



East Coast Railway

Office of the
Principal Chief Personnel Officer
Rail Sadan, 2nd Floor, South Block
CSP, Bhubaneswar -751017

No. ECoR/Pers/IRM/P-46/05

Dated: 09-01-2019

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 46th Zonal PNM Meeting between ECoR HQrs. & ECoRSC held on 27th & 28th December, 2018

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A copy of the minutes of the 46th (3rd 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 27th & 28th December, 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
46th Zonal PNM Meeting
between
ECoR & ECoRSC

*Venue: Sabha Griha, 1st floor,
Rail Sadan,
Chandrasekharpur,
Bhubaneswar.*
held on: 27th & 28th December, 2018

MINUTES OF 46TH (3RD 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 27TH & 28TH DECEMBER, 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.	P.S.Mishra, GM	1.	T.Narasingha Rao, Wkg.President
2.	Sudhir Kumar, AGM	2.	P.K.Sahani, Vice President
3.	P.C.Nayak, PCPO	3.	M.Sanyasi Rao, Vice President
4.	Dr. R.S.Dubey, CAO/Con	4.	S.K.Bhanja, Vice President
5.	A.K.Behera, PCCM	5.	R.C. Sahoo, General Secretary
6.	R.K.Manocha, PFA	6.	B.K.Mund, Jt. Genl. Secretary
7.	M.K.Poddar, PCME	7.	P.Balaram Swamy, Jt. Genl. Secretary
8.	N.K.Mohanty, PCEE	8.	B.Satyanarayana, Jt. General Secretary
9.	Dr. S.K.Mohanty, PCMD	9.	P.R.M. Rao, 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.	N.D.Rao, PCMM	13.	A.K.Mohapatra, Addl.Jt.Genl. Secy.
14.	S.S.Mishra, CSO	14.	N.K.Patra, Addl. Jt.Genl.Secy.
15.	V.P.Srivastva, CE(Planning)	15.	M.G.K.Rao, Addl. Jt. Genl. Secretary
16.	Prabhat, CPO(A)	16.	Ashutosh Mohanty, Treasurer
17.	C.Marndi, CSC	17.	Smt. Sumitra Panda, Lady Delegate
18.	G.Sethy, Dy. CPO(IR &W)	18.	Smt. Runi Behera , Lady Delegate
19.	R.R.Panda, APO/Wel		

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 Sri P.C.Nayak, PCPO/ECOR/BBS:-

PCPO/ECOR addressed GM/ECOR, AGM/ECOR, all PHODs/CHODs, General Secy/ECORSC, lady delegates and all Central Office Bearers of ECoRSC and welcomed all to the 46th Zonal PNM meeting with ECoRSC.

He told that during the PNM meeting, most of the items have been closed after fruitful discussion with organised labour. Only two items have been left because the union wanted to discuss the same with the GM.

He then requested Shri R.C.Sahoo, General Secy/ECoRSC to address the forum.

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

Shri R.C.Sahoo, General Secy/ECoRSC addressed the GM, AGM, PCPO, all PHODs/CHODs, Working President of ECoRSC and his colleague Central Office Bearers including lady delegates in the PNM meeting. He stated that:-

- i) The relation between the Administration and ECoRSC is very cordial.
- ii) ECoRSC believes in Gandhian principles and motivates the workers at grass root level to work more for the betterment of the Railways.
- iii) The motto of ECoRSC is to save the Railways first.
- iv) Maintenance of safety of Railways requires proper maintenance of track.
- v) Even if there are 8000 vacancies in the entire Zone, ECoR stands at No.1 position in Indian Railway in terms of loading. For this, he congratulated the PCOM and other PHODs/CHODs.
- vi) PNM is the highest forum where important matters related to staff are discussed and decisions are taken. Decisions taken in the Zonal PNM should be implemented in the divisions and all over ECoR and he requested PCPO to issue instructions to all concerned to carry out the decisions taken in the ZPNM, based on the minutes issued by PCPO's office and not to insist on separate letter.

He then raised following items for discussion with the General Manager:

- 1) Track-maintainers have to walk for about 20 KMs or more for patrolling duty, which is not easy for them. Due to age factor, each Track Maintainer cannot walk such long distance and inspect the track properly. This should be reviewed and minimized to uniform distance of about 15/16 KMs all over the Zone.
- 2) Contractual staff should not be engaged in safety related works like maintenance of Track, etc since responsibility cannot be fixed on them and they have little knowledge on safety aspect. Railway employees only should be entrusted track maintenance works and two Railway employees should inspect the tracks at a time, from safety point of view.
- 3) There is no resting place for Track Maintainers in KK-1, KK-2 and Tomka-KDJR Sections, which should be provided. Railway Board have issued instructions for provision of Tool Room-cum-Rest Room to be constructed from track renewal funds. He requested for construction of Tool Room-cum-Rest Room on priority basis in isolated areas.
- 4) He requested for supply of water filters with candle to the L.C. Gates from CSBF where there is no provision of water supply.
- 5) At TLHR yard, there is no pathway from Line No.2 to Line No.12. Running Staff are facing trouble in checking GDR. He requested for provision of pathway on the above lines. There is also inadequate lighting. Drivers are facing problems to check diesel at night. He requested for arranging pathway and proper lighting there.
- 6) At MCS, there are about 81 vacant quarters which are not fully repaired despite funds being met from Mechanical head. He requested for expeditious repair of the quarters and allotment of the same to the employees.
- 7) At MCL private siding, there is no rest room for line staff. He requested for provision of rest room there.
- 8) TLCs are intentionally harassing running staff.
- 9) Monitoring of inter-sectional timing in WAT division is causing immense tension and harassment to the Loco Pilots and it should be withdrawn.
- 10) Provision may be made for multi-storied parking system for two wheelers in Rail Sadan to meet the requirement of the Railway employees.
- 11) He wished that the New Year 2019 may bring happiness to GM, AGM, all PHODs/CHODs and all present there.

3. Address of Shri P.S.Mishra, GM/ECOR/BBS: -

GM thanked all ECoRSC office bearers and delegates present in the forum. He informed that earlier he had spent 4 $\frac{1}{2}$ years in East Coast Railway and knows ECoR very well.

He assured that he will get the issue of patrolman's beat length examined and see what best can be done.

He advised PCE to do a quick study of the requirements and plan to get ganghuts made at the earliest.

Regarding supply of water, he stated that best solution would be to procure

machines that make water from air and for this purpose, power can be obtained through solar panel.

Regarding pathway and lighting in TLHR yard, the same should be arranged. He advised PCEE to get the adequate lighting arrangements made there.

He advised PCPO to explore booking of a standard hotel, round the year, for attendants/companions of cancer patients, at Mumbai, through CSBF.

He also advised PCMD to process for installation of high end CT Scan Machine (of 118 slides or at least 64 slides) in Central Hospital (may be through PPP mode - as a staff amenity for land licensing purpose) to lessen the hardship faced by the Railway employees.

He stated that the issue of inter-sectional timing is not new. It is a very good tool for fair assessment of train running and planning of crossings for the Controller. In fact, earlier goods train time tables were being published for this. However, staff should not get punishment on this account. He advised PCOM to implement a cash award scheme also.

Regarding multi-storied parking system in Rail Sadan, he stated that he will get the issue examined.

The meeting ended with vote of thanks.

