



East Coast Railway

Headquarters Office
Personnel Department
Bhubaneswar -751017

No. ECOR/HQ/PERS/IRM/4/2021

Dated: 15-02-2021

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 50th Zonal PNM Meeting between ECoR HQrs. & ECoRSC held on 21st & 22nd January, 2021

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A copy of the minutes of the 50th (1st in 2021) 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 21st & 22nd January, 2021 is enclosed herewith. It has also 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

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

for Principal Chief Personnel Officer

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

Copy to 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.**, **CPO/IR**, **SPO(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
50th Zonal PNM Meeting
between
ECoR & ECoRSC

***Venue: Sabha Griha, 1st floor,
Rail Sadan,
Chandrasekharpur,
Bhubaneswar.***

held on: 21st & 22nd January, 2021

MINUTES OF 50TH (1ST IN 2021) 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 21ST & 22ND JANUARY, 2021.

MEMBERS PRESENT

Srl. No.	OFFICIAL SIDE Name with designation (S/Shri/Smt.)	Srl. No.	REPRESENTATIVES OF ECoRSC Name with Designation (S/Shri/Smt.)
			Following COBs members have attended the PNM meeting physically at Sabha Griha, Rail Sadan, BBS:
1.	Vidya Bhushan, GM	1.	R.C. Sahoo, General Secretary
2.	Biswajeet Bhoi, Secy. to GM	2.	B.N.Ray, Jt. General Secretary
3.	T.K.Mandal, PCPO	3.	B.K.Mund, Vice President
4.	P.K.Jena, PCOM	4.	P.K.Sahani, Vice President
5.	P.K.Sahu, PCCM	5.	S.K.Bhanja, Vice President
6.	R.S.Mitra, PFA	6.	Pravasa Chandra Patra, Addl.Joint Genl. Secy.
7.	Gautam Dutta, PCME	7.	D.K.Sahoo, Addl.Jt.Genl.Secy.
8.	Basudev Panda, PCEE	8.	S.Puhan, Addl. Joint Genl. Secretary
9.	Dr. Rupa Kapil, PCMD	9.	Ashutosh Mohanty, Treasurer
10.	S.Manga V., PCSTE		Following COBs has attended the PNM meeting virtually from their respective stations.
11.	H.K.Dutta, SDGM	10.	J.Sampath Kumar, President
12.	P.B.Ninawe, PCMM	11.	T.Narasinga Rao, Working President
13.	N.S.Uikey, PCE	12.	B.Satyanarayana, Joint General Secretary
14.	Shelleyandra Kapil, PCSO	13.	N.S.L.Koteswara Rao, Joint Genl Secretary
15.	Hafis Mohamed, CPO(IR)	14.	B.N.Das, Joint General Secretary
16.	K.K.Khadanga, CPRO	15.	P.K.Rudra, P.K.Rudra
17.	Raja Ram, PCSC	16.	N.K.Patra, Addl. Joint Genl. Secy.
18.	R.N.A.Parida, Chairman/RRC	17.	E.ESwara Rao, Addl. Joint Genl. Secy.
		18.	T.V.Mouleswara Rao, Joint General Secretary
		19.	B.Rama Krishna, Addl. Joint Genl. Secy.
		20.	Chandra Kanta Mukherjee, Addl. Joint Genl. Secy.
		21.	Sumitra Panda, Lady delegate
		22.	B.Anuradha, 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 T.K.Mandal, PCPO/ECOR/BBS:-

PCPO/ECOR welcomed the General Manager, AGM, Secy. to GM, PHODs/Officers and General Secretary and Central Office Bearers of ECoRSC to the 50th ZPNM with ECoRSC. He appreciated that ECoRSC is maintaining good cordial relation with administration. He told that all the items have been discussed and most of the items have been finalized. Last year full PNM quota was not held due to COVID-19 constraints. He told that we have done 195 orders through HRMS, 3140 privilege passes and 136 executive records have been updated in HRMS module. All ex-gratia cases have been finalized. 203 CGA cases have been finalized, 225 ONR cases have been finalized. The cases of persons who died in COVID-19 have been settled. East Coast Railway have been awarded Govind Ballav Pant shield by Ministry of Railways and for this he thanked one and all.

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

Sri R.C.Sahoo, GS/ECoRSC welcomed the General Manager, AGM, Secy. to GM, PHODs and Central Office Bearers/ECoRSC to the 50th ZPNM with ECoRSC. He told that ECoRSC always communicates the instructions obtained from higher level to grass root level. Now all Railway employees are in belief that there is someone to listen to their problems. Safaiwalas, Trackmen , grass root level workers all are happy with GM because they know that GM listens to their problems and take initiatives to solve them. One bright example of this is that GM has sanctioned water bottles to Track Maintainers. If there is cordial relation between employees and officers then productivity will be maximum. This is why, ECoR's position has been so high. The confidence of the employees have been increased since the joining of the GM. East Coast Railway has been awarded 4 shields from Ministry of Railway the biggest is Govind Ballav Pant Shield. He told that ECoR will march, ahead under the leadership of GM and all

PHODs. He told that in last two years a lot of infrastructure development has been made. The purchase of Track Machine is in progress. There is no material problem in workshop and C&W depot. Staff grievances are being handled properly at Assistant scale level officers. ECoRSC is part of administration as a PREM group. Today it is the duty of both the sides to save the Railway. He thanked GM and all PHODs for their laudable work during COVID-19. He thanked GM, PFA and PCPO for arranging arrear payment to Running staff and incentive arrear payment of CRW/MCS staff, during this COVID-19 period.

He raised the following issues for consideration of GM:

- 1) He requested PHODs to treat the employees of CRW/MCS as their family members and not to issue charge-sheet for the first time, rather they should be counselled because the employees have worked hard for preparation of masks and arranging medical beds etc at the time of COVID-19 pandemic.
- 2) He told that in his last visit to MCL siding/TLHR he has found that the rest room is in abandoned condition and requested for arranging minimum facilities for the Railway employees working there.
- 3) He told that Operating staff working in MCL are getting dust allowance whereas Engineering staff working there are not getting the same. He requested for payment of dust allowance to Engineering staff working in MCL.
- 4) He requested for providing pay slip for Railway employees.
- 5) He told that more staff are wanting to come to Kerijung Station, newly opened in KUR division.
- 6) He requested for posting of medicine specialist in SBP Hospital.
- 7) He requested to increase exit point in MCL so that movement will be more.
- 8) He thanked PCSC for taking steps to curb crime.

At last he thanked GM, AGM, all PHODs and prayed God for their well

3. Address of Shri Vidya Bhusan, GM/ECoR

He addressed Shri R.C.Sahoo, GS/ECoRSC, all Central Office Bearers, AGM, all PHODs to the forum. First he thanked all the employees of East Coast Railway and congratulated them for their performance despite Corona constraints. During COVID-19 period best works have been done. The loss which was done during lock-down have been fulfilled. The credit goes to grass root level workers. Railway Minister has given 4 shields to East Coast Railway for last years performance. The main characteristics of these shields are that all are concerned with revenue earning and reducing expenditure. It indicates that our employees are dealing with all types of odds and doing utmost service to the Railways. He told that his idea is that there should be no agenda items in PNM meetings. For this there should be positivity from both sides. We have to come this level. He told that there are certain issues which cannot be sorted out in our level and are forwarded to Railway Board but our aim is the maximum welfare of staff. If the government has sanctioned any benefit to employees there should not be any hurdle in giving the same to the employees. We should understand the problems of the workers and boost their enthusiasm to work hard. He requested ECoRSC to communicate his views to the grass root level. He requested all the PHODs and COBs of ECoRSC to give confidence in the employees that there is some mechanism to handle their grievances at higher level.

He told PCOM to look into the Railway staff problem in MCL siding and also assured if PCOM is not able to solve the problems then he himself will do and told PCMD for arrangement Medicine Specialist in SBP hospital.

The meeting ended with vote of thanks from PCPO.

SECTION 'B'
NEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
01.	50C-01-2021	<u>FOR PROVIDING MEDICAL TREATMENT TO THE EMPLOYEES WHO ARE DECLARED MEDICALLY UNFIT IN ALL CATEGORIES OF RAILWAY (FROM THE DATE OF THEIR RETIREMENT TO TILL SUCH TIME OBTAINING THE RELHS CARD).</u>

PCPO
PCMD

It is observed that, the employees who are working in various departments against different capacities are being declared medically unfit for all the categories of Railway due to incurable diseases or other wise and finally facing pre-matured retirement from Railway service and some of employees are declared medically de-categorized for the post held and are preferring for voluntary retirement due to drop in emoluments and hampering of dignity..

Obviously both the groups of above employees are coming under the process of other than normal retirement (ONR) and it is a long term process (Minimum 06 months) in order to finalise their settlement case and payment of settlement dues in favour of them.

