



East Coast Railway

Office of the
Principal Chief Personnel Officer
Rail Sadan, 2nd Floor, South Block
CSP, Bhubaneswar -751017
Dated: 06-04-2018

No. ECoR/Pers/IRM/P-44/05

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

Sub: - Minutes of the 44th Zonal PNM Meeting between ECoR HQrs. & ECoRSC held on 22nd & 23rd March, 2018

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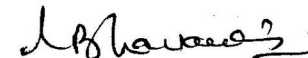
A copy of the minutes of the 44th (1st in 2018) Zonal PNM Meeting held between East Coast Railway HQrs. and East Coast Railway Shramik Congress in *SABHA GRIHA*, Rail Sadan, ECoR HQrs., Chandrasekharpur, Bhubaneswar on 22nd & 23rd March, 2018, have been uploaded at the official website of East Coast 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-B, Railway Board for kind information.

Copy to **General Secretary/ECoRSC** for kind information.

Copy to **DGM(G)/ECoR** for kind information.

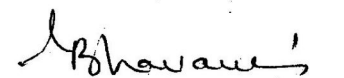
Copy to **DRMs/CWM of ECoR-KUR, WAT, SBP & MCS** for kind information.

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
44th Zonal PNM Meeting
between
ECoR & ECoRSC

*Venue: Sabha Griha, 1st floor,
Rail Sadan,
Chandrasekharpur,
Bhubaneswar.*
held on: 22nd & 23rd March, 2018

MINUTES OF 44TH (1ST IN 2018) 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 22ND & 23RD MARCH, 2018.

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.	A.K.Behera, 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.	D.Bhattacharyya, 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.	Abhimanyu Patel, PCSTE	11.	S.K.Bhanja, Jt. General Secretary
12.	H.K.Dutta, SDGM	12.	B.N.Das, Addl.Jt.Genl. Secretary
13.	Prabhat, CPO(A)	13.	N.S.L.K.Rao, Addl.Jt.Genl. Secretary
14.	Smt. Kanchan Charan, CSC	14.	B.N.Ray, Addl. Jt. Genl. Secretary
15.	V.P.Srivastava, CE/Planning	15.	A.K.Mohapatra, Addl. Jt. Genl. Secretary
16.	Rajkumar, CMM-I	16.	N.K.Patra, Addl. Jt. Genl. Secretary
17.	S.C.Naik, Dy.CSO(Elect.)	17.	M.G.K.Rao, Addl. Jt. Genl. Secretary
18.	M.Ganga Bhavani, Dy.CPO(IR & W)	18.	Ashutosh Mohanty, Treasurer
19.	R.R.Panda, APO/Wel	19.	Smt. B.Janaki Devi, 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 welcomed Shri Umesh Singh, GM/ECoR, Sri Rajeev Sharma, AGM/ECoR, all PHODs/CHODs, Shri K.S.Murty, President/ECoRSC, Shri R.C.Sahoo, General Secy/ECoRSC, lady delegate and all Central Office Bearers of ECoRSC to the 44th ZPNM with ECoRSC

She informed that most of the agenda items were discussed and closed with the satisfaction of both sides despite initial reservation shown by ECoRSC in view of non implementation of some of agreed agenda items in earlier PNMs. She thanked the President and General Secretary of ECoRSC and 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 delegate in the PNM meeting. He congratulated GM and all PHODs/CHODs for East Coast Railway for having regained the highest loading position on Indian Railways. He put forth the following issues before the General Manager:-

1. He told that some of the PHODs/CHODs are not attending the PNM meeting and other officers on their behalf are attending for which decision could not be taken on the agenda items on these cases. He requested GM to issue clear cut instructions that PHODs/CHODs should make themselves available for the PNM meetings, for fruitful discussion and arriving at amicable decisions.
2. He stated that ECoRSC maintains cordial relation with Administration and

it expects similar reciprocation from the Administration.

3. He stated that office of SBP branch of ECoRSC was demolished without prior intimation. Such action should be avoided in future.
4. He told that all over India, there is one roster for AC Technicians but, recently, the roster in ECoR has been changed from 'Continuous' to 'E.I.'.
5. He told that 10% intake for Track Maintainers to other permitted department has not been implemented in ECoR.
6. He requested all to continue maintaining cordial relations between the Trade Union and administration.

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

Shri R.C.Sahoo, General Secretary/ECoRSC welcomed GM, AGM, PCPO, all PHODs/CHODs, Sri K.S.,Murty, President/ECoRSC, his colleague Central Office Bearers and lady delegate in the PNM meeting.

He congratulated GM and all PHODs/CHODs for East Coast Railway being No.1 loading Railway on Indian Railway. He expressed his thanks to employees also who made this possible. 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 told that many important items of Engineering Department could not be fruitfully discussed because of absence of PCE in the PNM meetings. He requested GM to either discuss these items with him or permit fixing of a separate date for meeting with PCE to discuss the said items.

He put forth the following issues before the General Manager for his kind consideration.

1. He stated that Supervisors are being utilized in PCE's Office as clerical hand in spite of shortage of technical hand in the field. He requested to fix up a cadre in PCE's office. Tenure may be maintained for ex-cadre posts. Posting of supervisors in pick and choose manner may be avoided.
2. He stated that as per Railway Board's guidelines, Track Maintainers should not be utilized in office but, in recent times, more than 1000 Track Maintainers are working in PWI offices. Staff of P.Way office are not being utilized fully. He requested for return of Track Maintainers to

the fields.

3. He stated that review of running staff is being undertaken. Yardstick for L.I. is one L.I. for 25 Loco Pilots. In KUR Divn, there are 1238 Loco Pilots on roll against sanctioned cadre of 1640. There are 71 LIs, whereas the required No of LIs should be 50 as per yardstick. Again, a notification has been issued for selection of 20 Nos. of LIs. He requested GM to look into the issue.
4. He informed that after about 20 years Drivers working in Construction Department have been regularized. But, the regularization benefits have not been given to them properly.
5. He raised the issue of inter-Railway own request transfer applications and mutual transfer applications being held up at Supervisor level.
6. He told that Divisions are not implementing the decisions taken in the Zonal PNM meetings. They are demanding that specific independent order should come from HQrs. for implementation in the division.
7. He congratulated GM and PCMD for the feat of double knee replacement made recently in Central Hospital, MCS.

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

Shri Umesh Singh, General Manager/ECOR addressed Shri K.S.Murty, President/ECORSC, Shri R.C.Sahoo, GS/ECORSC, all Central Office Bearers and lady delegate of ECoRSC and AGM and all PHODs/CHODs attending the 44th 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.

He stated that he was very happy that East Coast Railway has regained its No.1 position in Indian Railway as far as loading is concerned. He told that this achievement has been due to the all out efforts of all concerned. As on date, the loading figure has reached that of final figure of last year. So far as earning is concerned, it is about 6.09 % ahead of last year as against IR average increase of 4.63%.

Regarding other coaching, we are 8.4% more than last year as against all India average figure of 3.19 %. In goods earning, we are 8% more than last year as

against all India figure of 8.34%. In sundry earning, our position is not so good as it is (-) 23.43% as against all India figure of (-)28.42%. In originating earning wer are 7.44% more than last year.

He told that ECoR has achieved great success like construction of Bridge No.249 in K-K Line in 58 days and a three storeyed residential apartment for LPs/ALPs at Jakhapura in less than 4 months.

He told that PHODs/CHODs should not take PNM meeting lightly. They should invariably attend PNM meetings except in emergency cases. He told that a separate meeting may be held with PCE regarding the issue of posting of Supervisors in PCE's Office. Regarding posting of LIs in KUR Division, PCEE will look into the matter. Regarding allotment of accommodation for Branch Office of ECoRSC at SBP, DRM/SBP will be advised to look into the matter

Supervisors should not hold up IRMT/IROT applications at their level. There is no problem from Administration side for IRMT cases. IROT cases though are not being encouraged as it leads to depletion of trained manpower.

GM agreed that ZPNM decisions should be implemented.

GM stated that a lot of Track Maintainers have been promoted through GDCE. Hence, 10% intake will be considered when vacancy position improves as large number of Track Maintainer posts cannot be kept vacant.

The meeting ended with vote of thanks.

SECTION 'B'
NEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
01.	44C-01-2018	<u>STAGNATION OF PROMOTION OF NURSING STAFF WORKING IN CENTRAL HOSPITAL/MCS.</u>
	PCPO PCMD	According to the re-structuring order issued vide Railway Board's letter No-PC-III/2003/CRC/6 Dt:-09/10/2003 RBE No:-177/2003 for the Nursing cadre effective from 01/11/2003 the percentages was

Chief Matron	7450-11500	10%
Matron	6500-16500	35%
Nursing Sister	5500-9000	35%
Staff Nurse	5000-8000	20%

Subsequently as per the Executive Director (N) Railway Board's letter No-E(NG)I-2008/PM1/15 Dt:-15.01.2009 to CPO (Admin) ECoR/BBS the posts of Matron-II in scale 6500-10500 and Chief Matron in scale 7450-11500 have been merged and at present there are 03 categories of Nursing Personnels i.e. Chief Matron, Nursing Sister and staff Nurse.

In view of above merger of two grades the present percentages of Nursing cadre of Central Hospital after 15.01.2009 should be as under.

Chief Matrons	7450-11500/-10%	45%	} -16 nos of Post
According to present		35%	

sanction cadre of 35 nos

Nursing Sisters	5500-9000/-	35%	35%	-12 nos of Post
Staff Nurse	5000-8000/-	20%	20%	-07 nos of Post.

But against the above sanctioned cadre the present on roll position of each grade as follows.

Total Cadre-35 nos

Category	Percentage Granted	Post should be	Actual on Roll	Excess/Less
Chief Matrons	45%	16	08	08 Vacancies
Nursing Sisters	35%	12	05	07 Vacancies
Staff Nurse	20%	07	15	08 Excess

From the above position it has become clear that 08 (Eight) nos of staff Nurse are working in excess of the sanction cadre of CH/MCS against higher grade vacancies since long which proves the irregularities.

