



East Coast Railway

Office of the  
Principal Chief Personnel Officer  
Rail Sadan, 2<sup>nd</sup> Floor, South Block  
CSP, Bhubaneswar -751017  
Dated: 17-03-2020

No. ECoR/Pers/IRM/P-49/05

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

Sub: - Minutes of the 49<sup>th</sup> Zonal PNM Meeting between ECoR HQrs. & ECoRSC held on 24<sup>th</sup> & 25<sup>th</sup> February, 2020

<><


A copy of the minutes of the 49<sup>th</sup> (1<sup>st</sup> in 2020) Zonal PNM Meeting held between East Coast Railway HQrs. and East Coast Railway Shramik Congress in SABHA GRIHA, Rail Sadan, ECoR HQrs., Chandrasekharapur, Bhubaneswar on 24<sup>th</sup> & 25<sup>th</sup> February, 2020, have been uploaded at the official website of East Coast Railway as per the following title.

Heading: IR Personnel

Title: Industrial Relations -> Zonal PNM Meetings

Official website: [www.eastcoastrail.indianrailways.gov.in](http://www.eastcoastrail.indianrailways.gov.in)

It is requested to take appropriate action on items pertaining to Department / Division / Unit concerned and submit implementation report against items noted each including section "A" to this Office as early as possible for record.



(R.N.A. Parida)

Chairman/RRC-cum-Dy.CPO/IR & W  
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 Executive Director, (IR), Room No. 402, 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(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-I, SPO-II, APO-I, APO-II**, of ECoR/BBS for information.

All concerned.



for Principal Chief Personnel Officer

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

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

*held on: 24<sup>th</sup> & 25<sup>th</sup> February, 2020*

**MINUTES OF 49<sup>TH</sup> (1<sup>ST</sup> IN 2020) 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 24<sup>TH</sup> & 25<sup>TH</sup> FEBRUARY, 2020.**

**MEMBERS PRESENT**

<b>OFFICIAL SIDE</b>		<b>REPRESENTATIVES OF ECoRSC</b>	
<b>Srl. No.</b>	<b>Name with designation (S/Shri/Smt.)</b>	<b>Srl. No.</b>	<b>Name with Designation (S/Shri/Smt.)</b>
1.	Vidya Bhushan, GM	1.	J.Sampath Kumar, President
2.	Biswajeet Bhoi, Secy. to GM	2.	P.K.Sahani, Vice President
3.	P.C.Nayak, PCPO	3.	S.K.Bhanja, Vice President
4.	P.K.Jena, PCOM	4.	B.K.Mund, Vice President
5.	A.K.Behera, PCCM	5.	R.C. Sahoo, General Secretary
6.	R.S.Mitra, PFA	6.	T.V.Mouleswara Rao, Jt. Genl. Secretary
7.	Gautam Dutta, PCME	7.	B.Satyanarayana, Jt. Genl. Secretary
8.	Basudev Panda, PCEE	8.	N.S.L.K.Rao, Jt. General Secretary
9.	Dr. R.K.Pani, PCMD	9.	B.N.Ray, Jt. General Secretary
10.	S.Manga V., PCSTE	10.	B.N.Dash, Jt.Genl. Secretary
11.	H.K.Dutta, SDGM	11.	Piyush Kumar Rudra, Jt.Genl. Secretary
12.	N.D.Rao, PCMM	12.	E.Eswar Rao, Addl. Jt.Genl.Secy.
13.	N.S.Uikey, PCE	13.	S.Puhan, Addl. Jt. Genl. Secretary
14.	S.S.Mishra, PCSO	14.	B.Ramakrishna, Addl.Jt.Genl.Secy.
15.	Prabhat, CPO(A)	15.	D.K.Sahoo, Addl.Jt.Genl.Secy.
16.	A.K.Tripathy, CPRO	16.	C.K.Mukharjee, Addl. Jt. Genl. Secy.
17.	P.K.Dalabehera, Staff Officer to PCSC	17.	Ashutosh Mohanty, Treasurer
18.	R.N.A.Parida, Dy.CPO/IR & W	18.	Smt. Runi Behera, Lady Delegate
		19.	Sunita Dash, Lady Delegate

**N.B:-**

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

**SECTION - "A"  
INTRODUCTION**

**1. Address of Sri P.C.Nayak, PCPO/ECOR/BBS:-**

PCPO/ECOR welcomed the General Manager, Secy. to GM, PHODs/Officers and General Secretary and Central Office Bearers, Lady delegates of ECoRSC to the 49<sup>th</sup> ZPNM with ECoRSC. He appreciated that ECoRSC is maintaining good cordial relation with administration.

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

Sri R.C.Sahoo, GS/ECoRSC welcomed the General Manager, Secy. to GM, PHODs/Officers and Central Office Bearers and Lady delegates to the 49<sup>th</sup> ZPNM with ECoRSC. He said that ECoRSC takes pain to achieve the target in loading and ECoR will secure 1<sup>st</sup> position in Indian Railways surpassing 202 MT loading. The staff at grass-root level are sincerely performing 8 hours duty. He said that Railway Board is being pursued not to merge all departments into one service on pan Indian basis. He stated that ECoR is moving smoothly under the able leadership of GM and all PHODs and even grass-root level workers are very happy.

He raised the following points for consideration of GM:

- 1) To make agreement for supply of water from Naraj to KUR settlement for next 25 years, because sometimes there is no yield of water in Daya river.
- 2) Employees of USFD cadre are being employed as key men on pick & choose manner, even those who are superannuating in near future.
- 3) Decisions made in Zonal PNM are not being implemented by Divisions.
- 4) Providing 1 additional ambulance for Central Hospital, Mancheswar.

- 5) Providing tender floating powers to ADEN/MCSW
- 6) To review recommendations made by Efficiency Cell regarding surrender of post as it is not having experts from all departments.
- 7) The posts, transferred to Vadalapudi workshop may be returned back to their parent units.
- 8) In view of the Hon'ble Supreme Court's order for security reason, e-attendance through AEBAS should be stopped forthwith.
- 9) Action may be taken for Headquarters Gr.D staff for their promotion to Gr.C
- 10) PHODs/CHODs do not give replies to letter given by GS/ECORSC.

**3. Address of Shri Vidya Bhushan, GM/ECOR/BBS: -**

He thanked ECoRSC as they are bestowing great support to administration in achieving the loading target. It is a challenging task as Odisha is prone to cyclones, super cyclones and unseasonal weathers. He assured that the staff at ground level should be carefree and whatever the problem arises, the administration is with them and will be with them. He also thanked the staff for working with great spirit and constant achievements.

He then responded to items raised by GS/ECORSC:

- 1) Water supply from Naraj to KUR settlement for next 25 years will cost excessively high at Rs. 8.5 crores per year. Daya river is perennial and not going to dry up anytime in near future. If needed, mouth of Daya river may be cleared at Railway's expense, from where water is drawn.
- 2) He requested PCE to check the matter raised on USFD cadre and examine whether higher grades can be extended to eligible staff in USFD itself.
- 3) Decisions made by ZPNM should be adhered to. If division is not following, it will be looked into.
- 4) PCMD will assess requirement of providing additional ambulance for Central Hospital, Mancheswar. However, if any patient is hiring private ambulance for treatment at Central Hospital, Mancheswar due to non-

availability of ambulance, that will be reimbursed positively.

- 5) Tender floating powers cannot be extended to ADEN posted in MCS. If there is delay that part will be sincerely looked into.
  - 6) Efficiency Cell is doing proper review along with standard guidelines and this is also monitored by concerned higher officers. So there is no problem.
  - 7) Posts transferred from Vadalapudi will be returned to their parent units.
  - 8) Initiatives will be taken for Headquarters Gr.D staff for their promotion to Gr.C.
  - 9) GS/ECORSC should address letters to PCPO and not to PHODs.
- The meeting ended with vote of thanks.

**SECTION 'B'**  
**NEW ITEMS**

Srl.	Item No.	SUBJECT MATTER
	No.	
01.	49C-01-2020	<b><u>STOP TRANSFER OF EMPLOYEES DURING SCHOLASTIC SESSION.</u></b>

PCPO

To avoid the transfer of staff during scholastic session Railway Board has issued order vide RBE No.14/2012 & 158/2015 which are circulated by PCPO/ECOR/BBS in Estt. Srl No.26/2012 & 193/2015 respectively But the authorities of ECoR Zone transferring the staff during the Scholastic Session whimsically by violating the above instructions of Railway Board which is causing for more sufferings of the staff and obstructing the bright future of their children.

It was brought to the notice of General Manager/ECoR vide this Organisation's letter No-ECORSC/CENT/GM/19/105. Dt.18/06/2019 and recently GS/ECORSC has placed the matter before GM during the introduction speech of 48<sup>th</sup> ZPNM.

Therefore ECoRSC raised this issue in this forum & urges to issue necessary orders to the Division and Zonal authorities for implementation of above guideline which are issued vide said Railway Board's above RBE and PCPO/ECOR above Estt. Srl. No. to avoid hardship to the Railway Employees & there children like other Zones.

**REMARKS OF ADMINISTRATION**

Normally transfers are avoided during scholastic sessions. However on promotions and in exigencies of service transfers are effected mid sessions also following due laid down procedure. In case of mid session transfers, Railway employees in occupation of Railway accommodation are allowed to retain the same till end of session.

**DECISION**

Railway Board Guidelines on this issue will be reiterated to all Divisions/Units.

**(CLOSED)**

02. 49C-02-2020 TO PROVIDE THE VARIOUS REQUIRED FACILITIES FOR THE PATIENTS OF CENTRAL HOSPITAL/MANCHESWAR.

PCMD

It has come to knowledge of this Organisation that, the patients who are coming to the central hospital/Mancheswar for medical aid are always facing some multi various problems due to non providing of the following facilities.

(i)NON PROVISION OF SEPARATE WARDS FOR CANCER AND T.B PATIENTS.

The Disease like TB which is an infectious/ contagious for other through its virus, it needs a separate ward in isolated area, it is required to avoid the seriousness of the disease for further spreading to others. Simultaneously patients who are being diagnosed as cancer and hospitalised for their treatment, time being a separate ward to be provided for their treatment.

Hence ECoRSC demands to provide early.

**REMARKS OF ADMINISTRATION**

Number of TB & cancer patients admitted in CH/MCS are very few, around 2/3 per month. Cancer Patients are mostly referred to Cancer hospital. Cancer is not an infectious disease and does not need isolation. TB is also non-infectious once the treatment is started. Hence, for only 2-3 patients for month, a separate ward is not feasible.

**DECISION**

After discussion it was decided that existing male and female wards will be partitioned so that 02 beds each are separated from remaining beds of General Wards.

(CLOSED)

03. 49C-03-2020 PROVISION OF SITTING ARRANGEMENTS FOR THE PATIENTS IN OPD COUNTER.

PCMD

Earlier there were sitting arrangements (chairs) provided for the OPD patient in CH/MCS. But the same are now been removed, because of that the old aged & chronic disease/ Handicapped person/Patients are forced to stand in queue & waiting for hours together to meet the doctors in OPD which is causing very much painful & strain for them. It needs to provide the sitting arrangements for the OPD patients to avoid such plights.

(i)NON SUPPLY OF PRESCRIBED MEDICINES IN TIME IN CH/MCS.

The medicines which are supplied by the Railway for the patients are not being supplied by the CH/MCS in time because the



pharmacist are not accepting the prescription of HVS/CMP to supply the medicines unless the prescriptions are counter signed by the Railway doctors of CH/MCS for which patient are suffering a lot.

Further medicines which are supplied through local purchase are getting delayed for 05 to 07 days time on the plea of non availability of fund and describing that after sanctioning of fund by GM/ECOR these can be supplied.

In this context this Union has made a request to GM vide Letter No.ECORSC/CENT/GM/19/179. Dt.30.09.2019 to his magnanimity & look into but CMD has replied that the practice will continue for LP medicines prescribed by HVS/CMP and LP medicine will be supplied within 36 hrs.

Therefore ECoRSC has raised the above sensitive item in this forum and urges to provide the LP medicine on the same day without certifying by the IRMS doctor as it is concerning to health and to fulfil the requirement of patients.