Due to the above reason they are unable to join under the scheme and obtain the RELHS card in time.

But the above employees are being denied by the Administration for availing the medical treatment facilities in Railway Hospital either in OPD or in indoor including referral also during the time of their cessation of service (retirement) to till such time of obtaining the RELHS card from the Administration. In this crucial period they are unable to look forward for medical treatment in private hospital also because they do not have affordable amount with them due to non finalisation of their settlement dues for which they are facing immense difficulties and some of them have also met their last breath of life although they have sacrificed their service to the Railway very sincerely which is very unfortunate.

Therefore ECoRSC urges to extend the medical treatment facilities to them during their interim period (i.e. from the date of retirement to till obtaining of RELHS Card) or to take every endeavor to finalise their settlement payment within a fortnight (15 days) period to save their rest of the precious lives early.

ADMINISTRATIVE REMARKS

Railway Board has circulated vide letter No. 2006/H/28/01/RELHS dated 18.05.2007 that medical facilities to the dependents and the family members of the Railway employee who die in harness will continue to be given to them till the time of filling up of the form of settlement dues. Now, RELHS scheme has been made mandatory. A letter to all concerned will be issued soon for better clarification. The RELHS cards have been issued to ONR cases after the finalization of their settlement payment. All the payment of ONR cases (Non-disputed cases only) has to be finalized within 60 days.

DECISION

Clarification will be issued to the Divisions and Workshop by the end of January, 2021

(CLOSED)

02. 50C-02-2021 **TO STOP THE DEDUCTION OF CHARGES TOWARDS INSTALLATION OF METER FROM THE OCCUPANTS OF RAILWAY QUARTERS.**

PCEE

As per procedure before handing over the allotment of Quarter to the allottees should be kept ready with all Engineering and Electrical fittings including Meters and there should be a specific period. The monthly amount to be fixed for deduction from the Salary of occupants to make good the expenditure incurred by the Electrical Department for installation of Meter or New Meter.

But complaints are being received from each concern of ECoRly including ZHQ & MCS (W/S) that the Meter charge is being deducted from their salary regularly till they vacate the Railway Quarter permanently, which is causing more financial stress on them.

The matter has already been brought to the knowledge of concern authorities many a times, but no fruitful action is noticed so far.

Therefore ECoRSC urges upon the Administration to fix a specific amount against the meter fixing charge and deduct the amount up to cover up that amount from monthly salary to avoid further financial strains on the occupants of Railway Quarters.

ADMINISTRATIVE REMARKS

ELECTRICAL DEPARTMENT

As per Railway Board's directives circulated vide letter No. 84/Elec.I/150/2 dated 21-01-1987 that the Railway employee residing in the Railway colonies should be charged at the same rate as they would have paid they had taken supply directly i.e. they will pay at the same rate as the residents of adjoining colonies are billed for electricity consumption for domestic

purposes.

In view of the above as per OERC guide lines the tariff of CESU, NESCO & SCOTHCO is charged from the occupants which is vetted by Divisional finance & approved by DRM concerned.

KUR DIVISION

No meter charge is being deducted from the salary of occupants of Railway Quarters. However, 4% ED on the total energy charges and monthly minimum fixed charge(MFC) Rs.20 for 1st KW or part & monthly minimum fixed charge Rs.20/- for any additional KW or part are being recovered from the occupants of the Railway quarters as per revised.

DECISION

Discussed and closed.

(CLOSED)

03. 50C-03-2021 TO PROVIDE THE MINIMUM FACILITIES IN COMMUNITY HALL OF RAIL VIHAR, C.S.PUR, BBS.

PCEE

PCE

SDGM

PCPO

The Community Hall which is situated in Rail Vihar was constructed by the Administration by investing a huge amount with a good purpose and to facilitate the staff for celebrating ceremonial/personal functions on paying usual rent basis as well as Administrative functions.

Though the users are paying a high amount for its booking for any of their function, they are facing immense difficulties due to non provision of required minimum facilities/amenities in that hall which was brought to the notice of Administration through Item No-03 of 43rd ZPNM held on 7th & 8th December 2017 and urged to eradicate the deficiencies early.

After a elaborate discussion about 10 vital points of said Agenda, the Item was closed by taking a decision that **"Gate to be provided under zonal works within two months. Item No-3, 4, 5 & 8 will be proposed immediately in works programme"**.

Finding no action after lapses of 10 months from the decision in this regard, Administration has been appraised about the unexecuted works by this organisation vide its letter No-ECORSC/CENT/GM/18/182 dated 20/11/2018 and followed by another letter No-ECORSC/CENT/GM/20/07 dated 17/01/2020 but it is in vain except providing some work as per the virtue of experience on site study.

Further it is a pity to mention here that, the staff discontentment is growing more day by day.

Therefore, ECoRSC once again raised this issue before this forum and urges for its early redressal please.

ADMINISTRATIVE REMARKS

MEDICAL DEPARTMENT

This item is pertaining to Personnel department. The sanitation works of Rail Vihar is supervised by EnHM wing of Mechanical department.

PERSONNEL DEPARTMENT

- 1) The gate on the boundary wall has been provided.
- 2) In the regular intervals the wild grasses and bushes are being cleaned by cleaning staff of Medical department.
- 3) The matter has been discussed in the Community Hall Committee Meeting and water taps has been installed at the back side of kitchen room & back of Community Hall. Additional water tank has been installed to store sufficient water required for any function.
Committee has regretted the proposal for bore well to be dug inside the campus of Community Hall.
- 4) Back side drain has been repaired connecting to main road drain for passing out of used water by Engineering department.
- 5) Community Hall at Rail Vihar has been constructed as per the standard guidelines and planning of Railway Board. Engineering department has made some minor changes in the top roof and iron net has been fixed to obstruct the entry of pigeons in to the main hall.
- 6) Standard size boundary wall has been constructed in between Community Hall and CAO(Con) office. The proposal to make height of the wall will be discussed in the forthcoming Community Hall Meeting.
- 7) Regular sweeping and cleaning inside and premises of the Hall is being carried by one cleaning staff of Community Hall. Surrounding cleaning is being done regularly by contractual cleaning staff of Medical department.
- 8) The matter has been discussed in the Community Hall management committee meeting and the work has been assigned to Engineering department.
- 9) The provision of roof ceiling along with AC has been processed but due to higher side quotation, the matter will be discussed in the forth coming Community Hall Meeting. At present, 04 Nos. of standing ACs have been provided as an interim measure.
- 10) DG connection has been provided in the Community hall.

ELECTRICAL DEPARTMENT

All electrical fittings provided in Community Hall of Rail Vihar C.S.Pur/BBS are being maintained regularly and working properly.

ENGINEERING DEPARTMENT

Sl.No.	Agenda item	Remarks
1.	Due to non providing of a gate on the boundary wall, the cows, dogs etc are entering inside the premises and making the surrounding worst.	The gate has been provided at the Boundary wall of Community Hall in Rail Vihar.
3.	Regular water supply is not arranged. For which the tenants while booking the Community Hall for any function have to approach the filter pump operator for supplying water. One water tap has been provided at the back side of Kitchen room which is at a distance from the Hall. No tap has been provided near by the Hall. For which the users are facing a lot of problems. One deep bore well to be digged inside the campus of Community Hall.	Water is being supplied regularly to the Community Hall. Water tank having capacity of 2000 liters has been provided to the kitchen and at present there is no proposal for deep tube well for the Community Hall, as present supply is considered to be adequate.
4.	No drain is provided for passing out of used water. For which the water is spreading over the tiles which breeding the grasses.	There is no drain provided near kitchen. One new drain will be provided from kitchen to washing areas. The work will be carried out through the current year 2020-21 zonal contract. TDC 31.03.2021.
5.	Due to heavy gap between the roof & top roof, the rain waters is entering inside the Hall and the pigeons are building nests which is deteriorating inside floor of the Hall.	There is no leakage of roof. The central portion of roof is raised to 1 meter of height for daylight and ventilation and both roofs are overlapped with adequate margin to arrest the ingress of rain water.