SECTION'B'
NEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
01.	46C-01-2018	<p><u>FILLING UP OF 02 NOS PHARMACIST POSTS OF CENTRAL HOSPITAL, MANCHESWAR.</u></p> <p>PCMD</p> <p>At present there are 06 Pharmacists working in Central Hospital at MCS. The existing work distribution is continuing i.e. 02 nos are in dispensary, 01 in Store, 01 no is engaged for local purchase and 02 nos for procurement (Medicine & Surgical) of consumable items.</p> <p>The present workload of Central Hospital has been increased in so manifold and by considering that workload PCMD/ECORly has created 02 more Pharmacists post on 21/12/2017 in addition to existing 06 Pharmacists.</p> <p>But, the newly created 02 nos of posts of Pharmacist are not filled up till date because of court case.</p> <p>In the above circumstances existing Pharmacists are shouldering high pressure of workload and they are suffering a lot.</p> <p>Therefore ECoRSC suggests that, if there is a problem to fill up of the 02 nos of pharmacists post now through divisional transfer, then administration should take appropriate process to fill up that 02 nos of post through contractual basis to get rid of the problem of existing pharmacists.</p> <p>REMARKS OF ADMINISTRATION</p> <p>Notification for re-engagement of retired Railway staff has been published on ECoRly website. If no suitable application is received, posts will be filled up through contract appointment, as per rules.</p> <p>DECISION</p> <p>Agreed & closed.</p> <p style="text-align: right;">(CLOSED)</p>
02.	46C-02-2018	<p><u>NON PAYMENT OF ADDITIONAL ALLOWANCE TO THE SENIOR PASSENGER GUARDS OF KUR DIVISION.</u></p> <p>PCPO</p> <p>Railway Board has instructed vide his RBE No-85/2017 dated 10/08/2017 to all Zones of Indian Railway (IR) to pay the Additional Allowance to the Senior Passenger Guards and Loco Pilots @ Rs. 750/- per month w.e.f 01/07/2017 categorically.</p> <p>It has already been implemented fully in WAT & SBP divisions</p>

without delay. But it is very unfortunate that, the KUR division has implemented partially i.e. for LP (G) only and not implemented for the Sr Passenger Guards.

It is also observed that, the Senior Passenger Guards of KUR Division are working very hard and bearing/shouldering all the difficulties of Administration to satisfy the bona-fide passengers and also maintained the punctuality. In spite of that they are deprived to get the Additional Allowance w.e.f 01/07/2017 to till date which is seen monopoly activities of KUR Division.

Apart from that, it is regrettedly mentioned here that, when Railway Board has clearly instructed categorically vide above referred RBE on 10/08/2017, after passing of more than one year, now KUR division has sent a letter on 19/09/2018 to CPO/(Admn) for seeking clarification in this regard which is only to cover the neglected attitude of KUR divisional authority which is quite injustice to the category of Senior Passenger Guards of KUR division.

Therefore ECoRSC urges to kindly issue necessary instruction to KUR Division to pay the Additional Allowance to Senior Passenger Guards of KUR division immediately to avoid further discontentment.

REMARKS OF ADMINISTRATION

Instruction has been issued from HQ/BBS vide letter No. ECoR/Pers/Clarification dated 14.11.2018. Payment will be made in the month of December, 2018.

DECISION

Same remarks.
Discussed and closed.

(CLOSED)

03. 46C-03-2018 PROVIDE SUBORDINATE REST HOUSE AT ANGL.

PCE

The nos of staff strength of ANGL station and ELS/ANGL including Running staff etc are near about 1000. The Railway staff of the ECoR Zone as well as other Zones are coming regularly in official duty to ELS/ANGL. After reaching at ELS/ANGL they are facing a lot of problems for their accommodation and they are forced to pay the rent of Hotel from their pocket. For that always Railway staff are annoyed and also they are felt very unhappy. Because of that the image of ECoRly is going down.

ECoRSC demands to provide a Subordinate Rest House inside the ANGL colony in an urgent manner.

REMARKS OF ADMINISTRATION

A proposal for construction of a Sub-ordinate Rest House at Angul will be initiated by Khurda Road division.

DECISION

Sr.DEN(Co)/KUR will be advised to expedite the estimate for construction of SRH at ANGL. He will also be advised to examine the possibility of getting SRH facility through construction estimate of ongoing works.

04. 46C-04-2018 **PROVIDE GENERATOR AND FIRE EXTINGUISHER IN MULTI-STOREYED BUILDING G/22(G+8) AT MCS FOR ZHQ STAFF.**

PCEE
PCE

It has been brought to the notice of this Organization that, the (G+8) multi-storeyed building which is successfully constructed by ECoR and total 32 Units have been occupied by the Zonal Head Quarter staff in the month of September 2016.

It is experienced that, the occupants of that building are facing lot of problems to climb through stair case to the top floor due to frequent failure of power supply. Due to that the staff with their family and small children are in difficult situation. This type of situation is continuously happened during hard/pick summer while mercury raises very high in many pockets of the state and the capital city at Bhubaneswar particularly.

In another aspect multi-storeyed building does not have any fire prevention arrangement to face any unwanted situation. It is also by the virtue of past experience in the length and width of Bhubaneswar city, many a times in various multi-storeyed building and Hospital the precious human lives are lost/thrown away due to negligence of fire prevention.

It is also apprised to the kind notice of administration vide this organisation's letter on 30/05/2018. But no action has been initiated so far.

ECoRSC urges, to consider the above both sensitive issues and should provide a suitable Generator and adequate fire extinguisher in order to provide relief and render fire prevention to save the precious life of the occupants and their family who reside in the said building and also to avoid staff discontentment at the earliest.

REMARKS OF ADMINISTRATION

Fire extinguishers are not provided to other multi-storied building like (G+3) flats at Zonal HQ. Qrs. BBS. However, for (G+8) multi-storied building, it will be provided for which requisition is under process.

DECISION

Division will process for provision of fire extinguisher for G/22(G+8) at MCS and also Division has planned to provide Generator supply for essential services by shifting the Generator from Palasa where new Generator/DG set is being sanctioned.

(CLOSED)

05. 46C-05-2018 NON PAYMENT OF DAILY ALLOWANCE TO THE SIGNAL MAINTAINERS OF ECoRLY AS PER DECISION TAKEN VIDE ITEM NO-23 OF 44TH ZPNM HELD ON 22ND & 23RD MARCH 2018.

PCSTE

It has been clearly mentioned in Para-704-I of IREM, Vol-I Chapter-7 that "Payment of fully Daily Allowance to all staff without the stipulation that they should be out of Head Quarters beyond 8 kms, for a period of exceeding 12 consecutive hours, irrespective of whether they attend to Break Down duties at the place of work/Head Quarter/Station limit or at their place of work or with less than 8 kms distance from their Head Quarters are allowed for fully Daily Allowance .

So this case was raised by ECoRSC in 44th ZPNM vide item No-23 held on 22nd & 23rd March 2018.

Accordingly the following decision was taken in said ZPNM for implementation of guidelines, for payment of daily allowance to the concern signal staff which is reproduce below.

Remarks of Administration.

The Sr. DSTEs have been advised vide Letter No-ECOR/S&T/BBS/Estt/1978 Dt:-15/02/2018 to implement the guidelines incorporated in Para-70A-2(ii) & (iii) of IREM, Vol-I, Chapter-7 and Accident manual Para-5-12 for payment of Break Down Allowance to S&T staff attending failures of S&T gears.

Decision

Same remarks. Discuss and Closed.

In this regard this organisation made a request to DRM/KUR, SBP & WAT through its letter No-ECORSC/CENT/DRM/18/115 dt: 25/07/2018 for taking necessary action to pay the said allowance immediately. But it is in vain. Although more than 08 months have

been lapsed, no spectacular progress for payment of Daily Allowance to concerned signal staffs are made till now. It is seen only deviation to the higher authority's order.

Therefore ECoRSC once again demands for immediate implementation of the decision taken in 44th ZPNM vide Item No-23 held on 22nd & 23rd March 2018 without taking any shadow of doubt and hesitation to avoid staff discontentment.

REMARKS OF ADMINISTRATION

DA/BDA has been paid to the nominated staff attending break down duties from the month of September, 2018.

DECISION

Proposal will be mooted by PCSTE for payment of Daily Allowance to Signal Maintainers as per extant rules in consultation with the associate accounts by February 2019.

(CLOSED)

06. 46C-06-2018 **PROVIDE CCTV CAMERA AT THE BOTH SIDE ENTRANCE GATE OF RAIL VIHAR, C.S.PUR, BBS.**

SDGM

There are 2 nos of Entrance Gate are existed at the both side of Rail Vihar. In that area different offices and different type of Railway Quarters for staff and officers are existed in Rail Vihar.

