUR in the year of 2012 is being implemented at BBS coaching depot. As per Sr.DPO/KUR's letter No. P/Sr. DPO-KUR/HOER/DR/ACCA & AC mechanics dated 16.08.2014, a fresh duty roster of BBS coaching depot prepared by ADEE(Chg)/BBS has been submitted to Sr.DPO/KUR vide office letter No. KUR/EK/Estt/Roster/2014/173 dated 17.12.2014 for scrutiny and issue for implementation.
- (iii) Sr.DEE/KUR has been requested to submit a fresh proposal for issuing of duty roster of TL & AC staff working at coaching depot/BBS.

DECISION

Action will be taken before next PNM.

05. 43C-05-2017 CONSTRUCTION OF A MULTI STOREYED TWO WHEELER PARKING IN RAIL SADAN.

PCE More than 1500 nos staff are existingly working in Rail Sadan and
SDGM all most all are coming by their two wheelers to attend their duty.

The existing two wheeler stand/shed provided in the Rail Sadan premises is fully inadequate for parking of their two wheelers.

For which the staff are compelled to park their two wheelers scatterly/haphazardly on the open space which is deteriorating the decency of Rail Sadan complex as well as causing damage to the two wheelers.

Since there is no any vacant space available to expand the existing shed, it necessitates to construct one multi storeyed parking shed in the existing space to solve the parking problems with exiting area.

Therefore ECoRSC urges before Administration to consider the same for the welfare of Rail Sadan staff.

REMARKS OF ADMINISTRATION

There is a designated two wheeler parking space with shed at the back side of Rail Sadan. Besides, there are some parking space in the basement of North Block, which are enough to meet the present requirement.

DECISION

It will be examined.

06. 43C-06-2017 NON CONDUCTION OF CREW REVIEW IN WAT DIVISION.

PCOM

The Crew review is supposed to be conducted once in a year i.e. on 1st July of every year in terms of Para-18.04 of Operating Manual published by ECoRly in the year 2015.

The Crew review is of two types i.e. one is for Coaching and the other is for goods trains. The Crew review for coaching trains should be done on the basis of train services in conformity with HOER, keeping a margin of unforeseen/chronic late running/detention of trains. While preparing the duty roster & Crew link care should be taken for not booking the Crew continuously for more than 03 (Three) nights as per recommendation of High power committee.

Coming to the point ECoRSC would like to furnish the following example.

- (i) Train No-56418/19 Rajarani Express between PSA-GNPR & Back.
- (ii) Train No-17016 and 15906 Express between BBS-VSKP, Crew Booked.
For more than 08 hours.
- (iii) Train No-08511/12 Express between VSKP-JDB which are running in ghat section with different gradients in KK line.

Besides above more than 60 weekly super fast trains are also running over this Zone. But Administration is utterly failed to make a proper link in consonance with recommendation of high power committee and HOER.

ECoRSC demands for proper examination of above and prepare a proper link after due review at the earliest.

REMARKS OF ADMINISTRATION

Crew and Guard review is being conducted regularly every year. Review for the year 2017-18 has been undertaken.

As per recommendation of High Power Committee, "continuous night duty for running staff should be limited to 4 nights with 4th night towards Head Quarter". Care has been taken to adhere to the said recommendation.

18117/18118 ROU-GNPR tri-weekly Rajyarani Express is amalgamated with 58506/58505 VSKP-GNPR passenger between NWP-GNPR-NWP. It is done as a temporary measure (as the trains are worked on one train only system) till the development of Paralakhemundi as a crossing station. This link has only one night duty as pilot movement and working hour is also below 08 hrs (07.35 hrs)

Running time of 17016 and 15906 are 08.05 hrs and 07.00 hrs respectively.

08512/08511 VSKP-JDB is a special train. Train running time is below 08 hrs and crew works for 02 consecutive nights only.

DECISION

Crew link for these 03 trains will be examined and if required, duty hours will be brought down to permissible limits within one month.

It was told that the requirement of crew for weekly trains running daily on a common path has not been included in the crew review. If it is so, the same will be included in the crew review.

(CLOSED)

07. 43C-07-2017 NON IMPLEMENTATION OF CADRE RESTRUCTURING FOR ELECTRICAL (G) DEPARTMENT OVER ECoRLY.

PCEE
PCPO
Despite repeated representations from ECoRSC the benefit of restructuring is not extended to the staff in all the grades of Elect (G). Always the Divisional authorities are giving assurances only that the benefit will be extended, but till date no action is

appears to have been taken by the Administration of all the three Divisions, resulting discontentment among the beneficiaries.

ECoRSC demands for early finalization of restructuring over ECoRly.

REMARKS OF ADMINISTRATION

Cadre restructuring of Electrical (G) staff in KUR, WAT and SBP is likely to be completed by March, 2018.

DECISION

Cadre restructuring of Electrical (G) staff in KUR, WAT and SBP is likely to be completed by March, 2018.

(CLOSED)

08. 43C-08-2017 PROVIDE ACCOMMODATIONS FOR THE RECREATION CLUBS TO INDIVIDUAL DEPTMENTS OF ZHQ.

SDGM

Most of the departments of ZHQ (Rail Sadan) are having their staff recreation clubs like Personnel Recreation Club (PRC), Accounts Recreation Club (ARC), etc and they are participating and organizing cultural programmes, indoor competitions, sports etc etc. But it is very unfortunate that all the department Recreation Club officials are facing a lot of problems due to non available of accommodation for club.

Every time they are facing a lot of troubles for rehearsing the events, conducting meeting to discuss and decide about the functions, planning for future programme etc. for wanting of a accommodation.

It is observed that such departmental staff recreation clubs are provided with Railway accommodation in Divisions, but at Head Quarter level no accommodation is provided to any of departmental recreational club which is very shame to Rail Sadan staff.

In view of above ECoRSC urges before Administration to consider their difficulties and arrange to provide the accommodation in any of the place within the Zonal Head Quarter jurisdiction early.

REMARKS OF ADMINISTRATION

Rail Sadan has space constraint to provide any defined space for this purpose. Respective departments may work out on their own within the given space earmarked to them.

DECISION

Respective departments may work out on their own within the given space earmarked to them.

(CLOSED)

09. 43C-09-2017 VESTED INTEREST INCREASED OF TICKET CHECKING STAFF POSTED IN SPL & A CLASS STATIONS OVER ZONE FOR LONG STANDING.

PCCM

In terms of Railway Board's Vigilance guideline RBV No-10/2008 the Ticket Checking staff (Ticket Collectors, TTES, TTIs, Conductors etc) are coming under the purview of sensitive category and need to be rotated on completion of each 04 (Four) years from one station to another station, or station to amenity or station to squad etc etc.

But it has come to knowledge that the Ticket Checking staff (Ticket Collectors) who are posted at the important stations like VSKP, SBP, TIG, BHC, CTC, BBS, PURI, BAM, PSA, RGDA, KRPU, VZM over Zone are continuing for years together beyond the stipulated period, it is very clear that working for long time in one seat/at one station is the main cause of developing their vested interest.

Therefore ECoRSC demands for scrupulous implementation of RBV No-10/2008 for them and action shall be taken for chronological rotation immediately to avoid vested interest and monopoly activities.

REMARKS OF ADMINISTRATION

No long standing Ticket checking staff are working at VSKP, VZM, RGDA stations of WAT division & SBP & TIG stations of SBP division. However, in KUR division long standing Ticket checking staff working at BHC, CTC, BBS, PURI, BAM & PSA are huge in number. It is not possible to transfer long standing staff in one go but they will be transferred in a phased manner.

DECISION

Divisions will be directed to carry out rotational transfer in phased manner before the end of the current scholastic year 2017-18.

