



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 (50)/10

दिनांक / Dated: 07-11-2025

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 ECoRSU held on 23rd & 24th October, 2025.

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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 Union (ECoRSU) in SABHA GRIHA, Rail Sadan, ECoR HQrs., Chandrasekharapur, Bhubaneswar, on 23rd & 24th 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/ECoRSU 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 Union

***Venue: Sabha Griha, 1st floor,
Rail Sadan,
Chandrasekharpur,
Bhubaneswar.***
held on: 23rd & 24th October, 2025

MINUTES OF THE 2ND (2ND IN 2025) ZONAL PNM MEETING BETWEEN EAST COAST RAILWAY HEADQUARTERS AND EAST COAST RAILWAY SHRAMIK UNION (ECoRSU) AT EAST COAST RAILWAY HQRS, RAIL SADAN ON 23RD & 24TH OCT' 2025.

MEMBERS PRESENT

OFFICIAL SIDE		REPRESENTATIVES OF ECoRSU	
Srl. No.	Name with designation (S/Shri/Smt.)	Srl. No.	Name with Designation (S/Shri/Smt.)
1.	Parmeshwar Funkwal, GM	1.	R. V. S. S. Rao, President
2.	B. S. K. Rajkumar, AGM	2.	B. Damodar Rao, Vice President
3.	Pabitra Ku. Nayak, Secy. to GM	3.	P. K. Patsahani, General Secretary
4.	L. V. S. S. Patrudu, PCPO	4.	Kausik Saha, Addl. Genl. Secy.
5.	Alok Sahay, PCEE	5.	Gopinath Malik, Addl. Genl. Secy.
6.	Rajesh Kumar Shekhawat, PCE	6.	P. R. M. Rao, Asst. Gen. Secy.
7.	Arun Kumar Chaturvedi, SDGM	7.	U. Chandan Kumar, Asst. Gen. Secy.
8.	A. G. Srinivas, CAO/Con	8.	Sabyasachi Sarangi, Asst. Gen. Secy.*
9.	Sanjay Kumar Mishra, PCOM	9.	M. K. Pandey, Asst. Gen. Secy.
10.	Prem Narayan, PCMM	10.	Haradhan Hensh, Asst. Gen. Secy.
11.	Alok Bohra, IG-Cum-PCSC	11.	Ranjit Ku. Das, Asst. Gen. Secy.
12.	Dr. V. Kannan, PCMD	12.	Md. Zakiruddin, Finance Secretary.
13.	Bijaya Kumar Mishra, PFA	13.	V. S .Chakravarthy, Jnt. Genl. Secy.
14.	Sagarika Patnaik, CPO/Admn.	14.	Aurobinda Mohanty, Jnt. Genl. Secy.
15.	Dayanand Sahu, CME (EnHM)	15.	Amrit Mishra, Jnt. Genl. Secy.
16.	Nishit N. Mathews, CSTE (Plng.)	16.	Nirmal Ku. Parida, Jnt. Genl. Secy.
17.	Dilip Ranjan Paul, CCM/PS & M	17.	Hrusikesh Sahoo, Jnt. Genl. Secy.
18.	A. K. Sukla, CTE	18.	R. Kanaka Rao, Jnt. Genl. Secy.
19.	K. K. Khadanga, DGM (G)	19.	P. Adinarayana, Jnt. Genl. Secy.
		20.	U. L. Nagarani, Lady Delegate
		21.	G. Atchuthamba, Lady Delegate

*attended on 24-10-2025 only.

N.B:-

1. *Please read the entire minutes.*
2. *Implement decision 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 Shri L.V.S.S. Patrudu, PCPO/ECOR/BBS:-

On arrival of General Manager, PCPO welcomed the gathering. He briefed about the proceedings of the PNM and appraised GM that out of 33 agenda items 24 agenda items were closed after amicable discussions.

2. Address of Shri P.K. Patsahani, GS/ECORSU:-

General Secretary welcomed General Manager, Additional General Manager, all PHODs/CHODs and representatives present in the 2nd Zonal PNM meeting of ECoRSU.

2.3 Key suggestions/requests:-

2.3.1 GS apprised during the meeting that some of the decisions of ZPNM are not being implemented at the Divisional level.

2.3.2 It was informed by GS that low cost food tenders for Running Rooms is resulting in supply of inferior quality food in Running Rooms over ECoR.

2.3.3 Around 350 Track Maintainer-I and Track Maintainer-II staff are working in PWI Offices doing clerical jobs and claiming TA. The shortage of Track Maintainers in field is resulting in train accidents. This is because of the establishment matters of Engineering Department are not merged with Personnel Department.

2.3.4 In Divisions, the officials who are working in Ex-cadre posts in Offices for the last 10 to 15 years, their transfers are not done at par with staff in field units, and whereas other officials of these cadres are periodically transferred to different places. This needs to be streamlined, as requested by GS.

2.3.5 As informed by GS, CLI, CCC & TLCs are not properly utilised in the Divisions. The Crew Review CLI should suitably counsel the Crew in a timely manner, which is not happening in the Divisions. The CLI should provide authentic and updated information/documents viz., signal

locations, station/yard diagrams, section-wise details, KM numbers (UP/DN), critical locations where adequate signal distance is not maintained, list of RHS with due reasons, gradient charts, degree of curves, vulnerable locations, loopline speeds, neutral section details, unwired turnouts, dead wires, stop boards, other signages, etc., to Crew to ensure safe running of trains.

- 2.3.6 The order to pass on with a speed limit of 60 KMPH at Yellow Signal is very much contrary and resulting to increase in SPAD case.
- 2.3.7 GS informed that the facilities in Running Rooms such as availability of ACs, drinking water, sufficient beds and other basic amenities is not satisfactory. This needs to be upgraded as per extant rules of Railway Board.
- 2.3.8 GS requested for providing staff rest rooms in the new Amrit Bharat Railway Stations and also at major stations.
- 2.3.9 Rest Rooms for women Railway employees at Rail Sadan and main stations must be provided on priority as requested by GS.
- 2.3.10 GS has requested that, the Rest Rooms provided for the use of Track Maintainers should have basic amenities.
- 2.3.11 The GDCE selections are not conducted in Divisions properly and hence they are cancelled. By the time the next GDCE selection is initiated the eligibility in terms of age of the staff expires resulting in skipping the opportunity for the earlier eligible staff.
- 2.3.12 The security of LC Gate staff is very important. The incidences where the LC Gate staff are harassed / manhandled by local people are coming into light regularly. GS requested the Administration to initiate proper remedial measures for the safety of LC Gate staff.
- 2.3.13 It was emphasised for conducting review meetings to ensure strict implementation of ZPNM decisions at Divisional level.
- 2.3.14 The Ticket Checking Staff are imposed punishments for not achieving the target over ECoR. Making ticket checking staff feel harassed.

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

General Manager/ECoR appreciated ECoRSU for apprising about grass root level information to the notice of Administration. He assured cooperation of the

Administration with Union for resolving the Staff welfare issues. The safety suggestions of ECoRSU are very much welcomed.

3.1 Infrastructure Achievements:-

- 3.1.1 The General Manager highlighted the achievements of ECoR.
- 3.1.2 Upto 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 is increased to 6%.
- 3.1.5 Punctuality of trains over ECoR is 44%, which a matter of concern.

3.2 Staff Welfare, HR Initiatives & Awareness Camps:-

- 3.2.1 GM also appreciated the achievement of Personnel Department.
- 3.2.2 A total of 1127 employees have been promoted, 17 selections, 169 suitability and 51 trade tests have been finalized.
- 3.2.3 144 candidates have been appointed through EACG, 36 candidates were appointed through RRB and 81 through RRC.
- 3.2.4 105 Nos. of candidates have been empaneled for promotion to Group-B posts in various departments of ECoR.
- 3.2.5 Successfully conducted CBT examination by RRB for various categories of NTPC (Graduate) and NTPC (UG) and 3.13 Lakhs candidates have attended the CBT at BBS, VSKP and SBP.
- 3.2.6 Today (24.10.2025), Rozgar Mela is being conducted at BBS and VSKP, wherein 207 candidates are given offer of appointment by ECoR.
- 3.2.7 A panel of 220 JEs and 230 Tech-III has been received from RRBs. Also a panel of 1595 ALPs is expected by the end of Nov'2025.
- 3.2.8 A total of 7488 staff have been imparted training during the year.
- 3.2.9 2650 running staff are proposed to be trained in Art of Living Course for stress management and 1st batch of 34 running staff have already completed the course.
- 3.2.10 As advised by Railway Board, MOU with SBI for Railway Salary Package (RSP) has been signed duly extending various benefits like insurance covers of Personal Accident (₹ 1 Cr), Air Accidental (₹ 1.6 Cr) and Group Term Insurance (₹ 10 lakhs), etc. to the Railway Employees having Salaried Account in State Bank of India.

