

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

***Venue: Sabha Griha, 1<sup>st</sup> floor,  
Rail Sadan,  
Chandrasekharapur,  
Bhubaneswar.  
held on: 8<sup>th</sup> & 9<sup>th</sup> December, 2016***

MINUTES OF 40<sup>TH</sup> (4<sup>TH</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 8<sup>TH</sup> & 9<sup>TH</sup> DECEMBER, 2016.

MEMBERS PRESENT

OFFICIAL SIDE		REPRESENTATIVES OF ECoRSC	
Srl. No.	Name with designation (S/Shri/Smt.)	Srl. No.	Name with Designation (S/Shri/Smt.)
1.	Umesh Singh, GM	1.	K.S. Murty, President
2.	Manju Ray, CPO	2.	T.Narasingha Rao, Wkg.President
3.	D.R. Shyam Sunder, PCE	3.	B.N.Swain, Vice President
4.	G.C.Ray, COM	4.	P.K.Sahani, Vice President
5.	R.S.Mitra, FA & CAO	5.	M.Sanyasi Rao, Vice President
6.	A.K.Sharma, CME	6.	R.C. Sahoo, General Secretary
7.	A.K.Pandey, CEE	7.	B.K. Mund, Jt. General Secretary
8.	Dr. S.K.Mohanty, CMD	8.	J.Sampath Kumar, Jt. General Secretary
9.	B.P.Swain, CCM	9.	T.V.Mouleswara Rao, Jt. Genl. Secretary
10.	S.B.Ninawe, CAO/Con	10.	P. Balaram Swamy, Jt. General Secretary
11.	Jaya Verma Sinha, SDGM	11.	B. Satyanarayana, Jt. General Secretary
12.	A. Patel, CSE	12.	S.K.Bhanja, Jt. General Secretary
13.	Atual Pathak, IG-cum- CSC	13.	B.N.Dash, Addl.Jt.Genl. Secretary
14.	S.R.Sethy, DGM	14.	N.S.L.K.Rao, Addl. Jt. Genl. Secy.
15.	Prabhat, CPO(A)	15.	Piyush kumar Rudra, Addl. Jt. Genl. Secretary
16.	R.K.Dash, CMM-I	16.	B.N.Ray, Addl. Jt. Genl. Secretary
17.	P.K.Lakavath, Dy.CPO(IR & W)	17.	A.K.Mohapatra, Addl. Jt. Genl. Secretary
		18.	N.K.Patra, Addl. Jt. Genl. Secy.
		19.	M.G.K.Rao, Addl. Jt. Genl. Secy.
		20.	Ashutosh Mohanty, Treasurer
		21.	Smt. Seethalakshmi, Lady Delegate
		22.	Smt.S.Ravanamma, Lady Delegate

**N.B:-**

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

**SECTION - "A"  
INTRODUCTION**

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

Mrs.Manju Ray, CPO/ECOR formally welcomed Shri Umesh Singh, GM/ECOR, all PHODs/CHODs, Shri K.S.Murty, President/ECORSC, Shri R.C.Sahoo, General Secy/ECORSC and all Central Office Bearers of ECoRSC to the 40<sup>th</sup> PNM meeting, last in 2016. She told that out of 48 items, most of the items were closed with satisfaction of both sides. There was positive and constructive discussion on the items with ECoRSC. She then requested Shri K.S.Murty, President/ECORSC to present his views before the General Manager.

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

Shri K.S.Murty, President/ECORSC addressed the GM, CPO, all PHODs/CHODs and his colleague Central Office Bearers in the PNM forum. He told that the PNM meeting was conducted in a very cordial atmosphere. All PHODs/CHODs extended full cooperation to ECoRSC.

He told that ECoRSC on different times is giving suggestions for improvement of working of the Railways but, Administration is not paying any interest. He raised the following issues before the GM:-

1. There is a need for change of link of Running Staff between PSA and RGDA Stations, in order to reduce one post of LP. He had given a proposal to which Sr.DEE(OP)/WAT, DRM/WAT agreed but, CMPE has not agreed.
2. To arrange conversion training of LP/ALP from Diesel to Electric for smooth functioning. But, there is no response from HQ in this regard.
3. His proposal for change in link of running staff for Hirakud Express was also not accepted by Administration
4. He requested that PHODs/CHODs may give due weightage to the letters of ECoRSC.
5. He requested the GM for creation of ministerial posts for PCE Office.

6. He told that CMS/WAT should accept the recommendation of medical authorities of S.C.Railway for referral cases of CMD/SCR instead of asking for approval of CMD/ECOR. He then requested the General Secy/ECORSC to offer his views in the PNM forum.

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

Shri R.C.Sahoo, General Secy/ECORSC greeted the GM, CPO, all PHODs/CHODs, his colleague Central Office Bearers and Lady delegates in the PNM meeting. On behalf of ECoRSC, he welcomed all concerned. He congratulated GM for achieving No.1 position in the recently concluded Rail Vikas Shivir held at Surajkund. He applauded GM for his innovative ideas amongst the 17 Zonal Railways leading to this splendid achievement and expressed that all are thankful to GM. He also told that one ticket checking staff of ECoR was also awarded in the Shivir for his innovative ideas. He proposed that such Shivirs may be conducted in this zone also on annual basis. He also thanked the GM for visiting and inspecting the K-K Line upto Kirandul on 11.11.2016, which no earlier GM had done. All employees are very happy that the GM visited remote location of this Railway and they could express their difficulties.

He raised the following points before the GM.

1. He told that about 45 technical supervisors are posted in PCE's Office and doing ministerial job due to shortage of ministerial staff. He requested the Administration to expedite creation of 10 ministerial posts (work-charged) for PCE's Office which is with Finance, so that these technical supervisors can be relieved and given their own job.
2. He requested for issue of Identity Cards to the running staff (Guards/Loco Pilots), at the time of initial appointment because recently one staff was hackled by Police Personnel at TLHR for want of identity card.
3. At TLHR, Guards are not being given safety counselling because of which they are facing lot of problems. They are also not provided with GR & SR Books.
4. He told that sometimes Divisions are giving careless remarks for PNM items. Instructions may be issued to Divisions to give proper and practical

position for PNM items.

5. He told that as per Bye-laws, the tenure of Sports Secretary is two years. But, this is not adhered to in most of the cases (KUR & WAT Divisions).
6. In Rail Sadan, most of the biometric devices are not working and there is long queue in front of the biometric devices. There is also manual attendance maintained in some offices. He requested to do away with the biometric attendance system or the devices may be installed adequately in each and every section to facilitate the staff to give attendance.
7. He extended best wishes to all for 'Happy New Year-2017'.

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

Shri Umesh Singh, General Manager/ECoR addressed Shri K.S.Murty, President/ECoRSC, Shri R.C.Sahoo, GS/ECoRSC, all Central Office Bearers and lady delegates of ECoRSC and all PHODs/CHODs of the Zone attending the PNM meeting. He expressed his thankfulness for the nice words spoken for him. He congratulated Shri Pranab Kumar, Ticket Checking Staff of ECoR for being awarded Hon'ble Prime Minister of India for his innovative idea in the recently concluded Rail Vikas Shivir at Surajkund. He told that his idea was circulated to all concerned. He also informed that the idea propounded by ECoR was from Rail Line to Pipe Line. He stated that so far loading is concerned, our Railway (ECoR) is lagging behind target, which is a matter of concern. We are only 02 M.T. more than last year. There is also no growth in coal loading (which constitutes 62% freight traffic of ECoR). On the earnings front also, we are struggling. Our performance is not satisfactory in these fields. Ports also offered less traffic and only saviour are the K-K Line and Nayagarh iron-ore loading. He told that CMD should look into the issue of referral cases as stated by President/ECoRSC. He assured that CPO/ECoR will check byelaws and take appropriate action in case of Divisional Sports General Secretary of WAT and KUR . Biometric devices will be supplied in adequate numbers. He extended best wishes to all on the eve of New Year-2017.

The meeting ended with vote of thanks.

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

Srl. No.	Item no.	SUBJECT MATTER
01.	40C-01-2016	<b><u>HEIGHTENING OF THE RAIL VIHAR DEMARCATION BOUNDARY WALL.</u></b>

PCE

Anciently the entire Boundary Wall of Rail Vihar was in low height, on the demand of ECoRSC the wall heightening work has been started. But it is seen that the height of the Wall is increased from the main Entrance Gate to Qtr No-B/80 (ORH) and the remaining portion of Wall from Qtr No-B/80 to back side gate is not increased.

Because of low height the outside unsocial elements are entering inside the colony premises and creating nuisance which is causing unsafe for the family of Railway staff who are residing in the Rail Vihar staff colony.

The matter has been brought to the knowledge of concerned authority for several times and last being vide letter No- ECoRSC/CENT/AGM/16/183 Dt:01/09/2016, but still no action is noticed. Owing to which the staff and their family are always in tense and fearful mind.

ECoRSC demands to increase the height of Boundary Wall from Qtr No-B/80 (ORH) to back side Gate of Rail Vihar immediately.

**REMARKS OF ADMINISTRATION**

Height of the boundary wall in Rail Vihar Colony has since been completed from B/80(ORH) to B-20. The work in B-20 to D-17 is in progress. From D-65 to backside gate will be taken up shortly. Target-31.03.2017.

**DECISION**

Height of the boundary wall in Rail Vihar Colony has since been completed from B/80(ORH) to B-20. The work in B-20 to D-17 is in progress. From D-65 to backside gate will be taken up shortly. Target-31.03.2017.

**(CLOSED)**

02. 40C-02-2016 **REVIEW THE OPENING TIMINGS OF THE BACK SIDE GATE OF RAIL VIHAR.**

**IG-cum-CSC  
SDGM**

It is observed that, the opening and closing of Rail Vihar back side Gate is controlled by the Security Guards of a private Agency appointed by Railway and the said Gate is remaining open at 9.00 am to 10.00 am and 15.30 hrs to 16.30 hrs for School Bus passing only and in other times the Gate is remain closed.

Because of the above the staff of Rail Sadan who are residing in Rail Vihar Colony are facing a lot of troubles at the time when attending office & returning from Office. They have to move around 3 KMs extra through NALCO chawk and facing heavy traffic during both the busy times which is always risky for them.

It is also fact that, the Security staff are engaged for 24 hrs in 3 shift in Rail Vihar Colony, because of that for increasing the Gate opening time it is not required for extra man power.

Keeping in view the above ECoRSC urges to review the existing timings and allow to keep open the Gate in morning time from 9.00 hrs to 10.00 hrs in afternoon from 15.30 hrs to 16.30 hrs and in evening from 18.00 hrs to 19.30 hrs from Monday to Friday regularly to facilitate the employees of Rail Vihar as well as School going children.

**REMARKS OF ADMINISTRATION**

**SECURITY DEPARTMENT**

Regarding keeping open the Rail Vihar back side Gate from 18.00 hrs to 19.30 hrs beyond existing opening time will be discussed in the PNM meeting itself.

**DECISION**

It will be opened from 18.00 Hrs to 19.00 Hrs. on experimental basis for two months w.e.f 08.12.2016. Further review will be done after two months, if any employee complains.

**(CLOSED)**

03. 40C-03-2016 **REGULARISATION OF THE ECRC'S DEPUTED AS CONSOLE OPERATORS (EX-CADRE) AGAINST DPQ VACANCIES OF COMMERCIAL INSPECTORS IN ZHQ.**

**CPO  
CCM**

It has come to knowledge that 04 (Four) nos of ECRCs in PB-I, GP 2800/- of KUR Division have joined in ZHQ as console operators (Ex-cadre) in the year 2012 interms of the notification issued by CPO/ECoR vide No-ECoRSC/Pers/UTS/Consel Dt:15/02/2011 and still they are continuing.

During the mean time they have also been promoted in their parent lien holding wing as Reservation Supervisor in PB-2, GP 4200/-.

Further to decide the AVC for promotion to the post of Commercial Inspectors against 75% DPQ in PB-2, GP 4200/- one joint meeting was held on 21/01/2016, where in it is decided to fill up those posts from amongst the following categories of Commercial Department.

(a) Sr Comml.Clerk in PB-I, GP 2800/- and Tracer in PB-I, GP 2400/-.

(b) Sr Ticket Collector/TTE in PB-I, GP 2400/-

(c) ECRC in PB-I, GP 2800/-.

Keeping in view the above points ECoRSC demand that because of the above 04 (Four) Console Operator (Ex-cadre) are belongs to ECRC cadre & also an eligible category for Commercial Inspector as per decision of Joint Meeting and also continuing against the Ex-cadre post of Console Operator since last more than 04 (Four) years. Administration have to consider and regularise them against 75% DPQ of Commercial Inspector post.

Keeping in view the above ECoRSC urges that, Administration have to regularise the above 04 candidates against CI post (DPQ) first as one time exception, then the notification will be issued for filling up rest of the CI posts.