(CLOSED)

10. 43C-10-2017 TENURE TO BE FIXED TO REPETRIATE TO THEIR LIEN DIVISION OF STATION MASTER CATEGORY THOSE ARE UTILIZED IN ZHQ AS DTIs AND TIs.

PCOM

It is observed that beyond the sanctioned cadre of DTI/TI of ZHQ, there are 15 to 20 nos of SMS from various Divisions are utilized in ZHQ on pick and choose manner since the formation of

ECoR Zone having their lien in respective parent Divisions.

To utilize them in ZHQ no any procedure is followed while drafting such staff from the Divisions. Because of that they are continuing at the HQrs Office for years together & availing the promotional benefits from the Divisions.

Further those are interested to work in ZHQ due to their various problems, station masters having vast knowledge are deprived and the needy persons are waiting since long.

Keeping in view the above it needs to fix a tenure to work in ZHQ Operating Dept. and on completion of said fixed tenure, they should be restored back to their respective Divisions so that all aspirants can avail the chance.

Therefore ECoRSC urges for fixation of a tenure for rotation of such staff to avoid staff discontentment.

REMARKS OF ADMINISTRATION

TIs at HQrs/BBS are working against cadre posts and ex-cadre posts. Those who are in ex-cadre posts, are continuing beyond their tenure on administrative interest.

DECISION

The cadre of TIs at HQ will be reviewed with respect to Book of Sanction for HQ and the mode to fill up the posts, which are not considered to be cadre posts. For ex-cadre posts, the incumbents who are posted on transfer from divisional seniority units, a tenure of 4 years + 01 year as per extant rules has to be followed.

11. 43C-11-2017 FIXATION OF TENURE FOR RE-PATRIATION OF ENGINEERING SUPERVISORS WORKING IN PCE OFFICE TO THEIR LIEN HOLDING DIVISIONS.

PCE

It has come to knowledge that near about 35 to 40 nos of Supervisors of Civil Engg. Dept from various Divisions of ECoR are utilized in PCE Office since formation of ECoR Zone on pick & choose manner by keeping their lien in their parent Divisions.

Administration has not followed any procedure to utilize them in PCE office at ZHQ, neither taking senior person nor from efficient persons etc. supervisors are enjoying in HQrs Office and the aspirant Supervisors those are deployed in the field level and needy are not getting the chance to work in ZHQ Office, which is totally injustice.

ECoRSC has raised this issue during 42nd ZPNM before GM and in this regard CPO/ECoR has requested to PCE ECoR vide letter No-ECoR/Pers/IRM/P-IV-49 Dt:-13/09/2017 to fix the tenure but

still the Engg.Dept. has not taken any decision.

In PCE office the rotation basis Supervisors are posted in Bridge Wing only, other than Bridge Wing not rotated on completion of period.

Therefore ECoRSC urges for fixation of a tenure to utilize the Divisional supervisors in PCE Office and on completion of tenure they should be repatriated to their own Division and new person will join to work to avoid staff discontentment.

REMARKS OF ADMINISTRATION

1. At present total 38 No. of technical supervisors are working in PCE's office. Out of which 29 No. supervisors are having lien at HQ. Only 4 SSEs & 5 JEs (P.Way) are working in track cell having lien in divisions. No undue financial benefit has been extended to them.
2. The cadre of SSE/JE(Bridge) is being maintained at HQ for whole ECoRly. Hence rotation is being done accordingly.

DECISION

Tech & Non-Tech. Cadre of PCE Office will be examined with respect to sanctioned cadre, incumbents on-roll and mode by which posts have been filled/operated.

12. 43C-12-2017 DETERIORATION OF THE QUALITATIVE REPAIR WORK OF CRW/MCS DUE TO NON FILLING OF HUGE VACANCIES.

**PCME
PCPO**

It is known to all the concerned authorities of ECoRly that existingly the Workshop is running under acute shortage of staff. In spite of above the existing staff are fulfilling the target of out-turn as fixed by the Railway Board time to time. But Administration of ECoRly have never initiated any process to fill up the existing vacancies.

On going through the records available it is revealed that at the time of 2nd review during 2014 for grant of incentive the sanctioned strength was revised from 1793 to 2099. But on roll strength was not increased significantly. Because on roll strength prior to 2014 was 1643 out of 1793 and existingly it is 1695 out of 2099.

In view of above it appears that the Workshop is running in shortage of 404 staff and due to superannuation of staff in 2018 & 2019 there will be another vacancy will arise near about 200 above, in spite of that the authority of ECoR Zone are not taking any action to fill up those vacancies, rather forcing the existing staff to fulfill the target, and the outsourcing agency are

increasing in nos day by day, which is deteriorating the qualitative work of MCS Workshop in so many fold.

Therefore ECoRSC demands for immediate fill up the existing and anticipated vacancies early for betterment of CRW/MCS which is the only Workshop of ECoR Zone.

REMARKS OF ADMINISTRATION

In so far as the filling up of vacancies against DRQ is concerned, Offline indents submitted to RRB/BBS for CRW/MCS is 3-SSE, 39-Tech-III(Mech) and 6-Tech-III(Elect). Further online vacancy assessment for Tech-III (Mech)-82, Tech-III(Elect)-12, SSE(Mech)—3, JE(Mech)-4, 343-Helpers(Mech) and 57-Helpers(Elect) were done. However, Railway Board has not communicated the approval for placing the indents for the aforesaid online vacancies for all Workshops over Indian Railways.

DECISION

Board has already been requested to consider permitting filling up of Workshop vacancies treating them as safety category vacancy.
(CLOSED)

13. 43C-13-2017 **WITHDRAW THE SENSITIVE NATURE OF DUTIES ON STAFF MATTER FROM THE DTI'S FOR SAFE OPERATION.**

PCOM

The DTI post is a ex-cadre post and that post is filled up from combined cadre of SM/ASM/CYM in pick & choose manner, for fill up that post never any selection has been conducted and posted as per the choice of Administration.

The station master category except those are performing line clear duty are considered as sensitive and rotated periodically. But though the DTIs are drafted from the said station master category are exempted from sensitive category and not attracted under periodical rotation.

According to RBV No-10/2008 the person dealing with staff matters muster roll, issue of Pass/PTO, leave, TA, OT etc and comes in public dealing are counted as sensitive. In operating department the above duties are earmarked to station clerk which is sensitive post.

But it is practice that the DTIs are doing the above all sensitive nature of duties of station clerk in addition to his operation duty categorically for which the DTI's are not concentrated on their prime duty i.e safe operation and always busy with staff grievances like NHA, OTA, Leave, Present/Absent/Sick etc etc.

Now for safety operation so many actions have been taken, on

safety point of view this issue is to be taken up on priority.

Therefore ECoRSC demands that the DTIs should not be allowed to do any sensitive nature of work on staff matter except concentrating their mind in safe & punctual operation of train.

REMARKS OF ADMINISTRATION

As per RBE No. 10/2008 DTIs are not coming under sensitive category and their assignment as entrusted by the administration is also not sensitive in nature. They are the sectional in-charges of operating department, looking after the management of stations for smooth and safe train operation. Arranging relief during casualty at any other station jurisdiction for uninterrupted wheel movement is their assigned job.

The staff management and controlling staff in the section of DTI is a part of safe working. These involve monitoring and proper implementation of roster duty, preventing of high OTA, TA & continuous night duty of staff deployed in their section. The Pass/PTOs are dealt by station in -charge not by DTIs.

So, in order to have control over the sectional management and better output to the department, they are entrusted with the work of countersigning of TA and OT claims, sanctioning of leave to staff in emergency, forwarding the commutation application of staff and approval for availing NHA of safety category staff of their section.

