



East Coast Railway

Office of the
Principal Chief Personnel Officer
Rail Sadan, 2nd Floor, South Block
CSP, Bhubaneswar -751017
Dated: 01-10-2018

No. ECoR/Pers/IRM/P-45/05

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

Sub: - Minutes of the 45th Zonal PNM Meeting between ECoR HQrs. & ECoRSC held on 23rd & 24th August, 2018

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A copy of the minutes of the 45th (2nd in 2018) Zonal PNM Meeting held between East Coast Railway HQrs. and East Coast Railway Shramik Congress in *SABHA GRIHA*, Rail Sadan, ECoR HQrs., Chandrasekharpur, Bhubaneswar on 23rd & 24th August, 2018, have been uploaded at the official website of East Coast Railway as per the following title.

Title: Industrial Relations

Heading: News & recruitment

Official website: www.eastcoastrail.indianrailways.gov.in

It is requested to take appropriate action on items pertaining to Department / Division / Unit concerned and submit implementation report against items noted each including section "A" to this Office along with photo copies of all reference letters / Estt. Serials / Railway Board's letters as early as possible, since the next ZPNM meeting between ECoR HQrs. & ECoRSC will be held shortly.

(G.Sethy)

Dy. Chief Personnel Officer (IR & Wel)
for Principal Chief Personnel Officer

Copy to the **Secretary to GM/ECoR** for kind information of **GM/ECoR**.

Copy to Pvt. Secy. to **AGM/ECoR** for kind information.

Copy to Director, Estt.(IR), Room No. 533-D, Railway Board for kind information.

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

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

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

Copy to the **CPO/Admn., Dy. CPO(Rectt.), Dy. CPO(Gaz)** of ECoR/BBS for kind information.

Copy to the **Sr. DPO/DPO/WPO of ECoR - KUR, WAT, SBP & MCS** for information and necessary action.

Copy to **Dy.CPO/Con, SPO/Staff, SPO/HQ, & Court, SPO/Engg, APO/Wel, APO/HQ, APO/Bills** of ECoR/BBS for information.

All concerned.

for Principal Chief Personnel Officer

Minutes
of the
45th Zonal PNM Meeting
between
ECoR & ECoRSC

***Venue: Sabha Griha, 1st floor,
Rail Sadan,
Chandrasekharpur,
Bhubaneswar.***
held on: 23rd & 24th August, 2018

MINUTES OF 45TH (2ND IN 2018) ZONAL PNM MEETING HELD BETWEEN EAST COAST RAILWAY HEADQUARTERS & EAST COAST RAILWAY SHRAMIK CONGRESS (ECoRSC) AT EAST COAST RAILWAY ZONAL HQRS, RAIL SADAN, CHANDRASEKHARPUR, BHUBANESWAR ON 23RD & 24TH AUGUST, 2018.

MEMBERS PRESENT

OFFICIAL SIDE		REPRESENTATIVES OF ECoRSC	
Srl. No.	Name with designation (S/Shri/Smt.)	Srl. No.	Name with Designation (S/Shri/Smt.)
1.	Umesh Singh, GM	1.	K.S. Murty, President
2.	Rajeev Sharma, AGM	2.	T.Narasingha Rao, Wkg.President
3.	Manju Ray, PCPO	3.	P.K.Sahani, Vice President
4.	Dr. R.S.Dubey, CAO/Con	4.	M.Sanyasi Rao, Vice President
5.	A.K.Behera, PCCM	5.	R.C. Sahoo, General Secretary
6.	R.K.Manocha, PFA	6.	T.V.Mouleswara Rao, Jt. Genl. Secretary
7.	S.Toppo, PCME	7.	P. Balaram Swamy, Jt. General Secretary
8.	N.K.Mohanty, PCEE	8.	B.Satyanarayana, Jt. General Secretary
9.	Dr. S.K.Mohanty, PCMD	9.	S.K.Bhanja, Jt. General Secretary
10.	Debraj Panda. PCOM	10.	B.N.Das, Addl.Jt.Genl. Secretary
11.	Abhimanyu Patel, PCSTE	11.	N.S.L.K.Rao, Addl.Jt.Genl. Secretary
12.	H.K.Dutta, SDGM	12.	B.N.Ray, Addl. Jt. Genl. Secretary
13.	P.V.V.Satyanarayana, PCMM	13.	M.G.K.Rao, Addl. Jt. Genl. Secretary
14.	S.S.Mishra, CSO	14.	Ashutosh Mohanty, Treasurer
15.	Prabhat, CPO(A)	15.	Smt.G.Sita Lakshmi, Lady Delegate
16.	R.R.Panda, APO/Wel	16.	Smt. S.Gauramma, Lady Delegate

N.B:-

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

**SECTION - "A"
INTRODUCTION**

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

Mrs.Manju Ray, PCPO/ECOR addressed Shri Umesh Singh, GM/ECOR, Sri Rajeev Sharma, AGM/ECOR, all PHODs/CHODs, Shri K.S.Murty, President/ECORSC, Shri R.C.Sahoo, General Secy/ECORSC, lady delegates and all Central Office Bearers of ECORSC. On behalf of East Coast Railway, she officially welcomed all to the 45th Zonal PNM meeting with ECORSC.

She told that out of 30 items, 26 items have been closed with the satisfaction of both sides. She told that PNM meetings should be held in a very cordial atmosphere. Discussions should be very clear, normal as well as transparent. She then requested Sri K.S.Murty, President/ECORSC to address the forum.

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

Shri K.S.Murty, President/ECORSC addressed the GM, AGM, PCPO, all PHODs/CHODs, General Secy/ECORSC and his colleague Central Office Bearers including lady delegate in the PNM meeting. At the outset, he thanked the GM for giving congratulation letter to the staff for making ECOR highest loading Railway. He congratulated GM and all PHODs/CHODs for East Coast Railway being the highest loading Railway on Indian Railways. He put forth the following issues before the General Manager:-

- (i) He told that the importance of PNM is maintained when a decision taken in the PNM forum is implemented. But, a decision taken earlier in the PNM forum for drafting of CCC from LIs has not been implemented. He requested GM to look into the matter.
- (ii) He told that RGDA-TIG electrification work has been commissioned, but electric trains are not running on this section.

- (iii) Excess drivers are deployed in K-K Line(BCHL). This should be looked into.
- (iv) About 90 ALP have undergone training and are waiting for certificate. Since there is no Sr.DEE(OP) in the division, they are unable to get the certificate.
- (v) The rain coats which have been supplied to Track Maintainers are substandard in quality having longevity of probably less than two months.
- (vi) There is shortage of manpower and materials in ELS and DLS and Carriage Department/WAT.
- (vii) He requested to expedite conduct of GDCE examination on ECoRly. He expressed his displeasure for delay in conduct of GDCE examination whereas S.E.Railway is conducting the same regularly.
- (viii) He requested GM to extend CGA benefit to Shri Appa Rao Nadipilli, S/o late Nadipilli Potadah, Ex-SW/CHI/WAT.
- (ix) He requested to restore Ms. Shweta, appointed on CGA to Group 'C' post.

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

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

He congratulated GM and all PHODs/CHODs for East Coast Railway being No.1 Railway in Indian Railway. He told that ECoRSC is always maintaining cordial relationship with the Administration for the betterment of East Coast Railway as well as Indian Railways. He told that the decision which was taken on Item No.35 in 42nd ZPNM meeting held on 08/12/2016 has not been implemented yet. During the discussion on agenda item, PCEE specified that as the existing practice of drafting at WAT division from LI cadre in place of LP cadre should continue. This is not acceptable. GM is requested to take a decision.

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

- (i) He told that recently his Union along with himself has performed 'Padayatra on Track' from JJKR to CTC. At the time of 'Padayatra', he

found almost all the wayside colony quarters are in abandoned condition. As most of the Trackmaintainers belong to other states, they are compelled to stay in those dilapidated quarters. When he asked SSE(Works)/CTC for repair of the quarters, SSE(Works) told that there is paucity of fund to address the same.

- (ii) He told that staff from J.D. Level Crossing gate are coming to SSE/W/CTC for registering their grievance for repair of their quarters, they have to take one day leave for that. But, the SSE(W)CTC office is opened after 09:30 hrs instead of 07:00 Hrs. For this they are facing a lot of problems.
- (iii) The quarters of CBT, BYY and DNM are in worst condition and need urgent renovation; He requested that along with big stations, small stations should also be looked into for renovation/repair of quarters, etc.
- (iv) As compared to WAT division, there is less no. of Tool Rooms and Gang huts in KUR division specially for Gang No.47,48 & 49 of CTC. He requested that Sr.DEN(CO)/KUR may be instructed to look into the matter.
- (v) Shri Sahoo pointed out that it is very difficult to cross the road in front of Rail Sadan building. The road has become accident prone. He requested the GM to have a dialogue with State Govt for construction of one FOB.
- (vi) At KNPR station, around 25 trespassers have occupied Railway land and one person has constructed permanent building. It is not understood as to how they have occupied the land when the area is enclosed by boundary wall and there is only one entry/ exit gate. It is worthwhile to say that all this are happening in the presence of security personnel as well as station staff. There is no information to Administration. He earnestly requested to protect the Railway land from unauthorized occupants.
- (vii) He requested to install CCTV camera in the main gate and back gate of Rail Vihar from security point of view.
- (viii) At present the backside gate is opened from 18:00 to 19:00 Hrs in the evening. As most of the staff of Rail Sadan are staying at Rail Vihar colony, he requested to extend its opening time up to 20:00 Hrs which will be helpful to staff while returning from office.

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

Shri Umesh Singh, General Manager/ECoR addressed Shri K.S.Murty, President/ECoRSC, Shri R.C.Sahoo, GS/ECoRSC, all Central Office Bearers and lady delegate of ECoRSC and AGM and all PHODs/CHODs attending the 45th Zonal PNM meeting with ECoRSC.

- (i) He then shared the performance of ECoR during the first four months of the year. He told that in loading is 2.74 MT more than last year was achieved. In passenger carried 1.66 million more than last year was achieved and originating earning is also more than last year.
- (ii) He told that SBP Division has launched 06 LHS on 05.07.2018 and closed 7 LCs making a record for IR. As on date there is no unmanned level crossings in KUR & SBP divisions except Nuapada. WAT Division will also become UMLC free division very soon.
- (iii) All running rooms of ECoR are going to be air-conditioned. In KUR, it has been started, at BHC and in SBP division, it has already been done. In WAT Division also, the AC work is on.
- (iv) ANGL-SBP line is being electrified.
- (v) In VSKP, Electric Loco Shed is the highest homing shed (390) of IR.
- (vi) He assured that competency Certificate to ALPs in WAT will be issued soon.
- (vii) He advised PCMM to look into the rain water coat quality issue.
- (viii) He also pointed out that Group-B examination having 70% & 30% be held consecutively on same weekend, to avoid delays.
- (ix) Installation of CCTV cameras at the main gate and back gate may be done, but opinion of residents may be taken before installation.
- (x) Regarding foot over bridge in front of Rail Sadan building, he said that State Government has already been requested to provide the same.
- (xi) Regarding Gang huts, decision has already been taken to provide porta cabins.
- (xii) GDCE examination will be conducted in due course.
- (xiii) Regarding condition of quarters, repairs will be done. PCE should look into it.

(xiv) Regarding compassionate ground appointment the same should be done as per rules but, the provision of *CGA* must not be abused.

(xv) At last the *GM* told that in case of revenue collection, East Coast Railway is in No. 2 position.

The meeting ended with vote of thanks.

SECTION 'B'
NEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
01.	45C-01-2018	<u>UTILISATION OF RUNNING STAFF IN ZHQ OFFICE IN STATIONARY DUTY WITHOUT FOLLOWING THE RAILWAY BOARD GUIDELINE.</u>

PCEE In terms of RBE No-51/2009 the Running staff having required qualification and fulfilling the criteria can be drafted to perform Stationary Duty through option and due selection for a period of 03 (Three) years and with extension for another 02 (Two) years (i.e. 1+1) with the approval of GM i.e. in total 05 (Five) years and on completion of said 05 years tenure, they should be repatriated to their parent post and new staff to be drafted in their place.