## **REMARKS OF ADMINISTRATION**

### **PERSONNEL DEPARTMENT**

The posts of Console operator in Commercial department of HQ/BBS office are being operated on Ex-cadre basis against which 04 (four) staff of ECRC of KUR division have been working on temporary basis since 2013/2014. The staff manning Ex-cadre posts are only repatriated back to their lien holding cadre on the expiry of tenure in terms of RBE No. 191/2004 and are not absorbed in another regular cadre. It is further stated that absorption of 4 staff against 75% DPQ of Commercial Inspector will jeopardize the promotional aspects of the staff in feeder grades who are being called for selection to fill up the vacant posts. In this regard it is mentioned that notification has already been issued vide this office letter dated 08.11.2016.

The decision has been conveyed to GS/ECoRSC vide CPO/BBS's letter No. ECoR/Pers/06/Change of category/112 . dated:- 10.11.2016.



## DECISION

Discussed and closed.

(CLOSED)

04. 40C-04-2016 IN-ORDINATE DELAY TO EXTEND THE REVISED PAY FIXATION BENEFIT TO THE MINISTERIAL STAFF OF COS/BBS IN TERMS OF RBE No-33/2016.

CPO

COS

The Ministry of Finance, Department of Expenditure, Govt of India vide Para-6 & 6 (i) of their Office Memorandum No-F-2-1/2015-E III (A) Dated 16<sup>th</sup> October 2015 has clarified that the staff who were promoted to next higher grade between 1/01/2006 and the date of notification of CCS (RP) Rule 2008 i.e. 29/08/2008 and subsequently said posts are merged in to one category in view of implementation of 6<sup>th</sup> CPC recommendation are entitled for pay fixation benefits under rule 13 of CCS (RP) rule 2008 (RBE No-103/2008)

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

It has come to knowledge that the staff of Accounts Department and of some other Departments of Rail Sadan have already availed the said benefit, But the staff of COS/BBS who have been fulfilling all the criteria envisaged in the above instructions are still not extended with the benefit despite several appeals to the concerned authority.

The matter has also been brought to the knowledge of Administration through this organization's letter No-ECORSC/CENT/CPO/16/159 Dt:03/08/2016, but no action is still noticed even after lapse of near about 03 (Three) months.

Therefore ECoRSC is compelled to raise this issue in this forum for immediate action to extend the benefits to the staff under COS/ECOR.

## REMARKS OF ADMINISTRATION

### PERSONNEL DEPARTMENT

1.Pay fixation in terms of RBE No. 33/2016 have already been done in favour of the eligible/entitled staff of HQs./Stores department. Accordingly, salaries of the concerned staff have also been recast and drawn, taking into account the benefit of RBE No. 33/2016 & 7<sup>th</sup> CPC Pay Scale, in the salary bills of August paid

in September, 2016. Only arrears thereof are yet to be drawn.

2. Since, the control of IPAS module has been shifted to Central Server, New Delhi, some technical problems were persisting for last few months as a result of which problems were faced for drawal of the same, due to absence of Pay Review Programme at IPAS module.

3. Now, the process for drawal of arrears are underway and will be paid shortly.

### **DECISION**

Arrears will be paid with the salary for the month of December, 2016.

**(CLOSED)**

**05. 40C-05-2016 NON SENDING OF SERVICE RECORDS DULY UPDATED WITH DETAIL PARTICULARS ON TRANSFER OF STAFF.**

**CPO**

As per the rule procedure, on transfer of a staff on own request/mutual/on Administrative interest the parent unit/Division/Railway should send the service records of that employee duly updating with all the relevant particulars immediately to which Unit/Division/Railway he is transferred.

But so many instances have come to knowledge that the same is not being sent timely by the parent authority of the staff. Sometimes it is also observed that though SRs have been sent but without updating with detailed particular for which the staff concern are facing a lot of troubles and also deprived of getting their legitimate dues due to non mentioning about granting of increments and non payment certificates in the SRs.

ECORSC demands to streamlining the system to avoid harassments to staff.

### **REMARKS OF ADMINISTRATION**

Normally duly updated SR, LPC, Leave account etc, are being sent to the office where an employee has been transferred, within a month of the transfer. The instructions have been reiterated vide CPO's Lr. No. ECoR/Pers/R/Transfer/44 dated 05.12.2016

## DECISION

Instructions have already been issued to send Leave Account and vetted Service Records within one month of transfer of an employee to his/her place of posting. Special drive will be undertaken by all Bill Clerks to send all pending SR sheets within one month.

(CLOSED)

06. 40C-06-2016 **EARMARKING OF BERTH FOR C&W ESCORTING STAFF IN TRAIN No-12281/12282 (BBS-NDLS-BBS DURONTO EXPRESS)**

CCM

The above demand was raised vide item No-25 in the 38<sup>th</sup> ZPNM of ECoRSC held on 2<sup>nd</sup> & 3<sup>rd</sup> June 2016, where in it was agreed and decided that "whatever instructions exists for accommodation of C&W staff of Rajdhani Express will be extended for Duronto Express also".

According to above decision of ZPNM, the facility provided for C&W staff in Rajdhani Express vide Railway Board letter No-2016/TG-I/9/P/Pantry Car Dt:-29/03/2016 was submitted to the CCM/ECoR vide letter No-ECoRSC/CENT/CCM/16/127 Dt:-07/06/2016 for taking early necessary action on the same. But though more than four months has already been passed no action has yet been initiated to extend the facility in Duronto Express, for which the C&W staff are facing a lot of difficulties.

Therefore ECoRSC urges decision which was taken in 38<sup>th</sup> ZPNM to be implemented early.

## REMARKS OF ADMINISTRATION

### COMMERCIAL DEPARTMENT

Suitable reference has been made to Railway Board vide letter No. CCM/24/Quota/12281/Pt.I/1427 dated 20.06.2016 to Executive Director/Passenger Marketing, Railway Board recommending earmarking of berth in Pantry Car of Duronto Express for C&W escorting staff. Since Duronto Express trains are running all over Indian Railways. Commercial Directorate has sought views of Mechanical Directorate before taking a decision. It is understood that reply from Mechanical Directorate is awaited. Board has been requested to expedite a decision on the issue in view of the difficulties faced by C&W staff.

## DECISION

Suitable reference has been made to Railway Board vide letter No. CCM/24/Quota/12281/Pt.I/1427 dated 20.06.2016 to Executive Director/Passenger Marketing, Railway Board recommending earmarking of berth in Pantry Car of Duronto Express for C&W escorting staff. Since Duronto Express trains are running all over Indian Railways. Commercial Directorate has sought views of Mechanical Directorate before taking a decision. It is understood that reply from Mechanical Directorate is awaited. Board has been requested to expedite a decision on the issue in view of the difficulties faced by C&W staff.

07. 40C-07-2016 **RAILWAY LOOSING THE MANPOWER & MONEY BY DEPUTING STAFF 24 HRS IN CLOSED RCD DEPOT AT KDJR.**

CEE  
CME

The Railway Consumers Depot (RCD) which was functioning at KDJR has already been closed since last more than four years and finally the assets have also been taken over by BPCL. But it is seen that one Loco Pilot and four C&W staff are still deputed in that depot, and they are enjoying full salary without having any work which is quite illegal and Railway paying more than two lakhs to-wards the staff cost per month to watch the assets of BPCL only.

This issue has been raised in the Divisional PNM of KUR vide Item No-42 with demand by ECoRSC to withdraw those staff and deploy at the places where is in need because, ECoR is losing 2 Lakhs P.M for BPCL.

But KUR Administration is not initiating any action to withdraw those staff and lingering the case, the cause is better known to Administration.

ECoRSC demands for immediate withdrawal of those staff & save the Railway money & manpower early.

## REMARKS OF ADMINISTRATION

Sr.DEE/OP has been requested to deploy Shri P.K.Sahoo, LP/G/KDJR and the then Ch.CC-cum-RCD-In-Charge in stationary duty under Ch.CC/KDJR till finalization of DEC. Regarding 02 Nos. of C&W staff, it is to inform that the revalidation of BPC and C&W activity have been restored at KDJR. Shri Rama Chandra Kishu, JE(DRQ) has been posted at C&W/KDJR vide Sr.DPO/KUR's O.O.No. P/E/Mech(C&W)/84/2016, dated 12.10.2016 and 02 helpers have been posted at C&W/KDJR vide Sr.DPO/KUR's O.O No. P/E/Mech/(C&W)/33/2016, dated

22.04.2016. The order has been issued for utilization of 02 C&W Technicians (Shri Saroj Kumar and Pramod Kumar) who were working under Ch.CC/KDJR, now-utilized to work under JE(C&W)/KDJR to perform on line minor repairing at KDJR and sectional attention.

## DECISION

The RCD at KDJR will be sealed on 10<sup>th</sup> December 2016 and the Chief CC cum RCD in-charge will be withdrawn subsequently.

(CLOSED)

08. 40C-08-2016 **SHIFTING OF MOTAGAJAPUR (MTND) IB HOME SIGNAL TOWARDS CTC END.**

COM  
CSTE

It is observed that while Trains used to stop at IB home signal the end of the Train is totally occupying the manned level crossing Gate no CP-07.

As per the Board instructions the Gate should not be existed within trains length i.e. within 800 mtrs, but the distance between IB home Signal and Gate CP-07 is near about 650 Mtrs. Because of that when the train stops at IB Home Signal the entire Gate area is covered, at that particular point the trains are stopped for minimum 15 minutes/maximum 30/45 minutes, which is a regular practice.

For which the public have to wait to cross from one side to another side till the train is not moved from the Gate area. Due to long time stable of the trains over the Gate the public are agitating and mis-behaving the Railway staff (Crew/Guard & GK) regularly.

This issue was raised in the Divisional PNM of ECoRSC/KUR vide Item No-20 C/1/2016 held on 25<sup>th</sup> & 26<sup>th</sup> February 2016, but not action is still taken to avoid that situation.

Therefore ECoRSC is forced to raise this issue in this forum for shifting of MTND/IB home signal to-wards CTC end to avoid unsafe working condition early.

## REMARKS OF ADMINISTRATION

### S & T DEPARTMENT

Tender for auto signaling in CTC-PRDP Section has been processed. Shifting of Signal will be taken care during commissioning of auto signaling.

## DECISION

Tender for auto signaling in CTC-PRDP Section has been processed. Shifting of Signal will be taken care during commissioning of auto signaling.

(CLOSED)

09. 40C-09-2016 DEFFICIENCIES FOUND IN THE MTDC/MPM TRAINING SCHOOL.

CPO

It is observed that the furniture like chair, table etc existingly supplied in the MTDC Training School at MPM/WAT are in abandon condition and also not sufficient at par with the existing requirement.

Further the windows provided in the class rooms of that training school are fixed at a high level for which the air is not passing freely and trainees are feeling suffocation and the rest rooms are not in living condition also.

Further this School is not functioning independently and still running under KGP. Because of that the authorities of ECoRly are not taking any interest for the development of that School.

This issue was raised in the Divisional PNM of WAT held in the month of September 2016, where in it was decided that furniture items will be proposed in the upcoming PWP 2017-18.

ECoRSC demands for early mitigation of above lapses in the training school and arrange to run the School independently under ECoRly.

## REMARKS OF ADMINISTRATION

### PERSONNEL DEPARTMENT

The training Institute is presently under the control of S.E.Rly. The budget of MDTC/MPM of WAT division is being controlled by Sr.DEE/OP/WAT. As per Annual performance Report 2015-16, Rs. 9 (Nine lakhs) have been allotted by Railway Board for utilization for the year 2016-17.

Augmentation proposed in PWP 2017-18. Arrangement for fitting of exhaust fans is being made.

## DECISION

The matter will be examined by CEE.

10. 40C-10-2016 NON ALLOWING OF DOUBLE REST FOR THE OPTG STAFF (TP/GK) WORKING IN EI ROSTER OVER ECoRLY.

COM

CPO

The TPs of KR Line in WAT Division are performing 12 hrs duties in EI Roster. Accordingly they are to be allowed 2 days' rest in a week as per HOER. But they are not allowed to avail 2 days rest or CR or OT, other Divisions are also not giving the same in ECoR. This issue has discussed in several times in Divisional level but no action is taken still.

Keeping in view the above, ECoRSC demands to give two days' rest or give one day CR or give OT to those are attending 12 hrs duty regularly over ECoR.

**REMARKS OF ADMINISTRATION**

**PERSONNEL DEPARTMENT**

As per RBE No.131/2005 Railway staff working in roadside station in EI rosters may be given up to 72 hrs of rostered working if they are provided with Railway accommodation within 0.5 Km and are being given 24 hrs rest in a week.

**OPERATING DEPARTMENT**

Double rest will be given only to the Operating Staff in those stations where Railway Quarters are not available. As per Joint study report of Supervisors except SKPI station all stations have quarters available within 05.KM. Hence, double rest can be given only for the staff at SKPI station.