DECISION

DTIs being sensitive post, periodical transfer should be ensured as per extant rule.

(CLOSED)

14. 43C-14-2017 **NON IMPLEMENTATION OF RBE NO-77/2016 REGARDING FIXATION OF AVC FOR SAFAIWALAS.**

PCMD
PCPO

It is seen that now a days the highly educated candidates are being selected directly through RRC in Group-D and posted as Safaiwalas under various departments in Railway against the shortfall vacancies.

They are suffering a lot despite having higher qualification as well as capability to undertake any sort of duty/job, due to non availability of further AVC in the parent department and chance to compete for higher grade in other department.

Now Railway Board vide Para-3 & 4 of RBE No-77/2016 has

communicated the decision for fixation of AVC for safaiwals/jamadars in consultation with recognized Trade Unions.

Accordingly in response to CPO/ECORSC letter No-ECOR/Pers/R/AVC/Safaiwala Dt:-30th December 2016 on the issue, ECoRSC has already submitted his views vide letter No-ECORSC/CENT/CPO/17/04 Dt:-13/01/2017.

The said issue was raised by ECoRSC in its 41st ZPNM via Item No-13 held in May 2017, where in it was decided that "as a first step, options will be called for implementation sub Para-(i) and (ii) of RBE No-77/2016".

But though more than 05 (Five) months time has already be passed no action in the decision has yet been initiated.

ECoRSC demands for early action on this.

REMARKS OF ADMINISTRATION

It is pertinent to mention here that as per RBE No. 13/2017, the AVC of Safaiwalas, including other Gr.D staff working in the Medical Department is OT Assistant/Dresser-III. At present, 46 Gr.D staff (21 Hospital Attendant/Ayah+22 Safaiwalas+01 Store Khalasi+01 Lab Attd. + 01 X-Ray Attd.) are working in Central Hospital/ECOR/BBS. On receipt of only 01 option application, 01 Safaiwala has been promoted to the post of Dresser-III/OT Asst-III on 07.06.2017 against 02 vacant posts of 50% DPQ (Non-Matric). Further, written examination was held on 10.11.2017 for filling up of 02 vacant posts of 50% DPQ (Matric). However, only one Safaiwala submitted the application and appeared the examination. The result of the same will be published on receipt of the result from the evaluating officer.

DECISION

The matter will be discussed in a separate meeting called for deciding AVC /channel of promotion.

(CLOSED)

15. 43C-15-2017 **TO WITHDRAW THE TRACK MAINTAINER IN GP ₹ 1900/-, 2400/-, & 2800/- WORKING IN VARIOUS SUB-ORDINATE OFFICES.**

PCE

Railway Administration is always trying to provide adequate man power for smooth & proper functioning of works at field level apart from providing the staff to maintain the office establishment under each subordinate units.

But it is observed that a good nos of field staff in GP ₹ 1900/-, 2400/- & 2800/- Track Maintainers, are deployed in various

offices to perform the duties of Ministerial staff in spite the Ministerial staff are posted, which is seen loss of man power & wastage of Railway money.

In other side Administration forced the GP ₹ 1800/-Track Maintainer to work as key man. Because of the above GP staff are worked in offices, which is totally unsafe and illegal.

As per Railway Board guide line the senior most TM-I in GP ₹ 2800/-will work as Mate and junior most TM-I in GP ₹ 2800/- will perform the duty of Key Man.

Therefore ECoRSC demands for immediate withdraw the Track Maintainer in GP ₹ 1900/-m 2400/-, 2800/- from all the offices as early as possible.

REMARKS OF ADMINISTRATION

In KUR division, there is no mis-utilization of staff.

In SBP division, all sectional ADENs have been advised to follow the instructions strictly for not utilizing Track maintainer in offices.

In WAT division, presently trackmen in limited number against vacancies are being utilized in track related works in divisional/sub-divisional offices. The operation of these trackmen in various offices is essential to maintain the track in the division. However, suitable alternate measures being taken to ensure the works are not hampered in the gangs where these trackmen are drawn to depute them in various offices to perform safety related work.

DECISION

The item was discussed with GM. PCE will look into the matter.

16. 43C-16-2017 CREATION OF APPROPRIATE ADMINISTRATIVE MACHINERY FOR PROPER IMPLEMENTATION OF FSS ACT.

PCMD

As per the above one should be a full time officer to ensure smooth and efficient implementation of the **Food Safety and Standard Act** and such of FSO (Food Safety Officer) should be exclusively entrusted with to implement the Act only.

But it is observed that in Divisions over Zone the Health Inspectors are entrusted not only with the duties of FSO but also entrusted with the Supervision duties of sanitation and cleanness of colonies as identified. The above Act of Administration is violating the Railway Boards order i.e. FSS Act.

Due to irregular implementation of above order concern Health Inspectors are unable to concentrate on their duties perfectly and also fails to justify the full satisfaction.

ECoRSC demands for scrupulous implementation of Board's order early.

REMARKS OF ADMINISTRATION

There is very less number of sanction posts of Health Inspectors in this Zone considering their work load. They supervise sanitation of major Railway colonies as well as major Railway Stations of this Zone. There are proposals for creation of more number of posts of Health Inspector upon availability of them, posting of exclusive FSOs will be considered. 07 (seven) posts of H&I have been created on 27-10-2017 in Medical Department of KUR division vide letter No. ECoR/Pers/12/NGTR/K/H & MI/(12)07/1107 dated 27-10-2017.

DECISION

Discussed and closed.

(CLOSED)

17. 43C-17-2017 **NON IMPLEMENTATION OF ZPNM DECISION (39C-26-2016) REGARDING SEGREGATION OF PROPORTIONATE STAFF FROM SSE (W)/CTC TO PRDP.**

PCE

The above issue is still continuing for non implementation of the decision taken in Zonal PNMs which appears to be unfortunate.

The issue was first raised in Divisional PNM of ECoRSC held in 2012 and decided that 08 nos of staff from SSE(W)/CTC will be posted under SSE (W)/PRDP.

Because of non implementation of above decision despite several representations to DRM, the issue was raised in the 31st ZPNM held in August 2014, where in it was again decided that "**necessary minimum required staff under SSE (W)/PRDP will be provided by segregating the staff from SSE (W)/CTC**". But not implemented.

Due to that the matter was again brought to the notice of PCE/BBS vide letter No-ECoRSC/CENT/PCE/15/124 Dt:- 22/06/2015 and waited, But after passing a year there is no action.

Due to non response and non implementation of the decision, the issue has again been raised in the 39th ZPNM vide Item No-39c-26-2016 held in 8/9 September 2016 & decision taken that **the**

total work load of CTC Unit and PRDP Unit will be assessed and the posts and staff will be bi-furcated in the same ratio. But not implemented.

Again this issue discussed in review Agenda of 40th ZPNM vide Item No-39c-26-2016 held on 8/9 December 2016 and decided that **"proposal is agreeable in principle. Bi-furcation 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 & seniority.**

After decision of ZPNM ECoRSC waited again for sixth months but no action. Lastly the non implementation of ZPNM decision raised in 1st Divisional PNM of 2017 vide Item No-42, held on 2/3 March 2017 & it was decided that **the decision of Zonal PNM will be implemented in one month time.** But, not implemented even up to August 2017.

Finally again that issue discussed vide Item No-41 of 2nd Divisional PNM held on 14th & 15th September 2017 and Division is not agreed to implement the decision of 39th ZPNM.

Keeping in view the above, it is understood that, the decision of ZPNM is not having any importance because of that KUR Division has not agreed to implement.

