



पूर्व तट रेलवे / EAST COAST RAILWAY
मुख्यालय कार्यालय, कार्मिक विभाग, रेल सदन, साउथ ब्लॉक, भुवनेश्वर
Headquarters Office, Personnel Department, Rail Sadan,
South Block, Bhubaneswar-751017



संख्या / No. ECoR/Pers/02/IRM/P-2 (57)/05

दिनांक / Dated: 30-10-2025

सेवा में / To,

All PHOD/CHODs/HODs of ECoR/BBS - PCE, CAO (Con), PCEE, PFA, SDGM, PCOM, PCMD, PCPO, PCME, PCCM, PCSTE, IG-cum-PCSC, PCMM, PCSO.

विषय / Sub:- Minutes of the 2nd (2nd in 2025) Zonal PNM Meeting between ECoR HQrs. and ECoRSC held on 16th & 17th October, 2025.

<><>

A copy of the minutes of the 2nd (2nd in 2025) Zonal PNM Meeting held between East Coast Railway HQrs. and East Coast Railway Shramik Congress (ECoRSC) in SABHA GRIHA, Rail Sadan, ECoR HQrs., Chandrasekharapur, Bhubaneswar, on 16th & 17th October, 2025 has been uploaded at the Official website of East Coast Railway as per the following title.

Heading	:	IR Personnel.
Title	:	Industrial Relation -> Zonal PNM Meetings - ECoR
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 as early as possible for record.


 (SUBASH CHANDRA HOTA)
 Assistant Personnel Officer (I)
 for Principal Chief Personnel Officer

Copy to the Secretary to GM/ECoR for kind information of GM please.
 Copy to the Secretary to AGM/ECoR for kind information of AGM please.
 Copy to Executive Director (IR), Room No. 402, 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/Gaz, Dy. CPO/HQ, Dy. CPO/Rectt for kind information.
 Copy to the Sr. DPOs/DPO/WPO of ECoR - KUR, WAT, SBP and MCS for kind information and necessary action.
 Copy to APO-II, APO-HQ & APO/Con - ECoR HQrs/BBS for kind information.
 All concerned.


 for Principal Chief Personnel Officer



Minutes
of
the 2nd Zonal PNM Meeting
between
East Coast Railway Headquarters
and
East Coast Railway Shramik Congress

***Venue: Sabha Griha, 1st floor,
Rail Sadan,
Chandrasekharpur,
Bhubaneswar.***
held on: 16th & 17th October, 2025

MINUTES OF THE 2ND(2ND IN 2025) ZONAL PNM MEETING BETWEEN EAST COAST RAILWAY HEADQUARTERS AND EAST COAST RAILWAY SHRAMIK CONGRESS (ECoRSC) AT EAST COAST RAILWAY HQRS, RAIL SADAN ON 16TH & 17TH OCT' 2025.

MEMBERS PRESENT

OFFICIAL SIDE		REPRESENTATIVES OF ECoRSC	
Srl. No.	Name with designation (S/Shri/Smt.)	Srl. No.	Name with Designation (S/Shri/Smt.)
1.	Parmeshwar Funkwal, GM	1.	J. Sampath Kumar, President
2.	B.S.K. Rajkumar, AGM	2.	R.C. Sahoo, General Secretary
3.	Pabitra Ku. Nayak, Secy. to GM	3.	T.Narasinga Rao, Office Bearer
4.	L. V. S. S. Patrudu, PCPO	4.	Ashutosh Mohanty, Office Bearer
5.	Alok Sahay, PCEE	5.	B.N. Swain, Office Bearer
6.	Rajesh Kumar Shekhawat, PCE	6.	Ashutosh Brahma, Office Bearer
7.	A.G. Srinivas, CAO/Con	7.	E. Eswara Rao, Office Bearer
8.	Arun Kumar Chaturvedi, SDGM	8.	S.K. Bhanj, Office Bearer
9.	Sanjay Kumar Mishra, PCOM	9.	Md. Rafi Amhad, Office Bearer
10.	Bijaya Kumar Mishra, PFA	10.	Susil Pal, Office Bearer
11.	Alok Bohra, IG-Cum-PCSC	11.	Sanjaya Kumar Dash, Office Bearer
12.	Dr. V. Kannan, PCMD	12.	M.V. Papa Rao, Office Bearer
13.	Hemant Kagra, PCSTE	13.	P. K. Sahani, Office Bearer
14.	Prem Narayan, PCMM	14.	S. Puhan, Office Bearer
15.	Arun J. Rathod, PCSO	15.	Khiron Kumar Senapati, Office Bearer
16.	Rita Raj, PCCM	16.	P.V. Giri, Office Bearer
17.	Sagarika Patnaik, CPO/Admn.	17.	A.K. Pradhan, Office Bearer
18.	U.N. Mukut, CEE/Plg	18.	Sumitra Panda, Office Bearer
19.	N.K. Samal, CMPE	19.	Sanjukta Parida, Lady Delegate
		20.	Runi Behera, Lady Delegate

N.B:-

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

SECTION - "A"
INTRODUCTION

1. Address of Smt. Sagarika Patnaik, CPO/Admn./ECoR/BBS:-

CPO (Admn.) welcomed General Manager, PHODs/CHODs, General Secretary/ECoRSC, Delegates of ECoRSC, including Lady Delegates, to the 2nd Zonal PNM Meeting of 2025. She highlighted that 30 agenda items were discussed constructively and amicably on the first day, leading to the closure of 25 items. The opening session was presided over by Addl. General Manager.

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

General Secretary welcomed General Manager, Additional General Manager, all PHODs/CHODs and participating Delegates in the 2nd Zonal PNM meeting of ECoRSC during the year 2025.

2.1 GS expressed his gratitude to GM for identifying sections for Minimum Guaranteed Kilometrage (MGK) of 120 KMs to the running staff.

2.2 Stated that regular field inspections by GM and his interaction with the down-line staff have been very effective and is creating milestones across the Railways.

2.3 Key suggestions/requests:-

2.3.1 GS/ECoRSC requested GM that the speed limit of 60 KMPH on single yellow signal may be reduced to avoid SPAD cases.

2.3.2 That 20 KMs. patrolling beat of Track Maintainer may be reduced to 16 KMs. as per Railway Board's guidelines.

2.3.3 It was requested to construct quarters at wayside stations for Track Maintainers & maintainers of Signal & Telecom. He also requested for construction of compound wall to ensure safety of the staff staying in 110 quarters at Jeypore.

- 2.3.4 He emphasised the inclusion of a stress relief course in the refresher course of the running staff.
- 2.3.5 He expressed his concern regarding the non-implementation of the Cycle Allowance as per the Minutes of Zonal PNM by Divisions.
- 2.3.6 Cuttack - Haridaspur new line section was commissioned in 2020, and since then, 12 hrs. duty roster has been implemented and is still continuing. GS requested that 12 hrs. duty roster be reduced to 8 hrs. duty roster.
- 2.3.7 No Doctor is posted at the Health Units/KRDL and BHCL though that area is fully isolated. Whereas a Pharmacist, Staff Nurse and Dresser are available at KRDL only. Also requested for only one Health Unit instead of two at BCHL & KRDL section (123 KMs).
- 2.3.8 In SBP Division 43, posts were re-designated as Key Man and Trackman for a period of one year in 2021. Out of 43 posts the higher Grade posts are to be restored, as the downline staff are not getting promotions due to the lack of posts.

3. Address of Shri Parmeshwar Funkwal, GM/ECOR/BBS:-

Addressed the gathering. The General Manager appreciated the successful conduct of the 2nd Zonal PNM of 2025 with ECoRSC and the closure of 25 agenda items.

3 (a) Infrastructure Achievements:-

- 3.1.1 The General Manager highlighted the achievements of ECoR.
- 3.1.2 Up to September 2025, 150 MT loading has been achieved.
- 3.1.3 Loading has been increased by 7.5% and NTKM is raised to 13%
- 3.1.4 Passenger carrying has increased to 6%.

3 (b) Staff Welfare, HR Initiatives & Awareness Camps:-

- 3.2.1 GM also appreciated the achievement of the Personnel Department.
- 3.2.2 A total of 1127 employees have been promoted, 17 selections, 169 suitability and 51 trade tests have been finalised.
- 3.2.3 144 candidates have been appointed through EACG, 36 candidates were appointed through RRB and 81 through RRC.

- 3.2.4 A panel of 219 JEs and 230 Tech-III has been received from RRBs. Also a panel of 1500 ALPs is expected by the end of Nov'2025.
- 3.2.5 A total of 7488 staff have been imparted training during the year.
- 3.2.6 2650 running staff are proposed to be trained in the Art of Living Course for stress management, and 1st batch of 34 running staff have already completed the course.
- 3.2.7 13 awareness camps regarding the POSH Act have been conducted all over ECoR.
- 3.2.8 81 awareness camps for Unified Pension Scheme (UPS) were organised over ECoR.
- 3.2.9 GM appreciated that ECoR is the first Railway to generate a promotion order on HRMS through the suitability module.
- 3.2.10 Re-engagement of 07 retired officers and 72 retired staff has been done during the year.

While appreciating the suggestions of GS/ECoRSC, GM advised Union to utilise the platform of PNM adequately for addressing Staff Grievances instead of resorting to other means.

- 4. The meeting ended with a vote of thanks from CPO/Admin.

SECTION 'B'
NEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
01.	02C-01-2025	NON IMPLEMENTATION OF THE DECISION TAKEN AGAINST ITEM No. 29 OF THE 34 TH ZONAL PNM HELD ON 21 ST & 22 ND MARCH 2015 ABOUT FIXATION OF MINIMUM GUARANTEED KILOMETREAGE FOR THE RUNNING STAFF OVER ECoRLY:-

PCOM
All DRMs

For ensuring payment of minimum guaranteed mileage to all the Running staff, Railway Board vide Para-3-12(ii) of his letter No-E(P&A)II-80/RS-10 Dt:-17/07/1981 has issued instruction that:

"each Railway in association with DRMs will arrange to identify such sections which do not have the potential for enabling the Running staff to earn adequate kilometrage within the stipulated duty hours. Apart from such sections if there are any circumstance where the prescribed type of duty allotted to the running staff does not allow them to earn adequate kilometrage, they shall also be identified. For those indentified sections and in the other exceptional circumstances the running staff will be paid at the rate of Rs. 120/- kilometrage for the full stipulated duty hours."

