

**Minutes**  
**of the**  
**38<sup>th</sup> Zonal PNM Meeting**  
**between**  
**ECoR & ECoRSC**

**Venue: Sabha Griha, 1<sup>st</sup> floor,  
Rail Sadan,  
Chandrasekharpur,  
Bhubaneswar.**

**held on: 2<sup>nd</sup> & 3<sup>rd</sup> June, 2016**

**MINUTES OF 38<sup>TH</sup> (2<sup>ND</sup> IN 2016) ZONAL PNM MEETING HELD BETWEEN EAST COAST RAILWAY HEADQUARTERS & EAST COAST RAILWAY SHRAMIK CONGRESS (ECoRSC) AT EAST COAST RAILWAY ZONAL HQRS, RAIL SADAN, CHANDRASEKHARPUR, BHUBANESWAR ON 2<sup>ND</sup> & 3<sup>RD</sup>, JUNE, 2016 .**

**MEMBERS PRESENT**

<b>OFFICIAL SIDE</b>		<b>REPRESENTATIVES OF ECoRSC</b>	
<b>Srl. No.</b>	<b>Name with designation (S/Shri/Smt.)</b>	<b>Srl. No.</b>	<b>Name with Designation (S/Shri/Smt.)</b>
1.	Rajiv Vishnoi, GM	1.	K.S. Murty, President
2.	Manju Ray, CPO	2.	P.Mohan Rao, W kg.President
3.	P.Kishore Babu -CPO(A)	3.	P.K.Sahani, Vice President
4.	D.P.Lal, CBE	4.	R.K.Karri, Vice President
5.	H.K.Dutta, CTPM	5.	R.C. Sahoo, General Secretary
6.	N.S.Uikey, CE(Con) -I I	6.	T.Narasingha Rao, Jt. General Secretary
7.	A.K.Sharma, CME	7.	B.B.Samantaray, Jt. Genl. Secretary
8.	A.K.Pandey, CEE	8.	P. Balaram Swamy, Jt. General Secretary
9.	Dr.S.K.Mohanty, CMD	9.	B.K. Mund, Jt. General Secretary
10.	B.P.Swain, CCM	10.	B. Satyanarayana, Jt. General Secretary
11.	I.S.Upadhaya, COS	11.	J.Sampath Kumar, Addl.Jt.Genl. Secretary
12.	Debraj Panda, SDGM	12.	B.N.Dash, Addl.Jt.Genl. Secretary
13.	R.P.Verma, CSE	13.	B.P.Mohapatra, Addl. Jt. Genl. Secretary
14.	Atual Pathak, I G -cum- CSC	14.	R.K.Tripathy, Addl. Jt. Genl. Secretary
15.	M.Ganga Bhavani, Dy.CPO(IR & W )	15.	A.K.Mohapatra, Addl. Jt. Genl. Secretary
16.	P.B.Mondal, SPO/Engg.	16.	T.V.Mouleswara Rao, Addl. Jt. Genl. Secy.
		17.	N.S.L.K.Rao, Addl. Jt. Genl. Secy.
		18.	Ashutosh Mohanty, Treasurer
		19.	Smt.G.Seetalakshmi, Lady Delegate
		20.	Smt. P.Ramalaxmi, Lady Delegate

**N.B:-**

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

**SECTION - "A"  
INTRODUCTION**

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

CPO/ECOR/BBS welcomed Shri Rajiv Vishnoi, the General Manager/ECOR, Shri K.S. Murthy, President/ECORSC, Shri R.C. Sahoo, General Secretary/ECORSC, all Central Office Bearers and lady delegates of ECORSC and all PHODs/CHODs present in the PNM Meeting. She then requested Shri K.S. Murthy, President/ECORSC and Shri R.C. Sahoo, General Secretary/ECORSC to place their items before the GM/ECOR and finally requested GM/ECOR/BBS to address the House.

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

Shri K.S. Murthy, President/ECORSC wished General Manager, all PHODs/HODs, General Secretary/ECORSC, lady delegates and his colleague Central Office Bearers attending the meeting. He raised the following issues before GM for his kind consideration.

1) ALP/LPs are facing inconvenience while foot plate inspection is conducted by Officers.

2) Accommodation to C&W escorting staff in Duranto Express. He demanded that whatever instructions exists for accommodation of C&W escorting staff in Rajdhani express may be extended to Duranto Express.

3) In the case of compassionate appointment, widow may be posted at the same place where her husband worked earlier for smooth conduct of official business by the widow.

4) Redeployment of medically de -categorized staff may be made in their parent departments.

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

Shri R.C. Sahoo, General Secretary/ECORSC greeted and welcomed the GM, all PHODs/HODs, all Central Office Bearers of ECoRSC including the lady delegates. He told that ECoRSC is counseling their staff to put in their best to achieve the target of ECoR. He told that his organization will always try to put forth the areas in which the Railway is suffering loss. He congratulated GM for so many achievements of East Coast Railway during his tenure and wished happy peaceful life after retirement

He pointed out the following items before the General Manager: -

1. He requested for creation of steno posts in comparison to 64 work -charged officers in HQ.

2. He requested for conducting work study of SSE (works) all over the East Coast Railway zone. He brought to the notice of GM that jurisdiction of IOW/CTC was bifurcated long back and it was decided that 8 staff will be transferred to PRDP. Till date no Railway staff has been transferred to PRDP. He requested GM to look into the matter.

3. Three years back in Bolangir, an intake well was built spending crores of rupees which is not functioning till yet.

4. 41 JE/SEs are working the ministerial work in construction organization. He requested for creation/posting of some ministerial posts in PCE Office .

5. He requested for modification of existing JPO for maintenance of way side stations.

6. He requested to transfer back Shri M.Nanda, Purchase assistant/COS/BBS

from SBP to BBS.

**4. Address of Shri Rajiv Vishnoi, GM/ECOR/BBS: -**

Shri Rajiv Vishnoi, GM/ECOR/BBS thanked ECoRSC for their complements. He told that East Coast Railway has achieved the targets by the efforts of all the employees. He told that problems brought to the notice of administration will be sorted as far as possible.

The meeting ended with vote of thanks.

**SECTION - "B"**  
**NEW ITEMS**

Srl. No.	Item no.	SUBJECT MATTER
01.	38C-01-2016	<b><u>DISPARITY IN ALLOTMENT OF RLY QUARTER TO RRC STAFF AT PAR WITH RRB STAFF IN ECoR.</u></b>

CPO

The RRB and RRC, both the wings/cells are functioning under the control of CPO/ECoR and Railway accommodations are being provided to the staff working in both from the Personnel pool of ECoR.

But complaints are received and also observed that the staff working in RRC are not getting the privilege of Quarter allotment or lease accommodation facilities at par with the percentage allotted to RRB Staff.

In view of the above, the staff working in RRC are deprived of to get the accommodation facilities and residing in rented houses by paying high rent which is causing them heavy financial burden and staff discontentment is increasing due to such disparity privilege.

Therefore ECoRSC urges to allot the minimums No. of Quarter or lease accommodation to RRC staff equally at par with RRB to avoid staff discontentment.

**REMARKS OF ADMINISTRATION**

RRC is a part of CPO's Office and the staff working in CPO's office are deputed for RRC work whereas RRB is not under the Zonal administration control, hence RRC is not comparable with RRB. Therefore there is no justification for separate provision for RRC staff.

**DECISION**

RRC is a part of CPO's Office and the staff working in CPO's office are deputed for RRC work whereas RRB is not under the Zonal administration control, hence RRC is not comparable with RRB. Therefore there is no justification for separate provision for RRC staff. However, any request for out-of-turn allotment can be considered based on the merit of the case and availability.

**(CLOSED)**

02. 38C-02-2016 **ALTERNATIVE ARRANGEMENTS TO BE MADE WHEN A SPORTS PERSON AVAIL SPECIAL CL ABOVE 15 DAYS.**

CCM

It is observed that good No. of sports persons have been appointed in Railway and most of them are posted in Ticket Checking Wing & ministerial etc.

As and when required as per the schedule they are being spared officially by granting special CL above 15 days / one month for participating in Tournament / League. Because of that the job allotted to them and in which seats they are working are lying vacant for months together and the works/ duties entrusted to them are badly hampering.

Keeping in view the above and to regularize the system it needs to depute other staff against them to perform their duty till they have not joined regularly.

ECoRSC demands to depute temporarily the employees against them when any sports person avail SCL above 15 days to avoid the staff discontentment.

**REMARKS OF ADMINISTRATION**

At present there is no provision of extra staff for making alternate arrangement in place of sports person when they avail Special CL above 15 days. However, such work is being managed by existing staff.

**DECISION**

At present there is no provision of extra staff for making alternate arrangement in place of sports person when they avail Special CL above 15 days. However, such work is being managed by existing staff.

(CLOSED)

03. 38C-03-2016 **CONSIDER THE PRACTICAL PROBLEM OF A WIDOW WHEN GETTING JOB AGAINST COMPASSIONATE APPOINTMENT.**

CPO

It has come to knowledge that while considering the employment to a Widow Particularly on compassionate ground, Administration is posting her at a place/station out of the Station/Unit where her late husband was working for pretty long period.

Because of that she is facing a lot of difficulties, like arranging

accommodation , schooling facilities and shifting of family etc and also it is very hard task for her to get acquainted with the new environment.

In view of above facts, ECoRSC urged that Administration should consider her posting at the Station/Unit where her late husband was working first. If not possible , then she may be allowed to give option with three choices.