The then GM/ECORly/BBS Sj Rajiv Bishnoi had inspected the Rail Vihar Colony and in his inspection Note No-05/2015 dt:- 23/12/2015 vide point No-16 where in it has mentioned that the CCTV camera to be provided for surveillance under the entrance gate of Rail Vihar to prevent trace passers, unauthorised persons for safe-guard of Railway Colony as well as Railway property i.e. Rail Vihar, Bhubaneswar.

But it is regrettedly to mention here that more than 20 months are already been passed and there is no spectacular progress is realised so far to provide CCTV Camera at the both side Entrance Gate of Rail Vihar which is very unfortunate and in sub-ordination to the orders of the then General Manager of ECoRly.

Therefore ECoRSC urges to provide CCTV Camera at both the entrance gate of Rail Vihar immediately in order to honour the highest official's instruction and prevent trespassers and unauthorised person to Rail Vihar and safe-guard of Railway property immediately.

REMARKS OF ADMINISTRATION

To be discussed in the meeting.

DECISION

It will be implemented. A survey will be done very shortly.

07. 46C-07-2018 **NON ACCEPTING OF OWN REQUEST INTER ZONAL AND INTER DIVISIONAL TRANSFER APPLICATION BY WAT DIVISION.**

PCEE

Now the existing running staff cadre (Loco) operated in excess by 100 nos (Approx) than the sanction cadre which seen in excess than requirement of WAT division.

Simultaneously the own request transfer application of Inter Zonal Transfer are not entertained by the authorities (From top to bottom) which is clearly violating the Railway Board's guidelines and also it is realised indirectly harassment to the Running staff of WAT Division.

Apart from this activities, it is also come to know that, all the earlier applications of own request transfer has been regretted by the DRM/WAT since three/four months back and instructed to the Branch officers not to accept/entertain any own request application from the staff.

Because of this such type of vindictive activities, concerned running staff (ALP/SrALP/LP) are in puzzled mind and state of panic which is not good sign for the system, as they are playing a vital role for running the trains. For this neglected attitude any time any unwanted situation may happen.

In this connection this organisation brought to the kind notice of GM on 20/09/2018 vide letter No-ECORSC/CENT/GM/18/152 dated 20th September 2018.

This organisation feels disappointment and demands to issue necessary orders to the authorities of WAT Division to accept the own request application from Running staff of WAT Division to avoid the discontentment of running staff of WAT division early please.

REMARKS OF ADMINISTRATION

Cases are considered based on availability of staff for train operation. Interest of our Railway is given priority while dealing with such cases.

DECISION

Policy guidelines will be issued regarding forwarding of application of the IROT & IRMT in line with SECR with the approval of Competent Authority.

As per extant provision the application submitted by the employee should not be held up at the level of Sr. Supervisor/Officer under whom the employees are working and the decision should be taken within the target date given in the charter of employees given by Railway Board (RBE No. 205/2017).

(CLOSED)

08. 46C-08-2018 **PROVIDE THE WATER FILTER IN ALL LEVEL CROSSING GATES OVR ECoRLY.**

PCE

It has come to knowledge of this Organization that, there are a good nos of manned level crossing (LC) Gate are existed over the ECoRly. Some of LC Gates are provided with hand bore wells for drinking water purpose. But out of the total nos of hand bore-well, many hand bore wells are in defunct condition and if functioned, then the water is total unhygienic. Because of non availability of drinking water, the Gate Keepers are facing a lot of problems. It is also brought to the notice of DRM/KUR on 10/10/2018 vide this office letter No-ECORSC/CENT/DRM/KUR/18/162 But still no action is initiated.

Therefore ECoRSC demands to provide the Water Filter (Manual) to each Gates over the E.Co.Rly immediately to avoid health hazard of Gate Keepers.

REMARKS OF ADMINISTRATION

There is no provision to supply Water Filters by Engineering department. In case of any complaint received from the LCs, IOW staff are attending the same. Periodical checks of water sample is being done by Health Inspector and IOW jointly.

DECISION

Possibility will be explored for providing clean drinking water to all Gatemen of ECoR by providing water filter (candle). CSBF Committee may also be requested to give assistance from CSBF fund.

(CLOSED)

09. 46C-09-2018 **FIXING OF KILOMETRES OF BEAT OF A PATROLMAN (ENGG.) FOR ECoRLY UNIFORMLY.**

PCE

It is observed that, the beat of patrolman are fixed in haphazard manner (i.e. 14 KMs, 16 KMs and 18 KMs) over the ECoRly which is beyond the tolerance of a human being. The patrolling is conducting only to meant for safety and running the trains safely. But in reality a Track Maintainer is unable to walk 14 to 18 KMs normally within the duty period. During the period of patrolling a patrolman has to watch very cautiously of every kind of track safety which is a very important task so far the duty of patrolman

is concerned

When a Track Maintainers unable to walk 18 KMs, then how it is expected he ensure to perform the duties of a patrolman? And how the trains will run safely.

It is also noticed that, there is no uniform fixation of distance of beat for patrolman over Zone and the Kilometre limitation is not fixed uniformly. As per the choice of SSE (P.Way) In-charges, the beats are fixed by the In-charges in different manner i.e. for 8 KMs, 16 KMs, 18 KMs, which is quite illegal and unsafe working.

ECoRSC demands to fix the beat of a patrolman over Zone uniformly to run the trains safety and SSE (P.Way) should be instructed to follow the same accordingly.

REMARKS OF ADMINISTRATION

The beat of patrolman is decided as per para 1004 of IRPWM. This is as under:

- a) As far as possible each block section will be treated as a unit and the length will be divided into equal beats. The length of each patrol beat should not normally exceed 5 km where the block section is more than 10 km, an intermediate flag station, if any, or any other suitable point may be fixed as intermediate station, to keep the length of beat at about 5 km.
- b) The walking speed of a Patrolman may be taken as 3 km per hour.
- c) The maximum distance covered by a Patrolman should not normally exceed 20 km in a day.

DECISION

The matter will be examined and necessary instructions will be issued to divisions by February 2019.

(CLOSED)

10. **46C-10-2018** **PROVIDE NEW 13 METRE LADDERS TO ALL OHE DEPOT OF ECoRLY.**

PCEE

It has come to notice of this organisation during the Padayatra that the 13 metre ladders which are supplied by the administration in all OHE Depot over Zone are 10 to 12 years old and are in unsafe condition. Because of that, the staff are attending the OHE failures in a unsafe manner. For that, any unwanted incidents at any time may happen.

ECoRSC demands to provide minimum 2 new ladders in each OHE Depot of ECoRly by replacing the old ladders which are in unsafe

condition immediately.

REMARKS OF ADMINISTRATION

Ladders will be provided of appropriate size and dimension.

DECISION

Instructions have been issued to certify the fitness of the ladder six monthly by SSE concerned and yearly by Assistant Officer concerned. Copy of instruction will be handed over to ECoRSC.

(CLOSED)

11. 46C-11-2018 IMPLEMENTATION OF THE DECISION OF ZPNM.

PCE

The provision of Gang Rest Room to each Gang issue was raised by ECoRSC in 42nd ZPNM vide Item No-10 and decision was taken in Review Agenda No-43 of 44th ZPNM that, **keeping in view the Railway Board's letter dated 05/02/2008 the divisions are instructed for taking follow up action vide letter No-W4/377/Policy/Pt.IV/1962 dated 01/03/2018.**

Already seven months has been passed to the decision, but nowhere any development is noticed.

ECoRSC demands to implement the above decision of ZPNM without any further delay and provide the Gang Rest Room to each Gang over ECoRly zone by utilising the funds from Track Renewal Works/RRSK.

REMARKS OF ADMINISTRATION

130 gang huts have already been provided by converting Gate lodges of closed LC's etc. Planning has already been done to provide gang huts, charging the expenditure to sanctioned Track renewal works to the extent possible.

DECISION

The progress will be reviewed and if necessary, suitable instruction will be issued by HQ to the divisions (DRMs) to expedite the work. Additionally, it will be ensured that closed gate lodges are actually transferred to gang staff. All divisions will be asked to submit detailed phase wise implementation programme by February 2019.