- 3.2.11 13 awareness camps regarding POSH Act has been conducted all over ECoR.
- 3.2.12 81 awareness camps for Unified Pension Scheme (UPS) were organized over ECoR.
- 3.2.13 GM appreciated that ECoR is the first Railway to generate promotion order on HRMS through suitability module.
- 3.2.14 Re-engagement of 07 retired Officers and 72 retired Staff has been done during the year.
- 3.2.15 398 NR and 41 ONR cases have been finalized during the year. 73% court cases have been disposed in favour of Railways.
- 3.3 **Advice:-**
- 3.3.1 The General Manager advised Personnel Branch to conduct review PNMs to ensure strict implementation of ZPNM decisions at Divisions.

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

SECTION - "B"
NEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
01.	02U-01-2025	REGULAR ISSUANCE OF 10% INTAKE NOTIFICATION FOR ENGINEERING DEPARTMENT IN WALTAIR DIVISION:-

**PCE
PCPO
DRM/WAT**

It is a matter of serious concern that the 10% intake notification for Engineering department has not been issued in Waltair Division for the past five years. This prolonged inaction is in stark contrast to Khurda Road Division, where the 10% intake process is being conducted regularly in accordance with the guidelines issued by the Railway Board. This disparity between divisions under the same zone is unjust and creates an environment of inequality in service matters. Regular issuance of the 10% intake notification is essential to ensure transparency, fairness, and adherence to Railway Board policies. Moreover, it will motivate staff to enhance their skills and performance when they see a clear path for professional growth.

Therefore, this Union strongly demands that the Waltair Division immediately initiate the process of issuing the 10% intake notification in Engineering department and ensure that such notifications are published annually, in a timely and consistent manner, just as is being practiced in Khurda Road Division.

ADMINISTRATIVE REMARKS:-

As per ACS 285 of para 179(xiv) of IREM-I (RBE -138 of 2023), application for lateral Transfer of Track Maintainers to Department like Operating and Commercial, S&T, Mechanical etc. are clubbed to recruit equal number of TM in addition to the intake of Track Maintainers decided for the Engineering department. The lateral Transfer is undertaken as and when direct recruitment exercise is completed. CBT for Direct Recruitment to Level I is going to be held shortly. Lateral Entry to 10% of proposed vacancies will be undertaken in the WAT Division accordingly.

DECISION:-

This item will be discussed after receipt of RRC Panel.

02. 02U-02-2025 ESTABLISHMENT AND UPGRADATION OF HEALTH UNITS AT JAJPUR KEONJHAR ROAD (JJKR), NAYAGARH (NYG), BHUBANESWAR (BBS) AND TITLAGARH (TIG):-

**PCMD
DRMs-KUR &
SBP**

It is submitted for kind consideration that there is an urgent and long-pending requirement for strengthening and expanding railway medical infrastructure across key locations within the zone, especially in view of the rapidly growing population of railway employees and their families.

1. Establishment of Health Unit at JajpurKeonjhar Road (JJKR):

At present, more than 2000 railway employees and their dependents reside in and around JJKR, including nearby locations such as Tomka. Despite this sizable population, there is no dedicated railway health facility available in the area. Railway beneficiaries are compelled to travel approximately 43 kilometers to Bhadrak (BHC) and nearly 90 kilometers from Tomka to avail basic medical consultations and first aid at the existing health unit in Bhadrak.

This lack of local medical support has caused significant distress to the employees, especially during emergencies, and has adversely impacted their overall health, morale, and efficiency. The situation warrants immediate attention, and it is strongly recommended that a fully functional Health Unit be established at JJKR to ensure timely and accessible healthcare services for the railway fraternity.

2. Establishment of Health Units at Nayagarh (NYG) and Bhubaneswar (BBS):

Both Nayagarh and Bhubaneswar are important and fast-developing railway locations with a growing number of staff quarters and employee settlements. In particular, Bhubaneswar, being a major divisional and zonal administrative hub, is witnessing increasing healthcare demands from staff, officers, and their families. However, there is presently no railway health unit in these two locations to meet the daily medical needs of the workforce. Employees are forced to seek medical care from distant facilities or rely on private medical services at high personal costs. Therefore, it is requested that Health Units be established at both NYG and BBS with provisions for OPD, basic diagnostic services, first aid, and regular medical consultations.

3. Upgradation of Existing Health Unit at Titlagarh (TIG):

The Health Unit at Titlagarh (TIG) currently operates with limited resources, staff, and outdated infrastructure, and is unable to meet the growing demands of the local railway community. With increasing staff strength and family dependents, there is a strong need to upgrade the existing Health Unit at TIG into a more comprehensive and better-equipped facility.

In light of the above, this union strongly urges the administration to take the following actions on priority:

Establish Health Units at JajpurKeonjhar Road (JJKR), Nayagarh (NYG), and Bhubaneswar (BBS) to cater to the urgent medical needs of railway employees and their families.

Upgrade the existing Health Unit at Titlagarh (TIG) to provide more comprehensive and dependable healthcare services.

ADMINISTRATIVE REMARKS:-

There is no such plan for establishment of Health Unit of JJKR and NYG. However one IRHS doctor is posted at HU/TIG to provide all the primary health care.

DECISION:-

Already Curebay Clinic Pvt. Ltd. Is providing service since 06 months i.e., 02.05.2025. The arrangement is working perfectly so it has to be extended further.

Two Health Units at KUR (RTN Colony & Loco Colony) are not functioning. Feasibility of shifting those two Health Units to NYGT and BBS will be looked into.

At HU/TIG one IRHS doctor is posted to provide all the primary health care. Upgradation at HU/TIG will be looked into.

03. 02U-03-2025 PROVISION OF RAILWAY QUARTERS AT DOBH (SBP DIVISION) AND AT BAGHUAPAL & SKND-KDJR SECTION (KUR DIVISION), ESPECIALLY FOR ENGINEERING STAFF:-

**PCE
DRMs-KUR &
SBP**

It is earnestly submitted that the absence of Railway residential accommodation at several key locations is causing considerable inconvenience to on-ground staff..

DOBH station under Sambalpur Division is one such location where, despite the presence of operational and maintenance activities, no staff quarters have been provided so far. Employees posted at this station, including Engineering and other departmental staff, are facing extreme hardship in managing their duties due to the lack of official accommodation nearby. As a result, many are compelled to reside far from the station, which not only affects their efficiency but also delays their availability during emergencies.

Similarly, in Khurda Road Division, Baghuapal (BGPL) is a strategically important location with increased engineering responsibilities. The growing workload in this section demands a consistent and prompt presence of Engineering staff. However, due to the unavailability of staff quarters in or around BGPL, the staff are left with no choice but to commute long distances or stay in inadequate rented arrangements, which hampers their readiness and morale. Furthermore, the SKND-KDJR section also lacks proper residential infrastructure for P.Way supervisors and gangmen. This section requires frequent patrolling and round-the-clock vigilance, especially in view of its operational importance and growing traffic. The lack of housing facilities here severely restricts timely deployment and response, posing a risk to both safety and operational efficiency.

Provision of Railway quarters at these locations is not only a matter of staff welfare but also a critical operational need. Ensuring that the staff reside close to their place of duty will improve their availability, enhance their morale, and strengthen the safety infrastructure of the division. Therefore, it is requested that Railway authorities initiate necessary steps for construction and provision of adequate residential quarters at DOBH, Baghuapal, and at suitable points along the SKND-KDJR section to ensure optimum functioning of engineering and allied activities.

ADMINISTRATIVE REMARKS:-

The demand of ECoRSU regarding provision of Railway residential quarters at DOBH under SBP Division, at Baghuapal (BGPL) under KUR Division, and at suitable points along SKND-KDJR section has been examined.

It is submitted that the construction of staff quarters is processed through IRPSM under Plan Head - 51 (Staff Welfare).

The proposals will be taken up based on the department-wise requirements received from the concerned executive departments which is awaited.

However, a letter will be issued to all departments seeking their detailed requirement of staff quarters at the above-mentioned and other needy locations. On receipt of these proposals, the same will be examined and processed in IRPSM under the relevant Plan Head for further necessary action.

DECISION:-

The quarters at these two stations will be proposed in IRPSM for the year 2025 - 26.

Till sanction of new quarters and their construction, the availability of vacant quarters at adjacent stations will be checked and these vacant quarters will be allotted to the staff headquartered at DOBH and BGPL for residential purposes, without change of HQs.

Wherever construction department is making new stations, provision of staff quarters for essential staff shall be ensured.

04. 02U-04-2025 ARRANGEMENT OF SGAC COACH FOR AC ESCORTING STAFF OF TRAIN No. 20807 (HIRAKUD EXPRESS) AT ASR:-

PCME The AC escorting staff of Train No. 20807/20808 Hirakud Express are presently stationed at Amritsar (ASR) for approximately three days during each roster cycle. However, no proper accommodation facilities are currently available for their stay, resulting in considerable inconvenience and hardship to the on-duty staff.

In view of the above, it is earnestly requested that one SGAC coach may kindly be arranged and stabled at ASR station premises exclusively for the use of escorting staff of 20807/20808 Hirakud Express. This will ensure they have a safe, hygienic, and restful place to stay during their outstation halt, which is essential for maintaining staff welfare and operational efficiency.

ADMINISTRATIVE REMARKS:-

Provision of camp coach at ASR for resting facilities for AC escorting staff letter was sent to CESR/NR by CESE/ECOR/BBS vide letter No. ECoR/EL/G/465/01/ Resting Facilities/1058 dtd. 18-11-2022.