Further the said person can again be drafted on option after maintaining a cooling off period for 03 (Three) years as per RBE No-09/98.

But it is observed that the Running staff those are taken in pick & choose manner from the Divisions and utilized against stationary duties in ZHQ office since the beginning & they have not attended any selection But they are not being repatriated to their original cadre on completion of the drafted tenure and continuing still which is violation of above procedure.

Because of above procedure the eligible, needy and willing running staff are deprived of from getting the chance to work in ZHQ office which is creating discontentment among the aspirants.

Further it has also come to knowledge that though there is no provision for such drafted staff to perform Running duty in ZHQ office, they are being paid with Running Allowance (KMA) in lieu of mileage which is quite illegal and financial loss to Administration.

It is also not circulated that how many CC/PC/TCC post is operated since which year in Zonal Head Quarter and not circulated the present position and also never it has been discussed as a policy matter.

In view of above it is urged that out of total drafted Running staff those have already completed the prescribed tenure should immediately be repatriated and chances may be given to the willing new incumbents following due procedure. Further the payment of Running Allowances should be stopped forthwith to avoid financial loss to Railway.

ECoRSC urges for early action on this.

REMARKS OF ADMINISTRATION

- I. RBEs 09/98 and 51/2009 are meant for divisional set up only.
- II. Zonal HQ has separate cadre posts of Loco/Power Controller unlike in divisions where these posts have been abolished and are merged with Drivers' cadre.
- III. Zonal HQ is having permanent Loco/Power Controllers unlike in divisions where all Loco/Power Controllers are drafted from Drivers' cadre. Shortfall in Loco/Power Controllers at Zonal HQ is met by deploying Running staff from divisions as feeder category (i.e. Driver) is not available at Zonal HQ.
- IV. Since feeder category is not available at Zonal HQ, drafting as per RBE 09/98 is not possible.

DECISION

All the 07 optees those who have come from other Railways and working as TLC w.e.f. 2003 should be permanently absorbed in the TLC cadre. The cadre of TLC normally being ex-cadre, as and when these optees vacate the post on promotion/any other reason, these posts should be operated in ex-cadre basis. As regards, there being no feeding cadre in TLC in hqrs office, these ex-cadre TLC posting including the existing 03 vacancies will be opened to the optees from all the three divisions following the extant rules of filling up of TLC post.

It is also learnt that the 03 staff of KUR Division have been promoted against the vacancy of CLI of HQ office vide office order No. 299/2017 dated 10.11.2017 but they have not yet joined the post nor given their unwillingness. Considering the urgency of the filling up the vacancies, these 03 staff will be given only 07 days time to carry out the posting order, failing which these posts will be notified in next selection and selection process will be initiated without giving any chance.

02. 45C-02-2018 **CHANGE OF BILL COMPILING AUTHORITY FROM PCPO/ECOR TO WPO/MCS FOR THE STAFF WORKING IN GSD/MCS (W/S).**

PCPO

The General Store Depot (GSD) and Workshop Depot of Store Department/ECOR is situated within the periphery of CRW/MCS. But the only Salary Bills for the staff working in MCS Depot of Store Department is being prepared in the office of WPO/MCS.

It is observed that the staff who are working in GSD/MCS, though it is situated within the CRW/MCS surrounding their Salary Bills are being prepared and service sheets are being maintained by the office of PCPO/ECOR in ZHQ office, Rail Sadan

which is creating staff discontentment, both the Wing are working under the Workshop jurisdiction, but only staff of MCS Depot are enjoying the benefit and GSD staff are not getting the same.

The GSD staff of MCS face a lot of problem for any clarification or to get any information pertaining their salary/service/leave record etc and they have to come to Rail Sadan by absenting from duty or availing leave.

Therefore ECoRSC urges to transfer the Bill Unit along with service sheets from PCPO office to WPO/MCS early for the welfare of GSD staff/MCS as the seniority of Personnel (MCS & ZHQ) Department is being maintained centrally at PCPO/BBS office.

REMARKS OF ADMINISTRATION

At present PCPO (Bills) is preparing only 01 Bill unit having 26 staff on roll pertaining to GSD/MCS. In Principle it is agreed to transfer the bill unit to MCS/workshop. Proposal has been sent to Finance for seeking their views.

DECISION

Proposal is agreed to transfer the bill unit of GSD/MCS from PCPO (Bills) to WPO/MCS with Accounts concurrence without giving any additional Bills Clerk.

(CLOSED)

03. 45C-03-2018 **CONTINUANCE OF STAFF DEPUTED AGAINST EX-CADRE POST WITHOUT MAINTAINING THE COOLING OFF PERIOD.**

PCEE
PCOM

Normally the Ex- cadre posts like Ch.CC/CC, Ch.PC/PC, ChTLC/TLC, Safety Counselor (SC) etc are being managed by drafting the staff from the cadre post of relevant categories and the tenure of that drafting period was restricted to 03 (Three) years in terms of Railway Boards instruction vide RBE No-09/1998.

Further that tenure of drafting has been extended for another 02 (Two) years on year to year basis beyond 03 (Three) years with the personal approval of GM up to a maximum period of 05 (Five) years (i.e 3+1+1) vide RBE No-162/2004.

It has also been directed through RBE No-09/1998 to maintain a Cooling off period for 03 (Three) years between each deputation.

But it is observed that in ECoR such drafted staff are being allowed to continue for years together beyond the stipulated tenure of 05 (Five) years without repatriating them to their

parent post and the same staff are also been allowed to opt again without insisting them to maintain the 03 (Three) years cooling off period which is clearly violating the above all instructions of Railway Board.

Because of such whimsical activities of concern ECoR authorities the very purpose of fixing tenure for rotation to extend the opportunity for other eligible aspirants to work in ex-cadre posts has not been fulfilled which is creating discontentment amongst them.

The matter was brought to the knowledge of GM/ECoR vide this office letter No-ECoRSC/CENT/Conf/18/40 dated 01/03/2018, but still no action is noticed which is providing encouragement to the concern authorities to go on with such illegal activities.

Therefore ECoRSC demands not to allow the incumbent who is continuing against drafted post without maintain cooling off period and stop such illegal continuance of staff against Ex-cadre post above the tenure immediately and to ensure scrupulous adherence of Railway Board's above instruction.

REMARKS OF ADMINISTRATION

Replacement of Safety Counselor (Optg.) is being processed in all 03 divisions.

In KUR division, CC/TLC suitability test has already been conducted & result published. Very soon their place of posting will be issued & thereafter overdue drafting Loco Pilots will be withdrawn from CC/TLC.

DECISION

A reference will be made to Railway Board, requesting to clarify whether fixed tenure and cooling off period as applicable in case of CC/TLC is also applicable in cases like that of Safety Counselor. The copy of reference will be given to ECoRSC.

(CLOSED)

04. 45C-04-2018 CREATION OF REQUIRED NUMBERS OF SAFETY COUNSELOR POST OVER ECoR.

**PCOM
PCPO**

Railway Administration has created the posts of Loco Inspectors in order to counsel the Running staff for maintaining safety & punctuality for safe running of trains.

It is observed that at present more than the required nos of Loco Inspectors are available to counsel the Loco Pilots practically.

But it is surprising to note that there is only one safety counselor is provided in each Division to counsel the Guards, which is very

difficult to counsel the Guards and ultimately we are welcoming the unsafe working condition.

To avoid safety hazard as well as to ensure safe running of trains, proper counseling should be provided to all the Guards, duly creating required nos of safety counselor posts in all the Divisions immediately.

REMARKS OF ADMINISTRATION

This Railway has suggested to Railway Board vide letter No. ECoR/OPTG/SC/XVII/RBR/03/2018 that one Guard Counselor can effectively counsel a total of 100 Guards. Hence 32 Guard Counselor would be required to counsel them. Reply from Railway Board is awaited.

DECISION

Railway Board has asked all Railways to give their suggestion or bench mark for creation of Guard Counselors. Action will be taken on receipt of guidelines from Railway Board. If on date, anywhere on East Coast Railway, Guard Counselor is working, then it is without proper authority and the incumbent should be repatriated to his lien unit.

(CLOSED)

05. 45C-05-2018 **NON IMPLEMENTATION OF CADRE RESTRUCTURING OF GROUP-'D' OPERATING STAFF IN KUR DIVISION.**

PCOM

With a view to provide more promotional and future prospects to Group-D staff Railway Board has under taken a review and revised the old percentage category wise of all the Departments vide RBE No-102/2013 dated 23/10/2013, effective from 01/11/2013.

Accordingly the percentages between Group-C (TPMA & LMA) in GP Rs. 1900/- and Group-D (TP, SrTP, TPM 'B', Sr GK, GK, LM 'B' etc) in GP Rs. 1800/- of OPTG Department have been revised as noted below.

Category	Pay Band	Grade Pay	Exist %	Revised %	Effective from
TPM 'A' LM 'A' etc	PB-I	Rs. 1900/-	83	89	01/11/2013
TP, TPM 'A', Sr TP, GK, Sr GK, LM 'B' etc.	PB-I	Rs. 1800/-	17	11	01/11/2013.

After a lengthy pursuance from ECoRSC through Item No-11 of 37th ZPNM held on 18th & 19th February 2016 and Item No-29 of 1st Divisional PNM/KUR held on 25th & 26th February 2016 as well as basing on the clarification issued by PCPO/ECoR vide No-ECoR/Pers/07/Key Man/WAT/121 Dt:-07/06/2016 the authority

of KUR Division have restructured the posts according to revised percentages vide Memo No-E5/2/Cadre/OPTG/32/2016 Dt:- 29/11/2016.

To fill up the vacancies arising out of above restructuring against revised percentages, suitability test was conducted and result of 535 suitable candidates have also been published vide O.O.No-OPTG/D/22/2017 Dt:-11/09/2017.

But it is a matter of great regret that even after lapse of more than 08 (Eight) months to the publication of result the promotion has not yet been effected. Because of above, the eligible staff are deprived of from getting their legitimate dues from 01.01.2013 which is quite unfortunate.

Therefore ECoRSC demands for early implementation of promotion and payment arrears accrued thereof.

REMARKS OF ADMINISTRATION

After publication of suitability result by Personnel department vide Memo No. E5/2/Cadre/Optg/32/2016, dated 29.11.2016, number of anomalies were noticed after getting complaints of staff. Same was informed to Personnel department for necessary action. Revised suitability test is under process and will be completed soon.

Suitability test was conducted basing on scrutiny of SRs and ACRs for promotion to the post of LMA in L-2 and result has been published vide O.O. No. Optg/D/22/2017, dated 11.09.2017. After that complain have been received from 57 TPs regarding seniority.

Accordingly, seniority list of TP and GK have been prepared according to merit. As per the revised seniority list, the file was put to Sr.DOM/KUR on 06.07.2018 for conducting suitability test for promotion to the post of LMA in L-2.

Suitability Test on the revised cadre is under process. It will be completed by 31.10.2018.

DECISION

Discussed. Whole process will be completed by 31st October, 2018, in conformity with RBE No. 102/2013 dated 23.10.2013.

(CLOSED)

06. 45C-06-2018 DENIAL OF PAY FIXATION IN 7TH CPC IN FAVOUR OF STENOGRAPHERS OF ZHQ BY ACCOUNTS DEPARTMENT.

PFA

In terms of Rule-5, Para-II of RBE No-90/2016 Railway servants are allowed to elect to continue to draw their pay in existing pay structure (Pre-revised scale) until they earn next/subsequent increment or promotion or till vacates the post or ceases to pay in existing pay structure.

Further vide Rule-6, Para-I of RBE No-90/2016 Railway Board allowed 03 (Three) months time for exercising option to elect for pay fixation in 7th CPC from the date of such order i.e. 28/07/2016.