#### **REMARKS OF ADMINISTRATION**

Reference to ECoRSC Zonal PNM dated 09.09.2015, instructions have already been given to all Divisions vide office Lr. No. ECoR/Pers/Rectt/Comp.Appt/Policy/EA dated 28.10.2015 stating that the request may be kept in view to the extent possible while deciding the posting. Accordingly all the divisions are following this instruction.

#### **DECISION**

Reference to ECoRSC Zonal PNM dated 09.09.2015, instructions have already been given to all Divisions vide office Lr. No. ECoR/Pers/Rectt/Comp.Appt/Policy/EA dated 28.10.2015 stating that the request may be kept in view to the extent possible while deciding the posting. Accordingly all the divisions are following this instruction.

**(CLOSED)**

**04. 38C-04-2016 CONSIDERATION OF PERIODICAL ROTATION FOR LADIES WITHIN THE SAME OFFICE/UNIT/STATION.**

**CPO**

According to present scenario of staff strength, so many lady employees have joined in ECoR in all most all Department and working in sensitive categories in various offices and field unit, Because of that they are coming under purview of periodical rotation as per the Vigilance guideline s of Railway Board.

It is observed that they are facing a lot of problems while shifting their settlements from one place to another place as well as incurring heavy financial expense during each rotation.

Further Administration is also incurring financial loss by paying Composite Transfer Grant (CTG) and other transfer benefits including transfer leave of 10 (Ten) days for each time.



As per the Railway Board Vigilance order one employee should not work more than four years in a particular sensitive seat only.

Therefore ECoRSC urges to consider the same and one lady employee may be transferred to any of the seat of that particular Department in her working station on top priority, if not possible in her working station , then will process for transfer to out of that station.

#### **REMARKS OF ADMINISTRATION**

Decision will be taken on case to case basis on merits of the case for considering periodical rotation of lady employees within same office/unit/station. As such no guidelines can be issued.

#### **DECISION**

Decision will be taken on case to case basis on merits of the case for considering periodical rotation of lady employees within same office/unit/station. As such no guidelines can be issued.

**(CLOSED)**

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

**CPO**

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

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

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

#### **REMARKS OF ADMINISTRATION**

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

## DECISION

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

06. 38C-06-2016 **TRACK POINT SETTING DUTY INSIDE THE ELS SHED BEING ATTENDED BY THE STAFF OF ELS/ANGL & W AT, WHICH VIOLATING THE SEFETY.**

CSO  
COM

It is observed that at the time of shunting of Locos from one route to another in ELS Shed the staff of the shed are being directed for point setting in Day & Night time.

Though the point setting duty is pertaining to Optg Department and coming under safety, the staff of ELS VSKP & ANGL are forced to do that work by pressure of Administration.

Further the said particular work is not pertaining to the Electrical Department and the nature of work is not coming under medical classification of a Helper or Technician. Because of that, If any unwanted incident happens during course of performance of such duty nobody will take any responsibility for such occurrence and ultimately the innocent ELS shed staff will suffer.

Therefore ECoRSC demands that the point setting work of Track to be entrusted to Optg Dept instead of ELS Shed staff early.

## REMARKS OF ADMINISTRATION

### OPERATING DEPARTMENT

At W AT ELS, points inside the ELS are operated by ELS staff only and necessary training has been imparted to the concerned staff at VZM Operating Training School. Similarly, at ELS/ANGL, point setting is done by ELS staff as they have been imparted training at DTTS/KUR.

## DECISION

The points inside ELS & DLS are operated by ELS & DLS staff having prescribed medical standard (A -2) are given training in point operation and issued certificate of competency by Operating Department.

**(CLOSED)**

07. 38C-07-2016 **PROVISION FOR COUNSELLING ABOUT UP TO DATE RULES TO THE SENIOR TICKET CHECKING STAFF OVER ECoRLY.**

CCM

Railway is regularly issuing various new rules and amendments to the earlier rules pertaining to Ticket Checking , on passenger amenity particularly, which is very essential for counseling to the Ticket Checking staff thoroughly by ZHQ.

It is observed that every rules and instructions are not reaching to each individual Ticket Checking staff and also not having the counseling provision about that rules, for that the Ticket Checking staff those are always coming across the public dealings are confronting humiliation of public, regularly.

In view of the above it is requested to make a provision for counseling about the rules to the senior Ticket Checking staff once in a month either at Zonal HQs level or at Divisional level.

ECoRSC demands for early provision of such counseling system to ensure the better service to the customers.

**REMARKS OF ADMINISTRATION**

All the latest rules/circulars are being circulated at TTE lobby offices for awareness of all ticket checking staff. Besides this, in monthly meetings, CTI are being briefed about the up dated rules for onward guidance to the line staff. Further Customer Care training & Soft S kill training are being imparted to front line staff from time to time.

**DECISION**

It is a fact that lack of proper knowledge about changes in rules often results in passengers' complaints. As such it is decided to send commercial staff both ticket checking/booking/reservation categories for refresher course at ZRTI/SINI. Alternatively, in case knowledgeable staff are available in the divisions, they can be utilized for imparting training on latest rules, clarification etc. to the field staff, locally so that man days can be saved.

**(CLOSED)**

08. 38C-08-2016 **MINIMISE THE EXISTING CHECKLIST ISSUED BY ZHQ,  
FOR AVAILING LEASE ACCOMMODATION FOR PANCHAYAT  
AREAS.**

**SDGM**

Basing on the demands of ECoRSC and realizing the problem of staff, Administration has sanctioned lease accommodations for the staff of ELS/ANGL, running staff of TLHR & PRDP, since six months back.

But it is a matter of great regret that not a single staff of above three stations is able to avail the lease accommodation facility still. Because they are not able to produce the documents as per the Check list provided by ZHQ.

Further the Check list which was prepared for Rail Sadan staff, situated in corporation area like Bhubaneswar, the same Check List is issued for the Panchayat area like ANGL, TLHR, PRDP.

ANGL, TLHR, PRDP are coming under Panchayat area, where the development authority is not existed, Secondly the house owners of that area are not providing the document like plan, municipality tax receipt etc like corporate area, Thirdly they are not also interested to abide them self with the criteria which existed in Check List. For which the staff are deprived to avail the lease accommodation facilities and suffering a lot.

Therefore ECoRSC urges before Administration to review and liberalize the existing Check List for Panchayat area particularly.

**REMARKS OF ADMINISTRATION**

The Trade Union has represented that the terms and conditions specified for leased accommodation are specific to Rail Sadan. The check list provided for submission of documents in support of ownership of house is not specific to any city or town. Therefore, the check list is applicable to Angul also. The contention that the house owners are not willing to submit the documents is not acceptable. The lease agreements are legal contract agreements and therefore documentary evidence in support of ownership of house cannot be dispensed with.

**DECISION**

It will be reviewed.

09. 38C-09-2016 **TO REVIEW THE JPO ISSUED IN 2005 FOR SANITATION AT STATION AND RAILWAY COLONIES.**

CMD

To up keep the sanitation/cleanliness of stations, offices, staff colonies etc, the said joint procedure order (JPO) has been issued duly elaborating necessities and distributing the responsibilities to the departments concerned.

In point No -2 and 4 of the said JPO, the duty & responsibility for sanitation of colony and general have been fixed. But it is observed that none of the authorities of concerned department are following the instructions of the JPO and used to throw the responsibilities between each other.

For which the necessary sanitation/cleanliness of colonies like jungle cutting, de-silting of drains, de-slugging of septic tanks etc are badly hampering and inhabitants of the colony are suffering a lot.

Therefore ECoRSC demands to review the above points of the existing JPO and re-distribute the duties/responsibilities as a fresh & ensure proper implementation of the same.

**REMARKS OF ADMINISTRATION**

The JPO on "Sanitation at station & Railway Colonies" was prepared and signed by CE, COM, CCM, CMD, CPO, CEE, CSO, CSTE, CSC & COS and circulated vide Lr. No. W1/024/CGE/Amenities/553 dated 02.02.2006 by Dy.CE/G/BBS.

Point No. 2: Colony Sanitation -It tells "At W ayside stations, where HI /IOW is not posted, sanitation of the colonies will be controlled by the Station Manager/Station Masters".

Accordingly, in ECoR, H I s from Medical Department control the sanitation of 15 stations & colonies viz. PUI , KUR, BBS, BAM, PSA, CTC, JJKR, BHC, CHE, VZM, VSKP, RGDA, KRPU, TIG, SBP. Sanitation of other stations & colonies are to be maintained by the departments specified in the JPO.

Point No. 4:General -

As per Para No. 4, 3, 4.5, 4.6, 4.7, Medical department removes the garbage, clean the sullage drains, maintains sanitations of roads & drains in the station & colonies where sanitation is maintained by Medical department as mentioned above, against point No. 2.

As per the JPO sl. No. 4.1 & 4.2 de -silting of drains, de -sludging of septic tanks, jungle cutting are to be done by Engineering department.

## **DECISION**

ECoRSC will suggest the points which are to be clarified/modified /addition in existing JPO.

**(CLOSED)**

**10. 38C-10-2016 PROBLEMS BEING FACED BY THE RUNNING STAFF DURING FOOT PLATE INSPECTION.**

**COM** Conducting of foot plate inspection by the officers is a regular  
**CSO** practice and the monthly programme of foot plate Inspection to  
**CEE** be conducted by various authorities is issued by Sr. DOS of  
**CME** concern divisions.

According to the programme fixed by the Sr DSO of the Divisions, the nominated officers are conducting their Inspection in engine to the sections like KUR -PSA, KUR -BHC, KUR -TLHR, ANGL -SBP, JSG -BRGA, TIG -BRGA, RGDA -TIG etc and like such sections in W AT Division also, which distance are near about 140, 180, 200 KM.