Through there are so many such sections over ECoRly and Running staff are working continuously on those sections, the said sections are still not identified by the Divisional authorities of all the 03(three) divisions over ECoRly, for which the Running staff of ECoRly are deprived off getting the legitimate kilometrage for working in such sections.

To ensure payment of Minimum Guaranteed Kilometre (MGK), this issue was discussed in the 34th ZPNM of ECoRSC vide Item No-29 held on 21st& 22nd March 2015 and the decision was taken as follows:

"For any further review depending on the demands the Unions will be associated interms of instructions of Railway Board vide letter No-E(P&A)II/84/JCM/1 Dt:-02/02/1985".

Inspite of that the divisions are not caring to the decision of ZPNM and not fixed the MGK. This issue was continuing in the divisional PNM of ECoRSC/KUR division since the 3rdPNM/2015 and dropped during the 1st PNM of 2018 with

the Administrative remark that "Being it is a policy matter, decision shall be taken at HQrs level".

In this regard ECoRSC had given notice to go for HUNGER FAST on 18.04.2025 but Hunger Fast has differed by conducting a joint meeting on 17.04.2025. In that meeting the cut-off date was mentioned that the details will be called for from the divisions by 30.04.2025, but administration is not able to collect the same.

Again ECoRSC had requested vide his letter dated 30.04.2025 to conduct further meeting and administration had conducted the joint meeting on 27.05.2025, in that meeting it was decided that the feasibility of MGK to the Running staff in these sections will be examined/reviewed by PCEE & CPTM within two weeks time i.e. by 10.06.2025.

But administration is not able to do within the target time for that again ECoRSC had written a letter on 30.05.2025 for early finalization. On the basis of ECoRSC letter PCPO/ECoR had written a letter to PCOM & PCEE vide his letter No. ECoR/Pers/02/IRM/Part-VII/55 dated 16.06.2025 for early finalization.

But it is very unfortunate that since the year 2015, ECoRSC is requesting the administration but still the issue is not finalized, which is not a good sign for both of us (Administration & ECoRSC) and also the Running staff are in agitation with ECoRSC which is unbearable.

ECoRSC is demanding a legitimate payment within the relevant and parameters of rules and provisions circulated by Railway Board, ECoRSC is not asking for some undue illegitimate favours to the running staff.

Keeping in view the above ECoRSC demands for immediate action to implement the Railway Boards order dated 17/07/1981, No-E (P&A) II/84/JCM/1 date 02/02/1985, 18/02/1985 and No-E(P&A) II-85/FE-4/3 dated 25/05/1985 for allowing minimum guaranteed kilometrage (MGK) to running staff of ECoRly and the decisions taken in the ZPNM and joint meetings, to continue a healthy industrial relationship and also for betterment of ECoRly.

ADMINISTRATIVE REMARKS:-

Joint meetings regarding finalisation of MGK issue was conducted twice with both the recognised trade unions

under the chairmanship of AGM. As decided during the meetings and approved by the GM/ECoR a new memorandum (No. ECoR/Pers/02/R/MGK/TRIP/2025) dated 26-09-2025 with a list of 14 sections have been issued resolving the MGKs matter.

The item may be closed.

DECISION:-

Item closed. The periodical Joint Running Staff Meeting at Divisional level is to be regularly conducted to sort out running staff issues. A letter from PCOM will be issued to Divisions. A copy will be endorsed to ECoRSC.

(CLOSED)

02. 02C-02-2025 UPGRADATION OF KIOSK MACHINE IN EACH OF CREW LOBBY OVER ECoRLY:-

**PCSTE
PCEE
PCOM
All DRMs**

Administration has provided Kiosk machine of 2.0 version in each of Crew base for Sign-on and Sign-off, at that time there was no problem, but now due to introduction of 4G & 5G system these Kiosks are not working properly and the server is running very slow, for that, the Crews are facing a lot of problems and its time taking also.

Hence ECoRSC demands to install 5.0 version Kiosk machine in each Crew base early to avoid consumption of more time for Sign-on & Sign-off early.

ADMINISTRATIVE REMARKS:-

Up gradation of Kiosk Machine over KUR & WAT Divisions is completed. Up gradation of Kiosk Machine with 5.0 version at SBP Division - 20 nos. total for Crew Lobbies is under process.

DECISION:-

KUR and WAT have been provided and SBP will be provided shortly.

(CLOSED)

03. 02C-03-2025 PROVIDE THE MOTOROLA MADE WALKIE-TALKIE INSTEAD OF KENWOOD MADE TO RUNNING STAFF:-

PCSTE
PCEE
PCOM
All DRMs

The Kenwood Company Walkie-Talkie has been provided to the running staff which is not covering the range of 24 Coaches train distance and Jumbo Rake distance.

Further, the administration has restricted the use of mobile phones at the time of running of trains, because of that, the Crew and TMRs are facing a lot of problems to communicate between them in emergency & requirements, which is felt unsafe working system and the battery of Kenwood made Walkie-Talkie is not keeping the charge for 12 hrs to 16 hrs also.

Hence ECoRSC demands to provide the Motorola made Walkie-Talkie to the Running staff over ECoRly early to avoid unsafe working system.

ADMINISTRATIVE REMARKS:-

Motorola made Walkie-Talkie sets already issued to Operating and Electrical (OP):

Div.		No. of Walkie-Talkie sets issued
KUR	:	1575
SBP	:	850
WAT	:	500
Total		2925

DECISION:-

For proper working of Walkie-Talkie online periodic replacement of battery as per Railway Board's letter should be ensured by all the Divisions. For this purpose, the batteries of Walkie-Talkie be made stock item. The Crew Lobby in-charge must ensure the issue of Walkie-Talkie with fully charged battery.

All the new Motorola Sets should be given on priority to running staff (LP, ALP and TMR) and the old sets should be withdrawn. Additional requirement 2200 Nos. is under procurement in the Divisions. Monthly once the incharge SSE/Tele and concerned lobby supervisor should meet and they should arrange for shortfall, if any. For day-to-day maintenance a JPO was made earlier, the same will be followed and copy of the same will sent to GS/ECoRSC.

(CLOSED)

04. 02C-04-2025 CONSTRUCTION OF NEW QUARTERS IN LIEU OF ABANDONED QUARTERS ON REPLACEMENT ACCOUNT:-

**PCE
CAO/Con
All DRMs**

There is a provision to provide minimum 40% accommodation to the staff working in Railway, the quarters which are constructed since 60 years are still not surveyed to declare them abandon.

As per the codal life those quarters are not having the column structure that quarters codal life is 30 years. If today we will conduct the survey then minimum 70% quarterscodal life has been completed.

The contractors are taking their money through zonal contract in the name of repair, which is only for eye wash. If an audit or vigilance check is conducted, then it will come up that one particular quarter and one particular repair is reflected two and three times in one year. Inspite of that the quarters condition is not in living condition.

Hence, ECoRSC demands to undertake a survey first, keeping in view the codal life and earmark that quarter to declare abandon and place proposal to construct the new quarters (Multi Stored) on replacement account over the zone early.

ADMINISTRATIVE REMARKS:-

KUR:-In KUR division, 1534 nos. of quarters have been declared for condemnation since last Oct-2021. A Proposal for construction of 2055 nos. of new quarters under PH-51 has been uploaded in IRPSM for year 2025-26. However, 368 nos. of quarters have already been constructed in KUR division during the period 2023-25.

SBP:-In SBP division, 87 nos. of quarters have been declared for condemnation during the year 2024-25. A Proposal for Construction of 379 nos. of new quarters under PH-51 has been uploaded in IRPSM for the year 2025-26. However, 55 nos. of quarters have already been constructed in SBP division during the period 2024-25.

DECISION:-

The notice or advise about condemnation of quarters will be copied to Personnel Branch of the Divisions also so that while uploading proposal in IRPSM for construction of staff

quarters can be linked that it is on replacement account, thereby increasing the chances of sanction of the proposal.

Sr. DPOs will be advised to conduct Labour Advisory Committee meetings regularly, as per the guidelines of the Railway Board (before uploading the quarters proposal in IRPSM).

(CLOSED)

05. 02C-05-2025 NON PROVISION OF THE MINIMUM FACILITIES AT THE TIME OF STABLE OF TRACK MACHINE:-

**PCE
PCOM
All DRMs**

When the track machine move from one place to another place at that time the operating department is not considering the problems of TMO staff and where there is no water, no light & not available minimum township area the Operating Deptt. is giving message to stable the machine on that spot.

Several times the TMO staff have requested to Operating Department to stable the machine near by the station or yard where the minimum facilities are available but nobody is giving importance on their demand and always keeping the machine in isolated place where not able to come down the TMO staff from coach.

Hence, ECoRSC demands to make proper planning to stable the machine before movement of machines from one place to another place and the spot of stable of machines to be intimated to the machine in-charge in before time.

ADMINISTRATIVE REMARKS:-

Placement of Track Machines in yards are being done as per operational feasibility in consultation with Sectional Permanent Way Inspector & Track Machine In-Charge.

However, every effort is being made by SSE/P.Way of the concerned jurisdiction & TMO staff of the division & HQ to arrange Electricity and Water even at remote locations when machine is stabled. Also , 03 Divisions, Construction & RVNL units are being frequently advised to provide amenities in all aspect at different nominated TM sidings (as on date 100 nos.) over ECoR.

DECISION:-

The Track Machines are to be stabled on identified Track Machine sidings locations, for which a list of 100 sidings has

been identified along with the list of deficiencies regarding water supply, electric supply, etc. at each of the sidings. This list will be shared with ECoRSC and efforts will be made to make good these deficiencies.