DECISION: -

As per Rly. Brd. guidelines NRly has been requested to arrange accommodation at ASR, which is expected to be made available by 31-03-2026.

(CLOSED)

05. 02U-05-2025 PROVISION FOR INSTALLATION OF SOLAR POWER SYSTEMS IN RAILWAY QUARTERS AND COLONIES ACROSS THE ZONE FACING FREQUENT ELECTRICITY ISSUES:-

PCEE

It has come to the notice of this Union that several Railway quarters and staff colonies, especially in remote and semi-urban areas within the jurisdiction of this zone, are frequently affected by erratic and unreliable power supply. These electricity interruptions have a significant impact on the quality of life of staff and their families residing in these locations. Essential activities such as children's studies, domestic chores, and even communication are severely disrupted due to frequent power outages.

With the increasing push towards sustainable and green energy under Government of India initiatives and the Indian Railways' commitment to achieving energy efficiency and carbon neutrality, the provision of solar panel systems presents a viable, environment-friendly, and long-term solution to address the power deficiency in such locations. This Union strongly urges the administration to:

- Identify and prioritize railway colonies and quarters that are most affected by electricity shortages and low voltage issues.
- Undertake feasibility studies for installation of rooftop solar power systems in these residential quarters, including net-metering wherever possible.
- Initiate phased implementation of solar panel installations, starting with the most affected areas and expanding across the zone based on availability of funds and effectiveness.
- Ensure proper maintenance and technical support for these solar installations to ensure uninterrupted power backup during outages.

ADMINISTRATIVE REMARKS:-

Solar power is not for reliability. Solar power is green power. However, this does not serve the purpose of reliability. It's output is restricted during sunlight hour only. The colonies with low reliability may be pointed. So that specific steps can be taken to ensure reliability of power supply. As per Remark of Sr. DEE/G/WAT, 4 numbers of LOAs issued for provision of Solar installation at Stations, Service buildings & Staff quarters in WAT division for total 5.4 MWP.

As per Sr. DEE/G/KUR, the suggestion for installation of rooftop solar panel systems on railway quarters to address erratic power supply has been unreliable. However, as per Railway Board's directive dated 29.02.2024 and subsequent instructions from the Principal Chief Electrical Engineer, ECoR, dated 08.07.2024, the current focus under the national solarization mission is on on-grid solar installations for service and administrative buildings such as offices, workshops, and stations. At present the work is under process. Residential quarters which are located in remote and semi urban areas experiencing frequent power supply interruptions need off grid solar installation for continuous power supply, which is not included within the scope of current initiative, and hence cannot be taken up under the present policy framework. However, in future, if any policy made for off grid solar system then the said quarters will be considered for inclusion.

DECISION:-

Railway Board has sanctioned work of providing 21 MW Solar Capacity spread over all the three Divisions. The TDC of the work is Dec'2025. As far as the issue of reliable power supply in the remote area is concerned all the three Divisions should explore different methods like provision of express feeder, double feeder, etc., for improving the reliability of power supply and ensuring 24X7 power.

(CLOSED)

06 02U-06-2025 UNSAFE MODE OF TRAVEL FOR TRD STAFF DURING BREAKDOWNS - REQUEST FOR SAFE AND DEDICATED TRANSPORTATION:-

PCEE It is brought to your kind attention that the Electrical TRD staff, who play a critical role in restoring traction power during breakdowns and emergencies, are currently being transported to work sites in open trucks. This practice not

only compromises the safety and dignity of the staff but also exposes them to harsh weather conditions, especially during night hours, rain, or extreme heat.

Breakdown situations often demand immediate response and extended working hours under strenuous conditions. In such scenarios, the use of open trucks is highly unsafe, unprofessional, and inconsistent with prescribed safety norms and welfare standards for railway employees. This mode of transport also poses risks of falls, injuries, and fatigue, which could potentially impact the efficiency and readiness of TRD teams.

In view of the above, it is sincerely requested that a dedicated and enclosed vehicle, preferably equipped with basic safety and seating arrangements, be arranged permanently for the movement of TRD staff during breakdowns and emergency maintenance activities. Ensuring safe transportation will not only safeguard the wellbeing of these essential frontline workers but also enhance their operational readiness and morale.

ADMINISTRATIVE REMARKS:-

Normally tower wagons are utilized for taking staff to the break down site. However, even in few cases lorry/truck are utilized for speedy transportation of tools, materials and staff.

Sr. DEE(TRD)/KUR has already issued instructions to all depot-in-charges to look into the matter for avoiding travel by open vehicles and advise the staff to travel by Tower Wagon, official light road vehicle and breakdown van during breakdown which are covered already.

DECISION:-

The Depot units of TRD should try to have as far as possible trucks with arrangement of extra seats in the cabin so that no staff is required to move in the material carrying area.

(CLOSED)

07. 02U-07-2025 DISCONTINUATION OF SINGLE-MAN WORKING IN MEMU SERVICES OVER EAST COAST RAILWAY:-

PCEE It is earnestly submitted that the practice of single-man working in MEMU services across ECoR is a matter of

serious concern, both from the standpoint of employee welfare and operational safety.

At present, several MEMU trains across the zone such as those operating between Bhadrak to Bhubaneswar and Khurda Road to Puri are being manned by a single crew member, often the only loco pilot on board. This working pattern results in extended duty hours exceeding four hours and often includes turnaround operations without sufficient outstation rest, in clear violation of prescribed Railway Board norms, RLT guidelines, and safety protocols.

The inadequate provision of rest and absence of a second crew member lead to excessive physical and mental strain on the operating staff, increasing the risk of fatigue-related errors, which could potentially compromise the safety of train operations and passengers.

This issue is not limited to isolated sections but is prevalent in various MEMU services across the zone, which necessitates immediate zone-wide intervention. The continued reliance on single-man working contradicts the principles of humane working conditions and endangers the safe running of trains.

In light of the above, the following demands are made:

- Immediate discontinuation of single-man working in MEMU trains operating over ECoR, particularly on sections such as BHC-BBS and KUR-PURI, where the frequency and length of service demand adequate crew deployment.
- Deployment of a second crew member (co-loco pilot or assistant loco pilot) on all MEMU services, especially those with duty hours exceeding four hours or requiring outstation halts.
- Reorganization of crew rosters
- To ensure compliance with duty hour norms and adequate rest provisions, as laid down by the Railway Board and safety circulars.

Such corrective measures will not only improve the working conditions of running staff but also reinforce the administration's commitment to safe and efficient train operations across the zone.

ADMINISTRATIVE REMARKS:-

As per guideline of RB Letter No. 2024/Elect.(TRS)138 /7(com)(3476271), dated 04-04-2025 MEMU single man working followed. MEMU operating for distance exceeding 200 KM or more have been considered for deployment of ALP's.

DECISION:-

Item discussed and closed.

(CLOSED)

08. 02U-08-2025 PROVISION OF HPV VACCINE FOR CERVICAL CANCER FOR WOMEN EMPLOYEES AND RAILWAY BENEFICIARIES IN RAILWAY HOSPITALS:-

PCMD

Cervical cancer remains one of the leading causes of cancer-related deaths among women in India. The disease is largely preventable through early vaccination and regular screening. The HPV vaccine, recommended by the World Health Organization (WHO), has proven to be highly effective in preventing the types of HPV that most commonly cause cervical cancer.

Many government bodies, including the Ministry of Health and Family Welfare, have introduced HPV vaccination as part of public health programs to combat rising cervical cancer cases. In line with this, Indian Railways must also adopt proactive health protection measures for its women workforce and their family members.

This Union strongly recommends that the administration:

- Must Include the HPV vaccine in the list of preventive immunizations offered in all Railway Hospitals across the zone.
- Prioritize vaccination for Girl children (aged 9-14 years) of Railway beneficiaries, as per standard medical guidelines.
- Unvaccinated women Railway employees and eligible female dependents up to 45 years of age, must be identified after medical evaluation.
- Organize awareness and counseling camps within colonies and workplace health units to educate women staff and families about cervical cancer prevention and the benefits of HPV vaccination.
- Ensure availability and free/subsidized access to the vaccine at all Central and Divisional Railway Hospitals.

- Collaborate with government health agencies, WHO guidelines, and public health programs to acquire vaccines at subsidized cost under National Immunization initiatives.

Considering the critical importance of women's health and the proven effectiveness of the HPV vaccine in preventing cervical cancer, this Union urges the administration to immediately initiate steps for provision of HPV vaccination for women employees and Railway beneficiaries through Railway healthcare facilities.

ADMINISTRATIVE REMARKS:-

Provision of HPV vaccine for Cervical Cancer for women employees is under process. The requirement has been asked from the units i.e. CH/BBS, KUR, WAT & SBP. Vaccination of women employees by HPV will be undertaken in due course. Cancer Screening camps are being planned under jurisdiction of all units including the way side stations having Railway beneficiaries especially women in many numbers. The scheduled dates of the Cancer Screening Camps will be notified to all trade unions and all depts. Prior to the date of Camp.

DECISION:-

Item discussed and closed.