In engine no extra sitting provision are existed except for LP & ALP, for that, the on duty ALP, on courtesy sake is offering the seat to the officers on foot plate duty and performing his duty in standing position for more than two to three hour i.e. 140 KM, 180 KM, 200 KM throughout the section, which is seen much painful for a Running staff.

Keeping in view the above and to avoid the painful situation of ALP it needs to minimize the length of section or any alternative arrangements to be made to relax the tiredness of running staff.

ECoRSC demands for early action on the issue.

## **REMARKS OF ADMINISTRATION**

### **MECHANICAL DEPARTMENT**

In this connection, it is to inform that, the Assistant Loco Pilots are the front line staff and plays a vital role in train operation. He has to be very vigilant and cautious during the journey.

The activities in course of fulfilling assigned duties will be severely restricted if the ALP continues to sit in the nominated seat. Of late a large number of new technology with higher horse power locomotives have been inducted in ECoR. It is seen that the enginemanship including trouble shooting skill amongst the Sr. LPs is lacking severely. The ALPs therefore, need to understand nook & corner of the locomotives thoroughly.

### **OPERATING DEPARTMENT**

Every day ECoR runs 926 trains. Out of these 02 trains in each division are foot -plated by officers in different sections. Thus % of trains inspected is only 65% which is required for safety and is of paramount importance. Therefore, there is no change required in the existing instructions on the subject.

### **SAFETY DEPARTMENT**

ALP is supposed to look back & exchange signal with LC Gate & Station at this side along with check the Loco, Engine room at interval/gap of time. Also to get down & look the Loco under gear portion while it is standing. Moreover, ALP are not able to sit continuously for a long period even though only LP, ALP are in the Engine CAB as ALP is supposed to look back frequently along with exchange of signal for which standing of ALP is required. Also it is seen early that one small sitting arrangement for inspecting officials was provided in each Loco rear to LP & adjacent to door meant for Engine room, which was later removed. So one small folding sitting arrangement at the same place in all Locos may be provided again, because it is not possible for Inspecting Official to stand 2 -3 hours continuously. Till provision of sitting arrangement for Inspecting Official the sitting may be adjusted among LP, ALP & Inspecting Official. Immediate minimize the length of section, not appears possible now, as the length is provided suitably.

### **DECISION**

Instructions will be issued that inspecting officials will go standing on footplate without disturbing the on duty LP & ALP.

**(CLOSED)**

11. 38C-11-2016 **PROVISION OF EMPLOYEE TRANSPORTATION VEHICLE FOR TRD STAFF DEPUTED ON DUTY.**

CEE

The staff of Electrical (TRD) over Zone are often booked to attend the failures in the mid section or out of their Depot jurisdiction.

It is observed that the TRD staff those are booked to attend such work are being sent to the spot on the material loaded truck like a luggage which is very tedious and also unlawful. There is no rule that, the employees are to be carried from one depot to another place in Lorry/Truck. They are to be carried in a Bollero/Jeep or any passenger carrying vehicles. But it is the habit that, always they are being carried in open Truck which is meant for material transportation only which is out of rule.

ECoRSC demands to provide a vehicle (Sumo or Bollero) in each depot to carry the employees particularly while booked for such duty from their own depot jurisdiction to other depot or any place.

**REMARKS OF ADMINISTRATION**

All depot supervisors have been advised to make arrangements like Tower Wagon, official light road vehicle and breakdown van for transportation of TRD staff on duty.

**DECISION**

Some alternative arrangement for transporting for TRD staff instead of Truck/Lorry from depot to work place and back to depot should be made by divisions. Necessary instructions, if it does not exist, will be issued.

12. 38C-12-2016 **SENIORITY & OTHER ASPECTS OF MICRO WAVE STAFF OF EAST COAST RAILWAY IN WALT AIR DIVISION.**

CSTE  
CPO

The Micro -Wave staff after winding up of the Micro Wave organization are absorbed in Open line and attached to Sr.DSTE's Office for the purpose of administrative working. They are denied of the privileges such as their promotion etc. on the plea that they are under the control of Headquarters Bhubaneswar for all such purposes. They are utilized for all works but not being considered for their career benefits such as their promotion etc by the Open line. They have submitted their representation already on the subject.

ECoRSC request the Administration to take a decision in regard to



their avenue of promotion and other aspects to avoid unrest among the staff on the above subject.

#### **REMARKS OF ADMINISTRATION**

#### **PERSONNEL DEPARTMENT**

A Joint Meeting will be called soon to decide the matter.

#### **DECISION**

A joint meeting will be called for with both the unions and the decisions will be taken before 30<sup>th</sup> June, 2016.

**(CLOSED)**

13. 38C-13-2016

#### **ABSORPTION OF MEDICALLY DE-CATEGORIZED STAFF IN THEIR PARENT DEPARTMENT TO AVOID RESENTMENT AMONGST THE STAFF IN CIVIL ENGINEERING DEPARTMENT.**

**CPO**

Most of the medically de -categorized staff are absorbed in Engineering department , only because of that the promotional chances of the ministerial staff of Engineering Department is affected seriously. Also the higher grade posts are being surrendered which is another blow for them in their career. ECoRSC urges that the medically de -categorized staff may be absorbed in their parent department only to avoid unnecessary displeasure amongst the staff of Engineering Department .

#### **REMARKS OF ADMINISTRATION**

Medically de -categorized staff are appointed to an alternative post on the recommendation of the nominated Screening committee and approved of by the competent authority.

The alternative posting made as per established provisions taking into account the available vacancies and considering the Medical fitness of the concerned staff. As far as possible if vacancy existing in the same department to the relative medical clarification and absorbing grade pay the committee makes recommendation accordingly.

#### **DECISION**

The instructions will be reiterated emphasizing the point that all possible efforts will be made to absorb all medical decategorised RPF Staff in their parent department first. Then only the question

of absorbing in some other departments will arise. For this purpose, the screening committee will be given the updated vacancy position of the parent department.

(CLOSED)

14. 38C-14-2016 **SEPARATE CADRE FOR GROUP-D STAFF OF STORES DEPARTMENT IN EAST COAST RAILWAY.**

COS

CPO

Henceforth the cadre for Group -C & D is maintained in Headquarters from the date of zone bifurcation. But as far as Group-D cadre is concerned, the staffs are not considered for promotions either in the Division or in Headquarters. As a result, they are losing their promotions. Even for Group C.

(33-1/3% Quota) promotion, the Group-D staffs are not considered, thereby their future is doomed. Except the MACP benefit, there is no promotional prospects for the Group -D staff.

ECoRSC request s that this issue may please be resolved and till such time , it is requested to keep the ensuing selections, if any, kept in abeyance.

**REMARKS OF ADMINISTRATION**

**PERSONNEL DEPARTMENT**

There is combined seniority of Gr.D staff (Peon) category of Stores department along with Gr.D peons of other department except (Accounts & Security). All the Gr.D (Peons) are being eligible to apply against centralized notification for selection against 33.33% Departmental promotion Quota.

On the other hand presently Gr.D staff (Helper/Khasasi/Peon) of Store Depot/ECoR centrally controlled by HQ office/BBS are also eligible for promotion to the posts of Jr. Clerk/Material Clerks. However, they are not eligible for promotion to the post of Jr. Clerks along with other Gr.D staff of different departments in combined notification of HQ/BBS office and divisions against 33.33% Departmental Promotion Quota since seniority of Gr.D staff of Stores Depot is being maintained separately at HQ office/BBS. Besides, vacancy of Jr. Clerks of Stores depot is not being taken into account for inclusion in the combined notification (other departments) for selection.

Following is the present vacancy position of Jr. Clerk/Material Clerk of Stores depot after restructuring of Stores Depot.

Category	Scale	Mode of selection	Sanction	On-roll	Vacancy
Jr. Clerk /Material Clerk	PB-1+GP .1900/ -	DPO- 33.33%	3	7	-4
		LDCE - 16.67%	1	2	-1
		DRQ- 50%	4	8	-4
		<b>Total</b>	<b>8</b>	<b>17</b>	<b>-9</b>

## DECISION

Same remarks

(CLOSED)

### 15. 38C-15-2016 NON-OBSERVATION OF SENIORITY OF SECTION ENGINEERS IN S&T VIS -A-VIS SR.SECTION ENGINEERS.

CPO

3 staff were promoted as JEs (Tele) in KUR division without completing two years service in the cadre of Sr.Technician (Tele) while four staff in Waltair Division were promoted as JE (Tele) after completion of the two years minimum prescribed service; thereby the JE (Tele) of the Waltair Division are deprived of their seniority as the KUR Division JE (Tele) are placed above them.

During restructuring, the above 3 JE (Tele) of KUR division were promoted as SSEs without finalizing the appeals submitted by the Waltair Division JE (Teles) and the requests of ECoRSC on the above issue.

ECoRSC request s that since the JE (Teles) of Waltair Division are on verge of retirement, this issue may be finalized at the earliest to avoid future complications.

## REMARKS OF ADMINISTRATION

KUR division was advised to review the selection process of JE (Tele) against 30% DPO duly considering 2 years residency period mandatory for promotion to the post of JE(Tele) vide this office Lr. No. ECoR/Pers/10/Union Ref/Cases/S&T/Misc dated 21.03.2016 followed by reminder on 09.05.2016. KUR division vide letter No. P/S&T/KUR/DPO -30%/Jr. Engineer(Tele)/4 dated 20.05.2016 has issued show cause to the staff giving 15 days time

for modification of effective date of promotion within 2 years residency period in lower grade. Further necessary action will be taken as per extent rule after receipt of reply from the staff concerned.