Agreed for implementation in one PNM and disagree for implement in another PNM by the Divisional authority is seen like Jocks which damaged the gravity & sanctity of ZPNM. It is up to CPO/ECOR to maintain the industrial relation.

ECoRSC demands to implement the ZPNM decision scrupulously.

REMARKS OF ADMINISTRATION

Creation of posts in works cadre under SSE/Works/PRDP is yet to be sanctioned. However, as per the decision of 40th ZPNM, six No. of staff under SSE/W/CTC have been deputed to work in CTC-PRDP section. Regarding posting of staff at PRDP, final decision is being taken.

DECISION

To be discussed separately with PCE.

18. 43C-18-2017 NON ADHERENCE TO THE INSTRUCTIONS CONTAINED VIDE RAILWAY BOARD'S LETTER NO-2009/SCC/3/6 DT:- 18/08/2009 TO REPRESENT THE STAFF AGAINST THEIR ADVERSE ACR/APAR.

PCPO

Railway Board vide his above noted letter dated 10/08/2009 has re-iterated the provisions extended vide Para-2 (ii, iii & iv) of O.M.No-21011/1/2005-Estt (A) Part-II dated 14/05/2009 issued by Govt. of India, Ministry of Personnel, Public Grievances and Pension (Dept of Personnel & Training), New Delhi to **communicate the report copy of ACR/APAR to facilitate the concern employee to represent against the adverse decision of the committee.**

But the same is not being followed in ECoRly since then to till. For which the staff are not able to represent against the adverse decision taken for below bench marking by the committee and nos of employees are in mental agony due to monopoly marking of ACR/APAR.

ECoRSC requests to allow the employees to represent against the adverse bench marking in their ACR/APAR retrospectively to set aside the burning problems.

REMARKS OF ADMINISTRATION

Procedure order will be issued to show ACRs, on completion of the same to the concerned staff, copies may also be given to the concerned staff, if any staff wants to represent against any entry.

DECISION

Instructions will be issued as per remarks to inform employees that they can view their ACRs from the year (2008-09) so allowed by Railway Board and copies will be made available on demand of individual employee.

(CLOSED)

19. 43C-19-2017 NON GRANTING OF ACCIDENT FREE AWARD IN FAVOUR SM CATEGORY STAFF DEPUTED TO WORK IN ZHQ AS DTI/TI.

PCOM
PCPO
CSO

In terms of Railway Board letter No-86/Safety-I/24/35 Dt-06/07/1998 certain safety categories which includes SM/ASM are considered eligible for grant of accident free award for rendering accident free service.

Further vide Railway Boards letter No-PC-III/2003/CRC/6 Dt:-09/10/2003 the category of SM, ASM, YM & TI are merged into one unified cadre of SM/ASM.

According to above rule position the TIs are entitled to get the accident free award as they are also performing various type of safety duties.

But it has come to knowledge that, the TIs working in ZHQ are denied for payment of accident free award in spite they are coming from that unified cadre of SM/ASM and utilized as TI at ZHQ and involvement with all safety work in nature.

Since the TIs are borrowed from that one unified cadre SM/ASM which is considered as safety category, the TIs shall be treated as safety category and made eligible for grant of accident free award including both the period i.e. working in Division and Zonal Head Quarter.

ECoRSC urges for payment of Accident Free Award to the SMS those are utilized as TI in ZHQ.

REMARKS OF ADMINISTRATION

To be discussed in the meeting.

DECISION

The accident free award will be given only to the field staff who are actually working in train passing duty.

(CLOSED)

20. 43C-20-2017 MERGING OF S&T SUPERVISORS OF CONSTRUCTION ORGANIZATION WITH ZHQ S&T SUPERVISORS CADRE.

**PCSTE
PCPO**

On the agenda raised by ECoRSC vide Item No-13 of 39th ZPNM regarding de-centralization of S&T Supervisor's cadre it was decided to finalize the issue by conducting a joint meeting. Accordingly the joint meeting was also conducted on 09/02/2017 & 21/06/2017.

In the above joint meeting ECoRSC has suggested that the S&T Supervisors working in HQrs like construction, RVNL, RE etc should be merged with ZHQ cadre of S&T Supervisors.

Further suggestion was that after inclusion of above units with ZHQ cadre if any vacancy is arising then the same shall be considered from the optees as per seniority.

But sorry to point out that the above suggestions of ECoRSC are not been taken into consideration while issuing the memorandum Dt:-28/08/2017, which is creating discontentment among the S&T Supervisor.

ECoRSC urges for inclusion of those S&T Supervisors of HQrs (Con, RVNL &RE) with the S&T Supervisors cadre of ZHQ.

REMARKS OF ADMINISTRATION

- 1) As per the decision, at the time of decentralization of SSE (Sig) & SSE (Tele) cadre, the lien of the SSEs are fixed in the division, the territorial jurisdiction of which they are working. The vacancies arising in Construction organization are being filled up by divisions as per their jurisdiction.
- 2) The lien of the JE (sig) & JE (Tele) are not being maintained in HQ rather it is maintained in divisions as per area jurisdiction.
- 3) HQ office has no territorial jurisdiction.

DECISION

Discussed.

(CLOSED)

21. 43C-21-2017 DEPLOYMENT OF ESCORTING STAFF IN RAJADHANI TYPE TRAINS/SF TRAINS CONSISTING OF 21 COACHES.

PCCM
PCEE

In supersession of all the earlier guidelines on deployment of escorting staff in SF, Mail, Express trains Railway Board vide annexure to its letter No-99/TG-V/12/2 Dt:-13/09/1999 (Commercial circular No-29 of 1999) has specified department wise as to how many staff from each department are to be deployed in each trains for escorting/accompanying the coaches/trains which are produced below.

SI No	Train Name	Department/Electrical
01	Rajadhani Type Trains/SF Trains 17 Passenger Coaches.	<ul style="list-style-type: none"> • 1 Supervisor. • 1 ACCI per four Coaches including one AC Coaches. • 1 AC Coach Attendant per Coach with all Commercial duties or 1 AC Coach attendant for two Coaches without Commercial duty and one ACCA for each 1st AC Coaches. • 1 TL filters.
02	Rajadhani Type Trains/SF Trains 21 Passenger Coaches.	<ul style="list-style-type: none"> • 1 Supervisors. • 1 ACCI per four Coaches including one AC Coaches. • 1 AC Coach Attendant

		per Coach with all Commercial duties or 1 AC Coach attendant for two Coaches without Commercial duty and one ACCA for each 1 st AC Coaches. • 1 TL filters.
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But it is observed that without deploying the TL Filter for accompanying the above trains, the authorities are forcing the AC staff to perform the TL duty in Rajadhani type train/SF train which is violation of Railway Boards stipulation.

Because of that enroute failure are taken place and passengers are facing a lot of problems, and the ECoR image goes down & down gradually. Apart from that in comparison between staff cost & asset damage cost it is seen that lakhs of rupees lost by Railway due to mear staff cost within few days.

Therefore ECoRSC demands for ensuring deployment of Electrical staff on escorting duty as per the above norms of Railway Board.

REMARKS OF ADMINISTRATION

The department is running with acute shortage of manpower (Tech & Helper of TL wings). The present sanction of Tech & Helper of TL wing is very less than the requirement of staff as per yard stick.

Due to introduction of new trains and augmentation of additional coaches, the existing TL staff are utilized for smooth maintenance & operation of the system. The AC escorting staff & Station TL passing staff are attending if any failure takes place in Non AC coaches enroute. Hence the deployment of escorting staff is not possible at present.

DECISION

Some non-core activities are being outsourced and staff released from these activities will be utilized for train escorting in TL & AC Wing.