12. 46C-12-2018 **PROVIDE MULTI-STORIED TWO WHEELER PARKING PROVISION IN RAIL SADAN.**

PCE

All the Head Offices of all the department including construction has been accommodated in the Rail Sadan & now the capacity of Rail Sadan on roll strength is near about 1500. But the existing place which is provided for two wheeler parking is not adequate.

The existing two wheeler parking shed was provided at the time of initial opening of Rail Sadan. At that time the no of staff was below 1000 nos. Now the nos of staff strength has been increased beyond 1500 due to shifting of Construction Office from Rail Vihar to the new building in North Block of Rail Sadan. Because of that the existing parking place is very much inadequate for the present Rail Sadan staff.

Further there is a shortage of space in Rail Sadan premises to make new two wheeler parking place.

Keeping in view the above, ECoRSC demands to provide the multi-storeyed two wheeler parking place by upgrading the existing parking place of Rail Sadan early

REMARKS OF ADMINISTRATION

Construction of multi-storied two wheeler parking in Rail Sadan is no feasible due to space constraint. However, one additional two wheeler parking shed by the side of SBI ATM has been constructed to accommodate parking of additional 80 Nos. Two wheelers.

DECISION

A survey will be done and decision will be taken accordingly.

13. 46C-13-2018 **PROVIDE STAFF VAN TO TRANSPORT THE STAFF FROM DEPOT TO BREAK DOWN POINT.**

PCEE

It is observed that, to attend the LHS, FOB & Crane works etc etc, the OHE/CTC staff are moved towards Paradeep (PRDP), JJKR etc. etc, Administration carried the staff those who are booked from CTC depot to failure spot by the truck which is quite wrong & illegal. Because the Truck is provided to transport the materials from depot to work spot and back only. Further the materials transport vehicle is not permitted to carry the staff from depot to work spot as per motor vehicle act. When the staff are going to attend the failure by Truck if any accident occurred, at that time the staffs are not able to get any compensation, the cause is better known to all.

Keeping in view the above problem, ECoRSC demands to stop this practice immediately and provide a Staff Van to CTC depot as well

as in other depots of ECoRly to transport the staff from OHE depot to failure spot and back for the betterment of staff and Railway.

REMARKS OF ADMINISTRATION

Vehicles have been provided on need basis.

DECISION

No staff will be allowed to go by Truck. Staff may go inside the Cabin of Truck, if permissible under the Motor Vehicle Act. However, at present Sr. Supervisors are empowered to hire vehicles for movement of staff to the break down site.

(CLOSED)

14. 46C-14-2018 SEGREGATION OF CADRE BETWEEN OHE & PSI OF KUR DIVISION LIKE WAT DIVISION.

PCEE

It has come to know that as per rule the nature of work of OHE and PSI is fully separate. The staff of OHE are trained in maintenance and PSI staff are trained in sub-station work. But it is seen when the PSI staff are promoted, Administration has posted them as Technicians in OHE and when the OHE staff promoted, Administration has posted them as Technicians in PSI which is quite illegal. For the above reason the staff strength position in both the Wing (OHE & PSI) are imbalanced always and they are not able to ensure their duty practically.

Therefore, ECoRSC demands to bi-furcate the cadre of OHE & PSI of TRD department in KUR Division early like WAT Division for better working system.

REMARKS OF ADMINISTRATION

WAT is an old electrified division and there is separate cadre of OHE and PSI. KUR is comparatively new electrified division with a smaller cadre. So, KUR division is having a combined cadre and will continue to have a combined cadre.

DECISION

A uniform policy may be followed after consultation with both the organized labour unions, PCEE and PCPO. A meeting will be held on 24th January 2019.

15. 46C-15-2018 FOR CONSIDERATION OF ONE SHIFT WORKING SYSTEM IN THE PRS COUNTERS DURING THE TIME OF PUJA (FESTIVAL) HOLI, DURGA PUJA & DIPAWALI IN ECoRLY.

PCCM

The above festivals are being celebrated by the most of people, and also very important festival of india.

In the celebration of above festival days the public are usually not coming to PRS counter physically for purchasing the Tickets in 2nd shift in Dipawali & Durga Puja and 1st shift in Holi for that the concerned PRS staff are sitting idle.

It is fact that, in most of the Railways are permitted for one shift working system i.e. from 8.00 am to 14.00 pm of PRS counter depending upon the feasibility of the local Administration on the above festivals.

Earlier ECoRSC has raised this issue vide Item No-17 of 40th ZPNM which was held on 8th & 9th December 2016 and it was discussed and closed with a condition that, **ECoRSC will furnish the copies of order if any issued for closing shifts in PRS counter during certain festival at non-metro location of other Zone.**

Now it has come to know that, the geographical jurisdiction of South East Central Railway is non-metro city and the PCCM of SECR has issued order on 18/10/2018 to close the 2nd half of PRS counter during Dasahera & Dipawali.

ECoRSC once again raised this item in this ZPNM for taking a policy decision for one shift on the above festival like South East Central Railway early.

REMARKS OF ADMINISTRATION

Due to proliferation of e-tickets and under utilization of PRS counter, ECoR has closed 3 (1each) No. of counters at CTC, BBS & VSKP stations and 19 ECRCs rendered surplus who are being utilized in UTS counter/Divisional office for miscellaneous work. Utilization of PRS counters at BBS, CTC, PURI, VSKP on festive days i.e. Dussehara, Kali Puja, Lakshmi Puja is also substantial which varies from 54% to 92% in comparisons to transaction on regular days.

It has been ascertained from Eastern & South Eastern Railway that all PRS offices over Kolkota and Howrah area only are closed in one shift on the occasion of Durga Puja, Lakshmi Puja & Kali Puja/Diwali for which orders are issued by CCM (PM)/Eastern Railway along with Press Notification for information of general public. Similar arrangements are not made for other locations on divisions of ER & SER divisions of ECoR have been advised to examine utilization during specific festivals at specific locations based on which a case to case basis a call can be taken for closing any PRS counter for one shift if warranted. At the same time

Divisions have been advised to carry out review of working of PRS counter based on present workload and demand, so that counters where there are very poor demand can be closed.

ECoRSC may furnish copies of orders, if any, issued for the closing of shifts during Durga Puja, Lakshmi Puja, & Kali Puja/Diwali at other non-metro locations of ER, SER, SR & SCR so that a decision can be taken on the above issue.

DECISION

Efforts will be made from Commercial Department as well as ECoRSC to find out any such instructions have been issued on other zonal Railways. Decision will be taken thereafter.

(CLOSED)

16. 46C-16-2018 NON COMPLETION OF BLOWING PLANT OF ELS/ANGL.

PCEE

Due to non-providing of Blowing Plant in ELS Shed, the SIB Blowing, Loco Blowing, PI Blowing etc are conducting in many places haphazardly without any planning.

The Loco holding capacity of ELS Shed has been increased two times as on date. Because of that, the Blowing work has been increased. Due to conducting of Blowing in various places of ELS Shed openly, the dust pollution spreaded over entire Shop, for that the employees of ELS Shed are working in a polluted atmosphere always which may affect to their body.

The Blowing Plant work of ELS/ANGL was started since 2/3 years back. But still the work has not been completed.

ECoRSC demands to stop the conduction of Blowing in various places and fix a particular place for Blowing or the Blowing Plant of ELS/ANGL to be completed immediately to protect the life of the workers of ELS/ANGL.

REMARKS OF ADMINISTRATION

Work of blowing plant at ELS/ANGL is a sanctioned work and being executed by Dy.CE/Con/ANGL. He has been requested for completion of work as early as possible. The above work is sanctioned against augmentation of holding capacity 150-200 AC Locos.

DECISION

New blowing plant will be completed by 28th February 2019.