(CLOSED)

09. 02U-09-2025 EMPANELMENT OF REFERRAL DENTAL HOSPITAL IN ALL DIVISION OVER ECoR AND EYE HOSPITALS AT WALT AIR DIVISION:-

PCMD

It is submitted that dental care facilities within ECoR, including Central Hospital/MCS, lack adequate infrastructure, equipment, and specialists to meet the increasing needs of Railway beneficiaries. Procedures like root canals, prosthodontics, and oral surgeries are often unavailable, forcing staff and dependents to seek costly private treatment or face delays.

Similarly, Waltair Division currently has no empanelled private eye hospital, limiting access to critical ophthalmic care, including cataract, glaucoma, and retinal treatments. This results in delayed care and financial strain on employees.

In view of the above, it is proposed to:

- Empanel at least one reputed private dental hospital/clinic in each division.

Empanel one or more reputed private eye hospitals in Waltair Division.

ADMINISTRATIVE REMARKS:-

(a) Tie-up of Dental Hospital unit wise as below:-

KUR-NIL

SBP- No Dental Hospital.

WAT- 02 Dental Hospital (S.S dental Hospital 24.02.2024 to 23.02.2026 & Sri Sai 4Ds Dental Poly clinic: 01.03.2024 to 28.02.2026) are having tie-up

CH-KIDS/BBS is having tie up.

(b) At DRH/WAT we have one Additional CMS/EYE. She is running Eye clinic 05 days in a week, attending all OPD EYE procedures. At present we have 11 no. of specialized equipments in the Eye OPD for diagnosis and treatment of many Eye disorders including defective vision, Glaucoma, external and internal EYE injuries for all the beneficiaries. Medical Laser treatment for Anterior segment YAG Laser and posterior segment ARGON GREEN Laser for Retinal Photo Coagulation for all Retinopathies. She is examining all the candidates for initial Medical Examination and all the employees for PME and giving valuable opinion regarding fitness.

* She is conducting Ophthalmic surgeries OT 02 days in a week and doing the following surgeries.

- (i) Intra Ocular Lens(IOL)
- (ii) Secondary IOL implantation.
- (iii) All types of Open Angle and Closed Angle Glaucoma Surgeries.
- (iv) Eye LID surgeries.
- (v) All conjunctival surgeries.

*TIE-UP with Corporate Eye Hospitals will be processed in due course of time if necessary.

DECISION:-

Process to be initiated to empanel KIDS/BBS for DRH/KUR.

Empanelment of VASAN Eye Hospital and Agrawal Eye Hospital at VSKP is under process.

(CLOSED)

10. 02U-10-2025 **PROPER PINPOINTING OF STENOGRAPHER AND PERSONAL SECRETARY CADRE AT ZONAL HEADQUARTERS/CSPR:-**

PCPO

The issue of improper deployment of Stenographers and Personal Secretaries (PS) at the Zonal Headquarters and associated offices at CSPR has become a matter of growing concern. At present, there appears to be no clear and systematic pinpointing of sanctioned posts for both these cadres. As a result, many Personal Secretaries are functioning in positions originally meant for Stenographers, especially in various departments within the Zonal Headquarters and centralised sections. This not only creates confusion regarding roles and responsibilities but also undermines the structural integrity of cadre management.

The absence of proper identification and designation of posts for these cadres leads to administrative ambiguity and negatively impacts the promotional prospects and service seniority of the concerned employees. PS officials, who are meant to function in supervisory or higher-grade roles, are being utilized in general stenographic duties, which should ideally be handled by staff from the Stenographer cadre. Such practices dilute the purpose of cadre differentiation and create disparities in work allocation.

In order to address these anomalies and ensure efficient utilisation of manpower, it is imperative that a comprehensive exercise be undertaken to properly pinpoint all sanctioned posts under the Stenographer and Personal Secretary cadres. Each official should be aligned with their respective post in accordance with their designation, grade, and cadre rules. Furthermore, postings and transfers should reflect this alignment so that the functional hierarchy and service structure remain transparent and just.

Therefore, necessary steps must be initiated at the earliest to streamline the deployment and correct the irregularities presently prevailing in the system.

ADMINISTRATIVE REMARKS:-

There is a clear Pin Pointing of the sanctioned strength of Stenographers and Secretarial staff in HQ, comprising 25 PS-II, 54 Stenographers Grade-I and 10 stenographers - III, totalling 89 staff. The sanctioned strength has been

duly pin pointed department wise as per latest position dated 01-09-2025.

However, it may be noted that, the Book of Sanction for these categories of staff maintained separately by each department, and not consolidated as a single cadre for stenographers.

Recently, PS-I selection has been finalized and 07 staff have been promoted. Resultant vacancies of PS-II will be filled up shortly.

DECISION:-

Item discussed and closed.

(CLOSED)

11. 02U-11-2025 WITHDRAWAL OF THE ORDER RESTRICTING CWM FROM ACCEPTING GROUP-D STAFF THROUGH ON-REQUEST TRANSFER:-

PCPO

It is requested to kindly withdraw the order that restricts the Chief Workshop Manager (CWM) from accepting Group-D staff through on-request transfers. This order is adversely affecting the manpower position, especially when a significant number of staff retire from service every year, leading to a rapid decrease in the workforce.

At present, more than 300 Group-D posts are lying vacant. In order to fill these posts and ensure smooth functioning of operations, the withdrawal of the said restriction is essential. Moreover, this order appears to be inconsistent with the Railway Board's guidelines regarding staff deployment and transfer on request.

Hence, it is earnestly requested to review and withdraw the order in the interest of staff management and operational efficiency.

ADMINISTRATIVE REMARKS:-

As per the Book of Sanction, the total sanctioned strength of Level I posts over East Coast Railway is 12,733, with 11,455 staff presently on roll, leaving 1,278 posts vacant. Considering the existing large number of vacancies in the Divisions, on-request transfers of Group-D (Level-I) staff from Divisions to Workshops are not being considered at present.

In order to address the shortage of manpower, a notification for 964 Level I vacancies was issued on 22-01-2025, covering HQ - 124, KUR - 407, SBP - 173, WAT - 183, and MCS - 77. The Computer Based Test (CBT) for these vacancies is scheduled to be conducted from 17-11-2025 to the end of December 2025.

On completion of this recruitment process, the vacancies in Workshops, particularly at MCS, are expected to be mitigated to a substantial extent, thereby improving the manpower position and ensuring smoother operations.

DECISION:-

Item discussed and closed.

(CLOSED)

12. 02U-12-2025 REFERRAL FACILITY FOR THALASSEMIA PATIENTS REQUIRING PRBC WITH LEUKOCYTE FILTERS:-

PCMD

It is respectfully submitted that Thalassemia patients, who require regular blood transfusions for survival, need PRBC transfusions with leukocyte filters to prevent all immunization, febrile non-hemolytic transfusion reactions, and transmission of infections. The use of leukocyte-depleted PRBC is a medically accepted standard of care for managing such chronic transfusion-dependent conditions.

However, it has been observed that this specialized transfusion facility is not readily available in Railway hospitals across the zone, and no formal referral mechanism currently exists to address this critical need. This lack of access places a severe burden on affected patients and their families, both medically and financially, as they are forced to seek treatment from private sources without reimbursement or institutional support.

In view of the above, it is earnestly requested that special referral provisions be introduced for Thalassemia patients requiring PRBC with leukocyte filters, in coordination with recognized private blood banks or specialized healthcare centres. These provisions should include empanelment of suitable facilities and streamlined authorization procedures to ensure uninterrupted, quality care for these vulnerable patients.

ADMINISTRATIVE REMARKS:-

Leukocyte filters are available in Central Hospital for giving transfusion to Thalassemic patients. DRH/WAT also have

transfusion with packed Red Blood Cells (PBRC) in the stores for their patients.

DECISION:-

DRH/KUR will provide Leukocyte filters transfusion set to Thalassemic patients.

(CLOSED)

13. 02U-13-2025 CONSTRUCTION OF A FOOT OVERBRIDGE IN FRONT OF RAIL SADAN:-

PCE

It is earnestly requested that a Foot Over bridge (FOB) be constructed in front of Rail Sadan to ensure the safe and convenient movement of pedestrians, particularly the residents of the railway colony situated on the west side of the premises.

At present, there is no dedicated facility for crossing the busy road that separates the residential colony (west side) from the administrative building (east side) i.e Rail Sadan. As a result, employees and their family members including school-going children and elderly residents are compelled to cross the road amidst fast-moving traffic, which poses a serious risk to their safety.

This situation has already led to several near-miss incidents and could potentially result in unfortunate accidents if timely action is not taken. The construction of a foot over bridge at this location will not only prevent such mishaps but also promote a pedestrian-friendly and safe environment.

It is therefore requested that the concerned authorities may kindly consider this proposal with urgency and arrange for the construction of a Foot Over bridge in front of Rail Sadan, connecting the residential colony and the administrative side, for the safety and well-being of all railway personnel and their families.

ADMINISTRATIVE REMARKS:-

State Govt. was approached for providing FOB/Under pass in front of Rail Sadan. The Chief Engineer (DPI & Roads), Govt. of Odisha has intimated that the feasibility of construction of FOB near Rail Sadan is being explored and recently, it was decided that a metro railway project is going to be constructed in the nearby locality. Hence, to avoid possible conflict of metro line with the proposed FOB in view of vertical clearance, vertical geometry of the proposed

road and metro line, the decision on FOB near the Rail Kunj/Rail Sadan may be taken up after finalization of metro rail alignment.