The matter was brought to the knowledge of Administration several times and last being on 15/12/2017 vide ECoRSC letter No-ECORSC/CENT/PCMD/17/219 but no action is initiated so far.

Therefore ECoRSC urges before Administration to maintain the ratio of nursing cadre of Central Hospital on the basis of Board's letter dated 15.01.2009 and promote the existing staff against higher grade posts arrived after 15/01/2009 at the earliest.

REMARKS OF ADMINISTRATION

It is pertinent to mention here that the cadre of Central Hospital/BBS was under the control of CMS/KUR. It was separated from Khurda Road Division (under CMS/KUR) w.e.f. 31.03.2008. and 58 para medical posts were transferred to Central Hospital/ECOR/BBS vide Memorandum No. ECoR/Pers/12/Med/CH/Cadre dated 12.05.2010. Out of these 58 posts, following Nursing categories/pots were transferred in the prescribed percentage after the cadre restructuring vide RBE No. 177/2003.

Sl. No.	Category/Designig.	GP Rs.	Prescribed % as per RBE No. 177/2003	Post transferred as per prescribed structure
01	Ch.Matron	5400/-	45	07
02	Nursing Sister	4800/-	35	05
03	Staff Nurse	4600/-	20	03
		Total	100	15

It is to mention here that the Nursing Cadre has already been restructured in KUR Division as per RBE No. 177/2003 prior to the separation of cadre.

However, in terms of office memorandum dated 20.03.2012, 19 posts of Staff Nurse in GP Rs. 4600/- (i.e. in the lower grade) were created for operation in Central Hospital/ECOR/BBS. As a result the aforesaid prescribed % distribution of Nursing Cadre/Central Hospital/ECOR/BBS has become as follows:

Sl. No.	Category/Desig.	GP Rs.	Percentage	Number of posts
01	Ch.Matron	5400/-	20.6	07+(1W/Ch)
02	Nursing Sister	4800/-	14.7	05
03	Staff Nurse	4600/-	64.7	22
		Total	100%	34+1(W/Ch)

Further, there is no instruction from Railway Board regarding

restructuring of Nursing cadre in terms of RBE No. 102/2013. Thus, the case was referred to Railway Board vide office letter No. ECoR/Pers/12/Med/Staff Nurse/Represent dated 13.05.2016 for Annual Cadre Review, because there is no guideline from Railway Board for restructuring and review the cadre like other categories in terms of RBE No. 102/2013. Reply from Railway Board is awaited.

DECISION

The stagnation in Nursing cadre has resulted from creation of 19 posts in Central Hospital in the lowest grade and subsequent ban on annual cadre review. In view of this, unless annual cadre review for Nursing cadre is included in restructuring scheme issued by Railway Board from time to time, no action can be taken at Zonal level.

(CLOSED)

02. 44C-02-2018 **CREATION OF INSTRUCTOR POST FOR THE DIVISIONAL ENGINEERING TRAINING SCHOOL AT CTC.**

PCPO

PCE

One Training School for imparting training to the newly recruited track maintainers as well as refresher training to the serving track maintainers is functioning at CTC since long.

But it has come to knowledge that the said trainings is being imparted to the candidates by drafting/deputing the concerned Supervisors from the field, there is no instructor post in that training Centre where the total course of training is safety.

Further the Training School is running under control of dual management system i.e. ADEN-I & ADEN-II/CTC. Because of dual management system that School & hostel both are not functioning properly and day to day problems are increased.

Therefore ECoRSC urges before Administration to create permanent instructor post for the said Training School & issue instruction for both (School & Hostel) should be under the control of one authority to improve the safety standard and proper training.

REMARKS OF ADMINISTRATION

There is no such cadre of Instructor Post in Engineering Department. However, two nos. of persons have been deputed from SSE/P.Way cadre as Instructor to impart training at Divisional Training School at CTC. Letter has been sent to Personnel Department for creation of post for divisional training school at KUR division. The training school is under administrative control of ADEN-II/CTC. Since the training school & hostel is in Cuttack colony, its maintenance has to be under ADEN-I/CTC.

This system can continue. However, both ADENs report to DEN/E/KUR & he will oversee the issue of training school.

DECISION

Railway Board has instructed all Railways to open one Multi Disciplinary Training Institute in each division for which proposals have already been received in HQrs. In view of this, there is no justification for creation of Instructor post in the said institute which will eventually be closed. Till the MDTI opens, the current system of giving training will continue.

Discussed and closed

(CLOSED)

03. 44C-03-2018 **NON IMPLEMENTATION OF ZPNM DECISION (21C-19-2012).**

PCE

PCPO

The SBP Branch of ECoRSC was provided with an accommodation under the provisions extended for PREM Group of constituents.

But it is a matter of great regret that the said accommodation has been dismantled by Administration without providing any alternative accommodation. Since then despite perennial representations from this organization the Administration of SBP is not able to provide an accommodation. For which this organization is facing a lot of troubles to run its Branch in SBP since 2007.

The said matter was raised vide **Item No-19 of its 21st ZPNM** held in February 2012 where in a decision was taken that **"A building will be provided for Union Office on first availability itself"**. The above decision of Zonal PNM is on record only but no result till.

Though more than 10 (Ten) years has been passed and Administration has committed in a highest forum, still ECoRSC have no accommodation particularly for SBP Head Quarter Branch, which affects the industrial relationship.

ECoRSC request to provide an accommodation for its Branch Office at SBP particularly as early as possible.

REMARKS OF ADMINISTRATION

Proposal for allotment of suitable accommodation of office building is under consideration at division.

DECISION

DRM/SBP has assured to look into the matter and resolve the matter within minimum possible time.

04. 44C-04-2018 **NON FOLLOWING OF PRESCRIBED ROSTER ISSUED BY PERSONNEL DEPARTMENT FOR THE BOOKING CLERKS IN COMMERCIAL DEPARTMENT OVER ZONE.**

PCCM
PCPO

As per the classifications made under HOER the Booking Clerks category in Commercial Department are classified under continuous Roster. Accordingly Personnel Dept. has issued duty Roster for 03 (Three) shift per day (24 hrs)@ 08.00 hrs per shift is 08.00 to 16.00, 16.00 to 00.00 and 00.00 to 08.00 hrs.

But it has come to knowledge that the concern authorities are forcibly utilizing the Booking Clerks in booking counters from 06.00 hrs to 14.00 hrs, 14.00 hrs to 22.00 hrs and 22.00 to 06.00 hrs without conducting job analysis and in violation of roster prescribed by the Personnel Department which is causing much difficulties for them & also not practically possible for staff.

Therefore ECoRSC demands to deploy the Booking Clerks as per the duty Roster issued by Personnel Department only.

REMARKS OF ADMINISTRATION

Divisions have confirmed that they are putting Booking Clerks in 8 hrs shifts only. Therefore, there is no need for fresh Job analysis. Timings of these shifts have been changed a little bit at some stations to suit the local conditions, for example in KUR division there are as many as 29 (CTC-7, BBS-9, KUR-6, PURI-3, BAM-2 & PSA-2) lady booking clerks posted at the above stations of KUR division. If the original roster i.e. 00.00 to 08.00, 08.00 to 16.00 & 16.00 to 00.00 hours is implemented, it will be very difficult for ladies staff to go back to their residence after 1st night duty and come for IIInd duty at 00.00 hours. Hence in order to facilitate the ladies staff the roster hour has been changed to 06.00-14.00, 14.00-22.00 and 22.00 to 06.00 hours.

DECISION

The roster which has been changed recently for the stations where more concentration of lady booking clerks is apparently not convenient to the ladies as brought out by ECoRSC. PCCM agreed to review the roster and take a decision on restoration of the previous roster.

05. 44C-05-2018 **PROVISION OF ACCOMMODATION FOR TRACK MAINTAINERS IN ACCIDENT RELIEF TRAIN.**

PCE

Accident Relief Train (ART) is order to move from its Head Quarters to attend the Brake down i.e. accident, derailment etc of trains.

Similarly there are nominated Gangs for attending Brake downs in Civil Enng. Dept. like Elect., Mech., Med. etc department.

But it is a matter of great regret that though accommodation have been provided for all the Brake down Gang of other departments in the ART, no accommodation has been provided for the Brake down Gang of Engg Dept. (Track Maintainer) for which they are facing a lot of problems.

Now on the demand raised by NFIR in DC/JCM vide Item No-24/2011, Railway Board vide Para-3 of letter No-2014/CE-II/Genl/DC/JCM Dt:-26/10/2017 has advised to General Managers of all Zonal Railways to ensure that "All the nominated P.Way staff required to Travel by ART are provided accommodation in ART or in the common coach attached with ART".

ECoRSC demands for scrupulous adherence of Railway Boards above order dated 26/10/2017 at the earliest.

REMARKS OF ADMINISTRATION

There has been no space earmarked for Track maintainers in ART for their movement to accident side. Division has been advised to provide accommodation to Track maintainers in ART or in the common coach attached with ART vide letter No. W4/514/S&A/Pt.XV/253 dated 05.01.18.

DECISION

Divisions has been advised to follow the guidelines issued by Railway Board. Copy of the instruction has been handed over to ECoRSC.

(CLOSED)

06. 44C-06-2018 VIOLATION OF TRIANGULAR TRANSFER/POSTING POLICY FOR THE SUPERVISORS OF MECHANICAL DEPARTMENT IN WAT DIVISION.

PCPO

PCME

As like the triangular transfer policy for the running staff there is a system prevailing in WAT Division for posting of Supervisors (SSEs) of Mechanical Department (C&W) in KK & KR lines.

According to above system the authority of WAT were used to post the Mechanical (C&W) Supervisor (SSEs) in KK & KR line by taking Administrative decision or those are belonging to that locality on rotation basis.

But existingly it is seen that the authorities are forcibly posting the Mechanical (C&W) Supervisors on a pick and choose manner violating the above prevailed procedures which is causing unnecessary hardship to the concern staff.