8.	Back side of Community Hall should be covered with modular asbestos for better arrangement of parties etc.	<p>The back side of Community hall is used for dining space. No partition wall is provided. During construction of Community Hall only trusses are provided and roof sheets are to be provided.</p> <p>The work will be taken up on availability of funds. Provision of additional trusses and one brick wall is required to be done.</p>
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Item wise remarks against GS/ECORSC's letter No. ECoRSC/CENT/GM/20/07 dated 17.01.2020 are as follows:

Sl.No.	Agenda item	Remarks
1.	The roof ceiling of Community hall has not been provided since its construction time, for that the users are facing a lot of problems in particularly summer season due to high temperature, as the iron sheets are fixed in top of the Community hall. It needs to be provide the roof ceiling as early as possible.	One estimate copy regarding improvement of Kalyan Mandap (i.e. inside ceiling) has been submitted to Personnel department at an abstract cost of Rs. 35, 34, 216/-. On the basis of estimate, Personnel department has collected one quotation but the specifications are not matching with CPWD, DSR 2018 as certified by Engineering department. Due to variation of specifications, PCPO has advised to conduct meeting with ECoRKM management committee. But, the committee meeting date not yet fixed.
3.	In Community hall, there is only one gate is provided around the boundary for the purpose of entry & exit. Because of that, at the time any function either official or private, the users are	The opening of another gate by the side of PRS counter will be taken up on availability of funds.

	<p>facing a rush for entry & exit. Sometimes also the vehicles are remained in queue for entry & exit. Because of that the important guests (VIP) are unable to enter inside the boundary of Community hall and exit timely.</p> <p>It needs that, the space is available by the side of PRS counter at C.S.Pur, where another gate may be opened either for entry or exit for the better utility of the users to avoid rush of vehicles.</p>	
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DECISION

Engineering Department - Item No. 5 :- The gap in between the roof will be provided with proper mechanism to arrest the ingress of water during monsoon. TDC by 31st May 2021.

Item No. 8 :- Joint Inspection shall be conducted with ADEN (Estate) and Sri B. N. Ray, Joint General Secretary/ECORSC on 28th Jan, 2021.

Item No. 9 :- For false ceiling, a fresh study and estimation shall be taken up after joint inspection on 28th Jan, 2021. In the inspection the preference should be given to material, which is weather proof, water proof and long lasting. Target for completion of false ceiling shall be completed by 31st May, 2021.

Elect Department: After completion of the false ceiling, AC (Package Unit) facility will be provided.

Item No. 10 :- Opening of another gate at Rail Vihar Community hall, a fresh look will be taken after the joint inspection on 28th Jan, 2021.

04. 50C-04-2021 **PROVISION OF WALKIE-TALKIES TO ASSISTANT LOCO PILOT OVER THE ZONE.**

PCSTE
PCEE

It is observed that Loco Pilots are provided with Walkie-Talkies to facilitate their interaction with on duty SM and Co-Guards of the concern trains for smooth train operation.

Simultaneously it is also observed that ALPs are assisting/co-operating to the LPs in train operation bearing par to some similar responsibilities like Loco Pilot.

Apart from that though LPs are not leaving the engine whenever any incident occurs like alarm chain pooling, drop of vacuum, coupling & decoupling of power etc, the ALPs are to attend the same as on duty bound. Because of non providing of Walkie-Talkies to the ALPs, they are unable to communicate the message to the LPs & Guards of the trains. Sometimes it is also observed that they are compelled to use their own mobile to convey the message to the LPs & Guards of the trains.

But due to failure of mobile net work they are unable to convey the message to the concern LP & Guard for which they are facing a lot of problems and in other side trains are getting late and the situation pushing to the Railways in trouble.

In view of above it is dire needs to supply the Walkie-Talkie to the ALPs.

Therefore ECoRSC urges for early provision of standardize Walkie-Talkie to the ALPs to ensure smooth & timely running of trains.

ADMINISTRATIVE REMARKS

SIGNAL & TELCOM DEPARTMENT

There is no policy circular issued by Railway Board in this regard.

ACCOUNTS DEPARTMENT

No such proposal has been received in this office. The policy for utilization and upkeep of VHF set has been circulated vide letter No. ECoR/S&T/BBS/Tele/19(i)/1592 dated 13th March, 2020.

ELECTRICAL DEPARTMENT

Present system is working smoothly. There is no need to provide Walkie-Talkie to ALPs.

DECISION

S&T Department

Provision of Walkie - Talkie to ALP is not agreed, in view of the high cost of the license fee payment per set to WPC. In lieu of

Walkie - Talkie, it is proposed to give CUG SIM to ALP. This is also covered in Railway Board's letter dated 21.08.2018, which has been circulated vide this office letter No. ECoR/S&T/BBS/Tele/62/2533 dated 12.06.2021 to PCE, PCME and PCEE.

Electrical Department

PCEE has agreed to provide CUG SIMs to all ALPs.

(CLOSED)

05. 50C-05-2021 **DIFFICULTIES ARE BEING FACED BY RUNNING STAFF OF TLHR WORKING IN MCL AT SPUR No- 01 TO 08.**

PCOM
PCEE
PCE

It has come to knowledge of this organisation during, the time of routine visit was made to the MCL siding at TLHR by the undersigned on 12/07/2019 and found that, the running staff who are working in MCL siding at TLHR are facing immense difficulties since last a long period.

The above matter was brought to the notice of DRM/KUR by the undersigned vide letter No-ECORSC/CENT/DRM/KUR/19/154 dated 28/08/2019 with a request to take action for its materialisation against the prolonged difficulties which are being prevailing.

The points which were noted during the time of visit at MCL siding have already been apprised to Division are furnished below.

01. The rooms which are provided for running staff as rest room for each SPUR i.e No-01 to 08 are very small and congested to accommodate 08 to 10 nos of staff and always in dirty condition because of its irregular cleaning for which staff are suffering.
02. The lighting provision in and surrounding of the rest room is always remaining dark condition due to insufficient lighting provision.
03. It is seen that, the rejected Air Conditioners have been provided in all the above rest rooms since a long for eye wash only but not in a functioning stage for which staff are put to suffer more in summer.
04. The staff are forced to close the windows to avoid the entry of coal dust during the time of loading and unloading due to non provision of glass windows (Shutter Types) in all the above rest rooms which causes unhygienic for the staff on duty.
05. There is no minimum furniture are provided in all the above rest rooms for which the running staff are forced to take their meals & take rest on the floor which is very unpleasant.
06. All the existing toilets of all SPOURs are not in a usable condition due to lack of proper cleaning which is causing

very much hardship for the on duty staff to attend the call of nature.

07. There is no provision for supply of pure drinking water for drinking purpose in most of the rest rooms which is an important amenity and called as life drop.
08. Because of non provision of concrete path on the surrounding of the rest rooms & not cleaning of the jungles from its surrounding of the rest rooms of above SPURs the staff are facing much troubles and always facing reptiles.

But it is sorry to mention here that, though the six months time has already been lapsed, the Divisional authority did not pay any attention in this matter for which staff discontentment is growing more & more day by day.

Therefore ECoRSC has raised this issue in this forum and urges for early redressal of this point wise problems.

ADMINISTRATIVE REMARKS

OPERATING DEPARTMENT

MCL authorities have been intimated vide letter No. OPTG/ECoRSC compliance/KUR/20 dated 01.10.2020 to take immediate action to this effect.

ELECTRICAL DEPARTMENT

KUR division has been advised to pursue with MCL to improve condition of the rest rooms.

ENGINEERING DEPARTMENT

The working area of running staff at MCL siding is maintained by siding owners i.e. MCL/TLHR. However, ADEN/Siding/KUR vide letter No. E-11/Sdg/PNM/ECoRSC/20/1 dated 12.09.2020 has requested to MCL authorities to sort out the difficulties of Railway staff. Recently, Sr.DEN(Central)/KUR vide letter No. Engg/G/II/ZPNM/ECoRSC/93 dated 30.11.2020 has also requested to MCL authorities for arrangement of pure drinking water to all the Rest houses for the staff working at the siding.

KUR DIVISION

The above area is maintained by MCL/TLHR. Action to be taken in this matter has already been appraised to MCL authority from ADEN/Siding for necessary solution and attention at the earliest. The matter pertaining to other than engineering issues has been appraised to Sr.DOM, Sr.DEE(OP) and Sr.DEE(G)/KUR vide this office letter No Engg/G/II/ZPNM/ECoRSC/75, Dtd 08.10.2020 for necessary action at their end.

Vide this office Lr.No. OPTG/ECORSC
Compliance/KUR/20,dtd.01.10.2020 MCL has been intimated to
take immediate action for rectification.

The Air conditioners were provided by MCL and are being
maintained by MCL authorities. However, it is learnt from the
concerned SSEE that out of 02 Nos. of defective Air
Conditioners, 01 No. of Air conditioner has been replaced with new
one by MCL authority and another will be replaced shortly.
Further no complaints regarding non functioning of Air conditioner
have been received from the staff of TLSB station.

Since all the SPURs i.e from 01 to 08 are under the control of
MCL authority, the matter will be informed to MCL authority
accordingly for initiation of maintenance of rest rooms.

DECISION

The issue was raised before GM. GM advised PCOM to sort out
the issue.