#### **REMARKS OF ADMINISTRATION**

There is an Air Conditioned waiting hall in OPD with all facilities like corporate hospital. Second waiting hall is also ready on special Clinic side. Queue Management system is also introduced at CH/MCS. Hence, there is no need for patients to stand in queue in front of doctor's chamber.

The OPD pharmacist dispenses the medicines prescribed by HVS, CMP and IRMS doctors. Only prescriptions for local purchase of medicines are countersigned by IRMS doctors to check the availability of alternate medicine or similar in the drug store. Ninety percent of the local purchase medicines are supplied within 48 hours. This is confirmed from the LP register. Ten per cent medicines which are mostly not vital or essential medicines are delayed which supplier does not have stock.

Efforts are being made to enlist new suppliers following the guidelines given by Railway Board, so that medicines can be made available by LP from other suppliers.

#### **DECISION**

Stools will be provided outside the doctor's chambers in OPD for patients who cannot stand for long time.

Efforts will be made to enlist more suppliers for ready availability of local purchase drugs.

Efforts will be made to ensure that LP medicines are made available next day or at the maximum the day after.

(CLOSED)

04. 49C-04-2020 PAYMENT OF ARREARS TO THE RUNNING STAFF ON ACCOUNT OF REVISION OF KMA/ALK RATE AS PER GUIDELINE ISSUED BY RAILWAY BOARD VIDE (RBE No-85/2019).

PFA  
PCOM  
PCEE

On the constant effort/struggle made by NFIR, Railway Board's has raised the rates of KMA/ALK of the running staff vide letter No-E(P&A)II-2013/RS-14 dated 28/05/2019 (RBE No-85/2019) w.e.f 01/07/2017 or from the day they elect to come over to Railway service (Revised pay) rule-2016 whichever is later.

But it is utter dismay to mention here that, the same has not been implemented in ECoR Zone inspite the South Central Railway & other Zonal Railway have already paid the payment of the mileage arrears to the running staff by rectifying IPAS system since August 2019.

Therefore ECoRSC urges for immediate payment of arrears to the Running staff of ECoR.

**REMARKS OF ADMINISTRATION**

Rates of KMA/ALK of Running staff has been raised w.e.f. 01.07.2017 vide RB's Lr. No. E(P&A)II-2013/RS-14 dated 28.05.19 (RBE No. 85/2019). The fund position for ECoR under KMA/ALK(PU-10) for the FY:2019-20 is mentioned below:

Head	BG:19-20	RG:19-20	Exp.upto Dec'19
PU-10(KMA/ALK)	130.08	145.72	116.21

Due to inadequate funds allotment, full payment of arrears arising out of such revision may not be possible during this financial year. However, arrears from April, 2019 to Jun, 2019 for FY:2019-20 are being cleared in this FY itself and revised enhanced rate of Rs. 510/KM as against earlier Rs. 255/Km is being paid from July, 2019. Fund for balance KMA/ALK arrears amount will be projected in FME:2019-20.

ECoR's Estt. Srl. No. 124/2019 has been issued against RBE No. 85/2019 on date 13.06.2019.

## DECISION

Payment of arrears for 2019 - 20 will be done along with Feb'2020 salary. Arrears for balance period has been projected in the FME of 2019 - 20. In the event of receipt of grant, payment will be made during this financial year otherwise payment will be made along with salary of Apr & May'2020.

(CLOSED)

05. 49C-05-2020 **OPENING OF THE GATE WHICH IS EXISTING NEAR BY THE KALIMANDIR FOR ENTRANCE TO RAIL SADAN.**

**SDGM**

It has been observed that, the residents of Rail Vihar those are working in Rail Sadan were used to enter in to Rail Sadan through the Gate provided for Rail Kunj near Officer Club.

Earlier the employees of Rail Sadan those are residing in Rail Vihar are entered in to Rail Sadan through the Rail Kunj Gate and they were come via Nalco Square passing through the 'U' turn divider at Sai Mandir. But that cut at Sai Mandir has been closed permanently since 17<sup>th</sup> July 2019 night by the BMC Authority. Further the cut which is provided at Omfed Chawk has also been closed now for which the Rail Vihar residents are compelled to move around about more than 02 KMs on the road to reach their Office in Rail Sadan because of that are facing a lot of problems due to heavy traffic and time taking.

As per ECoRSC demands through ZPNM it has already been considered to provide a FOB in front of main entrance gate of Rail Sadan for which the MoU was made with Govt of Odisha bearing the 50% expenditure of the FOB has also been handed over to the Govt since 04 months back. But the said work has not yet been started and may this proposal will not accepted by state govt.

Therefore ECoRSC demands for communication to Rail Sadan and keeping in view the difficulties of Rail Vihar staff it is suggested to open the Gate (only to entry in office time) which is existed near KALIMANDIR in order to overcome of the difficulties being faced by the Rail Vihar residents.

## REMARKS OF ADMINISTRATION

For Security point of residents of Rail Kunj Colony, it is not feasible to open the Gate.

## DECISION

Discussed.

(CLOSED)

06. 49C-06-2020 **LEASE ACCOMMODATION FACILITIES TO BE PROVIDED FOR THE RUNNING STAFF POSTED AT KRPU (KORAPUT).**

SDGM

It is observed that 200 nos of Running staff have been transferred from BCHL (Bacheli) to KRPU because of shifting of Crew base. But the Railway Quarters which are available/existed at present are very less to accommodate them which is causing problems for the running staff and they are facing lot of problems.

Earlier it has been decided in 47<sup>th</sup> ZPNM vide Item No-09 held on 28<sup>th</sup> & 29<sup>th</sup> March 2019, a joint survey will be done by Engineering, Personnel & Electrical (OP) Department along with representative of ECoRSC within a month time and after their report Type-I Quarters will be repaired/converted to Type-II/Type-III accommodation for running staff. Simultaneously it has emphasized during the introduction meeting with GM/ECOR of 48<sup>th</sup> ZPNM and the General Manager was kind enough and agreed to look in to the matter

Therefore ECoRSC urges to manage the situation the lease accommodation facilities to be provided for the running staff at KRPU in an urgent manner and simultaneously arrange to construct new quarters for the running staff of KRPU.

**REMARKS OF ADMINISTRATION**

This is a divisional matter and should be discussed in divisional PNM and proposal needs to be initiated from divisions, if required.

**DECISION**

If leased accommodation is required for running staff posted at KRPU, then Division has to initiate proposal to obtain the sanction of the competent authority for the same.

**(CLOSED)**

07. 49C-07-2020 **PAYMENT OF LEAVE SALARY/LEAVE ENCASHMENT AS PER RULE TO THE RUNNING STAFF OVER ECoRLY**

PCPO

In terms of instruction contained in IREM-Vol-I rule 924(IV) and rule-25 (i)(K) of Running Allowance Rule 1981 (including causal leave) shall be paid their leave salary based on their basic pay plus 30% there of and the other Allowance including DA & ADA due on such basic pay by that time.

Further in terms of IREM Vol-I Rule-905(ii) & 907 (a) and Rule-6(ii)& (8) of Running Allowance Rule-1981" When such non running duties are performed by the Running staff at their Head Quarters, they shall be paid the pay element of the Running Allowance namely 30% of the basic pay applicable for the day".

Since the above rules for payment of leave salary accumulating 30% of pay element has not been implemented in ECoR and resulting financial loss to the Running staff this organisation has brought the matter to the knowledge of ECoR Administration i.e. PCPO/ECoR vide this office letter No- ECoRSC/CENT/PCPO/19/172 dated 12/09/2019. But still no any spectacular action is being taken to implement the same and the running staff are under perennial sufferings.

Therefore ECoRSC urges for early implementation of the above rule to pay the leave salary to avoid further financial loss to running staff.

#### **REMARKS OF ADMINISTRATION**

Divisions have confirmed that all Loco Running staff are being paid Running/Leave allowance based on their basic pay plus 30% of pay, as per rules. There is no provision for manual calculation for Running allowances etc. All allowances are paid as per AIMS programme.

#### **DECISION**

After discussion it was decided that the matter will be discussed separately.

**(CLOSED)**

**08. 49C-08-2020 CONSIDERATION FOR STOPPAGE OF THE TRAIN NO-18513(KRDL-VSKP NIGHT EXPRESS) AT KAMALUR (KMLR).**

**PCOM**

The KAMALUR station is situated in KK-1 line in the geographical area of Chhattisgarh state and known as most MAOIST PRONE station. Most of the staff working there belong to the states of Odisha, Andhra Pradesh, Bihar etc. Because of non stoppage of the above train they are unable to reach their home in an exigency, which is causing to heighten their mental agony.

They have requested for stoppage of the Train No-18513 (KRDL-VSKP Night express) & Train No-18514 (VSKP-KRDL Night Express) at KAMALUR station for one minute at least then it will be easier for them to attend their families in any emergency and also would be able to resume their duties in time.

Therefore ECoRSC raised this item in this forum and urges before Administration to arrange for stoppage of the above trains one minutes at KMLR for the staff benefit early.

## REMARKS OF ADMINISTRATION

There is no ticket sale at KMLR station although a passenger train No. 58501/58502 (VSKP-KRDL-VSKP) is having stoppage at KLMR. The stoppage of Train No. 18513 express at KLMR will be decided taking into account of ticket sale and other eligibility criteria.

## DECISION

After discussion, it was decided that the matter may be pursued at Railway Board.

(CLOSED)

09. 49C-09-2020 **MITIGATE THE WATER SUPPLY PROBLEMS AT JEYPORE STATION & COLONY.**

PCE

It is observed that at JYP for storage of water and supply of water are not functioning properly. For which the inhabitants of 145 nos of quarters and the passengers of JYP station are facing a lot of troubles for want of waters.

It is also seen that through pipe line connection the water is being supplied to the individually quarters, but the water could not be reached due to defunct system, in spite of that the water charges is being regularly deducted from their salary which is not correct.

In this regard ECoRSC would like to invite the notice of Administration about the instructions of Railway Board issued by Director Finance (Expenditures) to **all GMs on 27/06/2005, where in it is clearly mentioned that while Group-D staff may be exempted from paying the water charges, in case of Group-C staff occupying Railway Quarters and having the piped water supply, water charges would be recovered.**

Keeping in view the above position it needs to regularise the water supply by constructing one RCC over head tank and provide the individual water tank to each quarters, early.

## REMARKS OF ADMINISTRATION

Piped water supply system has been provided to all the quarters but water is being supplied in morning & evening hours only. At present, 02 nos. of deep tube wells are available. One tube well is provided with 2 HP submersible pump and another tube well with provided with 7 HP submersible pump. Tube well with 2HP submersible pump supplies less water. Therefore, one more tube well will be provided through the present zonal agency by Feb' 2020.

Further, work for provision of water tank for individual quarter and RCC over head tank will be proposed in Law book 2020-21.

## DECISION

Discussed. A new borewell is being dug and new pump will be installed by end of this month.

For power supply, electrical department will be requested to study and do the needful. Working hours of pump operators will be monitored.

Work for provision of water tank for individual quarter will be proposed in Law Book of 2020 - 21.

10. 49C-10-2020 **IMPLEMENTATION OF ZPNM DECISION REGARDING PAYMENT OF DAILY ALLOWANCE TO THE SIGNAL MAINTAINERS OVER ECoRLY.**

PCSTE  
PCPO

Vide Para-704-i(IV) of IREMs Vol-I Chapter-7 it is clearly mentioned that the staff directed for attending the Break Down duties at their place of work/Head Quarter/Station limits or outside of their Head Quarter Station limits are entitled for payment of full Daily Allowance without stipulation that they should be out of their Head Quarter beyond 08 KMs for a period of more than 12 consecutive hours.

Observing deviation to the above by the divisional authorities of ECoR Zone this organisation has raised this issue twice in the Zonal PNM forum vide Item No-23 of 44<sup>th</sup> ZPNM held in March 2018 and vide Item No-05 of 46<sup>th</sup> ZPNM held on December 2018. The decisions taken in those meetings are as under.