DECISION:-

Based on the response of State Government, proposal for FOB at this location will be processed.

To be discussed with PCSC.

14. 02U-14-2025 PROVISION OF ADEQUATE AND HYGIENIC STAFF REST ROOMS AT MAJOR STATIONS:-

**PCE
All DRMs**

It is earnestly requested that adequate, well-maintained, and hygienic staff rest rooms be constructed and provided at all major stations across the zone. These facilities are essential for the welfare and operational readiness of various categories of railway staff, including:

- Off-duty staff taking rest after their duty.
- On-duty personnel requiring short breaks during long duty hours
- Staff arriving from remote locations who are unable to return home immediately
- Crew members completing duties during odd or late-night hours
- On-board staff deboarding at inconvenient times when transportation or home access is not feasible

The lack of proper rest facilities at several stations causes undue hardship and fatigue to the staff, ultimately affecting their efficiency and safety. These rest rooms should be equipped with basic amenities such as clean bedding, drinking water, proper ventilation, sanitation, and lighting, and should be regularly cleaned and inspected.

ADMINISTRATIVE REMARKS:-

Basic amenities have been provided in the rest room at major stations. For enhancing of the facilities, necessary proposal should be initiated from the user department and subsequent steps will be taken accordingly.

DECISION:-

This item will be discussed with PCSTE, PCOM, PCME and PCCM.

15. 02U-15-2025 PROVISION OF LIFT FACILITY IN ADMINISTRATIVE BUILDING, CRW/MCS AND DRM OFFICE, KUR:-

**PCE
PCEE
DRM/KUR
CWM/MCS**

The longstanding demand for the installation of a lift in the Administrative Building of Carriage Repair Workshop, Mancheswar (CRW/MCS), and the DRM Office, Khurda Road (KUR), requires urgent attention. This issue has been raised multiple times in various Workshop PNM meetings, and although assurances have been given on several occasions, no tangible progress has been made so far.

The absence of a lift continues to cause significant inconvenience, particularly to senior staff members and employees with health-related conditions or physical disabilities, who are required to frequently move between floors as part of their official duties. The Administrative Buildings house several critical departments and witness considerable daily footfall, which further underscores the necessity of a functional lift system.

In view of staff welfare and to ensure the smooth and efficient functioning of administrative operations, it is once again earnestly requested to expedite the approval and installation of lift facilities at both the CRW/MCS Administrative Building and the DRM Office, KUR, without any further delay.

ADMINISTRATIVE REMARKS:-

As per the letter of Dy. CEE/CRW/MCS, the abstract estimate for the proposal has already been submitted by ADEN/MCS on 10-07-2025 for further processing the case at their end.

KUR: Feasibility study will be done jointly with Electrical department for the provision of lift at DRM office in Khurda Division.

PCEE

Lift facility is already available and functional at the DRM Office, KUR. However, considering the structural constraints and space limitations, provision of an additional lift at old DRM building opposite to Railway canteen is not feasible. Provision of lift facility at CRW/MCS is under process.

DECISION:-

For MCSW administrative building a proposal is being moved for the provision of lift. As far as provision of lift in KUR

DRM office building is concerned there is an issue of feasibility which the Division should re-examine by 15th Nov 2025.

16. 02U-16-2025 REVISION OF DUTY ROSTER FOR MV DRIVERS AT HEADQUARTERS/CSPR:-

PCPO At present, Motor Vehicle (MV) drivers posted at Headquarters/CSPR are engaged in extended duty shifts lasting up to 11 hours per day. This prolonged working schedule not only causes physical and mental fatigue but also adversely affects the overall efficiency, alertness, and health of the drivers.

In accordance with standard labour laws and the guidelines laid down by regulatory authorities, an 8-hour duty roster (Continuous roster) should be implemented for all MV drivers. Extended duty hours beyond the permissible limits violate established norms and can potentially lead to safety hazards, especially given the demanding nature of the job which requires alertness and responsible handling of official vehicles.

It is therefore earnestly requested that the existing duty roster for MV drivers be reviewed and revised to ensure a structured 8-hour shift system.

ADMINISTRATIVE REMARKS:-

The cadre of MV drivers in ECoR/HQ is very small. Except vehicles of GA department, all the vehicles are outsourced.

DECISION:-

MV Drivers working beyond roster hours will be paid Overtime Allowance and fresh roster (continuous) will be issued by Personnel Department.

(CLOSED)

17. 02U-17-2025 UPGRADATION OF QUARTERS FOR MCS WORKSHOP STAFF RESIDING IN RAIL VIHAR:-

**PCE
PCEE
DRM/KUR
CWM/MCS** The residential quarters allotted to the staff of MCS Workshop at Rail Vihar are in urgent need of upgradation and renovation. These quarters, though allotted based on entitlement, have not been maintained or upgraded in accordance with the standards prescribed for the respective categories of staff.

Many of the quarters are currently in a deteriorated state, with issues such as damaged flooring, poor plumbing, non-functional electrical fittings, broken doors and windows, and inadequate sanitary conditions. Such conditions not only affect the quality of life and morale of the staff and their families but also fall short of the dignity and living standards that Railway employees rightfully deserve.

MCS Workshop staff play a critical role in the maintenance and operational readiness of rolling stock, and ensuring proper residential facilities for them is fundamental to their welfare and efficiency. Therefore, it is earnestly requested that immediate steps be taken to upgrade the quarters allotted to MCS Workshop staff at Rail Vihar, in line with their entitled standards.

The upgradation should include structural repairs, modernization of electrical and plumbing systems, improved flooring and painting, and provision of basic amenities to ensure a safe, hygienic, and comfortable living environment.

ADMINISTRATIVE REMARKS:-

Total 27 Nos. of CRWS/MCS staff are in occupation of quarters at Rail Vihar. Out of these, 17 Nos. of "F"- Type quarters have already been condemned by the competent authority on 19-06-2025, based on the Structural Audit report. The existing occupants in the above 17 nos. of F-Type quarters have been intimated to vacate the quarters and necessary intimation was given to Dy. Secy. (PG)/CSPR on 30-06-2025 and also informed to the concerned department. The repairs to the remaining 10 Nos. of quarters, which include E, D & C Type quarters are under occupation by CRWS/MCS staff, are being taken up on need basis by Zonal agency/Special agency.

DECISION:-

MCS employees residing in F-Type of Rail Vihar to be suitably accommodated in vacant quarters in Rail Vihar.

(CLOSED)

18. 02U-18-2025 REDISTRIBUTION OF RAILWAY QUARTERS POOL AT HQ/CSPR/ECOR BASED ON STAFF STRENGTH:-

**SDGM
ALL PHODs**

It is earnestly requested that the existing pool of railway quarters at Headquarters/CSPR under East Coast Railway be rationally redistributed in proportion to the actual

number of staffs working in various departments at HQ. At present, the allocation of quarters appears to be uneven, leading to imbalance and dissatisfaction among employees due to unequal access to residential accommodation.

A proportionate redistribution will ensure fairness, transparency, and optimal utilization of available housing resources. This step will also help address the growing demand for quarters among departments with larger staff strength and promote equitable living conditions for all employees stationed at headquarters.

ADMINISTRATIVE REMARKS:-

Due to some administrative exigencies, the Zonal Qtr. Committee meeting could not be held. However, as per the information available, a Zonal Qtr. Committee meeting will be conducted shortly for taking a decision in this regard.

DECISION:-

This item will be decided in the Zonal Quarters Committee.

(CLOSED)

19. 02U-19-2025 48U-09-2024 - NON-IMPLEMENTATION OF PNM ITEM NO. 44U-22-2021 REGARDING MERGER OF ESTABLISHMENT OF ENGINEERING DEPARTMENT WITH PERSONNEL DEPARTMENT:-

**PCPO
PCE
All DRMs**

Railway board has issued order on dt.28.12.2020 with guidelines regarding merger of establishment work of Engineering department with Personnel department.

After detailed discussion in the 44th PNM "Decision" was taken that the procedure being followed in SC Railway will be adopted by ECoR and policy guidelines for ECoR will be issued by 31st October 2021 after due discussion with both the recognized unions.

Further discussion in the 48th PNM the following decision has been taken:

This issue has already been discussed with the Principal Chief Engineer (PCE), and a Joint Procedure Order has been finalized.

The proposed merger of the Engineering Establishment with the Personnel Department in three Divisions of the East

Coast Railway will initially be implemented in the SBP Division. Following an assessment of any ramifications in the SBP Division, the merger will be gradually extended to the WAT and KUR Divisions. The merger is being done to manage the establishment-related tasks for Track Maintainers, Artisans, and Khalasis of Engineering Department.