(CLOSED)

06. 02C-06-2025 PROVISION FOR ADEQUATE NUMBERS OF RAILWAY ACCOMMODATION FOR SIGNAL STAFF & TRACK MAINTAINERS AT WAY SIDE STATIONS:-

**PCE
PCSTE
All DRMs**

Previously the Signal In-Charge and all staff working under his control were posted at one & the same station. He distributed staff to nominated way side stations under his jurisdiction for maintenance of Signal, Points, Gears etc. on daily basis and to attend failures in emergency. So no Railway quarters was constructed at way side stations for Signal staff. Now for proper maintenance, Minimize duration of failure and perhaps to control TA administration has decided to post Signal staff at all most all way side stations.

Secondly, in the past most of the Track Maintainers were posted at stations nearest to their native place. As they did not require Railway accommodation, there was no need of Railway quarters at way side stations but now all most all the Track Maintainers are working far away from their locality and other states.

As there is no Railway quarters for Signal staff and Track Maintainers posted at way side station they are residing at outside rented house which is far away from the working spot. It is prudent to mentioned that, such locality is also not available at all places nearest to Railway station, due to no alternative, some of them are forced to take shelter in store room, gang hut and even on the station verandah. As a result their domestic life pained with horror and they are passing those days in a great mental discontentment & agony.

ECoRSC demands to provide Railway accommodation to all essential and emergency staff like Signal staff& Track Maintainers to avoid staff discontentment and proper utilization of manpower.

ADMINISTRATIVE REMARKS:-

In the KUR division, 226 nos. of quarters have been constructed at way side stations. Further, for the

construction of 693 nos. of new staff quarters at way side station, the necessary proposal has been uploaded in IRPSM for the year of 2025-26.

In the SBP division, accommodation to S&T staff and Track maintainers is being provided as close as feasible. Besides, constructions of new quarters are also being done in the way-side station in both SBP & WAT divisions.

However, concerned Departments may submit their requirement for quarters for initiating in the IRPSM under PH-51.

DECISION:-

The requirement of quarters at Wayside Station specifically for Track Maintainers will be given by concerned Sr. DENs for initiating the proposals in IRPSM under PH-51.

Proposal for construction of quarters on replacement account will be uploaded in IRPSM by Personnel Department as intimated by Engineering Department.

(CLOSED)

07 02C-07-2025 CONSIDER ON THE PLIGHT OF FAMILY OF EX-EMPLOYEES AND EMPLOYEES-RELHS:-

**PCPO
PCMD
All DRMs
CWM/MCS**

The complaints/grievances are being received from the family of deceased Railway employees, the employees who have taken voluntary retirement or compulsorily retired or medically invalidation, are facing problems in availing Railway medical facilities under RELHS, viz.

A) Family of deceased Railway employees:

When an employee dies while on duty/service then for payment of settlement dues takes time and in the mean time if the family requires medical attention then because of non-subscription to RELHS no medical treatment is attended to the family as the dependents have not deposited the requisite money. It is felt that the Railways is behaving indifferently to the family of the deceased employees who has put in dedicated service to the Railways.

B) Employees who voluntarily retired/compulsorily retired/Removed/medically invalidation etc. with compassionate allowance:

When an employee opts for voluntary retirement or compulsorily retired or removed/dismissed and medically invalidation etc. with compassionate allowance then for payment of settlement dues takes time and in the mean time if the employee/family requires medical attention then because of non-subscription to RELHS no medical treatment is attended to the employee/family as he/she has not deposited the requisite money .It is felt that the Railways is behaving indifferently to the employee/family of the employees who has put in dedicated service to the Railways.

The above ex-employees and their families are facing a lot of problems within the interim period, so ECoRSC suggesting that:-

- i) Whenever the employee or the dependent desires to avail the RELHS benefit, then he /she should be allowed to deposit the full amount prescribed in terms of Joint Director, Health Railway Board Lr. No. 2017/H/28/1/RELHS/Pt.1 Dated-21.06.2018 .
- ii) If due to some reasons the pay level of the employees is increased or decreased, in such cases then the excess/less to be debited/credited in his settlement dues.

Hence, ECoRSC demands to make one JPO between PCPO & PFA/ECOR to set aside the above burning problems, so that the rights for medical treatment can be availed as a social obligation to the employee and the family.

ADMINISTRATIVE REMARKS:-

While medical facilities are admissible to all serving employees, the same for retired employees or the wards of deceased employees is subject to payment of the prescribed one-time RELHS subscription, which is normally deducted from the DCRG as per Railway Board's policy.

As per para-4 of RBE 157/2017, under the Charter of Commitments, non-disputed VR/CR and death cases are to be finalized within two months. In cases of dispute or delay attributable to the party or administration, settlement may take longer.

At present, although medical facilities under RELHS are available on payment of subscription, there is no clear-cut policy from Railway Board regarding extension of medical

facilities during the intervening period before settlement dues are finalized.

As per existing provision vide ECoR/BBS's letter No. ECoR/Pers/Wel/RELHS Circular/17, dated 09-03-2017, an under taking from the widow/family member are obtained for joining RELHS on mandatory deduction from the settlement dues at the time of payment.

However issue of a JPO regarding provision of Medical facilities during the intervening period will be examined.

DECISION:-

In this regard one decision was taken in the year 2017 in ZPNM of ECoRSC. A letter will be issued by PCMD to all the CMSs/MD for implementation of instructions of the letter dated 09.03.2017 issued by PCPO/ECoR and a copy of the letter will be endorsed to GS/ECoRSC.

(CLOSED)

08. 02C-08-2025 PROVISION OF MEDICINE COUNTER IN ZHQ FOR LIFESTYLE DISEASES LIKE BP, DIABETES AND CHOLESTEROL:-

PCMD

It is always found that Railway men working in ZHQ office are going to Central Hospital for regular medicine like Blood Pressure, Diabetes and Cholesterol etc. They are standing in queues for hours together after registering in Registration Counter. In this process, the valuable time of employees is being lost unnecessarily. To avoid this, an arrangement for provision of regular medicines may be made at ZHQ Office or any alternate arrangements may be done to avoid loss of man hour which can save valuable time of Railway men and Railway.

One side employees are going to Central Hospital from Rail Sadan and standing in queue for long time. In other side the Rail Vihar, Health Unit Doctor and other paramedical staffs are sitting ideal, both the side seen the loss of man hour and wastage of Railway money.

ECoRSC suggest that, the staff of Health Unit Rail Vihar to be deputed to collect the life style diseases medicine from Central Hospital and distribute that medicine to the Rail Sadan staff at least two times in a week.

Hence ECoRSC demands to arrangement to provide a medicine counter at ZHQ Office or to depute the Rail Vihar Health Unit staff to distribute the medicine to avoid the loss of man hour of both the sides and need of Rail Sadan staff.

ADMINISTRATIVE REMARKS:-

Monitoring of blood pressure, blood sugar and cholesterol etc. is highly essential for the treatment of lifestyle disorder. Only taking medicines without check up may provide false sense of security to the affected employees.

Therefore it is desirable that medicines for chronic diseases should be consumed with regular consultation by the treating Physician.

Moreover, proper storage guidelines of each drug can't be maintained.

DECISION:-

In the 55th ZPNM of ECoRSC the decision was taken to implement the suggestion of ECoRSC. Now PCMD has agreed to visit the Health Unit/Rail Vihar and take a possible decision for implementation.

09. 02C-09-2025 CONDUCTION OF CADRE REVIEW OF SIGNAL & TELECOM DEPARTMENT BY CONDUCTING THE JOB ANALYSIS:-

**PCSTE
PCPO
All DRMs**

Due to introduction of new technology, increase in Rail Traffic and increase in lines and circuits the workload of employees of Signal & Telecom has increased manifold and to cope up with the increase in workload the cadre review has not been undertaken by the administration, as a result of which the employees are under stress. The employees of S&T department after completion of their stipulated working hours cannot sleep peacefully as they are called to attend the breakdown and emergency duties late in the night and at remote locations.

To overcome this problem the Railway Board had issued orders vide RBE No. 12/2016 &E(MPP)2016/1/59 Dt.10.01.2017 and directed that:-

- a) At the beginning of every financial year, each GM/DRM shall carry out a Zero Based Review of all

- posts appearing in the Book of Sanctions, the total workload and decide in consultation with PHODs/Branch Officers, as the case may be, the posts which are required to be operated and the posts which are not required to be filled up immediately or are not required to be operated.
- b) Zero based review of staff: Board has issued instructions on "Pool of surrendered posts" vide letter dated 28.10.2016, wherein it has been stated that GMs/DRMs shall carry out a zero based review of all posts appearing in the book of sanctions

Apart from the above a new Norms/yardstick for Non-Gazetted Group C Signalling staff has been issued by Railway Board vide RBE no 170/2022 Dt.28.12.2022. There seems to be no action initiated by the authorities concerned in this subject.

Hence ECoRSC demands to cadre review of S&T Dept. to reduce the workload and promotional prospects of S&T Staff.

ADMINISTRATIVE REMARKS:-

In pursuance of Railway Board's instructions for conducting Zero Based Review and keeping in view the revised yardsticks issued for Signal & Telecom staff vide RBE No. 170/2022 and related letters, all the Divisions were advised to undertake cadre review and assess their additional requirements. Waltair Division conducted a Zero Based Cadre Review and forwarded the requirement of 602 Signal and 58 Tele staff, totalling 660, to Headquarters. Khurda Road Division, after completing the review and finding no surplus or unwanted posts for surrender, submitted a proposal for creation of 971 additional posts, which was further forwarded to Headquarters on 05.02.2025. An earlier proposal for 665 posts had also been submitted by the Division on 07.03.2024. Sambalpur Division, after carrying out the review, submitted its proposal for creation of 554 additional posts on 26.06.2024.

With the Finance concurrence and approval of the General Manager, these divisional proposals were consolidated at Headquarters and a comprehensive proposal for creation of 2185 posts in the Signal & Telecom Department (KUR - 971, WAT - 660, SBP - 554) was submitted to Railway Board on 15.04.2025. The observations raised by Railway Board were

subsequently complied with on 16.06.2025 and the proposal is presently under active consideration at Railway Board.

Item may be closed.