- 1) **44<sup>th</sup> ZPNM:-** the Sr DSTEs have been advised vide letter No-ECoR/S&T/BBS/Estb/1978 dated 15/02/2018 to implement the guideline incorporated in Para-704-2(II) & (III) of IREM Vol-I Chapter-7 and the accident Manual Para-5.12 for payment of Break Down Allowance to the S&T staff attending failures of S&T years.
- 2) **46<sup>th</sup> ZPNM:-** Proposal will be mooted by PCSTE for payment of Daily Allowance to Signal Maintainers as per extent rules in consultation with Associate Accounts by February 2019.

Though near about one year is going to be passed to the decision and a considerable period to the target date has already been passed the payment of Daily Allowances has not yet been made resulting staff discontentment.

Observing delay in implementing the above decision of a highest forum this organisation has requested to PCSTE on 18/04/2019 and PCPO/ECoR on 11/09/2019. But still no action.

Therefore ECoRSC is forced again to raise this issue and urges for immediate payment of Daily Allowance to the eligible staff of

S&T Dept. from the date of decision early.

### REMARKS OF ADMINISTRATION

As conformed from the Sr. DSTE's of all three divisions, the Signal Maintainers are already getting the Daily Allowance for attending the Break Downs as per the extant rules.

In WAT division nominated Break down staff in S&T department have already drawn Break down allowance, OT has been paid up to March, 2019. The OT claim from April, 2019 to till date has not been received.

In KUR division the Signal Maintainers have already been getting Daily Allowance as per extant rules, when deputed to attend the Break Down Duties.

In SBP division also, 100% is being paid for attending breakdown without insisting normal rule for drawal of daily allowance to the staff.

### DECISION

PCSTE will issue instructions to WAT Divn to implement the decision taken in Zonal PNM on this Item.

(CLOSED)

11. 49C-11-2020 TO REVISE THE RATE TOWARDS PURCHASE OF BRIEFCASE/LADIES HANDBAG ETC AS PER RAILWAY BOARD'S GUIDELINE VIDE OFFICE ORDER NO-27 OF 2019 DATED 10/04/2019.

**SDGM**

Railway Board has revised the reimbursement amount expenditure incurred towards purchase of Briefcase/Ladies Hand Bags etc enlisted categorical officers/staff who are eligible vide Railway Board's O. O. No-27 of 2019 dated 10/04/2019 and stipulated all guidelines for purchasing and submitting relevant bills etc.

But it has not been implemented in ECoRly till date and still all eligible staff are getting on the basis of old rate.

Therefore ECoRSC urges for immediate implementation of the same in ECoR also.

### REMARKS OF ADMINISTRATION

This order is meant for officers & staff of Railway Board only.



## DECISION

Revised rate will be circulated.

(CLOSED)

12. 49C-12-2020 REVISION OF CONTINGENCY RATE SINCE IMPLEMENTATION OF 7<sup>TH</sup> CPC.

PCPO  
PFA

It would be pertinent to mention here that the TA (Travelling Allowance) rate has been revised vide RBE No-84/2017 giving effect from 01/07/2017 and also implemented.

But it is a matter of great regret that the rate of contingency has not been revised so far since 2008. On a follow up, it is revealed that the rate of contingency is to be revised in consultation with State Govt Odisha But the authority of ECoR has not yet pursued the issue with the authority of State Govt of Odisha for revision.

It is obsolete on the part of Railway employees to move on official duty from their Head Quarter to other station and returned to Head Quarter by Auto/Taxi to reach the destination.

Though they are paying the fare at a highest rate but getting the contingency as prevailed as on 01/12/2008 in lowest rate for that they are always facing financial loss.

Therefore ECoRSC urges for early pursuance with State Govt authority for revising rate of contingency to avoid loss to Railway Employee.

## REMARKS OF ADMINISTRATION

The rate of Road Mileage Allowance for Taxi & Auto-rickshaw as notified by the Commerce & Transport (Transport) Department, Government of Odisha, is required to be adhered to and a revised rate chart should be circulated accordingly. For the same a staff was deputed to Commerce & Transport (Transport) department Govt. of Odish, to collect the recent contingent rate chart for road mileage allowance. However, the Govt. of Odisha is yet to revise the said rates. It was also informed that this would take time.

## DECISION

New contingency rates will be made applicable on receipt of the same from the Govt. of Odisha.

(CLOSED)

13. 49C-13-2020 REMOVAL OF COW CATCHERS FROM GATES OF RAIL SADAN.

PCE

SDGM

It is observed that, the G.I. pipe made Cow Catchers was provided in main gate of Rail Sadan to prevent the free entrance of cow/dogs etc at the time when there was no any security arrangements is made.

But, now the Security Guard provision has been provided at both the entrance gate at Rail Sadan round the clock. So there is no need of Cow Catchers because the old cow catchers have become very sharp & plain, which causes slipping of two wheelers of the staff while passing over that Cow Catcher and also sustained injury many a times (specially in rainy season). So the Cow Catcher needs to be removed from both the gates for the safe guard of staff as it is life risky.

Therefore ECoRSC urges to take expeditious action to sort out the problem for the betterment of the Rail Sadan staff.

**REMARKS OF ADMINISTRATION**

Cow catchers are provided to prevent entry of cow, dogs & other stray animals from outside. Therefore they are to stay.

**DECISION**

Necessary action will be taken to solve the problem of slipping on cow catchers.

(CLOSED)

14. 49C-14-2020 REVIEW THE DECISION TAKEN BY ADMINISTRATION TO ALLOT THE QUARTERS TO THE EMPLOYEES IN GP Rs. 4200/- IN RAIL SADAN .

SDGM

It is observed that, the staff working in Rail Sadan in GP 4200 are deprived of to get the Railway accommodation despite Type-III Quarters are lying vacant since long time back. As per the Railway Boards order vide RBL&A No.002/2011 dated 27/01/2011 the staff in GP 4200 are eligible for Type-III Quarters.

But it is seen that the ECoR Administration has not revised the eligibility criteria on the basis of Railway Board's order & also not revised the plinth area as per their Grade Pay.

Further at the time of non availability of the Railway Quarter, the leased accommodation has been provided. **But now some Type-III Quarters are lying vacant and the Administration is not allowing to allot those vacant Quarters to applicants available in GP 4200 & forcibly allotting that Quarter to the staff in GP 4600 who are already provided with leased accommodation and cancelling their lease accommodation, which is quite wrong and**

## **unlawful procedure & violating the norms of Railway Board.**

It is pointed out that, on the basis of Railway Board's orders dated 22/12/2008 ECoR was fixed the plinth area and issued order on 05/06/2019 vide letter No-ECoR/GA/SM/ENGG/671. Railway Board has revised the eligibility criteria for Grade Pay 4200 on 27/01/2011 and also revised the plinth area norms on 11/12/2013 vide letter No-RBL&A No-007/2013. But ECoR has not revised the same.

Therefore ECoRSC urges to issue necessary orders to implement the Railway Boards orders dated 11/12/2013 and rectify the procedure to allot the Type-III Quarters to the staff in GP 4200 & above against GP 4600.

## **REMARKS OF ADMINISTRATION**

All the departments have been advised to submit the updated position of quarter vis-à-vis the Leased accommodation position of respective departments to take a suitable decision. Keeping the Railway quarter vacant, Leased accommodation cannot be provided or extended.

## **DECISION**

As per existing rules of quarters allotment, staff eligible for type-3 quarters can be allotted Type-4 quarters, if there are no takers for Type-4 quarters.

**(CLOSED)**

### **15. 49C-15-2020 PERENNIAL SUFFERINGS OF TLSB STATION (TALCHER SOUTH BALANDA) STAFF FOR MEDICAL AID.**

**PCMD**

It is observed that, each staff of TLSB are not eligible to get Medical Aid from MCL Hospital directly unless referral from Railway Doctor/ TLHR. The Railway staff working at TLSB Station is situated within the geographical area of MCL at TLHR. But the Railway Health Unit of TLHR is situated at a far distance from the TLSB station where the Railway Doctor is available. So it is causing more difficult on the part of the staff working at TLSB to reach at Railway Health Unit for referral at TLHR covering a more distance for immediate approach of Medical Aid. The staff preferred medical treatment nearer to their working place where the MCL Hospital is situated & which is also a tie-up-hospital of Railway.

Because of the Health Care is an important need for every human being now a days and it is related to save the precious lives.

So considering the perennial suffering of the staff working at

TLSB station. ECoRSC has approached to DRM/KUR vide letter No-ECoRSC/CEMT/DRM/KUR/19/153 dated 28/08/2019 in this connection. But the Medical Authority of KUR Division expressed his reluctance to consider the matter & stated vide his letter dated 20/09/2019 that " **In case of a patient admitted in emergency in Nehuru Satabadi Central Hospital, MCL, Talcher, post facto approval can be obtained from Railway Health Unit, Talcher submitting ID proof of the patient and on production of emergency certificate from the hospital authority**". it is pointed out that this is applicable for all staff in an emergency but ECoRSC demands for TLSB staff particularly and it is required for all time not for in an emergency.

The matter was again brought to the kind notice of DRM/KUR vide this office letter No-ECoRSC/DRM/KUR/19/183 dated 09/10/2019. But no action still.

Therefore ECoRSC urges to allow the staff working at TLSB to get Medical Aid on production of Medical ID Card in MCL Hospital directly as they are in isolated place.

#### **REMARKS OF ADMINISTRATION**

ACMS/TLHR is the authorized medical officer of TLHB station. Routine medical aid to be provided by ACMS/TLHR to the staff posted at TLSB. As per MoU with MCL hospital, ACMS/TLHR is the authorized medical officer for referring emergency cases to MCL hospital. In cases patients admitted in emergency at MCL hospital directly, post fact referral have to be obtained from ACMS/TLHR subject to production of ID proof of the patient and emergency certificate from MCL hospital.

#### **DECISION**

This issue will be examined and then further course of action will be taken.

16. **49C-16-2020** **PROVIDE FOB FROM IOH SHED (IPL LINE) TO CDO OFFICE AT C&W DEPOT/BBS.**

**PCME**

It has come to the knowledge of this organisation by virtue of practical experiences that the entire staff of C&W Depot/BBS are facing the following problems since a long time.

(a) All the pits & spare lines in which the rakes are placed for maintenance is situated in the opposite side of IOH Shed & all the 24 coaches rakes are being placed in IPL (Line No-1).

(b) Due to placement of rakes on line No-1 the staff are forced to move near about 01 KM with carrying of 70

KGs weight materials to attend the maintenance of rakes which are placed in line No-3, 4 & 5 and in spare line from 01 to 04.

- (c) The heavy materials carried by the staff i.e. V.Belt cJacks, D.P.O oil, Bolster Springs, Brake Beem, Foot Board, Brake Blocks, Excel Spring etc etc. because of there is no path way provided to move the hand trolley from main store to CDO office and there is no FOB from IOH shed to CDO office.

Further, there are 04 (Four) integrated pit from line No-01 to 04 & there are 04 (Four) spare line from line No-01 to 04 & the staff have to cross all the pits and lines by carrying the heavy weight materials to attend the maintenance.

In the above circumstances it is experienced hat, the staff are always facing a lot of problems due to shifting of heavy weight materials from main store to work spot and 70/80 Kgs material carrying manually for 01 KM is always risky and unsafe also, which was brought to kind notice of the then PCME. But there is no action is initiated from the Administration side. Simultaneously it is too much difficult to maintain the rakes because, the frequency of placement of rakes is increased day by day. It is apprehended that at any moment any unforeseen accident may be occurred at that time nobody will take the responsibility.

Therefore ECoRSC urges to provide a FOB from IOH shed to CDO office early to avoid accident and unsafe working condition of the C&W staff of BBS/Depot.

#### **REMARKS OF ADMINISTRATION**

Regarding provision of foot over bridge from IOH shed/IPLs to Sr. CDO office/BBS, ADEN/BBS has been intimated to do feasibility study for the purpose. Basing on the feasibility study/estimation, proposal will be initiated to include the same in works programme.

#### **DECISION**

Road access from IOH Shed and lister vehicles will be provided for the movement of materials and staff from Line No. 1 to 4.