**06. 50C-06-2021 FOR REDRESSAL OF PERENNIAL SUFFERINGS OF STAFF OF
TLSB STATION.**

**PCEE
PCE
PCOM**

It has come to knowledge of this organisation during the time of
visit to the TLSB Station on 12/07/2019 made by the General
Secretary/ECORSC & met all the staff and found the following
perennial sufferings which are faced by the staff of TLSB Station
since long period.

The matter has already been brought to the notice of DRM/KUR
vide this office letter No-ECORSC/CENT/DRM/KUR/19/153 dated
28/08/2019 with a request to take early appropriate action in this
regard.

But since six months time has already been passed still neither any
action is initiated nor any communication regarding this matter has
been made to this organisation by the Division which invites staff
discontentment.

The points which are noted and appraised to the Division are
furnished below.

01. Two nos of rejected window Air Conditioners (AC) were
provided but not function since one year back.

02. The Glass fitted/shutters window are not provided for
which the Coal dusts are entering inside the Station
panel room.

03. There are 44 TPs and 05 SMs are working at TLSB but

only 06 nos of Quarters are provided by MCL which are in abandoned condition. Because of that nobody is staying in that Quarters.

04. There is no road communication to TLSB Station for which the staff of TLSB are facing a lot of problems for attending their duties.

05. The station building of TLSB is not maintained since last more than 05 (five) years. For which the station building is prevailing with roof leaking and falling concrete pieces which may cause life risk for the on duty staff.

Therefore ECoRSC is forced to raise this issue in this forum & urges for taking early action to attend to this perennial suffering on top priority.

ADMINISTRATIVE REMARKS

OPERATING DEPARTMENT

MCL authorities have been intimated vide letter No. OPTG/ECoRSC Compliance/KUR/20 dated 01.10.2020 to take immediate remedial action.

ELECTRICAL DEPARTMENT

The Air conditioners were provided by MCL and are being maintained by MCL authority. Out of 02 Nos. defective Air conditioners, 01 No. Air conditioner has been replaced by new one, and another one will be replaced shortly by the MCL authority. There is no complaints for non-functioning of Air conditioner from the staff of TLSB station.

ENGINEERING DEPARTMENT

The working area of running staff at MCL siding is maintained by siding owners i.e. MCL/TLHR. However, ADEN/Siding/KUR vide letter No. E-11/Sdg/PNM/ECoRSC/20/1 dated 12.09.2020 has requested to MCL authorities to sort out the difficulties of Railway staff.

KUR DIVISION

The above area is maintained by MCL/TLHR. Action to be taken in this matter has already been appraised to MCL authority from ADEN/Siding for necessary solution and attention at the earliest. The matter pertaining to other than engineering issues has been appraised to Sr.DOM, Sr.DEE(OP) and Sr.DEE(G)/KUR vide this office letter No Engg/G/II/ZPNM/ECoRSC/75, Dtd 08.10.2020 for necessary action at their end.

Vide this office Lr.No. OPTG/ECoRSC compliance/KUR/ 20, dtd.01.10.2020 MCL has been intimated to take immediate action

for rectification.

DECISION

The issue was raised before GM. GM advised PCOM to sort out the issue.

07. 50C-07-2021 **TO ATTEND THE DIFFICULTIES WHICH ARE BEING FACED BY THE RUNNING STAFF OF TLHR WORKING IN MCL SIDING.**

PCE
PCEE
PCOM
PCPO

It was observed during the time of routine visit of the undersigned to MCL siding and found that, the Running staff of TLHR working in MCL siding are facing a lot of problems,

The matter was brought to the notice of DRM/KUR vide this office letter No-ECORSC/CENT/DRM/KUR/19/154 dated 28/08/2019 with a request to take immediate remedial action in order to facilitate the staff for getting rid of following problems.

The points which were noted and communicated through the above letter are furnished below:-

01. There is no path way is provided for the Running staff to check the rake .
02. The water is logging on the track of SPUR 1&2, for which the Running staff are facing a lot of problems to place the rakes.
03. Point **No-S-6-B** is always in hard condition due to coal dust is staged and staff are not able to handle the same to set the point for smooth train operation.
04. In all most all time the Track of SPOUR No-1&2 and track side space are covered by Coal and not being cleaned. The Running staff self are being forced to clear the track before placing the rakes.
05. The Point **No-S-4-B** is at a down level which is always remaining under the water logging. Because of that the on duty TPs are unable to set the point and facing a lot of problems.
06. No lights have been provided for the Point **No-S-4-B**, Because of that during night time TPs are unable to locate the points due to darkness & water logging and facing problems to set that point.
07. **Inside the Colliery no dust allowance is provided to Engg. staff like other Department staff.**

But even after lapse of 06 (Six) months to the representation of ECoRSC neither any action is initiated by the Divisional Authority nor any information has been communicated to this office in this regard so far which is creating unpleasant situation for this organisation.

Therefore ECoRSC is forced to raise this issue in this forum & urges for early redressal of this point wise problem are perennially faced by the staff who are recognised as the front line staff for the earnings of Railways.

ADMINISTRATIVE REMARKS

OPERATING DEPARTMENT

MCL authorities have been intimated vide letter No.OPTG/ECoRSC Compliance/KUR/20 dated 01.10.2020 to take immediate remedial action to this effect.

ELECTRICAL DEPARTMENT

KUR division has been advised to pursue with MCL to improve working condition in the sidings.

ENGINEERING DEPARTMENT

The working area of running staff at MCL siding is maintained by siding owners i.e. MCL/TLHR. However, ADEN/Siding/KUR vide letter No. E-11/Sdg/PNM/ECoRSC/20/1 dated 12.09.2020 has requested to MCL authorities to sort out the difficulties of the Railway Staff.

For the item No. 7, clarification for dust allowance to Engg. Staff has been called for from Sr.DPO/KUR vide DEN(Central)/KUR's letter No. Engg/GII/ZPNM/ECoRSC/74, dated 08.10.2020. further, reminder letter has been issued to Sr.DPO/KUR vide DEN(Central)/KUR's letter No. Engg/G/II/ZPNM/ECoRSC/96 dated 08.12.2020. Till date no clarification has been received from Sr.DPO/KUR.

KUR DIVISION

Item - 1: The matter has been reported to MCL authority for construction of pathway for running staff.

Item: 2 to 5. - Regular cleaning of track in loading platform area is to be ensured by MCL authority on daily basis. In this regard, regular correspondence is being done with MCL authority.

6. The above area is maintained by MCL/TLHR. Action to be taken in this matter has already been appraised to MCL authority from ADEN/Siding for necessary solution and attention at the earliest.

7. Clarification has been called for from Sr.DPO/KUR. Vide this office letter No: Engg/G/II/ZPNM/ ECoRSC/74, dtd 08.10.2020.

On receipt of clarification it will be implemented

Vide this office Lr.No. OPTG/ECORSC Compliance/KUR/20 ,dtd.01.10.2020 MCL has been intimated to take immediate action for rectification.

Since all the SPURs i.e from 01 to 08 are under the control of MCL authority, the matter will be formed to MCL authority accordingly for initiation of maintenance of rest rooms.

DECISION

The issue was raised before GM. GM advised PCOM to sort out the issue.

08. 50C-08-2021 RE-DRESSAL OF DIFFICULTIES FACED BY COMMERCIAL STAFF OF BBS STATION IN CURRENT RESERVATION COUNTER AND CTI IN-CHARGE OFFICE.

**PCCM
PCEE
PCE**

The undersigned has made a visiting programme to BBS Station which is A1 class Station of ECoR & visited to all the units functioning on Station including CTI In-Charge's office and noted the deficiencies which are more essential to be attended on top priority and the same was brought to the notice of Divisional Authority, KUR vide this Office letter No-ECORSC/CENT/Sr DCM/KUR/19/99 dated 10/06/2019.

Though near about one year has already been passed, neither any initiative taken for its re-dressal nor this organisation has been communicated any information in this regard by the Divisional Authority, KUR.

The deficiencies noted and brought to the notice of Divisional Authority are noted as under.

- 01.** It is observed that the office of CTI/In-Charge/BBS, current Reservation & Enquiry Counters, etc are functioning in the room which is quietly inadequate.
- 02.** The CTI/In-Charge and CTIs on duty are sitting in the earmarked CTI/In-Charge Room which is like a cave due to covered with Almirahs and Computers, for which the CTIs are unable to move freely inside that room also.
- 03.** There is no space or seating arrangements provided for the on duty TCs in the office for taking their lunch, dinner for which they are moving here and there to take their Meal.
- 04.** No Air Conditioner (AC) provision is extended to the office of CTI/In-Charge and current reservation

counter for which the entire electronic system are in problem.