DECISION:-

A copy of the Railway Board letter for creation of 2185 posts of S & T Deptt. of ECoR as per yardstick, will be shared to GS/ECoRSC.

The recent reply to the queries of Railway Board has been submitted in Sept' 2025 to Railway Board and copy will be sent to GS/ECoRSC.

(CLOSED)

10. 02C-10-2025 ALLOW THE HOSPITAL ATTENDANT AND TRACK MAINTAINER TO APPEAR IN ALL THE LDCE EXAMINATION:-

**PCPO
PCMD
PCE
All DRMs**

Career progression is essential on employee's Workplace journey. It encompasses all the steps one takes in their Career to improve. Railway as an ideal employer needs to provide opportunity to all the staff for their career progression. While all most all staff gets opportunity for career progression, the medical attendants are deprived of such opportunity in their own department. Similarly Track men though have opportunity in their own department but the hard ship and life risk make them dislike their job and hence the job efficiency decreases.

Hence, ECoRSC demands to allow all the medical attendants and the trackmen to appear all the LDCE examination so that they can get the opportunity of their career progression.

ADMINISTRATIVE REMARKS:-

The demand for allowing Track Maintainers and Hospital Attendants to appear in all LDCE examinations has been examined. Since the matter relates to eligibility in promotional avenues, it essentially falls under the purview of Railway Board for policy decision. However, it is seen that Track Maintainers already have defined promotional opportunities. They are eligible to appear in the 20% LDCE for promotion to JE (P.Way). In addition, Track Maintainer-IV staff are eligible for promotion to the post of

Technician-III (Artisan) against 25% Quarterly Selection Quota (QSQ) in the Civil Engineering Department.

As regards the Medical Department, the issue of eligibility of Housekeeping Assistants/Hospital Attendants to appear in the selection examination for Clerk-cum-Typist under 33⅓% promotional quota and 16⅔% LDCE quota is presently under active consideration. A Joint Meeting will be conducted on the above issue.

DECISION:-

The issue will be discussed in a Joint Meeting proposed to be conducted in Nov'2025.

(CLOSED)

11. 02C-11-2025 NON PAYMENT OF OVER TIME ALLOWANCE (OTA) TO STATION MASTERS (SUPERVISORY) OF KUR DIVISION:-

**PCPO
PFA
PCOM
DRM/KUR**

The staff in the Station Master categories are not getting Over Time Allowance (OTA) since more than 03 years back though they performing extra hours duty beyond their Roster limits over KUR Division. Before 2020, they had been getting the OTA, but after 2020 automatically the Divisions have stopped one by one in E. Co. Railway. As per IREC, CHAPTER-15, Para- 1503 & 1504, "they should get Over Time Allowance (OTA) as they worked in excess of the number of hours prescribed in that Act".

Before 7th CPC, the SS & Dy. SS have been classified as Supervisory staff for the purpose of granting OTA, but in 7th CPC recommendations the post of SS & SMR were clubbed as SS; and Dy. SS & SM were clubbed as SM; and ASM upgraded as SM. After that, in SM category only two types of posts are available, viz- SM in Level-6 (Rs. 4200/-) and SS in Level-7 (Rs. 4600/-).

As per Sr. DFM/KUR's communication to Sr. DPO/KUR, the OTA has been disallowed in terms of Railway Board's letter No. E(LL) 70/HER/16, dtd. 04.01.1972, as both of the above GP Rs.4200/- & Rs.4600/- are coming under the Supervisory category. But, it is regretted that the guidelines of the above quoted Railway Board's letter dated 04.01.1972 circulated under Estt.Srl.No.50/72 is being mis-interpreted by the Administration.

It is worth to mention here that, Railway Board vide his communication No. E(LL) 84/HER/1-27, Dtd.30.11.1984 (Para-2) it has been clarified that :

"Those staff who were earlier considered non-supervisory as per 1972 list and were entitled for overtime but have now been placed after cadre restructuring in categories and scales which are supervisory as per the said list, need not be automatically made ineligible for payment of overtime."

In view of board's letter of 1984 read with 1972 and further so many vacancies are lying vacant in the Station Master category of KUR Division, it is neither being filled up by the Administration, nor paying their legitimate OTA for extra hours, rather utilizing the SMs in 12 Hours duties forcibly beyond their 8 hours roster. As a result, they have to face a lot of troubles financially and mentally.

Hence, this ECoRSC urges the Administration to pay the legitimate dues of OTA to the SMs (Supervisory) at an early date so that staff discontentment is to be avoided for operation of running the trains on safety grounds with a peace of mind.

ADMINISTRATIVE REMARKS:-

Vide this office Memorandum No. ECoR-HQ/Per(R)/7/2024 /OTA dated 28-03-2025, issued in consultation with PCOM/HQ/BBS, it has been clearly instructed that all Station Superintendents (SS) in Level -7 shall be eligible for payment of Over Time Allowance (OTA) with effect from 28-03-2025.

Accordingly, DRM(P)/KUR has issued letter addressed to Operating Department vide No. DRM(P)/Optg/Bill/SS/OTA/2025 dated 10-06-2025 to communicate details of the same to the Personnel Department.

Divisions may be instructed to follow the guidelines. However, any particular issue regarding non-payment of OTA may be raised at Divisional PNM level.

DECISION:-

All unpaid overtime vouchers have already been submitted by the eligible SM (Level - 7) and is under scrutiny by Personnel Department for necessary finalisation. The

Personnel Department will ensure the payment as early as possible.

(CLOSED)

12. 02C-12-2025 BASIC AMENITIES OF CAMPING COACHES TO BE MAINTAINED UNDER AMC (ANNUAL MAINTENANCE CONTRACT):-

**PCE
PCME
PCEE
All DRMs**

The Workshop-cum-Rest Van i.e. camping Coach provided to some machines are very old one and rain water trickles inside the Camp Coaches and the floorings are mutilated and cannot be maintained properly. Among of some machines Workshop-cum-Rest Van are due for IOH/POH. The basic amenities as enshrined in the IRTMM (Chapter-8) is not provided in machines Camping Coaches.

Some of amenities like DG set and Aqua Purifier has provided but because of non-maintenance all most all the machines are in defunct condition and for that the staffs are facing a lot of problems.

ECoRSC suggest that all the machines like DG set, Aqua Purifier, Water Cooler etc. to be maintained through AMC (Annual Maintenance Contract) then all the costly staff amenities items will be in good service in future.

Hence, ECoRSC demands to maintained all the staff amenities through AMC only, for betterment of TMO staff.

ADMINISTRATIVE REMARKS:-

As on date 53 nos. of machines have been provided with camping coaches equipped with all amenities as per IRTMM & 27 nos. of machines are having camping coaches with limited amenities. Further CRW/MCS has issued LOA for refurbishment of 35 camping coaches and out of which working in 02 nos. coaches modified & will be allotted to machines shortly. As per Railway Board letter No.2017/Track-III/TK/5 Pt-II dated 05.05.2025 has allotted further 10 nos. of refurbished coaches through M/s. Braithwaite & Co. Ltd/Kolkata, these coaches are under refurbishment. As on date 23 nos. of camping coaches have due for IOH/POH and these will be send for IOH/POH after receiving alternate camping coaches to accompany the staff. Further to receive the remaining camping coaches from CRW/MCS & M/s Braithwaite & Co Ltd./Kolkata, administration is chasing up the matter with them regularly.

The equipment's like water purifier, AC, Refrigerators, Chimney etc. are fitted in various camping coaches are of different make & model. So it is not practicable to go for AMC with different authorized dealers. However, for smooth execution of maintenance activities of these above equipment's a single agency will be more suitable. Hence, in KUR division, LOA was issued on 11.03.2025 & works have been commenced for 1. Replacement of khaskhas and repair of Air cooler 2. Schedule replacement of cartridge and minor repair of water purifier 3. Maintenance of Chimney 4. Repair of refrigerator 5. Maintenance and minor repair of AC & Schedule maintenance and minor repair of DG set. In WAT division, estimate has been prepared for similar types of works and the proposal is under process.

DECISION:-

Regarding increase in number of camping coaches 35 Nos. of coaches are being re-furbished by MCSW for replacing overaged camping coaches. Camping coaches due for POH will be sent to MCSW on programmed basis for POH.

For repairs of DG sets in camping coaches of ECoR, contract has been awarded to M/s. Kirloskar for AMC.

For other repairs to water purifiers and miscellaneous equipment, so far this was being done by using imprest. But to improve it contract has been awarded in KUR Division for various works in camping coaches. In WAT Division tender schedule is under preparation for awarding similar contract. SBP Division also has been asked to award similar contract.

(CLOSED)

13. 02C-13-2025 PROVIDE AC COACH FOR ARME/ART STAFFS:-

**PCME
All DRMs
CWM/MCS**

Since the beginning the Sleeper Coaches are provided for ARME/ART staff and they are being used that coach but the staff discontentment are increasing day by day as because the nature of work of ART/ARME is very hard.

In the present position whenever, the disaster occurred then immediately the ARME/ART Coaches will move first, and the staffs those are nominated for disaster are also move in a haphazard condition, out of them many of employees may not take meal/ may not sleep also, but, they have to move to the accident spot, if the AC Coach will nominated for ARME/ART staff, then, Railway will get more

output from them. As because they are moving with cool mind and good atmosphere to the accident spot.

ECoRSC demands to provide the AC Coach for ARME/ART staff in place of Sleeper Class Coach for the better output and performance.

Further, the AC facilities is now common for all the employees and board has very kind enough for that also, if administration provide the AC coach against the Sleeper Coach then there is no restriction.

Hence, ECoRSC demands to provide AC Coaches in place of Sleeper Class Coaches

ADMINISTRATIVE REMARKS:-

Divisions are advised for provision of Air-Conditioning of Staff van attached to "A" class and "B" class ART within one year.

DECISION:-

One ART staff rest van will be converted into AC in POH at CRW/MCS on trial basis. Thereafter, decision for other staff rest van will be taken.