**DECISION**

There are existing instructions that those staff who are not allotted Railway accommodation in roadside station (i.e. within 0.5 Kms) and working in EI roster should be rostered for 60 hrs duty per week. Divisions will be directed to follow the existing instructions on the subject.

Item will be closed giving a copy to ECoRSC.

**(CLOSED)**

11. 40C-11-2016 DENIAL OF CTG TO THE RUNNING STAFF TRANSFERRED ON TRIANGULAR TRANSFER POLICY.

CPO

COM

CEE

CME

As per the Triangular Transfer Policy, while transferring back the staff from BCHL & RGDA to VSKP/Main Line are to be transferred on seniority basis (First in First out) on Administrative interest and should be paid CTG.

But it is observed that the Administration of WAT is transferring back the staff from BCHL by taking option and forcing them to submit option to transfer and treating that option as a own request transfer application and not paying CTG, which is clearly violating the transfer policy.

This issue was raised in the Divisional PNM of WAT held on 15<sup>th</sup> & 16<sup>th</sup> September 2016 vide Item No-20 of Review Agenda. Since the remarks offered by the authority of WAT is not correct and beneficiary for the staff, because of that ECoRSC compelled to raise the same in this forum.

Keeping in view the above it is urged that transfer should be on the basis of first in, first out policy and paid CTG treating the transfer on Administrative interest. Further the options to be called for from those are not willing to move on transfer from BCHL to Main Line.

ECoRSC demands to transfer back the staff on Administrative interest and pay the CTG.

#### **REMARKS OF ADMINISTRATION**

WAT Division is sending a proposal for change in triangular policy of transfer for Running staff of WAT Division. The same will be examined on its receipt.

#### **DECISION**

This item will be discussed separately with CPO.

#### **12. 40C-12-2016 NON FINALISATION OF LONG PENDING OWN REQUEST TRANSFER CASES.**

**CPO**

So many staff who belong to other Zones working in ECoR and some of ECoR Zone are working in other Zones over IR are applying for consideration of transfers either from ECoR to other Zone or from other Zone to ECoR on own request accepting bottom seniority.

But instances have come to knowledge that so many such cases of staff who have applied for consideration of own request transfer from other Zone to ECoR are not being finalised and kept pending on various pleas despite cases are referred by the authorities of other Zones to the authority of ECoR for which the aspirants are



always in mental agony.

As per rule the applications/references received from the staff concern or from other Zone should be registered serially and be finalized chronologically within a limited period. But the same is not being maintained.

ECoRSC demands for early finalization of such cases as per the procedure.

### **REMARKS OF ADMINISTRATION**

Transfer cell was opened in June 2015. All IROT/IDOT cases are registered giving priority number. The serial wise lists for transfer are available on COMPTRAN. Even employees can see their position in COMPTRAN.

### **DECISION**

Instructions will be reiterated not to withhold inter-railway or inter-divisional transfer applications at any level. However, final processing of case will be as per the priority position in COMPTRAN.

The Transfer Cell in HQ Office is being relocated to more accessible location.

(CLOSED)

13. 40C-13-2016 **FORMULATE THE POLICY FOR TRANSFER OF SUPERVISORS FROM OPEN LINE TO CONSTRUCTION IN ENGINEERING DEPARTMENT OVER E.Co.RLY.**

CAO/Con

PCE

CPO

The above both the Departments are having their own importance for development of the system in regards to maintenance and construction works as a whole. It has come to knowledge that the Engineering Department (Open Line) is always subjected to put in staff crisis due to transferring of JE/SSE to construction organisation despite of vast vacancies in the categories of Open Line.

Because of above reasons the maintenance works of Quarters, Street Roads, Drainages etc are badly hampering and some of Quarters are leading to abandoned condition causing unsafe living condition for the residents.

ECoRSC urges for review of the system and formulate a policy for both the Departments keeping in view the interest of Railway men.

## REMARKS OF ADMINISTRATION

### ENGINEERING DEPARTMENT

Keeping in view, the overall interest of ECoR, Supervisors are transferred from Open line to Construction Organization depending upon requirement. As pointed out by ECoRSC, there are large number of vacancies of SSE/JE (Works) in Construction organization compared to Open line. In order to achieve corporate objectives, a balanced administrative decision is taken to ensure the targeted projects are completed in time.

### DECISION

Options will be called from serving Open Line staff for their posting in Construction Organisation. In case sufficient options are not received and there is a pressing need to fill up construction post, only junior most staff will be posted as per the seniority list. Any past cases where a senior staff has been posted forcibly will be reviewed.

In case optees in a particular grade are not available in adequate number, chance can be given to staff of the immediate lower grade to apply for Construction Organization post with one ad-hoc promotion.

(CLOSED)

14. 40C-14-2016 **RESTORATION OF THE STAFF FROM CONSTRUCTION TO OPEN LINE OF ACCOUNTS DEPARTMENT.**

CAO/Con  
FA & CAO

The above item was raised by ECoRSC vide item No-19 of its 34<sup>th</sup> ZPNM held on 21<sup>st</sup> & 22<sup>nd</sup> May 2015 where in it was decided that periodical rotation will be implemented.

Observing no action on the commitment in a highest forum for more than a year, the said item has again been raised vide item No-02 39<sup>th</sup> ZPNM held on 8<sup>th</sup> & 9<sup>th</sup> September 2016. After elaborate discussion it was decided that "ECoRSC will submit a list of such staff who are yet to be transferred from Construction Organization to Open Line even after completion of 10 years".

Accordingly ECoRSC has submitted a list of 04 (Four) long standing staff those are continuing since more than 12 (Twelve) years to 20 (Twenty) years vide letter No-ECoRSC/CENT/Confidential/16/191 Dt:-19/09/2016, But still no action is noticed.

Therefore ECoRSC demands to restore back them from Construction Organization to Open Line those are overdue as per rule.

## REMARKS OF ADMINISTRATION

### ACCOUNTS DEPARTMENT

Out of the list submitted by ECoRSC, transfer order of three supervisors have already been issued. Keeping administrative requirement in view, the transfer of other staff will be taken up in due course. One Sr. SO(A) posted at RRB/BBS is not getting released by Chairman, RRB despite issue of several letters.

### DECISION

Out of list of Sr.SO(A) submitted by ECoRSC, all but one Sr.SO has been transferred from Construction to Open line. The remaining Sr.SO will also be transferred after finalization of March, 2017 Accounts.

(CLOSED)

15. 40C-15-2016 NON CONSIDERATION OF INTER DIVISIONAL OWN REQUEST TRANSFERS OF TRACKMEN TO KUR DIVISION.

PCE  
CPO

During allotment of Divisions for posting of newly recruited Group-D staff through RRC the residents of KUR Division jurisdiction are posted under WAT and SBP Division.

Though they have regularly been representing for considering their own request inter divisional transfer to the native Division, the same are not been considered on the plea of acute shortage of staff.

Taking into consideration of own request transfer application to KUR, existingly a good no. of Group-D staff (Trackman) have been posted recently in both the Divisions i.e. SBP and WAT. Hence at present there will be no problem for the above two Divisions to consider and release the aspirant staff on own request inter Divisional transfer to KUR.

Since the above staff are remaining away from at a long distance from home and family members, they are facing a lot of difficulties to look after them.

Therefore ECoRSC urges before Administration for early consideration of their transfer applications from SBP & WAT to KUR Division.

## REMARKS OF ADMINISTRATION

### SBP DIVISION

The cases were put up for release from SBP division but they will be released on joining of new incumbents in the presently available vacant posts.

## **KUR DIVISION**

As per GM/ECOR/BBS's instruction communicated vide CPO/ECOR/BBS letter No. E(O)III/2014/PL/05 dated 31.08.2015 case of Inter Railway Transfer will be considered subject to completion of 5 years service in their respective cadre & transfer of staff are being considered accordingly. So transfer case may be specified in case of deviation if any.

## **WAT DIVISION**

Regarding sparing of Inter Departmental Transfer approved cases to KUR and SBP, the Division has taken Sumoto initiative and addressed CPO/BBS vide Lr. No. WPV/SS-II/WAT/Gr.D/Indent dated 24.08.2016 to arrange specific relief in their places. CPO/BBS has accordingly allotted a Panel of 172 Track Maintainers Gr.IV to the Division vide Lr. No. EcoR/Pers/RRC/D/2012 & 2013 dated 19.10.2016 as specific relief against the IDT approved candidates and GDCE candidates. The fresh candidates are yet to report and sparing of IDT approved candidates to KUR and SBP will be done as soon the fresh candidates report. Item may be closed.

## **ENGINEERING DEPARTMENT**

Against the total vacancy of 2225 posts in this category of Track Maintainer, only 309 number of Track maintainers recruited by RRC have been allotted (WAT-172 & SBP-137).

Further, as per the extant directives of Railway Board, no request transfer can be considered till completion of 5 years of joining Railway.

Hence, it is difficult to consider all the Inter Divisional Own Request Transfer of Track Maintainer to KUR division.

However, the request transfer of individual cases will be considered on the merit of the case.

## **DECISION**

WAT & SBP Divisions have been instructed by GM to release Trackmen on inter-divisional transfer to the extent of new candidates joining from RRC panel, immediately.

**(CLOSED)**

16. 40C-16-2016 **STOP 12.00 HRs DUTY FOR STATION MASTERS CATEGORY IN SBP-ANGL SECTION.**

COM  
CPO

It is observed that the Station Masters Category working in SBP-ANGL section are regularly performance 12.00 hrs duty even though their Roster is continuous. This practice is continuing since long back due to non availability of adequate staff in the category as well as improper pin pointing and non filling up of existing vacancies.

Further due to non posting of LR & RG Station Masters the existing Station Masters are forced to perform 12.00 hrs duty and also unable to avail PR and leave in time even in exigencies, which is unsafe working system.

Against the Item No-3 of 37<sup>th</sup> ZPNM of ECoRSC held on 18<sup>th</sup> & 19<sup>th</sup> February 2016 it was decided "An indent for 69 ASMs for SBP Division has been placed with RRB/BBS & RRC/BBS and the Selection is on. On filling up of vacancies the position will improve".

Though more than 08 (Eight) months has been passed the same position is still continuing and no action is still noticed to avoid the difficulties of Station Master of SBP-ANGL section ECoRSC urges for early finalization of the issue.

**REMARKS OF ADMINISTRATION**

At present, out of sanctioned strength of 318, 242 bodies are available in SMs category. Due to scarcity of SM cadre, 12 hrs duty is inevitable. Out of 69 ASMs indented in DRQ, 35 posts pertain to Open Market & 34 posts pertaining to GDCE. First stage of written exam for the posts pertaining to Open Market (RRB) is completed & result is to be published. For posts pertaining to GDCE, panel published and selected staff are being sent to ZRTI/SINI for initial training on 05.12.2016. On joining of the above staff, 12.00 hrs duty will be controlled.

**DECISION**

On reporting of the GDCE candidates from training, due care will be taken to fill up the vacancies in Angul -SBP section.

**(CLOSED)**

17. 40C-17-2016 CONSIDER THE ONE SHIFT WORKING SYSTEM IN THE PRS COUNTERS DURING PONGAL, DURGA PUJA, NUAKHAI, LAKSHMI PUJA & KALI PUJA/DIWALI IN ECoR LIKE OTHER RAILWAY.

**CCM**

The above festival are the main and important festive days for the people of Odisha and Andhra Pradesh.

In the above festive days the public are not coming to PRS for purchasing the tickets in 2<sup>nd</sup> shift and the on duty staff of PRS on the above festivals are sitting idle which seen loss in both the sides.

On a follow up it is ascertained that the ECRCs of ER, SWR & SER are allowed for one shift working i.e. from 08.00 am to 14.00 pm only by decided locally, and orders are issued from local Administration depending on the Puja of each Railway situated in different states.

Therefore ECoRSC urges before Administration to take a policy decision in this regard and implement the above procedure in ECoR for the benefits of both of the side.

#### **REMARKS OF ADMINISTRATION**

##### **COMMERCIAL DEPARTMENT**

It has been ascertained from E.Railway and SE Railway that all Computer Reservation Offices over Kokata and Howrah are only are closed in one shift on the occasion of Durga Puja, Lakshmi Puja & Kali Puja/Diwali for which orders are issued by CCM(PM)/E. Railway along with Press Notification etc for information of general public. Similar arrangements are not made for Computer Reservation Offices at other locations on the Divisions.

ECoRSC may furnish copies of orders, if any, issued for similar closing of shifts at other non-metro location of other Zones to enable a decision to be taken on the issue.

##### **DECISION**

ECoRSC stated that similar facility is being extended on SECR and also it was being permitted on ECoR prior to 2009.CCM agreed to examine.

18. 40C-18-2016 NON MAINTENANCE OF TRACKS FROM MCS STATION TO WORKSHOP, TRAVERSOR TRACK AND THE TRACKS AVAILABLE INSIDE THE WORKSHOP FOR KEEPING THE COACHES.