(CLOSED)

17. 46C-17-2018 **PROVIDE THE STAFF REST ROOM TO THE RAILWAY STAFF OF C&W DEPOT OVER ECoRLY ON FIRST PRIORITY INSTEAD OF CONTRACTOR.**

PCME

The staff of C&W/BBS, PUI, SBP & VSKP particularly are suffering due to non providing of staff rest room. It is observed that, out of total existing rest room in the above Shed of ECoRly 80% rest room are occupied by the contractor, for their contractual staff.

Further so many rooms are allotted by the administration in the depots to keep the contractual materials and to run the contractual office. At the same time the bona-fide Railway Employees are not getting the rest room facilities.

Because of that, the Employees of Railway are forced to request the contractor to allow them to take rest in those rooms which is seen very injustice.

As the Employees are the pillar of Railway and they are keeping the image of ECoRly in high, they have to enjoy the rest room facilities on first priority instead of the contractual staff.

ECoRSC demands to provide the minimum rest room as per the staff strength of each individual depot on top priority to avoid staff discontentment.

REMARKS OF ADMINISTRATION

Railway staff are also using the same Rest Room. Proposal for 02 Nos. of Porta Cabins have been sanctioned, which will be used as Rest Room for staff at PUI. Proposal for BBS is under process. As regards VSPS, the facility exist in sanctioned work of PINK Book No. 538 of 2018-2019, which is under execution.

Rest room has been provided for both male and female staff working in coaching depot/SBP. However, male staff taking rest at the nominated room is not adequate, for which necessary action will be taken during the modification work likely to be carried out in the coaching depot.

DECISION

Some proposals have already been moved for creation of more rest rooms in addition to the existing one as per above remarks. The requirement will be found out and proposal would be made accordingly. GS/ECoRSC will be intimated of PCME programme to visit coaching depot. So that he can bring to the notice of PCME

18. 46C-18-2018 **STOP THE BIO-TOILET OPEN SYSTEM ON THE WORK SPOT OF EACH DEPOT.**

PCME

It is observed that, after placement of rake in the pit, the Bio-Toilets are opened by contractual staff on the pit in the BBS, PUI, SBP, VSKP depots for cleaning. The waste of Bio-Toilet is spread over the pit area fully. After spreading over the contractual staff are spraying the water on that waste. Because of that, the entire pit area is polluted.

After polluting the pit and after spreading over the waste in pit area the staff are booked for maintenance. For that the maintenance staffs are forced to work over the waste spread area unwillingly. Due to the pollution the staffs are facing a lot of problems regularly and reluctance to maintain the rakes in that area.

Keeping in view the above and to save Railway employees from skin disease, ECoRSC demands not to open the Bio-Toilets and also not clean the Bio-Toilets after placement of rake in pit of all the depot.

REMARKS OF ADMINISTRATION

During maintenance, Bio toilets staff will follow proper procedure and use proper tools and equipments so that the pit line remains clean and filth free for the under gear/upper gear maintenance.

DECISION

The system of eco-friendly disposal of bacteria material with the use of Suction Machine is under process of implementation in all depots. The machines have been procured by some of depots and soon all depots will be provided by the Suction Machines. Contractual labors handling the job, particularly in the PUI Depot will be trained in proper procedure. It shall be ensured that no faeces material is discharged in the pits. Instructions will be issued by PCME in this regard and the copy will be given to ECoRSC.

(CLOSED)

19. 46C-19-2018 **REVIEW THE CADRE OF BBS, PUI, VSKP, SBP & TIG DEPOT AS PER YARD STICK.**

PCEE,
PCME

As per the official record the cadre review of BBS, PUI, VSKP, SBP & TIG depot are not been conducted since 2003.

The workload for primary and secondary maintenance has been increased due to the nos of coaching trains are increased tremendously, on the other hand the staff strength has been reduced as on date due to superannuation and other unnatural death.

Because of that the existing employees in nos is reduced from 100% to 60% and the existing 60% employees are forced to give output of the 100% staff which is very unjust and over load to them.

The Railway Board's instruction has already been issued to create new posts for new trains and new activities, which is not implemented in ECoR since long, because of that the existing staff are over burden.

ECoRSC demands to review the cadre of the above C&W depots on the basis of existing workload early.

REMARKS OF ADMINISTRATION

Zero base cadres have been reviewed by KUR Division. Additional manpower has been proposed for both the chg. Depots of KUR. Proposal for creation of 300 posts has been submitted to HQ finance on 22.11.2018. A proposal from SBP division for creation of 36 posts in C&W cadre was submitted to Railway Board for release of money value from Railway Board.

DECISION

After the proposal concurred by Finance, if it is not possible to create within the Zonal level, the proposal will be sent to Railway Board.

(CLOSED)

20. 46C-20-2018 STOP HARASSMENT OF RUNNING STAFF BY THE TTE WHEN RETURNING TO HEAD QUARTER OR NEAREST RUNNING ROOM AS PILOT.

PCCM
PCOM

It has come to knowledge of this organisation that, a good no of running staff are also relived in various road side stations due to operational difficulties and long hours.

After relieved they are proceeding towards either the nearest running room or returning to Head Quarter as Pilot as per the instruction of section controller.

But, they are facing a lot of problems while travelling in train due to non availability of duty pass or any authorization letter and are harassed by the Ticket Checking staff. Some time man handling cases are also occurred between Ticket Checking staff and running staff in front of the passenger which is severely affected the image of ECoR and also creating an unhealthy atmosphere.

To avoid this situation, ECoRSC suggested either instruction to be issued to the Commercial department to allow the relieved Running staff in the train those are having Identity Card and with uniform

while on duty or issue the authorization letter or duty pass to cover the journey by the station master of that particular station at which the Running staff are released.

REMARKS OF ADMINISTRATION

As per section 559 (i) of Railway Act nobody should entrain the train without valid journey authority like ticket, pass or obtained permission from an authorized Railway servant. Hence, the Loco Pilots should be advised to collect duty pass from Station Master, where they were relieved.

DECISION

After examining the issue, a joint procedure order (JPO) may be issued by PCOM, PCCM, PCEE & PCPO.

21. 46C-21-2018 **STOP DEDUCTION OF WATER CHARGES FROM THE EMPLOYEES WHERE THE WATER SUPPLY SYSTEM IS IN DEFUNCT CONDITION/NOT EXTENDED.**

PCE

On a procedure bound the House Rent, Water Charge and Electric current Charges are being recovered from the Railway Employees those who are in occupation of Railway Quarter regularly through their salary over ECoRly (i.e. Railway Colony and road side Quarters).

It is seen that the Electric current charge has been recovered basing on the meter reading only and the House Rent and Water Charges are recovered as per the guideline/instruction of administration from time to time.

But it is observed that the Water Charges are recovered from the salary of employees those are occupied Railway Quarters in road side stations and other important stations where there is no water supply and where inadequate water supplied. Because of that staff are paying water charges without getting the water which is not justified.

Therefore ECoRSC demands to arrange for a survey of the water supply position where there is no water supply is made or in defunct condition or no pipeline is connected. The deduction of water charges should be stopped till the qualitative and proper quantity of water supply is ensured.

REMARKS OF ADMINISTRATION

Division has been advised to provide piped water supply arrangement in all Railway quarters of Railway colonies where at present water supply is not done through piped supply.

Regarding charges for water supply divisions have been advised to follow instructions of Railway Board.

DECISION

Divisions will be instructed to get the water charges deducted only if piped water supply is made available to the residents in terms of Railway Board's letter.

(CLOSED)

22. 46C-22-2018 **SUPPLY OF UNIFORMS TO THE S&T MAINTENANCE STAFF AS PER RAILWAY BOARD'S ORDER DATED 20/07/2016.**

PCMM
PCSTE

As per Railway Board's Letter No-2015/Sig/E.Non.Gaz/1 dated-20/07/2016 where in it is instructed that, the S&T staff are engaged in maintenance of S&T equipment which are critical to the safe running of trains. They have to work on Track for maintenance of Points, Machines, Track Circuits and other equipments even during adverse climatic conditions. So the prescribed items should be supplied to them immediately.

Board has also clearly issued a guideline and emphasized for immediate implementation of this order because some S&T maintenance staff were hit/run over by train while performing maintenance duties on Track.