(CLOSED)

14. 02C-14-2025 REVIEW THE WORKING SYSTEM KEEPING IN VIEW THE DE-CENTRALIZATION OF HEAD QUARTER OF TMO STAFF:-

PCE

It is observed that, out of total staff working under Track Machine organisation there are 250 above staff are working in out of their Head Quarter since a long time back (since 2020, 2021, 2022, & 2023) which is not a healthy policy.

Administration has de-centralized their Head Quarter only for the HRA, though they are very very anxious to work within their home division and they have blindly submitted their options. But after segregation of their Head Quarter why again they have been booked for other divisions for one year, two years it is not good sign for administration.

Now they have been lost their HRA of BBS & the staff of KUR are working at WAT, SBP this concept is totally wrong.

Hence ECoRSC demands as per the earmarked division the staff have to be booked unless or until the emergency situation is necessitated distribution division.

ADMINISTRATIVE REMARKS:-

After distribution of machines among 03 divisions over ECoR on 08-12-2023, already 64 TM staff have been transferred from their present machine in other division to the machine allotted to their HQ. Hence, administration is giving all efforts to minimize the disproportionate distribution of staff HQ by posting newly recruited candidates in SBP & WAT divisions. Also transfer requests on case to case & merit basis are being considered keeping in mind that working of track machines is not hampered. However, even after bifurcation of Track Machines division wise, some Track Machines like T-28, PCCM-909, RGM-96 & SRGM-05 which are Special Type of Track Machines allotted one machine only for particular zone have to work in all three division as per requirement and staff posted in these machine may work in other division as per administrative requirements.

Recently LOA issued for operation & maintenance of machine over ECoR, for which outsourced Assistant Operator, Technicians & Asst.TM will be deployed in machines and after deployment, administration will give efforts to transfer the staff working in machine of other division to the machine allotted to their HQ/Division.

DECISION:-

- A. GS requested to provide the list of Track Machines and staff who are working other than their nominated Divisions over ECoR. And also agreed that any staff wants to work in other Divisions permanently, he may apply for transfer permanently.
- B. After arrival of outsourcing operator, Technicians and Asst. TM, administration will transfer the staff working in machine of other Division to their parent Division.
- C. All the field TM staff working in HQ will be rotated gradually.

(CLOSED)

- 15. 02C-15-2025 RESTORE BACK THE SENIORITY IN TICKET EXAMINER OF SOME STAFF THOSE ARE EMPANELLED & JOINED AS TMR IN KUR DIVISION:-**

**PCCM
PCPO
DRM/KUR**

Some of staff are empanelled for the post of Goods Guard against 15% LDCE quota vide order No-P/OPTG/19/2020 dated 23.01.2020 and after empanelled they have been completed their training and finally posted as TMR in KUR division.

But, within a short period some staffs are not able to work as TMR because of their health problem and under treatment of Railway doctor for 2-3 months continuously, because of their health problem they could not work as TMR and Railway doctors are advised to them to change of job, on the basis of that, they are applied on own request to back their original post from where they have been selected

Administration has accepted their appeal and allowed to returned back to their parent department but on bottom seniority for that they have loosed their total service period and join as TC on bottom seniority in new cadre.

In this connection ECoRSC urges that, those are worked before 22.02.2018 (RBE No-28/2018) as Ticket Checking staff their cadre is being mentioned separately, and after 22.02.2018 those are joined they have joined in combined cadre, so those staffs are joined before 22.02.2018 their cadre must be mentioned separately as per Railway Board's order.

Keeping in view the cut off date 22.02.2018 one staff namely Smt. Sashirekha Sahoo has returned back from TMR to her former post of Ticket Examiner with bottom seniority of new combined cadre as on 07.01.2022 (date of order issue) which is violating the rule, this employee was belongs to the independent cadre and joined before 22.02.2018. So she has to returned back to the old cadre seniority not in the new combined cadre.

Hence ECoRSC demands to restore back her original cadre (Before 22.02.2018) with old seniority as one time measure early.

ADMINISTRATIVE REMARKS:-

Some staff including Smt. Sashirekha Sahoo were empanelled under 15% LDCE quota for Goods Guard and, after training, posted as TMR in KUR Division. Subsequently, on account of health problems and their own request, they sought reversion to the Ticket Checking cadre. Their

requests were accepted and, with the approval of PCPO, they were reverted back with bottom seniority, in terms of Para 312 of IREM Vol. I, which clearly stipulates that reversion on own request entails loss of original seniority.

The demand of ECoRSC to restore the original seniority of such staff, citing RBE 28/2018 dated 22-02-2018, is not applicable in this context, as cadre restructuring orders do not override the basic rule of bottom seniority on own-request reversion.

Item may be closed.

DECISION:-

This case will be examined by CPO/Admn and GS/ECoRSC will submit relevant documents to CPO/Admn.

(CLOSED)

16. 02C-16-2025 WITHDRAWAL OF UNIFORM POSTING/TRANSFER POLICY FOR THE NEW ENTRANTS (NON-RUNNING) IN OPERATING DEPARTMENT OF KUR DIVISION:-

**PCOM
DRM/KUR**

In KUR Division one Joint meeting with both the Trade Unions (ECoRSC & ECoRSU) was conducted on dtd. 21/09/2021 regarding implementation of Cluster for the new entrants. In this connection, a transfer policy of new entrants in non-running categories (TP, SM/DTIs, TNCs & Ministerial staff) was circulated.

But, the administration has violated the above joint meeting decision and issued Transfer & Posting order of 67 staff in Pointsman category (TP, TPM'A & GK) vide Sr. DPO/KUR's letter dtd. 24/02/2022. In this regard, ECoRSC has also already brought its views to the notice of the Administration to maintain the gravity of Joint Meeting Policy held on 21.09.2021, and also suggested to cancel the above transfer order dated 24.02.2022 and then go for conducting a Joint Meeting to form a Policy, vide DC/ECoRSC/KUR's letter No. ECoRSC/DC/KUR/2022/27, Dtd. 19/27.04.2022.

Similarly, again the transfer & posting order of 123 staff in the Station Master category (SM & SS) has also been issued by Sr. DPO/KUR on date 16.08.2022 and subsequently the same was cancelled. The context of Para-6 of the above said policy which is reiterated that "this policy is not enforceable for the existing staff and shall be considered

as per the extant policy subject to the vacancies available" is not followed with true spirit for which the staffs are suffering.

Recently, so many new candidates joined in TPs through RRC & SM came on Inter Railway Own Request Transfers to KUR division, during their postings the long standing employees from remote stations should be considered for posting, this is the main object of the new transfer policy and as agreed by both of the Trade Unions. It is matter of great regret that, during the posting of newly joined or came from IROT, the senior most staff's request for posting was not considered.

From the above, it is seen that the administration has not implemented or not implementing the transfer policy which was made for the betterment of the non-running staff of the Operating dept. then that joint meeting decision to be keep in abeyance or have to cancel immediately. Inspite of that now administration of KUR division is transferring the TPs on his will and pleasure, for that the TP category is harassed though they are continuing in GP Rs. 1900/- from last 10 years above because of no promotional channel.

Hence ECoRSC demands to withdraw the Transfer Policy (Cluster) of non running categories (TP, SM/DTIs & TNCs) at an early date and consider the pending own request staff applications for better working atmosphere over the KUR Division and stop the monopoly and pick & choose transfer immediately.

ADMINISTRATIVE REMARKS:-

Presently, only own request transfer cases are being considered as per application seniority basis in KUR Division.

DECISION:-

A letter will be issued to Sr. DPO/KUR and Sr. DOM/KUR for review of the policy date 22.10.2021. A copy of the same letter will be shared to GS/ECoRSC.

(CLOSED)

17. 02C-17-2025 **NON REVISED RENTAL CEILING LIMIT FOR HIRING / LEASING OF PRIVATE RESIDENTIAL ACCOMMODATION:-**

SDGM

This is very injustices that, since the year 2018 the Rental ceiling limit for haring of private residential accommodation

for the NG staff of ECoR Zonal Head Quarter/BBS not been revised still, But all of know that the Rental Ceiling of private house is increased each and every year in Bhubaneswar City but our Railway Administration is not revised since the 5 years back.

For which, all the lease holders of Rail Sadan are facing a lot of problems and their private owners are forcing our employees to vacate the house immediately, for that the rail Sadan staff are bent down in front of house owner and requesting again and again to stay, some of staff are being paying the extra amount from their own pocket for that the Rail Sadan staff are facing a lot of problems.

In this crucial situation the Rail Sadan employees are not able to work in a peaceful mind and are in tension mood.

In this regard the SDGM/ECoR had sent letter to Railway Board that the revised of Rental Ceiling of Railway Board is not revised still, for that the Zonal Head Quarter Rental Ceiling is not able to revised now, the ECoRSC has fought at Board level and Railway Board has issued the revise the rental ceiling limit on 01.04.2025 vide his letter No-2022/LMB-II/4/2/efile. Further vide Railway Board PNM Agenda No-23/2025, the Minutes has drawn that lease rent in favour of gazetted staff has been issued, for non-gazetted staff it is within the GMs power.

Hence, ECoRSC demand to revise the Rental Ceiling of residential accommodation of Rail Sadan staff on the basis of Railway Board's revision order early to avoid the staff discontentment.

ADMINISTRATIVE REMARKS:-

A letter in this regard for revision of rental ceiling limit for leased residential accommodation of Officers has been received from Railway Board vide letter No. 2022/LMB-II/4/2/e file dated 01-04-2025.

Based upon the above, the revision of rental ceiling for leased residential accommodation of Rail Sadan staff has been issued vide Office Memorandum No. ECoR/GA/Qtrs/NG-Lease (Policy)/312 dated 16-07-2025.

DECISION:-

Implemented.

(CLOSED)

18. 02C-18-2025 **SEGREGATION OF PERSONNEL DEPARTMENT FROM MEDICAL, PERSONNEL, G.A AND WPO/MCS (W/S) CADRE:-**

**PCMD
PCPO
SDGM
CWM/MCS**

Some legitimate issues on staff matters are not being attended properly as a result of which staff dissatisfaction prevails and finally output of work is not optimum.