PCE

It is observed that one SSE (Works) and ADEN has been posted at MCS (W/S) to look after the maintenance works of Administrative Building/Workshop/Staff Quarters etc. but it is seen that from the inception of Workshop there is not SSE(P.Way) or P.Way staff has been posted to maintain the Railway tracks provided for MCS (W/S) from MCS Station to Workshop, Traversor Track and Tracks available inside the Workshop for keeping the Coaches.

The maintenance of above tracks comes under the jurisdiction of SSE (P.Way) BRAG and ADEN/BBS. But they are never attending to maintain the above tracks. Because of non maintenance for longer period the condition of track has become worst and not in working condition which is creating unsafe condition.

Therefore ECoRSC urges before Administration to ensure regular periodical maintenance for those tracks to avoid unsafe situation.

**REMARKS OF ADMINISTRATION**

**ENGINEERING DEPARTMENT**

The track from MCS to workshop has been inspected and issues requiring attention in maintenance of track are identified. Short term measures like realignment of curve, picking up of joints, clearance of vegetation, oiling & greasing of ERC will be completed by 31.03.2017. Long term measures like making up of cess, recoument of ballast etc will be completed by 30.06.2017. Feasibility of renewing the existing steel layout of points & xing with PSC fan shaped layout will be proposed for inclusion in LAW-2017-18.

**DECISION**

Same remarks. Every six months track in the workshop and track from MCS workshop to Station will be inspected by Sr.DEN(Central)/KUR.

**(CLOSED)**

19. 40C-19-2016 EARLY PROVISION OF MOBILE MEDICAL VAN TREATMENT FACILITY OVER ECoRLY.

CMD

It is observed that out of the total area covered by ECoRly, many of the sections are situated in most backward and isolated areas. Medical facility has become a day dream for the staff and their

family member those are working in the way side stations of those sections like KK, KR, TMKA-NYG section due to non availability of Doctors in those locality.

Though Railway Health Units have been provided at the junction stations over 03 Divisions the staff of those area are unable to avail the Medical facilities despite their need. Due to long distance and non availability of transportation facilities in crucial time. For which they are facing much troubles for availing Medical facilities even in exigencies.

Therefore ECoRSC demands for providing the Mobile Medical Van facility for those areas over the Zone early as decided by Railway Board.

## REMARKS OF ADMINISTRATION

### MEDICAL DEPARTMENT

There is schedule of weekly visit of Doctors in KK, KR & SKND-NYG section. There is a proposal for having Road Mobile Vans at JDB & KDJR is awaiting the sanction of Competent Authority. The proposal for hiring of Road Mobile Van for KUR Division (TMKA-NYG) has been submitted to Headquarter finance and the proposal for VSKP division (KRPU-KRDL) is under process at division.

### DECISION

Two posts of CMP have been sanctioned for Road Mobile Medical Van. Hiring of vehicles is under process. Once it is completed, then the above Road Medical Van facilities can be provided.

(CLOSED)

20. 40C-20-2016 **FORMATION OF DIVISION WISE CENTRALISED CADRE FOR TRACK MAINTAINERS OVER ECoRLY.**

PCE

CPO

Existingly the cadre/seniority of Track Maintainers are being maintained Unit wise. Because of Unit wise seniority it is becoming problem to fill up the vacancies due to non availability of eligible staff in the Unit and posts are lying vacant for longer time which is hampering the Track maintenance work.

Sometimes it is also seen that when a Track Maintainers joins to a new Unit on transfer from his earlier unit he is losing his previous seniority and becoming bottom junior in the grade as well as deprived from getting the next promotion for a longer period.

Further if a Trackman wants to come to the nearest Unit of his native place, he may not come till his retirement because of loosing of Grade.



If Division wise cadre will be maintained then there will be no hurdles for Administration to get suitable incumbent to fill up the higher grade vacancies as well as also will be easy to pin point the posts in each Grade proportionately in each unit according to work load. The loss of seniority on transfer from one Unit to another will also be mitigated.

ECoRSC urges for centralisation of Track Maintainer cadre Division wise for the benefit of both the side.

### REMARKS OF ADMINISTRATION

The present system of maintaining unit-wise seniority for Track Maintainers category is working quite well and there is no need to have a divisional seniority.

While divisional seniority may help the staff on protection of seniority on transfer from one P.Way unit to another, the same may also lead to resentment from staff when one is transferred on administrative ground to a distant unit, which they would become liable to.

In most of the Zonal Railways, only unit wise seniority of Track Maintainers is being maintained and is functioning well. However, the feasibility of maintaining sub-division wise seniority of Track Maintainers will be explored.

### DECISION

Discussed and closed.

(CLOSED)

21. 40C-21-2016 **NON IMPLEMENTATION OF CADRE RESTRUCTURING FOR THE MINISTERIAL STAFF WORKING IN TRACK MACHINE ORGANISATION (TMO).**

PCE  
CPO

The cadre of all the staff i.e. SSE, JE, Technicians and Clerical working in TMO are centrally controlled by ZHQ Office.

It is observed that though cadre restructuring for all the categories of all the Departments functioning under the control of ZHQ & Divisions have been completed including SSE/JE of TMO since long back but the same has not yet been implemented for the Clerical staff who are working in TMO.

Because of above they are deprived of getting their legitimate dues in time as well as experiencing step motherly attitude of Administration to-wards them and feeling inferior at par with

their colleagues working in other Department under the control of same ZHQ which is very unfortunate.

ECoRSC demands for immediate completion of cadre restructuring for the Clerical staff of TMO.

## REMARKS OF ADMINISTRATION

### PERSONNEL DEPARTMENT

Earlier, Finance did not agree to utilize the money value of TM posts for restructuring of Ministerial cadre . On surrender of Cook posts in the year 2015, Finance has agreed now to utilize money value of Cook Posts in restructuring of Ministerial Cadre. The proposal is likely to be sanctioned soon and thereafter memorandum will be issued.

### DECISION

Memorandum has been issued for restructuring of ministerial cadre of Track machine organization. Promotions will be processed within one month.

(CLOSED)

22. 40C-22-2016 NON PUBLISHING OF SENIORITY LIST SINCE 2012 OF RUNNING STAFF OVER ECoRSC.

CPO

CEE

CME

Complaints have been received and also observed that since 2012 the seniority list of Running staff i.e. of ALP, Sr ALP, LP (S)-II, LP(S) I, LP (G), LP (Pass) and LP (M&E) are not published over three Divisions.

Due to non publication of seniority list every year it is creating discrepancy for filling up of next higher grade vacancies in time and also to fix up the percentage for Sr ALP & ALP i.e. 80% & 20% respectively and all the Running staff are in dark about their position.

ECoRSC demands for publishing of seniority list as per rule to avoid all the above discrepancies.

## REMARKS OF ADMINISTRATION

Seniority lists of running staff in all divisions (except KUR) have been published during last 2 years. The seniority list of LPs of KUR Divn. will be published within a fortnight.

## DECISION

Seniority lists of running staff in all divisions (except KUR) have been published during last 2 years. The seniority list of ALPs, Sr.ALPs & LPs of KUR Division will be published within a fortnight.

(CLOSED)

23. 40C-23-2016 NON SUPPLY OF GR & SR TO RUNNING STAFF OVER ECoRLY.

COM  
CEE  
CME

The rules and instructions contained in the GR & SR Books are mostly vital for the Running staff i.e. ALP, LP & Guard to through & maintain safety in train operations. So all the Running staff should have been supplied with the above books individually & invariably.

But it is complained that the GR & SR books are not been supplied to individual Running staff for which they are not in a position to know the rules about operation and facing unnecessary harassments due to ignorance of rules.

ECoRSC strongly demands for supply of GR & SR books to individual Running staff immediately to ensure safe running of trains.

### REMARKS OF ADMINISTRATION

#### OPERATING DEPARTMENT

All Guards are provided with GR & SR with latest update, correction slip from time to time. There is no shortage of GRs & SRs.

s

#### MECHANICAL DEPARTMENT

KUR- At ANGL crew base of all LP & ALPs have been provided with GR & SR books except newly posted 4 ALPs. It will be ensured 100% supply of GR & SR books to crew of ANGL base by 30.11.2016.

VSKP- All LPs of RGDA has been supplied with GR & SR books. As regards, supply of ALP, Operating department to arrange.

SBP-Vide Sr.DSO/SBP's Lr. No. SFY/SBP/Manuals/16 dated 17.11.2016, it is advised to send staff with requisitions to collect manuals from CSO office and the same will be collected, short supply will be made good.

## **ELECTRICAL DEPARTMENT**

KUR- 400 No. New GR & SR Books have been distributed. About 700 No. required to be distributed. WAT-250 No. distributed. About 600 No. required. SBP-About 475 No. required, on getting from Operating department, the same will be distributed to remaining staff.

## **DECISION**

CEE will raise demand to CSO who will supply the item in required quantity.

**(CLOSED)**

**24. 40C-24-2016 TO CREATE A FIELD IN INFORMATION TECHNOLOGY (IT) TO INCORPORATE THE LAST PROMOTION DATE OF INDIVIDUAL STAFF.**

**FA & CAO  
CPO**

Consequent upon the implementation of 6<sup>th</sup> CPC recommendation in for the staff working in Railways has revised the existed Assured Carrier Progression (ACP) scheme as Modified Assured Carrier Progression (MACP) vide RBE NO-101/2009 and circulated by CPO/ECOR vide Estt.Srl.No-108/2009.

According to instructions contained in the above ruling one staff who has completed 10 years in a grade without availing any promotion within a periods of 10 years in the same grade has to be granted with financial up gradation benefit of next higher grade on completion of each 10 (Ten) years up to 03 (Three) chances without any change in existing designation.

But it is observed that the staff who are not aware of these rule and illiterate are being deprived off availing the due benefits and Administration is also facing much troubles to ascertain the actual due date of eligibility for MACP of a employee unless verifies the service records of last year manually. Because of the above most of the staff are deprived of availing the benefit of financial up gradation against MACP scheme.

In view of the above, to avoid above inconvenience and to regularise the extension of MACP benefit to all the eligible staff, ECoRSC suggests to create a field in IT to forecast the date of last promotion of individual staff, which will help in granting the MACP benefit to each and individual eligible staff as well as it is very easier for the dealer for detect.

Therefore ECoRSC urges before Administration to create a field in IT to record the last promotion date to ensure MACP in time.

ECoRSC urges to ensure the above at the earliest to avoid staff discontentment.

## REMARKS OF ADMINISTRATION

### ACCOUNTS DEPARTMENT

ECoR has migrated to Centralized IPAS which is being used by all Zonal Railways. Addition of New feature can only be done by CRIS/NDLS based on RB orders by Nominated Railways. CRIS/NDLS, Central Railway (Nodal Railway) and Railway Board has been requested to incorporate the same in IPAS vide letter No. ECoR/BBS/IT/IPAS-AIMS/357/3587 dated 17.11.2016.

At present, there is a provision for entry of recent promotion date, designation etc. for drawing salary at enhanced pay, data of which is to be entered in Career Progression Module by Bill Clerks of Bill Compiling Offices of CPO/FA&CAO/CSC. Regarding input of old data prior to 2016, once the desired field is created, Bill Clerks have to enter all the particulars from Service Records in the system as the same are not available in IPAS at present.

The existing provision was not utilized by Bill Clerks despite several communications from Sr.SM (IT). However, once the Career module is further modified by CRIS/NDLS, in a time bound manner, the arrear data for 2006 or even prior needs to be entered by Bill Clerks.

### DECISION

ECoR has migrated to Centralized IPAS which is being used by all Zonal Railways. Addition of New feature can only be done by CRIS/NDLS based on RB orders by Nominated Railways. CRIS/NDLS, Central Railway (Nodal Railway) and Railway Board has been requested to incorporate the same in IPAS vide letter No. ECoR/BBS/IT/IPAS-AIMS/357/3587 dated 17.11.2016.

At present, there is a provision for entry of recent promotion date, designation etc. for drawing salary at enhanced pay, data of which is to be entered in Career Progression Module by Bill Clerks of Bill Compiling Offices of CPO/FA&CAO/CSC. Regarding input of old data prior to 2016, once the desired field is created, Bill Clerks have to enter all the particulars from Service Records in the system as the same are not available in IPAS at present.

The existing provision was not utilized by Bill Clerks despite several communications from Sr.SM (IT). However, once the Career module is further modified by CRIS/NDLS, in a time bound manner, the arrear data for 2006 or even prior needs to be entered by Bill Clerks.

It is expected that CRIS will do the needful within two months.  
Discussed and closed.