In response to above instructions of Railway Board the Stenographers of ZHQ Office/BBS have elected to continue in existing pay structure (Pre-revised scale) beyond 01/01/2016 and opted to switch over to 7th CPC pay fixation from the date of their promotion i.e. 09/09/2016.

Though the Stenographers have exercised their options to switch over for fixation of pay in 7th CPC from the date of their promotion in conformity to the above instructions and processed by the Personnel Department of ZHQ to Accounts Department of ZHQ for vetting, the same has been turned down by the Accounts Department on 26/02/2018 stating that since they have been promoted w.e.f 09/09/2016 i.e. after publication notification on 28/07/2016, their demand for pay fixation from 09/09/2016 is not considered.

The case has again been re-submitted to Accounts by the Personnel Department of ZHQ on 13/03/2018 duly complied with the observation raised by Accts Dept. vide letter dated 26/02/2018. But the same is still pending without vetting, for which the staff are facing a lot for getting their legitimate due.

The matter has also been brought to the knowledge of GM/ECOR vide this office letter No-ECORSC/CENT/GM/18/53 Dt:- 09/04/2018 but no action is noticed still.

Therefore ECoRSC demands that this is not a case of revision or re-exercisement of option for fixation of their pay from the date of promotion in 7th CPC as they have opted in time, they should be allowed the benefit from 09/09/2016 and Acct. Dept. may be advised to vet the statement submitted by Personnel Dept. early.

REMARKS OF ADMINISTRATION

Pay fixation has already been allowed in favour of Stenographers of ZHQ as per the clarifications received from Railway Board.

DECISION

Already complied. Where the rules are clear, compliance will be ensured immediately.

(CLOSED)

07. 45C-07-2018 **ERRONEOUS REGULARISATION OF AD-HOC M.V.DRIVERS OF ZHQ/BBS.**

PCPO

Sri L.N.Rout and 06 (six) others who are presently working as M.V.Driver, Gr-II & Gr-I in ZHQ office were appointed in Railway through Employment Exchange as casual M.V.Driver in the year 1990 and subsequently were regularized in the Construction Organization in the year 1993 against 60% PCR Group-D posts with a condition that they will be considered for Group-C regularization under the PCR Group-C as per their turn in the combined seniority if post is available.

Since no further regularization order has been issued infavour of them in Group-C since 1998 to 2017 (24 years), the matter was raised by ECoRSC vide Item No-29 of its 42nd ZPNM held on 31st August & 1st September 2017.

Basing on the decision taken in the above ZPNM to issue the regularization order by the end of September 2017, Administration has issued the same vide No-ECOR/Pers/01/Regularization/Ad-hoc Drivers/ 346 Dt:-11th October 2017 (O.O.No-268/2017) for regularization them as M.V.Driver Gr-III (Group-C) w.e.f 11.10.2017 i.e. after working for 24 years in Group-D which seems to be quite illegal and unilateral.

A condition was made by Administration during their regularization in Group-D to regularize them in Group-C (under PCR Group-C) as per turn in combined seniority list if post is available.

From the above it is apprehended that there was no vacancy in Gr-III or Gr-II was found available within the period of 24 years from 1993 to 2017 and the combined seniority list also not published by Divisions inspite of so many M.V.Driver post have been surrendered forcibly.

According to above if no vacancy was available then how the Administration has surrendered the M.V.Driver posts over the Zone and made the staff surplus.

Besides the above on closer of PCR cadre in construction the Railway Board vide RBE No-61/2002 has issued instruction to all Zonal Railways to transfer all the PCR staff to their respective Divisions for suitably interpolation of their seniority among the

seniority of respective Divisions and to maintain the lien so that they can become eligible for regularization and promotion according to their turn in combined seniority as and when vacancies arise in Division. But the said instruction of Railway Board has not been implemented in this instant case, for which they are still suffering a lot.

The matter has already been brought to the knowledge to GM/ECOR vide this office letter No-ECORSC/CENT/GM/18/61 Dt:-20/04/2018 for consideration. But unfortunately there is no action is noticed still.

Keeping in view the above all facts ECoRSC demands to regularize them in Gr-III and Gr-I respectively either from the date of their working in Ad-hoc in each post or from the date of granting financial up-gradation under MACP scheme in each post at the earliest.

REMARKS OF ADMINISTRATION

As per office memorandum No. DCPO/Con/P/BBS/Casual Labour/190/45250, dated 19.08.99 & DCPO/Con/P/BBS/Casual Labour/333/08095, dated 08.11.2000 , 60% PCR Group-D staff were regularized in Group-C and other staff were to continue in Group-D PCR posts.

However, in terms of RBE No. 61/2002, lien of Group-C and Group-D PCR staff were fixed in Divisions in open line organization with following conditions:

- a. The lien will be fixed on as is where is basis in the division under whose geographical jurisdiction the PCR staff is working.
- b. The lien of the PCR staff should be provided category wise and trade wise in their respective departments.
- c. The lien should be fixed from the date of regular appointment/promotion/absorption in the grade and the post (PCR posts) substantively held, irrespective of the present grade held now by the incumbents, and seniority should be assigned/regulated accordingly in the open line organization.
- d. After interpolation of seniority along with the open line staff as per above principle, if it is revealed that immediate junior open lien staff has already been promoted to higher grade vis-à-vis a PCR staff in the Construction organization, the PCR staff should also be entitled to proforma promotion and seniority at par with his junior open line staff, subject to his being found suitable for the same.

Accordingly seniority wise, based on available Group-C PCR posts of

MV Driver, staff were regularized. However, above staff could not get regularized as they were lower down in the seniority of MV drivers. In fact, one of the affected staff named above also approached Hon'ble CAT/CTC.

As per direction of Hon'ble CAT/CTC in OA No. 36/2009, a speaking order was communicated to one of the complaint i.e. Sri Sailendra Sarkar, Ad-hoc MV Driver-II that of late some of daily rated casual Motor Vehicle Drivers in your group who were regularized against 60% PCR Group-D were again regularized against 60% Group-C Motor Vehicle Driver-III posts as per their seniority and turn for regularization. As you were not in turn at that time and the concept of PCR has lost its utility vide Railway Board letter No. E(NG)-II/84/PO/SE/30, dated 21.08.1988. Now, there is no chance of considering you for regularization in Group-C PCR post with scale of pay Rs. 950-1500/-. Thus, the position has been settled at this.

As these seven ad-hoc MV drivers had been working since 25 years having seniority and lien in Group-D post and their chances of getting promoted in open line Artisan cadre was bleak, a lenient view has been taken and as one time exception and as special case, these 7 ad-hoc drivers have been regularized in MV Driver-III with prospective effect.

DECISION

Discussed and closed with same remarks.

(CLOSED)

08. 45C-08-2018 PROVISION OF FOOT OVER BRIDGE NEAR THE MAIN ENTRANCE GATE OF RAIL SADAN.

**SDGM
PCE**

Normally the Nandan Kanan Road at Bhubaneswar is always remaining busy and thick Traffic and it is observed that especially during office hours i.e. in morning from 09.00 am to 10.00 am and in evening form 18.00 hrs to 19.00 hrs it is becoming more busy with Traffic. More over the Nandan Kanan Road is the highest busy road of Bhubaneswar city now.

Because of heavy Traffic during both the periods as stated above the staff of Rail Sadan are facing a lot of difficulties to cross the road and some time getting late to attend their duty in time and also facing unforeseen accidents while crossing the road hastily. Always the Rail Sadan staff are attending duty with a apprehension of life risk.

To prevent from this situation and sufferings it needs to provide Foot Over Bridge from the Main Entrance gate of Rail Sadan to opposite side, just like the FOB provided at Jayadev Vihar near Pal Heights.

ECoRSC urges for consideration of same for the sake of staff welfare and safety with dialogue with State Government early.

REMARKS OF ADMINISTRATION

As most of the staff are coming by cycle, bike and car to Rail Sadan, pedestrians for using FOB will be very few. Hence, construction of FOB near the main entrance of Rail Sadan may not be a reasonable proposition. Despite that, since road on which FOB is proposed pertains to State Government. State Government has been requested to provide FOB as being provided at PAL Heights & other locations. A letter dated 01.08.2018 has been sent to the Commissioner, BMC, in this regard.

DECISION

PCE informed that Commissioner, BMC has already been requested to build a FOB in front of Rail Sadan. The same will be pursued from the side of Administration and ECoRSC.

(CLOSED)

09. 45C-09-2018 **CHANGE OF HEAD QUARTER OF GATE KEEPERS (TRACK MAINTAINER) WORKING AT LC GATE NO.SC-98 AT KM 147/8-9 BETWEEN KPJG-ANGL SECTION**

PCE

The jurisdiction of Gang No-22 of SSE (P.Way) ANGL of SBP Division is from KM 146.00 to 154.00 and the Engg. LC Gate No-ST-98 is situated at KPJG between KM 147/8-9, which is coming under the jurisdiction of Gang No-22.

But it has come to knowledge that though the Track Maintainers of Gang No-22 are allowed to avail Railway accommodation at ANGL, the Gate Keepers (Track Maintainers) working in LC Gate No-ST-98 are not allowed the opportunity for allotment of Railway accommodation at ANGL because their Head Quarter is fixed at KPJG by the Administration even though they are working within the Geographical jurisdiction of Gang No-22.

Because of erroneous fixation of their Head Quarter at KPJG instead of ANGL by the Administration they are deprived of availing Railway accommodation at ANGL and facing a lot of problems for availing medical aid for family as well as better education facility for their wards.

The matter was brought to the knowledge of DRM/SBP vide this office letter No-ECoRSC/CENT/DRM/SBP/18/09 Dt:-16/01/2018. As there was no response the matter has been raised vide Item No-1 of 1st Divisional PNM of SBP with ECoRSC held on 8th & 9th March 2018. It was decided in the said PNM forum that **"The change of Head Quarter is a policy matter, it may be decided**

at appropriate level”.

Therefore ECoRSC urges for consideration of change of Head Quarter to ANGL instead of KPJG or they may be allowed allotment of Railway accommodation at ANGL for the betterment of staff.

REMARKS OF ADMINISTRATION

The L.C gate No. ST-98 at Km. 147/8-9 has been upgraded and manned LC from 27.08.2016. KPJG is the nearest station at Km 142/7 from the LC (5.2 Km).

The Track Maintainers working as Gate Keepers belong to Gang No. 22 headquartered at ANGL at Km 156/2, which is more than 8.0 Km from LC. The division has been advised to change the head quarter of GKs (Track Maintainers working as Gate Keepers) from Angul to KPJG which is the nearest station for movement.

DECISION

PCE stated that the matter will be examined taking into account availability of Railway accommodation at KPJG for Gatekeeper. If accommodation is not available at KPJG, then changing of HQ will be considered.

(CLOSED)

10. 45C-10-2018 TO STOP UTILISATION OF TP, TPM 'B' & TPM 'A' AS ACTING GUARDS IN KUR DIVISION.

PCOM

When the on roll strength of Guards/KUR was 650 against the sanction cadre of 100 the CPTM/ECOR vide his letter dated 05/09/2013 has advised the authority of KUR Division to utilize the TPM 'A's only as acting Guards to manage the day to day requirements.

But is noticed that the TPs & TPM 'B' are also been utilized to work as acting, guards by the authorities of KUR Division which is violating the instructions of CPTM.

Further it was also instructed by CPTM that **“The auto section competency is to be given after through examination and they may be utilized in auto section also”**. But the same is not followed by KUR Division and utilized the acting Guards in one direction i.e. KUR-PSA section only.

Now the said situation is somehow changed due to joining of more than 200 Guards through GDCE & LDCE in KUR Division. Even though the on roll strength of Guards increased by 200 nos the authority of KUR Division are still utilizing the acting Guards in first priority overlooking the designated Guards, for which the

Guards are forced to avail HQ rest (i.e at KUR) for more than 20 to 22 hrs.