22. 43C-22-2017 NOT TO OPEN THE BIO-TOILETS WASTE INSIDE THE PIT OF COACHING DEPOT OVER ECoR.

PCME

Now-a-days the Bio-toilet system has been provided in all most all trains to avoid passing of wastages on track while the train is moving.

After arrival of trains at its originating station the rakes are

placed in respective C&W depot for primary/secondary maintenance and cleaning.

It is observed that the wastage not desolating enroute and the entire rake with full of waste are used to place in pit lines for attending primary/secondary maintenance, then on the pit line floor the wastes is unloaded. For which that waste is spread over the entire floor and due to bad smell the entire coaching depot becomes polluted.

Another point is that the staff those are booked for under gear/frame maintenance are attended the coached stood over the unloaded waste and in a bad environment, for which the staff are suffering with skin diseases.

To avoid such situation it is suggested that Administration should take preventive measure for letting out the wastages outside from the pit by arranging a pot or by any drain machine to avoid sufferings of concern staff during the maintenance of coaches.

Keeping in view the above ECoRSC urges before Administration to take immediate step to avoid the staff unhappiness and safe from health problem.

REMARKS OF ADMINISTRATION

Bio toilet is not opened inside the washing line pits. The wastes dropped by passengers are removed from top by using pick up tongs and tools.

Mini evacuation system for bio-toilets 04 nos. (02 each for BBS & PUI Depot) for the year 2017-18 has been sanctioned by DRM. On receipt of budget grant the same will be processed for procurement.

Repair work of defective toilets is done under AMC.

DECISION

Mini evacuation system procurement is on in the division and there is fund available for this purpose. On demand from division, funds will be made available.

(CLOSED)

23. 43C-23-2017 TO PROVIDE THE BASIC NEEDS FOR THE STAFF OF COACHING DEPOTS AT BBS, PUI, VSKP & SBP.

PCME

The staff of Railways deployed in the coaching depots functioning at BBS, PUI of KUR Division including WAT & SBP are facing a lot of troubles due to wanting of basic needs for day to day maintenance works like improper/inadequate supply of drinking

water, non provision of rest room & toilet facilities, industrial R.O. water plant etc.

This issue being an unavoidable issue during course of duty of staff, it has been raised in Divisional PNMs, ZPNMs for several times but, Administration is always adopting his dilly dally attitude and assuring to provide all again & again. But practically showing reluctance which is deteriorating staff welfare. Gradually staff discontentment is increased and became more complicated if the said deficits are not fulfilled immediately.

Further all the rest rooms constructed for staff welfare but practically all the rest rooms are allotted to the contractual labourers and the contractual labourers are enjoying in concrete roof Shed staff rest room, But our bonafied employees are taking rest and lunch on the track side vacant area, which is not tolerable at all.

Therefore ECoRSC demands to immediate provide the minimum staff rest room, toilets, industrial R.O. plant, etc in BBS, PUI, VSKP, & SBP C&W Depot to avoid the staff discontentment.

REMARKS OF ADMINISTRATION

Now 06 (six) numbers of water purifiers/coolers are available in working condition in the premises of coaching Depot, Puri. One industrial RO Water plant has already been installed at Chg. Depot Puri.

At present 03 water coolers have been provided in the Coaching Depot, BBS. A non stock Reqn. No. 0235530815 dated 21.10.17 for 01 No. Industrial Water purifier (RO) has been processed for providing pure drinking water to all the maintenance staff.

Staff common room and staff toilet is provided at Chg. Depot, BBS.

One female rest room with toilet facility and three staff rest rooms are available in the VSKP Depot. Drinking water has been provided with R.O. plant and the Godavari pipe line connection work is under process.

Staff canteen is provided, uniform, shoes and helmets are issued periodically. Staff rooms are provided for Male & Female. Toilet and wash room are available in Chg. Depot/VSKP.

DECISION

The matter will be examined and necessary action will be taken to improve the condition on the above items.

(CLOSED)

24. 43C-24-2017 NON FILLING UP OF THE VACANCIES IN TRACK MAINTAINER CATEGORY OVER ECoRly.

PCE

PCPO

It is observed that since long the ECoRly Zone is running under acute shortage of Trackman category & now the position of on roll strength is very less at par with present workload.

Apart from the above it is also noticed that there are above 3000 nos of vacancies at par with the 2003 sanction cadre is continuing, in spite of that they are managing the track maintenance work by digesting the heavy burden.

Further due to frequent train (Goods & Mail/Express) movement there is a pressure on tracks because of that the maintenance works are increasing day by day. But Administration instead of creating new posts for new assets or without taking any initiation to fill up the existing vacancies forcing the existing staff to maintain the tracks with over burden.

Because of the above reasons the track maintenance is deteriorating day by day and the current status is very difficult to manage.

To avoid over burdens to trackman and to ensure safe train operation Administration should take immediate step to fill up the existing vacancies in trackman category in an urgent manner and create new post against new line/double line etc.

REMARKS OF ADMINISTRATION

In so far as the filling up vacancies against DRQ is concerned, online vacancy assessment submitted for 1931 Track Maintainers and 23 Helpers in TMO. Against these vacancies Railway Board have communicated the approval for placing the online indent for 960 vacancies for Civil Engineering Department. And PCE has distributed the 960 vacancies as 937-TM-IV and 23 - Helpers for Track Machine Organization. The recruitment will be processed on receipt of clearance from Railway Board.

DECISION

Railway Board has already permitted for filling up of 960 posts. Central notification for filing up these vacancies is awaited. Railway Board will be requested to permit filing up of all Track Maintainer vacancies. Copy of letter will be given to ECoRSC.

(CLOSED)

25. 43C-25-2017 **VIOLATION OF RAILWAY BOARD'S GUIDE LINES WHILE SURRENDERING SAFETY CATEGORY POSTS OVER ZONE.**

PCE

PCPO

Vide Railway Board letter No-E (MPP) 2002/1/83 Dt-10/09/2003 (RBE No-160/2003) has communicated the decision that the safety categories are exempted from the purview of rightsizing.

Despite above clear order of Board ECoRly authorities resorted to surrender the safety category posts (particularly in Track Maintainer category). As per information near about 2000 TM posts have been surrendered during 2012 to 2017.

The Railway stands for its fundamental principle i.e. Safety, Security & Punctuality. If safety is hampered then the punctuality cannot be maintained.

From the surrendering of such a huge nos of safety category posts it appears that the ECoRly authorities are knowingly dragging to-wards unsafe working condition which will ultimately hamper the entire system and will create obstacles in future progress for maintaining safety & punctuality.

In view of above and to keep up the sanctity of ECoR as well as to maintain proper safety, it needs to stop the further surrendering of safety category posts.

ECoRSC urges for immediate action to maintain 100% safety in train operation by creating the parallel number of posts which were surrendered in Track Maintainer category particularly as early as possible and stop the surrender of post in safety category particularly and if required to surrender then the labour organization to be called for to discuss.

REMARKS OF ADMINISTRATION

The posts were surrendered in conformity with the approved work study report. Besides, with change of technology, more machines are being used for track maintenance. Posts of TM are surrendered for creations of posts in TMO.

With the approval of GM/ECoR, 6 track maintenance activities have been outsourced based on work study report conducted in 2014-15. This had necessitated surrender of Track Maintainer posts.

Zero based requirement of Track maintainers as on 1st April of every year as per MCNTM formula is worked out to ascertain posts to be created/surrendered in Track Maintainers category.

DECISION

The posts have been surrendered on recommendation of Work Study Team and on being accepted by the competent authority. ECoRSC has brought to notice RBE No.212/1998 wherein it has been stipulated that 'in cases of surrender of large percentage of posts in a particular category and where the safeguard in regard to promotional prospect of employees are likely to be infringed, the recognized unions should be explained the reason and rational for such surrender of posts. The views of the recognized union in the matter should be given due consideration.'