(CLOSED)

25. 40C-25-2016 **DIVISION WISE CENTRALISED CADRE FOR TECHNICIANS OF WORKS WING IN ENGINEERING DEPARTMENT OVER ECoRLY.**

PCE  
CPO

Since long the cadre of all Technicians (Mason, Carpenter, Painter etc) working in works wings of Civil Engineering Department over ECoRly are being maintained up to Gr-III unit wise and above are maintained at Divisional level.

It is observed that the vacancies arised due to retirement on superannuation of age or otherwise in higher grade posts of any unit, it is becoming difficult on the part of Administration to fill up that post due to non availability of eligible staff in that particular unit and that post is lying vacant causing hamper in work.

Some of units are not having the Gr-III post since years together, Because of that the Helper are not getting promotion since 5 to 10 years.

If the cadre of all such technicians will be centralized Division wise the eligible candidate of other works wing can be promoted and posted through selection/Trade test as the case may be fill up the post.

Therefore ECoRSC urges before Administration for taking early action to centralize the total cadre Division wise.

**REMARKS OF ADMINISTRATION**

**ENGINEERING DEPARTMENT**

The request of ECoRSC to maintain Division wise centralized cadre for the technicians of works wing will be examined for implementation.

**DECISION**

It is agreed to maintain division-wise cadre for the Technician, Gr.III separately for Works and P.Way wings.

(CLOSED)

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

COS

CPO

The Cadre of Ministerial category of all the Departments (Mech, Elect, Medical, Personnel etc) functioning in ZHQ Office and MCS have already been Centralised and promotion, transfers, etc are Centrally controlled by the ZHQ Office.

But it is observed that the cadre of Ministerial category working in Stores Department of ZHQ and Stores Depot are still not Centralised. Because of the Ministerial staff of Stores Department working in Depots are deprived of getting promotions in time due to small and separate cadre.

On the other hand the vacancies arised on higher grade posts either at ZHQ's Office or Depot Offices are lying vacant for quite some time due to non availability of eligible staff. Also Administration is not able to maintain the equality, some where the Clerks are more than the requirement and somewhere no Clerk as per requirement.

Keeping in view the above if the cadre of Ministerial category of ZHQ Stores Office and Depots will be Centralised the above situation can be avoided and staff also will get more benefit..

ECoRSC urges for Centralised Ministerial cadre of Stores Department like other Departments of ZHQ early.

**REMARKS OF ADMINISTRATION**

**STORES DEPARTMENT**

There are two ministerial cadres operated in Stores Department over East Coast Railway i.e. (i) Depot Ministerial Cadre (ii) HQ Ministerial Cadre.

These two cadres were formed at the time of formation of Zone with the consent of two recognized Unions.

Following is the sanction, on-roll and vacancy position of the Ministerial category of Stores HQ and Stores Depot of ECoR/BBS.

(A) Sanction, on roll & vacancy position of Ministerial category of Stores (HQ)/ECoR/BBS.

(B)

Sl.No.	Category	Sanction	On-roll	Vacancy	Remarks
01	Ch.OS	07(Rev-05+2W/Ch)	06	01	
02	OS	12	08+02	02	
03	Sr. Clerk	04	03	01(DPQ)	

04	Jr. Clerk	05	08	-3	
	Total	28	26	02	

(C) Sanction, on-roll & vacancy position of Ministerial category of Stores (Depot)/ECoR/BBS

Sl.No.	Category	Sanction	On-roll	Vacancy	Remarks
01	Ch.OS	11	07	04	
02	OS	20	11	09	
03	Sr. Clerk	09	00	09	
04	Jr. Clerk	08	18	-10	
	Total	48	36	12	

This is to be discussed/deliberated upon in the meeting.

### DECISION

The proposal will be examined further.

**27. 40C-27-2016 PROVISION OF INDUSTRIAL R.O.WATER PLANTS IN COACHING DEPOTS AT PUI, BBS & VSKP.**

**CME**

Complaints are being received often from the staff working in the coaching depots at PUIs, BBS & VSKP for not getting the purified drinking water.

It is observed that the quantity and quality of present water supply is not sufficient and raw water is being supplied due to improper maintenance of filter and old rushed pipelines which is quite unhygienic for human use and also so many time the cooler is not in working condition because of the above reason, the staff of C&W particular are not getting the proper drinking water.

Therefore ECoRSC demands for providing Industrial R.O water plants in the coaching depots at PUI, BBS & VSKP to avoid unhygienic as well as insufficient water supply early.

### REMARKS OF ADMINISTRATION

The Divisions would be requested to examine the demand/requirement and take necessary action.

### DECISION

The division may deal the issue at their level and if any assistance is required, HQ may be approached.

**(CLOSED)**



28. 40C-28-2016 NON IMPLEMENTATION OF RAILWAY BOARD LETTER No-E (P & A) II/2009/RS/17 Dt:23/07/2014 IN REGARD TO ROTATIONALION OF LOCO RUNNING STAFF SUPERVISORS.

**CME**  
**CEE**  
**CPO**

Earlier posting of CCC/CPRC/CTLCs were made as per the instructions contained vide Railway Board's Letter No-E (P&A)II/83/RS/10 Dt:-09/10/1998 and E (&A) II/2007/RS/14 Dt:-26/03/2009.

But in the mean while the Mechanical directorate has issued an order modifying the system of positing of CCC/CPRC/CTLC which was prevailing interms of order dated 09/01/1998 & 26/03/2009 vide Letter No-2001/M(L)/467/2 Dt:-12/11/2012 without obtaining the concurrence of financial Directorate of Railway Board, to which the both the Federations as well as some of the Zones have raised objection. But ECoR Administration has circulated the same for implementation vide ECoR Estt.Srl.No97/2013 Dt:-01/08/2013.

However considering the mass objection to the order dated 12/11/2012 of Mechanical Directorate, finally Railway Board has issued a order vide No-E (P&A) II/2009/RS/17 Dt:-23/07/2014 directing to follow the instructions as laid down in Railway Board's letter of date 09/01/1998 & 26/03/2009 strictly.

But due to non issuance/circulation of revised instruction by ECoR authority in supersession of earlier instruction circulated vide ECoR Estt.Srl No-97/2013 Dt:-01/08/2013 even after lapse of more than two years, the wrong procedure is going on which is creating discontentment among the staff.

ECoRSC demands for issuance of revised instructions in consonance with Railway Boards letter dated 23/07/2014 and in supersession ECoR Estt.Srl.No-97/2013 immediately.

#### **REMARKS OF ADMINISTRATION**

##### **KUR DIVISION**

09 of Drafted DPC/PC are going to complete their drafting period (3 years) on January, 17. To fill up the said 09 posts of DRC/PC, Sr.DPO/KUR has been requested to call for applications from eligible LP's those who are fulfilling the criteria contain vide Railway Board's extant orders.

43 No. of Chief Loco Inspectors and 33 No. of CCC/TLC selections is under process. Same will be finalized in consultation with Personnel branch.

### **WAT DIVISION**

As per the fresh directives estt. (97/2013), the CCC/CTCC posts are to be filled up through drafting from CLI cadre. The Crew reviews done in the year 2013 and 2015 resulted increase of cadre strength of CLIs by taking into account in the posts of CCC/CTCC etc.

Accordingly, the Division has filled up the posts of Running Supervisors CCC/CTCC in Mechanical Department by drafting from CLI's. For Electrical (OP) notification has been issued duly appraising Headquarter vide letter dated 06.10.2016. Reply was also been given to the President/ECORSC on his representation dated 12.08.2016.

It is also learnt for other Divisions/Railways that the posts CCC/CTCC etc are being manned by drafted CLI's.

### **MECHANICAL DEPARTMENT**

KUR- 9 No. of drafted DPC/PC are going to complete their drafting period (3 years) on January, 17. To fill up the said 9 posts of DPC/PC, Sr.DPO/KUR has been requested to call for applications from eligible LP's those who are fulfilling the criteria contained vide Railway Board's extant orders.

VSKP- The post of CPRC and CCC has been filled based on the instructions circulated vide Estt. Sl. No. 97/2013. Further guidelines on this matter have not been circulated from Personnel Branch for modification of earlier circulars.

### **ELECTRICAL DEPARTMENT**

In line with Railway Board's letter No. E(P&A)II/2009/RS/17 dated 23/07/2014, ECoR is following the guidelines contained in Board's letter No. E(P&A)II/83/RS/10 dated 09.01.1998 & E(P&A)II-2007/RS-14 dated 26.03.2009 on eligibility criteria for selection of CLI.

As per ECoR's Estt. Sl. No. 97/2013 dated 01.08.2013 (Ref to Railway Board's letter No. 2001/M(L)/467/2 dated 12.11.2012), regarding selection for post of CCC/CTLC etc. from CLI cadre, ECoR is also following the same.

## DECISION

Railway Board's letter dated. 23.07.2014 has been circulated vide CPO/ECOR's Estt. No. 167/2016 dated 09.12.2016 superseding earlier instruction on this issue.

(CLOSED)

29. 40C-29-2016 CLARIFICATION ABOUT 04 (FOUR) YEARS RESIDENCY PERIOD IN A PARTICULAR SENSITIVE SEAT FOR PERIODICAL ROTATION.

CPO

CCM

SDGM

As per the procedure in prevalent in terms of Railway Board vigilance guideline vide RBV No-10/2008 & 2/2009 the staff deputed to work in sensitive seat need to be rotated on completion of each four year in a particular sensitive seat. But it is not clear about from which date the 04 (Four) years residency period is to be counted.

As example-suppose a staff OS or ECRC-II is posted in a sensitive seat on 31/01/2012 to work and after working for 1 or 2 years i.e. 31/01/2013 or 31/01/2015 in that particular seat got promoted to the post of Ch.OS or ECRC-I as the case may be.

In such cases somewhere taking the residency period from the date initially posted i.e 31/01/2012 to 04 years for transfer and somewhere taking 04 years from the date which he is promoted to the next higher post i.e. 31/01/2013 or 2015. Such type of dual method is creating discontentment among the staff.

Therefore it is demanded to clarify that from which date the 04 years residency should have been calculated i.e. from initial posting date to 04 years or from the date of promotion to 04 years.

## REMARKS OF ADMINISTRATION

### GENERAL ADMINISTRATION DEPARTMENT

If a staff/officer gets promoted to the higher post and posted in the same seat upgrading the present post and assigned with same duty without a break, the residency period of the said staff/officer will be considered from the date he is in the same seat.

## DECISION

If a staff/officer gets promoted to the higher post and posted in the same seat upgrading the present post and assigned with same duty without a break, the residency period of the said staff/officer will be considered from the date he is in the same seat.

(CLOSED)

30. 40C-30-2016 ILLEGALLY OCCUPATION OF ONE SUITE IN HOLIDAY HOME/PUI BY SRI S.K.PANDA, SSE WORKS/SPL/PUI SINCE LONG.

PCE

As per the provision extended by Railway Board, ECoR Administration has constructed the Holiday Home at PUI to facilitate the Railway staff (Officer & Staff) to stay at PUI on payment of minimum charges as welfare measure.

PUI being a renowned Tourism & Holy place the Railway staff from various parts of this Zone as well as from other Zones over Indian Railway are coming to PUI with their family and seeking reservation of suits in Holiday Home. But it is seen that ECoR Administration is not in a position to offer the facility, because the suits are not sufficient in number.

Despite the above situation it has come to knowledge that Sri S.K.Panda, SSE (Works)/SPL/PUI has occupied one suit since long in the Holiday Home and using the same as his personal Quarter instead of availing Railway Quarter, which is causing much difficult to the staff for want of accommodation in Holiday Home.

The matter was brought to the notice of Administration but no action is still initiated.

ECoRSC demands for immediate vacation of that suit by Sri Panda to make available for the staff as welfare measure.

**REMARKS OF ADMINISTRATION**

To be discussed during PNM meeting.

**DECISION**

DRM/KUR will be communicated to cancel allotment of holiday home suite, and arrange alternate accommodation for the SSE.

**(CLOSED)**

**SECTION - "C"**  
**REVIEW ITEMS**

<b>Srl. No.</b>	<b>Item no.</b>	<b>SUBJECT MATTER</b>
31.	39C-08-2016	<b>NON INSPECTING OF DIVISIONAL OFFICERS OF ANY DEPARTMENT BEYOND JDB TO KRDL.</b>

**PCE**  
**CPO**

Most of the Railway settlements of (JDB-KRDL) line are situated in isolated area. Administration has only posted the staff to work in that section, but not taking any care of them. Because of that the staff and their family are facing very much trouble on various types. But the same are not coming to the knowledge of Divisional Administration.

The reason is that none of the Divisional Officer is inspecting that line i.e. beyond JDB to KRDL to know the difficulties of staff and their family. Further the Assistant Officers who are posted at that area are not involved with staff problem, they are always busy with Railway work except staff welfare.

Further no any staff able to give their complaints to the Divisional authorities & passing their days in a distress condition & nobody is also seeing their pathetic situation.