It is a fact that when ECoR was newly formed and there was no adequate sanctioned strength of Ministerial staff in Personnel Deptt for that the ministerial staff of Personnel, Medical and General Administration was clubbed and operated as one seniority unit till now. It is prevailing since two decades, but now it needs to be reviewed as because some of area/seat of the cadre of (GA, Personnel, Medical & MCS) have no work but sufficient Ministerial staff are posted their, and where the Ministerial cadre is needed more that department is being neglected and taking step two handicapped that department under whom all the staff and officers personal records are maintained. For this burning problems the undersigned had also requested the PCPO/ECoR But still there is no action from his end.

So to strengthen the Personnel Department and for smooth running of 48,000 employees and officers of ECoR, the ECoRSC suggesting the followings that:-

- a) The Personnel Branch cadre to be separated from the above GA, Personnel, Medical & WPO/MCS combined cadre. The staff to be deployed in GA Deptt. by calling the options from all eligible staff over ECoR and after screening/scrutiny they should be posted on tenure basis against ex-cadre posts

ECoRSC demands to take the remedial action for set aside the above burning problems of the Rail Sadan staff.

ADMINISTRATIVE REMARKS:-

The issue raised by the Union has been examined. It is stated that no formal work study has been conducted from the office of AGM or any competent authority specifically declaring any seat or section under GA, Personnel, Medical or CRW/MCS as "without work." The existing arrangement of operating a combined ministerial cadre of Personnel, GA, Medical and MCS wings was introduced at the time of formation of ECoR due to limited sanctioned strength and to ensure administrative continuity.

Moreover, this combined cadre structure provides better manpower utilization, ensures equitable promotional avenues for staff of smaller cadres such as GA and Medical, CRW/MCS and facilitates rotational transfer as envisaged under Master Circular No. 24, thereby enhancing transparency and efficiency.

Item may be closed.

DECISION:-

Item was discussed and closed.

(CLOSED)

19. 02C-19-2025 NON PROVISION OF DRINKING WATER FROM BDBA PUMP HOUSE TO PRDP COLONY:-

**PCE
DRM/KUR**

It is observed that the Pump House at BDBA was constructed 6 to 7 years ago, by investing 07 crores rupees by the Engg. Department of KUR division. This was planned for 24 hrs water supply to PRDP and on base of that, the work has approved by Railway Board, But it is very unfortunate that only after working two/three months that Pump House is in defunct condition & till nobody is bother for that.

To utilise the 07 Crores Railway money, ECoRSC enquired that the State Govt. is taking the water from Andhari Village where the best water is available and that village is only 4 km distance from BDBA station.

The need of that ECoRly should be try to dig the deep bore-well at Andheri village after taking the permission from the state govt. and draw the pipe line to BDBA Railway Pump House for activation of the BDBA Pump House. In this manner two problems are will be solved (1) the PRDP station & colony will get 24 hrs water supply (2) we can save the Railway from loss of 7 crores rupees by activating the Pump House at BDBA.

ECoRSC demands to take necessary action in this regard to save the Railway money as well as to provide 24 hrs water supply to PRDP early.

ADMINISTRATIVE REMARKS:-

At present, Paradeep colony is getting sufficient portable water from the PPT authority and from new bore well. The

new deep bore well of 300 mtr depth has been commissioned during September-2023 is providing better quality water, which is being supplied in mixed with PRDP port water. At present, there is 24 hrs. of water supply.

Moreover, on success of deep bore well as stated above, the proposal for additional 03 nos. deep bore well with pipe connection at PRDP Railway Settlement, the tender earlier invited has been discharged owing to administrative reasons. The Tender for the work has been re-floated and opened on 01-08-2025 and the same is under finalization. After commissioning of those deep bore well, the water problem will not arise at PRDP settlement in future.

DECISION:-

For ensuring supply of sufficient drinking water contract has been awarded on 22.09.2025 for 3 Nos. of additional deep borewell with pipeline at PRDP colony. This is in addition to one deep borewell supply and supply received from Paradip Port Trust. This will be meeting the demand of drinking water at PRDP settlement.

The assets of pump house constructed at BDBA and pipeline etc. will be auctioned to realise their residual value.

(CLOSED)

20. 02C-20-2025 PROVIDE ROAD COMMUNICATION FROM JKPR TO JJKR BY THE SIDE OF 3RD LINE WORK:-

**PCE
PCEE
DRM/KUR**

The administration is unable to provide the accommodation facilities to all running staff at JKPR along with other curricular amenities. Further the Crews & TMRs are coming from JJKR by road vehicle (Bolero), 4 nos Bolero has been provided but it is not sufficient for transportation of 100% running staff, because of that the time of sign-on the CCC/CC are managing manually.

All these above are in practice because, there is no road communication from JKPR to JJKR, they are bound to travel 15 km from JJKR to JKPR by road. To avoid all the above problems one suggestion is placing by ECoRSC is that, from JKPR to JJKR the 3rd Line work is going on, by the side of 3rd line one rough road is exist from JKPR to 1 km towards JJKR and from JJKR to JKPR up to 5 km but in between the joint place of 5 km & 1 km one Canal is existed namely "GondaNala" which wide is above 200 metres and within the Railway land. If Railway will provided one bridge over that

Canal (GondaNala) then the road communication from JKPR to JJKR will easily possible and the distance will be only 7 km from JKPR to JJKR, then Railway may utilise the running staff properly and they may come by their own vehicle from JJKR to JKPR to attend their duty easily or by transport vehicle.

ECoRSC is demanding to early provide the road from JKPR to JJKR by the side of 3rd line by constructing one bridge in an urgent manner to save lakhs of rupees of Railway permanently and to proper utilisation of manpower.

ADMINISTRATIVE REMARKS:-

CGE has been conducted joint inspection with Union representative on 24-04-2024 and it is found that provision of road communication from Jakhapura (JKPR) to TajpurKeonjhar Road (JJKR) along the track is not feasible due to water-logged area and no of water canal crossing and non- availability of Railway land at maximum location. It will also affect the Railway Safety.

DECISION:-

Item discussed and closed.

(CLOSED)

21. 02C-21-2025 DEMANDS FOR SEGREGATION OF THE ZONAL FUND & TENDER BETWEEN SERVICE BUILDING AND RAILWAY COLONY:-

**PCE
DRM/KUR**

It is observed that the colony maintenance and service building maintenance contract for zonal work are combined and also floats combined tender.

The difficulties of the colony inhabitants for non maintenance / poor maintenance of colonies are faced by the Engg. department. When asked questions to the Engg. authorities about the non maintenance of colony they are telling that the fund of contract is utilised for service building, for that the fund scarcity is came up and will not be able to maintain.

Administration have to realise the situation that the service building is required to run the Railway and the colony quarters is required to make the life of the bonafide employees' family those are presently running the Railway, if the worker of a industry will not stay in peace then how

he will give more output/ mileage to Railway and what is the position of the family of an employees.

Hence ECoRSC strongly demands to segregate the colony and service building tender & zonal work & bifurcate the amount of Railway colonies and the tender process must be separate for better life and proper utilization of zonal fund of ECoRly.

ADMINISTRATIVE REMARKS:-

The decision for segregation of Zonal fund for invitation of zonal tenders separately i.e. for service building and the other for staff quarters is a policy decision and moreover no. of contracts will be increased for finalization of tenders within the stipulated period.

DECISION:-

ECoRSC Zonal PNM Agenda No. 54-C-25-2023 decision was taken will be reiterated by PCE office to the Divisions.

(CLOSED)

22. 02C-22-2025 NON-MAINTENANCE OF RAIL VIHAR RAILWAY QUARTERS AND UNSAFE LIVING CONDITION:-

**PCE
DRM/KUR**

Nearly 70% staff of Zonal Headquarter are residing in Rail Vihar Colony. There are 776 quarters ('F' Type i.e. Type-II - 100 Nos., 'E' Type i.e. Type-III - 100 Nos., 'D' Type i.e. Type-IV - 300 Nos., 'C' Type - 196 Nos. and 'B' Type - 80 Nos.) available in Rail Vihar colony. Almost all the quarters are in dilapidated condition and are not fit to live in. In all the quarters there is severe seepage of water on roof and walls causing health hazard for the inhabitants of the quarters.

These quarters initially were constructed by State Government of Odisha in the year 1995 for selling to public. Due to the sub-standard built quality, the Government could not sell these quarters to public. After full operational of ECoR in 2003, these quarters were given to ECoR on lease. After a lot of hue and cry by ECoRSC, one Independent Technical Team has examined the Quarters thoroughly and has recommended to abandon all 100 Nos. of Type-II quarters ('F' type) as quick as possible for severe structural weakness. Any time the buildings may collapse which will lead to collateral damage. Many times it is observed that some parts of roofs have fallen and injuring inhabitants.

On this issue the ECoRSC has discussed several times and have jointly surveyed the quarters with the divisional and Zonal authorities but no action is taken in this regard till date.

Therefore, ECoRSC seriously request you to please intervene in this matter and take immediate action to dismantle the abandon quarters after temporarily shifting the staff of abandoned quarters to the quarters laying vacant, in phased manner and take immediate necessary action to construct new quarters at par with other central government quarters so that it can prevent loss of lives & improve the quality of life for the residents of Rail Vihar colony.

ADMINISTRATIVE REMARKS:-

As per the structural Audit Report, the existing F-Type quarters from F-1 to F-40(G) (Type-II), total 100 nos. of quarters at Rail Vihar of East Coast Railway have been declared condemned by the Competent Authority.

In this regard a letter has been sent to Dy.Secy.(PG)/ECoR/BBS requesting that not to further allot these 'F' Type quarters at Rail Vihar and also advise to occupants to shift alternative accommodation as soon as possible.

Repairs to other quarters are being taken on need basis.

DECISION:-

Regarding F-Type quarters, 100 Nos. have been declared condemned. It has already been requested not to allot further the quarters to staff which are still occupied and to shift the occupants of balance quarters to alternative accommodations as soon as possible.

Major repairs to D & E Type quarters will be assessed for executing them block by block or quarter by quarter.