As part of this transition, as per Railway Board letter dated 28-12-2020, the DRM of each Division will determine the number of staff to be transferred to the Personnel Branch in accordance with the volume of Establishment to be transferred to Personnel Branch and keeping in view the percentage guidelines provided in Annex G of RBE No. 102/2013 concerning the restructuring of Group 'C' staff (Ch. OS, OS, Sr. Clerk, Jr. Clerk). Options will be solicited from the existing ministerial staff currently handling establishment matters in the Engineering Units of the Division. These staff members will be transferred to the newly created posts, with their seniority being determined through interpolation as per existing administrative rules.

But it is regret to inform that till date the above decision has not been implanted over the ECoR. Hence this union demands for immediate implementation of the above Railway board guideline without further delay.

ADMINISTRATIVE REMARKS:-

Railway Board vide letter dated 28-12-2020 had issued policy guidelines regarding merger of Establishment work of Engineering Department with Personnel Department. In pursuance of this, discussions were held in the 44th and 48th Zonal PNM meetings with the recognized unions, wherein it was decided that the procedure being followed in South Central Railway would be adopted in East Coast Railway. A Joint Procedure Order (JPO) was accordingly drafted and forwarded to the Engineering Department in e office computer no 71425 in August 2024 and a letter on 2-7-2025 for their views.

The Engineering Department vide their letter dated 06-08-2024 have conveyed that while the policy is appreciated, they have expressed reservations regarding the transfer of OS/Stores staff to the Personnel Department. It has been highlighted that about 30-40% of the available OS/Stores staff are engaged in field unit-related work and their diversion may adversely affect the handling of establishment matters of Group 'D' employees in the Engineering Department.

In view of the above, while the merger is conceptually in line with Railway Board's instructions and has already been implemented in some Railways such as South Central Railway, the practical concerns raised by Engineering Department need careful consideration. As per earlier decision, the merger was to be piloted in SBP Division and thereafter extended to WAT and KUR Divisions after assessing ramifications.

Accordingly, the proposal requires further review at zonal level, taking into account administrative convenience, staff availability, and ensuring that the establishment-related grievances of Group 'D' staff are not adversely impacted. A revised JPO will be finalized after resolving these operational issues in consultation with the Engineering Department so that the merger can be implemented in a phased and effective manner.

DECISION:-

It is agreed to take over the work of establishment of Engineering Department of all Divisions starting with SBP Division along with the transfer of staff dealing with establishment matters.

(CLOSED)

20. 02U-20-2025 NON-IMPLEMENTATION OF 48U-12-2024- UP GRADATION AND PROVISION OF PROPER FACILITIES IN TTE REST ROOMS AT PAR WITH RUNNING ROOMS:-

PCCM

It has been observed with concern that, despite several clear orders and guidelines issued by the Railway Board, the East Coast Railway (ECoR) administration has not yet ensured the provision of adequate facilities for the Ticket Checking (TC) staff at TTE rest rooms, in line with the standards maintained at Running Rooms for operational staff.

The issue was also brought up and discussed during the 49th Zonal PNM meeting, wherein the following decision was officially recorded:

"Transportation to the onboard TTEs will be provided from the station to their respective rest rooms in the same manner as provided to crew members. Additionally, a tender for the provision of subsidized meals for TTEs will be floated shortly."

However, despite this assurance, the said provisions are yet to be implemented across many stations in ECoR. TTEs continue to face difficulties in accessing rest rooms, particularly due to the absence of dedicated transportation and basic amenities such as hygienic meals, drinking water, clean toilets, and rest spaces. This not only affects their rest and recovery between duties but also impacts their overall efficiency and morale.

In light of the above, this Union strongly demands that:

Immediate arrangements be made to provide station-to-rest room transportation for onboard TTEs all over ECoR Zone.

The process for floating and finalizing tenders for subsidized meals in TTE rest rooms be expedited without further delay.

All TTE rest rooms across ECoR be equipped with minimum prescribed facilities similar to those provided in Running Rooms, including clean bedding, bathing arrangements, drinking water, and proper sanitation.

ADMINISTRATIVE REMARKS:-

Letters have been issued to Foreign Railways to provide proper facilities for our ticket checking staff at par with running rooms. Similar letter had also been written to three Divisions for improving facility of TTE Rest rooms.

DECISION:-

Proposal of KUR and WAT for renovation of TTE Rest Room at par with Running Room has been sent to Railway Board for inclusion in Umbrella Work. SBP Division proposal will be sent.

21. 02U-21-2025 PROVISION OF STATION IMPREST FOR CLEANLINESS AT NEWLY COMMISSIONED STATIONS ON BB LINE:-

**PCOM
PFA
All DRMs**

It is requested that station imprest cash be sanctioned for the newly opened stations along the BB line to ensure proper upkeep and cleanliness of the station premises. Presently, all stations under ECoR have been provided with station imprest specifically for cleanliness and sanitation purposes.

However, the newly commissioned stations on the BB section have not yet been allotted this essential fund.

The absence of imprest hampers routine cleaning activities, leading to unhygienic conditions that adversely affect passenger comfort and station aesthetics. Immediate provision of station imprest for cleanliness will enable timely procurement of cleaning materials, deployment of sanitation workers, and maintenance of acceptable hygiene standards in line with the practices followed at other stations across ECoR.

ADMINISTRATIVE REMARKS:-

Station Imprest of Rs. 5000/- each for 11 stations of B-B section has been sanctioned. Creation of User ID and Password for online processing of Bill is under process.

DECISION:-

Item discussed and closed.

(CLOSED)

22. 02U-22-2025 **NO ACTION OF 48U-23-2024 - RENOVATION OF JHAROBODHI POND SITUATED AT EAST SIDE OF KUR STATION AND RENOVATION OF PAMPU POND AT KBJ:-**

**PCE
DRMs-KUR &
SBP**

Jharobodhi Pond, located on the eastern side of Khurda Road (KUR) station, spans over 7.5 acres of valuable railway land. Historically, this pond played an important role in railway operations, as its water was extensively used for steam locomotive services and station cleaning activities during the 1990s. However, following the phasing out of steam locomotives, the pond has remained in a neglected and unutilized condition for decades.

Adjacent to this pond lies a cremation ground that continues to be used by the residents of the nearby railway colony and local communities. Unfortunately, both the pond and the cremation ground are presently in a severely deteriorated state, lacking basic maintenance and upkeep. Their current condition not only undermines the utility of a valuable railway asset but also reflects poorly on the facilities available to the surrounding communities.

Despite this matter being raised repeatedly in various PNM forums and platforms, no concrete action has been taken so far. The prolonged inaction has led to further degradation of the site, diminishing its historical, functional, and community value.

In light of the above, this Union once again urges the administration to treat the issue with due seriousness and take immediate steps for the renovation and development of Jharobodhi Pond and the adjacent cremation ground. Restoration of this site will not only preserve a significant railway heritage asset but also serve the needs of the local community and help in preventing further neglect or misuse of the land.

Similarly,
Renovation & Development Of Pampu Pond At KBJ.

This pond, spread over approximately 2 acres, carries significant historical and functional relevance. In earlier times, it served as a vital water source for steam locomotives and was also used to meet the water needs of the adjoining railway colony. However, for several decades now, the pond has been left in a neglected state, with no proper maintenance or preservation efforts. As a result, the area is steadily deteriorating, and unauthorized encroachments are beginning to appear in and around the site.

Given its past importance and current vulnerability, this Union strongly urges the administration to take immediate steps for the comprehensive renovation and development of Pampu Pond at KBJ. Restoration of this asset is essential not only to preserve its historical significance but also to prevent further degradation and misuse of valuable railway land.

ADMINISTRATIVE REMARKS:-

Possibility of better utilization of Jharobodhi pond at east side of KUR station and Pampu Pond at Kantabanji (SBP division) for larger benefit of the Railway employees and Public will be explored after joint inspection of concerned department.

Comprehensive renovation and development is a policy matter.

DECISION:-

For Jharobodhi pond at KUR, tender has been floated for carrying out the necessary works.

For Pampu pond at KBJ, State Government is taking renovation work.

(CLOSED)

23. 02U-23-2025 PROPOSAL FOR CREATION OF A DEDICATED USFD CADRE IN THE ENGINEERING DEPARTMENT:-

**PCE
All DRMs**

Currently, the Engineering Department lacks a dedicated cadre for Ultrasonic Flaw Detection (USFD) staff, which has resulted in limited career progression opportunities and a lack of defined accountability for those performing this specialized and safety-critical role. USFD is an essential component of track maintenance and safety, responsible for detecting internal flaws in rails and welded joints that are not visible externally. The work demands high precision, technical knowledge, and adherence to stringent safety norms.

In the absence of a structured cadre, USFD staff are often treated as part of general engineering duties, leading to ambiguity in their responsibilities, underutilization of their specialized skills, and inadequate recognition of their technical contributions. This also hampers consistent skill development, proper manpower planning, and long-term deployment strategies.

Establishing a separate USFD cadre within the Engineering Department will help institutionalize this critical function, ensure professional development of USFD personnel, and strengthen the department's commitment to safety. It will bring clarity to roles, encourage specialization, and create a formal promotional hierarchy, thereby boosting morale and accountability.

In view of the above, it is earnestly requested that a dedicated USFD cadre be created within the Engineering Department to address these gaps and support the long-term goals of railway safety and technical excellence.