Vide Para-4 of Railway Board's letter dated 20/07/2016 it has been specified for supply of following Uniforms (T&P) items to the signal staff.

- Foot Ware : One Pair per year.
- Luminescent Jacket : One in two years.
- Rain Coat : One in three years.
- Shoes : One pair per year.

But it is utterly surprised to mention here that, despite repeated approaches at different levels the prescribed items are not supplied to the concerned staff till date. After lapse of more than two years, no spectacular progress/arrangements also realised which is very unfortunate.

In the above circumstance, ECoRSC demands to supply the above items as prescribed by Railway Board for the concerned Signal maintenance staff particularly to the MSM, ESM, TCM, Cable Jointer, Helpers etc by implementing the above instruction of Railway Boards immediately.

REMARKS OF ADMINISTRATION

a) As per 7th PC recommendation vide Railway Board's

memorandum No. 19051/1/2017-E.IV dated 02.08.2017, uniform allowance is being paid to the staff instead of supply of uniforms. The uniform/dress allowance includes shoe allowance.

Separate safety footwear are being supplied to staff in three division as follows: -

- 1) SBP division-issued to the staff
 - 2) WAT division - P.O. issued for 225 pairs. Materials will be issued after receipt.
 - 3) KUR Division - Indent under process.
- b) In KUR division, Rain Coat is distributed to the staff in the month of December, 2017-January, 2018 & Luminescent jacket were issued to all the subordinates & to the staff under Sr. DSTE/KUR in the month of September, 2017.

DECISION

PCSTE will issue guidelines to divisions to follow the Railway Board letter 20.07.2016. The concerned Branch Officer will place indent on Sr.DMM concerned for procurement of the said items on non-stock basis.

(CLOSED)

23. 46C-23-2018 **NON FUNCTIONING OF SAFETY LUGGAGE SCANNER MACHINES PROVIDED AT IMPORTANT STATIONS OVER ECORLY.**

PCSC

This has come to the notice that, the Railway Administration has installed "Luggage Scanner" machines in important station like at PUI, BBS, CTC, SBP VSKP etc to check the bags and luggage of the Rail users/travellers before their entry in to the Railway platform as well as train in order to detect and prevent explosive materials to stand like a barrier for safe guard of Railway property and human lives those who are travelling by trains and Railway staff also. It is under the operational control of security department by deputing two RPF personal per shift.

But it is observed that, most of the said machines are in out of order condition since long and not able to solve its purpose. And in other hand Administration has deployed staff having without any work of Scanner unnecessarily which is causing loss to Railway.

Therefore ECoRSC suggests that, the defunct Luggage Scanners should be repaired immediately under AMC otherwise that should be removed and concerned deployed staff may be withdrawn to avoid unnecessary financial loss of Railway Administration.

REMARKS OF ADMINISTRATION

The Luggage Scanner Machines are installed at PUI, BBS, CTC & VSKP are presently in good working condition, but in SBP division Luggage Scanner Machine has not been provided. It is also

mentioned that sometimes Luggage Scanner Machines are not properly functioning for which difficulties are faced. However, all Divisions have been advised for repair under AMC for the defunct Luggage Scanner as and when required.

DECISION

Whenever the machine is not functioning, immediate report is given to the concerned Agency. Regarding non-functioning for several months, it will be verified.

(CLOSED)

24. 46C-24-2018 **PROVIDE THE INDIVIDUAL PVC OVER HEAD TANK IN ALL QUARTERS AT RETANG COLONY, KHURDA ROAD.**

PCE

The Retang Colony at Khurda Road is having total 831 nos of Railway Quarters and all the Quarters are having concrete roof. Out of which 130 nos of Quarters are already been provided with PVC over head tank to facilitate the water supply round the Clock (24 hrs) since 04 years back. But the remaining 701 quarters are not yet provided PVC over head tank. For which the occupants are unable to get that opportunity for 24 hrs water supply system in their Quarters.

But the recovery of water charges which is being effected from the occupants of 701 Quarters who are not facilitated with PVC tank meant for 24hrs water supply at par with the occupants of remaining 130 nos of Quarters those who are already provided with PVC water tank which is quite irregular and injustice. And it is also practically realised that, nobody has initiated any efforts still to extend that opportunity to the occupants of remaining 701 Quarters who are suffering with very acute problem without getting proper quantity and qualitative of supplied water.

This issue has been discussed in Divisional PNM of KUR Division in several times. But due to funds constrain and other difficulties, Division is not able to initiate to provide the same.

Therefore ECoRSC demands to provide the facilities of PVC over head water tank to 701 nos remaining quarters at Retang Colony, Khurda Road by spending the funds from 1% of Additional amount of departmental charges levied to all deposit works against staff amenity work including also private siding work executed by Railways enforced vide CE/Planning/BBS's letter NoW1/456/Deposit Woks/Codal Charges/2776 dated 27/03/2018 at the earliest.

REMARKS OF ADMINISTRATION

Total 831 nos. of Railway Quarters at Retang Colony. From 831 nos. of quarters, 787 nos. are habitable quarters. Out of 787 nos., 251 nos. of Railway quarters have been provided with over head

water tank. For balance 536 quarters estimate proposal has been initiated.

DECISION

Possibility of providing overhead tanks from plan head 52 failing which from codal charges will be explored by June 2019.

(CLOSED)

25. 46C-25-2018 TRANSFER OF PROPORTIONATE QUARTERS FROM MECHANICAL POOL TO ELECT (OP) POOL OVER ECORLY.

SDGM
PCME
PCEE

Earlier, the ALP/SrALP/LP were working under the control of Mechanical department and the total Quarters are distributed to Mechanical (Loco) Pool. Subsequently their services has been transferred to Electrical (OP) department because of electrification.

But it is observed that, the Railway Quarters in more nos which are distributed to running staff of Mechanical Pool, now lying vacant because, the employees of Mechanical (Loco) are been transferred to Electrical (OP) Pool and they are unable to apply against Mechanical (Loco) Pool Quarters also.

In the other hand the percentage of Quarters allotted for Electrical (OP) Pool is very less and as per the % of the staff are transferred from Mechanical (Loco) to Electrical (OP), the Quarters in same ratio has not been transferred to Electrical (OP) Pool from Mechanical (Loco) Pool.

Still 80% of Quarters are in Mechanical (Loco) Pool, inspite the Mechanical (Loco) staff are not available now and the Electrical (OP) staff are not able to apply also due to the Quarters are notified in Mechanical (Loco) Pool only. For that the Electrical (OP) staff are facing a lot of problems and because of that only the Quarters are remained in vacant condition and going to damage which is seen loss of revenue to Railway.

Therefore ECoRSC demands to take necessary arrangement immediately to transfer the Quarters proportionately on the basis of existing staff strength on roll of both the department i.e Mechanical (Loco) and Electrical (OP) to avoid discontentment of the staff and in order to provide better accommodation to the staff of Electrical (OP) department which is in short fall.

REMARKS OF ADMINISTRATION

Quarters belonging to Running staff of Mechanical pool have already been handed over to Elect. (OP) pool along with files on 28.11.2018.

DECISION

Instructions will be issued by PCME's Office for prorata transfer of staff quarters in ratio of staff of Mechanical (Running) transferred to Electrical (OP) to Divisions with a copy to GS/ECORSC.

(CLOSED)

26. 46C-26-2018 **EARLY IMPLEMENTATION OF RAILWAY BOARD'S ORDER VIDE RBE NO-151/2018.**

PCPO
CSO

Experiencing the constrains of Railways safety category staff due to hazardous and strenuous duties as well as to render some relief to them Railway Board has extended a provision for voluntary retirement for willing safety category staff on completion of stipulated service period and age with employment assistance facility of one ward against LARSGESS scheme.

Accordingly the scheme was successfully going on implementing by the administration for quite some time over Indian Railway as per the instructions on the subject issued time to time by Railway Board.