Accordingly, in cases of any large scale surrender in future, the matter will be brought to the notice of the recognized union and their views will be given due consideration.

(CLOSED)

26. 43C-26-2017 **NON IMPLEMENTATION OF RAILWAY BOARD'S ORDER NO-2009/LMB-II/12/I VOL-I DT:-11/03/2016 IN REGARD TO REVISED ENHANCEMENT OF RENTAL CEILING.**

SDGM

The payment of lease rent is existingly continuing in favour of ZHQ staff basing on the revised rental ceiling rate published by Railway Board vide letter No-2009/LMB/12/I Dt-26/11/2013 which was implemented by ECoR vide CPO/ECoR's letter No-ECoR/GA/Qtrs/NG.Lease(Policy)/2413 Dt-31/03/2015 giving effect from 01/04/2015 for the N.G. staff.

Now again the Railway Board keeping in view the present hike in market price has revised the rental ceiling and communicated to all the General Managers of Indian Railway for implementation vide letter No-2009/LMB-II/12/I Vol-I Dt-11/03/2016. But the same has not yet been implemented in ECoRly .

This issue has highlighted and demanded to Administration of ECoR vide letter No-ECoRSC/CENT/GM/17/26 Dt-27/02/2017 also.

Even after lapse of more than 1 $\frac{1}{2}$ year to the Railway Board's letter the enhancement of rental ceiling is not considered still, But due to hike in market price the house owners have already enhanced the rent and the lease holders are paying in enhanced rate which is causing financial strain on them.

Therefore ECoRSC urges for immediate implementation of Railway Board's order Dt:-11/03/2016 and enhance the rental ceiling early.

REMARKS OF ADMINISTRATION

Regarding enhancement of lease rent, the same will be examined and the proposal will be processed with associated finance.

DECISION

It will be further examined.

27. 43C-27-2017 **NON FILLING UP OF VACANT GROUP-B POST IN IT CENTRE/ECOR SINCE 2003.**

PFA

PCPO

At the time of trifurcation of erstwhile S.E.Rly and commencement of E.Co.Rly one Group-B post of IT cadre was transferred from S.E.Rly to ECoRly vide Dy.Chief Accountant officer (G), SERly/GRC's letter No-Admin/SE/GAZ/Post/Transfer/605 Dt:-28/03/2003 & Sri L.B.Patra was posted against that post in ECoR.

But Sri Patra has again transferred back to S.E.Rly & the said Group-B post of IT cadre is lying vacant since 2003 and ECoRly is also not taking any action to fill up the said vacant Group-B post of IT cadre.

Presently the IT section of ECoR is functioning is comparison of JE (IT) in GP ₹ 4200/- and SE (IT) GP ₹ 4600/- only since inception of ECoRly i.e. 01/04/2003 and some of them are already stagnated since long back in their respective grades due to non availability of any further higher grade post. For which the existing staff (JE & SEs) in IT cadre are suffering a lot due to Block of further promotion.

Keeping in view the above as well as to mitigate the sufferings of existing I.T staff it needs to first fill up that vacant group-'B' post through selection from amongst the existing IT cadre and simultaneously the cadre restructuring also needs to implement immediately.

ECoRSC urges for consideration of the above issue.

REMARKS OF ADMINISTRATION

ACCOUNTS DEPARTMENT

The Group-B post of Programmer, which had been transferred from SER, is now under operation as Assistant Secretary (Confidential)BBS under General Administration Department.

On restoration of the post of IT department, selection will be initiated.

DECISION

Case will be processed to get the post of Programmer, Gr.B of I.T. Department restored back from G.A. Department.

28. 43C-28-2017 CONSTRAIN ON TRACK MACHINE STAFF FOR CONTINUOUS GRANTING OF TRAFFIC BLOCKS IN NIGHT TIMES.

PCE

PCOM

Vide Para-03 of Joint Circular No-2015/Track-III/TK/15 Dt:- 28/12/2016 issued by Addl.Member/Civil/Engineering and member/Traffic, Railway Board/NDLS it is envisaged that the stipulated system for issue of joint monthly programme for traffic Blocks issued by COM & PCE of Zonal Railways shall be implemented immediately.

Further it is envisaged that the joint programme for planned marks shall be issued at least one month in advance with necessary directions to DRMs to ensure strict adherence of the same. Sr DOM and Sr DEN should make weekly programme.

In consonance with the above, Railway Board vide his letter No-2015/Track-III/TK/15 Dt:-31/08/2017 has communicated to all the General Manger of all Zonal Railways that the joint monthly plan of Traffic Blocks as per Para-03 of above joint circular shall be issued by COM & PCE of Zonal Railways of by 25th of the preceding month.

It is observed that the above decision of Joint Circular is not followed by ECoRly and granting the Traffic Blocks haphazardly as well as maximum in night time only which is giving much strain on the Track Machine staff.

It is practically observed that the Track Machine staff of KUR deployed at KDRP in CTC-PRDP section are forced to work in night time continuously for two months which is in violation of HOER.

The daily duty roster for Track Machine staff is 08.00 hrs to 12.00 hrs and 13.00 hrs to 17.00 hrs. During course of above duty hours if any Block is not granted then they are engaged in machine repair, Machine cleaning etc.

Beside above when Blocks are granting in night time it is becoming double duty on them and for that no extra amount is paid.

ECoRSC urges before Administration to ensure strict adherence of above order of Railway Board for granting the Traffic Blocks within the rostered duty hours of Track Machine staff or the hours from 08 hrs to completion of Block timing in night time will be counted as duty and beyond 192 hrs they should be awarded with OTA.

REMARKS OF ADMINISTRATION

The traffic block is allowed in consultation with Engineering department and is being monitored by Operating officers with due regard to running of coaching and freight trains.

As per Railway Board Joint Circular, necessary Multi asset maintenance plan duly signed by PCE, PCOM is circulated to concerned departments every month in advance. This advance programme is also circulated to all divisions.

As regards roster of TMO staff, there is no such fixed roster duty hour of Track Machine staff as per CPO/BBS's Memorandum dated 08.08.2012 and its revision Lr. dated 09.05.2013. As per clause (v) of the said letter the duty hours can be changed from day shift to night shift and vice versa as per requirement. Also as per clause (iii) of that memorandum the staff should work 192 hours in a cycle of 28 days. Accordingly necessary duty rosters has since been issued.

DECISION

As far as possible, blocks are given considering the availability of corridor. The block timing should be fixed beforehand and the schedule should be followed strictly.

(CLOSED)

29. 43C-29-2017 **NON PROVIDING OF REQUIRED MAN POWER FOR MAINTENANCE OF COACHES IN TERMS OF RAILWAY BOARD POLICY CIRCULAR NO-RB/EL/03/04 COMMUNICATED VIDE LETTER No-2000/ELECT(G)/181/21-PT DT:- 22/30.11.2004.**

PCME
PCEE
PCPO

Despite increase of coach holding capacity for primary and secondary maintenance in so many fold between 2003 & 2017, the sanctioned cadre of TL & AC of Electrical department in C&W Depot as it was in the year 2003 and no further cadre review is made for which the C&W PUI depot is the lowest Bench Marking depot over IR.

The present staff strength of PUI Depot (Elect. AC/TL Wing) is given below.

Dept.	Sanction Strength	On Roll	Vacant
AC	255	236+3 (Surplus power staff)	16
TL	116	97+11 (Surplus power staff)	08
Total=	371	333 + 14 (Surplus power staff)	24

Railway Board vide policy circular No-RB/EL/03/04 communicated through letter No-2000/Elect (G)/181/21-Pt Dt:-22/30.11.2004 has made a yardstick to provide man power accordingly for

primary/secondary maintenance of coaches and for escorting for Elect. AC/TL staff.