Further despite adequate nos of regular Guards, utilization of TP, TPM 'B' & TPM 'A' in good numbers as active Guards the normal day to day work at station and yard are badly hampering.

Keeping in view the above irregularities the matter was raised vide Item No-27th of 1st Divisional PNM of ECoRSC/KUR held on 12th & 13th April 2018 wherein it was decided that "The matter will be referred to HQ".

Then the matter has been brought to the knowledge of PCOM/ECoR vide letter No-ECoRSC/CENT/PCOM/18/66 Dt: 25/04/2018 but no action is still noticed which is encouraging the authority of KUR to go on with irregularities.

ECoRSC demands for immediate withdrawal of all acting Guards to avoid financial as well as Manpower loss to Railway.

REMARKS OF ADMINISTRATION

Utilization of TP, TPM-B & TPM-A as Acting Guard has been withdrawn with the approval of DRM on 04.05.2018.

DECISION

Discussed and closed.

(CLOSED)

11. 45C-11-2018 PROPER SITTING ARRANGEMENT FOR GUARDS IN THE BRAKE VAN OF GOODS TRAINS.

PCME

It is seen that the Brake Van provided to the Goods Trains are in more deteriorated condition as well as running with inadequate facilities.

- (1)** There is no lighting provision to use in night time.
- (2)** The doors and windows are in tumbled down condition.
- (3)** The most essential and useful Item is a seat which is not provided in the Brake Van and wherever it is provided are of only 6 (six) inches width which is not at all practicable on the part of a human being to sit comfortably on that and work.

The Guards who are performing their duty in Brake Van are bound to face a lot of troubles and they are forced to use their line boxes as seat and table for carrying out paper works.

This issue was raised by ECoRSC vide Item No-5 of its 33rd ZPNM held on 18th & 19th February 2015 where in it was decided that "In next one month a special drive will be organized to improve all the goods Brake Vans. Action will be taken at VSKP for CC rakes. The organized labour will be associated in this process".

But though more than 03 (Three) years has already been elapsed no action is noticed to improve in the condition and the Guards are unwillingly working and they are suffering still.

ECoRSC demands for early provision of specious seat for Guards as well as improvement in the existing conditions of all Brake Vans.

REMARKS OF ADMINISTRATION

NSR No. 0334550023 dated 12.07.18 has been placed on Sr.DMM/WAT for procurement of 50 Nos. brake van seats.

Special drive was conducted from 15th May to 20th July, 2018. The conditions of seats of all Guard Vans were checked and 60 nos. of seats were rectified. During the drive, provision of quick coupling arrangement and doors were also checked. Phase wise all the BK-Vans will be provided with sitting arrangement for Guards.

DECISION

PCME suggested that this item should be raised at Railway Board level so that new manufactured BVZI are fitted with proper sitting arrangement. Besides, the same should also be ensured during POH of existing BVZIs. He also informed that the BVZIs coming for POH are being attended to at Zonal level.

(CLOSED)

12. 45C-12-2018 PROVISION FOR ONLINE BOOKING OF RAILWAY INSTITUTES LIKE HOLIDAY HOME, REST HOUSES ETC.

PCPO

The provision was prevailing to Book the Rest House, Holiday Homes, Kalyan Mandaps, Railway Institutes etc manually on requisition on hiring basis for personal use of staff and out siders also.

Now the prevailing system manual Booking of Holiday Homes, Rest House, Kalyan Mandaps have been changed to on line Booking. But the manual Booking system is still prevailing for Booking of Railway Institutes of ECoR.

Because of manual Booking is continuing the executive body/management committee of Railway Institutes are getting opportunity for irregular booking and misappropriate the Institute fund and the genuine members are deprived of to get the institute

at the time of their need.

To avoid such irregularities ECoRSC urges before Administration to introduce on line booking system for all Railway Institutes over ECoRly early.

REMARKS OF ADMINISTRATION

Railway Institutes are primarily meant for recreation and sports facility and not for any social function for individuals. However, Management Committee may take a decision for renting out its premises for social functions for the purpose of revenue generation. As most of these are remotely located and number of bookings for individual social functions are comparatively less, there is no scope for going online booking.

Waltair division does not have any full fledged Holiday home, other than non AC dormitory at ARAKU. There is a Holiday home at ARAKU, once it is done possibility online booking will be explored.

Management committee of Kalyana Mandapam in which representatives of Unions are also present are competent to take a decision regarding online booking by developing appropriate software.

DECISION

The proposal is agreed to. If CRIS is developing software for online booking of Institutes/Holiday Homes also. Then we will propose to include Institutes/Holiday Homes of ECoR also, otherwise software will be developed by taking help of SSM/IT for ECoR.

(CLOSED)

13. 45C-13-2018 IMPROPER UTILISATION OF PURCHASE SUPERINTENDENT IN Sr.DMM OFFICE SBP.

PCMM

There is a post of Purchase Superintendent in the Unit Purchase Cell (UPC) of Sr DMM office SBP and that post is exclusively meant for purchase works.

But it is seen that the person who is posted as Purchase Superintendent is being utilized in other day to day official work of ministerial other than purchase work despite availability of required Ministerial staff and DMSs which is quite irregular.

Moreover the post of Purchase Superintendent should not be utilized otherwise except the purchase works.

The matter was raised by ECoRSC in the 1st Divisional PNM of SBP held on 8th & 9th March 2018 vide Item No-21 where in the SBP

Administration offered remark that "**Already advice from HQ is sought for**". The problem will be sorted out shortly. But even after lapse more than 2 ½ months no action is still noticed.

Therefore ECoRSC is forced to raise the issue before this forum and urges to identify the duty of Purchase Superintendent particularly as per rule.

REMARKS OF ADMINISTRATION

In Sr.DMM/SBP's office, only one Purchase Superintendent is working and presently he is dealing with purchase works.

However, the controlling officer can assign any other works as per the administrative requirement.

DECISION

Matter will be examined jointly by PCPO and PCMM and a suitable decision will be taken.

(CLOSED)

14. 45C-14-2018 **MANNING OF 12871/12872 (ISPAT EXPRESS) EX.SBP-TIG-SBP BY SBP DIVISION.**

PCOM
PCCM

Presently the Train No-12871/12872 (Ispat Express) is being manned by TATA staff of S.E.Rly Ex-TATA to TIG and back covering more than 500 KMs. Since it is completely of day time train it is causing much strain and inconvenience to TATA staff to man 500 KMs at a stretch.

Moreover manning of such originating trains of SBP Division by the other Railway staff is causing loss to the staff of SBP Division.

To get more earnings for SBP Division the TIG Ticket Checking staff should be deployed in that Train as that train is halting at TIG i.e. ECoRly by discussing with S.E.Rly authorities.

The matter was raised vide Item No-29 (Review Item) of 1st Divisional PNM of ECoRSC wherein the Administration has offered remark that "**Running of 12871/12872 involves two Zonal Railways. Accordingly manning of these trains by the staff of S.E.Railway and decision was taken by the both the Railways. This issue may be raised at the HQ level**".

Therefore the issue is raised in this forum and urges to allow the SBP Division staff to work the 12871/12872 train early.

REMARKS OF ADMINISTRATION

Presently SBP division Crew and Guard are working between TIG-SBP-TIG. In SBP division, Crew are working between SBP-ROU-SBP. Moreover to avoid TAP (Travelling as Passenger), SER has been requested vide letter No. ECoR/PCOM/CHG/Crew and Gd/05/2018/1 dated 10.07.2018 to hand over Guard working to SBP division.

DECISION

In consultation with SERly, the matter will be resolved.

15. 45C-15-2018 DECLARATION TO SBP AS TICKET CHECKING POINT.

PCCM

It is matter of great concern that out of 64 Divisions over Indian Railway all most all HQ station of Division have been declared as Ticket Checking point But only the SBP Division in ECoRly has not been declared as Ticket Checking point even after its existence since last more than 25 years which is loosing the image of SBP Division.

The matter was raised vide Item No-30 (Review Item) of 1st Divisional PNM of 2018 with ECoRSC demanding to declare the SBP as Ticket Checking point by taking the necessary formalities on hand early.

But Divisional authority of SBP has expressed his inability in this regard.

Hence the issue is raised in this forum and urged that SBP should be declared as Ticket Checking point early to keep up the image of SBP as well as ECoR early.

REMARKS OF ADMINISTRATION

SBP station does have a ticket checking base with TTEs posted there. There is no justification for declaring SBP as Ticket Checking Station despite it being a Divisional Head Quarter station. It is worth mentioning here that there are several Divisional HQ stations which are yet to be declared as Ticket Checking Station. Moreover, the pecuniary loss to Railways on this accounts cannot be lost sight of and this must be the major consideration for declaration a Ticket Checking Station or otherwise.

DECISION

Discussed and closed.

(CLOSED)

16. 45C-16-2018 INSTALLATION OF 3D ULTRASONOGRAPHY (USG) MACHINE AND ENDOSCOPY MACHINE WITH LATEST TECHNOLOGY IN SBP RAILWAY HOSPITAL.

PCMD

It is seen that at present 2D USG Machine has been provided in the Railway Hospital/SBP which is not functioning properly. For which the patients are forced to go outside for USG test by 3D USG Machine to get the accurate report.

Further it has also been observed that the Endoscopy Machine which is available in Railway Hospital/SBP has become very old. Due to non availability of photo place the reports are being prepared manually which may not be accurate.

Now a days latest model UDG (3D) USG Machines and Endoscopy Machines with advanced Technology are readily available in market which can be procured by Administration for installation in Railway Hospital to provide better treatment to Railway Employees and their family.

In view of above a demand has been raised by ECoRSC/SBP vide Item No-13/4th PNM/SC/2017 & 01/4th PNM/SC/2017. (Review Item No-36 & 37 of 1st PNM/2018) where in Administration has offered the following remarks.

Earlier Remarks: - Feasibility will be explored regarding up-gradation/procurement of updated Ultrasound Machine and Endoscopy Machine TDC February 2018.

Present Remarks: - Proposal for procurement of 3D Ultrasound Machine and latest model Endoscopy Machine are being prepared in the next M&P program and proposal copy will be submitted to DC/ECoRSC/SBP

But still no action is noticed on this vital and sensitive issue of staff welfare because of that the employees of SBP Division are always facing a lot of problems and the image of Divisional Hospital is hampering day by day .

Therefore ECoRSC has raised this issue in this forum and urges for early provision of 3D USG Machine & latest model Endoscopy Machine in Railway Hospital/SBP.

REMARKS OF ADMINISTRATION

At present, one Digital Color Doppler machine is available at DRH/SBP for doing Ultrasonography. One 18 years old Ultrasonography (USG) machine is also available at DRH/SBP, which has outlived its codal life. CMS/SBP has been advised to condemn this 18 years old USG machine and process for a new USG machine against replacement account under DRF, if there is need for a new machine.

DECISION

Discussed and closed in view of above remarks.

(CLOSED)

17. 45C-17-2018 **VIOLATION OF INSTRUCTIONS VIDE RBV NO-10/2008 & 02/2009 IN REGARD TO ROTATION OF PHARMACISTS WORKING IN SBP DIVISION.**

PCMD

According to the list of sensitive post in non gazetted cadre Annexed to RBV No-10/2008 the Pharmacists of Medical Department being dealing with Drug Stores and local purchase of Medicines as well as passing of Bills of Medicine supply company are to be treated as sensitive category and to be rotated periodically on completion of each 04 (Four) years at one place in terms of RBV No-02/2009.

But it is seen that the two nos of pharmacists who are working in Railway Hospital SBP are continuing since long (above 10 years) beyond the stipulated period and never been posted out of SBP i.e. MSMD, KBJ, TIG & BLGR health Units.

On complaints they are being rotated between each other from counter to store & store to counter internally only for eye washing of Vigilance. Apart from that some of pharmacists are not transferred out of SBP on spouse ground which is also not correct, Administration can transfer both (husband & wife) of them to a particular station/healthy unit.