## DECISION

KUR division was advised to review the selection process of JE (Tele) against 30% DPO duly considering 2 years residency period mandatory for promotion to the post of JE(Tele) vide this office Lr. No. ECoR/Pers/10/Union Ref/Cases/S&T/Misc dated 21.03.2016 followed by reminder on 09.05.2016. KUR division vide letter No. P/S&T/KUR/DPO -30%/Jr. Engineer(Tele)/4 dated 20.05.2016 has issued show cause to the staff giving 15 days time for modification of effective date of promotion within 2 years residency period in lower grade. Further necessary action will be taken as per extent rule after receipt of reply from the staff concerned.

(CLOSED)

16. 38C-16-2016 **PIN POINTING OF MINIMUM TWO NOS TRACK MAINTAINER IN Gr-I GP Rs. 2800/- IN EACH P.W AY GANG AS PER RAILW AY BOARD ORDER.**

PCE

As per prevailing procedure each Gang should containing Track Maintainer of Gr.I, Gr.II, Gr.III & Gr.IV proportionately and each Gang should have one Mate and one Keyman in Rs. 2800/- GP absolutely.

But it is observed that in all most all DTMS Gangs are consisted with Track Maintainers in GP Rs. 2400/-, Rs. 1900/- & Rs. 1800/- without Track Maintainer Gr.I in GP Rs.2800/- (i.e. Mate & Keyman) and the duties of Mate & Keyman are being managed with the Track Maintainer Gr.II or III (i.e. GP Rs. 2400/- & Rs. 1900/-) which is quite irregular from safety point of view and violating the guideline s.

In terms of Railway Boards Letter No-2010/CE -I (Spl)/GNS/15/Pt.I Dt -22/09/2014, the erstwhile category of Mate & Keyman are re -designated as Track Maintainer Gr.I in GP Rs. 2800/- and the senior most in GP Rs. 2800/- will perform the duty of Mate & the junior most in GP Rs. 2800/- will be performed the duties of Keyman.

According to above order of Railway Board one Gang should have

minimum two Track Maintainers Gr.I in GP Rs. 2800/- invariably to look after the duties of Mate & Keyman. But it has not been pin pointed, for that only the discontentment is increasing day by day.

Therefore ECoRSC demands to ensure posting of two Track Maintainers in GP Rs. 2800/- in each Gang early.

### REMARKS OF ADMINISTRATION

In reference to the Railway Board's Lr. No. 2010/CE - I (Spl)/GNS/15/Pt -I dated 22.09.2014 categories of MATE and Keyman are re-designated as Track Maintainer Gr. -I in G.P. Rs.2800/-. Before re-organization of Track Maintainer category the existing mates were G.P. -Rs. 1900/-. Accordingly, re-structuring of Track Maintainer from TM -IV to III & III to II have been completed. Further promotion from TM -II to TM -I, completion of minimum residency period of 2 years is required (w.e.f. 17.08.2016). However, there is no eligible staff at present for promotion as TM -I in GP -2800/-. However, at present W AT & SBP division having one TM -I in each gang. But there is no TM -I in KUR division.

### DECISION

Engg Department will analyze all the aspects of availability of 2800 GP posts as per Railway Boards Letter No -2010/CE -I (Spl)/GNS/15/Pt.I Dt -22/09/2014 after restructuring. However, all the available vacancies in TM -I are to be filled up on priority. ECoRSC brought to the notice that the promotion of TM -I in KUR Division is unduly delayed on account of not having clear cut instructions on the date of effect of promotion on restructuring. SPO/Engg will conduct a meeting within 07 days to sort out the issues and give clear cut instructions from HQ.

17. 38C-17-2016 **PAYMENT OF ARREARS OF PAY AND ALLOWANCES TO THE TRACK MAINTAINERS PROMOTED RETROSPECTIVELY TO GP Rs. 1900/-, Rs. 2400/- AND Rs.2800/- .**

CPO  
PCE  
In terms of Railway Boards letter No-2010/CE - I (Spl)/GNS/15/Pt.I Dt: 17/08/2012 (RBE No—91/2012) the staffing pattern of Trackmen have been re-organised as Track Maintainers Gr.I, II, III & IV on Indian Railway with the assigned GP Rs. 2800/-, Rs. 2400/-, Rs. 1900 & Rs. 1800/- respectively.

Accordingly, basing on the seniority as on the cutoff date i.e.

17/08/2012 the cadre has been restructured categorically and assigned the Grade pays as applicable as on the cutoff date i.e 17/08/2012 and also promoted to higher grade w.e.f. 17/08/2014 retrospectively and orders are issued in the end of 2015.

They have got the promotional benefits currently only but the Arrears of pay & allowances from the date of promotion i.e 17/08/2014 to issue of order date are still not paid.

ECoRSC demands to pay the arrears to the Track Maintainers those are promoted retrospectively w.e.f on 17/08/2014 but their promotion order are issued in the year 2015.

### **REMARKS OF ADMINISTRATION**

As per extant rule i.e. RBE No. 111/14 the actual payments can be made from the date of taking over charge of the higher grade. It is not possible to draw any arrear as per this rule.

### **DECISION**

The ruling on this will be examined and decision will be taken accordingly.

**(CLOSED)**

**18. 38C-18-2016 ACUTE SHORTAGE OF WATER SUPPLY IN STATION AND STAFF COLONY AT BLGR.**

**PCE  
COM**

Near about 200 nos of staff Quarters, Station Building and other service Buildings are situated in BLGR and the water to above all settlement is supplied from river "SUKTEL" which is at a distance of 16 KMs from BLGR Station.

The pipe line existed from SUKTEL River to BLGR ground tank is above 50 years old, which is in damaged condition and prevailing with heavy leakages, which are not also in repairable condition. For which one proposal for replacement of pipe line was submitted to SBP Division on 17/02/2016 by the ADEN/BLGR which is still not finalized.

On the other hand, it is most important that by spending near about one Crore rupees one new pump house over SUKTEL river has been constructed since one year back & perhaps the bill has been paid to the contractor fully but still that pump house is not started, the cause is better known to the Administration.

Due to the above reason the water supply is badly hampering and the staff and their family stationed at BLGR are facing a lot for want minimum required of water.

Keeping in view the above and to ensure regular water supply it needs to replace the old pipe lines of old pump and start the new pump house which is constructed newly by spending more than one Crore of Rupees.

ECoRSC demands for immediate action on the issue to avoid the water problems at BLGR.

## **REMARKS OF ADMINISTRATION**

### **ENGINEERING DEPARTMENT**

The work for provision of pipe line and RCC over Head Tank of one lakh liters capacity for Balangir station was proposed in PW 2016-17 at a value of Rs. 7.77 Crore. The proposal could not be processed due to budgetary constraint. Again it will be proposed in PWP 2017 -18. P

Engineering works of new intake well at Suktel river have been completed and Electrical department is in the process of providing pump at the new intake well.

Water is being regularly supplied at BLGR station. However, when there is pump failure at Sutkel intake well or there is any damage to pipe lines, water is being provided by water tankers.

Further, an agreement has been executed between Railway and Public Health department, Balangir, Govt. of Odisha for supply of 1.50 lakh liters of water per day to Railway establishment at Bolangir on completion & commissioning of new pipe line work by Public Health Department, Balangir.

### **DECISION**

ECoRSC represented that though intake well has been constructed 03 years back on spending more than 1 crore rupees, expenditure is not under use because of that ECoRSC demands that the inspection of the new intake well to be done by the HQ officers for taking the remedial measures to improve the yield of intake well.

19. 38C-19-2016 **NON SUPPLY OF SAFETY SHOES, MASKS, HAND GLOVES  
etc TO THE STAFF OF ELS/ANGL, & VSKP AND CRW /MCS.**

COS

There is provision for supply of above safety items regularly as per schedule to staff those are performing hazardous duties in the sheds and workshop, But it is observed that the same are not supplied since long back, for which the concern staff are facing a lot of troubles.

The officers from Store Department are posted in all the above Sheds & Workshops but they are not taking any action for regular supply of the above in a planned manner.

This issue was raised by ECoRSC in various forms/levels, but no fruitful action has yet been taken except the assurance which resulted for staff suffering.

ECoRSC demands to make a JPO in this regard between Store and concerned Department to ensure timely supply of the above items.

**REMARKS OF ADMINISTRATION**

Stores Department make supply of stock item based on intimated sanctioned requirement i.e. AAC by the users. In most of the cases, no sanctioned requirements of the items have been intimated to Stores Department.

However, the details for the supply of safety shoes, Masks, Hand gloves, etc to staff of ELS/ANGL, VSKP & CRW /MCS are furnished below:

**Industrial Safety Boots** (PL No. 79315604)

(1) ELS/VSKP—300 pairs against PO No. 07.15.3291.1.34637 date 31.07.2015 -Fully supplied.

(2) ELS/ANGL—358 pairs against PO No. 07.14.3291.1.35217 date 05.01.15—Fully supplied.

(3) PO No.07.14.5184.1.24080 date 24.09.15 qty.1674 pairs (Non Stock) for CRW/MCS -under RITES inspection.DP -01.06.16. Parallel RP tender due on 3.06.16.

(4) This item has been made stock item in all depots and procurement is being made against tender No. 07.16.3291 opened on 11.05.16 which is under finalization by LLTC.

CRW/MCS—1674 pairs

ELS/ANGL—390 pairs

ELS/VSKP—575 pairs



DLS/VSKP—1220 pairs.  
And will be supplied regularly.

Masks (Non -Stock)

No indents are pending. Non -stock requisition may be submitted by user department.