The requirement of staff as per above referred letter of Railway Board the actual recruitment of staff for PUI base (Elect AC/TL) has been calculated including LR & RG basing on the present coach holding which comes to 642 for AC Wing & 367 for TL Wing.

The matter was raised in the 29th ZPNM held in March 2014 but the issue was dropped on the plea that there has been blanket ban on creation of post up to 31/03/2014.

The matter has again been raised vide Item No-29 of 31st ZPNM held on 21st & 22nd August 2014, where in it was committed that **"proposal for creation of 694 posts" has been submitted to CPO/BBS by KUR Division and it is under consideration of HQ level".**

Observing no action on the above issue even after lapse of 03 (Three) years the matter has been brought to the knowledge of GM/ECOR vide this office letter No-ECORSC/CENT/GM/17/154 Dt:-17/09/2017. But still no action is noticed.

Hence ECoRSC compelled to raise again and demands for creation of required posts and to fill up the existing vacancies as early as possible to avoid the work hampering.

REMARKS OF ADMINISTRATION

40 NG posts i.e., 18 No. Sr. Tech (Elect.) and 22 No. Tech-I has already been created for Coaching Depot PURI on 16-10-2014 vide ECoR/Pers/08/NGC/K/PUI-AC(974)/40/704 dated 16.10.2014.

In so far as the filling up vacancies against DRQ is concerned, offline indents have been submitted to RRB/BBS for 5-Tech-III (Elect/TL) and 10 - Tech-III (Elect/AC) for KUR division. In Electrical (G) department of KUR division owing to surrender of Helpers arising out of work-study and consequent redeployment of staff, no indents have been received from KUR division. However, 27 indents for the post of Helpers for Electrical (TRS) in KUR division have been submitted.

102 posts of Tech. (AC) have been created surrendering 156 No. Group 'D' posts of AC/TL wing for smooth management of escorting/maintenance of PUI & BBS Chg. Depot vide Sr.DPO/KUR's Memo No. E5/2/Cadre/Electric(G) and (OP)/28/2017 dated 12.10.2017.

As regards to C&W branch, a proposal for creation of additional

318 posts for maintenance of coaches at NCC/VSKP has been received on 03.11.2017, after obtaining local accounts concurrence and administrative approval of DRM/WAT for further processing.

DECISION

Discussed.

(CLOSED)

30. 43C-30-2017 **DEMAND TO DELEGATE THE POWER TO ALL DRM'S FOR UTILIZATION OF FUND AVAILABLE AGAINST CODAL CHARGES (DEPOSIT WORKS) TO EXECUTE THE MISCELLANEOUS WORK OF DIVISION.**

PCE

PFA

On a demand of ECoRSC vide Item No-10 of 42nd ZPNM held on 31st August & 1st September 2017 for provision of Gang rest room for the Track Maintainers it was decided that "existing Gang Huts/Rest Room where ever available will be improved and where not available will be provided, so that each and every Gang will avail the facility of Gang Hut/Rest Room. Sr DEN (Co) should send the proposal accordingly after proper survey".

Accordingly the Sr.DEN (Co)/KURs have submitted the proposal to DRM/KUR to execute through codal charge (deposit works).

But it is a matter of great regret that DRM's have no power to utilize that fund inspite of a vast amount is available in the above head. Divisions are unable to utilize that fund until unless delegate the power to DRM's by GM/ECOR, ultimately the work will be delayed and Track Maintainer have to suffer.

Keeping in view the above all points and realizing the essentiality of rest room for Track Maintainer. ECoRSC requests to delegate the power to DRMs to utilize that fund available against codal charges for the purpose.

Therefore ECoRSC urges to consider the issue and arrange to delegate the powers to all the DRMs for utilization of available fund against the above head.

REMARKS OF ADMINISTRATION

The proposal is being examined.

DECISION

Adequate fund has been asked for in R.E. in Demand No.4 for revenue works of this type. If work is of capital nature, funds will be made available under Plan Head - 64. CE(Planning) may explore the possibility of re-appropriation of fund under suitable head if adequate fund is not made available in R.E.

SECTION 'C'
REVIEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
31.	42C-01-2017	<u>PROVISION OF SITTING ACCOMODATION FOR THE AC TECHNICIANS ACCOMPANYING 12805/ 12806 (JANMABHOOMI EXPRESS).</u>

PCCM
PCEE
PCME

The AC Technicians of VSKP are being booked to work the Train No-12805/12806 Express VSKP to South Central and back, But due to non provision of the sitting accommodation on both the directions they are facing a lot of troubles while working such long distance Trains and feeling unrest.

Further the Dormitory accommodation which was provided earlier for taking rest after working the train has now been stopped by the South Central authority without assigning any reason, which is causing more unrest for them.

The matter was raised vide Item No-02 (c) of ECoRSC in the Divisional PNM of WAT held on 14/09/2016 wherein it was decided that "This issue of accommodation for the accompanying technicians needs to be raised at higher forum like Zonal PNM/Board PNM.

Therefore it is raised in this forum to extend the sitting accommodation in train and dormitory provision at South Central for the accompanying AC Technicians of the above trains to avoid unrest to them.

REMARKS OF ADMINISTRATION

3 Nos. of ACCZ (AC chair car) coaches are being attached with Train No. 12805/12806 (Janmabhoomi Express) VSKP-SC and back. One AC Mechanic is escorting the AC coaches of the train. One small seat outside AC chair car is available near the door, which can be utilized by AC Mechanic for sitting. However, in other LHB/Non-LHB AC Sleeper coaches, there is a berth outside (near toilet) which is utilized by the AC mechanic escorting the AC coach for resting purpose.

Provision of dormitory accommodation at South Central Railway-Sr.DCM (Cord)/WAT has requested CCM/SC/SCR vide letters No. WCX/MEM/6th DPNM on 01.02.2017 & 10.02.2017 to provide accommodation to the AC Technicians in dormitory. It may be clarified that AC Mechanic/ACCA performing escorting duties at present are not being provided with accommodation at destination station. However, as per Railway Board's letter No. E(LL)78/HER/69 date 21.03.1979 it is stated that preferably proper rest accommodation should be provided for AC Coach in

charges/Attendants so that they are not forced to rest inside coach itself. Further, it is clarified vide Railway Board's letter No. E(LL)83/HER/1-2 date 27.06.1985 that AC Coach in charges/Attendants may take rest in the AC coach itself wherever rest facilities have not been made available to them in the nature of running/restroom. Presently, AC Mechanic is taking rest in one of the AC Chair Car coach.

LAST MINUTES

Matter will be examined.

PRESENT POSITION

To be discussed in the meeting.

DECISION

Provision of sitting arrangement for AC Mechanic on train will be examined ascertaining the position from other zonal railway for similar train service. In case, such facilities are not there, it will be referred to Railway Board for necessary provision.

32. 42C-04-2017 DEFUNCT CONDITION OF DIVISIONAL RAILWAY HOSPITAL DRAINAGE SYSTEM AT WALTAIR.

PCE

PCMD

The earlier drainage system of Divisional Railway Hospital was in well functioning condition. But it is seen that after introducing the Greater Visakha Municipality Corporation drainage system the earlier system has come to defunct condition due to leveling disparity which is leading for stagnation of drainage water and creating unhygienic atmosphere.

The issue was raised in the Divisional PNM/WAT held on 15/12/2016 vide Item No-10 (C) wherein the remarks of Administration the work has been proposed in LAW Book 2016-17, but not sanctioned. Again it is proposed in Law Book in 2017-18.