Therefore ECoRSC urges that the Divisional Officers should inspect regularly that section i.e. beyond JDB to KRDL from each of the Department & take care of the employees welfare.

**REMARKS OF ADMINISTRATION**

**ENGINEERING DEPARTMENT**

DEN/West/WAT is regularly inspecting the section. He has inspected Bhansi, Kamalur on 03.02.2016, Dantewara colony on 21.04.2016, Kawargaon colony on 25.05.2016, Kumhar Sodra and Kaklar on 26.05.2016 and Kirandal and Bachel colony on 30.06.2016. Sectional ADEN is inspecting colonies and taking care of staff grievances during his monthly inspection of the section.

Water supply system has been improved by providing deep Tube Well at BCHL, KMLR, KUPER, DPF, KWGN, BODENAR, KKL, KMSD with provision of direct water supply connection to the Qrs. Presently, there is no deficiency of pure drinking water since water is being supplied from deep Tube Well.

Roof leakages to staff Quarters have been attended at GIZ, KMSD, BCHL, KRDL and SZY. Replacement/repairs to doors, windows and flooring of all the Qtrs have been attended between SZY-KRDL.

Following are the details of repairs carried out to staff Qtrs. at various stations in the section from JDB to KRDL.

**SZY-** (a) Doors-03 nos, Windows-03 Nos and LAV doors-23 replaces. (b) Repairs to drain, (c) Plinth protection and pathways, (d) Repairs to sanitary system to Ty-I Spl Qrs, (e) Arresting of roof leakages to ACC sheet Qrs, (f) Individual water supply connection to staff Qrs.

**KMSD-** (a) Doors-04 Nos, Windows-55 Nos. LAV doors-26 Nos replaced, (b) Inside and outside plastering, (c) Inside white washing and outside snowcem, (d) Arresting of roof leakages, (e) Individual water supply connection to staff Qrs.

**KKLU-** (a) Doors-44 Nos, Windows-42 Nos, LAV doors-48 nos. replaced, (b) Inside and outside plastering. (c) Inside and outside snowcem done, (d) Repairs to drain (e) Roof leakages has been attended (f) Individual water supply connection to staff Qrs.

**Bodenar-** (a) Doors-20 Nos, Windows-20 Nos. LAV doors-20 Nos replaced, (b) Inside and outside plastering, (c) Inside white washing and outside snowcem done, (d) roof leakages arrested (e) Individual water supply connection to staff Qrs.

**KWGN-** (a) Doors-62 Nos, Windows-60 Nos. LAV doors-60 Nos replaced, (b) Inside and outside plastering, (c) Inside white washing and outside snowcem, (d) Arresting of roof leakages, (e) Fencing to staff Qrs.

**DPF-** (a) Doors-20 Nos, Windows-28 Nos. LAV doors-30 Nos replaced, (b) complete renovation sanitary system, (c) Inside and outside plastering , compound wall to Ty-II Qrs, (d) Arresting of roof leakages, (e) Inside white washing and outside snowcem done

**GIZ-** (a) Doors-21 Nos, Windows-05 replaced, (b) Arresting of roof leakages.

**DWZ-**(a) Doors-34 Nos, Windows-15 Nos. replaced, (b) Inside white washing and outside snowcem done.

**KUPER-**(a) Doors-05, (b) Deep TW with common tap provided.

**KMLR-**(a) Doors-30 Nos, Windows-30 Nos. replaced, (b) Inside flooring, plastering, white washing and outside snowcem done, (d) Individual water supply connection to staff Qtrs provided.

**BHNS-** (a) Doors-12 Nos, Windows-03 Nos, (b) Sanitary system renovation to Ty-II Qrs.

**BCHL-** (a) Doors-395 Nos, Windows-462 Nos. LAV doors-30 Nos replaced, (b) Inside and outside plastering ,(c) Plinth protection and pathways, (d) compound wall to Ty-II and Ty-III Qrs, (e)

Scooter shed to Ty-II and Ty-III Qrs, (f) Inside white wash and outside snowcem done.

**KRDL-** (a) Doors-235 Nos, Windows-121 Nos. replaced, (b) Flooring and plastering to Ty-II Qrs.

### **LAST MINUTES**

Colony Inspection Group should be formed by CPO & PCE. SMS based complaint system may be made for K-K & K-R line and Tokma-Nayagarh line.

### **PRESENT POSITION**

#### **ENGINEERING DEPARTMENT**

- 1) GM along with DRM/WAT and other officers inspected the section from Ambagaon to Kirandul on 11.11.2016.
- 2) Committee consisting of ADFM, APO & ADEN/KRDL along with the Union representatives inspected the colonies at Dantewada, Bacheli & Kirandul during May, 2016. The issues noted during the inspection are being attended.
- 3) DEN (West)/WAT has inspected the section 12 times during 2016-17. It is planned that the SMS based complaint system will be adopted for KR & KK lines in co-ordination with Sr.DSTE/WAT. CSTE has also been requested to develop SMS based software in this regard.
- 4) Colony Inspection Group has been formed, planned for conducting Joint Inspection as per Sr.DPO/WAT's Lr. No. WPW/Rly Colonies/CIGs/2015, dated 16.05.2016.

#### **DECISION**

DRM/WAT would be advised to ensure periodical inspection of KK line beyond JDB by officers. Formation of Colony inspection group and SMS based complaint system for these stations will also be ensured.

**(CLOSED)**

**32. 39C-09-2016 VIOLATION OF RAILWAY BOARD VIGILANCE GUIDELINE, RBV NO-07/2011 IN KUR DIVISION.**

**COM  
CPO**

As per the instructions contained under above guideline, in sensitive category one should not be returned back to a particular seat before completion of two years cooling off period.

But it has come to knowledge that after working for 8/9 years as SMR/BHC Sri P.C.Mohanty was transferred to PUI as SMR vide O.O.No-OPTG/C/24/2016 Dt: 09/03/2016 and he has joined at

PUI on 21/05/2016. But, he has again been posted as SMR/BHC vide O.O.No-OPTG/C/61/2016 Dt:-15/06/2016 i.e. before completion of one month only as SMR/PUI, which is clear insubordination of KUR Administration to above instructions of Railway Board Vigilance.

The matter was brought to the knowledge of Administration both at divisional & Zonal level, but no action is still taken which is quite unfortunate.

ECoRSC demands for strict implementation of RBV No-07/2011 and Sri Mohanty should not be continued as SMR/BHC and he may be posted at any nearest Station of BHC early.

### **REMARKS OF ADMINISTRATION**

In view of periodical transfer, Sri P.C.Mohanty, SMR/BHC was transferred to PUI & Sri B.Hati/PUI was transferred to BHC in same grade & capacity. Sri P.C.Mohanty had effected his transfer order at PUI w.e.f. 20.05.2016 vide Sr.DPO/KUR's Lr. No. OPTG/C/24/2016 dated 09.03.2016, whereas General Secretary/ECoRSC had given representation to retain Sri B.Hati at PUI and the competent authority did not agree with the views of the division on the transfer order issued in favour of Sri B.Hati, SS/PUI. So transfer order of Sri B.Hati has been cancelled.

BHC is the District headquarters station; inter changing point of S.E.Railway serving station to DPCL/Dhamara Port & Crew/Guard base of the division. Hence, a dynamic station in-charge was required at BHC station for train operation & public dealings. Since there was no suitable incumbent to place at BHC to manage the station. Sri P.C.Mohanty was ordered for transfer back to BHC on own request after obtaining approval of Competent Authority, before taking over the charges at PUI.

### **LAST MINUTES**

ECoRSC requested SDGM to look into the matter. In this case SDGM has agreed to circulate the RBV. No. 07/2011 to the Divisions with instruction for strict implementation of the same.



## **PRESENT POSITION**

### **OPERATING DEPARTMENT**

Transfer of Sri P.C.Mohanty, SS/IC/BHC is under process through Placement Committee and he will be shifted soon.

### **DECISION**

Discussed and closed.

**(CLOSED)**

### **33. 39C-10-2016 PROVISION OF LEASE ACCOMMODATION FOR THE RUNNING STAFF OF MARRIPALEM BASE/WAT.**

**SDGM  
PCE**

Out of total sanctioned strength, existingly at Marripalem near about 1600 Running staff (Crew & Guards) are working. But Administration has provided the Railway accommodation for less than 500 staff. For which the remaining Running staff are forced to reside in private rented house by paying higher rent which causing financial burden to them.

As the Railway Administration is not in a position to construct new quarters at present, it need to process for providing lease accommodation facility in favour of above staff.

The matter was brought to the knowledge of Administration vide letter No-ECORSC/CENT/GM/16/97 Dt:10/05/2016, but still no action is initiated to avoid the above difficulties of staff.

ECORSC demands for early provision of lease accommodation for the Running staff of Marripalem base/WAT.

### **REMARKS OF ADMINISTRATION**

#### **WAT DIVISION**

Running Staff posts in VSKP is as follows:

Guards : 248

Drivers : 1223

There are 125 quarters earmarked for drivers in which 04 vacant and only 08 applications for quarter allotment are pending.

For Guards the allotment from central pool of Operating department.

There are 240 quarters in Operating Pool and there are only 10 applications pending for allotment.

The staff posted at Waltair prefer to stay in private accommodation by getting 20% HRA. There is no demand for new quarters.

Further there is no provision for Lease accommodation. If at all proposals are received from concerned departments for construction of quarters, the same will be proposed on priority under PH-51.

### **ENGINEERING DEPARTMENT**

In Marripalem Base Colony, 813 quarters are in good condition & suitable to occupy. Out of these, 236 Nos of quarters are allotted to Running staff. As on date, 39 Nos of quarters are lying vacant which can be occupied by Running staff. All the vacant quarters for running staff at Marripalem colony are in good condition & suitable to occupy.

The details of quarters available at Marripalem for running staff, type wise showing the vacancy position are furnished below.

Ty. Of Qrt s	DME (D)		Optg		DEE(OP)		DME(P)		Total
	No. of Qrt s	Vac ant	No. of Qrt s	Vaca nt	No. of Qrt s	Vac ant	No. of Qrt s	Vaca nt	
Ty-I	72	18	58	14	01	0	0	0	32
Ty-II	51	0	33	0	04	01	07	02	03
Ty-III	02	0	03	01	01	01	0	0	02
Ty-IV	04	02	0	0	0	0	0	0	02
								Total	39

### **LAST MINUTES**

There is a shortage of higher type of quarters. It can be made good only through construction of quarters through works programme where, due to paucity of funds, it will take very long time to mitigate this deficiency. ECoRSC suggested that Railway

should explore the possibility of providing leased accommodation as provided in KUR Division with the approval of competent authority. Division will process for the same.

## PRESENT POSITION

### ENGINEERING DEPARTMENT

Total number of Quarters occupied at Marrisipalem Colony is 813. Total No. of quarters allotted to Running staff is 236. Vacant Quarter is 39 No. which can be occupied by Running staff. All the vacant quarters of Running staff at Marrisipalem colony are in good condition & suitable to occupy. The details of quarters available at Marrisipalem for running staff, type wise showing the vacancy position are furnished below.

Ty. Of Qrt s	DME (D)		Optg		DEE(OP)		DME(P)		Total
	No. of Qrt s	Vac ant	No. of Qrt s	Vaca nt	No. of Qrt s	Vac ant	No. of Qrt s	Vaca nt	
Ty-I	72	18	58	14	01	0	0	0	32
Ty-II	51	0	33	0	04	01	07	02	03
Ty-III	02	0	03	01	01	01	0	0	02
Ty-IV	04	02	0	0	0	0	0	0	02
Total	129	20	94	15	06	02	07	02	39

As on date, many agencies are working at MPM colony. Till now 18 No. of Ty-III quarters, have been made ready for occupation (By clubbing 60 No. of Ty-I quarters). 12 more Ty-III quarters would be made ready for occupation by the end of Nov, 2016. Further, it is planned to complete 24 No. of Ty-III quarters by the end of March, 2017 and 21 No. of Ty-III quarters by the end of August-2017 at MPM Colony.

Further, in the last few months, the standards of living in all quarters have been improved with the help of available agencies.

Hence, provision of lease accommodation for Running staff of Marrisipalem is felt not necessary.

## DECISION

A joint survey with the representatives of recognized unions will be made to ascertain the demand for allotment of quarter at Marripalem for running staff.

(CLOSED)

34. 39C-11-2016 **MERGING OF SMALL TRACK MAINTAINERS CADRE OF DIVISIONAL STORES DEPOT/CTC WITH THE SSE (P.Way)/CTC.**

PCE

There is a cadre comprising with 10 nos post of Track Maintainer only in DSD/CTC at CTC.

COS

CPO

Out of total sanctioned cadre 10 (TM-Gr.I-1, TM-Gr.II-1, TM Gr.III-3, TM-IV-5), only 05 are existingly working and other 05 nos post is laying vacant under DSD/CTC. Being a small cadre the incumbents are deprived from getting the future promotions and stagnated in the same capacity for longer period.