More over near about 20 nos of long standing Supervisors who are never posted in KR, KK, RV line and since 20 years back they are at

VSKP only. Even though the newly appointed persons are posted in VSKP particularly and the Supervisors are posted in KR, KK, RV line they are not getting chance to come to VSKP, which is quite illegal.

The above discrepancy has already been brought to the knowledge of WAT Administration several times and last being vide letter No-ECORSC/CENT/DRM/WAT/17/212 Dt:-29/11/2017. But still no action is noticed.

Therefore ECoRSC forced to raise this issue in the forum to implement the old policy for such transfer & postings to avoid staff discontentments.

REMARKS OF ADMINISTRATION

There is no violation of divisional transfer policy in regard to transfer/posting. However, the triangular policy available in WAT division is only for running staff. Further, the cadre of C&W Supervisors at KRDL, KRPU, RGDA is less. As per the transfer policy, newly promoted/posted supervisors are being posted initially at KK & KR line based on the available request application.

DECISION

Barring the persons those who are retiring within 2 years, other supervisors those who are continuing at one office/depot for more than 10 years including their J.E. service, are to be rotated. This exercise should start w.e.f. 01.4.2018 in view of the scholastic session. This order should be implemented over the entire Zone.

(CLOSED)

07. 44C-07-2018 STOP THE DEDUCTION OF EARLIER MACP BENEFITS OF SR.SOs OF ACCOUNTS OF ECoRLY

PFA

According to the instructions contained vide RBE No-147/2015 and 19/2016 that "The officials in accordance with terms & conditions of transfer on own request to a lower post and is reverted to the lowest post/grade from the promotional post/grade before being relieved for the new organization/office will be ignored for the purpose of MACP scheme in the new organization/office".

In view of above instructions the Sr SOs (A/Cs) of ECoR/ZHQ of above nature and other than the above nature have been granted the financial up-gradation benefits under MACP scheme and the same procedure is still prevailing in all other Zones of Indian Railway.

But it is to the utter dismay that basing on a clarification Dt:-18/04/2016 by Dy Director, Pay Commission-V Railway Board to Southern Railway, the Authorities of ECoR has followed the same

path and discontinued the benefits which was legally granted earlier as well as steps taken to deduct the amount of financial already granted which is totally whimsical & illegal also.

The matter has already been brought to the knowledge of General Manager vide letter No-ECORSC/CENT/GM/17/206 Dt: 21/11/2017 and ECoRSC/CENT/PFA/17/2017 Dt: 05/12/2017, but it could not able to yield the consideration.

In this connection it may be stated that the particular case is under active consideration of Railway Board against NFIR's PNM Item No-37/2016. Further as per the Hon'ble Supreme Court's decision circulated vide RBE No-72/2016 "Where the payments have mistakenly been made by the employer in excess of their entitlement has summarized, recovery by the employer would not be permissible in law".

In view of above all facts ECoRSC urges before Administration to stop the deduction of the earlier benefits till finalization at Railway Board.

REMARKS OF ADMINISTRATION

The recovery of overpayment to the Sr. SOs has been stopped as per order of Hon'ble CAT/CTC.

DECISION

As the matter is sub-judice, the item is dropped.

(CLOSED)

08. 44C-08-2018 PROVISION OF ADEQUATE MANPOWER FOR AXLE CRACK DETECTION MACHINE IN CRW/MCS.

PCME

The Axle Crack Detection Machine is working under the Ultrasonic section of CRW/MCS, where a target has been fixed to give 1200 wheels fit per month.

To give the qualitative output of above target minimum 12 nos of staff are required and also the Crack Detection of Axle is the prime safety work.

But it is seen that Administration has provided only 04 (Four) nos of staff against requirement of minimum 12 (Twelve) nos of staff which is not at all possible to give qualitative output of targeted wheels per month and leading to-wards unsafe working.

On the other hand the contractual staff having no Technical Qualification or knowledge are being utilized in Crack Detection work which is causing for totally unsafe working condition.

ECoRSC demands for providing of required manpower in the

REMARKS OF ADMINISTRATION

- 1) Five staff deputed for conducting UST, (4+1 leave reserve) is sufficient for UST activity.
- 2) Seven contractual staff are utilized for cleaning stamping and numbering.
- 3) Contractual staff are deputed to support/assist the departmental technical expert of CMT lab in the work like moving UST machine, cleaning of Axles etc which are not safety category works in nature.

DECISION

The Axle Crack Detection Machine will be put into operation. Some posts pertaining to non-core activity will be identified for matching money value to create posts required for UST Unit of CRW/MCS. This exercise will be completed by end of June, 2018.

(CLOSED)

09. 44C-09-2018 **NON IMPLEMENTATION OF ZONAL PNM DECISION TO PROVIDE HIRING SCHOOL BUS FACILITY FOR THE WARDS OF RAILWAY STAFF WORKING AT ANGL.**

PCPO

The colony provided for Railway staff working at ANGL is consisting of near about 300 nos and more than 200 nos of wards of that colony residents are continuing their studies in various educational institutions within 7 to 8 KMs radius of ANGL.

Due to non availability of any Government Bus services during the School timings. The staff are compelled to pay approximately ₹ 700/- per child per month to-wards transportation charges only which is causing heavy financial burden on them. Because of most of employees working as Technicians, Trackman, TP etc they are experiencing difficulties to cope up with this expenses.

Keeping in view their financial status and better future of their wards, Administration should consider to provide a School Bus under the Administrative control of Sr DEE/TRS/ ANGL.

This issue, was raised by ECoRSC vide item No-05 of its 38th ZPNM held on 2nd & 3rd June 2016. The item was closed with the decision that "In principle it has been agreed to provide school bus facility at ANGL for the wards of Railway employees. Accordingly an estimate for one 52 seater Bus has been prepare for an amount of ₹ 23,90,300/- for 24 months by DEN (Central)/KUR vide letter No-Engg/EHV 2016/Spl dated 20/02/2017. The proposal is being processed for taking necessary finance concurrence and sanction of competent authority".

Though more than 18 (Eighteen) months has already been passed still the same is not provided and also ECoRSC is in dark about the latest position on the issue.

Therefore ECoRSC urges to expedite the action for finalization of issue without further delay.

REMARKS OF ADMINISTRATION

Finance observation is being complied with at divisional level.

DECISION

Efforts will be made to send the proposal of hiring school bus to Railway Board for its sanction, within a month.

10. 44C-10-2018 **NON IMPLEMENTATION OF THE ZPNM DECISION IN REGARD TO REVIEW OF JPO PUBLISHED IN 2005 REGARDING SANITATION AND CLEANLINESS OF STATION AND COLONIES.**

PCE
PCMD In the above JPO the duties and responsibilities in regard to sanitation and cleanliness like jungle cutting de-silting of drains, de-slugging of septic tanks etc have been distributed and fixed on the concern departments.

But it was observed that none of the authorities of concern department are adhering to the instructions contained in that JPO for their respective department. Hence ECoRSC has raised the issue vide item No-9 in its 38th ZPNM held on 2nd & 3rd June 2016 demanding for review and change of some point of the existing JPO and re-distribute the duties/responsibilities as a fresh.

After elaborate discussion on the meeting it was decided that **"ECoRSC will suggest the points which are to be clarified/modified/additions in existing JPO"**.

Accordingly ECoRSC has already submitted his suggestions vide letter No-ECoRSC/CENT/CPO/16/166 Dt:-10/08/2016. But it is matter of great regret that even after lapse of more than one year the revised JPO has not yet been issued and the condition of sanitation and cleanliness of station & colonies are becoming more deteriorated day by day.

ECoRSC demands for early issuance of revised JPO duly revising the duties and responsibilities for concerned staff/departments.

REMARKS OF ADMINISTRATION

The JPO is being revised. The suggestion of ECoRSC will be considered during revision of JPO.

DECISION

Medical Dept has submitted their views regarding suggestions given by ECoRSC to PCE Office for inclusion in JPO. JPO is likely to be issued within a month's time.

(CLOSED)

11. **44C-11-2018** **STOP CONTINUOUS 07 (SEVEN) DAYS NIGHT DUTY OF STATION MASTER CATEGORY IN SBP-BLGR SECTION.**

PCOM

Observing implementation of various local made Duty Roster for Station Master categories over Zone in violation of HOER, this Organization has raised an issue vide item No-28 of its 38th ZPNM held on 2nd & 3rd June 2016 citing an example of BLGR-SBP section where the night duty is continuing for 07 (Seven) days continuously and causing much hardship to the staff.

After elaborate discussion in the forum, Administration has accepted and agreed to adopt the uniformal Duty Roster suggested by ECoRSC as detailed below to avoid hardship for Station Masters category.

Two days 2nd Night i.e 00.00 hrs to 08.00 hrs.

Two days Day duty i.e. 08.00 hrs to 16.00 hrs

Two days 1st Night i.e. 16.00 hrs to 00.00 hrs

And Weekly rest on the 07th days

But it is observed that even after lapse of more than one and half year to the above decision of a higher forum the said Roster has still not been implemented for the Station Master categories of SBP-BLGR section which is violating the HOER as well as leading to-wards unsafe working and also not following the decision of ZPNM.

ECoRSC demands for scrupulous implementation of above Duty Roster in SBP-BLGR section early.

REMARKS OF ADMINISTRATION

The following duty roster of Station Master Category of SBP BLGR section will be implemented very soon.

1. Two days 2nd night i.e. 00.00 to 08.00 hours
2. Two days day duty i.e. 08.00 to 16.00 hours
3. Two days 1st night i.e. 16.00 to 00.00 hours
4. Weekly rest on 07th day.

DECISION

This will be examined with respect to system of utilization in other Railways vis-à-vis its implication on the station administration and the decision will be taken before next ZPNM.

12. 44C-12-2018 **NON SUPPLY OF STANDARDIZED WALKY TALKY TO THE ENTITLED STAFF OVER ZONE.**

PCSTE
PCMM

To ensure punctuality, safety and to ensure smooth movement of coaching & freight trains Railway Board has made a provision for supply of Walky Talkies to the individual nominated staff of various departments those are actively involved in train operations.