(CLOSED)

23. 02C-23-2025 REVIEW THE CADRE OF CENTRAL HOSPITAL AS PER YARD-STICK FOR MANPOWER PLANNING:-

PCMD

Earlier the Central Hospital cadre was reviewed in the year 2012 and since that time still the cadre position has not been reviewed.

Further, the bed in numbers has been increased from 80 nos. to 110 nos. in the year 2021 but against that 30 beds no post was created on the basis of cadre strength as on 2012 & today the same staff are managing the 110 beds work.

Further in Central Hospital, Mancheswar so many new units are opened, for that no posts have been created to make good the work as on date, for that, the existing staff are over burdened and not able to manage the regular work.

On the other side, if any staff worked for double duty administration is not allowed him/her to give the monetary benefits as per rule.

Then the contractual staffs are joined to work as assistance, but now the contractual staffs are being used in several clerical job though the clericals and pharmacists are available in Central Hospital which is beyond the rule.

Administration has agreement with ECoRSC that, as per the new yardstick issued by Railway Board the Central Hospital Cadre will be reviewed. But still the decision is not implemented

Hence, ECoRSC demands to review the cadre of Central Hospital Mancheswar as per the current yard stick which issued by Railway Board and take appropriate action to implement the decision taken earlier.

ADMINISTRATIVE REMARKS:-

Review of cadre of CH/BBS is necessary due to increase in bed strength. A fresh proposal will be submitted to Personnel Department/BBS depending on the bed strength, work load and bed occupancy in due course.

DECISION:-

PCMD will form a Committee for work study of the available beds, bed occupancy and manpower calculation as per the existing guidelines and will submit to PCPO for further course of action.

- 24. 02C-24-2025 PAYMENT OF CYCLE MAINTENANCE ALLOWANCE TO THE TRACK MAINTAINER OVER ECoRLY AS PER RBE NO-93/2017 DATED 11.08.2017:-**

PCPO
PFA
All DRMs

As per the order of 7th pay commission VII No-40 (RBE No-93/2017) dated 11.08.2017 the Track Maintainers are eligible to get the Cycle maintenance allowance.

It is to be elaborated that this allowance was paid on the basis of Railway Board's order No-F(E) I/2008/AC-7/2 dated 18.09.2008 to the employees i.e. before 7th CPC, but in ECoR not implemented, then the rate of this allowance has been revised after 7th CPC vide RBE No. 93/2017 dated 11.08.2017 and issued order to all General Managers but in ECoR this order is not implemented.

This allowance is meant for the employees those perform journey within a radius of 8 km from the usual place of duty and not getting TA and journeying beyond a radius of 8 km but not exceed 16 km. so in ECoR it is seen that only the Track Maintainers are eligible to get this allowance as on date because their journey is within radius of 8 km and without TA or beyond 8 km but not exceed 16 km.

This rule is implemented in Nagpur Division of S.E.C. Rly vide Sr. DPO's letter No-NGP/P800/ENGG/ESTTMATTER dated 21.10.2022 for the Track Maintainers with Arrears also and ECoRSC also discussed with other zones i.e. Southern Railway & Central Railway and conformed that the Track Maintainers are getting continuously since the year 2008.

But it is very unfortunate that since the year 2008 the Track Maintainers of ECoRly are not getting the same though ECoRly is achieving No-1 position over Indian Railway.

Administration has made agreement with the ECoRSC that detailed letter/instructions will be issued to all the units as stipulated under RBE No-93/2017. A copy of the letter will be endorsed to ECoRSC and the benefit should be extended from the date of issue of Railway Board letter. But as on date the above decision is not implemented in three divisions of ECoR which is very unfortunate.

Hence ECoRSC demands to pay the cycle maintenance allowance to the Track Maintainers with effect from the revised order date i.e. 11.08.2017 early to avoid the discontentment of Track Maintainers.

ADMINISTRATIVE REMARKS:-

Payment of Cycle maintenance allowance to the track maintainers are being made as per RBE No.-93/2017 dated 11-08-2017.

The following are the status of payment of cycle Allowances for Divisions across ECoR.

WAT Division:- Wherein requests to circular the instruction regarding payment of cycle allowance to be claimed by eligible Track Maintainers. But till date no information and no application claiming allowance have been received in WAT.

KUR Division:-In reference to this office letter No. Sr.DPO/Ruling/Cycle Allowance/2024, dated 14.02.2025 and Letter No. P/KUR/Bills/Engg.CMA/23, dated 02.11.2023, the proposal for claiming Cycle Maintenance Allowance was duly communicated to Sr.DEN(Co-ord)/KUR along with the prescribed proforma for wide circulation among eligible Track Maintainers of Khurda Road Division. "Cycle Maintenance Allowance" has already been implemented in following Units:

1. SSE/PWAY/JJKR, 2. SSE/PWAY/DNM,
3. SSE/PWAY/CTC, 4. SSE/PWAY/GRKN
5. SSE/PWAY/KDRP, 6. SSE/PWAY/BRAG

It is further submitted that the monthly salary bills of Track Maintainers are being prepared at the respective SSE/PWAY units by the Engineering Bill Clerks and no application for Cycle Maintenance Allowance has been received from the Engineering Department for further processing and drawal.

SBP Division:-As per RB guidelines, the cycle allowance is being paid to the eligible staff.

DECISION:-

Declaration/claim of the Track Maintainer will be submitted by concerned PWIs by the end of Oct'2025 and payment will be ensured by end of Nov'2025.

Sr. DPOs will be instructed to follow the guidelines of RB as discussed in last ZPNM.

One standard format will be circulated to Divisions by HQ.

25. 02C-25-2025 HARSHIPS FACED BY RETIRING EMPLOYEES DUE TO NON IMPLEMENTATION OF THE INSTRUCTIONS IN RBE No. 27/2009:-

**PCPO
PFA
All DRMs
CWM/MCS**

The plight of the employees/family in case of retiring/death and the settlement payments in contravention to Railway Boards directives and many more.

Of late it is observed that of difficulties are being faced by employees and staff preparing bills in finalizing the settlement due in time as per the procedure laid down by Railway Board. Lot of grievances are received from the employees/families, that overpayments are deducted from their settlement dues, due to excess leave sanctioned, wrong fixation of pay etc., without verifying the paid vouchers. But in case of payment of arrears due to the employees, rather case is sent to Railway Board for obtaining the sanction and beyond legitimate expectation.

Railway Board has circulated vide RBE No.27/2009 which speaks about "Verification of correctness of emoluments of Railway Servants". Wherein it is categorically stated that "In terms of Rule 78 of Railway Services (Pension) Rules, 1993, the Head of Office shall undertake the work of preparation of pension papers of retiring railway servants two years before the date of retirement or to be drawn during the last ten months of service and that verification of correctness of emoluments should not go back to a period beyond 24 months preceding the date of retirement"

In this regard this organisation had raised the issue vide Item No.4 of 32nd ZPNM held on 20th& 21st November 2014 wherein it was decided that:-

RBE No. 27/2009 will be reiterated and all divisions/units will be instructed to implement the instruction and letter in full spirit and a compliance report will be submitted to CPO. A detailed JPO will be issued by CPO & FA&CAO to all divisions/units.

In spite of the decisions of the DoPT & Railway Board and a catena of decisions of the Hon'able Supreme Court, High Courts and Central Administrative tribunals regarding recovery of overpayments from settlement dues of employees and a clear decision taken against Item No-4 of 32nd ZPNM, the JPO is not issued.

Because of that again ECoRSC has raised that issue vide Item No-27 of 51st ZPNM held on 8th& 9th July 2021 and agreement was reached that:-

"The random check of service sheets of 10% of all departments will be started from 1st August 2021 by Sr. DPO /Sr. DFM/Sr. DSC for KUR Division only. After getting the result for this verification, necessary action will be taken".

Actually what happened to the above decision God knows, but there is no feedback given to us on the above issue. For which so many employees are facing the financial problem at the time of their retirement, which is not a good symptom.

It is worth to bring to your notice that many such court cases have been filed by employees and their families against the recovery of overpayments from settlement dues. For example namely Sri Sachida Nanda Bhukta (SMR) retired in the year 2019,& filled an OA.no 446/2020 in the Hon'able CAT/CTC and finally on Dt.23.09.2022 the Hon'able CAT/CTC passed orders (para 7).

".....respondents are hereby directed to refund the recovered amount of Rs. 2,18,458/- to the applicant within a period of 30 (thirty) days from the date of receipt of a copy of this order failing which the applicant shall be entitled to 12% interest from the date it became due to him till the actual payment with liberty to the applicant to recover the interest amount to be recovered from the officer/official responsible for the delay."

Finally the amount which was recovered from the settlement dues was paid to Sri Bhukta after spending on various occasions by the administration in the name of Advocate fees, stationeries, travelling allowance to staff and etc. Thus after spending more than 1.5 Laks(approx) we refunded the recovered amount to the employee. This is good expenditure management, but to overcome the issue bringing out a JPO is a problem from 2014 for administration.

It has decided and minutes has drawn that, The JPO will be issued shortly. A copy to JPO will be endorsed to ECoRSC. PCPO/BBS latter dated 16.10.2023 include the following lines in proposed JPO that "settlement cases where verification has not been undertaken earlier i.e. at the beginning of fourth year before retirement and the

employees are going to retired shortly, the verification by personal and accounts department should be restricted to maximum 24 months preceding the date of retirement of a Railway servant, and not for any period prior to that date as circulated vide Railway Board's letter No-D-43/43/2020-F(E)III dated 30.11.2022. But it is very unfortunate that the decision which taken in ZPNM forum is not followed by the divisions till.

Hence, ECoRSC demands the direction from the Head Quarter to be issued as early as possible to follow the above decision strictly to avoid the staff discontentment.

ADMINISTRATIVE REMARKS:-

PFA

As per RBE No. 27 regarding the verification of correctness of Emoluments of Railway Servants, this rule is being followed. An advance review has already been conducted up to june'27 and necessary steps have been taken to ensure that retiring employees do not face difficulties in near future.

In WAT Division, Sr. DFM office has communicated to the Sr. DPO office several times to send SRs for advance review to the Accounts Department as per RBE No.27. The same has not been implemented by Personnel Department till date.