ADMINISTRATIVE REMARKS:-

At present no separate USFD cadre is available in each division of East Coast Railway. Creation of separate USFD cadre is to be decided at RB level.

DECISION:-

The exchange of JEs and SSEs, from open-line sectional working to USFD and vice-versa will be considered depending on vacancies and willingness.

(CLOSED)

24. 02U-24-2025 PROVISION OF ADEQUATE TWO AND FOUR-WHEELER PARKING SPACE FOR OPEN LINE STAFF AT SBP:-

**PCE
DRM/SBP**

There is a great inconvenience being faced by the running and other open line staff regarding the existing parking facility. The current space allocated for parking is grossly inadequate and lacks even the basic infrastructure like a shed or organized layout.

At present, it is extremely difficult for staff to park their two-wheelers due to congestion. Additionally, there is no designated space at all for four-wheeler parking, forcing staff to park their vehicles at distant or unsafe locations. This not only causes daily hardship but also leaves the vehicles vulnerable to damage. Although this Union has raised the demand in Divl. PNM forum since 2022 the same is not rectified.

In view of the above this Union urges to provide Sufficient space for both two and four-wheelers with covered shed to protect vehicles from weather conditions. An early action in this regard will be highly appreciated by all concerned staff and will boost their morale.

ADMINISTRATIVE REMARKS:-

As Sambalpur is a NSG-3 category station and recently declared to be upgraded through Amrit Bharat Station Scheme (ABSS). Hence, due care is being taken for providing space for parking of two & four wheelers.

DECISION:-

Due care is being taken for providing space for parking of two & four wheelers under Amrit Bharat Station Scheme (ABSS).

(CLOSED)

25. 02U-25-2025 PROPOSAL FOR RENOVATION OF DRM OFFICE BUILDING AND PROVISION OF STAFF CANTEEN AT DRM OFFICE COMPLEX, WALT AIR DIVISION:-

**PCE
PCPO
DRM/WAT**

The DRM Office Complex at Waltair, the administrative hub of the division, houses a large number of officers, supervisors, and staff. Despite the workforce size and long working hours, there is no staff canteen within the premises, causing daily inconvenience. Employees are forced to bring food from home or go outside during short breaks, affecting productivity and morale, especially during extreme weather conditions. A dedicated canteen, operated

departmentally or through a reputed contractor, is urgently required to ensure hygienic, affordable meals and support staff well-being.

Simultaneously, the DRM Office building itself is in a deteriorated and unsafe condition, with structural cracks, water seepage, electrical issues, and poor ventilation. As it houses critical departments, its condition poses safety risks and hampers efficient functioning. Therefore, a comprehensive renovation is strongly recommended. The upgraded facility should follow modern safety standards, include green and digital infrastructure, and provide adequate space for coordination and staff welfare.

These initiatives are essential to ensure a safe, efficient, and employee-friendly working environment and should be prioritized.

ADMINISTRATIVE REMARKS:-

Tender for construction of building for staff canteen was opened on 26-06-2025 and the same is under finalization.

DECISION:-

The locations requiring major repairs in DRM/WAT building will be examined in detail and necessary repairs works will be undertaken (OPEN).

The work for construction of staff canteen building has been awarded and it is in progress (CLOSED).

(Partly closed)

26. 02U-26-2025 UPGRADATION OF RAILWAY QUARTERS AND NO ACTION OF THE AGREED PNM ITEM NO.46U-10-2023 PROVISION OF AIR CONDITIONING FACILITIES ACROSS ECoR:-

**PCE
PCEE
All DRMs**

A large number of railway quarters under ECoR are in poor and dilapidated condition, having undergone minimal maintenance over the years. These residential units are severely lacking in basic amenities such as proper flooring, sanitation, electrical fittings, and ventilation, which are essential to ensure a decent standard of living for railway employees and their families. This neglect not only affects the physical comfort of the staff but also impacts their overall health and well-being.

Additionally, with the intensifying summer conditions and rising temperatures in all region, it has become increasingly difficult for staff to cope with the heat in quarters that lack proper cooling systems. Therefore, it is strongly

recommended that the administration make adequate provisions for the installation of air conditioners in all types of railway quarters, regardless of the staff category or entitlement. In addition to it as per RB Circular No. 2021/EEM/180/11 dtd.09.11.2021 AC points are being provided to Type-II Quarters and above. This is no longer a luxury but a necessity in the current climate scenario.

In view of the above, this Union urges the administration to expedite the execution of the agreed PNM item by initiating a phased plan for the installation of air conditioning facilities in all quarters over ECoR and prioritizing the comprehensive renovation of existing railway quarters and. Immediate attention to this matter is essential to uphold staff welfare and maintain a motivated workforce.

ADMINISTRATIVE REMARKS:-

PCE: Repairs to Railway quarters are being taken up regularly on need basis through both Zonal contracts as well as special contracts.

PCEE: As per Railway Board Circular No. 2021/EEM/180/11, dated 09-11-2021, AC points are being provided upto Ty-II quarters. AC points are being provided in Ty-I quarters on medical grounds as well as on the basis of technical feasibility.

DECISION:-

Rewiring of quarters is in progress in all three Divisions and during the rewiring a provision of power point required for AC will be provided as per the order of Railway Board.

For quarters where rewiring is not taken up NOC for provision of AC will be given by Sr. DEE/G office based on the feasibilities of available sub-station capacity within 07 days.

(CLOSED)

27. 02U-27-2025 MISUSE OF OFFICIAL DUTY ASSIGNMENTS AND UNPROFESSIONAL CONDUCT BY CERTAIN INSPECTING OFFICIALS:-

PCCM

It has come to the notice of this union that a recurring and concerning practice is being followed, particularly within the Commercial Department at Headquarters/CSPR. Certain departmental inspectors are being booked on official duty for routine inspections based not on operational necessity, but seemingly for personal convenience—especially aligning their inspection duties in the direction of their native

places. This trend is observed more frequently during weekends, which indicates a deliberate and manipulative scheduling pattern.

Such actions reflect a serious case of manpower misutilisation and administrative malpractice. Assigning inspection duties in this arbitrary and preferential manner not only undermines the core purpose of objective and effective supervision, but also results in unnecessary expenditure of public money in the form of TA (Travelling Allowance) claims, without yielding corresponding productivity or tangible outcomes.

Moreover, there have been multiple instances where Headquarters-based Commercial Inspectors (CIs), during such inspection duties, have displayed unprofessional behavior by disregarding the dignity of on-duty frontline staff in the presence of passengers. This includes publicly undermining senior onboard staff, which not only erodes team morale but also tarnishes the public image of the Indian Railways. Such actions amount to institutional arrogance, causing mental stress and humiliation to the staff discharging their duties with dedication on the ground.

This Union strongly condemns these practices and urges the administration to immediately cease this irrational and counterproductive trend of assigning duties based on personal biases or unofficial considerations.

ADMINISTRATIVE REMARKS:-

Complaint is of general nature. Specific case if provided will be enquired in detail.

However, ticket checking cases and earnings from APR to JUNE has been increased by 2.10% and 5.60% respectively with comparison to the corresponding period of the last year.

Items	2024-25 (APR-JUNE)	2025-26 (APR-JUNE)	% Varia over LY
No. of ABC cases (in Lakhs)	3.33	3.40	2.10
Total Earnings (Rs. in Crores)	17.87	18.87	5.60

DECISION:-

Item discussed and closed.

(CLOSED)

28. 02U-28-2025 GRANT OF MACP TO THE PHARMACISTS OVER ECoR AS PER RBE No. 165/2010 AND RB LETTER DTD.10.06.2015:-

**PCPO
PCMD
PFA
All DRMs**

It is requested that the (MACP) Scheme be implemented for the category of pharmacists under East Coast Railway (ECoR) in accordance with the provisions of Railway Board's RBE No. 165/2010 and RBE Letter dated 10.06.2015.

As per RBE No. 165/2010, pharmacists are eligible for MACP benefits in the promotional hierarchy rather than the grade pay hierarchy, ensuring fair and consistent career progression opportunities. Further, the Railway Board's clarification dated 10.06.2015 reaffirms that placement from Entry Grade Pay ₹2800 to Non-Functional Grade Pay ₹4200 and further promotions should be treated as part of the promotional hierarchy for MACP purposes.

Despite these clear directives, many pharmacists under ECoR have not yet been granted MACP benefits in the appropriate hierarchy, leading to stagnation and denial of their rightful financial and promotional entitlements.

It is therefore urged that necessary instructions be issued to implement the MACP Scheme for pharmacists in line with the above-cited Railway Board guidelines without further delay, ensuring justice and parity across all zones.

ADMINISTRATIVE REMARKS:-

Pharmacists of ECoR have been granted MACP benefits in the appropriate hierarchy in terms of RBE No. 165/2010 & RBE No. 101/2009. Any specific pending case(s) may be brought to the attention of Administration.

DECISION:-

List of staff who are due for non-functional promotion to 4200 (L-6) will be furnished by GS/ECoRSU.