05. The current reservation counter is dealing with issuing of MST, selling of platform tickets, receiving of TC cash etc and the earning through above is more than 2.5 lakhs per day. But there is no provision of any drawer or iron chest to keep the cash in safe custody for which the on duty staff are working in tension mind always.
06. The high legged chair which are provided in the current reservation counter are in broken condition and staff are forced for performing their duties in standing condition for 08 (Eight) hours.
07. The portion which is provided for enquiry counter is very small and covered with Batteries and full of Electrical Equipments. Any moment there is possibility of occurring any unwanted situation due to short circuit or other reasons which cannot be avoided.
08. Most of the ladies are working in current reservation counter under CTI/In-Charge/BBS but due to non provision of any toilet facilities for them they are facing a lot of problem to attend the call of nature during course of performing their routine duties.
09. For the employees of current reservation, CTI office and for CTI (In-Charge) and enquiry counter there is no toilet facilities is provided.

Therefore observing no action in this matter, ECoRSC is forced to raise this issue in this forum & urges to take early action for re-dressal to keep the image of ECoRly and avoid staff discontentment please.

ADMINISTRATIVE REMARKS

COMMERCIAL DEPARTMENT

- A) For item No. 1 to 3: At present there is no space to extend the rooms provided for office of CTI/In-charge/BBS. Current Reservation and Enquiry Counters. However, the existing structures of PF No. 1 is to be dismantled shortly and new station building (Multi Model Hub) is going to be constructed by works department, Govt. of Odisha on PPP model. All these offices will be shifted to new building having all facilities.
- B) For Item No. 4: Sr.DCM/KUR has been advised to provide the Air conditioner at CTI office & Current Reservation counter.
- C) For item No. 5: At present there is no space to extend the

rooms provided for office of CTI/In-charge/BBS. Current Reservation and Enquiry Counters. However, the existing structures of PF No. 1 is to be dismantled shortly and new station building (Multi Model Hub) is going to be constructed by works department, Govt. of Odisha on PPP model. All these offices will be shifted to new building having all facilities.

- D) For item No. 6: Sr.DCM/KUR has been advised to repair/replace the broken chairs.
- E) For item No. 7: At present there is no space to extend the rooms provided for office of CTI/In-charge/BBS. Current Reservation and Enquiry Counters. However, the existing structures of PF No. 1 is to be dismantled shortly and new station building (Multi Model Hub) is going to be constructed by works department, Govt. of Odisha on PPP model. All these offices will be shifted to new building having all facilities.
- F) For item No. 8: It is not feasible to provide toilet in the existing CTI/In-Charge office. However, lady employee may utilize toilets of Ladies waiting room till construction of new building.
- G) For item No. 9: It is not feasible to provide toilet in the existing CTI/In-Charge office and Current reservation counter. However, gents staff may utilize toilets of Gents waiting room till construction of new building.

ELECTRICAL DEPARTMENT

1 No. of 1.5 ton Air conditioner has been provided at CTI office/BBs and 02 Nos. of 02 ton air conditioners have been provided at current reservation counter/BBS.

ENGINEERING DEPARTMENT

For item Nos. 8 & 9, the requirement of necessary works have been surveyed by SSE/W/BBS and same will be attended shortly through zonal/special, TDC: 31.01.2021.

KUR DIVISION

For the Item 3 & 5 to 9 all the requirement of necessary works have been surveyed by SSE/W/BBS and same will be attended shortly through zonal/special, TDC:30.10.2020.

1, 2, 3) At present there is no scope to extend the rooms provided for office of CTII/In-Charge/BBS, Current Reservation & Enquiry Counters. However, the existing structures on platform No.1 is to be dismantled shortly and new station building [Multi Modal Hub] is going to be constructed by works department of state Govt. on PPP mode. All these offices will be shifted to new building having all facilities.

4) SSE[Elect]/BBS has been advised to provide the Air Conditioner at CTI Office & Current reservation counter.

- 5) Same remarks as given against item No. 1 to 3.
- 6) SMR[Comml.]/BBS has been advised to repair/replace the broken chairs.
- 7) Same remarks as given against item No. 1 to 3.
- 8) It is not feasible to provide toilet in the existing CTI/in-Charge office. However lady employee may utilize toilets of Ladies waiting room till construction of new station building.
- 9) It is not feasible to provide toilet in the existing CTI [In-Charge] office/ current reservation counter. However staff may utilize the Gents waiting room till construction of new station building.

01 No. of 1.5 Ton Air Conditioner has been provided at CTI office/BBS and 02 Nos. of 2 Ton Air conditioners have been provided at current reservation counter/BBS.

DECISION

Item No. 5 :- Drawer/Chest shall be arranged by 31st Jan, 2021

Item No. 8 & 9 :- Feasibility for providing additional office space and toilet will be studied by deputing joint inspection team consisting of One representative from ECoRSC, ACM/KUR and ADEN/BBS by 28th Jan, 2021.

09. 50C-09-2021 **FOR PROVISION OF ROTATION OF TRAINS ESCORTING STAFF OF C&W DEPOT BETWEEN LHB & SG COACHES OVER ECoRLY.**

PCME

It has come to the notice of ECoRSC that, the Technicians in different grade are deployed in train escorting service. Out of those, nearly 60% are utilised in SG Coaches and rest 40% are utilised in LHB/EOG Coaches.

Further the LHB/EOG Coaches are technically high standard and no specialised training has been imparted to such technicians & helpers in order to improve technical knowledge to meet the failure/breakdown of these type of Coaches as and when required. But, somehow they are managing to attend the breakdown by utilising their past practical working experience which they have possessed. On the other side, they are failed to attend the failures in case of major breakdown.

Obviously these activities not only some burden but also getting much delay to attend the coaches & make them fit.

In view of the above, it is the responsibility of the Administration to take immediate step to the following suggestions of ECoRSC.

- 1) Proper training to all technicians to be provided & imparted for improving their technical knowledge about these coaches.

- 2) Rotation of such staff amongst SG & LHB/EOG coaches to be done in every 14 days spell, so that they will be well conversant technically for maintenance of these coaches.

Because of the train escorting staff (both SG & EOG Coaches) are not rotated for which they are trend to forget the system of maintenance of such Coaches.

The matter was already brought to the kind notice of PCEE/ECOR/BBS vide this office letter No-ECORSC/CENT/PCEE/19/173 dated 12/09/2019.

Though a long time has already been passed, no action is initiated till, for redressal of those problems.

Therefore, ECoRSC has raised this issue in this forum & urges for early redressal of this problems.

ADMINISTRATIVE REMARKS

MECHANICAL DEPARTMENT

Mechanical C&W staff of BBS coaching Depot is presently escorting Rajdhani Express only, which is LHB coaches, composition. The C&W escorting staff are technically trained to handle the enroute problems of LHB/EOG coaches.

All staff of Chg/Depot/VSKP have been imparted with in-house training (both theoretical and practical training) on LHB coaches and trouble shooting at Coaching Depot/VSKP. However, presently no C&W staff of coaching Depot/VSKP is being deputed for escorting duties in train after 21.06.2020 due to outbreak of COVID-19.

ELECTRICAL DEPARTMENT

Training regarding LHB coaches and its troubleshooting are being imparted to all Technicians to improve their Technical knowledge in LHB coaches.

AC escorting staff are being rotated evenly both in SG & LHB/EOG coaches, so that all Technicians could troubleshoot the fault of these coaches during escorting duty.

DECISION

In KUR Division rotation between LHB and Self Generation Coaches has been started on the duration of 14 days spell, in WAT Division training is in process for LHB Coaches. Once training in WAT Division is completed rotation between LHB and SG Coaches will be initiated.

Mechanical Department

Rotation of concerned staff in a 14 days spell or earlier is being done and it will be ensured in future also.

(CLOSED)

10. 50C-10-2021 FIXATION OF PAY OF THE STAFF IN TERMS OF RBE No-158/2018 IN FAVOUR OF CCIs WORKING IN ZHQ/BBS.

PCPO
PCCM
PFA

In recent past Railway Board has issued a clear guideline envisaged in his letter No-PC-VI/2018/I/RSRP/I dated 12/10/2018 vide RBE No-158/2018 in consonance with Ministry of Finance Department of Expenditure Office Memorandum No-8-23/2017-E-III A dated 28/09/2018 regarding fixation of pay which shall apply mutatis-mutandis for the Railway Employees.

It is observed that some of the staff like CCIs working in Zonal head Quarter, BBS to enjoy this opportunity on the event of Railway Board's instructions contained in said RBE & contemplated between line 09 to 13 of para-8 of O.M. dated 28/09/2018 issued by Ministry of Finance (Department of Expenditure) are still deprived off the financial benefit by the way of fixation of their pay.

However, the line between 09 to 13 of para-8 of M.O are reproduced below.