17. 49C-17-2020 **CONSTRUCTION OF PROTECTION WALL TO AVOID DUST POLLUTION AT BDXX STATION & COLONY.**

PCCM

On a practical visit it is observed that the NABA BHARAT company who is dealing with import & export of Iron Ores, is situated just adjacent to Railway tracks provided in front of the BDXX station Building and colony of BDXX.

Due to day and night loading and unloading of its Iron Ores, dust spreads over to the station building, and colony which is creating unhygienic atmosphere and causing health hazards of inhabitants due to dust pollution.

Since there is no protection wall provided on that loading/unloading place the dust directly spreads over the station surrounding, for that all occupants of that colony and the employees are suffering with various diseases.

Keeping in view the above sufferings of staff and their family of BDXX it is needed to construct a protection wall with minimum height of 15 feet covering the area of Station and Colony between Railway Track & Company area.

Therefore ECoRSC urge for early construction of a protection wall to avoid severe dust pollution in the station & colony area of BDXX.

**REMARKS OF ADMINISTRATION**

Action has already been initiated by WAT division to control pollution at the BDXX station area.

**DECISION**

Division will be pursued to take up this work on priority basis in financial year 2020 - 21.

18. 49C-18-2020 **RECREATIONAL FACILITIES FOR THE RAIL SADAN STAFF THOSE ARE RESIDING IN RAIL AWAS AND MCS RAILWAY COLONY.**

PCPO

SDGM

It is observed that, there is no institute or re-creation club facilities available near by the Rail Awas & MCS Railway Colony where in a good number of Rail Sadan staff are residing. They are not getting any chance or recreation or interaction between the colony inhabitants.

In Rail Vihar there is institute provided for the residents of that colony for their use and enjoy the facilities and the Rail Awas/MCS Railway colony occupants are not able to enjoy that facilities because of far distance and difficult road situation.

Therefore ECoRSC urges to provide one Recreation Club or Institute near by the above location for the recreational facility of the staff or Rail Sadan residing in Rail Awasi & MCS colony as soon as possible.

#### REMARKS OF ADMINISTRATION

Sr.DEN/Estate will be advised to make a survey of the colony and put up the feasibility.

#### DECISION

Rail Awasi and HQs staff staying in Mancheswar colony area can be covered under NSRI, Rail Vihar. Facilities from NSRI, as feasible, can be extended to Rail Awasi area.

(CLOSED)

19. 49C-19-2020 REDRESSAL OF DIFFICULTIES WHICH ARE BEING PERENNIALLY FACED BY THE STAFF OF KAMALUR (KMLR) COLONIES IN KK-1 LINE OF WAT DIVISION.

PCE

PCEE

It has come to knowledge of this organisation that, by virtue of practical experience during interaction with the staff residing in Railway Colony at KMLR, most of the quarters are in very worst and dilapidated condition and it is difficult to remain there unless it is attended to immediately by the concerned departmental authorities like Engg & Elect specially as it is a naxalite prone station.

The brief description of various problems faced by the staff residing in colony is brought to the kind knowledge of DRM/WAT vide this office letter No-ECoRSC/CENT/DRM/ WAT/19/135 dated 01/08/2019 and also in PNM But no action has been initiated by the Divisional Administration yet because of that the bonafied employees those are staying in naxalite prone station colony i.e. KMLR are in horrible condition

#### The burning problems are

- 1) The colony is consisting of 17 nos of Type-I Quarters with asbestos roof, 03 nos Type-II Quarters with asbestos roof and 11 nos of Type-I Quarters with concrete roof i.e. in total 31 nos all the Quarters are occupied by the Track Maintainers and TPs only.
- 2) Colony Boundary Wall at KMLR which has been provided is not completed with boundary gate for which the outsiders are entering inside the colony premises whenever they want (in night time).

- 3) All the asbestos roof quarters are not attended for inside colour washing since last 05 years back. The roof ceilings of the said Quarters has not been provided for which they are facing a lot of problem to reside during summer & rainy seasons.
- 4) The Electrical Wirings of all the asbestos roof quarters are in fully damaged condition & wires are in hanging position. The main & other switches of fan & light are not functioning.
- 5) All those asbestos roof quarters are prevailing with roof leakage, wall soaking since long time. The backside iron door of all most all are in damaged condition because of that the snakes & other poisonous insects coming to inside the Quarters, which is life risky for them.
- 6) There is no street lights for which the entire colony is in dark which restrict the family members to come out side of the Quarters.
- 7) In most of the Quarters, Toilets Doors are not provided & those were provided are now in a severely damaged condition.
- 8) There are no water storage tank is provide inside the quarters to store the water by fetching from outside for daily use.
- 9) All the concrete roof quarters are prevailing with roof leakage with inside wall soaking.
- 10) The concrete court yards are not provided in front of any quarters.

Therefore ECoRSC urges to attend the above all problems as this colony has been neglected since more than 05 years back.

### **REMARKS OF ADMINISTRATION**

Para wise remarks are furnished as under:

- 1) There are 31 Nos. of quarters at Kamalur station and all the quarters are occupied by Trackmen, TP's and SMR's.
- 2) Colony boundary wall has been completed and main gate has also been provided at Kamalur colony.
- 3) White wash/Colour wash roof ceiling works have not been started so far. Work will be taken up by 15<sup>th</sup> Feb'2020 and it will be completed by 15<sup>th</sup> March' 2020.
- 4) The pipes and wires which are in damaged condition have been replaced with new pipes wires. The switches of fans



and lights also rectified/replaced. The re-wiring proposal of these quarters is under process.

- 5) Roof leakages were rectified for all the quarters by providing APP (Atactic Poly Propylene) in the year 2018. There is no roof leakage in quarters after providing APP. Backyard courtyard steel doors which are damaged for 5 nos. of quarters will be attended in the Zonal contract 2019-20 by March'2020.
- 6) 04 Nos. of street light 35 W LED are newly provided and 05 nos. are rectified.
- 7) As per demand, boundary wall for the quarters have been completed recently. Prior to construction for boundary wall, staff were not willing to stay in Railway quarters with family being the sensitive area. Toilets doors have been provided to all the quarters except 02 units for which order for doors have been placed and targeted to be completed by Feb' 2020.
- 8) Pipe line connections have been provided to all the 31 Nos. of quarters. 26 out of 31 nos. of quarters which are having water storage tanks but 05 nos. of quarters in court yard are not having water storage tanks and it will be provided by Feb' 2020.
- 9) Roof leakages have been attended and rectified in the year 2018 by providing APP sheets. There is no roof leakage in quarters after providing APP.
- 10) For concreting in front of quarters, work will be proposed in Law Book 2020-21 along with compound wall for all way side stations.

## DECISION

Item No. 1, 2, 6, 7, 8 - Closed. For Item No. 5 & 9, Sr. DEN/WAT will inspect site alongwith representative of ECoRSC and will take necessary action. Item No. 10, as per remarks.

Item No. 4 regarding rewiring of quarters, the work shall be carried out within 3 months through quotation contract.

(CLOSED)

20. 49C-20-2020 **IMPLEMENTATION OF DECISION TAKEN IN 39<sup>TH</sup> ZPNM VIDE ITEM No-21 HELD ON 8<sup>TH</sup> & 9<sup>TH</sup> SEPTEMBER 2016 REGARDING CREW CHANGE AT BHC.**

PCOM  
PCEE

Consequent upon the decision taken in 39<sup>th</sup> ZPNM vide Item No-21 held on 8<sup>th</sup> & 9<sup>th</sup> September 2016 regarding the review for revision of crew link for 18645/18646 Express & 18410/18409 Express to minimise the fatigues stress & mental agony for the Loco Pilots and avoid accident (SPAD) for the passenger carrying trains which are reproduce below

**"the review for revision of Crew link for 18645/18646 Express & 18410/18409 Express was at Head Quarters & KUR division**

was advised for its implementation i.e. Crew change at BHC vide CEE/BBS's letter No-ECOR/EL/TRO/422/04 dated 27/10/2016".

But it is observed that the system which was introduced according to decision taken in higher forum in presence of General Manger has been changed without consulting the ECoRSC from 25/01/2018 vide TLC order No-22/05 dated 22/01/2018 and adopted the previous system of Crew Changing which is insubordination to the order of higher authority (i.e. 39<sup>th</sup> Zonal PNM)

Therefore ECoRSC raised this Item in the forum and urges for restoration of the earlier decision taken in 39<sup>th</sup> ZPNM item No-21 early.

#### **REMARKS OF ADMINISTRATION**

Taking into account continuous loss of punctuality due to change of crew at BHC in a stoppage time of 02 minutes, crew link is to be synchronized with guard link i.e. to work the train from KUR-KGP instead of KUR-BHC.

#### **DECISION**

GS/ECoRSC pointed out that the crew change at BHC was started as a result of decision taken in Zonal PNM. Hence, it should have been reversed only after consulting ECoRSC.

After discussion it was decided to find out at what level decision has been reversed. Matter will be discussed afresh in the next meeting.

21. 49C-21-2020 **CONDUCTION OF SELECTION TO THE POST OF OS/II, PB-2, GP 4200 AGAINST LDCE QUOTA OVER ZONE VIDE RBE No-38/2019.**

PCPO

The eligibility criteria for appearing in selection to the post of OS/II, PB-II GP 4200 against 20% LDCE Quota has been reviewed by the Railway Board and contained the guideline in terms of Railway Boards RBE No-38/2019 dated 01/03/2019 for implementation in division/zone.

The guideline which has been reviewed in para-III of RBE by the Board are re-produced below.

The matter has been reviewed by the Board in consultation with Zonal Railways & it has been decided that the aforesaid eligibility condition may be replaced by the following for filling up the 20% LDCE Quota for OS/II.

- (i) 05 years regular service as Jr.Clerk/Jr.Typist & Sr Clerk/Sr.Typist put together or
- (ii) 05 years regular service as Jr.Clerk/Jr.Typist.

It is observed the guideline which has been modified by the Board has not been implemented in Division as well as Zonal level and the aspirants are deprived off to enjoy promotional benefits.

Therefore ECoRSC raised this issue in this forum & urges to implement the above order envisaged in said RBE.

### **REMARKS OF ADMINISTRATION**

RBE No. 38/2019 has been issued vide ECoR's Estt. Srl. No. 67/2019 on date 13.03.2019.  
LDCE (20%) for OS-II for HQ has been initiated.

### **WAT DIVISION**

Last notification for selection to the post of Office superintendent against 20% LDCE quota was issued by HQ/BBS on 26.04.2018 and panel published on 03.10.2019.

Meanwhile, Railway Board, decided that LDCE for OS-II may be decentralized by holding the exam at the Divisional level by clubbing the vacancies of all the departments, in terms of RBE No. 78/2019, dated 10.05.2019.

Hence, for the next LDCE as per calendar will be done at divisional level as per new guidelines.

### **KUR DIVISION**

- 1) Notification for calling applications from the willing and eligible staff has already been issued to fill up the 33 1/3% vacancy of Sr. Clerk against LDCE quota under office notification No. P/20/Pers/Sr. Clerk(LDCE)/Selection/KUR dated 05.02.2020. Last date of receipt application is 04.03.2020.

### **SBP DIVISION**

Steps have already been initiated to conduct selection to the post of OS-II in L-6 against 20% LDCE in SBP division.

### **DECISION**

Divisions (KUR/WAT) will be advised to expedite LDCE selection for OS on priority basis.

**(CLOSED)**

22. 49C-22-2020 **IMPLEMENTATION OF INCREASING PROMOTION QUOTA PERCENTAGE FOR TECHNICIAN-III POSTS IN DIESEL/ELECTRIC LOCO/EMU SHED VIDE RBE No-113/2019**

PCPO

In terms of instructions contained in letter No-E(NG)I/2014/PM7/1 dated 12/07/2019 and vide RBE No-113/2019 dated 12/07/2019 issued by Railway Board has revised the increasing promotional Quota percentage of Technician Gr.III in Diesel/Electric Loco/EMU Shed in Railway keeping in view the justification put forth by the Federations .

It has been decided that henceforth posts of Technician-III in Diesel/Electric Loco/EMU Shed may be filled as under by made amendment IREM Vol-I 1989 (First Reprint Edition, 2009).