(CLOSED)

29. 02U-29-2025 MISALLOCATION OF SSE/C&W VACANCIES AND INJUSTICE TO JUNIOR ENGINEERS:-

**PCPO
CWM/MCS**

This Union registers its strong objection towards the non-filling of SSE/C&W vacancies through the Departmental Promotion Quota (DPQ) and the resulting injustice caused to the eligible Junior Engineers. As per the seniority list published by your office on 13.02.2025, the sanctioned

cadre strength for SSE/C&W is clearly defined. It has been submitted that 20% of Direct Recruitment Quota (DRQ) is calculated against the total SSE cadre strength (Level 7 + Level 8). Based on this structure, the sanctioned strength is as follows:

Sanctioned Cadre Composition (Levels 7 & 8):

Total Sanctioned Posts: 113

DRQ (20%): 23 Posts

DPQ (80%): 90 Posts

Current Status:

SSEs serving under DRQ: 23

SSEs serving under DPQ: 70

Vacant DPQ posts: 20

It is observed with concern that the Personnel Department is now attempting to fill these 20 vacant DPQ posts under the DRQ quota. This move is in clear violation of prevailing Railway Board norms and policies and constitutes a breach of the rightful promotional pathway available to departmental staff. Such an action severely undermines the career progression opportunities of deserving and eligible Junior Engineers, causing widespread discontent and demoralization.

In light of the above, we earnestly request the following through your kind intervention and support via ECoRSU:

1. The 20 vacant DPQ posts are filled strictly through eligible Junior Engineers, as per extant rules.
2. Strict adherence to the 80:20 DPQ:DRQ ratio in the filling of SSE/C&W posts.
3. Immediate corrective steps be initiated by the Personnel Department to prevent recurrence of such deviations and ensure justice to departmental candidates.

ADMINISTRATIVE REMARKS:-

In terms of RBE No.155/2022 & Clarification in Sl. No-V of Railway Board's letter No-PC-VII/2019/RSRP/3, dated 01-12-2022, 50% of SSE in Level-7 to be upgraded to SSE, Level-8. Accordingly, 56 posts have been upgraded by WAT division to Level-8. The remaining 57 SSE posts in Level-7 should be distributed proportionately as 80% DPQ & 20% DRQ. So the sanctioned cadre in SSE Level-7 should be 46 in DPQ & 11 in DRQ. But Division has taken 20% of DR Quota on overall sanctioned cadre of 113. As a result of which 23 posts in Level-7 have been earmarked against Direct

recruitment quota instead of 11 which contradicts RBE No. 155/2022.

In this regard a detail clarification vide PCPO/ECOR's letter No. ECoR-HQOPERS(CDNG)/2502025/Compt No. 95440 dated 15-9-2025 has been issued to division that DRQ % (20%) in SSE category will be calculated on the remaining sanctioned strength of SSE in Level-7 after upgradation of posts to Level-8 and 20% of all the higher grade vacancies in Level-8 to be taken into account for DRQ in Level-7.

DECISION:-

Clarification already issued on 15.09.2025 to WAT Division. A copy of the letter will be sent to GS/ECORSU.

(CLOSED)

30. 02U-30-2025 PROVISION OF WATER PURIFIERS TO ALL TRACK MAINTAINERS RESTROOMS OVER THE ECoR ZONE:-

**PCE
PCMM
All DRMs**

It is brought to kind notice that the restrooms provided for Track Maintainers across the zone often lack safe drinking water facilities. In many locations, especially in remote sections, the water available is either unfiltered or not fit for direct consumption. This poses health risks and affects the well-being of the staff performing hard physical duties under tough climatic conditions.

Hence this union demands provision of water purifiers in all Track maintainers Restrooms across the zone as Track Maintainers work in extreme field conditions and rely on restrooms for basic amenities including drinking water.

ADMINISTRATIVE REMARKS:-

- (i) Water bottles have been provided to all TMs as safety gear.
- (ii) For provision of water purifiers at restrooms, feasibility will be explored in consult with the Electrical department.

DECISION:-

At the location where the water available at or near the track maintainers rest room is required water purification the water purifiers will be considered based on availability of pipe water supply, electrical connection and security.

(CLOSED)

SECTION - "C"
REVIEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
31.	01U-01-2025	MINIMUM GUARANTEED KILOMETRE (120 KM):-
	PCEE	As per Railway Board decision National Average Kilometer is fixed 5100 kms for month. Most of the time while working goods train in midsection due to traffic issues or operational problem running staff are unable to reach the destination and minimum guaranteed kilometrage which caused not to reach the NAK fixed by railway in a month.
	PCOM	
	PCPO	
	All DRMs	

In IREM Volume. 1, Chapter -IX, Para.914, it is clearly mentioned that in such section where the running staff enable to earn adequate kilometrage within the stipulated duty hours and in all circumstances, they shall be paid at the rate of 120kms for the full stipulated duty hours. In RB Letter No. E(P&A) II,84/JCM/I, Dated. 02/02/1985 and RB Letter No. E(P&A) II-85/FE-4/3, Dated. 25/05/1985 and RB Letter No. E(P&A) II-80/RS-10, Dated 17/07/1981 of Para 3.16also mentioned regarding minimum guaranteed kilometrage to running staff.

Running Staffs of SBP Division aren't getting the minimum guaranteed mileage and allowance from several years which violate the Payment & Policy Wages Act. In Kilometer allowance running staff are getting their allowance with pay (70%+30%). So not getting MGK, running staff are not only loosing pay but also in huge financial loss after contribution of full effort in duty.

LAST MINUTES:-:-

MGK Committee at HQ is reviewing the recommendations of Divisions. The decision will be given within a fortnight. For other sections the Divisions will be advised to give the required train order based on the work to be done.

PRESENT POSITION:-

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 discussed and closed.

(CLOSED)

32. 01U-13-2025 PROMOTION AND CHANGE OF CATEGORIES FOR HELPERS (ASSISTANT) LEVEL 1 IN ENGINEERING DEPARTMENT:-

**PCPO
All DRMs**

ECoRSU would like to bring to your attention towards a long-standing issue regarding the promotion of Helpers (Assistant) Level-1 employees in the Engineering Department, who have diligently served the department for over 18 to 20 years. Despite their extensive years of service, these employees are still stuck in the same position, without the opportunity for career advancement or promotion except MACPs.

The lack of promotion for these experienced workers is causing significant frustration, as they have consistently demonstrated their dedication and commitment to their duties over the years. It is disheartening for them to remain in the same position despite their continuous service and contributions to the department.

This Union believes that a one-time exception could be made for these employees, allowing them to change categories and move up to Level 2. This exception would not only recognize their long and valuable service but also give them a chance to retire in a higher group, such as Group C, which would significantly enhance their morale, job satisfaction, overall career development and secure post retirement life.

This Union respectfully urge the authorities to consider this request and grant a one-time exception for these employees to change their categories to Level 2, enabling them to retire in Group C.

LAST MINUTES:-

To be discussed with PCE.

PRESENT POSITION:

Helpers (Assistant) in Level-1 of the Engineering Department have defined promotional avenues to the post of Technician-III (GP ₹ 1900) against 25% Intermediate Quota (IQ) and 50% Promotion Quota (PQ) in terms of Para 159 of IREM Vol-I. They are also eligible to appear in all general selections such as Sectional Water Inspector (SWI) 35% and Chief Loco Assistant (CLA) selections, apart from GDCE which is open to all qualified serving employees.

However, since the matter pertains to the overall policy framework governing promotion and career progression of Level-1 staff, any further decision in this regard may be taken after obtaining clarification from Railway Board.

DECISION:-

A joint meeting will be conducted to examine the above matter.

33. 01U-20-2025 CHANGE OF OPD TIMINGS IN ALL DRH / HU:-

**PCMD
All DRMs**

Earlier the OPD timings of DRH / HU of Khurda Road Division was 09.00 Hrs to 13.00 hrs in 1st half and 15.00 hrs to 18.00 hrs in the 2nd half. In this plan of OPD timings the beneficiaries use to get optimum benefits for treatment. As per CMS/KUR Letter Vide No. CMS/CA/OPD Timings/1294 Dt.09.10.2024 the present timings OPD i.e 08.30 to 15.00 hrs does not suits the patients for attending DRH/HU over Khurda Road Division for treatment. This is also implemented in other Divisions also.

Hence this Union demands to change the timings of OPD timings of DRH / HU of Khurda Road Division was 09.00 Hrs to 13.00 hrs in 1st half and 15.00 hrs to 18.00 hrs in the 2nd half like previous days so that the beneficiaries will get the maximum benefit of the timings.

LAST MINUTES:-

The new time table has been implemented in 3 Divisions, except CH/BBS. The Union has demanded that the new timings are not suitable for the people coming from distant station. Hence, it is strongly recommended that the old OPD timings should be implemented. The OPD timings will be decided after discussion with CMSs/MD, within a month.

PRESENT POSITION:-

OPD timings of DRH/HU's of KUR Division has been restored/revised w.e.f. 15-07-2025 as it was followed prior to the issue of RB letter No. dated 28-09-2025.

DECISION:-

CMS/WAT, SBP and DRM/WAT, SBP will be advised to implement the old OPD timings. TDC: 30-11-2025

(CLOSED)

SECTION - "D"
SUMMARY

	Total no. of items	Items closed	Balance items
New Agenda items	30	22	08
Review Agenda Items	03	02	01
Total	33	24	09