Because of non moving of HQ pharmacists to Units the Pharmacists working in MSMD, KBJ, TIG & BLGR Health Unit are unable to touch SBP which is quite pathetic.

Apart from the above as per the orders issued in principle by GM/ECOR in 2013 who is continuing for more than 10 (Ten) years at a place/station should be transferred out of that station.

But it is seen that the pharmacists and Matrons are continuing in SBP for more than the above tenure which encouraging them in increasing vested interest due to long standing at one place.

The matter was brought to the knowledge of Administration several times and demands through Divisional PNM vide No-06/3rd PNM/SC/2017 (Review Item No-49 of 1st PNM 2018) but Administration is not willing to transfer them which is quite illegal and insubordinate to GM's order..

Therefore the issue has been raised in this forum and urges for immediate rotation of long standing pharmacists and matrons from

SBP hospital to other health units early.

REMARKS OF ADMINISTRATION

Rotation transfer of pharmacists in the divisions is within the purview of concerned divisions.

DECISION

Division is advised to take necessary action to implement directives in this regard.

(CLOSED)

18. 45C-18-2018 **NON IMPLEMENTATION OF RBE No-116/2016 IN REGARD TO RESTRUCTURING OF ARTISAN STAFF IN SBP DIVISION.**

PCPO

In consideration of the demands raised by the Federation for revised restructuring of Artisan Staff/Technician cadre (Other than ESMs/MSMs of S&T Dept.) as well as keeping in view the functional, operational and Administrative requirement Railway Board has reviewed the matter and advised to restructure the cadre of Artisan staff in accordance with the revised percentages communicated vide letter No-PC-III/2016/CRC/1 Dt:-30/09/2016 (RBE No-116/2016) as under.

Category	Pay structure as per 7 th CPC pay matrix	Level as per 7 th CPC Pay Matrix	Existing % after merger of Grades.	Revised %
Sr Tech/MCM	GP Rs. 4200/-	Level-6	16	26
Tech-I	GP Rs. 2800/-	Level-5	44	51
Tech-II	GP Rs. 2400/-	Level-4	20	08
Tech-III	GP Rs. 1900/-	Level-2	20	15

But it is matter of great regret that though near about two years time is going to be passed and inspite of the said restructuring has already been implemented in other two Divisions and Workshop of this Zone, the eligible staff of SBP Division are deprived of to get their legitimate dues since long (i.e. 2 years).

The matter has been raised by ECoRSC vide Item No-09/4th PNM/SC/2017 (44th of review Item of 1st DPNM/2018) wherein the Administration has offered remark that "Case will examined in consultation with HQr".

In view of above ECoRSC has raised this issue in this forum and urges for issuance of instruction to implement the restructuring immediately like other two Divisions & Workshop.

REMARKS OF ADMINISTRATION

SBP Division has finalized Cadre restructuring & issued promotion orders where Restructuring of Artisan staff of 05 departments i.e. GA, Electrical (G), S&T, Mechanical and Civil Engineering department were under process in SBP division and details are as under: -

Sl. No.	Department	Action taken
1.	General Admn.	Cadre restructuring of Artisan category has been finalized and staff has been promoted against restructured vacancy vide Office Order No. GA/44/2017 dated 24.04.2017.
2.	Electrical (G)	Cadre restructuring of Artisan category has been finalized and suitability completed for 01 category and staff have been promoted against restructured vacancy vide Office Order No. ELECT/19.2018 dated 03.07.2018 & No. ELECT/2018 dated 03.07.2018. Further, suitability is under process for 03 categories.
3.	S&T	Cadre restructuring of Artisan category has been finalized and suitability is under process for 04 categories.
4.	Mechanical	Cadre restructuring of Artisan category has been finalized and suitability is under process for 04 categories.
5.	Civil Engineering	Cadre restructuring of Artisan category is yet to be finalized and after completion of the same, suitability will be initiated immediately.

DECISION

Discussed. ECoRSC requested to give a target date for completion of restructuring of Artisan Staff. Accordingly, target date is fixed for completion by November, 2018.

(CLOSED)

19. 45C-19-2018 AVENUE CHANNEL OF PROMOTION FOR THE SAFAIWALAS OF MECHANICAL DEPARTMENT.

PCPO

It is observed that those are already working as Safaiwalas in all the Departments of Railway since long and those are now being selected through RRC even acquiring with higher qualification and posted as Safaiwalas against shortfall vacancies are been stagnated in the same grade till their superannuation due to non availability of further avenue of promotion to higher grade.

With due consideration of the constraint of those Safaiwalas the Railway Board vide Para-III & IV of RBE No-77/2016 as communicated the decision about fixation of AVC for Safaiwalas/Jamadars working in all the Departments of Railway in consultation with recognized Trade Union.

In connection with the above as desire by PCPO/ECOR vide letter No-ECORSC/Prs/R/AVC/Safaiwala Dt:-30/12/2016, ECoRSC has already communicated the views vide letter No-ECORSc/CENT/CPO/17/04 dated 13/01/2017.

But it is seen that despite passing of two years to the order of Railway Board and one and half year to the communication of view of recognized Trade Unions, the same has not yet been implemented by the Divisional Authorities yet.

On being raised the demands by ECoRSC at Divisional PNMs, the Divisional authorities are offering the remarks that **"After getting the instructions from HQ, the same will be implemented."**

Therefore ECoRSC demands for early issuance of instructions to Divisions & Workshop to implement the Para-III & IV of RBE No-77/2016 immediately.

REMARKS OF ADMINISTRATION

Railway Board instructions have been circulated to all concerned vide Estt. Srl. No. 89/2016.

In WAT Division, there are 26 Safaiwalas in Mechanical department, the seniority has been clubbed with Helper and they are being considered for promotion for Tech-III subject to their Medical Fitness in B-1 category.

DECISION

Guidelines will be circulated for implementation of RBE No. 77/2016.

20. 45C-20-2018 EXEMPTION OF SMs/ASMs FROM PERIODICAL TRANSFERS.

PCOM
SDGM

In terms of instructions contained vide RBE NO-163/2002 and circulated under Estt.Srl.No-135/2002 the Station Masters and Assistant Station Master who are posted at way side/crossing stations and cabins and performing only the train passing duty and not involved in any commercial duty shall be exempted from periodical transfer.

But the Divisional authorities are resorted to issue transfer orders for such staff just like sensitive post in violation of above instructions of Railway Board which is quite unfortunate.

Further the SM's are selling the tickets on amount of Rs. 100/- to Rs. 500/- are also coming under the preview of sensitive which not at all correct.

On raising demand through PNM at Divisional level it is told that "**Clarification will be sought for from HQ**". But practically they are not seeking any clarification from HQ and the Item is continuing in that Agenda unfinalised.

Therefore ECoRSC urges before this forum for issuance of strict instruction to the Divisions for scrupulous implementation of instructions contained in RBE No-163/2002.

REMARKS OF ADMINISTRATION

All the stations of the divisions are not having equal facilities to fulfill its basic amenities of the staff like education, health, marketing etc. So though not rigidly in 4 years like sensitive posts, but generally SMs working more than 4 years at a station are being transferred. The transfer is done taking into consideration of staff willingness/appeal.

DECISION

ECoRSC pointed out that ticketing has been outsourced at many stations in recent years. As a result SM/ASM on such stations are not handling cash. It was decided that Divisions will be directed to identify such stations where SM/ASM are not handling cash and follow provisions of RBE No. 163/2002 on this subject.

(CLOSED)

21. 45C-21-2018 **NON REVISION OF CADRE STRUCTURING PATTERN DUE TO MERGER OF THREE CATEGORY OF POSTS IN COMMERCIAL DEPARTMENT OVER INDIAN RAILWAY (RBE No-28/2018).**

PCCM

As per RBE No-28/2018 the ECRC and Commercial Clerk has been merged and their designation and structure of post has been decided in four tier i.e.

- 1) Commercial Clerk-Cum-Reservation Clerk in Level-3 (Entry).
- 2) Senior Commercial Clerk-Cum-Reservation Clerk in Level-5.
- 3) Chief Commercial Clerk-Cum-Reservation Clerk in Level-6
- 4) Commercial Superintendent in Level-7.

In most of Railways this cadre structure has been implemented immediately. But in ECoRly the above RBE No-28/2018 dated 22/02/2018 has not been implemented still.

Therefore ECoRSC demands to implement RBE No-28/2018 early in ECoRly.

REMARKS OF ADMINISTRATION

SBP DIVISION

Cadre structure & staffing pattern of CC & ECRC categories has already been published vide office Memo No. Cadre/Comml/07/2018 dated 03.05.2018.

WAT DIVISION

Joint meeting conducted on 22.05.2018 with Sr.DPO, Sr.DCM and two Trade Union representatives. However, DC/ECoRSC did not sign on Minutes of the meeting stating that the matter is under negotiation at ZPNM.

KUR DIVISION

In terms of Railway Board's letter No. E(NG)I-2016/PM1/12(pt) dated 22.02.2018 (RBE No. 28/2018), in the first phase of merger of three categories i.e. Ticket Checking (TC), Commercial Clerk (CC) and Enquiry-cum-Reservation Clerk (ECRC) of Commercial department/KUR division, the categories of CC and ECRC have already been merged with immediate effect vide DRM(P)/KUR's memorandum No. E5/2/Cadre/Comml./26/2018 dated 21.06.2018.

DECISION

A separate joint meeting will be held between PCCM, PCPO & GS/ECORSC to finalize the guidelines for merger of cadres mentioned above.

Divisions will be directed to finalise merger of cadres only after receipt of guidelines from HQrs subsequent to a joint meeting. Till such time the process of divisional level to be kept in abeyance.

(CLOSED)

22. 45C-22-2018 **PROVISION OF DOUBLE ROAD FROM MAIN ROAD (OMFED CHAWK TO MCS) TO ECoR AUDITORIUM.**

PCE

The ECoRly Auditorium situated near by the Rail Kutira, by spending Crores of Rupees but the road connectivity from main road (Omfed Chawk to MCS) to Auditorium is very congested & seen like Colony road.

The old colony road now utilized for Auditorium road because of that, at the time of any function celebrated in Auditorium at that time that road is very rushed.

ECoRSC has checked that, near by the existing Auditorium road some of vacant land in east side of that road is existed, but over that land some of quarter boundary wall constructed which can be easily dismantled and over that land the double road may be constructed to keep the dignity of ECoR Auditorium in high and good look from the Omfed road.

Therefore ECoRSC demand to construct the double road from main road (Omfed Chawk to MCS) to Auditorium early.

REMARKS OF ADMINISTRATION

The Railway Auditorium is situated by the side of Rail Kutir and distance from the main road is 100 mts (approx). So many events have been organized but there is no inconvenience for movement of vehicles. The connecting road from main road is more than 7.5 m width. So further widening of this is road is not required.

DECISION

PCE agreed to get the matter re-examined and further take action to broaden the pitch road, if required.

(CLOSED)

23. 45C-23-2018 NON CONDUCTING THE SELECTION TO PROMOTE THE GROUP-D STAFF OF STORE DEPARTMENT (DEPOT).

PCMM

As per the AVC of Group-D staff of Store Department (Depot). Administration has not conducted the selection regularly since 05 (five) years back.

The existing Group-D staff of Store Department (Depot) are suffering a lot and they are deprived of to get their legitimate promotion.

The post which vacant from the date was not filled up as per selection by Railway in time, and waiting for more post to be filled up at a stretch.

Therefore ECoRSC urges to filled up the post Jr Clerk/Material Clerk as and when the post is laying clear vacant early and promoted the Group-D staff against the post vacated date retrospectively.

REMARKS OF ADMINISTRATION

Selection for Group-'D' to group-'C' written examination was conducted on 24.06.2018 by PCPO. The panel has been published.

DECISION

Discussed and closed.