But due to facing of a good nos of court case on the issue in the court of Law at various states as well as at Hon'ble Supreme Court and realizing the time taking factor for finalisation of court cases Railway Board vide his letter No-E(P&A)I-2015/RT-43 dated 27/10/2017 has directed to all GMs to keep the on going LARSGESS scheme on hold till further order.

In obedience to the above orders of Railway Board the cases of LARSGESS which were already processed and retirement accepted also are with held for further processing w.e.f. 27/10/2017 suddenly. Due to above the staff concern whose cases are at final stage are got disappointed.

Now Railway Board vide Letter No- E(P&A)I-2015/RT-43 dated 28/09/2018 has issued instructions to all GMs over IR to continue to offer the appointment to the wards of such employees who have already retired under LARSGESS scheme before 27/10/2017 with the approval of competent authorities.

Keeping in view the constrains of such retired employees as well as aspirant wards of such employees, ECoRSC urges before Administration for implementation of Railway Board's order dated 28/09/2018 forth with and finalise those cases which are processed as on the date i.e. 27/10/2017 early.

REMARKS OF ADMINISTRATION

No such cases are pending in any division.

DECISION

The required information has already been sent to Railway Board.

(CLOSED)

27. 46C-27-2018 NON IMPLEMENTATION OF 34TH ZPNM DECISION ABOUT FIXATION OF MINIMUM GUARANTEED KILOMETREAGE FOR THE RUNNING STAFF OVER ECoRLY.

PCOM

PCEE

PCME

For ensuring payment of minimum guaranteed mileage to the Running staff, Railway Board vide Para-3-12(ii) of his letter No-E(P&A)II-80/RS-10 Dt:-17/07/1981 has issued instruction that each Railway in Association with DRMs will arrange to identify such sections which do not have the potential for enabling the Running staff to earn adequate kilometreage within the stipulated duty hours. Apart from such sections if there are any circumstance where the prescribed type of duty allotted to the running staff does not allow them to earn adequate kilometreage, they shall also be identified. For those identified sections and in the other exceptional circumstances the running staff will be paid at the rate of Rs. 120/- kilometreage for the full stipulated duty hours.

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

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

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

In spite of that the divisions are not caring to the decision of ZPNM and not fixed the MGK still for example-

This issue is continuing in the divisional PNM of ECoRSC/KUR division since the 3rd PNM/2015 and dropped during the 1st PNM of 2018 with the Administrative remark that **"Being it is a policy matter, decision shall be taken at HQrs level"**.

Therefore this issue is raised again after lapse of 3 years in this forum and demands for immediate implementation by taking into Account the Railway Boards order dated 17/07/1981, No-E (P&A) II/84/JCM/1 date 02/02/1985, 18/02/1985 and No-E(P&A) II-85/FE-4/3 dated 25/05/1985 for allowing minimum guaranteed kilometrage (MGK) to running staff of ECoRly.

REMARKS OF ADMINISTRATION

Most of the short sections have been identified & last MGK sanctioned vide COM/BBS letter No. ECoR/Optg/RSM/105 dated 22.11.2018.

Fixation of minimum guaranteed kilometrage for the running staff over ECoR have been done vide memorandum No. ECoR/Pers/Bills(NG)/Running/Allowance/21 dated 21.11.2018, ECoR/Pers/R/Running/Allowance-21 dated 11.04.2017, EcoR/Pers/R/Running/Allowance-21 dated 27.07.2016, ECoR/Pers/R/Running Allowance/21 dated 10.04.2015, ECoR/Pers/R/Running Allowance/21 dated 03.09.2015, ECoR/Pers/R/Running/Allowance/21 dated 05.11.2015, ECoR/Pers/R/Running Allowance/21 dated 12.11.2014.

If any section is left out, the same will be considered after receiving proposal from Division.

DECISION

Division should conduct the joint running staff meeting regularly and there they should discuss the issues where there is no minimum guaranteed kilometers to the running staff accrues.

(CLOSED)

28. 46C-28-2018 **NON IMPLEMENTATION OF RAILWAY BOARD'S INSTRUCTION TO CHANGE OF ROSTER FROM EI TO CONTINUOUS OF GATE KEEPERS WORKING IN ENGINEERING L.C. GATES.**

PCE

As per the Board's order earlier the duty roster of Gate Keepers working in Engineering L.C. Gates were 08.00 hrs under continuous roster where the TVU is 25000 and above, But that order has been changed by Board and fresh order issued by Railway Board vide letter No-2012/E(LL)/HER/23 dated 28/06/2012. In this letter Board has classified the L.C.Gates basing on the TVU and specified the minimum Gatekeepers in number as follows.

SL No	Class of L.C Gate	TVU	Minimum Gate register	Nos of Keepers
1.	Special Class	50,000 and above	03 (Three)	
2.	'A' Class	30,000 to 50,000	02 (Two)	
3.	'B (1)' Class	25,000 to 30,000	02 (Two)	

4.	'B (2)' Class	20,000 to 25,000	02 (Two) if manned. (one, if the gate closed and looked at night in accordance with the provision of GR 16.03).
5.	'C' Class	Less than 20,000	02 (Two) if manned. (one, if the gate closed and looked at night in accordance with the provision of GR 16.03).

In spite of the above order still Administration is acting adversely and not declared the Gates as special class those LC gates are having above 50,000 (Fifty Thousand) TVU since two years back, which is violating the above guideline of Railway Board.

Now in comparison to year 2008-2009 and as on date the nos of Train movement as well as vehicle movement have drastically been increased. For which the workload on the existing staff are increased in many folds.

Keeping in view the above and on the demand of NFIR, Railway Board has issued instructions to the General Manager (P) of all the Zonal Railways vide Para-2 of his letter No-2013/E(LL)/HER/23 dated 30/09/2016 that "in-terms of Rule-3 of the Railway servants (hours of work and period of rest)Ruel-2005(RBE No-131/2005) the Head of Railway Administration (or CPO of delegated) is the prescribed authority to decide the classification/working hours of Railway servants. Accordingly Zonal Railways should conduct factual job analysis for deciding classification/duty hours of Gate Keepers.

In view of above all point ECoRSC demands to implement continuous roster in all the L.C Gates by declaring special class where the TVU is 50,000 or above first then go for Job Analysis for other Gates where the TVU is less than 50,000 over ECoRly early.

REMARKS OF ADMINISTRATION

Fresh TVU as per latest norms is being taken based on which classification of LC will be made. Job analysis wherever is to be undertaken for change of roster hours, will be done.

DECISION

As per IRPWM norms for deploying Gatekeeper, 03 Gatekeepers will be ensured in special class LC gates. No factual job analysis/work study is required to carry out for this purpose in terms of Railway Board letter No. 2012/E(LL)/HTR/23 dated 28.06.2012.

(CLOSED)

29. 46C-29-2018 **MONOPOLY IMPOSITION OF INTERSECTIONAL TIMINGS FOR RUNNING OF TRAINS.**

PCEE

It has come to the knowledge that the Administration of WAT Division has imposed a change in running timing of train intersectionally and published a booklet titled as "East Coast Railway operation vikash Electrical (OP) WAT Division".

By passing the recommended timings of zone, WAT Division has fixed timings on his own accord and marking in the service record of LP as good number and bad number. In spite the inter sectional timing has been banned by Railway Board.

As per the procedure the running timings of trains from one station to another between starting point to destination are used to be fixed by the Zonal HQrs with the joint consent of PCOM, PCME, PCE and PCEE.

Further if there is any need for change in those prescribed timing then that should be issued through a JPO duly signed/approved by above 04 (Four) officers for implementation.

But the instant booklet has been issued without considering the time allowed for unforeseen detentions like Signal failure, Signal taken off on approaching trains, passing over through loop line, giving of precedence to important coaching trains etc.

Apart from that the intersectional running timings have been fixed without mentioning type of wagons, type of load, type of locomotive, track capacity, gradient etc which is creating confusion as well as discontentment in the mind of entire running staff of WAT.

The matter has already been brought to the notice of PCOM vide this organization letter No-ECORSC/CENT/09/06/COM/140 dt: 14.09.2018, but still no action is noticed.