According to above provision of Railway Board ECoR Administration had initiated the supply from "MOTOROLA" Company which was proved durable and was also gave qualitative service.

But it is to our utter surprise that Administration has suddenly discontinued the supply of "MOTOROLA" product and introduced the supply of Walky Talkies from the product of an unknown company "SUBIDHA" which is not at all giving qualitative service and the staff are facing a lot for emergency need.

In view of above staff are facing a lot of troubles and also causing financial loss to Administration.

Therefore ECoRSC demands to continue the supply of Walkie Talkies from "MOTOROLA" or from a better product company for getting better and durable service instead of "SUBIDHA" company.

REMARKS OF ADMINISTRATION

The 5 Watt Walkie Talkie has been standardized as a Stock Item (PL No. 52050002) from 2013. This item is procured centrally through open tender from firms confirming to MIL Standard of RDSO. During last five years Walkie Talkie of "SUBIDHA" make/brand has not been procured in this Railway. Only walkie-talkies of "KENWOOD" and "SANCHAR" make/brand have been procured.

DECISION

A circular will be issued by PCSTE to supply spare batteries and an instruction will also be issued to keep the batteries in charged condition. Station Manager will also be advised to charge the battery in a routine manner before handing over.

(CLOSED)

13. 44C-13-2018 **NON FILLING UP OF TECHNICIAN-III POSTS IN TMO OVER ECoRLY.**

PCPO
PCE

The Track Machine staff are performing their duties with utmost devotion to ensure safe running of trains. But the Administration is not realizing their constraints and also not taking any action to fill up the existing vacancies at least. Rather forcing to suffer more with existing staff for giving satisfactory work for safe running of trains.

The staff who are continuing in Helper Grade in TMO since long are not getting any promotion even after stagnation, inspite of having vacancies in higher grade.

Keeping in view the above position, ECoRSC has raised the issue vide Item No-08 of 36th ZPNM held on 17th & 18th December 2015 and the issue was closed with the following remarks by Administration.

" (i) The following vacancies have been filled up during 2012-2015 Sr Tech-24 nos, Tech-I- 17 nos, Tech-II-27 nos, Tech-III-45 nos = 133 nos Total.

(a) Proposal for promotion of 37 nos employees for Tech-I, is in progress and will be completed by 31/12/2015.

(b) Proposal for promotion of 33 employees for Tech-II through Trade Test is in progress and will be completed by 31/12/2015".

But not endorsed any remarks for filling up of the Tech-III vacancies.

Though more than two years has already been passed the final disposal of remarks at (a) & (b) above are not yet been informed to this organization which is creating ambiguity.

Further what action has been taken to fill up the vacancies of Tech-III for the assessment year up to 2015 is also not made known to ECoRSC. Because of the above attitude the bona-fide Group-D staff are suffering a lot with financial loss and over burdened.

ECoRSC demands for filling up of all the vacancies in Tech-III grade particularly in TMO till the assessment year up to 2018 at the earliest.

REMARKS OF ADMINISTRATION

Indent to fill 8 DRQ vacancies has been placed on RRB. Seniority lists of Helpers is under finalization. Thereafter, LDCE and DPQ

vacancies will be processed and completed within 03 months.

DECISION

Trade Test for 39 DPQ Technician-III vacancies, including higher grade vacancies will be finalized within 3 months.

(CLOSED)

14. 44C-14-2018 FREQUENT ELECTRICITY FAILURE IN PRDP RAILWAY COLONY

PCEE

Near about 800 hundred staff including 300 hundred nos of Running staff are working at PRDP. Being PRDP a running base most of the Running staff along with the staff of various departments are residing in the Railway colonies.

Due to perennial failure of Electricity for 8 to 10 times per day (i.e each $\frac{1}{2}$ hrs to 1 hrs) the residents of PRDP Railway Colony are facing a lot of problems, Due to that, this Organization has raised this issue vide Item No-23 of its 31st ZPNM held on 21st & 22nd August 2014.

As per the discussion held in the ZPNM forum Administration has installed a new transformer to ensure power supply of 33 KV instead of 11 KV investing an amount of Rupees Twenty Lakh with DG set to avoid frequent Electricity failure.

But the same is totally failed due to wrong planning and the failure of power supply is still continuing more times than of 2014 per day regularly.

To make up that continuous failure of Electricity one DG set was provided, But per day the quantity of oil which is supplied for use in DG set is for 2 hrs running only. The power failure is 08.00 hrs to 10.00 hrs and DG set running for only 2 hrs.

Because of the above situation of power supply the running and other staff are facing a lot of problems for taking proper rest and the School/College going wards are also facing much problems to cope up with their studies and the basic amenities are not ensured by Railway Administration since last 3 years back.

Therefore ECoRSC urges before Administration to find out a permanent solution in consultation with PRDP Port Trust Authority to eradicate the problem early.

REMARKS OF ADMINISTRATION

The present 11 KV supply to the Railway Colony has been extended from new 33/11 KV Sub-Station constructed by CESU at Bijaya Chandrapur and power supply is in better condition than earlier.

DECISION

Discussed and closed.

(CLOSED)

15. 44C-15-2018 NON IMPLEMENTATION OF ZPNM (40C-28-2016) DECISION IN REGARD TO RATIONALIZATION OF LOCO RUNNING SUPERVISORS POSTING AS CCC IN WAT DIVISION.

PCME
PCEE

The above mentioned subject was raised by ECoRSC vide Item No-28 of its 40th ZPNM held on 8th & 9th December 2016 where in the decision was taken that "Railway Board's letter dated 23.07.2014 has been circulated vide PCPO/ECOR's Estt.Srl.No-167/2016 Dt:-09/12/2016 superseding the earlier instruction on this issue".

Though the above instructions of PCPO/ECOR vide Estt.Srl.No-167/2016 Dt:-09/12/2016 which was issued in consonance with Railway Boards instruction dated:-23/07/2014 has already been implemented forth with in KUR & SBP Division, the same has not yet been implemented in WAT Division.

Observing neglected attitude of WAT Administration to implement the decision of a highest forum the DRM/WAT has been reminded through this office letter no-ECORSC/CENT/DRM/WAT/17/60 Dt:-25/04/2017. But still no action is noticed.

Because of non response to the decision of a higher forum as well as to the representation of a recognized Trade Union the President/ECORSC has again brought to the notice of GM/ECOR in his introductory speech in 43rd ZPNM held on 7th & 8th December 2017 But still no result.

Therefore ECoRSC forced to raise this issue in this forum and demands to clarify who is the competent authority of ECoR, then ECoRSC will discuss this issue with him for implementation.

REMARKS OF ADMINISTRATION

WAT DIVISION

Sri B.Dhar/CPRC/WAT & Sri N.R.Panda/CCC(L)/RGDA were repatriated to the former post as CLI w.e.f. 11.12.17 vide Sr.DME/WAT letter dated 15/18.12.17, however it is seen that in crew review circulated by HQ 10 nos. of CCI posts kept for CCC/CTLC and CC posts have not increased. As and when CC posts gets augmented, senior most CC will be available as in charges.

The cadre position of CC/PC/TLC and CLI are follows:

	2016-17	2017-18	Remarks
CC/PC/TLC	93	97	There is increase in CC/PC cadre by posts 4 posts.
CLI	67	67	There is no change in the sanctioned cadre of CLIs

As can be seen from the above that the total sanctioned cadre of CLI as per 2016-17 crew review is 67, which includes 10 posts against CCCs. (8 against Elect. And 2 against Mech.) In the 2017-18 the matter of CC/PC/TLS, in 2017-18 crew review four posts of CC/PCs were increased.

Actually 10 posts of CLIs which were sanctioned against CCC posts (8 against Elect. and 2 Mech.) should have been decreased in CLI cadre and to that extent the same should have been increased in the Loco Pilot cadre, so that the posts of CCCs could have been filled from Loco Pilot cadre.

MECHANICAL DEPARTMENT

As regards Mechanical Department, two CLIs were utilized as CCC/L/RGDA & CPC/WAT. They have been repatriated to their former post as CLI w.e.f. 11.12.2017.

ELECTRICAL DEPARTMENT:-

RB's latest instruction will be followed.

DECISION

The decision taken earlier in the 42nd Zonal PNM meeting with ECoRSC will be implemented within two months.

16. 44C-16-2018 NON IMPLEMENTATION OF RAILWAY BOARD'S INSTRUCTIONS FOR FIXATION OF PAY IN 7TH CPC FOR RUNNING STAFF ON REVISED METHODOLOGY (RBE NO-99/2017)

PCPO

Consequent upon implementation of 7th CPC recommendation vide RBE No-90/2016 Dt:-28/07/2016 as well as revised methodology issued vide RBE No-93/2016 Dt:-02/08/2016 for fixation of pay Running staff, the pay of all the Running staff over I.R. were made accordingly.

But observing the loss in fixation of pay in 7th CPC as on 01/01/2016 in favour of Running staff NFIR demanded to Railway Board and Railway Board has considered and issued one revised

methodology for re-fixation of pay only for Running staff vide RBE No-99/2017 Dt:-02/08/2017 advising that the instant fixation of pay of all Running staff as on 01/01/2016 should not be less than the 14.29% hike from the existing pay.

The above instructions of Railway Board though already circulated to all the Divisions by CPO/ECOR vide Estt.Srl.No-110/2017 Dt:-04/09/2017, the Divisions are still not initiated any action to implement the same for which the running staff of ECoRly are incurring heavy financial loss.

Therefore ECoRSC demands for immediate implementation of revised instructions vide RBE No-99/2017 & Estt.Srl.No-110/2017.

REMARKS OF ADMINISTRATION

WAT DIVISION

114 staff have got the said benefit in the month of January-2018 Salary Bill, remaining 750 staff will be getting in the Feb-2018 salary bill.

SBP DIVISION

Cases are under process and likely to be completed by April' 2018.