(CLOSED)

24. 45C-24-2018 DE-CENTRALIZATION OF STAFF BENEFIT FUND TO ALL THE DIVISIONS & WORKSHOP AS PER STAFF ON ROLL.

PCPO

It is learnt that, in all the Zones in Indian Railway are utilizing the Staff Benefit Fund in a De-Centralization manner But in ECoR utilizing that fund centrally.

Because of that the staff of all the Divisions and Workshop are not at all able to avail the real opportunity from staff benefit fund, and the Division and Workshop managements are also unable to fulfill the wanting of concerned Divisional staff due to non availability of fund with them.

As per IRES-I ParaNo-805 all the head/activity are not fulfilled by the Divisions and Workshop since a long.

Apart from that, the notification which is issued centrally for any activities not circulated properly and not reached at the grass root level like, Trackman/Helper etc, for that they are not able to apply in time also. In this situation those staff who are really needy are deprived of to get the said opportunity which is their legitimate rights provided by the Railways.

Therefore ECoRSC demands to De-Centralize the SBF fund keeping in view the on roll strength of all the Divisions and Workshop early please.

REMARKS OF ADMINISTRATION

CSBF Committee has taken decision to decentralize most of the activities among Division/Workshop units. Necessary memorandum has also been issued on 25.07.2018. Copies have been given to ECoRSC.

DECISION

CSBF Fund has already been disbursed to all the divisions & workshop also. Discussed and closed.

(CLOSED)

25. 45C-25-2018 **EMPANELMENT OF PRIVATE HOSPITAL FOR ELS/ANGL AND ANGUL STATION STAFF.**

PCMD

Railway Board has issued guide lines for empanelment of private Hospitals which are neither empanelled by CGHS, ECAS & ESI vide letter No-2016/H-I/11/58/Policy Dt:-25/04/2018.

Earlier ECoRSC has demanded for empanelment of some of private Hospitals near by the Angul station for ELS/ANGL shed & station staff for getting the treatment facilities, because the existing Health Unit is situated at TLHR and from ANGL to TLHR & it will take more than one hour to reach at TLHR by journey on road due to road traffic in an emergency cases. But Administration has not been agreed.

Now in Angul Town two/three private Hospitals have been opened and all the private Hospitals are well equipped & some modern facilities are also available like Corporate Hospitals, more over Railway Board has also agreed to empanelment even though those Hospitals are not empanelled by CGHS, ECHS & ESI.

Hence ECoRSC demand to empanelled one suitable private Hospital at ANGL town to provide Medical facilities to ELS/ANGL and ANGL station staff as well as near about above 100 Running staff early to avoid staff discontentment.

REMARKS OF ADMINISTRATION

As per Railway Board's Letter No. 2017/Trans/01/Policy/Pt.1 dated 30.11.2017, DRMs have been vested with full powers to recognize private hospitals within their divisional jurisdiction. CMS/KUR has been advised to depute a Search Committee of 03 Senior Doctors for survey of available hospitals at Angul for

carrying out necessary inspection required for empanelment and to take further action in this regard.

DECISION

PCMD has informed that the search committee has visited ANGL private hospitals/nursing-homes. Some documents are required to be submitted by these private hospitals. On receipt of the same, the search committee will submit its report and a decision can be taken at division level itself.

(CLOSED)

26. **45C-26-2018** **PAYMENT OF AREARS TO THE TRACK MAINTAINER W.E.F 17.08.2012 & 01.04.2014.**

PCE

As per the RBE No-91/2012 Dt: 17/08/2012 the staffing pattern was introduced and the restructuring/reorganization has been implemented. On the basis of ratio 3:6:20:71 and as per RBE No-33/2014 Dt:01/04/2014 the earlier percentage has been increased to 6:12:22:60 and has also implemented.

But it is to point out that, both the order has not been implemented as per the date circulated by Railway Boards and after several times demand by ECoRSC this issue has decided in Zonal PNM to fix the seniority unit wise as on 17/08/2012 and after fixing of seniority the promotion will be implemented.

Administration has started the work and finally implemented in the year 2016, i.e. after the date of both the order issued by Railway Board by taking the cutoff date 17/08/2012.

In this ground if a person get Rs. 1800/- to Rs. 1900/- GP on 17/08/2012 then he should be eligible to get the next promotion as on 12/08/2014, with completion of two years residency period. But that employee (Track Maintainers) has got promotions in the year 2015 & 2016 with immediate effect, which is not implemented retrospectively.

ECoRSC demand to promote the employees those who have completed 02 years residency period as on 17/08/2014 and effect the promotion from 17/08/2014 retrospectively instead of 2015 & 2016 and pay the arrears from 17/08/2014 to implement date early.

REMARKS OF ADMINISTRATION

In terms of Para 1(F) of RBE No. 111/2014, the pay of the staff promoted against the vacancies from the date of restructuring orders is to be fixed on proforma basis as per rule 13 of RSRP rules with the benefit of one increment @ 3% of the basic with the usual option for pay fixations as per extant rules. The actual

payment is to be made from the date of taking over charge of the higher grade post. As such arrear due payment of the staff do not arise.

Hence, the above guidelines have been implemented in the divisions in full spirit.

DECISION

ECoRSC demanded to implement the point number (4) of the RBE No. 91/2012 dated 17.08.2012 and allow the arrears up to first implementation date.

It has been decided that Divisions will be directed to implement RBE No. 111/2014.

27. 45C-27-2018 POLICY FOR TRANSFER OF TICKET CHECKING AMENITY STAFF.

PCCM

As per the policy all the senior most Ticket Checking staff are deployed in amenity and all the junior most staff are deployed in station.

All the CTI's are working in amenity are bound to complete their link & they have to work in various mail/express train.

Under the Vigilance guidelines, they are not coming under a particular sensitive post, because they are regularly changed the trains as per their link.

But it is surprising that in KUR Division the Administration forcibly transferred the CTI's of amenity to station on Administrative interest and posted the Sr TC in amenity against them which is quite illegal. The following points to be realized by Administration which are not considered by KUR Division.

1. The most senior Ticket Checking staff CTI/TTI will be deputed in the amenity work on top priority.
2. The experienced and matured employee in Ticket Checking staff will handle the amenity work.
3. If any senior amenity staff transferred from amenity to station that should be on punishment ground only.
4. If any Vigilance complain or more passenger/public complain against any Ticket Checking staff then the Administration may ground him to station on punishment ground.
5. The Ticket Checking staff after working 10 years or more in amenity again transfer him and posted in station is insulted the senior Ticket Checking category also.
6. In Order No-P/Comml/58/2018 dated 01/05/2018 Administration has transferred 16 nos CTI from

amenity to station in normal case, not against the punishment ground.

7. In the same order the 16 nos Sr TTE/TC have been posted in amenity against them on own request which is disregarded the senior most ticket checking staff.
8. The own request applications for amenity of CTI's of various station are not considered but the own request applications of junior most Ticket Checking staff are considered on top priority which is quite illegal.

Apart from this such type of transfer is not followed in other two Divisions of ECoR also But only in KUR Division this has been done first time which order is against the senior Ticket Checking staff of KUR Division.

Therefore ECoRSC demand to issue a policy guideline to transfer an amenity staff without any complain against him to avoid the staff discontentment and review the order dated 01/05/2018.

REMARKS OF ADMINISTRATION

There is no such policy guidelines where in it has been mentioned that only senior staff will work in Amenity Link and junior staff will work at station. However, as per convention senior personnels are placed in amenities unless there are adverse track record. Administration thus utilizes the staff according to the requirement with a view to achieve better productivity while abiding, by the above convention. Despite efforts to ensure maximum placement of senior personnel in amenities, due to implementation of Policy of Rotation it is not possible to post all senior staff only in Amenity Link.

DECISION

PCCM will issue a guideline for implementation of vigilance directive on transfer of ticket checking staff. Before issuance of guidelines, Organized Labour Union will be consulted by holding a separate meeting.

(CLOSED)

28. 45C-28-2018 ISSUE OF PASS TO THE STAFF OF CENTRAL HOSPITAL BY THE CENTRAL HOSPITALS AUTHORITY.

PCMD

The existing practice is continuing that all the staff of Central Hospital are taking their pass from WPO/Mancheswar office.

As the Hospital staff are emergency staff they are not supposed to collect their pass from WPO/MCS office by spending one hour time from their duty time.

Apart from that the MCS authorities are not issued the pass to

the Central Hospital staff on priority and always adopting step motherly attitude for them and near about 130 nos staff are facing a lot of problems to get their legitimate right in time.

More over due to shortage of ministerial staff in WPO/MCS office they are allowed the Workshop staff to write the pass regularly, two/three artisan staff are regularly sitting in pass section and writing the passes, it can be proved from their hand writing.

Keeping in view the above points, WPO/MCS office is unable to provide the pass to the Medical staff in time, and minimum 07 time days is taken to issue the passes to the Medical staff for which the Medical staff are suffering a lot for their Pass/PTO etc.

Therefore ECoRSC demand to delegate the power to the Hospital authorities to issue the pass to the staff of Central Hospital as early as possible.

REMARKS OF ADMINISTRATION

Medical Director/CH/MCS has been requested to nominate one clerk who will issue the Pass & PTOs and one Sr. Supervisor who will sign the Passes & PTOs vide Lr. No. ECoR/Pers/Pass/Issue/CH/MCS authority/2018 dated 16.07.2018.

DECISION

Since e-pass has been implemented in WPO/MCS Office and there is paucity of ministerial staff in Central Hospital, the Central Hospital staff may continue to get their Pass/PTO issued from WPO/MCS Office.

(CLOSED)

29. 45C-29-2018 **MONOPOLY IN CLOSING THE PRS COUNTER AT BBS AND REDUCING THE ECRC STAFF FROM BBS STATION.**

PCCM

Earlier there are 07 (Seven) nos Reservation counter are provided at BBS Station including one Enquiry counter and outside of Station there are 04 (Four) nos counter i.e. MLA colony , KIIT Company, Rail Sadan, Rail Vihar.

Earlier Shift

MLA Colony Counter- 01	One Shift per day	One
KIIT Company Counter- 01	One Shift per day	One
Rail Sadan Counter- 01	One Shift per day	One

Rail Vihar Counter- 02	Two Shift per day	One
BBS Station Counter-14	Two Shift per day	Seven

Total=19 nos counter.

In the year 2016 one PRS counter was suddenly closed and in 2017 another counter was again closed. But one counter newly opened on platform number Six.

It is to point out that the Reservation counters are always packed due to more passengers and the nos of Ticket as on date is 2800 nos and amount collection is 12 Lakhs above per day.

As per yard stick of Railway Board 180 Ticket per shift when KIOSKO system is not introduced because per Ticket it will take minimum 04 to 05 minutes per Ticket through KIOSKO system over Indian Railway not only in Bhubaneswar.

The Bhubaneswar city is developed and the population is increased day by day and the importance of BBS station has been increased manifold because the number of passenger are increased, but Administration has closed two numbers counter monopoly without conducting job analysis and not consulted with the labour organization.

On the other hand reducing manpower (ECRC) from BBS station day by day due to improper planning and now the numbers of staff is very much less for the shift working and LR & RG.

In comparison with Bhubaneswar and CTC there are 18 staff are existingly posted at CTC for 09 counter and in BBS total 24 nos staff for 15 nos counter i.e. the BBS station counter are managed with much less manpower.

Hence ECoRSC demands to open another two counter and post minimum 5 nos staff at BBS station to manage, the existing passenger rush early.

REMARKS OF ADMINISTRATION

With the patronization of e-ticketing system and its growing popularity among the customers, work load at PRS counter has gone down drastically—ticketing system has bagged the traffic to the tune of 62%. On the basis of work study conducted on the above, one PRS counter of BBS and CTC station have been closed and surplus staff are utilized otherwise. The details of PRS booking at BBS station in recent years is as under.