Hand Gloves (PL No.75208106)

This is a stock item at CRW /MCS & W SD/VSKP. Angul to draw material from CRW /MCS. Vetted AAC may please be furnished by consumers to draw the material from the Depots.

**DECISION**

Same remarks.

**(CLOSED)**

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

**CPO  
PCE**

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

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

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

- (a) The Track Maintainers all the Grades and Civil Engineering staff such as USFD staff, Black Smith, Hammer man, Welder, Molder, Aligner, Painter, Carpenter etc working under P.W ay with 03 years' service and having Qualification of other 10+2 pass with at least three subjects out of Math, Physics, Chemistry and Computer Science or having Diploma in Civil Engineering/Civil Engineering (Transportation) are eligible to compete in LDCE against 20% Quota.

- (b) For promotion of Departmental staff against 20% DPO

the Track Maintainers in GP Rs. 2800/ - having qualification of I TI or Class -X (Board Examination) are eligible by seniority cum suitability.

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

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

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

## **REMARKS OF ADMINISTRATION**

### **PERSONNEL DEPARTMENT**

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

### **ENGINEERING DEPARTMENT**

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

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

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

## **DECISION**

The process for JE selection has already been initiated by W AT & SBP Division. KUR Division will be instructed regarding immediate filling up of TM -I posts. Division has to fill up the vacancies by 30.06.2016 and process for JE selection. PCE will give necessary directions to the division.

21. 38C-21-2016 **PAYMENT OF CASH IN LIEU OF FREE FOOD TO THE NON-GAZETTED RAILWAY STAFF ENGAGED IN BREAK DOWN DUTIES.**

PCE

In terms of relevant provisions contained in para 1420 of IREC -II all the non gazetted Railway staff called for attending Break Down duties are eligible for supply of free food either Departmentally or otherwise during the period they are engaged in Break Down duties.

Now it has been clarified vide Railway Board's Letter No -E(P&A) II -2015/F.E.2/2 Dt: 27/10/2015 (RBE No -134/2015) that in exceptional cases where it is not possible for making arrangement to supply the free food, the cash in lieu of free food shall be paid to the non-gazetted staff including the Gang man and Trolleyman engaged in Break Down duties at the rate fixed by General Manager in consultation with FA & CAO.

But the same is not implemented and the Gangmen & Trollymen who are engaged in such duties are not being paid with the same.

ECORSC demands for early implementation of above order.

**REMARKS OF ADMINISTRATION**

Non-gazetted Railway staff is paid diet charges when engaged in Break down duties as per Estt.SI.No. -85/2012, dated 14.05.2012 of CPO/E coR.

**DECISION**

The instruction already exist s vide Estt. Circular no. 85/2012 dt.14.05.2012 which has communicated the revised rate of diet allowance in lieu of free food to the staff attending the breakdown duties. The instruction therein should be followed. ECoRSC requested to reiterate the instruction which is agreed to. Revised instructions should be issued taking into account the inclusion of Gangman & Trolleyman engaged in Break -down duties as specified in RBE 134/2015 .

**(CLOSED)**

22. 38C-22-2016 **INCREASE OF PROMOTIONAL QUOTA PERCENTAGE FOR GROUP-D (SEMI SKILLED AND UNSKILLED) EMPLOYEES OF DIESEL/ELECTRIC LOCO SHEDS.**

CPO

Existingly the promotional Quota for serving Semiskilled/Unskilled and Lower Grade employees of Diesel/Electric Loco/EMU Sheds to fill up the vacancies of Tech -III is 20%.

Now consequent upon revision of Minimum Educational Qualification to Matriculation or I TI and keeping in view the changed scenario working system, the Railway Board taking in to consideration the demand of NFIR has increased the scope of said promotional Quota percentage from 20% to 25% for serving Semiskilled/Unskilled and staff in Lower Grade having requisite qualification to ensure their better future prospects Vide No - E(NG)I -2014/PMT/1 Dt:18/12/15 (RBE.No -159/2015 and E (NG) I -2014/PMT/1 Dt:14/01/2016 (RBE No -07/2016).

Further there are so many Group -D employees of Diesel/Elect Loco Sheds are having more than the required Qualification and could not able to get promotion due to less percentage. If the above revised percentage will be implemented then so many of them will get the opportunity.

Therefore ECoRSC urges for implementation of above order of Railway Board early.

### **REMARKS OF ADMINISTRATION**

#### **PERSONNEL DEPARTMENT**

DRM(P)/W AT & KUR were advised to process selections against DPQ & LDCE quota vacancies in DLS & ELS immediately vide this office Lr. No. E coR/Pers/NG/Cadre/PNM dated 20.04.2016.

Filling up of vacancies in DLS/W AT against DPQ will be completed by 1<sup>st</sup> week of July, 2016. For ELS/W AT filling up process has been initiated.

ELS/KUR: Selection process is initiated. It is targeted to complete by end of July, 2016.

#### **KUR DIVISION**

Action for filling up of vacancies in the enhanced quota of DPQ and IAQ for Tech -III category in ELS/ANGL has been initiated. The last selection for filling of vacancies in DPQ of Tech -III

category in ELS/ANGL was finalized in Dec -15, wherein 18 nos. of candidates have been promoted.

## **DECISION**

Same remarks.

(CLOSED)

23. 38C-23-2016 **NON PAYMENT OF WASHING ALLOWANCE TO THE STAFF WHO ARE SUPPLIED WITH UNIFORMS AS PER RBE NO - 41/2015.**

CPO

According to job profile of various categories of staff working in various Departments of Railway are supplied with Uniforms.

They have been supplied with the Uniforms, But all of them are not paid with the washing allowance except some of nominated categories.

Now railway Board Vide his Letter No -F(E)I/2005/AL -29/4 Dt:01/05/2015 (RBE No -41/2015) has considered to extend the benefit of Washing Allowance to all Railway Employees who are provided with uniforms and drawing Grade pay Rs. 1800/ -.

ECoRSC urges for early implementation of the same.

## **REMARKS OF ADMINISTRATION**

### **PERSONNEL DEPARTMENT**

Those who have issued uniforms and have applied for washing allowance so far are drawing washing allowance. For drawal of washing allowance an application forwarded by Controlling officer is essential.

### **SBP DIVISION**

Washing allowance has been drawn in favour of employee with GP Rs. 1800/ - in respect of whom intimation regarding supply of uniform has been received. But the staff those were in receipt of washing allowance even prior to issue of RBE No. 41/2015 are being regularly drawn and for the other new entrance staff drawing GP Rs. 1800/ - are only entitled as per RBE No. 41/2015 and they are paid washing allowance.

## WAT DIVISION

The washing Allowance are being drawn at W AT division for all categories who are provided with uniforms including with those GP Rs. 1800/ -

## DECISION

Same remarks.

(CLOSED)

24. 38C-24-2016 **IMPLEMENTATION OF REVISED RECRUITMENT PATTERN FOR FILLING UP THE BRIDGE INSPECTOR GR-III/JE (BRIDGE) IN GP Rs. 4200/- AS PER RBE-102/2015.**

CPO Existingly the posts of Bridge Inspector Grade -III/Junior Engineer (Bridge) in GP Rs. 4200/- are being filled on following procedure: -

- (i) 75% by direct recruitment through RRB.
- (ii) 25% through promotion by selection from Bridge Mistries.

Now Railway Board Vide his Letter No -E(NG)I -2012/MP5/2 Dt:10/09/2015 (RBE No -102/2015) has revised the recruitment pattern of Bridge Inspector Grade -III/Junior Engineer (Bridge) in GP Rs. 4200/- as follows.

- (i) 60% by direct recruitment through RRB.
- (ii) 20% by promotion through normal selection.
- (iii) 15% by induction as Intermediate Apprentice from amongst the Technician below 45 years of age having Qualification of ITI/Act Apprentice/10+2 Science with minimum three years service experience in Skilled Technician - III.

It is observed that there are so many serving Skilled Tech -III having requisite Qualification and eligibility are available in each Bridge wing of Engineering Department of ECoRly, but could not able to get promotion due to non availability of scope to them. Now on revision of the pattern they become more aspirant for their future.

Therefore ECoRSC urges for immediate implementation of the said revised recruitment pattern & percentages.

## REMARKS OF ADMINISTRATION

Process has been initiated. In 1<sup>st</sup> stage the integrated seniority of Sr.Tech has been published and objections invited vide letter No. ECoR/Pers/04/Seniority list/Engg/JE -Brdge/DPO/55 dated 12.05.2016. On finalization of the seniority list, the case will be put up for starting promotion process.

## DECISION

Process has been initiated. In 1<sup>st</sup> stage the integrated seniority of Sr.Tech has been published and objections invited vide letter No. ECoR/Pers/04/Seniority list/Engg/JE -Brdge/DPO/55 dated 12.05.2016. On finalization of the seniority list, the case will be put up for starting promotion process.

(CLOSED)

25. 38C-25-2016 **EARMARKING OF BERTH IN TRAIN NO-12281/12282 (BBS - NDLS -BBS DURONTO EXPRESS) FOR C&W ESCORTING STAFF.**

CCM

It has to come to notice that the C&W staff of BBS are booked for performing escorting duty in Train No -12281/12282 (Duronto Exp.) from BBS to NDLS and back to BBS.

During course of such duty they are covering 1730 KMs and continuous duty for near about 23 hours in each trip.

But it is regretted that there is no scope or provision for them to at least sit, though the staff booked for such duty in Rajdhani Express are provided with earmarked berths.

This issue has been raised in the Divisional PNM of KUR and it is informed that the matter has been referred to HQrs (CCM/ECoR) for taking decision vide letter No-SDCM/KUR/Duranto/Corres/2016 Dt: 14/03/2016 which is still awaited.