Keeping in view the greater interest of Railway Employees to overcome such unhygienic atmosphere, ECoRSC urges Administration in this forum to accord the sanction early.

REMARKS OF ADMINISTRATION

For controlling environmental disorder, setting up of sewage treatment plant of 100 kld at Divisional Railway Hospital was proposed under PH-52 i.e. staff amenities in LAW Book 2016-17 & 2017-18, but the same could not be short listed at Head Quarters.

So, a combined estimate for Rs. 1,73,28,003 towards Environmental related works i.e. provision of water harvesting of

various stations over WAT division and setting up of sewage treatment plant of 100 kld at Divisional Railway Hospital, chargeable to various estimates available in environmental amount has been made for further processing.

LAST MINUTES

The existing drainage system will be extended and connected to the GVMC main drainage system. This will be proposed as a separate work.

PRESENT POSITION

Estimate has been sanctioned. Tendering process is under way.

DECISION

Estimate has been sanctioned. Tendering process is under way.

(CLOSED)

33. 42C-05-2017 **FORMING OF COMPLEXES OF CLUBBING THE STATIONS IN KR & KK LINES TO FACILITATE THE STAFF TO RETAIN THE QUARTER ON THEIR TRANSFER TO ANY OF THE STATION IN THAT PARTICULAR COMPLEX.**

PCE
PCPO
SDGM

There are acute shortage of quarters in KK & KR lines and the quarters available existingly at particular stations are lying vacant due to want of incumbents due to transfer of staff from one station to another in the same section for which Railway is losing revenue also.

The forming of complexes in other Railways is found successful and also to the satisfaction of employees.

Keeping in view the above it is suggested to identify the stations of KK & KR line to form complexes in those sections to enable the staff to retain the quarter on his transfer to other station within the complex on normal rent for the convenience of his family.

The issue was raised in the Divisional PNM of WAT held on 05/11/2015, where in WAT Administration (Sr DPO) has offered his remark that "In this regard a reference has been made to Sr DEN (Co)/WAT on 22/03/2017 to furnish the Quarters position of KK/KR lines. On receipt of the reply from Engineering Department this issue will be referred to Head Quarters for a decision.

ECoRSC urges before Administration in this forum to interfere in this and advise the Divisional authority for forming of complexes at the earliest.

REMARKS OF ADMINISTRATION

This will be discussed in the meeting.

LAST MINUTES

The position of quarters vacant and from what date, at these stations and applications pending for allotment of quarter will be called for from WAT Division for taking further decision in this case.

PRESENT POSITION

Information regarding pending application & availability of quarter has been received from Division and is being examined.

DECISION

Discussed with GM. He advised to examine the issue.

34. 42C-10-2017 **PROVISION OF GANG REST ROOM IN THE GANG HQ FOR TRACK MAINTENERS OVER ECoR**

PCE

Zonal Railways have to provide Gang rest room for the Track maintainer working in the each Gang/DTMs at their HQs to facilitate them to take meals & rest during lunch hours.

But it is observed that due to non provision/available of any Gang/DTM rest room at their Head Quarters the Track maintainers the Trackman are compelled to take meals by the side of track in all the seasons and not able to take rest in their lunch hours which is not good sign for a premier loading Zone.

This issue was raised vide Item No-03 of 1st Divisional PNM of ECoRSC with SBP Administration held in March 2017 and other two Divisional PNM also wherein it is decided that "This is policy matter. It may be decided by the competent authority".

Hence ECoRSC compelled to raise this issue in this forum and urges to provide the Gang/DTM rest rooms at their HQs over Zone to avoid the discontentment of Track maintainers early.

REMARKS OF ADMINISTRATION

Gang huts are provided at desired locations for exclusive use of the Track maintainer, but its purpose is not being served due to lack of utilization by the Track maintainers. At present, these gang huts are very rarely used due to the fact that Track maintainer has to leave HQ in morning for work in the section and return in evening after attending the sectional works. The track maintainer can use the existing gang hut as per their requirement.

LAST MINUTES

Existing gang hut/rest room, wherever available, will be improved and where not available, will be provided so that each and every gang will avail the facility of gang hut/rest room. Sr.DENs(Co-ord) should send the proposal accordingly after proper survey.

PRESENT POSITION

Gang huts are provided at desired locations for exclusive use of the Track maintainers, but its purpose is not being served due to lack of utilization by the Track maintainers. At present, these gang huts are very rarely used due to the fact that Track maintainer has to leave HQ in the morning for work in the section and return in evening after attending the sectional works. Further the location of worksite keep on changing almost every day as per need. However, in the meanwhile, Track maintainers can use the existing Gang huts which are being improved/attended for use as per their requirement.

However, proposal for provision of 145 Nos. of Gang huts in Sambalpur division has been proposed in PB 2018-19 but the work has not been short listed by the Headquarters. In case of WAT division, proposal for 147 Nos. of gang but has been short listed for sanction in PB-2018-19.

DECISION

Proposal of KUR is under process to be sanctioned at zonal level.

35. 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.

LAST MINUTES

Joint Survey will be done along with the Trade Union representatives if major repairs are required, work will be proposed under next Works Programme.

PRESENT POSITION

As per discussion of Sr./DEN/Estate/BBS with General Secretary, ECoRSC, a joint inspection of these quarters with Railway Officials and General Secretary, ECoRSC and his representatives will be done on 29.11.2017. After the joint inspection, the next course of action will be decided.

DECISION

As per discussion of Sr./DEN/Estate/BBS with General Secretary, ECoRSC, a joint inspection of these quarters with Railway Officials and General Secretary, ECoRSC and his representatives will be done on 29.11.2017. After the joint inspection, the next course of action will be decided.

36. 40C-26-2016 CENTRALISED CADRE OF MINISTERIAL CATEGORY OF ZHQ STORES DEPARTMENT AND STORE DEPOTS.

**PCMM
PCPO**

The Cadre of Ministerial category of all the Departments (Mech, Elect, Medical, Personnel etc) functioning in ZHQ Office and MCS have already been Centralized 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 Centralized. 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 Centralized the above situation can be avoided and staff also will get more benefit..

ECoRSC urges for Centralized 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

A separate joint meeting will be held with both the recognized Unions to consider the proposal.

PRESENT POSITION

A joint meeting with both the recognized Trade Union was held on 05.10.2017 in which ECoRSC agreed for centralization of cadre subject to condition that administration should not resort for transfer of any staff of PCMM/BBS office unless there is any severe complaint against him/her. ECoRSU did not agree for centralization of the cadre. They agreed for continuation of the ministerial cadres of Stores department as per the decision taken during formation of ECoR.

DECISION

Discussed.

(CLOSED)

37. 38C-20-2016 **TRACK MAINTAINER TO BE PROMOTED AS JE AGAINST DPQ-20% QUOTA AS PER RAILWAY BOARD ORDER NO.RBE-120/2014.**

PCPO
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

Position will be called for from KUR Divn to examine further.

PRESENT POSITION

KUR DIVISION

There is no vacancies in JE (P.Way) as well as SSE(P.Way), as such it is not possible to conduct selection against DPQ and LDCE

	Sanction	On Roll	Vacancy
SSE (P.Way)	101	88	13
JE (P.Way)	52	65	-13 (excess)
Total	153	153	00

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 completed also their promotional training to the selected candidates has been completed and posting orders also issued vide Lr. No. WAT/P/934/2017, dated 28.08.2017.

DECISION

To be examined.

SECTION - "D" *SUMMARY*

	Total no. of items	Items closed	Balance items
New Agenda items	30	20	10
Review Agenda Items	07	02	05
Total	37	22	15