KUR DIVISION

Re-fixation of pay for all running staff as on 01.01.2016 with 14.29% hike vide RBE No.-99/2017 & Estt. Srl. No. -110/2017 made, the revised pay has been drawn through salary bill for the month of January 2018. Arrears are under process and will be drawn shortly.

DECISION

Discussed.

Revised fixation will be completed by April, 2018 end and arrears will be drawn by the Divisions within 4 months.

(CLOSED)

17. 44C-17-2018 THE ESTABLISHMENT MATTERS OF IT CADRE TO BE DEALT WITH BY PERSONNEL DEPARTMENT INSTEAD OF ACCOUNTS DEPARTMENT IN ECoR

PFA Instantly in ECoR the Establishment matter of IT cadre is being dealt by the Accounts Departments (Pr.F.A) ECoR for which the IT cadre of ECoR is still in neglected condition in so many folds.
PCPO

Further, It is observed and as per the informations gathered from other Zones over Indian Railway, that all the Establishment matters of IT cadre are being dealt by the Personnel Department being the Co-ordinating Department for all the Departments of

respective Zones.

To maintain an uniformity of dealing of Establishment matter of IT cadre and to set aside the problems of IT cadre it requires to take over the charge of dealing of Establishment matters of IT cadre of ECoR by Personnel Dept. from Account Dept.

ECoRSC urges for immediate commencement of the same.

REMARKS OF ADMINISTRATION

In terms of RBA No. 42/2004 issued by DF(CCA)/RB vide letter No. 2002/AC-II/37/8 dated 17.11.2004, IT cadre shall be under administrative and professional control of Pr. FA. Entire data of the zone captured by IT systems is linked to various financial parameters for serving as effective managerial decision making tool.

Moreover, IT Department mostly works towards upkeep, maintenance and resolution of issues of AIMS which is primarily finance software.

IT Department/ECoR also includes Accounts office employees at various levels for smooth functioning of the Department. Hence, there is no justification for transfer of establishment matter to Personnel Department.

DECISION

The item may be raised at Board level PNM.
Discussed and closed.

(CLOSED)

18. 44C-18-2018 **NON IMPLEMENTATION OF PERIODICAL ROTATION FOR LONG STANDING MINISTERIAL STAFF IN SENSITIVE POSTS OF CONSTRUCTION ORGANISATION/WAT**

CAO/Con

As per the instructions contained in Railway Board Vigilance guidelines vide RBV No-02/2009 the staff who are posted to a sensitive post should be rotated on completion of each 04 (Four) years.

On perennial pursuance of ECoRSC with the Administration though the system of periodical rotation has somehow been implemented in open line. But the same has not been implemented by the authorities of construction Organization in WAT Division for Ministerial staff for which the staff are continuing in sensitive post at one place since more than 10 years which is causing development of vested interest.

On a follow up it has come to knowledge that in WAT construction organization so many Ministerial staff are continuing in one

sensitive post for more than last ten years and authority of Construction Organisation is transferring the staff out of WAT who have joined just few months back without touching the long standing staff which is violating the above guideline of RBV and causing harassment to junior staff.

The matter was brought to the notice of CAO/Con/BBS vide letter No-ECORSC/CENT/ CAO/Conf/17/20 Dt:-27/11/2017 but still no response is received.

ECORSC demands for scrupulous implementation of instructions of Railway Board Vigilance vide RBV No-02/2009 in Construction Organisation early.

REMARKS OF ADMINISTRATION

Dept.	No. of Min. staff working.	No. of staff working for more than 10 years in Construction Orgn.	Remarks
Engg.	11	03	Out of 11 existing staff in Engineering department 04 staff are newly transferred to Construction/VSKP in 2016-2017. From the remaining 07 staff, 06 have been rotated during the year 2014-2016 including those 03 staff who are working for more than 10 years. Only 01 Sr. Clerk will be getting due rotation after Feb.2018 which will be processed accordingly. All out efforts are being taken from time to time to implement the periodically rotation of staff working in sensitive post in Construction Organization / WAT as per extant rule. It is also made it clear that no new staff have been transferred out of WAT.

Pers	03	Nil	01 staff came on transfer in March,2015 and other in Sept.2017. One more Jr. Clerk is dealing with the Salary Bills of GAZ & NPS staff since January,2014. Hence not due for rotation.
Elect	04	01	01 Jr. Clerk is presently dealing with misc. Establishment matter since May.2017 is neither in sensitive post nor due for rotation . Typist works not coming under sensitive post.
S&T/ P	05	Nil.	

DECISION

Discussed and closed.

(CLOSED)

19. 44C-19-2018 REVIEW OF GROUP INCENTIVE SCHEME OF CRW/MCS IN THE YEAR 2018

PCME

The Group incentive scheme was first introduced for the employees of CRW/MCS (W/S) in ECoRly vide Railway Board's letter No-2001/M(W)/814/43 Dt:-29/07/2003. At the time of approving the Group Incentive (TPTY Workshop Pattern) scheme it was initially decided to review the scheme on completion of each 05 (Five) years. Accordingly further review of scheme should have been conducted in 2008, 2013 & 2018.

Basing on the above decision to review the Incentive Scheme the 1st review was undertaken in the year 2008. But the same could not be implemented in time due to extension of time again and again by Railway Board. However the review is completed finally in December 2013 and got implemented w.e.f. 01/01/2014.

Since 2014 to till so many new works are introduced and for LHB Coaches the incentive points has not been fixed as well as for any modification work and for newly introduced works the incentive points has not been fixed and managed haphazardly.

Keeping in view the above position and to avoid the financial loss as well as to meet the targeted out turn it needs for under taking

the review in the year 2018 only.

ECoRSC urges before Administration to ensure to undertake the review of incentive scheme of CRW/MCS in the year 2018 positively.

REMARKS OF ADMINISTRATION

As per Railway Board directive a mandatory review was conducted after interval of five years. The same has been implemented since 2014.

Further advice regarding review of existing GIS of MCSW is awaited from Railway Board.

All the new activities like maintenance of LHB stock introduced after last review also have been suitably applied to the existing calculation of incentive.

DECISION

Process for review of Group Incentive Scheme for CRW/MCS has already been initiated. The same will be pursued for completion by end of Financial Year 2018-19.

(CLOSED)

20. 44C-20-2018 **STOP DEPLOYMENT OF CONTRACTUAL LABOURS THOSE ARE UNTRAINED AND TECHNICALLY NOT QUALIFIED IN COACH REPAIR ACTIVITIES OF CRW/MCS TO MAINTAIN SAFETY**

PCME

As per the provisions envisaged by the Railway Board for out-sourcing of work only the non core activities can be attended by the contractual labourers and the core activities must be attended by the bona-fide Railway staff. In CRW/MCS there are some important works in Bogie shop, Wheel shop etc are out sourced which are specifically to be attended by the Railway staff.

As per the contractual agreement, the contractor should have to depute the labourer who have the ITI qualification and have the trained certificate but practically the untrained and without ITI certificate laboures are working even in safety area.

The matter has been brought to the knowledge of Administration several times and last being vide letter No-ECoRSC/CENT/Conf/17/153 Dt:-07/09/2017 to CWM/MCS, but still no action is noticed.

Hence ECoRSC forced to raise in this forum for immediate action to stop such type of practice and ensure to deploy the labourers

as per the agreement.

REMARKS OF ADMINISTRATION

As per the contract agreement skilled labourers are deployed for coach repair activities. In addition to this, ITI qualified welders are deployed by the contractor for carrying out necessary welding works.

DECISION

The concerned Shop Supervisors will be instructed to ensure that proper qualified/skilled persons having required certificates are utilized as contractual staff for welding/skilled works. For this, he must check the certificates and Aadhar Card for ascertaining genuineness of the skilled contractual staff. For any deviation, shop supervisor will be held responsible.

(CLOSED)

21. 44C-21-2018 NON ATTENDING THE AGENCIES THE BRAKE DOWN OF MACHINES & PLANTS OF CRW/MCS WITHIN WARRANTY PERIOD WHICH IS CAUSING LOSS TO RAILWAY

PCME

For qualitative out-turn and up-gradation of infrastructure of CRW/MCS various new Machines and Plants are commissioned in CRW/MCS.

Further the Agencies are being contacted to supply the M&P items with an agreement that they will attend Brake down (Any type) and repairs within the warrantee period without cost.

But it has come to knowledge that the said agencies are not attending the same despite several demands from Railway and finally Administration is forced to get those repaired in his own cost to get the machine ready for meeting targeted out turn.

The firms are not attending the Brake down of the Machines and Plants within the warrantee period in spite of several request and for that the employees are facing a lot of problems to give out turn and losing their incentive money which is seen quite illegal.

One side the manpower is reducing day by day, in other side the Machine and Plants are under Brake down, how the out turn will be given as per the target?

ECoRSC demands that Head Quarter should intervene and take the current field position about how many Machines and Plants are under Brake down from which date in CRW/MCS and ensure timely rectification for better out turn.

REMARKS OF ADMINISTRATION

- 1) At present six machines are under break down (within warranty period)
- 2) The firms have been constantly reminded to attend the break down. Presently M/S Kirloskar is attending two compressors which are expected to be operational within a short period.
- 3) Also recently a reminder has been sent to Chief Mechanical Engineer/PCM/COFMOW to advise the firm for early attention.

DECISION

COFMOW has been approached on numerous occasions for rectification but the OEMs are not coming forth for rectification work. COFMOW will be approached to either send the concerned OEM for repair or to allow the repair of the same by the Railways. In the event of supplier not attending to out of order machine, COFMOW will be requested to encash bank guarantee (warranty).

(CLOSED)

22. 44C-22-2018 ENSURE REGULAR FEEDING OF COACHES TO EACH SHOP OF CRW/MCS

PCME

Basing on the Railway Boards target, the Coach feeding have to ensure by the Administration regularly, and the Coaches are to be feeded to each and every shop in a planned manner from 1st day of month to last day of that month.

But it is observed that only 35 to 40 nos of coaches are being feeded during 1st half of a month (i.e. between 1st to 15th) and near about 75 to 80 nos of coaches are feeded in the 2nd half of the month i.e. between 16th to end of the month.