Year	No. of requisition	No. of passenger	Earning
2016-17	638109	746608	393110826
2017-18	567357	683300	357648124
2017-18 (APR-JUN)	155512	181085	96113967
2018-19 (APR-JUN)	141769	156758	87164039

DECISION

No. of PRS Counters at various stations will be reviewed based on the yardstick and actual workload at various stations.

(CLOSED)

30. 45C-30-2018 STOP THE MONOPOLY REDEPLOYMENT ELECTRICAL (G) STAFF OF KUR DIVISION.

**PCEE
PCPO**

Since 2011 this issue is continuing and various type orders are communicated from Zonal level and Divisional level to redeploy the staff, But all the circulars issued by Administration is whimsically in nature.

The staff are unnecessarily under pressure and they are not worked in peace fully manner.

Considering the circumstances ECoRSC has negotiated with Administration and settle all the difficulties except the re-deployment, and no where objected for re-deployment. Inspite of that Administration adopting his whimsical nature is destroying the Industrial Relationship.

Hence ECoRSC demands to stop the whimsical re-deployment policy and call for a joint meeting with associated the PCEE, PCPO & Labour Organization to finalize the issue of re-deployment taking in to consideration of all the previous applications of the surplus staff early.

REMARKS OF ADMINISTRATION

KUR division has been advised to redeploy Elect(G) surplus staff, taking into consideration the option/educational qualification of staff.

DECISION

The decision taken in the joint meeting held on 16.12.2016 will be implemented in toto. (Ref.No.ECoR/Pers/Re-dep/Elect(G)/KUR dated 16.12.2016).

(CLOSED)

SECTION 'C'
REVIEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
31.	44C-03-2018	<u>NON IMPLEMENTATION OF ZPNM DECISION (21C-19-2012).</u> PCE PCPO

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

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

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

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

REMARKS OF ADMINISTRATION

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

LAST MINUTES

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

PRESENT POSITION

DRM/SBP has approved to provide accommodation for branch office of ECoRSC & ECoRSU in the vacant structure with RCC roof & column back side of TRD building in DRM Complex. Both the Unions are agreed with this proposal. Now this structure will be

developed for suitable official accommodation for branch office of both the Unions.

The Civil Engineering work for development of this accommodation is completed & electrical work is in progress.

DECISION

Civil Engg. Works have already been completed. Electrical works are on progress. Once the works are completed, the accommodation will be provided.

(CLOSED)

32. 44C-04-2018 NON FOLLOWING OF PRESCRIBED ROSTER ISSUED BY PERSONNEL DEPARTMENT FOR THE BOOKING CLERKS IN COMMERCIAL DEPARTMENT OVER ZONE.

**PCCM
PCPO**

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

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

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

REMARKS OF ADMINISTRATION

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

LAST MINUTES

The roster which has been changed recently for the stations where more concentration of lady booking clerks is apparently not

convenient to the ladies as brought out by ECoRSC. PCCM agreed to review the roster and take a decision on restoration of the previous roster.

PRESENT POSITION

COMMERCIAL DEPARTMENT

The matter of changed roster was reviewed in light of utilization of counter at the busy station of KUR division viz KUR, BBS, CTC, PURI, BAM & PSA. It has been seen invariably that with the change of roster from 6-14 and 14-22, there is now a large proportion of trains dealt with in these two shifts as compared to the 8.00-16.00 and 16.00-00.00. By and large there has been a reduction in the 2nd night shifts with change of roster from 0.00 to 8.00 to 22.00 to 06.00. The distinct advantage of meal time break also adds to the justification besides the issue of a more conducive environment for ladies to adapt to the new shift timing.

DECISION

For change in shift timings within the rostered hours, executive department should send the proposal to Sr.DPO office and revised roster with new timings should be issued by Sr.DPO Office for implementation.

(CLOSED)

33. 44C-09-2018 NON IMPLEMENTATION OF ZONAL PNM DECISION TO PROVIDE HIRING SCHOOL BUS FACILITY FOR THE WARDS OF RAILWAY STAFF WORKING AT ANGL.

PCPO

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

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

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

This issue, was raised by ECoRSC vide item No-05 of its 38th ZPNM held on 2nd & 3rd June 2016. The item was closed with the decision that **"In principle it has been agreed to provide school bus facility at ANGL for the wards of Railway employees. Accordingly an estimate for one 52 seater Bus has been**

prepare for an amount of ₹ 23,90,300/- for 24 months by DEN (Central)/KUR vide letter No-Engg/EHV 2016/Spl dated 20/02/2017. The proposal is being processed for taking necessary finance concurrence and sanction of competent authority”.

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

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

REMARKS OF ADMINISTRATION

Finance observation is being complied with at divisional level.

LAST MINUTES

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

PRESENT POSITION

Proposal has been returned to Division to comply financial observations.

DECISION

Proposal has been returned to division to comply with Finance Department observations. They will be asked to expedite.

34. 44C-11-2018 STOP CONTINUOUS 07 (SEVEN) DAYS NIGHT DUTY OF STATION MASTER CATEGORY IN SBP-BLGR SECTION.

PCOM

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

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

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

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

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

And Weekly rest on the 07th days

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

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

REMARKS OF ADMINISTRATION

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

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

LAST MINUTES

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

PRESENT POSITION

In KUR division there is 07 days continuous night duty for SMs and roster has been revised accordingly.

In the proposed roster as indicated in the agenda, there is no full night roster i.e. from 22.00-06.00 hrs on rest day. Roster commitment is not infringed and clearance is given by Personnel department. P.C hours should be taken into consideration.

DECISION

Present roster suggested by ECoRSC does not give full night rest on weekly off. Therefore, this is not in conformity with HOER Rules. It was decided that the decision in the matter will be taken before next PNM meeting by calling roster being followed on other Railways like Southern Railway and Central Railway.

35. 44C-15-2018 **NON IMPLEMENTATION OF ZPNM (40C-28-2016) DECISION IN REGARD TO RATIONALIZATION OF LOCO RUNNING SUPERVISORS POSTING AS CCC IN WAT DIVISION.**

PCME
PCEE

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

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

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

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

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

REMARKS OF ADMINISTRATION

WAT DIVISION

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

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

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

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

Actually 10 posts of CLIs which were sanctioned against CCC posts

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

MECHANICAL DEPARTMENT

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

ELECTRICAL DEPARTMENT:-

RB's latest instruction will be followed.

LAST MINUTES

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

PRESENT POSITION

Railway Board is reviewing the issue and will issue directives shortly. Till such time, respective controlling officers may continue with their existing practice.

DECISION

PCEE has made a reference to Railway Board for drafting of CCC from the LI Cadre. As LI are only the supervisors in the running cadres and at present CCC are executing all types of contractual jobs in addition to booking of drivers etc. however, ECoRSC insisted that the Railway Board's orders should be followed in WAT Division also as is being done in other two divisions of ECoR. In the 44th Zonal PNM with ECoRSC, PCEE had agreed to implement the Railway Board's order within 02 months.

It has been decided that the matter to be put up to General Manager for final decision.

36. 44C-25-2018 STOP THE IMPLEMENTATION OF EI ROSTER FOR AC MECHANICS OVER ECoRLY

**PCPO
PCME**

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

In this connection it is pointed out that the Railway Board vide his

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

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

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

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

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

REMARKS OF ADMINISTRATION

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

LAST MINUTES

It will be examined.

PRESENT POSITION

MECHANICAL DEPARTMENT

O/O was issued after due job analysis done combined by Elect, Personnel and Accounts vide Railway Board's letter No. (II)73HER/33/Pt.A11 dated 28.06.1974 and accordingly PCPO issued necessary instruction vide letter No. ECoR/Pers/Wel/JA/Elect(G)/AC Mech/KUR dated 27.12.2017.

DECISION

The roster has been changed in accordance with the Railway Act, which provides that initial roster will be "continuous" but, after job analysis, it may be changed.

37. 43C-04-2017 ISSUE OF DUTY ROSTER FOR THE STAFF OF C&W DEPOT/PUI & BBS.

PCPO
PCEE
PCME

This demand of ECoRSC for issuance and implementation of continuous roster for C&W Depot PUI is lingering since February 2012 (21st ZPNM) and not yet finalized.

Despite reiteration of said demand through ZPNM and several correspondences with CEE, CME & CPO, Administration is utterly failed to issue the roster and ensure implementation of same all though assurances are given in each ZPNM.

However on the further reiteration of said demand vide Item No-22 of 39th ZPNM held on 8th & 9th September 2016, the minutes drawn by the Administration that **"the duty rosters of Elect & Mech. Staff are issued for PUI & BBS Coaching Depots by KUR Division"**.

But it is matter to great regret that though more than one year to the above decision has already been passed, still the Administration is not able to issue the roster despite several reminder & last being vide letter No-ECoRSC/CENT/DRM/KUR/I7/143 Dt:-21/08/2017 which is quite unfortunate and appears to be intentional delay of Administration.

ECoRSC demands for immediate issue of the roster.

REMARKS OF ADMINISTRATION

The revised duty roster of coaching Depot, PUI (Electrical & Mechanical) has already been implemented w.e.f. 13.12.2016. The revised duty roster of Coaching Depot, BBS has been implemented w.e.f. 30.09.2017.

PUI Coaching Depot

- (i) The duty roster of Electrical (AC) wing issued by Sr.DPO/KUR was communicated to DEE(Chg)/PUI vide office letter No. KUR/EL/Estt/Roster/209 dated 09.12.2016 which has been implemented & the modified duty roster of TL staff issued by Sr. DPO/KUR vide letter No. P/HOER/Duty Roster/AEL(G)/Coaching Depot/PUI/2017 dated 06.10.2017 has already been implemented at PUI coaching depot.

BBS Coaching Depot

- (ii) The duty roster issued by Sr.DPO/KUR in the year of 2012 is being implemented at BBS coaching depot. As per Sr.DPO/KUR's letter No. P/Sr. DPO-KUR/HOER/DR/ACCA & AC mechanics dated 16.08.2014, a fresh duty roster of BBS coaching depot prepared by ADEE(Chg)/BBS has been submitted to Sr.DPO/KUR vide office letter No. KUR/EK/Estt/Roster/2014/173 dated 17.12.2014 for scrutiny and issue for implementation.
- (iii) Sr.DEE/KUR has been requested to submit a fresh proposal for issuing of duty roster of TL & AC staff working at coaching depot/BBS.

LAST MINUTES

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

PRESENT POSITION

A Joint meeting was held on 30.07.2018 at Puri. PCPO, PCME, Sr.DME/KUR, Sr.CDO/PUI, CDO/PUI, CDO/BBS, DEE/Chg/PUI, APO/KUR, GS/ECORSC were present. Sr.CDO/PUI has been asked to examine the existing roster of TL staff (8 batches) & put up a modified draft roster by extending the batches so that every batch will have 6 days in a week. It will be ensured that the normal maintenance is not hampered as well as train punctuality.

DECISION

The proposal by Puri and Bhubaneswar coaching Depot will be given to ECoRSC for scrutiny/study.

38. 43C-11-2017 FIXATION OF TENURE FOR RE-PATRIATION OF ENGINEERING SUPERVISORS WORKING IN PCE OFFICE TO THEIR LIEN HOLDING DIVISIONS.

PCE

It has come to knowledge that near about 35 to 40 nos of Supervisors of Civil Engg. Dept from various Divisions of ECoR are utilized in PCE Office since formation of ECoR Zone on pick & choose manner by keeping their lien in their parent Divisions.

Administration has not followed any procedure to utilize them in PCE office at ZHQ, neither taking senior person nor from efficient persons etc. supervisors are enjoying in HQrs Office and the aspirant Supervisors those are deployed in the field level and needy are not getting the chance to work in ZHQ Office, which is totally injustice.

ECoRSC has raised this issue during 42nd ZPNM before GM and in this regard CPO/ECoR has requested to PCE ECoR vide letter No-ECoR/Pers/IRM/P-IV-49 Dt:-13/09/2017 to fix the tenure but still the Engg.Dept. has not taken any decision.