1. 25% plus shortfall, if any, against LDCE Quota as at (ii) below by selection from course completed Act Apprentices, and ITI passed candidates in relevant trades from the open market, serving employees who are course completed Act Apprentices or ITI qualified would be considered against the Quota allowing age relaxation as applicable to serving employees and
2. 25% from serving semi-skilled & un-skilled staff with educational qualification as laid down in Apprentice Act and
3. 50% by promotion of staff in the lower grade as per prescribed procedure.

The above promotional procedure has not been implemented in ECoR.

Therefore ECoRSC urges to implement the increasing the promotional quota of Tech-III as per said RBE of Railway Board early.

#### **REMARKS OF ADMINISTRATION**

ECoR's Estt. Srl. No. 164/2019 (RBE No. 113/2019) has been issued to all concerned on date 23.07.2019 for early implementation.

#### **WAT DIVISION**

For ELS/VSKP, RBE No. 113/2019 has been implemented & 40 staff promoted from Helper to Tech-III/TRS on 10.01.2020. For DLS vacancy assessment completed as per the provisions of RBE NO. 113/19, notification will be issued soon.

#### **KUR DIVISION**

After publication of RBE-113/2019 on change of % Tech-III(DPQ) sanction cadre changed from 09 to 20. Accordingly promotion for

11 vacancies are processed on 31.01.2020.

## DECISION

Divisions will be advised to expedite the selection by May 2020.

(CLOSED)

23. 49C-23-2020 **CONDUCTION OF SELECTION AGAINST 15% & 25% QUOTA TO FILL-UP OF THE STATION MASTER VACANCY OVER ZONE VIDE RBE No-22/2018.**

PCPO

Railway Board vide RBE No-22/2018 has communicated the revised guidelines in consonance to para-122 of IREM volume-I (Revised Edition-1989, first Re-print Edition 2009)& elaborating the procedure contained in Railway Board's RBE No-22/2018 dated 16/02/2018 regarding filling up of the posts of ASM/SM against 100% divided by 03 parts & are re-distributed as under.

### Para-122 (I)

- (i) 60% by Direct Recruitment through RRBs from amongst persons having the qualification of graduation.
- (ii) 15% by limited departmental competitive examination (LDCE) from amongst staff working in OPTG & Comml. Deptts in level-1 to level-5 with an upper age limit of 45 years (50 years for SC/ST) with qualification of Graduation subject to staff in level-1 have rendered a minimum period of 05 years regular service.
- (iii) 25% by General Selection from amongst employees possessing the qualification of matriculation & working as Shunting Jamadars, Cabinman Grade-I, Switchmen, Sr.Signallers and Sr.Train Clerks, in level-4 & Leverman Gr.I, Pointsmen Gr.I, Shuntman Gr.I & Cabinmen Gr-II and Train Clerk in level-2 with a upper age limit 45 years (50 year for SC/ST).

The Railway Board's guidelines incorporated vide RBE No-22/2018 not yet implemented over zone of ECoR for which eligible staff are availing for promotional benefits.

Therefore ECoRSC urges to implement the orders issued by the RBE No-22/2018 early.

## REMARKS OF ADMINISTRATION

### WAT DIVISION

The process for filling up of the vacancies in the category of SM, GP-4200/-/L-6 as per the instructions in RBE No. 22/2018 is scheduled in February, 2020 as per selection calendar.

## **KUR DIVISION**

Selection will be processed in Feb'2020 as per calendar.

## **SBP DIVISION**

At present there is no effective vacancy in the category of Station Master against 15% General selection quota. On arising of vacancies against above, quota necessary selection will be conducted as per extant provision.

## **DECISION**

The matter regarding percentage against various quotas prior to the circular of Feb 2018 will be examined and intimated to ECoRSC.

**(CLOSED)**

### **24. 49C-24-2020 PROVIDING OF TTE BERTH (AC-II TIER) IN TRAINS.**

#### **PCCM**

It is observed that, TTE berth is not earmarked in AC-II Tier in all most all trains, all the berths are earmarked in AC-III Tier in favour of on duty Ticket Checking staff who are booked for manning the reserved coaches in mail & express trains by violating the guidelines of Railway Board.

In other Zones the TTE Berths are earmarked in AC-II Tier only for easy communication and proper checking. Moreover the berths which are earmarked in AC-III Tier is creating problems for the passengers and many times the passengers quarreled with TTEs.

Therefore ECoRSC raised this item in this forum & urges to earmark the TTE Berth in AC-II Tier Coach for working TTEs instead of AC-III Tier.

## **REMARKS OF ADMINISTRATION**

For provision of berth to the working Ticket checking staff in terms of guideline issued vide Railway Board's letter No. 97/TG-V/13/3 dated 14.03.2014 is being strictly adhered to i.e. 3AC berth provided in trains having 2AC/3AC coaches and 2AC berth provided in the trains having 1AC/2AC/3AC coaches or more number of 2AC coaches. Further, for smooth on board working of TTE, PCME had been requested to provide private light near berth No. 7 (TTE's berth) in 3<sup>rd</sup> AC coaches.

## **DECISION**

Resting berth for conductors manning AC coaches will be ensured as per latest Railway Board instructions (Commercial Circular No. 72/2017).

**(CLOSED)**

25. 49C-25-2020 **FILLING UP OF SIGNAL MAINTAINERS GR-III POSTs OVER ECoR IN TERMS OF RBE No-48/2018.**

PCPO

In terms of instructions issued by Railway Board in consultation with the Technical directorate of the S&T department regarding promotional avenue of ESMs in various grades and it has been decided as under which circulated vide RBE No-48/2018 for implementation in Railway.

- (i) Direct Recruitment to the extent of 33-I/3% in Signal Maintainer Grade-II to be discontinued subject to 15% direct requirement quota to be introduced in Signal Maintainer Grade-I. The remaining 85% vacancies in Signal Maintainer Grade-I is to be filled by promotion.
- (ii) The revised qualification for ESM Grade-III should be either (a) Matriculation (i.e. 10<sup>th</sup> Class) and ITI Certificate in Electronic/Electrical Fitter/Wireman Trade or (b) Pass in plus Two stage with physics and Maths in Higher Secondary or equivalent.
- (iii) The educational qualification of direct recruitees at Signal maintainer Grade-I level should be pass in B.Sc
- (iv) On one time basis to fill up vacancies of Signal Maintainer Grade-III the residency period for LDCE should be reduced from 03 years to 02 years.
- (v) The vacancies in Signal Maintainer Grade-III may be calculated by taking resultant vacancies of higher grade posts of Signal Maintainer.

It is observed that the above guideline issued by Railway Board has not been implemented in the Divisions of ECoRly for which eligible staff are deprived of to enjoy the promotional benefit extended by Railway Board to S&T Deptt.

Therefore ECoRSC raised this issue before this forum for early implementation of the above guideline envisaged in RBE No-48/2018.

**REMARKS OF ADMINISTRATION**

**PERSONNEL DEPARTMENT**

Promotional Avenue of ESM in S&T department has been issued vide ECoR's Estt. Srl. No. 46/2018 on date 09.04.2018 for early implementation.

### **WAT DIVISION**

In WAT division presently there are no vacancies in Signal Maintainer, Gr.-II category under DPQ. Fresh assessment will be done in April, 2020 as per selection calendar.

### **KUR DIVISION**

Notification issued to fill up the vacancy on 25.11.2019 and last date of receipt of application was 31.12.2019. Total 93 applications received which are under scrutiny.

### **SBP DIVISION**

SBP division is conducting selections as per procedure to fill up the vacancies in various quotas.

### **DECISION**

A detailed clarification will be issued to Divisions with instructions to follow the same, i.e., to follow RBE 48/2018 strictly for calculation of vacancies.

26. 49C-26-2020 **IMPLEMENTATION OF THE DECISION ISSUED BY FAST TRACK COMMITTEE FOR GENERATING PAY STRUCTURE OF STENOGRAPHERS CATEGORY OF ZHQ/BBS.**

PCPO

PFA

Since inception of ECoRly after trifurcation from erstwhile S.E.Rly though the proportionate money value for engaging Stenographic Assistance was handed over to ECoRly, no cadre has been created grade wise in ECoR.

Further in terms of instructions contained vide RBE No-225/1998 the cadre of Stenographers should be maintained at 40:40:20 i.e. out of 100% there should be 40% in GP 4600 (PS-II) 40% in GP 4200 (Steno-Gr.I) and 20% in GP 2800 (Jr.Steno).

Because of non maintenance of prescribed ratio in the cadre the eligible Stenographer of ECoR Zone are been deprived from getting the restructuring benefits on 01/11/2003 & 01/11/2013 as well as unable to get their legitimate due promotions in time even after putting a lengthy service in same grade.

The fast track committee held on 29/08/2014 has conveyed its decision to all the GMs over Indian Railway vide No-PC-VI/2011/IR/DC/1.Pt dated 25/09/2014 emphasizing to implementing the instruction issued under RBE No-291/1989 & 225/1999

The cadre strength issued by PCPO as on 01/06/2016 was 129, as on 01/01/2018 was 125 & as on 08/02/2019 was 115 nos, but in existing i.e. as on 01/11/2019 is only 93 nos. Since 2016 the nos of Officers are increased in many folds but the Stenographic Assistance post has been reduced from 129 to 93 which is not



correct decision of Administration.

Further if the cadre will be 93 as on date then as per ratio 40:40:20 the post in GP 4600 will be 25 nos, in GP 4200 will be 58 nos and in GP 2400 will be 08 nos.

But in existing in GP 4600 on roll is 25 nos against the sanctioned cadre is 25 nos, in GP 4200 on roll is 48 nos against the sanctioned cadre of 58 nos and in GP 2400 on roll is 08 nos against the sanctioned cadre of 10 nos i.e. **in GP 4200 -10 vacancies and in GP 2400 -02 vacancies are existed**

So ECoRSC is in doubt that how the cadre position from 2016 to 2019 has been decreased why the new posts are not created since last 03 years back ? and why the ratio 40:40:20 is not implemented in the existing cadre as on date?

Therefore ECoRSC demands for early cadreratisation of Stenographers in existing cadre with proper ratio i.e. 40:40:20 as per rule by assessing the requirement of Stenographic Assistance according to the entitlement against the existing officers as on date in terms of RBE No-291/1989 and create that posts early

## **REMARKS OF ADMINISTRATION**

### **ACCOUNTS DEPARTMENT**

As per RBE 225/1999, out of 100% cadre there should be 40% cadre in GP-2400/- (Jr. Steno), 40% cadre in GP-4200/- (Stenographer-I) & 20% cadre in GP-4600 (PS-II) and the guidelines are being followed in Accounts department. No stenographer is due for promotion as per the above distribution in Accounts department.

### **PERSONNEL DEPARTMENT**

- 1) PS-II cadre is not coming within the ambit of 40:40:20 ration as per RBE No. 225/99
- 2) No restructuring order has since been received from Board in respect of Stenographers cadre.
- 3) In order to implement the provision of RBE No. 291/89 the proposal for creation of additional posts of stenographers have been received from PHODs and the case is under process.
- 4) 13 Indents have been placed to fill up the vacancies and GS/ECoRSC has been apprised vide this office Lr. dated 04.02.2020

## DECISION

The percentage of post of PS-II (Level-7) is not included in the restructuring in the cadre of stenographers circulated vide RBE No. 225/1999. As per the said RBE, percentage in GP - Rs. 2400/- and GP - Rs. 4200/- is being maintained ECoRSC may like to raise the issue at Railway Board.

(CLOSED)

27. 49C-27-2020 VIOLATING THE DECISION TAKEN AGAINST THE ITEM NO-06 OF 45<sup>TH</sup> ZPNM REGARDING FIXATION OF PAY OF STENOGRAPHERS OF ZHQ.

PCPO

In terms of instructions contained vide Para-II of rule-05 and Para-I of rule-06 of RBE No-90/2016 date 28/07/2016 the Stenographers of ZHQ/ECoR have exercised their options to continue in the existing pay structure of 6<sup>th</sup> CPC (i.e. pre-revised scale) within the stipulated time limit i.e. on 08/08/2016 as prescribed there in and switch over to 7<sup>th</sup> CPC scale from the date of their promotion to next higher grade. After fulfilling of all the criterias PCPO/ECoR has processed their case for approval/vetting of pay fixation to PFA/ECoR but the same was not considered by PFA/ECoR.