Because of the above irregular feeding of Coaches to shop the staff are sitting idle in the 1st half of the month which is causing loss of manpower and in the 2nd half of the month the staff are becoming over burdened and could not able to give qualitative out turn.

This needs to equalize the daily feeding of coaches to each shop in planned manner to get qualitative targeted out turn.

ECoRSC demands to ensure the regular Coach feeding to each shop of CRW/MCS from 1st day of month to end of the month to avoid loss of manpower.

REMARKS OF ADMINISTRATION

- 1) Due to high arising of corrosion coaches, the regular feeding of coaches for other shop is hampered.
- 2) However, MCS is constantly in touch with Operating Department for regular feeding of coaches into MCSW.

DECISION

The outturn target of MCS is 126 coaches including IOH. The average supply of coaches per month has been more than 130 coaches per month. However, the figures of supply of coaches to the workshop every 10 days in a regular manner will be ensured.

(CLOSED)

23. 44C-23-2018 PAYMENT OF DAILY ALLOWANCES TO THE SIGNAL MAINTAINERS THOSE ARE ATTENDING THE BREAK DOWN DUTIES

PCPO
PCSTE

It has clearly mentioned in Para-704-I (IV) of IREM, Vol-I, Chapter-7, that "Payment of full daily allowance to all staff without the stipulation that they should be out of Head Quarters beyond 8 KMs, for a period of exceeding 12 consecutive hours, irrespective of whether they attend to Break Down duties at the place of work/Head Quarter/Station limits or outside their Head Quarter Station limits.

But it has come to knowledge that the Break Down staff while directed to attend the Break Down beyond their rostered duty hrs at the Head Quarter Station limit or at their place of work or with less than 8 KMs distance from their Head Quarters are not allowed for full daily allowance.

Further if the Break Down is occurred at place which is beyond the distance of 8 KMs and their to & fro journey time is not exceeding 12 hrs consecutively, they are being allowed 30% or 70% daily allowance instead of 100% daily allowance, which is quietly deviating the above instruction of IREM-Vol-I circulated vide Railway Board's letter No-E(PM) II-72/BDA-2 (Pt) Dt: 13/08/1979 and also causing heavy financial loss to concern staff.

Therefore ECoRSC demands for payment of full daily allowance to the signal maintainers those are attended Break Down irrespective of time/place & distance.

REMARKS OF ADMINISTRATION

The Sr.DSTEs have been advised vide Lr. No. ECoR/S&T/BBS/Estb./1978 dated 15.02.2018 to implement the

guidelines incorporated in Para 704-2 (ii) & (iii) of IREM, Vol. I Chapter-7 & the Accident Manual Para 5.12 for payment of break down allowance to S&T staff attending failures of S&T gears.

DECISION

Same remarks. Discussed and closed.

(CLOSED)

24. 44C-24-2018 EARLY FILLING UP OF VACANCIES IN PERSONNEL DEPARTMENT OF CRW/MCS

PCPO

Due to introduction of new systems and technology for preparation bills, and maintenance of records as well as increase of workload to deal with the establishment matter the nos of staff in personnel department of CRW/MCS is very less.

If the existing vacancies will continue for long period then the day to day work will be hampered as well as that posts may surrendered in future.

Further, It has come to knowledge that, one post Ch.OS (Bills), two posts of S&WI and a post of Peon are lying vacant since long in Personnel Department in CRW/MCS and in this connection a demand has also been placed by WPO/MCS to fill up those vacancies early.

Apart from that the Ministerial cadre of WPO/MCS has been merged with the HQrs Ministerial cadre because of that there will be no hardship for Administration to fill up those vacancies.

ECoRSC urges to fill up the existing vacancies of Personnel Department of CRW/MCS early.

REMARKS OF ADMINISTRATION

- 1) To fill up vacancy in Ch. OS category by re-engagement process, proposal has been initiated.
- 2) Notification has been issued to fill up vacancy in S&WI category.
- 3) Peon vacancy has been filled.

DECISION

First available clerical hand will be posted in Personnel Department at MCS Workshop.

(CLOSED)

25. 44C-25-2018 STOP THE IMPLEMENTATION OF EI ROSTER FOR AC MECHANICS OVER ECoRLY

PCPO
PCEE

It has come to knowledge that ECoR Administration has changed the duty roster of AC Mechanics & ACCAs of KUR Division from continuous to EI by conducting a factual job analysis through team of senior supervisors from Electrical, Personnel & Accounts citing the reference of Railway Board's letter No- (II) 73 HER/33/Pt.A.11 Dt:-28/06/1974 vide PCPO/ECoR's letter No- ECoR/Pers/Wel/JA/Elect(G)/ AC Mech/KUR Dt:-27/12/2017.

In this connection it is pointed out that the Railway Board vide his letter dated 28/06/1974 has stated about 04 (Four) methods suggested by Railway Labour Tribunal where the fourth is factual job analysis and vide sub Para-(VII) of Para-4 of said letter it is also stated that the "Association of Executive Officer & Accounts Officers is the final decision making process is unexceptionable". Vide Railway Board's letter E(LL)/73/HER/26 Dt:-13/01/1977 the duty roster of AC Mechanic and AC Coach attendants are classified as 'continuous' and since then the said roster is in vogue and From Railway Board side still there is no change of Roster of AC Mechanic.

Change of the roster from continuous to EI by conducting a factual job analysis through a committee of Group-C employees instead of Executive & Accounts Officer is clearly violating the Railway Boards order dated 28/06/1978.

More over when a policy was made in consultation with two Federation i.e. NFIR & AIRF and Railway Board has fixed the continuous Roster for AC Mechanics in the year 1977 how ECoR has changed that policy without taking clarification from Railway Board and without consulting the affiliates of those two above Federations?

It is seen a whimsical and monopoly decision of ECoR which is strongly protested by ECoRSC and demands to take clarification from Railway Board if ECoR is so interested to change the classification or have to discuss with labourer organization and till such time the EI Roster over ECoR should be kept in abeyance.

ECoRSC urges for implementation of Railway Board's order dated 13/01/1977 invariably till the Railway Board not changed the Roster for AC Mechanic for Indian Railway.

REMARKS OF ADMINISTRATION

The job analysis team consisting of Sr. Supervisors of Executive, Accounts and Personnel branch conducts factual job analysis on the field. The facts obtained are recorded and submitted by them as a report. They are not at all involved in the decision making process. The branch officers of the division/Unit concerned make recommendations regarding change of classification.

DECISION

It will be examined.

26. **44C-26-2018** **ILLEGALLY WITHDRAWING THE ARTISAN GR-III POST FROM SSE (WORKS) BBS UNITS**

PCE

As per the procedure prevailing since long the cadre of all category i.e. (Mason, Carpenter, Painter, Welder, Black Smith) etc from Sr Tech to Gr-II are being maintained at Divisional level and Gr-III along with Group-D (Helpers) are being maintained at unit wise.

The ADEN's are promoted the Helper-I to the Tech-III post available in each unit over KUR Division and all the units (SSE/Works) are having Tech-III post as per ratio and the Helpers are got promotion to Tech-III, But in SSE/Works/BBS unit only not having the Tech-III post since last 03 years back.

It has come to knowledge that all the Tech-III posts in all the trades of SSE (Works)/BBS have totally been abolished. Because of the above reason the existing Group-D staff i.e. Helper-I & II who are in down the line to get promotion are deprived of even after putting a lengthy service since last 03 years back.

The above issue has been raised by ECoRSC in the Divisional PNM of KUR vide Item No-20C/1/2015 and since then it is continuing up to till but no result.

The Divisional authority/KUR are silent since last more than two years. It appears that they are not keen to help the staff, rather they are enjoying more by putting the staff to suffer.

Therefore ECoRSC forced to raise the issue in this forum and demands for early provide the Tech-III post as per rule under SSE (Works) BBS to facilitate future prospects to the eligible Gr-D staff.

REMARKS OF ADMINISTRATION

The following sanctioned posts in Artisan cadre (Tech-III) under SSE (Works)/BBS is as follows:

- 1.Tech-III Fitter-1
- 2.Tech-III EBS-1
- 3.Tech-III FOM-1

Trade Test will be held shortly against one vacancy of Tech-III (EBS)

DECISION

Trade test/promotion for the post of Tech-III (EBS) will be completed within two months.

(CLOSED)

27. 44C-27-2018 **PROVISION OF ATTACHED TOILET FOR THE RESERVATION COUNTER FUNCTIONING IN RAIL VIHAR**

PCE

PCCM

To facilitate the Railway employees residing in Rail Vihar as well as public Railway Administration has provided one reservation counter at Rail Vihar just annex to the office of CAO (Con) ECoR/BBS.

Since no Urinal or Toilet is provided in the said reservation counter the staff working in that counter are forced to use the Urinal & Toilet which is provided for the staff of CAO (Con) office.

But it is a matter of great concern that during the holidays as well as after closing of CAO office in working days the staff of reservation counter are facing much in convenience to attend the call of nature which is un avoidable.

Further, keeping the more cash in the open counter/draw one staff is forced to move to other place for use Urinal/Toilet is also a risky factor. Whenever the staff moves to outside he is in tension because of Railway money.

Therefore ECoRSC demands for early provision of one Toilet for the staff of Rail Vihar reservation counter particularly.

REMARKS OF ADMINISTRATION

Site verification and feasibility of an attached toilet will be verified. The work will be taken up through zonal Agency and the TDC will be 30.04.2018.

DECISION

Discussed and closed.

(CLOSED)

28. 44C-28-2018 **NON IMPLEMENTATION OF ZPNM DECISION REGARDING FILLING UP 50% VACANCIES OF DRESSER- III/OTA-III FROM EXISTING NON MATRIC HOSPITAL ATTENDANTS**

PCPO

PCMD

Due to introduction of matriculation(10th pass) as the minimum qualification for recruitment to Group D posts in Railway the existing Group-D staff who have joined in Railway prior to 10.05.1998 having less than matriculation are still continuing in Group D and also stagnated in the same grade.