ECoRSC urges for early finalization of same.

## REMARKS OF ADMINISTRATION

As per Railway Board's Commercial Circular No. 28 of 2005 there is no provision of earmarking of berth for C & W staff.

## DECISION

Whatever instructions exist for accommodation of C&W escorting staff of Rajdhani Exp will be extended to Duronto Exp also.

(CLOSED)

26. 38C-26-2016 **DECISION TO BE TAKEN FOR DEPUTING TWO STAFF FOR HOT PETROLLING DUTY (P.W AY) OVER ECoR.**

PCE

Staff are being booked in Engineering Department for performing Night Patrolling with one escort.

But it is observed that while deputing the staff for performing Hot Patrolling duty, one single person is being booked without any escort with him.

If any unwarranted incident happens with the person booked for Hot Patrolling alone due to his health ground or otherwise, there will be no chance of rescue and he may meet his end at the spot without the knowledge of any one.

In view of above ECoRSC demands to make a Policy decision to book two person for Hot Patrolling duty like Night Patrolling over Zone & advised to all the Division to follow the same scrupulously.

## REMARKS OF ADMINISTRATION

Presently the hot weather patrolling duty is carried out as per LWR Manual Para No. 9.1.2(1) Annexure -XA, it reads as "on single line section, one patrolman for 2 Km. and on double line section, one patrolman for 1Km length of UP and DN road". There is no provision to depute one more staff for the same in the manual.

## DECISION

A joint meeting will be held with both the recognized unions by CTE and decision will be taken accordingly.

27. 38C-27-2016 **REVISION OF WORKING TIMINGS FOR TRACKMEN DURING SUMMER OF EVERY YEAR.**

PCE

Over the year the existing daily working timings of Track Men is from 06.30 to 11.30 hrs and from 14.30 to 17.30 hrs. Because of that in summer during March to June of every year the Trackmen are not able to perform their duty on the basis of the above working time due to hot weather.



Keeping in view the present scenario of temperature it is observed that every year from March to June the temperature is increasing, which is unbearable for a human being normally, But in the same temperature the Trackmen are performing their duty on the Track which is risky and any moment any unexpected incident may happen.

Further, after demanding again & again Administration is changing the timings partially, But not full phased, Because of that some Divisions have changed and some Division have not changed.

In view of the above and to avoid the life risk to the Trackmen, it needs to fix the duty timings of Trackmen during March to June of every year from 05.30 to 10.30 hrs and from 15.00 to 18.00 hrs permanently.

Therefore ECoRSC urges before Administration to fix the working time of Trackmen from March to June every year from 5.30 AM to 10.30 AM & 15.00 hrs to 18.00 hrs to avoid the discontentment in regular measure.

#### **REMARKS OF ADMINISTRATION**

The working timings for Trackmen during summer is made by DENs/Sr.DENs as per IRPW M para No. 168(2). Patrolling is required to observe the behavior of LW R track during hot weather i.e. when rail temperature is more than  $td+10^{\circ}\text{C}$ , and patrolman reports to higher authorities/takes precautionary measures if the track parameters exceed codal limits due to high temperature and becomes unsafe for running of train. Working time is during the hottest weather only. So, revision of working time is not possible during summer.

#### **DECISION**

A circular will be issued by PCE specifying uniform working timings for Trackmen during Summer so that all the divisions will follow it uniformly every year. A copy of the same will be given to ECoRSC.

**(CLOSED)**

28. 38C-28-2016 **TO STOP CONTINUOUS SEVEN DAYS NIGHT DUTY FOR STATION MASTER CATEGORY.**

COM  
CPO

It is observed that at various stations over Zone like BLGR, BRGA station in SBP Division the Station Masters are performing Night Duty for 07 (Seven) days continuously.

On a follow up on the matter it has come to knowledge that no where over the Zone a uniformal roster is issued by Personnel Department, because of that each station are managing their duty by making a personal roster prepared locally and the Station Masters are performing the duties as per their own made roster, which is violating the HOER and safety also.

It is also enquired that, each Division are having 5 to 10 nos of rosters in particularly Optg Department for Station Master Category and all the roster are violating the safety norms and HOER.

In view of the above and to equalize the duty roster of Station Master Category over Zone & to avoid the unsafe working, ECoRSC suggested the following roster for implementation uniformly, which is within the HOER.

2 days Day duty i.e. 08.00 to 16.00 hrs  
2 days 1<sup>st</sup> Night i.e. 16.00 to 00.00 hrs  
2 days 2<sup>nd</sup> Night i.e 00.00 hrs to 08.00 hrs and Weekly  
Rest on 07<sup>th</sup> day.

ECoRSC urges for working out the above roster uniformly duly approved by the Chief Personnel Officer to avoid the unsafe working of Station Master Category early.

**REMARKS OF ADMINISTRATION**

**SBP DIVISION**

Sr.DOM has been requested vide this office letter No. DRM(P)/SBP/Wel/HOER/Duty Roster/SM/2016 dated 11.05.2015 to furnish revised suggestive roster for SM category over SBP division so that a follow that action will be taken in view of this agenda.

**OPERATING DEPARTMENT**

The suggestion made by ECoRSC for implementation of following roster uniformly for Station Master Cadre of 03 divisions is

acceptable.

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

2 days 1<sup>st</sup> Night i.e. 16.00 to 00.00 hrs.

2 days 2<sup>nd</sup> Night i.e. 00.00 hrs to 08.00 hrs.

And weekly rest on 07<sup>th</sup> day change of shift duty.

CPO/ECOR/BBS may like to make necessary processing for implementation.

### **KUR DIVISION**

In KUR division, all staff working at stations are governed by approved roster by Personnel department and no local management of rosters are being done at station level which will lead to violations of HOER.

### **DECISION**

ECORSC has suggested utilization of SMs in the following manner to avoid continuous booking of particular person for 7 (second night) duties as such utilization is against the instruction of HOER. Divisions may be appraised of the suggestion for examination and use at their end depending upon the feasibility.

2 days 2<sup>nd</sup> Night i.e. 00.00 hrs to 08.00 hrs.

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

2 days 1<sup>st</sup> Night i.e. 16.00 to 00.00 hrs.

And weekly rest on 07<sup>th</sup> day.

(CLOSED)

**29. 38C-29-2016 GRANT OF PAY SCALE, GRADE PAY AND OTHER BENEFITS OF LOCO PILOT (GOODS) FOR TOWER WAGON DRIVERS OF ELECTRICAL (TRD) DEPARTMENT OF ECoRLY.**

**CEE**

In terms of Railway Board's Letter No -E(P&A) 11/78/RS -11 Dt: 29/04/1991 and S.E.Rly, Estt:Srl No -189/91, the Tower Wagon Drivers are classified and treated as Running staff and paid with the Running Allowance basing on the rates applicable Goods Drivers.

Further on the demand of ECoRSC in 18<sup>th</sup> ZPNM vide Item No -07 held on 19<sup>th</sup> & 20<sup>th</sup> June 2011, it was agreed to pay the Mileage Allowance and ALK on revised rate in terms of RBE No -202/2008 and paid also.

It is demanded that, since they are been classified as running staff

and paid with the running allowances at par with the Loco Pilot (Goods), they should be given with the pay scale and grade pay which is applicable to Loco Pilot (Goods).

Further as per the decision of Hon'ble High Court Kolkata and Hon'ble Supreme Court some of Zone are treating the Tower Wagon Drivers as Running Staff and also they have extended all the benefits including pay scale & grade pay of Loco Pilot (Goods) to the Tower Wagon Drivers. For example in Eastern Railway that has been implemented.

Therefore ECoRSC urges to consider their demand in view of the decision of Apex Court to avoid the discontentment amongst the Tower Wagon Driver early.

### **REMARKS OF ADMINISTRATION**

In terms of Railway Board's letter No. PC -V/2000/cc/16/Pt. dated 15.11.2010; Tower Wagon Drivers are not entitled for grant of pay scale of Rs. 5000 -8000 at par with that of Goods Driver.

### **DECISION**

In terms of Railway Board's letter No. PC -V/2000/cc/16/Pt. dated 15.11.2010; Tower Wagon Drivers are not entitled for grant of pay scale of Rs. 5000 -8000 at par with that of Goods Driver.

**(CLOSED)**

**30. 38C-30-2016 PROVISION FOR DEDUCTION OF ECoRSC MEMBERSHIP FEES FROM THE SALARY BILL OF INDIVIDUAL EMPLOYEES.**

**CPO**

Existingly the ECoRSC is recognized by Railway and collect the membership fees from their respective cadres by hand. This procedure seems to be very troublesome for both i.e. the man who is collecting and the member who is giving, due to bank payment of salary.

Now Railway Board Vide Letter No -2015 -E(SCT)I/22/I Dt: 16/06/2015 has issued instructions to deduct the membership fees for the bodies recognized by Railway through the monthly salary bill as per the option from the concerned employees.

In Western Railway, Southern Railway, West Central Railway and other Zones are already adopted the checkout system since

two/three years back.

But in ECoRly, that has not been implemented till, because of that the ECoRSC is facing a lot of trouble for collection of membership every year.

Therefore ECoRSC urges before Administration to implement the same system which is introduced in other Zones early.

#### **REMARKS OF ADMINISTRATION**

It will be examined in consultation with IT department.

#### **DECISION**

Views of the other Unions will be called for and further action will be taken.