On request of ECoRSC again process the case by PCPO to PFA/ECoR for fixation and PFA/ECoR has sought for clarification from Railway Board on 01/06/2018 and the clarification of the Railway Board was received on 15/06/2018 by PFA/ECoR.

In the mean time ECoRSC has made an agenda vide item No-06 of 45<sup>th</sup> ZPNM held on 23<sup>rd</sup> & 24<sup>th</sup> August 2018. In the ZPNM the remarks of Administration was **"pay fixation has been allowed in favour of Stenographers of Zonal Head Quarter as per the clarification received from Railway Board and decision communicated that already complied, where the rules are clear, compliance will be ensured immediately"**.

But now it has come to knowledge that the ECoR Administration is going to implement the Railway Board order dated 10/07/2019 and recover the amount which was already paid as arrears earlier taking their options opted in 2<sup>nd</sup> time which is not correct.

Accordingly it is stated that those payments were made to Stenographers as per Railway Board's order and are legal because they have opted in first time and the recovery of same are impermissible in law in terms of DOP&T letter dated 06/02/2014 & RBE No-72/2016.

Therefore ECoRSC urges to follow the agreement reached in 45<sup>th</sup> ZPNM about fixation of pay of Stenographers of ZHQ strictly as they were paid legally after clarification received from Railway Board.

## REMARKS OF ADMINISTRATION

In the light of Dy. Director, Pay Commission-VII/Railway Board's letter No.PCVII/2016/I/6/2 dated 15.06.2018 and Lr. No. PC-VII/2018/RSRP/I dated 10.07.2019, PFA/BBS vide letter dated 14.08.2019, has advised to review the case of fixation on option. Accordingly, the arrear already paid should be corrected.

## DECISION

A comprehensive note will be put up to PCPO and PFA and the matter will be referred to Railway Board for specific clarification regarding recovery in this case.

28. 49C-28-2020 **ENSURE DRINKING WATER SUPPLY TO THE STAFF RESIDING IN COLONY AT KMLR.**

PCE

PCEE

It has been observed practically that the water supply arrangements in the colony of KMLR is having multi various problems. The same has been conveyed to DRM/WAT vide this office letter No-ECORSC/CENT/DRM/WAT/19/135 dated 01/08/2019 and also raised in the Divisional PNM. But still it has not been attended.

The water supply problems are that:-

- (1) One deep Bore Well with 3mm dia & one HP motor is provided at outside of the colony for supply of drinking water. The distance between Bore Well & Quarter which is existing at the end of colony is 600 to 700 metre (Approx) for which the supply of water through one HP motor is not able to make reach the water to the quarters.
- (2) The drinking water supplied directly from pump & two nos of water supply point provided outside of the quarters in the colony like municipality free water supply & the colony inhabitants are forced to fetch the water from those points. But that water supply system is managed by station staff who supply the water on their will & pleasure. Because of that Track Maintainers are facing a lot of problems.
- (3) Another Bore Well is provided with 3 mm dia with one HP motor for supplying the water through pipe lines for house hold use to which the pipe line are connected to individual quarters. But due to more distance & storage tank is provided at low height level, water is not reaching inside the quarters.

- (4) As per the guideline of Railway Board that the occupants are liable to pay the water charges subject to provide with piped water supply to their quarter. But it is seen all occupants are paying water charges from their salary even though without getting the piped water supply which is irregular & unjustified.

Therefore ECoRSC raised all this items as described above in this forum and urges that Administration should take immediate action to ensure piped drinking water supply to eradicate the water problems of KMLR colony staff early.

### REMARKS OF ADMINISTRATION

Para wise remarks are furnished as under:

- 1.) Higher capacity motor is to be provided by Electrical department. Sr.DEE/G/WAT has been requested by Sr.DEN/West/WAT to increase the capacity of HP of motor.
- 2.) Pumps are operated by SMR/Kamalur. Sr.DOM/WAT has been requested by Sr.DEN/West/WAT to change the timings of pump operation so as to suit the track maintainers to avail water supply.
- 3.) Work for individual water tank at Railway colony Kamalur will be proposed in Law Book 2020-21.
- 4.) Pipe water supply is existing in Kamalur Railway colony since 2015 and in working condition.

### DECISION

Regarding Item No. 1 & 2, motor of adequate capacity along with automation of pump operation shall be ensured after inspection of site by Divisional authorities, within two months.

Item No. 3 & 4 same remarks. TDC for Item No. 3 by Oct'2020.

(CLOSED)

29. 49C-29-2020

### PROVIDING OF RCC SHED AT PIT LINE BETWEEN WHEEL AND ELECTRICAL (TL) SHOP OF CRW/MCS.

PCME

There is a shed existing on the Pit Line. But it is not adequate for the current outturn of CRW/MCS because of that the gap without shed between Wheel Shop and Electrical (TL) Shop exist, to be provided with RCC Shed.

Because of non provision of shed in between Wheel Shop & TL Shop at Pit Line the staff are facing a lot of troubles to perform their duties in Summer and Rainy season.

To extend the existing shed of Pit Line up to Wheel Shop from TL

Shop has been raised in the PNM of workshop, held on 14<sup>th</sup> & 15<sup>th</sup> November 2019 wherein it is decided that **"It will be proposed in umbrella works in the coming year. Mean while a proposal for provision of a shed between Wheel Shop and Electrical (TL) Shop will be initiated by Dy.CME (Production) for GMS approval"**.

Keeping in view the difficulties of staff of CRW/MCS for performing their assigned duties at Pit Line smoothly, it needs to take an early action for extension of the existing shed from Wheel Shop to Electrical TL Shop at Pit Line.

Therefore ECoRSC urges upon Administration for early necessary action in this regard to avoid strain and to ensure qualitative out turn of CRW/MCS.

### REMARKS OF ADMINISTRATION

It is observed that workshop administration had agreed in Nov'19 to propose this work under umbrella works next year.

### DECISION

The work of providing galvanium sheet shed will be undertaken by the Workshop in the next financial year 2020 - 21, under CWM's power.

(CLOSED)

30. 49C-30-2020 **PROVISION OF IRON GRILL GATE IN ENTRANCE GATE OF INDIVIDUAL QUARTERS IN CRW/MCS COLONY.**

PCME  
PCE

It is observed that no Iron Gate has been provided in the main entrance of the individual Quarters in MCS Workshop Colony, for which the occupants are staying in unsafe condition and with fear complex.

Now a days since crime is increased in many folds and because of non provision of Iron Gate to observe safety the residents residing in those Quarters are not able to attend their duty in a fear free mentality.

Further they are also not able to leave the Quarters for one or two days in exigencies due to fear of theft.

The matter has been brought to the knowledge of authorities of workshop for providing Iron Gate through PNM item held in 14<sup>th</sup> & 15<sup>th</sup> November 2019 where in the decision was taken that the **" a proposal will be submitted through IRPSM"**.

Therefore ECoRSC urges before this forum for early provision of Iron Gates in all the Quarter of CRW/MCS for the safe guard of

the residents.

### **REMARKS OF ADMINISTRATION**

To this effect, one estimate bearing proposal No. A/2/provision of iron doors/MCS, dated 28.01.2019 was prepared by SSE/works-MCS and the same has been submitted to Sr.DEN(Estimate)/BBS on 31.01.2019 for sanction.

### **DECISION**

The demand to provide iron grill doors was agreed in principle. Efforts will be taken to get the work done in 2020 - 21.

**(CLOSED)**

SECTION 'C'  
REVIEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
31.	48C-05-2019	<u>IMPLEMENTATION OF ZPNM DECISION IN REGARD TO REVIEW OF JPO PUBLISHED IN 2005 REGARDING SANITATION/CLEANLINESS OF STATION AND COLONY ETC.</u>

PCME

The guidelines has been issued through JPO 2005, wherein it is clearly distributed the responsibilities of concern depts. for maintaining of sanitation/cleanliness of Stations, Offices, Railway Colonies and other allied establishment of ECoR, But the concerned departments are not attended. Further all most all departments are throwing the responsibility between each other. Because of that, ECoRSC had raised this issue in 38<sup>th</sup> ZPNM vide Item No-9 held on 2<sup>nd</sup> & 3<sup>rd</sup> June 2016 and decision which was taken is furnished below.

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

Accordingly ECoRSC has already submitted its point wise suggestions vide this Office Letter No-ECoRSC/CENT/CPO/16/166 dated 10/08/2016.

Due to in ordinate delay ECoRSC was again raised this issue in **44<sup>th</sup> ZPNM (Item No-44C-10-2018) held on 22<sup>nd</sup> & 23<sup>rd</sup> March 2018** and after elaborate discussion the decision was taken which is furnished below.

**"Medical Dept. has submitted their views regarding suggestions given by ECoRSC to PCE office for inclusion in JPO. JPO is likely to be issued within a month's time".**

But it is very unfortunate that still the revised JPO is not issued as per ZPNM decision even after completion of more than one year to the decision which seems to be insubordination to the decision of a highest forum and ECoRSC.

Therefore ECoRSC is again forced to re-open this matter in this forum and urges to issue modified JPO early as per the decision taken in 38<sup>th</sup> & 44<sup>th</sup> Zonal PNM of ECoRSC.

## REMARKS OF ADMINISTRATION

JPO will be issued by HQ Engineering department.

## LAST MINUTES

JPO is likely to be issued by EnHM wing shortly. This will be reviewed after one month.

## PRESENT POSITION

The sanitation activities of all 13 A1 & A category station over ECoR has since been taken over by ENHM wing under Mechanical Department.

Further, sanitation activities of all Railway Colonies under Medical Department has been decided to be handed over to EnHM wings of Mechanical department.

A comprehensive draft of JPO has been prepared regarding sanitation & cleanliness of Railway Stations & colonies and circulated on 22.01.2020 for comments of different departments. Final JPO will be prepared and issued accordingly in due course.

## DECISION

GS/ECoRSC pointed out that while finalizing JPO, the issue of maintenance of Railway Colonies at small and midsize stations (station B, C, D & E category) should be taken care of.

(CLOSED)

32. 48C-07-2019 CONSOLIDATED TRAVELLING ALLOWANCE (CTA) FOR TICKET CHECKING STAFF OF ECoRLY.

PCCM  
PCPO  
PFA

It has come to knowledge of this organisation that the Ticket Checking staff are deployed for manning the trains by performing their duties as per the link fixed by the Administration, which is covering more than 20 days out station journey duty in a month in a regular manner.

Accordingly they are submitting their T.A. claims in time to their immediate superior, still they are unable to get the T.A in time regularly because of abnormal delay in forwarding by the concerned supervisor to ACM then DCM then Sr DCM then Sr DPO respectively. Because of the above they are deprived of to get the T.A. in regular manner which create staff discontentment



again & again.

**In this regard Para-1605 (2) a, b & c of IREC-Vol-II says that General Managers are empowered to sanction permanent Travelling Allowance to such staff those are absent from Headquarter on Administrative duty for 20 days or more in a month”.**

Apart from that, Railway Board has issued the instruction to adopt the paperless work, and issuing reminder again and again, but ECoR Administration has not implemented that.

If the consolidated T.A. will approve, then the difficulties being faced by the Ticket Checking staff for delayed payment of T.A. can be eradicated and minimised. On the other hand concerned Supervisors and officers will be free from the forwarding and countersigning of huge nos of T.A. journals. Moreover it will save manpower for preparing & passing of T.A Journals.

Therefore ECoRSC urges before Administration to approve the proposal of consolidated Travelling Allowance in favour of Ticket Checking staff of ECoR interms of above rules please.

#### **REMARKS OF ADMINISTRATION**

Unless gang/group of TTEs are identified who, as a rule, travel more than 20 days every month, on duty, it would not be possible to process for giving this benefit to all TTEs. If such groups are identifiable, then Division has to initiate proposal.

#### **LAST MINUTES**

Division will be advised to examine the issue in the light of SECR Memorandum No.P-HQ/BIL/921/961 dated 11.08.2015 issued on this subject and submit appropriate proposal as per rules.