Therefore ECoRSC urges before Administration to stop imposition of such changed intersectional running timings and also stop marking of good and bad number in service sheet of LP's early to avoid staff discontentment.

REMARKS OF ADMINISTRATION

This is for a broad guidance of Running staff.

DECISION

This issue was discussed with GM. This system aim at fair assessment of pilots and not for imposing punishment.

(CLOSED)

30. 46C-30-2018 **PROVIDE DISPENSING CHAIR, TABLE AND ALUMINIUM LADDER IN CENTRAL HOSPITAL, MANCHESWAR.**

PCMD

It is seen that, the pharmacists of Medicine counter are facing a lot of problems due to non supply of furniture. Due to the space constrain they are also not able to move inside that counter. In addition to that, they are facing problems for want of furnitures etc which is quite unbearable.

Keeping in view the above problems ECoRSC demands to provide the following furniture in the Medicine Counter of Central Hospital/MCS as early as possible for the betterment of Pharmacists as well as patient of Central Hospital.

Name of the furniture are:-

- (1) Dispensing Chairs-02 nos
- (2) Table -01 no
- (3) Aluminium Ladder-01 no

REMARKS OF ADMINISTRATION

Table and Aluminium ladder has already been provided at the medicine counter of Central Hospital. Two wooden stools with specific height in accordance with the dispensing window has specially been made and provided in May, 2017. The tender has been floated in IREPS for 02 more dispensing chair on 08.12.2018.

DECISION

Discussed and closed.

(CLOSED)

SECTION 'C'
NEW ITEMS

Srl.	Item No.	SUBJECT MATTER
31.	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.

LAST MINUTES

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.

PRESENT POSITION

KUR DIVISION

Some running staff of KUR division working in Zonal HQ in temporary measure as per HQ requirement.

ELECTRICAL DEPARTMENT

HQ has permanent TLC posts unlike in divisions. Vacant posts are filled up from eligible candidates of divisions. Drafting procedure (RBE -51/2009 & 09/98) is not followed since there is no feeder category in Zonal HQ.

DECISION

i) For existing TLC employees in HQ, if they have completed 05 years service in HQ, the post will be treated as vacant and the vacancy will be circulated for option as per rules of filling up of ex-cadre posts. On completion of selection, the existing employee will be repatriated to the lien unit/division.

ii) A joint meeting will be held in the first week of February 2019 with both the Unions, PCEE & PCPO to examine all the issues.

(CLOSED)

32. 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.

LAST MINUTES

In consultation with SERly, the matter will be resolved.

PRESENT POSITION

Amenity staff of SBP division are manning five pairs of daily trains with primary maintenance by S.E.Rly. (Three pairs) and S.E.C.Rly. (Two pairs). The section covered in Train No. 22804/22803 SBP-HWH Express is being manned by the staff of SBP division Ex. SBP-HWH-SBP.

But, the Amenity staff of S.E. Railway are manning six pairs of daily trains with primary maintenance by S.E. Railway and Eastern Railway (SER-five pairs, ER-one pair). Moreover, the primary maintenance of train in question belongs to S.E. Railway. It is also worth to mention that SBP division is running short of Ticket Checking staff. Most of the trains are being manned partially due to staff crunch. Manning of the above train shall not only put additional burden on the division but also, likely to affect the booking window sale. The Ticket Checking Squads are to be dismantled/dwindled for generating additional manpower for the above said purpose. Hence, it is felt that the existing arrangement is adequate and appropriate in view of the ground reality.

Discussion on this issue has been made with authorities of S.E. Railways and it was advised to maintain status quo.

South Eastern Railway has been requested to consider SBP Guard working between SBP-JSG-SBP vide office letter dated 10.07.2018 followed by reminder letter, 17.10.2018.

DECISION

Discussed and closed.

(CLOSED)

33. 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 desired 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.

LAST MINUTES

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

PRESENT POSITION

Guidelines have been circulated for fixing AVC (Safaiwalas). A meeting will be held in January, 2019.

DECISION

Copy of AVC may be asked from SECR and on the basis of the said policy, decision will be taken in consultation with the both the Unions.

34. **45C-26-2018** **PAYMENT OF AREARS TO THE TRACK MAINTAINER W.E.F 17.08.2012 & 01.04.2014.**

PCE
PCPO

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.

LAST MINUTES

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.

PRESENT POSITION

KUR, WAT & SBP divisions of ECoR has been advised to implement RBE No. 111/2014 vide office letter dated 10.12.2018.

DECISION

ECoRSC has pointed out that no proforma fixation has been done in any division. Proforma fixation should be done in terms of RBE No. 111/2014 wherever admissible. RBE No.111/2014 will be strictly implemented.

(CLOSED)

35. 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

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

PRESENT POSITION

Sr.DEE(TRS)/ANGL has already been advised to comply the finance observations vide office letter No. P/KUR/WEL/Bus facility/ANGL, dated 03.09.2018 followed by reminder dated 12.12.2018, which is still awaited.

DECISION

Division will be reminded to send the proposal in detail duly concurred by Finance.

36. 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

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.

PRESENT POSITION

PCOM/WR, PCOM/CR & PCOM/NR have been requested to communicate the existing roster of SMs category in their zones vide office letters dated 25.09.2018 followed by reminder letters, dated 06.12.2018. Reply is still awaited.

DECISION

ECoRSC will submit a suggestive roster without enhancing the manpower.

37. 44C-15-2018 **NON IMPLEMENTATION OF ZPNM (40C-28-2016) DECISION IN REGARD TO RATIONALIZATION OF LOCO RUNNING SUPERVISORS POSTED 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

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.

PRESENT POSITION

Decision has been conveyed to the division vide office letter No. ECoR/EL/TRO/425/07/2099 dated 25.10.2018. As per the decision, divisions will now follow Railway Board's letter No. E(P&A)II-83/RS/10 dated 9.1.98. CCC/CDPC/CTLC will no more be from cadre of Loco Inspector. They will now be from drafted Drivers' cadre. Suitable and senior drafted drivers will now be designated as CCC/CDPC/CTLC. Loco Inspectors will be made overall in-charge of Crew lobbies, Power Control organization and running rooms. Contractual works, procurement of stores, custody of stores, D&A cases etc will also be looked after by him.

DECISION

ECoRSC pointed out that despite direction from GM, WAT division has not implemented the instructions given by GM in this regard.

38. 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 Federations 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

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.

PRESENT POSITION

Same as last remarks.

DECISION

As discussed, the matter will be referred to Railway Board. Status quo as on date will be maintained.

(CLOSED)

39. 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

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

PRESENT POSITION

Case is under examination by the Sr.CDO/PUI.

DECISION

Sr.CDO/PUI & BBS will study the system and give suggestion for cost effective and workable solutions by 20th January 2019. The ECoRSC will study the proposal and give their suggestions.

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
1	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.

LAST MINUTES

The item will be examined separately by PCME.

PRESENT POSITION

Escorting staff are deployed for Satabdi train only. Escorting staff at BBS are deployed for Rajdhani Exp. Proposal to reduce the number of escorting staff in these trains has already been approved by PCME, ECoRly.

DECISION

Item will be examined by PCME personally.

41. 43C-27-2017 **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 in 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

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

PRESENT POSITION

Post continues to be under operation as AS/Confidential in GM's Secretariat.

DECISION

Efforts will be made for creation of work charged posts of AM/IT based on justification of introduction of Information Technology in Construction/Project management/General Administration within two months i.e. by February 2019.

42. 41C-18-2017 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

24 quarters 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.

PRESENT POSITION

The status of under repair of quarters at Mancheswar are furnished as under:

Total allotted quarters - 81

Total quarters occupied - 29

Total quarters ready for occupation - 33

Total quarters completed except color - 05.

TDC: 31.01.2019

Total quarters repair in progress - 14.

TDC: 31.01.2019

DECISION

Division will be advised to expedite the repairing work.

SECTION - "D" SUMMARY

	Total no. of items	Items closed	Balance items
New Agenda items	30	23	07
Review Agenda Items	12	04	08
Total	42	27	15