In case of SBP, Service sheets are also not being received from Sr.DPO office/SBP for conducting advance review.

PCPO

The concern raised by the Union is acknowledged. As per RBE No. 27/2009, verification of correctness of emoluments should be undertaken two years before retirement and should not go back beyond 24 months preceding the date of retirement.

This advance review mechanism will be followed in true spirit to ensure timely and error-free settlement of retirement benefits. AJPO will be issued jointly by the Personnel and Accounts Departments reiterating these instructions.

Further, a Special Cell will be open in Divisions for Advance Review of Service Records of staff due for retirement to streamline verification and minimize errors or recoveries at the time of settlement. This practice, already being followed at Headquarters and KUR, will also be implemented in other Divisions.

DECISION:-

A timeline for advance review of service records as per RBE 27/2009 will be issued to Divisions for strict compliance. Advance service review report from Sr. DPO and Sr. DFM will be submitted to HQs every month.

(CLOSED)

26. 02C-26-2025 **ARBITRARILY THE HIGHER GRADE POST OF CRW/MCS POWER WING (ELECT(G)) HAS BEEN TRANSFERRED TO ELS/ANGL:-**

**PCME
PCEE
DRM/KUR
CWM/MCS**

It is astonished that the cadre controlling authorities of CRW/MCS are not aware about surrender/ transfer of higher grade posts. Further there are clear cut guidelines that the higher grade post should not be transferred/surrendered because of the promotional prospect will hamper of the below grade cadre vide RBE No-39/2012.

20 posts of Electrical Wing has been transferred to ELS/ANGL without consulting trade unions and for workshop the power group employees are most important for the out turn, in all the shift, it is not a wise decision that the Elect.(G) wing of workshop will be out sourced, the contractual staff are not able to attend the workshop in time and for that the out turn of workshop will be hampered severely. Secondly the down grade employees of Elect(G) are not able to get their legitimate promotional benefits.

Administration has made agreement with ECoRSC that, (whole issue will be examined by calling details from MCS/Workshop regarding the transfer of Technician higher grade post to ELS/ANGL, accordingly the action will be taken to ensure the promotion of the Group-C staff) but administration is not given any important to the decision which taken in highest forum.

Hence ECoRSC demands to implement the decision of higher forum and restore back the higher grade post of MCS/Workshop as early possible to promote the lower grade Technicians.

ADMINISTRATIVE REMARKS:-

This is not arbitrarily for transformer post of CRW/MCS power wing (Elect/G) has been transferred to ELS/ANGL. But it is with the approval of PCEE/ECoR.

DECISION:-

The copy of the Work Study Report of MCSW (Elect. Deptt.) regarding surrender of posts will be given to GS/ECORSC.

27. 02C-27-2025 'ZERO' BASED WORK STUDY TO BE CONDUCTED TO IDENTIFY THE ACTUAL REQUIREMENT OF POST OVER ECoRLY:-

**PCPO
All DRMs
CWM/MCS**

It is observed that administration is surrendering nos of posts without conducting the work study of each and every category and department of ECoRly for which the contractual agencies are increasing in numbers and the Railway employees are decreasing in number gradually.

Further the qualitative output is also going to worst condition and supervisors are managing by forcibly as because they have no roll when the higher authorities are instructing.

Railway Board has instructed in various time to apply Bench Mark, Manpower Ratio, Yard Stick etc vide RBE No-130/2022, 128/2022, 81/2022, 95/2021, 94/2021 for Engg, Elect, Accts etc and for right sizing policy 147/2012, 155/2011 etc and also issued order for creation of safety/posts vide RBE No-127/2016, 198/2017, 24/2021 etc But administration is not implementing any of the rule issued by Railway Board and always surrendering the nos of post nicely without consulting the recognised trade unions which is creating more problems in field level practically and the future of this Railway is going to fall down in every corner.

It has decided in Zonal forum that, (discussed and it is opined each department will undertake the MPP as per the yardsticks and pinpointing. A letter will be issued by PCPO to all PHODs. A copy of the letter will endorsed to ECoRSC) but after lapses of one and half year till the issue is not undertaken by the competent authority which is very unfortunate.

Hence ECoRSC demands to undertake the MPP as per the yardstick & pinpointing early on the basis of the above decision taken in Zonal PNM forum.

ADMINISTRATIVE REMARKS:-

As per Railway Board's directives on right-sizing and manpower planning, all PHODs at Zonal level, DRMs at Divisional level and CWM/MCS have already been advised to undertake a detailed MPP through Audit exercise. Vide this office letters dated 15.04.2024, 27.09.2024, and even number dated 18.09.2025, they have been requested to nominate a three-member committee for each department to conduct a Zero-Based Work Study/Audit of posts — particularly those above sanctioned strength — based on revised yardsticks, manpower ratios, and benchmark norms issued by the Railway Board. The responses are still awaited. The outcome of these studies will form the basis for any further surrender or creation of posts in a transparent and justified manner.

DECISION:-

A copy of the letter addressed to Divisions will be send to GS/ECORSC.

(CLOSED)

28. 02C-28-2025 PROVIDE ACCOMMODATION FOR PROPER FUNCTIONING OF THE NSRI AT RAIL VIHAR:-

PCPO

Since the beginning of this Railway the Institute which was provided to Rail Vihar is very much congested and no space to conduct any of the activities, so many times the members of that institutes have appealed to provide space or make new building for that institute but nobody is hearing that, finally the Zonal Head Quarter staff and their family are deprived of to get recreational facilities.

The staff are intrested to use that Institute but the existing infrastructure is very short and not able to allowed to conduct any of the function.

Administration has made agreement with ECoRSC that, (physically inquiry has been completed with administration and the administration has been agreed to allot the Mahila Samiti Hall near PRS counter by surrendering the existing buildings in which the NSRI is presently running) but sorry to inform you that till now no action is initiated by the administration to facilitated the zonal head quarter staff.

Hence ECoRSC demands to take necessary step immediately by the concerned department and renovate the existing

Mahila Samiti Hall to function the NSRI for the benefit of Zonal head quarter staff and family as per the provision exist.

ADMINISTRATIVE REMARKS:-

A proposal for renovation of NSRI will be submitted to PCE for including under PH 52, for improvement of the existing facilities.

DECISION:-

GS/ECORSC will submit the list of improvement required to CPO/Admn. for NSRI.

29. 02C-29-2025 TOOLBOX FITMENT AND TOOLS TO BE KEPT IN LOCOS:-

**PCEE
All DRMs**

It is observed that Rly Board has issued order on 05.12.2024 vide letter No. 2019/Elect(TRD)/440/6(Line Box)Pt. to all General Manager (Elect) of Indian Railways that the mandatory and optional tools to be carried by LP/ALP to be kept in Locos to reduce the burden of crew.

But still in ECoRly that order has not been followed strictly, though the target time had been given six months i.e. by 30.06.2025, for that the crews of ECoR are facing a lot of problems regularly, Administration has change their designation as Loco pilot in comparison to flight crew, but practically they have to carry the 15 kg lodges at the time of sign in & off.

Therefore the ECoRSC is demanding to fix the tool box in all the Locos to avoid further uncomfortable working system.

ADMINISTRATIVE REMARKS:-

Material under procurement stage at ELS & DLS/VSKP. P.O. has already been issued at ELS/ANGL. 195 nos. received on dated 15-07-2025 and 90 nos. P.O. placed. Delivery period 07-08-2025.

WAT Division:-

1. 300 sets PO placed on M/s. New India Traders, Katni DP on 16-06-2025. Firm failed to supply and RT done on 07-07-2025. P.O. placed on M/S Ranganadham /VSKP, DP on 07-09-2025.

2. 50 sets PO placed on M/s. New India Traders, Katni DP on 28-08-2025. Sample received on 28-06-2025 and rejected.

DECISION:-

All the sheds ANGL, VSKP ELS, VSKP DLS, are in the process of fitment of tool boxes in the locomotive. All the locomotives of ECoR will get covered in next 04 months.

(CLOSED)

30. 02C-30-2025 REVIEW THE UNIFORM BYE-LAW OF INSTITUTES OF EAST COAST RAILWAY:-

PCPO

It is seen that after transfer an employee from one place to another place (where other institute is located) their names are continuing in old station institute from where the employees has transferred.

In this system at time of election the candidates are facing a lot of problems to campaign for votes for example.

- (1) The Cuttack institute is situated at CTC station but the members are working at BHC, JJKR, TLHR, PRDP, PUI, KUR, etc.
- (2) The KUR institute is situated at KUR station but the voters are working at BAM, PSA, PUI, TLHR, BHC, PRDP, CTC etc.

As per the rule 25(1) & (2) if any employee is completed one year membership then he is eligible to contest as candidate, but as per this rule he is not allowed to contest as a candidate as because the HQ member (where institute located) only are allowed to stand & others are deprived.

Then physically they are never booked the institute at their old station and because of the Bye-law they are bound to continue as the member of that earlier institute.

As per rule 25 (2) (I) the employee should have been posted at the station at which the institute is provided, he only can eligible to contest. Why other station members are not allowed to contest? if they have one year membership as per rule.

2^{ndly} those are at 100 km above distance they are also facing problem to cast their vote, and some of are not casting their votes because of long distance and duty.

Hence, ECoRSC demand to review the existing Bye-law and fix the area of each institute within a short distance to avoid the discontentment's and the tenure should be five years in place of 3 years as the amount of expenditure is more day by day for that the rule 6 of Bye-law should be reviewed, in addition to that if any other rule wants to change that can be change also.

ADMINISTRATIVE REMARKS:-

A uniform Bye-Laws for all the Railway Institutes over ECoR is already available. Provisions which require improvement / updation will be examined in consultation with both the Unions.

DECISION:-

The bye-laws of Railway Institutes over ECoR will be reviewed by holding a joint meeting by Nov'2025.

(CLOSED)

SECTION - "C"
SUMMARY

	Total no. of items	Items closed	Balance items
New Agenda items	30	25	05
Review Agenda Items	NIL	NIL	NIL
Total	30	25	05