#### **PRESENT POSITION**

Proposal is yet to be received in HQ.

## DECISION

The proposal is agreed in principle. PCCM office will advise the Divisions to process proposal for grant of CTA to eligible ticket checking staff and send the same to HQ, within two months, for approval of competent authority. Efforts will be made to complete the entire process within three months.

(CLOSED)

33. 48C-11-2019

### APPROVAL OF THE PROPOSAL OF NARAJ WATER SUPPLY TO KUR SETTLEMENT.

PCE

As per the existing water supply infrastructure/installation of KUR is a century ago and it is completely depended upon only in take well of Daya River which is situated at a distance of 5 to 6 KMs from KUR. There is no other alternative arrangement is available if the water supply source from Daya River is failed.

At present perennial stream of water level of Daya River (which is a branch river of Mahanadi) has been decreased due to the water flow from upper level of Mahanadi is in disturbed condition.

In order to meet the unwanted situation so far the water supply is concerned, KUR Divisional Authority had been placed a proposal for approval to get the alternative water supply arrangement from NARAJ which is maintained by Govt. of Odisha. The same has not been approved at Head Quarter level.

As the water supply arrangement playing a vital role in human society and all most all the employees are paying the water charges. ECoRSC urges to take necessary arrangement to approve the proposal for water supply from Naraj to KUR by considering the needs of the employees of KUR settlement at the earliest.

### REMARKS OF ADMINISTRATION

Administrative decision has been taken not to take water from the state government (Naraj). For improvement of water supply and water quality for KUR settlement recommendation of the consultant were:

- 1) Dredging of the river bed.
- 2) Provision of surface aerators and infiltration gallery to prevent entry of algae during summer into the intake well etc.
- 3) Flow meters and pressure gauges at different locations including replacing old pipe lines and need based.
- 4) Provision of bar screen and fine screen at the intake channel.

For Improvement of water quality at KUR settlement, an estimate (No. KUR/309/2018) was processed with finance as per the recommendations of consultant report. However finance advised to process it through IRPSM as it partly involves addition of new assets. Hence, it has been uploaded in IRPZM under PH-51 and is now awaiting sanction at HQ level (PCPO).

### LAST MINUTES

A proposal for augmentation of supply of Daya River water costing Rs. 1.5 crore has been submitted for sanction of GM. This is as per the advice/opinion of the consultant hired by KUR Division. The views of ECoRSC will also be considered for future alternative water supply to KUR establishment from Naraj.

### PRESENT POSITION

A proposal for "Augmentation of water supply system and treatment plant at Khurda & Puri" costing Rs. 2.1995 Cr. has been sanctioned by GM/ECoR. Tender for the above work is in progress.

Date of opening of tender: 12.02.2020

Period of completion: 06 months.

### DECISION

Water supply from Naraj to KUR settlement for next 25 years will cost excessively high at Rs. 8.5 Crores per year. Daya river is perennial and not going to dry up anytime in near future. If needed, mouth of Daya river may be cleared at Railway's expense, from where water is drawn.

(CLOSED)

34. 48C-14-2019 TO PROVIDE PROMOTIONAL PROSPECTS FOR STJM (SHUNTING JAMADAR) IN OPERATING DEPARTMENT IN ECoRLY.

PCOM  
PCPO

Most of the STJM (Shunting Jamadar) of Operating Department are always engaged in Shunting activities in yards with life risk. In spite of that it is very unfortunate that the cadre of STJM is ignored since long back due to want of promotional prospects.

Earlier they have been promoted to SM, Guard etc, but since 10 years back the STJM category has been deprived of, for that the

STJM's post which are vacant as on date are not filled up also.

To bring them in a stream of better promotional aspects/avenue, ECoRSC raises this issue in this forum and urges to issue necessary order to extend the opportunity to fix promotional prospects of STJM early for the betterment of STJM category and issue order to fill-up the vacant STJM post as on date over ECoR early.

## **REMARKS OF ADMINISTRATION**

As per current AVC, Shunting Jamadar with GP-2400/- are eligible to appear in departmental selection for the post of Guards and Stations Masters.

In SBP division, suitability has been conducted and eligible staff have already been promoted to Shunting Master-II post vide office order No. OPTG/75/2019 dated 02.08.2019.

In WAT division, 9 vacancies of SM-I has been filled up.

## **LAST MINUTES**

Divisions will be advised to fill up the vacancies of Shunting Jamadars in Operating department in East Coast Railway. This issue will be examined about the possibility of allowing shunting master (GP-4200/-) in GDCE.

## **PRESENT POSITION**

### **WAT DIVISION**

The vacancy position of the Shunting Master category of Operating department of the WAT division is given below:

- 1) Shunting Master-I-4200/- 16
- 2) Shunting Master-II-2400/- Nil

As per the existing AVC the staff in the SM-II (2400) category will progress as SM-I (4200) and also having cross channel to Goods Guard (2800) and Station Masters (4200)

Present status is as follows:

Sl. No.	Category	SAN	ACT	VAC	Date of publication of last panel/Select list	As per selection calendar 2020 next selection schedules on
1.	STJM-1	16	12	4	10-05-2019	No eligible staff in feeder category.
2.	STJM-2					
3.	75% of quota	6	6	0	23.07.2019	23-07-2020
4.	25% of quota	2	1	1	10.01.2020	Selection initiated after completion of 01 year from last panel.
	Total	24	19	5	--	--

Following are the sanction, on roll & vacancy position of STJM cadre of KUR division:

	Sanction	On roll	Vacancy
STM-I	39	39	Nil
STM-II	21	19	02

Selection to fill up 02 posts will be initiated shortly.

### **SBP DIVISION**

Vacancies in the category STJM of Operating department in SBP division are being filled up as per procedure time to time.

	Sanction	On roll	Vacancy
STM-I	03	02	01
STM-II	02	02	Nil

### **DECISION**

Discussed and it was appreciated that Shunting Jamadar is basically a promotional post which is filled up by Token porters and Points-man. The avenue promotion available for Shunting Jamadar is up to Shunting Master-I in GP Rs. 4200/-. Thus the Group-'D' staff who comes to Shunting Jamadar cadre will get 3 promotions before being stagnated.

**(CLOSED)**

35. 48C-15-2019 CLARIFICATION SOUGHT ABOUT THE PARA-2&3 OF RBE No-23/2012 REGARDING SURRENDER OF LARGE PERCENTAGE.

PCPO  
PCE

Regarding re-deployment of surplus staff, instructions contained in Para-I (viii) of Railway Board's Letter No-E(NG)II/84/RE-I/10 dated 21/04/1989 is furnished below for ready reference.

"Whenever a fairly large number of staff are likely to be rendered surplus in a particular location, the recognised Unions should be advised in time, as far as possible and their views regarding their re-deployment taken in to account to the extent possible so that the surplus staff are fully utilised and re-deployed quickly".

On the basis of letter dated 17/09/1998 again Railway Board clarify and circulated vide in RBE No-23/2012 dated 21/04/2012. In Para-2 of RBE No-23/2012 speaks that **"The Ministry of Railway had decided that in cases of surrender of large percentage of posts in a particular category and where the safeguard, in regard to promotional prospects of employees are likely to be infringed, the recognised Unions should be explained the reason and rational for such surrender of posts. The views of the recognised Unions in matter should be given due consideration.**

Further in "Para-3 speaks that in view of the discussions in the meeting of PREM Group hold at Apex level on 11<sup>th</sup> November 2011, the instructions circulated vide Railway Board's letter No-E(MPP)98/1/1 dated 17/09/1998 are re-iterated for strict compliance. The recognised Union may also be consulted and their views given due consideration when large number of posts are being surrendered from an activity centre".

But it utter dismay to mention here that, Administrative Authorities of Division/Zone are not observing the guidelines contemplated in above referred RBE & Letter issued by Railway Board and without consulting the Trade Union, they are completed the process of surrender, surplus and re-deployment work as per their own accord which is violating the instruction contained therein.

For example in SBP Division, 09 posts in different cadre are declared surplus in Engg Dept. and they are already re-deployed in same dept. vide Office Order No-ENGG/14/2019 dated 14/03/2019 issued by Sr DPO/SBP without mentioning any name of posting unit/place. It is seen out of 09 post (Surrender), 03 of RHCT (under SSE/Works/Settle/SBP) are re-deployed in chowkidar cadre and not given any opportunity to submit their option though it is clearly mentioned in Para-2 of RBE No-83/2006 dated 19/08/2006. In this case recognised Trade Union has also

not been consulted with.

Further in KUR Division 13 nos of ECRC (Live & Vacant) post has been declared surplus and they have been re-deployed in Sr TC cadre without consulting the Trade Union.

It is pointed out that while 03 RHCT in its full cadre of SBP Division has been surrendered and re-deployed. Obviously it is appeared 100% surrender of post (which is calculated cent percent as large percentage of one cadre). So in this case Administration have to consult with the trade Union.

Always Administration escaped by utilising the ward **LARGE PERCENTAGE**, but still ECoRSC is not cleared that what is the meaning of **large percentage**, for example if a cadre having total 100 posts, which percentage will taken into consideration as **large percentage**?

Therefore ECoRSC demand to clarify the meaning of **large percentage** in which Administration have to consult with recognised trade union for smooth management of both the side.

#### **REMARKS OF ADMINISTRATION**

The concluding para of RBE 23/2012 says that the recognized Unions may be consulted and their views given due consideration when large number of posts are being surrendered from an activity centre.

Necessary instruction has been issued to all concerned.

#### **LAST MINUTES**

Instruction will be reiterated for following the procedures laid down by the Railway Board at the time of process for declared surplus and redeployment.

#### **PRESENT POSITION**

Instructions have been reiterated vide PCPO's Lr. No. ECoR/Pers/IRM/P-VII/49 dated 16.01.2020. Divisions have assured of compliance in future.

#### **DECISION**

Discussed. Copy of letter dated 16.01.2020 will be endorsed to ECoRSC.

**(CLOSED)**

36. 48C-16-2019 DECLARE SURPLUS OF THE EXISTING MICROWAVE EMPLOYEE.

PCSTE  
PCPO

A joint meeting was conducted on 15.02.2012 in the chamber of CPO (Admin)/BBS comprising with Administration and organised labour union wherein it was unanimously discussed and decided that, **the centralised cadre of Microwave Wing of S&T Department has been decentralised and entire Microwave staff have been pin pointed and posted under the Administrative control of Sr DSTE of respective Divisions and the same is still continuing.** And also CSTE/BBS did not agree at that time to spare the staff to other Department because of shortage of staff in S&T Department.

Further CPO/BBS vide his letter No-ECOR/Pers/10/Pin-Point/MW Cadre/Misc dated 08.02.2016, has sought for the views of the ECoRSC regarding decentralisation of the Microwave staff in a aim to fix of lien in their working Division and accordingly the view of the ECoRSC has already been communicated vide letter dated 29.02.2016.

Again after three years PCPO/ECOR/BBS has asked for the views of ECoRSC vide his letter No-ECOR/Pers/10/Pin-Point/MW Cadre/Misc dated 26.03.2019 and ECoRSC has submitted his views vide his office letter No-ECORSC/CENT/PCPO/19/48 dt 04.04.2019 and suggested in that letter to declare surplus the entire Microwave cadre.

But the above suggestions of ECoRSC is not considered yet. Because of which the concerned staff are now complaining for want of their due promotion. Because they were not got even a single promotion since 2016 and also no hope to get promotion in next 10 years.

Therefore ECoRSC urges before this forum to declare all the Microwave staff as surplus first and arrange for their re-deployment immediately as per the extent guideline/rules issued by Railway Board at the earliest possible.

#### **REMARKS OF ADMINISTRATION**

WAT division being cadre controlling division, will be advised to examine the case.



## LAST MINUTES

Matter will be further examined by PCSTE in consultation with PCPO including promotional prospects of existing Microwave staff.

### PRESENT POSITION

- 1)15 number of MW staff promoted in various grade vide letter dated 03.04.2017.
- 2)All staff of Microwave have submitted their option form to fix their lien in respective divisions.
- 3)The case is already in process by PCPO office for de-centralization.

### DECISION

The details of Micro Wave cadre will be called for and the issue will be examined at PCSTE and PCPO level.