"The pay of Central Government employees who were appointed to such posts by way of promotion on or after 01/01/2006 and whose pay as fixed under rule No-13 of CCS (RP) rules, 2008 happens to be lower than the said entry pay shall also not be less than such entry pay from the date of their promotion taking place on or after 01.01/2006".

The matter was brought to the kind knowledge of PCPO/BBS vide this office letter No-ECORSC/CENT/PCPO/19/188 dated 15/10/2019. In response to which it was informed vide his letter No-ECOR/Pers/NG/Bill/SSR dated 28/11/2019 stating that **"they are not eligible for this monetary benefits as Sr BC are not a DRQ category it is only belongs to DPQ category"**.

Further in response to letter even no. dated 28/11/2019 issued by PCPO/BBS, a request letter also submitted by this office for its re-consideration of pay fixation as per Boards rules enforced with.

In this juncture, it is presumed that the guideline embodied in between line No-09 to 13 of para-8 of said O.M. appear to be miss-interpreted.

Therefore, ECoRSC urges through this forum for early implementation of RBE No-158/2018.

ADMINISTRATIVE REMARKS

PERSONNEL DEPARTMENT

The staff are not eligible for this monetary benefits as Sr.BC was not a DRQ category and it is only belongs to DPQ category. A letter has been communicated to ACM(HQ & Planning), ECoR/BBS vide office letter No. ECoR/Pers/NG/Bills/SSR dated 28.11.2019 with copy to GS/ECoRSC in reference their letter No. ECoRSC/CENT/PCPO/19/188 dated 15-10-2019.

In compliance to RBE No. 158/2018, ECoR's Estt. Srl. No. 181/2018 issued on dated 02-11-2018 to all concerned for early implementation of said rules.

WAT DIVISION

In terms of Section-II of first schedule of RBE No. 103/2008 (Estt. Srl. No. PC-1/2008), the entry pay as envisaged therein, is applicable in the revised pay structure for direct recruits appointed on or after 01.01.2006.

As per the Avenue Channel of promotions, the post of Chief Commercial Inspector in Level-7 (GP Rs. 4600/-) is filled 100% promotion quota by the staff working in the feeder grade of Commercial Inspector in Level-6 (GP Rs. 4200/-

Since the post of chief Commercial Inspector in Level-7 does not have the element of direct recruitment and there was no scope to draw higher rate of pay by any person in that grade as per the entry pay as envisaged in the section-II of first schedule of RBE No. 103/2008, the revision of pay with reference to the entry pay of the Direct Recruits would not be permissible in the grade of Ch. Commercial Inspector in Level-7.

DECISION

Discussed and closed.

(CLOSED)

11. 50C-11-2021 **IMPLEMENTATION OF ZONAL PNM DECISIONS FOR PROVISION OF CCTV CAMERA AT BOTH SIDE ENTRANCE GATES OF RAIL VIHAR.**

SDGM
PCSTE
PCPO

During his kind visit to Rail Vihar during December-2015, the then GM/ECoR, Mr. Rajiv Bishnoi had advised to provide CCTV cameras at both the entrance gates of Rail Vihar keeping in view to safe guard the Railway property, to arrest easy entry of outsiders through both the gates and to safe guard the safety of the inhabitants of the colony.

Due to delay in installing the CCTV cameras, ECoRSC had raised this particular issue vide item no. 6 of 46th PNM and decided to

provide from CSBF, but not yet provided.

Again, this issue had raised vide item No.32 of 47th ZPNM which held in December 2018, after discussion, it was informed that the funds have been sanctioned for an amount of Rs.4,21,045 for installation of CCTV camera at Rail Vihar gate from CSBF on 8.03.2019.

But, even after a fund being sanctioned from CSBF as well as a long period has been passed, still no action has been initiated so far.

Therefore, ECoRSC demands to provide the CCTV camera in both the gate of Rail Vihar colony as early as possible to avoid above said inconveniences.

ADMINISTRATIVE REMARKS

SIGNAL & TELCOM DEPARTMENT

Division has collected quotation and LOA will be issued soon to start the work. TDC-Oct-2020.

PERSONNEL DEPARTMENT

An amount of Rs. 4,21,045/- has been sanctioned from SBF. It is learnt that installation of CCTV camera is under progress.

DECISION

It has been implemented.

(CLOSED)

12. 50C-12-2021 **PROVISION OF REST ROOM/DRESS CHANGING ROOM FOR HOSPITAL ATTENDANTS WORKING IN CENTRAL HOSPITAL/MANCHESWAR.**

PCMD

In Central Hospital, Mancheswar, above 30 Hospital Attendants (20 Attendants+15 Safaiwala) are working, but, for them no rest room/Dress Changing Room has been provided since up-gradation of Mancheswar Hospital to Central Hospital.

For the above, all of them are facing a lot of problems regularly and now facing a more difficulties due to COVID-19. They are also facing a lot for their Rest, Dress changing, for lunch as well as to keep their uniforms etc. It is mandatory to provide the above (Rest room/Dress Changing Room) to the hospital attendants of the Central Hospital.

Therefore, ECoRSC demands to provide the rest room/Dress changing Room for ladies and gents in Central Hospital, Mancheswar to avoid staff discontentment as early as possible.

ADMINISTRATIVE REMARKS

There is one dress changing room for female hospital staff (Hospital Attendant and House Keeping Assistant) in ground floor with cabinet & sitting arrangement. Due to COVID-19, temporarily that room was blocked for COVID-19 use.

DECISION

Dress Changing room will be provided for male attendants (regular Railway Employee) in the Central Hospital/MCS.

(CLOSED)

13. 50C-13-2021 CONDUCTING CADRE RESTRUCTURING OF TECHNICIAN CADRE (ART & FUEL WING) OF MECHANICAL DEPARTMENT OF KUR DIVISION.

PCME
PCPO

Railway Board had issued the restructuring orders of Technician category vide RBE No. 116/2016, dated 30.09.2016. On that basis, restructuring of all technician category of all departments have also been materialised except the ART & Fuel cadre of KUR (Mechanical Department) even after surrendering matching money value for the purpose. Because, while conducting the restructuring process, the Technician Category of Mechanical Department of KUR Division, it has not been taken into consideration as a result, the Technician Cadre (40 Posts of ART & Fuel wing) are being deprived off getting the restructuring benefits as per above RBE.

Secondly, in terms of Para 12 of the above RBE, the entire group of Technician Cadre is to be self financing & expenditure neutral proposition. On that basis, Mechanical Department/KUR has surrendered 53 posts for restructuring of Technician category of Mechanical Department, out of 53 posts surrendered, 18 posts are surrendered from ART & FUEL wing of Mechanical Department/KUR. In spite of that, the Technician category (ART & FUEL wing) have not been added with the Technician Category of Mechanical Department at the time of restructuring.

Thirdly, it is also observed that the Technician Category (ART & FUEL wing) are being deprived off getting the restructuring benefits despite of above 18 posts from ART & FUEL cadre have been surrendered to facilitate Technician Category of Mechanical Department of KUR Division for getting the benefits.

In this regard, ECoRSC has intimated to the PCPO/ECOR vide letter No. ECoRSC/Cent/ PCPO/20/91, dtd. 07.07.2020.

Therefore, ECoRSC demands to ensure the cadre restructuring of the ART & Fuel cadre of Mechanical Department/KUR early.

ADMINISTRATIVE REMARKS

MECHANICAL DEPARTMENT

The steam Loco surplus staff of Mechanical department were placed in ART/Fuel Cadre on and after shutdown of stem Loco shed over KUR division years back. The posts of ART/Fuel cadre is being maintained as supernumery posts and no further posting have been made in the entry grade i.e. Technician-II and at present only 45 sanctioned posts (Sr.Tech-7, Tech-I-20, Tech-II-9, Tech-III-9) are available. With this merger sanctioned post of Technicians, restructuring of the said cadre could not be implemented. In view of the reasons mentioned above, the ART/Fuel cadre is proposed for merger with C&W cadre.

DECISION

A review meeting will be held under the Chairmanship of CPO(IR) with CMPE, Sr. DPO/KUR & Sr. DME/KUR. TDC :- Feb'2021.

14. 50C-14-2021 **DEPLOYMENT OF "RAKSHYAK" TYPE PROTECTION SYSTEM IN ENGINEERING DEPARTMENT OF EAST COAST RAILWAY TO AVERT RUN OVER CASES OF TRACKMEN.**

PCE
PCSO
PCSC

To protect the Track Maintainers, Railway Board had constituted one committee and that committee had submitted its report to Railway Board. On the basis of that, Railway Board had issued instructions to the Zonal Railways on 05/02/2018, which is circulated by ECoR vide establishment Sl. No. 83/2018, dtd. 18.05.2018.

in para 5.0 of the letter dated 05/02/2018, It has been mentioned that "RAKSHYAK" type protection system to Patrolman/Trackman has been adopted by SCR on Secunderabad-Kazipet section at a stretch of 24 KMs and found to be useful in getting advance information regarding approaching trains by way of LED indication with audible buzzer and vibration. Keeping in view, a large number of run over cases of Trackman that occur during discharge of their duty on tracks and putting in place a Rakshyak type protection system is essential and needs to be superficially implemented. However, since the system is still in infancy stage, deployment on entire Rail Network may not be feasible right now. Keeping in view, a large number of run over cases, it has been decided to extend deployment of Rakshyak type protection systems on the entire high density network on a crass basis. This being a safety item, may be booked under RRSK.