**(CLOSED)**

**SECTION 'C'**  
**REVIEW ITEMS**

**31. 37C-02-2016 IMPLEMENTATION OF DTM/GANG WORKING SYSTEM AGAINST SMM/TMM GANG SYSTEM IN SBP-ANGL SECTION**

**PCE**

It is observed that the DTM/Gang wise Track Maintenance system is not implemented from Maneswar to ANGL. The Tracks are being maintained through TMM and SMM Gang.

Each TMM Gang consists of 05 Members. Their duty is to detect the defects of Track within a jurisdiction of 10KMs and intimated to SMM Gang.

The SMM Gang is consisting of 40 Trackmen and their Jurisdiction is 40KMs. On getting the information about Track defects from TMM Gang, the SMM Gang has to move to the spot by hired vehicle to attend the defects for which most of the time is being exhausted for to and fro journey only and no maintenance work is being done properly due to lack of time.

Further in case of the hired vehicle is found under break down, the maintenance work is not being carried out by SMM Gang. For which the Track Maintenance work is badly affecting and inviting safety hazards.

More over this system of work was introduced in Konkan Railway, but in Konkan Railway that system has been failed & also nowhere in ECoRly this system is seen.

Therefore ECoRSC demands for introducing of DMT/Gang working system in place of SMM & TMM system early for better maintenance of Track.

**REMARKS OF ADMINISTRATION**

This is a policy matter. It was implemented by taking approval of Railway Board. After introduction of regular track machine tamping & P.W ay zonal works, only urgent slack attention/petty maintenance are to be attended by SMM gang. TMM gang inspects track on regular basis and takes P.W ay readings and based on its report SMM attends the spots. This is a more efficient system, saving manpower & no problem is faced in its working in last many years.

## LAST MINUTES

ECoRSC has brought out that there will be saving in TA & Transportation costs to the tune of Rs.8.5 lakhs per month, if DTM Gang system is introduced in this Section in place of SMM and TMM. It has been agreed to review the existing system.

## PRESENT POSITION

Division has initiated a proposal for conversion of MMU system to DTM system of track maintenance vide office note No.E/Estab/DTM/Gang/SBP/SBP -ANGL, on 13.05.2016 and same is under process in HQ for approval of competent authority.

## DECISION

The proposal is being examined and the decision will be taken by the end of June -2016.

(CLOSED)

### 32. 37C-06-2016 PROVISION OF A BACHELOR BARRACK AT BAMUR/CHARMAL

PCE

The SMM Gang are posted at Charmal and Bamur Station for looking after the Track Maintenance work of that section. Each SMM Gang is consisting of 30 to 40 Trackmen. But only 3 to 4 nos of Quarter is available. Because of that the Trackmen category of Bamur & Charmal are facing a lot of trouble for want of Shelter and passing their rest and night time at veranda of Station Building at Platform which is very pathetic and quite injustice towards a most essential category.

In this regard ECoRSC would like to invite the kind attention of Administration to letter No -2014/CE -I /GNS/7 Dt: 11/06/2014 of Railway Board and decision against Item No -28 of 32<sup>nd</sup> ZPNM of ECoRSC for better appreciation.

In view of the above ECoRSC urges before Administration to take immediate action to provide Bachelor Barrack at Bamur & Charmal to facilitate accommodation to the Trackmen category of that Station.

## REMARKS OF ADMINISTRATION

This is a policy matter. No. such policy/guidelines is available for construction of barrack for trackmen.

**Charmal-** As on date, there are 40 nos. Track Maintenance Staff including one JE/P.W ay are posted at Charmal Station. Out of 40, 11 staff have been provided with quarters (Ty -I=9 and Ty -II=2). 29 Nos. additional quarters are required at Charmal.

**Bamur-** As on date, there are 39 Nos. Track Maintenance Staff including two JEs/P.W ay are posted at Bamur Station. Out of 39, 10 staff have been provided with quarters (Ty -I=9 and Ty -II=1). 29 Nos. additional quarters are required at Bamur.

However, the work for construction of staff quarters at Charmal Station for 01 unit Type -III and 28 units Type -II quarters and at Bamur Station for 01 unit Type -III and 28 units Type -II quarters have been proposed in Pink Book 2016 -17 but could not be included due to budgetary constraint.

### **LAST MINUTES**

This agenda item was brought to the notice of GM which will be examined.

### **PRESENT POSITION**

The MMU system of track maintenance in SBP -ANGL section is under process of converting the same to DTM system. It is likely to be finalized in June -2016. After implementation of DTM system, gang strength will be reduced at Bamur and Charmal and it may not require provision of Bachelor barrack as existing quarters (Bamur -10 nos., Charmal -11 Nos.) may suffice to accommodate the gang.

### **DECISION**

As introduction of MMU system is under process and likely to be finalized by end of June -16, there will be no need of Bachelor Barrack at Bamur and Charmal.

**(CLOSED)**

**33. 37C-07-2016 INSTRUCTORS POSTS OF DMTS/KUR SHOULD BE FILLED UP THROUGH SELECTIONS ONLY.**

**CME** It has come to knowledge that in spite of functioning a Zonal  
**CEE** Training Center for Running staff at W AT, one DMTS (Divisional Mechanical Training School) is functioning at KUR for imparting Training to fresh recruited ALPs through RRB.



That School is running with only two nominated Loco Pilots nominated by Administration as Instructors without conducting selection. No infrastructural facility and additional staff have been provided to impart proper Training and to maintain the School.

Now a days it is observed that at most of the candidates who have been selected for the post of ALPs through RRB are highly qualified and they are expressing their dissatisfaction on the existing two instructors as both are not up to the standard as well as unable to impart Training on safety and also not able to answer the counters.

As per the information gathered from other Zones Instructor posts are being filled up through selection. But in KUR Division they both have nominated by the Departmental authorities, which is causing inefficiency and unnecessary loss of manpower.

Therefore ECoRSC urges before Administration to replace them by posting selected Instructors early to provide better teaching to the Running staff.

#### **REMARKS OF ADMINISTRATION**

To be discussed in the meeting.

#### **LAST MINUTES**

The training of ALPs and other courses are centralized at MDTs, VSKP. Closure of DMTs/KUR will be reviewed by Electrical Dept in consultation with Mechanical Dept and the decision will be conveyed to ECoRSC.

#### **PRESENT POSITION**

To be discussed in the meeting.

#### **DECISION**

ECoRSC mentioned that the number of ALPs deputed for refresher course is very low. Besides there is no proper infrastructure, this shall be assessed by Electrical Department. Taking into consideration, total number of trainees trained in 2015-16 and final call shall be taken before next PNM.

34. 37C-10-2016 **EARLY PROVISION OF OVERHEAD INDIVIDUAL PVC WATER TANK IN STAFF QUARTERS EAST, WEST & BNR COLONIES AT PURI.**

PCE

It is observed that, the pipe lines have been provided to the individual Quarters directly from the main Water Tank to facilitate water supply to the staff Quarters of above colonies at PURI.

Since the pipelines have become very old and prevailing with more leakages, the quantity of water supply is quite less and muddy & rusty water is coming out which is quite unhygienic.

In spite of several representations from the residents of said colonies to provide individual overhead PVC water tanks and change of pipe lines, the same has not yet been considered by the Divisional authorities, resulting to staff suffering with that low quality & quantity of water supply.

More over the employees are paying the water charges from their salary, in spite of that they are not able to get the proper quantity & quality of water.

Therefore ECoRSC urges before Administration to take immediate action to provide individual PVC over Head Tanks at all the above colonies on GM 's power especially.

#### **REMARKS OF ADMINISTRATION**

##### **KUR DIVISION**

ADEN/Estate/II/KUR was asked to submit the proposal after surveying so as to process the case further for sanction of estimate.

##### **ENGINEERING DEPARTMENT**

Division has been advised to initiate the proposal after surveying so as to process the case further for sanction of estimate.

##### **LAST MINUTES**

The survey and requirement of the overhead tanks will be made by 31<sup>st</sup> March' 2016.

##### **PRESENT POSITION**

1. The source of water supply at Puri is from 13 No. of deep wells. No river water or pond water is being used as source

of water supply. Hence, muddy water is not being pumped to tank.

2. No muddy water or rusted water is being supplied to quarters or service buildings.
3. Individual ground water tanks have been provided to each and every quarter of the colony.
4. Water is being supplied 3 times a day i.e. Morning 6 Hrs, noon 12 Hrs. afternoon 16 Hrs.
5. Survey has been conducted. There are total 325 No. of staff quarters in three colonies i.e. East, West and BNR colonies at Puri. Individual PVC tanks can be provided easily in West Colony (39 quarters) where flat roof-top is available. Since, no fund has been allocated for sanction of new works under Plan Head -52 in Law Book: 2016 -17, work is being taken up through Civil Zonal works and PVC tanks are planned to be provided by 30.09.2016.

For East and BNR colony, provision of individual PVC tanks may be difficult as around 40% of total staff quarters are of AC sheet roofing. Provision of PVC tanks to only Flat roof-top quarters may lead to severe head loss and may require changes in pipe networks. Division has been advised for comprehensive technical solution and to submit proposal accordingly.

Survey completed. Estimate is under process for sanction.

## **DECISION**

PVC Water Tank will be provided to all the 325 quarters instead of 39 quarters in phased manner.

**35. 37C-14-2016 STREAMLINING OF PROCEDURE FOR FLOATING TENDERS BY CONTRACTORS TO SUPPLY SUBSIDISED MEALS IN RUNNING ROOMS OVER ECoRLY.**

**CME**  
**CEE**  
**COM**

Railway Board vide letter No -2006/M(L)/467/02 Dt: 12/08/2015 has revised the rate of subsidized meals supplied to the Running staff in the Running Rooms, i.e. the 90% of which is coming to Rs.41/- (To be paid by Railway). This including the balance 10% which will be paid by the staff concern, the cost of a Meal is coming rightly to Rs 45/-.