37. 48C-19-2019 **DEDICATED POWER SUPPLY FEEDER FROM CESU TO BE ENSURED FOR RAIL KUTIR, G+8, RAIL AWAS OF ZHQ & TYPE-II, III, IV & OLD TYPE-II QUARTERS OF MANCHESWAR RAILWAY COLONY.**

PCEE

It is observed that the power supply is being supplied by CESU from one Feeder to the Omfed, Doordarshan, Printing Press & MCL etc, apart from that the supply is being made to the Railway Quarters situated at Rail Kutir, Rail Awas of ZHQ and Type-II, III, IV & Old Type-II Quarters of MCS Railway Colony from the same feeder.

It may be noted that the Doordarshan is having more machineries/towers for receiving & Broad Casting of its news and events, Omfed is a productive and processing plant of milk & its other products and printing press of Govt. of Odisha also runs printing of books & other allied items through heavy weight plants & machineries.

Moreover the above establishment are industrial belt and due to Machine & Plant's defect that feeder is out of order in more time because of that, the occupants of the above Railway Colonies are suffering a lot.

Whenever any interruption reveals in power supply for repairing, maintenance, break down due to natural calamities or any other reasons of the above installation like Omfed, Doordarshan,

Printing Press etc areas, the inhabitants of above Railway colonies are suffering a lot for them and the power supply will not ensure to Railway Colonies till completion of the repair works of Omfed, Doordarshan, Printing Press etc.

There is a provision that Railway may take a dedicated feeder for his utilization by paying some of amount to CESU, But still Railway is not initiated any proposal for that, because of that the employees of ZHQ & MCS workshop are facing always the power supply problems for the above institutions/plants.

Therefore ECoRSC urges to provide a dedicated Feeder for the inhabitants of the above mentioned Railway Colonies by segregating the existing combined feeder which is existingly supplied by CESU to Printing Press, Omfed, Doordarshan etc along with Railway Colonies for the betterment of Railway staff early.

### **REMARKS OF ADMINISTRATION**

Executive Engineer (CESU), BCDD-II/BBS has been requested to submit an estimate for provision of dedicated feeder for Rail Kutir, Rail Awas of ZHQ and type-II, III, IV & old type-II quarters of MCS Railway colony.

### **LAST MINUTES**

Same remarks. Matter will be pursued with CESU for early submission of estimate.

### **PRESENT POSITION**

Executive Engg. (CESU), BCDO-II/BBS was requested by Sr.DEE(G)/KUR on 19.06.2019 to submit an estimate for provision of dedicated feeder for Rail Kutir, Rail Awas of ZHQ and Type-II, III, IV & Old type-II quarters of MCs Railway colony. But CESU, BCDO-II is yet to submit the estimate, for which Sr.DEE(G)/KUR has sent reminder on 09.01.2020 for submission of estimate.

### **DECISION**

Meeting with CESU authorities will be held by Dy. CEE, before 29<sup>th</sup> Feb 2020 to pursue the matter.

38. 48C-22-2019 REGULARISATION OF AD-HOC M.V.DRIVERS OF ZHQ.

CAO/CON  
PCPO

It is observed that, Sri Govind Rao and 06 others were appointed as casual M.V.Drivers in the year 1990 against PCR cadre of Construction Organisation in Railway and they were paid with the pay in regular scale of pay of Class-III in Rs. 950-1500 after attaining temporary status in 1991. But they have been regularised in Group-D in the year 1993 and till date they are working as Ad-hoc M.V.Drivers, Gr-III & Gr-II which are furnished below

1. Sri Govind Rao Ad-hoc M.V.Drivers Gr-II.
2. Sri N.N.Murty Ad-hoc M.V.Drivers Gr-II
3. Sri B.R.Panigrahi Ad-hoc M.V.Drivers Gr-II
4. Sri L.N. Rout Ad-hoc M.V.Drivers Gr-II
5. Sri Bhagaban Jena Ad-hoc M.V.Drivers Gr-II
6. Sri Sailendra Sarakar Ad-hoc M.V.Drivers Gr-II
7. Sri K.P.Reddy Ad-hoc M.V.Drivers Gr-III

Though they have been utilised for more than 24 years as Ad-hoc M.V.Driver, their service was not considered for regularisation in Group-C inspite Administration was unilaterally surrendered a good numbers of vacant posts.

It will be pertinent to mention here that, basing on demand of ECoRSC in 42<sup>nd</sup> ZPNM vide item No.29 held in August/Sept.2017, the Administration however agreed to regularise them as M.V Driver Gr-III with effect from 11.10.2017 after 24 years of working as a Group 'D'.

They are being utilised as M.V.Driver since their initial Appointment in 1990. And they have also been granted up-gradation under the scheme of ACP/MACP as prescribed by Railway Board. But not awarded them their basic rights.

Further the Railway Boards instruction contained vide RBE No.61/2002 which was circulated by South Eastern Railway vide Estt.Srl.No-66/2002, But ECoR was not circulated immediately. After 10 years that Estt.Srl No-66/2002 was circulated by SPO/Construction/Co-rd/BBS vide his letter No. SPO/Con/Co-ord/BBS/NG/Fixation of lien of PCR/143/05649 Dt.10.05.2012 for suitably interpolation of their seniority among the seniority of KUR Division.

If the above interpolation order could have been implemented in 2012 at least they would have now in the post of Gr-II & Gr-I or

Sr.Tech in KUR Division against the regular vacancies as well as under restructuring. Which is not implemented at that time.

Regrettably to mention here that neither KUR Division nor ZHQ has taken any initiative in this regard at that time. Whereas the same instructions of Railway Board i.e. RBE No-61/2002 is scrupulously implemented in all other Zones.

For which 07 (Seven) M.V. Drivers have spoiled their service carrier and are retained in Ad-hoc M.V. Driver Gr-III and Gr-II post where as their juniors are got promoted and they are now working in GP Rs. 2800 against the regular post.

Keeping in view the injustice done for them, ECoRSC urges that, the regularisation date of the above 07 Ad-hoc Drivers may be modified and give them at least proforma promotion from the date of circulation date i.e. 10.05.2012 early.

### **REMARKS OF ADMINISTRATION**

All those 07 M.V. Drivers were appointed on Casual measure and their lien were maintained in PCR cadre of Construction Organization. Subsequently, they have been granted ad-hoc promotion in Construction Organization as M.V.Driver-III as per seniority amongst PCR Staff. They are also continuing as M.V.Driver-II on ad-hoc basis. The M.V.Driver post were gradually surrendered since the vehicle were outsourced by using the hired vehicle. Hence there was no scope at present since the PCR post have lost its utility as per Railway Board's circular dated 10.05.2002 i.e. date of interpolation of lien of PCR staff in open line in terms of RBE No. 61/2002. Their lien was fixed in substantive grade in adjacent divisions as per Railway Board's instruction and as per their turn. Further for financial benefit; they are also extended the benefit of MACP. Moreover, the post held on ad-hoc basis shall not be considered for the benefits of fixation of seniority except the monetary benefit they have availed. Hence, they are liable to get their promotion as per their turn in lien maintaining unit & which have no relevance with Construction Organization.

### **LAST MINUTES**

A separate meeting will be held with GS/ECoRSC & CPO/Admn to examine and further discussion of the issue.

### **PRESENT POSITION**

Separate meeting was held on 22.01.2020 and minutes circulated. Case is being put up for implementation of the decision.

## DECISION

A separate meeting was held with GS/ECORSC on 22<sup>nd</sup> January, 2020, accordingly divisions will be asked to confirm whether lien has been provided to the concerned staff. A copy of the letter will be given to ECoRSC.

(CLOSED)

39. 48C-25-2019 PROVISION OF DORMITORY FOR TEMPORARY ACCOMMODATION OF THE RUNNING STAFF OF RGDA.
- PCOM  
PCEE  
PCE

As per the existing triangular transfer policy of WAT Division for the running staff, they are being transferred from BCHL/KRPU to RGDA then RGDA to WAT.

It is very much difficult for the Running staff to get Railway accommodation at RGDA immediately & to get the accommodation they have to face the Quarter Committee and the Quarter Committee will be held on the basis of availability of vacant quarters, because of that they have to wait for 03 to 06 months time.

To overcome the accommodation problem, ECoRSC suggest to provide 15 beded dormitory immediately for the running staff.

After joining at RGDA to get accommodation in this period all the Running staff are facing a lot of problems, sometimes they have to use the station varandaha also which is loosing the dignity of ECoR.

It is pertinent to mention here that, one U.P. School which is situated nearby Crew base at RGDA is lying vacant since long due to closure of the School which may be converted to dormitory in order to facilitate the running staff for their immediate temporary accommodation.

Therefore ECoRSC urges before this forum to take necessary arrangement to make for 15 beded dormitory in order to provide immediate temporary accommodation to the Running staff those are transferred to RGDA on the basis of triangular policy.

## REMARKS OF ADMINISTRATION

Sr.DOM/WAT vide letter No. WTX/05/PNM/19 dated 03.07.2019 has requested Sr.DEE(OP)/WAT to provide dormitory for temporary accommodation of the running staff of RGDA.

## LAST MINUTES

WAT division will be advised for renovation taking at subordinate rest house.

## PRESENT POSITION

To be discussed in the meeting.

## DECISION

Division will be advised to take suitable action.

40. 48C-26-2019 **WITHDRAWAL OF RUNNING STAFF (LP & ALP) THOSE ARE UTILISED IN CLERICAL/CMS & OTHER STATIONARY WORK IN WAT DIVISION.**

PCEE

It is observed that, near about 10 to 15 nos of LP/ALP/Sr ALP are utilized at RGDA in Stationary works and 18 nos of ALP/Sr ALP are being utilized in Sr. DEE (OP) office at WAT, apart from that in other Crew bases of WAT Division and CMS work there are 20 nos staffs are utilized.

In total near about 50 to 60 nos of LP/Sr. ALP/ALP utilized in Clerical, CMS & Sr. DEE (OP) office as well as other stationary works which is a great loss to the running staff cadre in WAT Division.

Therefore ECoRSC urges to withdraw all the running staff (LP/Sr. ALP/ALP) who are involved in other than running activities in Sr. DEE (OP) office and other Crew bases and utilize them in their own nature of work to avoid future complication.

## REMARKS OF ADMINISTRATION

Staff are being utilized as per sanctioned cadre.

## LAST MINUTES

Division has been advised to reduce utilization of LP/Sr.ALP/ALP in non-running job in crew lobby.

## PRESENT POSITION

Staff are being utilized as per sanctioned cadre.

## DECISION

A separate joint meeting will be held with GS/ECORSC, PCEE, PCPO.

(CLOSED)

41. 48C-30-2019 **FIXATION OF SIDING MILEAGE FOR RGDA TO THERUBALI (THV).**

PCOM

When the Banker is not available at THV the running staff have to wait inside the Loco for 10 hours and more.

Further, the distance from RGDA to THV (Thirubali) is 18 KMs and the Crew are getting TO from CC/RGDA, But when the Crews are waiting for banker due to non availability of Banker on account of administrative fault they are deprived of to get the actual mileage 120 KMs.

At the time of non availability of Banker they are getting the amount for only (18+18) 36 KMs mileage instead of 120 KMs where as when the banker is available for work the drivers are getting mileage 140 KMs which is creating disparity among the running staff.

Therefore ECoRSC demands to pay 120 KMs as minimum mileage instead of 36 KMs to the running staff when the Banker is not available and Crew wait for 10 hrs and more at THV.

## REMARKS OF ADMINISTRATION

The proposal is yet to be received from Division.

## LAST MINUTES

The division will be advised to examine the proposal in terms of extant rules and send it to HQrs for consideration.

## PRESENT POSITION

The proposal is yet to be received from division. On receipt of such proposal, it will be processed at Headquarters, on its merits.

## DECISION

After discussion it was decided that the issue of mileage allowance pertaining to all sections including sidings may be discussed separately with PCOM.

(CLOSED)

### SECTION - "D" SUMMARY

	Total no. of items	Items closed	Balance items
New Agenda items	30	23	07
Review Agenda Items	11	8	03
Total	41	31	10

\*\*\*\*\*