On the demand of Federations from staff side, Railway Board has considered and issued instruction vide RBE No.45/2016 to fill up the 50% of vacancies in dresser-III/OTA-III from the existing Non metric Hospital Attendants basing on seniority cum suitability without insisting of matriculation for them and the provision shall continue to remain in force till there are no Non matriculation Hospital Attendants in Zonal Railway.

The issue was raised by ECoRSC earlier vide item No.10th of 41st ZPNM where in the decision was taken that **"selection completed for willing candidates at central Hospital and SBP. Selection is under process at KUR& WAT. The same will be expedited". But there is no action is noticed even after completion of more than 08 (Eight) months"**.

ECoRSC demand for early implementation of RBE No-45/2016.

REMARKS OF ADMINISTRATION

The status of selection process for Dresser-III/OTA is as follows:-

WAT- Notification issued for two dresser-III posts on 22.11.2017.

KUR- One vacancy Dresser Gr-III has been filled in November, 2017.

SBP - None of the Medical staff of Group 'D' (Non-matric) applied for the post. Accordingly vacancy of Dresser—III filled up from the willing Matriculate staff.

CENTRAL HOSPITAL- Selection against 50% vacancies (Non-Matric) has already been completed and promotion orders have been issued.

DECISION

29. 44C-29-2018 **NON IMPLEMENTATION OF REVISED PERCENTAGE OF TECHNICIANS CADRE OF ELS/DLS OF ECoR ISSUED BY RAILWAY BOARD VIDE RBE NO.07/2016.**

PCPO
PCME
PCEE

Earlier the percentages of all technician categories in Diesel/Electric Loco/EMU Sheds were Tech-I 60%, Tech-II 20% & Tech-III 20%. But Railway Board with slight modification of above percentages has issued a corrigendum vide RBE No. 07/2016 revising the percentages as Tech-I 50%, Tech-II-25% & Tech-III 25% as on 14.02.2016.

The issue was raised by ECoRSC vide item No.24th of 41st ZPNM where in it was decided that " KUR & WAT Division will be directed to expedite the selection process and effect promotion within 03 months" but even after lapse of more than eight months the same has still not done with.

ECoRSC urges for immediate implementation of revised percentage of Technicians in ELS/DLS of ECoR.

REMARKS OF ADMINISTRATION

WAT DIVISION

After compliance of cadre re-structuring the following orders issued.

DLS: Tech-I, II & III suitability & promotions orders issued.

Tech-I—17.10.2017-No. of staff:64 (M:41+E:23)

Tech-II-15.09.2017 No. of staff: 32 (M:25+E:7)

Tech-III-16.08.2017 No. of staff: 14 (M:14)

Sr.Tech-20.12.2017 No. of Staff: 10 (Mech)

ELS: Tech-I, II & III suitability & promotions orders issued.

Sr. Tech (TRS)-40 (O.O No. WAT/PB/259/2017 dated 02.11.2017

Sr. Tech (Ancilbry)-40 (O.O No. WAT/PB/1259/2017 dated 02.11.2017)

Tech-I(TRS)—58 O.O. No. WAT/PB/III/2017 dated 04.10.2017

Tech-I (Ancilbry) -10 O.O. No. WAT/PB/1543/2017 dated 29.12.2017

Tech-II(TRS) - 37 Trade test will be conducted on completion of pre test coaching.

Tech-III(DPQ) -9 - Under Process.

Tech-III(SEQ) -22 - Under Process.

KUR DIVISION

RBE No. 07/2016 has been implemented just after publication of the order. Accordingly to the new percentage (%) many promotion has been given in ELS/ANGL.

Example-Two cases of promotion process has been started vide office notification No. P/Elect/ELS/Tech-III/ DPQ 25% selection /2017 dated 5.09.2017 for implementation of enhancement of DPQ & LDCE quota from 20% to 25% in the posts of Tech-III in diesel/Electric Loco/EMU sheds and O/O No. P/Elect/TRS(ELS)/41/2016 dated 25.11.2016.

DECISION

With remarks of division, item is closed.

(CLOSED)

30. 44C-30-2018 **NON FILLING UP OF 13 $\frac{1}{3}$ % Sr CLERK POST THROUGH LDCE AS PER RBE NO-110/2016 OVER ECoRLY.**

PCPO

Railway Board vide letter No-E(NG)-I/2008/PM-I/6(RBE No-110/2016) has issued order that henceforth all the Sr Clerk posts against 13 $\frac{1}{3}$ % vacancies should be filled up by Zonal Railways in the line with LDCE by RRC instead of through RRB.

The issue was raised by ECoRSC vide Item No-29th of 41st ZPNM where in it was decided by the Administration to issue the notification in the month of May 2017 itself.

But it is a matter great concern that even after lapse of more than 08 (Eight) months to the commitment in the ZPNM. Administration has not taken any action despite having vacancies in the particular cadre.

ECoRSC demands for early filling up of the vacancies in terms of RBE No-110/2016.

REMARKS OF ADMINISTRATION

Since the Zonal Railway is going to conduct such examination for the first time it took time to finalize the modalities. The modalities for conducting such examination have been finalized and divisions have been asked to confirm the updated vacancies. The notification has been issued on receipt of vacancy position from divisions.

DECISION

Notification issued for LDCE for 13 $\frac{1}{3}$ % Sr.Clerk on 19.3.2018

(CLOSED)

SECTION 'C'
REVIEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
31.	43C-04-2017	<u>ISSUE OF DUTY ROSTER FOR THE STAFF OF C&W DEPOT/PUI & BBS.</u>
	PCPO	This demand of ECoRSC for issuance and implementation of
	PCEE	continuous roster for C&W Depot PUI is lingering since February
	PCME	2012 (21 st 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.

LAST MINUTES

Action will be taken before next PNM.

PRESENT POSITION

KUR DIVISION

- 1) Duty roster of Mechanical (C&W) staff and Electrical TL staff of Coaching depot PUI has already been issued vide this office letter No. P/KUR/HOER/Elect./Mech.(C&W)PUI/2016 dated 07.12.2016.

Revised roster of Elect.(TL) staff working at Coaching Depot PUI has been issued vide office letter No. P/HOER/Duty Roster/EL(G)/Coaching Depot/PUI/2017 dated 06.10.2017. In this connection Sr.DEE(G)/KUR has been requested vide office letter No. duty Roster/EL(G) Coaching Depot/PUI/2017 dated 21.11.2017 to make any review after complaints from Union.

- 2) Sr.DEE(G)/KUR is requested vide office letter No. P/HOER/Duty Roster/TL & AC/Chg/BBS dated 22.11.2017 and letter No. P/HOER/Duty Roster/TL&AC/Chg/BBS/2018 dated 16.01.2018 to submit fresh proposal for issuing of duty roster of TL & AC staff working at Coaching Depot BBS which is still awaited.
- 3) No proposal from Sr.DME/KUR or CDO/BBS for issuing of duty roster of Mechanical staff working at Coaching Depot/BBS has been received by office till date.

I. PUI Coaching Depot:

The duty roster of TL staff issued by Sr.DPO/KUR vide letter No. P/HOER/Duty Roster/AEE(G)/Coaching Depot/PUI/2017 dated 06.10.2017 has already been implemented at PUI coaching Depot.

II. BBS Coaching Depot:

The duty roster of TL staff of BBS coaching depot was submitted to Sr. DPO/KUR vide letter dated 16.01.2018. But, the same has been returned with some observation which are complied and submitted to Sr.DPO/KUR vide office letter dated 07.02.2018.

Modified duty roster has been implemented at Puri since 07.12.2016. Modified duty roster for BBS has been in operation since 30.09.2017 and presently working to the satisfaction of all depot employees.

MECHANICAL DEPARTMENT

As per remarks given, a fresh duty roster of BBS Coaching Depot, prepared by ADEE(Chg.)/BBS, has been submitted to Sr.DPO/KUR for scrutiny and issue for implementation and 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. But as informed by ADEE(Chg.)/BBS, till date no letter has been received from Sr.DEE/KUR in this regard.

DECISION

A joint meeting will be held at 11:30 Hrs on 3rd April, 2018 in Sr.CDO's Office, Puri. PCME, PCPO, Sr.DME/KUR, Sr.DPO/KUR, Sr.CDO/Puri, CDO/BBS and GS/ECORSC & GS/ECORSU will attend the meeting.

32. 43C-05-2017 CONSTRUCTION OF A MULTI STOREYED TWO WHEELER PARKING IN RAIL SADAN.

PCE

SDGM

More than 1500 nos staff are existingly working in Rail Sadan and 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.

LAST MINUTES

It will be examined.

PRESENT POSITION

Construction of multi storied two wheeler parking in Rail Sadan is not feasible due to space constraint. However, the work for one additional two wheeler parking shed by the side of SBI ATM is in progress to accommodate parking of additional 80 Nos. two wheelers TDC: 31.03.2018.

DECISION

Discussed and closed.

(CLOSED)

33. 43C-10-2017 TENURE TO BE FIXED TO REPATRIATE 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.

LAST MINUTES

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.

PRESENT POSITION

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

Existing cadre will be bifurcated into cadre and ex-cadre posts. Ex-cadre posts will be filled on tenure basis through notifications issued by Personnel Department.

(CLOSED)

34. 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.

LAST MINUTES

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.

PRESENT POSITION

To be discussed in the meeting.

DECISION

Separate meeting will be held with PCE on this issue.

35. 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.

LAST MINUTES

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

PRESENT POSITION

There is no mis-utilization of staff

DECISION

Separate meeting will be held with PCE on this issue.

36. 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 room 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.

LAST MINUTES

To be discussed separately with PCE.

PRESENT POSITION

The proposal for transfer of staff under SSE/W/CTC to SSE/W/PRDP has been sent to placement committee at KUR.

DECISION

Order for segregation has already been issued vide O.O. No. P/Engg/32/2018 dated 22.03.2018.

(CLOSED)

37. 43C-21-2017 DEPLOYMENT OF ESCORTING STAFF IN RAJADHANI TYPE TRAINS/SF TRAINS CONSISTING OF 21 COACHES.