But, it is observed that even though 2 years time has been passed to that order, still no action has been initiated for the department for "RAKSHYAK" type protection system which is very unfortunate.

Moreover, in ECoR, the Train frequency is more than other Zonal railways as because this is the highest loading Zone over IR and high density network for more passengers and goods traffic for which, unwanted run over of track maintainers may be anticipated more.

Therefore, ECoRSC demands to deploy the "RAKSHYAK" type protection system in ECoR early to protect the life of track maintainers of ECoR.

ADMINISTRATIVE REMARKS

SAFETY DEPARTMENT

Rakshak type protection system in Engineering department of East Coast Railway may be considered & implemented at high density route first and later may be implemented on other routes.

ENGINEERING DEPARTMENT

Railway Board vide their letter No. 2008/CE-II/WP/18-19/GPWS/RB Pt. dated 02.04.2018 has identified Golden Quadrilateral and its Diagonal Routes for provision of VHF based approaches Train Warning System for Track Maintainers ("RAKSHYAK" type protection system.)

Accordingly, BHC-KUR-DVD section ('B' Route) being diagonal route of Golden quadrilateral has been identified in ECoR for provision of Rakshak type train warning system.

In this regard, P.O. has been issued for supply and commissioning of 22 sets of VHF transmitters and 147 sets of trans-receivers to Keyman and Patrolman of PSA-DVD section of WAT division. However, due to prevailing condition of COVID-19, supply of these equipments is getting delayed. Delivery period is extended upto 13.02.2021 for supply of the materials.

For supply and commissioning of 49 sets of VHF transmitters and 291 sets of trans-receivers to Track Maintainers of BHC-PSA section of KUR division, trial order is being proposed as advised by RDSO keeping in view of withdrawal of approved venders from the venders' directory of RDSO w.r.t. 30.06.2020. Tender Notice is being issued on 15.12.2020.

DECISION

Both the Engineering and Safety Departments have agreed to complete the task by following dates.

For WAT Div, TDC: 31st March, 2021. For KUR Div, TDC : 30th April, 2021.

(CLOSED)

15. 50C-15-2021 **PAYMENT OF INCENTIVE BONUS ARREARS WITH REVISED RATE TO THE EMPLOYEES OF MANCHESWAR WORKSHOP.**

PCME
PCPO
PFA

As per the guidelines (a) of Railway Board Vide RBE No. 131/2019, dtd. 09.08.2019, the incentive Bonus arrears is to be paid w.e.f. 01.07.2017 to the workshop employees subject to conditions the 5% improvement in productivity and introduction of biometric attendance system as per para (iii) & (IV) of the letter dated 09.08.2019.

The norms and conditions which are mentioned in para (iii) & (iv) of letter dated 09.08.2019 has been complied by the Chief Workshop Manager by consulting with both the Trade Unions since November-2019 & February-2020 respectively.

But, even after fulfilling all the conditions of Railway Board, the workshop authority has made correspondence with Zonal Head Quarter (PCME/ECOR) by calculating the Incentive Bonus Arrears in revised rate w.e.f. 01.07.2017 and placed demands to approve Rs. About 31 crores against the arrears which is still pending with HQ.

Apart from the above, the employees of CRW/MCS are also agreed to receive the part payment of the total amount and the Workshop Authority has also placed another demand for part payment of Rs. 9 crores for the period of 9 months i.e. from 01.07.2017 to March, 2018 in first phase.

But, both the demands are pending with HQ and the HQ is still remain silent and not considering the problem of Workshop employees.

Therefore, ECoRSC demands to arrange payment of Incentive Bonus Arrears by adopting a procedure i.e. at a stretch or in a phased manner early to avoid the staff discontentment.

ADMINISTRATIVE REMARKS

A D.O. No. ECoR/BUD/MISC/25 dated 03.12.2020 has been sent to Railway Board to clear payment of outstanding arrears of KMA and Workshop incentive.

MECHANICAL DEPARTMENT

It is stated that incentive arrears to the staff of CRW/MCS have not been paid so far due to paucity of fund. Though extra fund has been asked from Railway Board through various letters like PFA/ECOR's letter No. ECoR/HQ/BBS/BUD/SL-20-21/206 dated 07.05.2020, CWE/BBS's letter No. M10/03/RB/121, dated 04.06.2020 & CWM/MCS's letter No. MCSW/M/Budget/Revenue/2615 dated 28.08.2020, there has been no development so far. There is shortfall in BG 2020-21 for

which pending incentive arrears of Rs. 31.00 Crores could not be cleared. However, required fund is being asked for in RE20-21 & BE 2021-22.

ACCOUNTS DEPARTMENT

Approval of GM/BBS obtained on 18.09.2020 for payment of 09 months of arrear incentive to staff of CRW/MCS. Arrangement is being made for payment of incentive arrears for the period for 01.07.2017 to 31.03.2018 amounting Rs. 7.44 Crores during Sept' 2020.

MCS(W/S)

It is stated that incentive arrears to the staff of CRW/MCS have not been paid so far due to paucity of fund. Though, extra fund has been asked from Railway Board through various letters like PFA/ECOR's letter No. ECoR/HQ/BBS/BUD/SL-20-21/206, dated 07.05.2020, CWE/BBS's letter No. M10/03/RB/121 dated 04.06.2020 & CWM/MCS/ECOR's letter No. MCSW/M/Budget/revenue/2615, dated 28.08.2020, there has been no development so far. There is shortfall in BG 2020-21 for which pending Incentive arrears of 31.00 Crores could not be cleared. However, required fund is being asked for in RE 20-21 & BE 2021-22.

Further, the present position of payment of arrears incentive bonus with revised rate to the employees of MCSW is furnished as under:

- a) Out of incentive arrears amounting to Rs. 7,44,51,398/- for a period of 09 months (July-2017 to May-2018), Rs. 5,22,27,959/- has already been paid to the serving employees in the salary bill of Sept-2020 and balance Rs. 2,22,23,439/- is under process for payment to the retired/transferred employees.
- b) The balance incentive arrears amount to a tune of Rs. 23,54,08,054/- (for a period of 21 months) will be paid to the staff of MCSW, subject to availability of funds. Regarding funds it has been already intimated to Railway Board for allotment of additional funds to ECoR vide CWE/ECOR/BBS Lr. No. M10/03/RB/121 dated 04.06.2020 and M10/03/RB/18160 dated 21.09.2020.

DECISION

1. Arrear KMA for the first 6 months of the financial year 2018 - 19 will be paid to running staff in the salary of Jan'2021. Balance 6 months KMA arrears will be paid in the salary of Feb '2021.
2. The first 6 months group incentive arrear payment MCSW staff for the financial year 2018 - 19 will be paid in the salary of Jan'2021. After assessing the left over fund in 6D further arrear payment of incentive will be arranged in

2020 - 21 in Feb' salary, failing which balance arrear will be paid in financial year 2021 - 22, in the month of April'2021.

(CLOSED)

16. 50C-16-2021 CONSIDERATION OF PAYMENT OF RISK AND HARD DUTY ALLOWANCE TO THE TRACK MAINTAINERS WORKING IN CONSTRUCTION OFFICE.

PCE
CAO/CON
PCPO

It has come to our notice that the Track Maintainers being utilised in Construction Organisation are not getting the Risk & Hard Duty Allowance since a long.

In this issue, it is to inform that there are so many Track Maintainers working in various offices in Divisions, like ADEN Offices, SSE (P.Way) Offices, Sr DEN (Co) offices etc. for the smooth running of Administration. They are being utilised in the Clerical work, Peon, Dak Carriers etc. by keeping their lien in their parent SSE (P.Way) unit & they are getting the Risk and Hard Duty Allowance. But, those are being utilised in same nature of work in Construction unit are not getting the Risk Hard Duty Allowance.

In this regard, Railway Board has directed that if any Track Maintainer posted in Construction Organisation on deputation basis, they are not eligible to get the Risk & Hard Duty Allowance. But as on date, those Track Maintainers working in Construction Organisation (Rail Sadan), are not coming on deputation, rather they are being utilised in Construction Organisation by keeping their attendance/muster roll and lien in their parent P.Way units like other Offices in Divisions.