If the said small cadre of DSD/CTC (10 nos) Track Maintainer will be merged with the Track Maintainers cadre of SSE (P.Way) CTC, they can be able to avail the opportunity of further promotions.

Therefore ECoRSC urges to merge the small cadre of Track Maintainer of DSD/CTC with SSE/P.Way/CTC early.

## REMARKS OF ADMINISTRATION

### ENGINEERING DEPARTMENT

It is not advisable to merge staff of DSC/CTC with the staff of SSE/P.Way/CTC because that will lead to dilution of control over the staff.

### LAST MINUTES

It was agreed that there should not be any Trackman in Stores Depot. The issue will be examined in detail before returning them to the original Trackman cadre.

### PRESENT POSITION

### ENGINEERING DEPARTMENT

In the PNM, it was decided to examine in details before sending them to original cadre of Track Maintainers because they cannot be retained in Stores department.

The feasibility of merging the cadres of small Track Machine Maintainers with SSE/P.Way/CTC is being explored.

## DECISION

The suggestion is acceptable in principle. However, one memorandum of understanding needs to be drawn on the terms and conditions of the merger with the recognized union. Date for this is fixed on 27.12.2016.

(CLOSED)

**35. 39C-12-2016 NEGLECTED ATTITUDE OF ADMINISTRATION TO CREATE MINISTERIAL POST FOR PCE OFFICE BBS.**

**PCE**

**CPO**

It is observed that, from the inception of ECoRly, the PCE/BBS's Office is running under acute shortage of Ministerial staff and the Ministerial staff strength has neither been reviewed during the period from 01/04/2003 to till date at par with the existing work load nor created new posts against the money value handed over by S.E.Railway at the time of Trifurcation, inspite the work load on ministerial staff is increasing day by day in many folds.

On the other hand the almost all ministerial jobs are managed by deputing the SSE/JEs who are in higher GP intentionally. At present the ministerial works are managed by deputing the supervisors , Because of that day by day the nos of supervisors are increased in PCE Office and ministerial staff are decreased due to retirement and other causes .

In this situation Administration is not taking interest to fill up the ministerial post which existed because that work is managed by some body, But for that Railway is facing financial burden.

Existingly one post of Ch.OS and 05 (Five) OS posts are lying vacant. But Administration is not taking any interest to fill up those vacancies, On the other hand the works of above vacant post & day by day increased work load of ministerial staff are being managed by deputing 41 nos of JE/SSEs from (Works, P.Way & Bridge) wings, for which field work in all the Divisions are also hampering.

ECoRSC demands to reduce the supervisor posts from PCE Office and increase the Ministerial staff by filling up of the existing vacancies and work study should be conducted to create new Ministerial post against work-changed/revenue early to avoid staff discontentment as well as to meet with the existing increased work load.

## REMARKS OF ADMINISTRATION

### PERSONNEL DEPARTMENT

One case file for creation of 10 revenue posts in PCE office which includes one number of Ch.OS and 02 No. of OS is under process

for decision of the General Manager. Another case file for creation of 10 No. of non-gazetted work charged ministerial post in PCE office which includes 03 Nos. of Ch.OS, 05 Nos. of OS, 02 Nos. of Sr. Clerk is also under process. Vacancies in Ch.OS and OS categories are 'SC' vacancies for which no candidates are available in feeder category for filling up. In respect of DRQ vacancies, selection through LDCE is under process.

### ENGINEERING DEPARTMENT

At present, 16 Nos. of Ministerial Staff are working at HQ/Engg. Dept. against sanctioned cadre of 18 Nos. Details of Ministerial staff are as under:

Posts	Sanctioned	On Roll	Vacancy	Remarks
Ch. OS	4	3	1	Post is lying vacant for non availability of SC candidate.
OS	11	7	4	Recently post of 2 nos OS have been filled up through DPQ in July'16. Now out of 4 vacant posts, one has to be filled up through RRB against LDCE vacancy. 2 nos are reserved for SC and 1 no reserved for ST against DPQ vacancies. However, these are lying vacant due to non availability of SC & ST candidates.
Sr. Clerk	3	-	3	
Jr. Clerk	0	6	-6	Personnel dept. has to expedite the promotion of Jr. Clerk to Sr. Clerk.
Total	18	16	2	

All 40 SSEs/JEs working in PCE office have been engaged for technical works only.

### LAST MINUTES

Additional 10 posts of clerical cadre will be created in PCE Office.

## PRESENT POSITION

The creation of posts of ministerial cadre is held up on account of austerity drive and ban on creation of non-safety/non-operating posts, imposed by Rly Bd's vide DO No.2015-B-235 dated 27.11.15

## DECISION

The creation of posts of ministerial cadre is held up on account of austerity drive and ban on creation of non-safety/non-operating posts, imposed by Rly Bd's vide DO No.2015-B-235 dated 27.11.15

### 36. 39C-13-2016 DECENTRALIZATION OF JE/SSE OF SIG & TELE DEPARTMENT OVER ECoRLY.

CPO

CSTE

Vide Item No-20 of 33<sup>rd</sup> ZPNM held on 18<sup>th</sup> & 19<sup>th</sup> February 2015 ECoRSC has demanded for Decentralization of the cadre of JE/SSE (Sig &Tele). But the same was not agreed to by the Administration stating that "cadre is being small, it is not advisable for Decentralization".

Now Administration has issued a Memorandum vide No- ECoR/Pers/10/Staff Grievance Dt:-08/07/2016 decentralizing the cadre of SSE (Sig) & SSE (Tele) without consulting organized labour which is not fair.

Existingly some of supervisors of KUR are posted in WAT, some of WAT person are posted at SBP and how the seniority will fix in Divisions etc has not been decided in consultation with the labour organization and Administration has taken decision on his own choice.

Therefore ECoRSC urges for calling a Joint Meeting to decide the policy issue for decentralization and the order of Dt:-08/07/2016 be kept in abeyance.

## REMARKS OF ADMINISTRATION

### SIGNAL & TELECOM DEPARTMENT

Representation from both the Unions and some staff were received for decentralization of SSE cadre in S&T department.

Accordingly decentralization of SSE Sig & SSE/Tele has been made which has been communicated by CPO/ECoR vide letter No. ECoR/Pers/10/staff/Grievance dated 08.07.2016.

After receipt of representation from Unions and some staff, options has been called for vide CPO/ECoR letter No. ECoR/Pers/10/staff Grievance date 25.07.2016. The options of staff for division have been submitted to CPO office by Sr.DPO & the options received from HQ staff & S&T/Project/HQ have been

submitted to CPO for further necessary action at their end.

## **LAST MINUTES**

A joint meeting will be held within a month to decide various issues involved in the decentralization of JE/SSE of S&T Deptt. CSTE was of the view that while deciding decentralization, processes involved in decentralization of cadre of other departments may also be considered.

## **PRESENT POSITION**

A joint meeting is being called shortly to decide the above issue.

## **DECISION**

A joint meeting is being called shortly to decide the above issue.

37. 39C-14-2016 **FIXATION OF AVC FOR TRACK MAINTAINERS FOR THE POST OF TECH-III (EBS, ECR, PAINTER, WELDER, ALIGNER etc) IN P.Way WING.**

CPO  
PCE

The Tech Gr.III posts (EBS, ECR, Painter, Welder & Aligner) are lying vacant since a long due to non availability of feeder category or for want of candidates, because of that the P.Way Wing works are hampering severely and Administration is managing through contractual.

On the other hand so many Track Maintainers are having the certificate and knowledge on the above Trades, But due to having no AVC to go as EBS, ECR etc they are deprived of.

Keeping in view the above ECoRSC demands to fix the AVC for Track Maintainer in GP Rs. 1800/- for promotion to the Tech-III (EBS, ECR, Painter, Welder & Aligner) etc.

## **REMARKS OF ADMINISTRATION**

### **ENGINEERING DEPARTMENT**

AVC for Track maintainers and Khalasi/Helper are separately maintained as per RB guidelines.

AVC of Track Maintainers is from TM-IV to TM-III, II, I, JE (P.Way) & SSE (P.Way). AVC for Khalasi/Helper is Tech-III, II, I, Sr. Tech., JE(W) & SSE(W).

AVC for Track Maintainers for the posts of Tech.-III (EBS, ECR, Painter, Welder, Aligner etc) in P.Way wing is not permissible as per extant orders.



## LAST MINUTES

The suggestion will be examined vis-à-vis the available feeder cadre for the post of EBS, ECR, Painter, Welder, Aligner etc of PWI Units.

## PRESENT POSITION

### ENGINEERING DEPARTMENT

AVC for Track Maintainers and Khalasi/Helper is separately maintained as per RB guidelines.

AVC of Track Maintainers is from TM-IV to TM-III, II, I, JE (P.Way) & SSE (P.Way)

AVC for Khalasi/Helper is Tech-III, II, I, Sr.Tech. JE(W) & SSE (W).

In connection with the above, AVC for Track Maintainers for the posts of Tech-III (EBS, ECR, Painter, Welder, Aligner etc) in P.Way wing is not permissible as per extant orders. However, the present feeder category of staff (i.e. Khalasi/Helper) are less and are not willing to be promoted to higher grade (i.e. Tech.III Artisan)

## DECISION

The matter will be discussed on 27.12.2016 with PCE and CPO.

### 38. 39C-21-2016 REVIEW OF SECTION FOR LOCO PILOTS KUR.

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

The Crew of KUR Base are working by Train No-18410 (Exp.) Ex-KUR to KGP and back by Train No-18409 (Exp.) Ex-KGP to KUR has to face 16 stoppages in between Station. Similarly the Crew working by Train No-18646 and 18645 Exp Ex-KUR to KGP & back to KUR are facing 18 stoppages. Because of that the Crew working in both the pairs are under heavy stress due to whole night working & also they are working in unsafe condition, Any moment the SPAD case may happen at that time the Running staff will suffer.

ECoRSC suggested that the section of KUR-BHC-KUR may be reviewed and declare as single for the above two pairs of trains as per Railway Boards norms.

There is no extra Crew is required & within same manpower the new proposed working system can be manageable.

The matter was raised in the 3<sup>rd</sup> Divisional PNM forum of ECoRSC/KUR held on 29<sup>th</sup> & 30<sup>th</sup> Oct 2015 where in it was decided to refer the case to HQs. Accordingly Sr.DEE(OP)/KUR has referred the issue to HQrs (CELE) vide Letter No-KUR/EL/TRO/521 Dt:-19/11/2015, which is still awaiting for the decision of HQrs.

ECoRSC urges for early Communication of the decision.

### **REMARKS OF ADMINISTRATION**

Duty hours (10 hrs) and rest hours (8 hrs) in the present link are well within the permissible limit and hence there is no need for review. In this regard HQ's decision has been communicated to division vide letter No. ECoR/EL/TRO/422/04 dated 24.11.15.

### **LAST MINUTES**

It will be reviewed at HQ level.

### **PRESENT POSITION**

#### **OPERATING DEPARTMENT**

The review for revision of crew link for 18645/18646 Exp. & 18410/18409 Exp. was done at HQrs and KUR division was advised for its implementation i.e. crew change at BHC vide CEE/BBS's letter No. ECoR/EL/TRO/422/04 dated 27.10.2016.

### **DECISION**

The review for revision of crew link for 18645/18646 Exp. & 18410/18409 Exp. was done at HQrs and KUR division was advised for its implementation i.e. crew change at BHC vide CEE/BBS's letter No. ECoR/EL/TRO/422/04 dated 27.10.2016.

A copy of letter dated 27.10.2016 will be given to ECoRSC.

**(CLOSED)**

**39. 39C-22-2016 NON FINALISATION OF FIXED ROSTER FOR THE STAFF OF C&W DEPOT (ELECT & MECH) OF PUI & BBS.**

**CPO** The matter was earlier raised in 21<sup>st</sup> ZPNM vide Item No-25 held  
**CME** in February 2012 wherein it was told that " Duty roster have been  
**CEE** issued for the staff of Mech & Elect working in coaching

Depot/PUI. However regarding issue of duty roster for C&W/BBS staff the same will be issued by 31/03/2012.

Since the roster issued for coaching depot/PUI was not implemented and roster for coaching depot/BBS is not issued the said issue was again raised vide Item No-19 of 32<sup>nd</sup> ZPNM held in November 2014. Further it was assured in the 35<sup>th</sup> ZPNM held in September 2015 that CPO/ECOR along with CME & CEE/ECOR will personally enquire in to the practical situations and finalize.

But still that issue is not being finalized, the undersigned has wrote a letter to CPO/ECOR with copy to CME & CEE vide letter No-ECORSC/CENT/CPO/16/21 Dt:-29/01/2016 duly elaborating and enclosing the copy of locally made rosters to take immediate action. But it is unfortunate that the roster is not finalized which clearly indicating the Sabotaging attitude of Administration.