In PCE office the rotation basis Supervisors are posted in Bridge Wing only, other than Bridge Wing not rotated on completion of period.

Therefore ECoRSC urges for fixation of a tenure to utilize the Divisional supervisors in PCE Office and on completion of tenure they should be repatriated to their own Division and new person will join to work to avoid staff discontentment.

REMARKS OF ADMINISTRATION

1. At present total 38 No. of technical supervisors are working in PCE's office. Out of which 29 No. supervisors are having lien at HQ. Only 4 SSEs & 5 JEs (P.Way) are working in track cell having lien in divisions. No undue financial benefit has been extended to them.
2. The cadre of SSE/JE(Bridge) is being maintained at HQ for whole ECoRly. Hence rotation is being done accordingly.

LAST MINUTES

1) Separate meeting will be held with PCE on this issue.

2) "Drafting lien holders against HQ vacancy is not a regular feature. This is being resorted to as HQ controlled posts have not been filled up through DRQ/DPQ selection. On filling up of HQ vacant posts, the lien holders will be repatriated back to the division. Thus, there is no need for fixing tenure of lien holders for repatriation, being an ad-hoc arrangement. PCPO is being requested to fill up DRQ/DPQ posts against HQ vacancy."

PRESENT POSITION

Drafting lien holders against HQ vacancy is not a regular feature. This is being resorted to as HQ controlled posts have not been filled up through DRQ/DPQ selection. On filling up HQ vacant posts, the lien holders will be repatriated back to the divisions. This is an ad-hoc arrangement, till DRQ/DPQ posts against HQ vacancy are filled up for which process is on.

DECISION

PCE informed that indents have already been placed for technical cadre vacancy in HQrs. Total indent is for 14 persons. He also informed that 02 staff of KUR division who were working in HQrs have since been repatriated to KUR. Remaining 06 persons will be repatriated as and when directly recruited candidates are available. In future, if there is any requirement of drafting technical staff from divisions, due procedure for calling option will be followed.

(CLOSED)

39. 43C-15-2017 TO WITHDRAW THE TRACK MAINTAINER IN GP ₹ 1900/-, 2400/-, & 2800/- WORKING IN VARIOUS SUB-ORDINATE OFFICES.

PCE

Railway Administration is always trying to provide adequate man power for smooth & proper functioning of works at field level apart from providing the staff to maintain the office establishment under each subordinate units.

But it is observed that a good nos of field staff in GP ₹ 1900/-, 2400/- & 2800/- Track Maintainers, are deployed in various offices to perform the duties of Ministerial staff in spite the Ministerial staff are posted, which is seen loss of man power & wastage of Railway money.

In other side Administration forced the GP ₹ 1800/-Track Maintainer to work as key man. Because of the above GP staff are worked in offices, which is totally unsafe and illegal.

As per Railway Board guide line the senior most TM-I in GP ₹ 2800/-will work as Mate and junior most TM-I in GP ₹ 2800/- will perform the duty of Key Man.

Therefore ECoRSC demands for immediate withdraw the Track Maintainer in GP ₹ 1900/-m 2400/-, 2800/- from all the offices as early as possible.

REMARKS OF ADMINISTRATION

In KUR division, there is no mis-utilization of staff.

In SBP division, all sectional ADENs have been advised to follow the instructions strictly for not utilizing Track maintainer in offices.

In WAT division, presently trackmen in limited number against vacancies are being utilized in track related works in divisional/sub-divisional offices. The operation of these trackmen in various offices is essential to maintain the track in the division. However, suitable alternate measures being taken to ensure the works are not hampered in the gangs where these trackmen are drawn to depute them in various offices to perform safety related work.

LAST MINUTES

1) Separate meeting will be held with PCE on this issue.

2) "No, trackman is deployed in sub ordinate offices."

(Remarks of PCE vide Note No. W.4/377/PNM/Pt.III dated 11.04.2018)

PRESENT POSITION

KUR DIVISION

There is no mis-utilization of staff. No trackman is deployed in sub-ordinate office.

ENGINEERING DEPARTMENT

KUR Division:

There is no mis-utilization of staff.

SBP Division:

As regards working of some field staff in the offices is concerned, there are vacancies in Ministerial cadres as against the sanctioned strength. The sanctioned strength is also less compared to its requirement. Due to construction of some new lines and doubling of section in the division there is upward trend in the requirement for clerical staff. In this connection one proposal for creation of 42 Clerical posts besides the existing 47 sanctioned cadre (42 on roll) is processed and under vetting & concurrence of Sr.DPO/SBP & Sr.DFM/SBP. On creation and posting of the additional manpower, the field staff working in various offices will be repatriated to their respective units for assignment of their job. Recently some field staff working in the offices has been sent back to their respective unit also.. Hence, to drive the balance staff to the field unit will take some time.

WAT Division:

Presently Trackmen were being utilized in track related works in divisional/sub-divisional offices against the vacancies. There are many vacancies in ministerial cadres as against the sanctioned strength in this division. However, suitable alternate measures being taken to ensure the works are not hampered in the gangs.

DECISION

PCE assured that the matter will be examined at senior level in HQrs and appropriate remedial measure will be taken, if required.

(CLOSED)

40. 43C-21-2017 DEPLOYMENT OF ESCORTING STAFF IN RAJADHANI TYPE TRAINS/SF TRAINS CONSISTING OF 21 COACHES.

PCME

In supersession of all the earlier guidelines on deployment of escorting staff in SF, Mail, Express trains Railway Board vide annexure to its letter No-99/TG-V/12/2 Dt:-13/09/1999 (Commercial circular No-29 of 1999) has specified department wise as to how many staff from each department are to be deployed in each trains for escorting/accompanying the coaches/trains which are produced below.

SI No	Train Name	Department/Electrical
01	Rajadhani Type Trains/SF Trains 17 Passenger Coaches.	<ul style="list-style-type: none">• 1 Supervisor.• 1 ACCI per four Coaches including one AC Coaches.• 1 AC Coach Attendant per Coach with all Commercial duties or 1 AC Coach attendant for two Coaches without Commercial duty and one ACCA for each 1st AC Coaches.• 1 TL filters.
02	Rajadhani Type Trains/SF Trains 21 Passenger Coaches.	<ul style="list-style-type: none">• 1 Supervisors.• 1 ACCI per four Coaches including one AC Coaches.• 1 AC Coach Attendant per Coach with all Commercial duties or 1 AC Coach attendant for two Coaches without Commercial duty and one ACCA for each 1st AC Coaches.• 1 TL filters.

But it is observed that without deploying the TL Filter for accompanying the above trains, the authorities are forcing the AC staff to perform the TL duty in Rajadhani type train/SF train which is violation of Railway Boards stipulation.

Because of that enroute failure are taken place and passengers are facing a lot of problems, and the ECoR image goes down & down gradually. Apart from that in comparison between staff cost & asset damage cost it is seen that lakhs of rupees lost by Railway due to mere staff cost within few days.

Therefore ECoRSC demands for ensuring deployment of Electrical staff on escorting duty as per the above norms of Railway Board.

REMARKS OF ADMINISTRATION

The department is running with acute shortage of manpower (Tech & Helper of TL wings). The present sanction of Tech & Helper of TL wing is very less than the requirement of staff as per yard stick.

Due to introduction of new trains and augmentation of additional coaches, the existing TL staff are utilized for smooth maintenance & operation of the system. The AC escorting staff & Station TL passing staff are attending if any failure takes place in Non AC coaches enroute. Hence the deployment of escorting staff is not possible at present.

DECISION

Matter will be looked into.

PRESENT POSITION

Commercial Circular No. 29 of 1999 has been revised vide Commercial policy Circular No. 45/2005 and escorting staff (ACCI) for Rajdhani Express is deployed as per the above directive. Coach attendant is not provided by Electrical department as it is being provided by Mechanical Department presently.

DECISION

The item will be examined separately by PCME.

41. **43C-27-2017** **NON FILLING UP OF VACANT GROUP-B POST IN IT CENTRE/ECOR SINCE 2003.**

PFA

PCPO

At the time of trifurcation of erstwhile S.E.Rly and commencement of E.Co.Rly one Group-B post of IT cadre was transferred from S.E.Rly to ECoRly vide Dy.Chief Accountant officer (G), SERly/GRC's letter No-Admin/SE/ GAZ/ Post/ Transfer/605 Dt:- 28/03/2003 & Sri L.B.Patra was posted against that post in ECoR. But Sri Patra has again transferred back to S.E.Rly & the said Group-B post of IT cadre is lying vacant since 2003 and ECoRly is also not taking any action to fill up the said vacant Group-B post of IT cadre.

Presently the IT section of ECoR is functioning is comparison of JE (IT) in GP ₹ 4200/- and SE (IT) GP ₹ 4600/- only since inception of ECoRly i.e. 01/04/2003 and some of them are already stagnated since long back in their respective grades due to non availability of any further higher grade post. For which the existing staff (JE & SEs) in IT cadre are suffering a lot due to Block of further promotion.

Keeping in view the above as well as to mitigate the sufferings of existing I.T staff it needs to first fill up that vacant group-'B' post through selection from amongst the existing IT cadre and simultaneously the cadre restructuring also needs to implement immediately.

ECoRSC urges for consideration of the above issue.

REMARKS OF ADMINISTRATION

ACCOUNTS DEPARTMENT

The Group-B post of Programmer, which had been transferred from SER, is now under operation as Assistant Secretary (Confidential)BBS under General Administration Department. On restoration of the post of IT department, selection will be initiated.

LAST MINUTES

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

PRESENT POSITION

As per consent of FA & CAO and approval of the GM, the Programmer (Gr.B) post of Accounts Department was transferred to GA Department temporarily for operation as Asstt. Secy. (Confidential) vide CPO's office order No. 24/2010 dated 19.02.2010. The said arrangement has been continuing till date. Meanwhile, Accounts Department has requested for restoration of Programmer post, as staff of IT department have made appeals

through ECoRSC for holding selection to fill up the Programmer post. SDGM had agreed to utilize the vacant JS/Gr.B element of the post of LO/HQ as AS(C), till it is filled up through selection. The case is under further examination.

DECISION

All out efforts will be made to restore and process selection for AM(IT) post in the next three months.

42. 41C-18-2017 NON MAINTENANCE OF RAILWAY QUARTERS IN MCS WORKSHOP COLONY.

PCE

It is observed that the Railway Quarters in MCS Workshop colony meant for Workshop staff are mostly in abandoned condition due to old aged and improper/irregular maintenance.

The matter has repeatedly been brought to notice of concerned maintenance authority, but no action is being taken to enable proper maintenance still because of no fund. For which the staff and their family are facing a lot of troubles and compelled to reside in life risk condition. Moreover as on date near about 150 Quarters is lying vacant due to want of heavy repair.

Therefore ECoRSC demands to take immediate action for renovation of all most all Quarter in CRW/MCS Railway Colony on top priority to avoid the loss of Railway property.

REMARKS OF ADMINISTRATION

There are 716 No. of staff quarters at MCS Railway Colony. Some of the quarters require major repairs such as repairs to ceiling plastering, dampness in walls etc. requiring the occupants to vacate the quarters for about two months. An action plan is being prepared to repair all such quarters by 31.03.2018, in phased manner.

Minor repairs including white washing and colour washing will be carried out by June 2017.

LAST MINUTES

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

PRESENT POSITION

List of all 40 quarters allotted is available. Copy has been given to ECoRSC.

DECISION

24 quarter have been repaired out of identified 83 quarters. Work is in progress in 47 quarters and in rest, the work is yet to start. Target date for completion is 31st December 2018. It was also proposed to get repair work done through Staff Amenity Fund.

SECTION - "D" SUMMARY

	Total no. of items	Items closed	Balance items
New Agenda items	30	26	04
Review Agenda Items	12	04	08
Total	42	30	12