Normally the job to supply the subsidized Meals are being entrusted to the private Agency on contractual basis through

floating tenders & the Agency who quoted the lowest rate than the fixed rate of Railway Board /Administration i.e. (Rs.45/ -) are being accepted by the Administration.

Further it has also been observed that the 1<sup>st</sup> contractor is transferring the contract to sub -contractor and then to a petty contractor (3<sup>rd</sup> party) who is paying commission to the 1<sup>st</sup> & 2<sup>nd</sup> contractor.

Keeping in view the above points, though the Railway and Running staff are paying (@90%+10%) =100% the cost of Meals, the staff are not getting the Meals of proper quality & quantity.

It is requested to streamline the tender system, i.e (1) How the contractor will get the job on Rs.45/ - per Meal, by rejecting the tender papers quoted less than Rs.45/ - (2) No sub contractor or petty contractor system will be allowed, if seen, then the contract will be terminated.

Therefore ECoRSC urges to streamline the system of floating tender for supply of the subsidized meal particularly.

## REMARKS OF ADMINISTRATION

### MECHANICAL DEPARTMENT

1.The price of the meal have never been fixed by Railway Board. Rather the subsidy of @ Rs. 27/ - per meal or 90% of the cost of meal whichever is less was last fixed vide Railway Board Lr. No. 2006/M (L)/467/2, dated 31.03.2010. As per the existing contract the minimum base price accepted by the division for supplying subsidized meals is as follows:

Division	Base price	Subsidy by Rly.	Paid by staff
SBP	Rs. 30/-	Rs. 27/-	Rs. 3/-
KUR	Rs. 30/-	Rs. 27/-	Rs. 3/-
WAT	Rs. 30.75/-	Rs. 27/-	Rs. 3.75

The menu for the subsidized meal & quantity of each item is being decided by the division duly consulting Loco Inspectors & Running Staff. Hence, there is no complaint against 'quantity of the items'. However, regarding 'quality' occasionally there are some complains.

2. No sub -letting/transferring of contract to 2<sup>nd</sup> or 3<sup>rd</sup> petty

contractor have been reported so far.

3. Railway Board have never fixed the rate of subsidized meal but have fixed the subsidy amount. As per the existing contract (with subsidy of Rs. 27/ - or 90% of the cost of meal whichever is less), the accepted base price were Rs. 30/ - in KUR & SBP division and Rs. 30.75/ - for WAT division. Now, Railway Board vide letter No. 2006/M(L)/467/2 dated 12.08.2015 has enhanced the subsidy to Rs. 41/ - and accordingly this will be implemented in the new estimate made for RGDA & DMNJ Running Room, where new contract will be awarded very shortly. There is no compromise in quality & quantity of food items supplied to the occupants.

### **KUR DIVISION**

In connection with subsidized meal at Running Room/ANGL the existing contract was awarded to the lowest quoted tenderer M/s Oriental Security Services/BBSR and the tender executing the work properly. As the contract is valid up to 28.02.2017, local finance has not agreed to change the tender condition.

However, in the new contract the enhanced subsidized meal to running staff as Running Room/ANGL will be taken care of.

### **LAST MINUTES**

Segregation of meals and other maintenance activity contracts instead of a composite tender will be reviewed.

### **PRESENT POSITION**

#### **ELECTRICAL DEPARTMENT**

No sub -letting/transferring of contract to 2<sup>nd</sup> or 3<sup>rd</sup> petty contractor have been reported so far. If found, suitable action will be taken.

### **DECISION**

Fresh tender has incorporated new rate prescribed by the Board. CME and CEE assured that quality foods will be maintained by ensuring frequent surprise inspections.

**(CLOSED)**

36. 37C-15-2016 **DELEGATION OF INDEPENDENT SUPERVISORY POWER TO THE IN-CHARGE RUNNING ROOM CC.**

CME  
CEE  
COM

It is observed that one Crew Controller separately is posted at each Running Room to supervise the quality, quantity of meals & other maintenance works, but he has not been allowed to take any action independently unless the Chief Crew controller is permitted.

Because of that the contract labourers engaged for maintenance of Running Rooms and supply of meals are not obeying the suggestion and instructions of the Running Room In -charge practically.

Some where the contractor of Running Room is very closed with CCC and some where the CCC are intentionally appointed their relatives as contractor, sub -contractor & petty contractor. Because of that the contractors are not caring the orders and instructions of In -charge Running Room C.C.

For which the contractors are supplying the Meals and maintaining the Running Rooms on their will & pleasure within the knowledge of CCC, where as the In -charge CC is undone.

Therefore ECoRSC urges to extend the independent supervisory powers to the In -charge of CC who is Running Room In -charge particularly for better supply of Meals & better maintenance of Running rooms.

### **REMARKS OF ADMINISTRATION**

#### **MECHANICAL DEPARTMENT**

In ECoR, the major Running Rooms under the control of Mechanical Engineering Department are ANGL (KUR Division), TIG (SBP division) & RGDA (W AT division), where independent supervisory power has been given to the Running room in -charge to look after the activities.

#### **KUR DIVISION**

Shri Vivash Dash, Ch.CC/ANGL is looking after all the activities of Running Room and crew booking independently. Neither he nor his relatives are directly or indirectly connected with Tenderer.

#### **ELECTRICAL DEPARTMENT**

The CC -In charge of Running Rooms is competent enough to

recommend any improvement, suggestion or any action to be taken.

## **LAST MINUTES**

The issue will be reviewed for segregation of responsibilities of Running Room in -charge and Crew -Base in -charge.

## **PRESENT POSITION**

### **ELECTRICAL DEPARTMENT**

The CC in -charge of running rooms is independently in -charge and competent enough to recommend any improvement, suggestion or any action to be taken.

## **DECISION**

The running room CC in -charge will be the in -charge of running room.

**(CLOSED)**

**37. 37C-18-2016 ROTATION OF STAFF DEPUTED TO WORK IN SENSITIVE POSTS IN THE OFFICE OF CAO (CON) RAIL VIHAR -BBS.**

**CAO/Con  
CPO**

It is observed that the JE/SSEs have been deployed to work against Clerical jobs particularly in the sensitive post in the office of CAO (CON), BBS. They are working against the particular sensitive seat much beyond than the stipulated period of four years, But they have not been rotated periodically which is violating the Railway Board Vigilance guide line.

As per rule it is not practicable to transfer them out of station, Because of that, they should be rotated by changing their seat within the office of CAO/CON for implementation of Railway Board Vigilance instruction.

Therefore ECoRSC demand for rotation of them early.

## **REMARKS OF ADMINISTRATION**

### **CONSTRUCTION DEPARTMENT**

Hd. Qrs. Works are such where both technical as well as clerks can handle works. No clear cut demarcation can be done.

However, since more technical staff required in the field, attempt has been initiated to post Head Clerk/OS etc in lieu and send SSEs/JEs into the field.

All the Hd. Qrs. Posts mostly do not come under purview of sensitive one.

### **LAST MINUTES**

The issue will be reviewed.

### **PRESENT POSITION**

#### **CONSTRUCTION DEPARTMENT**

Decision of the last PNM Meeting held with ECoRSC stands good .

### **DECISION**

The details of the staff who are working in sensitive posts in Construction Organization for more than 04 years in a particular seat will be called for and CAO/Con will be advised to ensure the rotation of staff chronologically.

**38. 36C-28-2015 NON PROVIDING OF RAILWAY ACCOMMODATION FOR ECoRSC BRANCH OFFICE AT BALU.**

**PCE**

On persistent demand of ECoRSC for a better type accommodation for functioning of office of KAPG Branch at BALU the Qr No -E/13 has been allotted at BALU in the DQC Meeting held on 16/06/2011, by surrendering existing accommodation at KAPG Qr No -4/D which was circulated vide Sr DEN (CO) KUR's Letter No-Engg/G/DQC/2011/277 Dt: -21/06/2011.

The same Quarter again allotted in favour of one ministerial staff of ADEN office by ADEN/BALU by passing the DQC allotment order.

Since last 04 years back this organization is going on representing continuously before the concern authorities at Divisional and also discussed in division for providing an accommodation in lieu of that. But at no stage it is taken in to consideration still, which is beyond toleration.

Rather bluffing this organization again re-iterated the said allotment order of date 21/062011 by Sr DPO/KUR vide Sr DPO/KURs O.O.No -P/Quarters Cell/40/2014 Dt 26/06/2014. But particularly that Quarter is under occupation.

Therefore ECoRSC demands for early finalization of the issue for ECoRSC to maintain healthy industrial relationship.



## REMARKS OF ADMINISTRATION

At present, there is already one ECoRSC Union office running at KAPG. It is not possible to allot the staff quarters for the Trade Union office as there is an acute shortage of quarters at BALU.

## LAST MINUTES

A reference will be made to DRM/KUR in this connection.

## PRESENT POSITION

DRM/KUR has been requested to allot first available Type -II quarter in favour of ECoRSC Branch office at BALU vide this office Lr. No. ECoR/Pers/IRM/P -III/49 dated 07.04.2016.

## DECISION

ECoRSC has pointed out that decision which was communicated to ADEN/BALU was not implemented. Hence, PCE will ensure the implementation of the decision communicated to the division immediately.

## SECTION - "D" SUMMARY

	Total no. of items	Items closed	Balance items
New Agenda items	30	23	07
Review Agenda Items	08	04	04
<b>Total</b>	<b>38</b>	<b>27</b>	<b>11</b>