PCME

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.

Sl 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

		<p>Commercial duties or 1 AC Coach attendant for two Coaches without Commercial duty and one ACCA for each 1st AC Coaches.</p> <ul style="list-style-type: none"> • 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.

LAST MINUTES

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

PRESENT POSITION

As per revised guideline, issued by Railway Board vide letter No. 99/TG-V/12/2 dated 09.11.2005 (Commercial Circular No. 45/2005), the details of on board escorting staff (Electrical) to be deployed for Rajdhani/Shatabdi Express are as follows.

Type of Train	Total No. of Coaches	No. of Passenger coaches	Requirement of escorting staff (Electrical)	
			Present	Revised
Rajdhani	18	14	<ul style="list-style-type: none"> • 1 Supervisor • 1 ACCI per six coaches. (AC fitter/Electrical Power fitter/AC Mechanic categories to be multi skilled • 2 Oil Engine drivers per working Power car • 14 AC coach attendants with full Comml. Duties or 7 AC coach attendants without Comml. Duties. 	<ul style="list-style-type: none"> • 1 Supervisor • 1 ACCI • 2 Oil Engine drivers per working power car • 1 coach attendant per passenger coach with full Comml. Duties or 1 coach attendant for two passenger coaches without Comml. Duties.

But it is noticed that there is nothing mentioned in the above Railway Board letter regarding deployment of any TL fitter for accompanying the Rajdhani/Shatabdi Express. Moreover BBS-NDLS Rajdhani Express consists of 16 nos. of AC LHB coaches, out of which 13 nos. are passenger coaches and since all are AC coaches, no TL fitter is required for escorting purpose.

DECISION

Matter will be looked into.

38. 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.

LAST MINUTES

It will be further examined.

PRESENT POSITION

The lease rent has since been revised vide Memorandum No.1545 dtd.23.01.2018.

Sl. No	Category of staff in 6 th PC Pay Scale	Entitlement for type of	Area in Sq.Mt	Revised ceiling limit in Rs.	Rent to be recovered from the
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		Quarters			staff.
01	All NG staff in Grade Pay Rs.4600/- above.	Type-IV	83.6	Rs.12,950/-	2.5% of basic pay subject to a ceiling limit of Rs.300/- as per Rly. Board's Letter No.F(X)I-95/11/2 dtd.09.09.1998
02	All NG staff in Grade Pay Rs.2800/- & 4200/-	Type-III	70.0	Rs.10,290/-	
03	All NG staff in Grade Pay Rs.1900/-, 2000 & 2400/-	Type-II	45.0	Rs.7,570/-	
04	All NG staff in Grade Pay Rs.1800/- or below.	Type-I	34.0	Rs.5,640/-	

DECISION

Discussed and closed.

(CLOSED)

39. 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.

LAST MINUTES

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

PRESENT POSITION

The post of AM/IT is being released this month itself. Selection can be processed now.

DECISION

AM/IT post will be released soon and selection for this post will be taken up.

40. 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.

LAST MINUTES

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.

PRESENT POSITION

One proposal for construction of 100 units of Type-II staff quarters for Engineering staff at Nayagarh, Porjanpur, Kendujhargarh, Harichandanpur Sagadapada, and Chilikidhara stations of KUR has been processed for sanction under umbrella work of quarters under IR during 2018-19.

DECISION

The matter has been discussed. Apparently, there is no paucity of fund. Let Division propose works in phased manner so that it can be materialized within GM's powers, i.e. under Rs.2.5 Crores.

(CLOSED)

41. 42C-01-2017 **PROVISION OF SITTING ACCOMODATION FOR THE AC TECHNICIANS ACCOMPANYING 12805/ 12806 (JANMABHOOMI EXPRESS).**

PCCM
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

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.

PRESENT POSITION

As per Board's Commercial Circular No. 28 of 2005 dated 18.07.2005, Para 3 is as under:

"It has further been decided that for other categories' of staff viz catering, library, TXR, Loco, Electrical etc, all the reserved passenger accommodation earmarked for them should be withdrawn and no berth should be earmarked except those which have been given under Court's order."

Regarding provision of rest accommodation, the matter was

clarified during 43rd PNM that as per Railway Board letter No. E(LL)83/HER/1-2 dated 27.06.1985 AC technician may take rest in AC coach itself.

DECISION

Sitting fixture will be fixed in the AC coaches of Janmabhoomi Express, when the coaches are sent for POH to Workshop. Request will be made at PCME level to South Central Railway for providing dormitory accommodation as was made available earlier for AC mechanic going from VSKP to SC.

(CLOSED)

42. 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

Discussed with GM. He advised to examine the issue.

PRESENT POSITION

The status of vacant quarters has been provided to Personnel Department of WAT division for taking necessary action vide Sr.DEN/Co/WAT's letter No. WEG/10A/KK dated 16.10.2017.

The status of vacant quarters: Type-I-582, Type- II-112, Type-III-5, Type-IV-2. Total 701 quarters are vacant at KK & KR line at different stations.

DECISION

Division may send the proposal with adequate justification which will be examined at HQrs level and if justified, the proposal will be sent to Railway Board.

(CLOSED)

43. 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

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

PRESENT POSITION

RB vide reference No. 2017/Transt.Cell/Civil/03 dated 05.02.2018 has advised construction of Gang rest room-cum-tool room in a phased manner through funds from track renewal works/RRSK. Priority may be decided locally by the DRM. But earlier construction of Gang hut was being done under PH-52. The same has been communicated to divisions for taking follow up action vide letter No. W4/377/Policy/Pt.IV/1962 dated 01.03.2018.

DECISION

Discussed and closed.

(CLOSED)

44. 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

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.

PRESENT POSITION

On 02.12.2017 as per programme, a joint Inspection of the allotted quarters was held between Sr.DEN/Estate/BBS, ADEN/MCS & SSE/W/MCS with the representatives of ECoRSC. In this inspection 40 Nos. of allotted quarters were inspected where the works were in progress.

The latest status of quarters as on 16.02.2018 are as under:

Sl. No.	Description	No. of quarters occupied	No. of quarters repaired but not occupied	No. of quarters under repair/works in progress
1.	Total quarters allotted-40 Nos.	11 Nos.	12 Nos.	17 Nos.
2.	Vacant quarters not yet allotted-77 Nos.	Nil	Nil	15 Nos.

DECISION

List of all 40 quarters allotted will be given to ECoRSC.

45. 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

To be examined.

PRESENT POSITION

WAT DIVISION

Suitability conducted for JE/P.Way against 20% DPQ on 23.12.2017 for 13 vacancies, 07 found suitable and have been directed to two months pre-promotional training from 12.01.2017 at CRTC/KGP, on successful completion of the same promotional orders will be issued for seven candidates against 13 vacancies.

SBP DIVISION

At present there is no vacancy against 20% Department promotion Quota of JE (P.Way) cadre. The details sanction, on roll & vacancy of SSE (P.Way) & JE (P.Way) cadre of SBP Division as on 31.01.2018 is furnished below:

Cadre position of JE (P.Way) (Divn+USFD) as on 31.01.2018																	
S. No.	Category	P B	GP	Total Sanction		Sanction Break up			On Roll						Vacancy		
				Div n.	US FD	DR Q 60%	DP Q 20%	LD CE 20%	DRQ		DPO		LDCE		DR Q	DP Q	LD CE
									Div n.	US FD	Div I	US FD	Div I	US FD			
1	JE (P. Way)	2	4200	42	7	29	10	10	10 + 03 (Trg)	0	19	3	0	0	16	- 12	10
Total				49		29	10	10	13		22		0		16	- 12	10
Remarks				1.Indents already placed to HQ against DRQ vacancy. 2.Excess staff operated against DPO vacancy due to up gradation of Sr.P.Way supervisor to JE (P.Way) 3.LDCE vacancy may be filled up after neutralization of DPO vacancy.													

Cadre position of SSE(P.Way) as on 31.01.2018

Sl. No.	Category	P B	GP	Total Sanction		Sanction Break up		On Roll				Vacancy	Remarks	
				Div n.	US FD	DR O	DP O80	DR O		DP O		DR O	DP O	Filling up

						20 %	%						Q	Q	vacancy against DPO qill be initiate in due course as per selectio n calenda r
								Div n	US FD	Di vl	U S F D				
1.	SSE(P. Way)	2	46 00	50	3	11	42	9+ 1(T rg)	1	32	6	0	4		
Total				53		11	42	11		38		0	4		

KUR DIVISION

The cadre position of P.Way category in Khurda Road division is as follows after creation of 08 posts in USFD

(A)

		%	Sanct.	Actual	Vac.
SSE (P.Way)	DPQ	80	83	78	05
	DRQ	20	21	10	11
Total			104	88	16

(B)

		%	Sanct.	Actual	Vac.
JE	DPQ	20	13	06	07
	DRQ	60	37	37	00
	LDCE	20	12	21	+09 Ex
Total			62	64	+02 Ex
Grand Total of (A)+(B)			166	152	14

The vacancy against DPQ in JE (P.Way) will be filled up as per RBE No. 120/2014 shortly by inviting a selection process in the month of March-2018.

ENGINEERING DEPARTMENT

KUR- At present no vacancy exists in JE(P.Way) cadre.

SBP-The seniority list of all Track Maintainer Gr-I has been prepared. However, when vacancies will arise selection will be held against 20% DPQ.

WAT-The process for selection of promotion to post of Junior Engineer (P.Way) in PB-2 9300-34800 with GP-4200 against 20% DPQ has been completed and the promotional training to the selected candidates has also been completed. Posting orders issued vide Sr.DEN/Co/WAT's Lr. No. WAT/P/934/2017 dated 28.08.2017.

DECISION

KUR Division will issue notification by 1st week of April 2018.

(CLOSED)

SECTION - "D"
SUMMARY

	Total no. of items	Items closed	Balance items
New Agenda items	30	24	06
Review Agenda Items	15	09	06
Total	45	33	12