Keeping in view the above ECoRSC demands for early finalization of duty rosters of C&W BBS & PUI for (Electrical & Mechanical) both.

## **REMARKS OF ADMINISTRATION**

### **MECHANICAL DEPARTMENT**

So far Roster of C&W staff at PUI & BBS Coaching Depot is concerned, HOER is not violated. Staffs are utilized to perform 08 hours duty with a weekend rest. Since, the incoming & outgoing trains arrive & Depart at different times Roster is maintained considering the time of arrival of train in the Depot where Under Gear & Upper Gear is maintained. However, the Roster of IOH & Coaching Yard (Station) is fixed.

### **ELECTRICAL DEPARTMENT**

At present the duty roster issued by Sr.DPO/KUR in the year of 2012 is being followed at coaching depot. A fresh duty roster of PUI and BBS Coaching depot has been prepared and necessary approval is being taken for its issue/implementation.

## **LAST MINUTES**

ECoRSC alleged that the roster is being changed frequently at supervisor level and also that there are 22 rosters in operation which can be rationalized. They also demanded that whatever may be the roster depending upon the executive department, it should

be issued under signature of Personnel Dept. CME has agreed to examine the matter in association with Personnel Branch for Mechanical and Electrical Dept and get the same issued through Personnel Branch. Sr.DPO will be advised in this regard.

### **PRESENT POSITION**

#### **ELECTRICAL DEPARTMENT**

CME to examine the matter in association with Personnel Branch for Mechanical and Electrical Department and get the same issued through Personnel Branch.

### **DECISION**

The duty rosters of Electrical and Mechanical staff are issued for PUI and BBS coaching depot by KUR division.

**(CLOSED)**

**40. 39C-23-2016 NON FINALISATION OF 08.00 HRS DUTY ROSTER FOR GROUP-D OPERATING STAFF WORKING IN KR LINE.**

**CPO  
COM**

The matter was first raised in the 21<sup>st</sup> ZPNM forum held in the month of February 2012, where in it was decided to change the roster from EI to continuous.

Then the said issue was again raised in 24<sup>th</sup> & 26<sup>th</sup> ZPNM, where the remarks offered that "The Roster for Group-D Optg staff of KR Line will be done shortly.

Further the said issue has again been raised in 30<sup>th</sup> ZPNM held in the month of May 2014, wherein it was stated that "The observations raised by CPO have been compiled by WAT Division, regarding job analysis for change of Roster of TP category from EI to continuous. The case will be decided within one month.

On not being finalized the ECoRSC is forced to raise the issue again in 33<sup>rd</sup> ZPNM held in February 2015 and finally it was decided to finalize the issue by 31/03/2015.

But it is a matter of great regret that even after passing more than one year to the above decision the issue could not be finalized which is continuing since last 4  $\frac{1}{2}$  years back.

Keeping in view the above all ECoRSC is forced to place the issue again in this forum and demands for early finalization.

## REMARKS OF ADMINISTRATION

### OPERATING DEPARTMENT

The job analysis report submitted by the nominated supervisors of operating, personnel and accounts department of WAT division in connection with change of roster from E.I to Continuous for Group D staff at Dumuriput, Keutiguda & Kakriguma stations of K-R line was examined by the administration and it was decided to continue with EI roster only.

### LAST MINUTES

The matter is being examined in COM's office.

### PRESENT POSITION

#### OPERATING DEPARTMENT

Job analysis report submitted by the nominated supervisors of Operating, Personnel and Accounts department of WAT division in connection with change of roster from E.I to Continuous for Group D staff at Dumuriput, Keutiguda & Kakriguma stations of K-R line was examined by Sr.DOM/WAT. A proposal for change of Roster from E.I to Continuous for Gr.D Operating staff of Dumuriput & Keutiguda Stations was submitted to Sr.DFM/WAT for concurrence as the active period of these stations are more than 50% vide Sr.DOM/WAT's Note dated 02.11.2016. The rest of stations in KR line were not considered for continuous roster as the active period is less than 50%.

### DECISION

On receipt of the job analysis report from the division, decision will be taken.

**41. 39C-26-2016 SEGREGATION OF STAFF FROM SSE (W) CTC FOR SSE (W) PRDP.**

**PCE  
CPO**

Earlier the PRDP establishment & CTC-PRDP section was maintained by SSE(W) CTC fully, on demand of ECoRSC now the area of PRDP has been segregated from SSE (W) CTC and one SSE (W) PRDP has been posted since 3 /4 years back.

But it is not possible that the entire work can managed by one SSE only having no staff & since beginning the SSE (W) PRDP only is managing without having any staff.

Because of that this issue was raised by ECoRSC vide item No-24

of its 31<sup>st</sup> ZPNM held on 21<sup>st</sup> & 22<sup>nd</sup> Aug 2014 in regard to non maintenance of Railway Quarters at PRDP. It was decided that "Necessary Minimum required staff under SSE (Works) PRDP will be provided by segregating the staff from SSE (W)/CTC".

Observing no action to implement the decision of ZPNM, after lapse of a considerable period a letter from this organization was sent for PCE/BBS vide No-ECORSC/CENTPCE/15/124 Dt: 22/06/2015 to implement the decision early. But even after lapse of more than one year to the letter and near about two years to the decision no action is till noticed which is quite unfortunate.

Due to non providing of staff, the SSE (W) PRDP is unable to work and the Quarters at PRDP and CTC-PRDP section became deteriorated day by day & the staff are in fade up stage.

On the other hand there are excess staff under SSE (W) CTC are enjoying full benefit without having any work which causing loss of manpower and money to Railway.

ECORSC therefore demands that as the area of PRDP has been segregated from SSE (W)/CTC, the staff has to be segregated from SSE (W)/CTC as per proportionate and posted them under SSE (W) PRDP early.

## **REMARKS OF ADMINISTRATION**

### **ENGINEERING DEPARTMENT**

Due to shortage of staff under SSE(W) CTC, no staff has been posted under SSE(W) PRDP. In the meanwhile, a proposal has been initiated for creation of 29 works cadre posts for CTC-PRDP doubling. The required staff will be posted after sanction of above 29 posts by competent authority.

### **LAST MINUTES**

The total workload of CTC Unit and PRDP unit will be assessed and the posts and staff will be bifurcated in the same ratio.

### **PRESENT POSITION**

### **ENGINEERING DEPARTMENT**

Proposal for creation of 29 posts in works cadre for CTC-PRDP doubling is under process.

## DECISION

Proposal is agreeable in principle. Bifurcation of cadre of IOW staff, CTC with associate accounts concurrence will be processed within one month. The transfer will be effected on the basis of option and seniority.

42. **39C-28-2016 REST ROOM PROVIDED FOR RUNNING STAFF AT RJGR & SQQ TO BE CLOSED.**

PCE

CME

CEE

As per Railway Boards order the running staffs are to take rest in Running room only, where the facility of fooding and resting is adequately available.

It is observed that KUR Administration has provided two rest rooms at RJGR & SQQ on his own decision by violating Railway Boards norms and forced to Running staff to take rest there.

Those rooms are not equipped with the proper fooding and resting facilities. Because of that the running staff those have relieved at that Station are not able to take their meals and not able to take proper rest also.

After Completion of 08 hours rest at RJGR/SQQ rest room without sleeping & eating they are again been booked to work towards BHC, PRDP etc. As on duty bound they are working the trains in fully unsafe condition with mental strain.

Keeping in view the above it needs to close those mid station rest rooms and allow the running staff to work up to their HQ direction or all the required facilities at par with the Railway Board order for Running rooms should be provided in those rest rooms.

ECORSC demands early action on this issue.

## REMARKS OF ADMINISTRATION

### ELECTRICAL DEPARTMENT

Hardly maximum 2 set of crew in summer and remaining time only 1 set of crew is resting in this rest room. Rest Rooms are provided at RJGR & SQQ on temporary measure to reduce detention of trains due to long hours. Minimum essential items like beds, linen, foods and drinking water is provided.

## LAST MINUTES

The requirement of Rest Room for running staff at RJGR & SQQ will be observed for over next two months and decision will be taken regarding closure of same.

## PRESENT POSITION

### ELECTRICAL DEPARTMENT

The rest rooms were required for Crews due to traffic congestion in triangular section. However, the SQQ Rest Room can be closed on trial basis. Rest room at RJGR is to continue.

## DECISION

Requirement of continuation of rest room at RJGR will be reviewed in due course. SQQ rest room will be closed.

(CLOSED)

43. 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.

## LAST MINUTES

It will be processed.



## PRESENT POSITION

The Division has been requested to send proposal for hiring the bus along with finance concurrence. On receipt of proposal, further action will be taken.

## DECISION

The Division has been requested to send proposal for hiring the bus along with finance concurrence. On receipt of proposal, further action will be taken.

44. 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.

### LAST MINUTES

Proposal is being examined.

### PRESENT POSITION

The proposal has been examined further. The lease agreements being legal agreement and therefore documentary evidence in support of ownership of house cannot be dispensed with.

### DECISION

Discussed. PCE has already circulated letter No.W.1/076/NG/Leasing/General Correspondence/5390 dated 07.08.2014 simplifying the list of documents required for establishing the ownership of house for entering into lease agreement. Copy of letter and any change in the policy of lease should be endorsed to recognized unions invariably.

(CLOSED)

45. 38C-16-2016 PIN POINTING OF MINIMUM TWO NOS TRACK MAINTAINER IN Gr-I GP Rs. 2800/- IN EACH P.WAY GANG AS PER RAILWAY 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 guidelines.

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, restructuring 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 WAT & SBP division having one TM-I in each gang. But there is no TM-I in KUR division.

### **LAST MINUTES**

HQ will issue a policy letter in regard to working of Track Maintainer-I/II (Erstwhile Keyman & Mate) in the gangs.

### **PRESENT POSITION**

#### **ENGINEERING DEPARTMENT**

The issue of pin pointing the Senior most Track Maintainer-I as Mate & Keyman is under process.

#### **DECISION**

The item will be discussed separately with PCE and CPO on 27.12.2016.

46. 38C-20-2016 TRACK MAINTAINER TO BE PROMOTED AS JE AGAINST DPQ-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.Way. supervisors in GP Rs. 4200/- with the cadre of Jr. Engineers in GP Rs. 4200/- the filling up of posts through different modes and percentages are fixed as under, vide Railway Boards letter No-E(NG) I-2007/MP5/ Dt: 29/10/2014 (RBE.120/2014).

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

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

- (a) The Track Maintainers all the Grades and Civil Engineering staff such as USFD staff, Black Smith, Hammer man, Welder, Molder, Aligner, Painter, Carpenter etc working under P.Way with 03 years' service and having Qualification of other 10+2 pass with at least three subjects out of Math, Physics, Chemistry and Computer Science or having Diploma in Civil Engineering/Civil Engineering (Transportation) are eligible to compete in LDCE against 20% Quota.
- (b) For promotion of Departmental staff against 20% DPQ the Track Maintainers in GP Rs. 2800/- having qualification of ITI or Class-X (Board Examination) are eligible by seniority cum suitability.

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

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

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

## REMARKS OF ADMINISTRATION

### PERSONNEL DEPARTMENT

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

### ENGINEERING DEPARTMENT

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

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

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

### LAST MINUTES

Selections in the three divisions will be expedited.

### PRESENT POSITION

#### ENGINEERING DEPARTMENT

Selection for the posts of JE/P.Way against DQQ-20% is under process in WAT and SBP division. KUR division has been reminded to process for selection.

### DECISION

Selection for the posts of JE/P.Way against DQQ-20% is under process in WAT and SBP division. KUR division has been reminded to process for selection.

**47. 38C-26-2016 DECISION TO BE TAKEN FOR DEPUTING TWO STAFF FOR HOT PATROLLING DUTY (P.WAY) 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.

### **LAST MINUTES**

The beat of two hot-weather patrolman shall be clubbed so as to ensure that two patrolman carry out patrolling in the section. The system will be introduced on trial basis.

### **PRESENT POSITION**

#### **ENGINEERING DEPARTMENT**

The decision taken in ZPNM in last meeting that 'the beat of two hot-weather patrolman shall be clubbed so as to ensure that two patrolman carry out patrolling in the section. The system will be introduced on trial basis.'" The same has been communicated to all the divisions vide office letter No. W4.377/PNM/Pt.II/8346 dated 07.10.2016.

### **DECISION**

Proposal is accepted. Instruction will be issued by PCE's Office. A copy of the instruction will be given to ECoRSC.

**(CLOSED)**

**48. 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 proposal is being examined.

### PRESENT POSITION

There are no sensitive posts in CAO/Con office.

### DECISION

There are no sensitive posts in CAO/Con office.  
Discussed and closed.

(CLOSED)

### *SECTION - "D" SUMMARY*

	Total no. of items	Items closed	Balance items
New Agenda items	30	25	05
Review Agenda Items	18	10	08
Total	48	35	13

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