Keeping in view the above points, ECoRSC viewed that if the Track Maintainers those are working in various offices in Divisions are getting Risk & Hard Duty Allowance, then those Track Maintainers working in Construction office, should get the same benefits i.e. Risk & Hard Duty Allowance, because the nature of work and the procedure of utilization in offices is same.

The fact is that, the lower paid employees (Track Maintainers) working in construction Organization are being deprived off getting their legitimate benefits at par with other Track Maintainers working in various offices in Divisions of ECoRly.

Therefore, ECoRSC demands to consider their case to get Risk & Hard Duty Allowance at par with other Track Maintainers being utilized in various offices in all the Divisions.

ADMINISTRATIVE REMARKS

It has been clarified by Railway Board vide their letter No. PC-VIII/2017//I/7/4 dated 25.10.2018 that Track Maintainers who are posted in Construction Organization on deputation basis are not eligible for grant of risk and hardship allowance.

DECISION

Discussed and closed.

(CLOSED)

17. 50C-17-2021 MERGER OF PEONS/RECORD SORTER/STORE KHALSI/CHOWKIDARS OF MEDICAL DEPARTMENT WITH THE RELEVANT CADRE OF PERSONNEL BRANCH OF ALL THE DIVISIONS OVER ECoRly

PCPO

Of late, it is seen that there is great disparity in the orders of merger of cadres/departments issued by the concerned authorities and this happens only when such orders are issued without consultation with the recognized trade unions.

One of such orders was issued by the office of CPO/BBS in March 2013 to merge the ministerial cadres of medical with personnel department in divisions. Accordingly the merger was finalized in the divisions of ECoR in April/May-2013.

The problem came when the erstwhile Peons/Record Sorter/Store Khalsi/Chowkidars of Medical department were not allowed to appear for the 16 2/3 DPQ of Jr. Clerk of the combined cadre of Personnel Branch as there is no ministerial cadre in Medical department and the above categories are not merged with the combined cadre of Personnel department.

Thus, the eligible cadres of Medical department are deprived off the promotional avenues against the 16 2/3 DPQ of Jr. Clerk in combined cadre of Personnel department.

In view of the above, ECoRSC demands to merge the erstwhile cadres of Peons/Record Sorter/Store Khalsi/Chowkidars of Medical department with the relevant cadre of Personnel Branch of the division & over ECoRly, so that the lost AVC can be provided to such staff of medical department.

ADMINISTRATIVE REMARKS

WAT DIVISION

As per the orders of PCPO Lr. No. ECoR/Pers/NG(P)/merger of cadre/Medical/13 dated 08.02.2013, the ministerial cadre of Medical Department/WAT was merged with the ministerial cadre

of Personnel department/WAT w.e.f. 01.03.2013 for better administrative efficiency to ensure mobility & eligible promotion prospects vide office O/o No. WP/Cadre/Pers & Med/13 dated 09.05.2013 since then common seniority is being maintained. Peons cadre is maintaining separate by both the departments.

SBP DIVISION

There is no such policy so far adopted in SBP division for merger of Peons/Record Sorter/Store Khalasi/Chowkidars of Medical department with Personnel Department.

DECISION

The matter will be finalized calling the joint meetings with both the recognized Unions.

(CLOSED)

18. 50C-18-2021 **POLICY TO BE FORMED TO FILL UP THE MINISTERIAL POSTS ATTACHED TO THE SECRETARIAT OF DRM/ADRM OF THE DIVISIONS.**

PCPO

It is of late observed that there has been a forcible deputation of manpower to man the ministerial posts attached to the secretariat of DRM/ADRM of the divisions over ECoRly, rather in most of the divisions in Indian Rlys calling of options is resorted to and the best is selected.

As far as it can be recollected the manning of such offices have been done by staff of Personnel Branch only, which always leads to staff deficiency at ground level in Personnel branch. Apart from the above the secretariat of DRM/ADRM mostly deal with financial concurrences ,major tenders/estimates, train operations and facts and figures for that the option to be called for to fill up the post of DRM/ADRM Secretariat over Zone.

Moreover, that post of DRM/ADRM Secretariat are Ex-cadre post and the Ex-cadre post have the tenure as per Railway Boards guideline, But, it is seen that the particular Personnel/Ministerial staffs are working against those Ex-cadre posts in the secretariat of DRM/ADRM in Zone for 07 years to 10 years, but not changed

Hence ECoRSC demands that there should be options called for to man such posts and the best can be selected from the optees and the competent staff to be deputed to work. There should be fixed tenure for such staff to work in DRM/ADRM secretariat. In the present context when e-office is in full swing there should also be an actual assessment of manpower to work in such secretariats over the Zone.

ADMINISTRATIVE REMARKS

KUR DIVISION

There is no separate sanctioned post for DRM/ADRM secretariat staff are drafted to work in DRMADRM's secretariat from different departments.

SBP DIVISION

Decision will be taken at administrative level.

DECISION

Discussed and closed.

(CLOSED)

19. 50C-19-2021 CONDUCTION OF PME AT BLGR HEALTH UNIT OF SBP DIVISION.

PCMD

PME of the employees was regularly conducted at Bolangir Health Unit of SBP Division since long time back.

But, suddenly, the PME had been stopped at BLGR Health Unit in spite there is a regular doctor posted with requisite infrastructure. In Fact, at BLGR, there are so many employees are facing a lot of problems because the PME now is being conducted at TIG, which is above 80 kilometres away from BLGR.

It is to inform that the administration that there are 500 staff particularly from Engineering and Operating Departments basically facing a lot of problems regularly since long, which seems to be loss of man power and Railway money,

Now, in COVID-19 period also the same system of PME is continuing, which is very injustice towards the Railway employees of BLGR during this pandemic COVID-19 period.

Therefore, ECoRSC demands to arrange to conduct the PME at BLGR early for the benefits of staff as well as for the administration.

ADMINISTRATIVE REMARKS

One new ADMO/IRHS on fresh appointment has jointed at BLGR/HU on dated 22.07.2020 and now on probation period. On completion of training ADMO/BLGR will conduct PME at BLGR Health unit.

DECISION

CMS/SBP has been advised to impart 7 days training to the concerned ADMO to conduct PME for A2 and below.

(CLOSED)

20. 50C-20-2021 RECORDING OF HIGHER ACADEMIC/EDUCATIONAL QUALIFICATION IN THE SERVICE RECORD OF EMPLOYEES RECRUITED THROUGH RRB/RRC IN ECOR

PCPO

It is learnt that, Administration is directly refused to record the higher academic/educational qualification in the service record of employees those were recruited through RRB/RRC which is seen insubordination to the Railway Boards order i.e RRB No-191/1997 & in RBE No-07/2018.

In all the three divisions and workshop, it has been observed that the employees those were recruited through RRB/RRC when requested the administration to record their higher academic/educational qualification in their service records the administration is directly refuses to entry in their service record, for that they are always facing problems and also they are deprived off getting the benefits and not able to apply whenever any notifications are issued to fill up the post at par with their qualification.

Railway Board had issued order vide RBE No-191/1997 that if a candidate being recruited through RRB has a acquired higher educational qualification than that mentioned in his/her service records after the verification, subject to the provision that such course has been completed successfully before joining the Railway.

But the above rule has been modified vide RBE No-07/1918 dated 19/01/2018 that the RRC/RRB both the candidates may avail the facilities and based on individual representations, the administration can also considered the past case for recording of educational qualification in service record. However the past case of promotion already done not be re-opened.

In spite of that administration is not allowing the RRB/RRC candidates to avail the above facilities which is quietly injustice.

ECoRSC demands to allow the RRB/RRC candidates to record their qualification in their service book as per the above RBE No-(191/1997 & 07/2018) early.

ADMINISTRATIVE REMARKS

KUR DIVISION

The instruction contained in RBE no: 191/2017 and 07/2018 strictly adhered.

WAT DIVISION

Whenever, the employees requested the administration to record their higher educational qualification in their service records the administration considered the request as per rule and entry made in the SR.

SBP DIVISION

Higher educational qualification is being recorded in Service Record of the staff after due verification.

DECISION

All educational qualifications before the joining of Railway will be verified first with the concerned Board/University. On obtaining genuineness of the certificate necessary entry will be made in the Service Record. The employee was continuing correspondence course at the time of joining and intimated administration regarding such course. The administration after verification with concerned Board/University will make necessary in the Service Records. A comprehensive instruction will be issued all Divisions. TDC : 15th Feb 2021.

(CLOSED)

21. 50C-21-2021 FILLING UP OF THE VACANCIES OF MINISTERIAL POST OF ENGINEERING DEPARTMENT IN WAT DIVISION.

PCE

PCPO

It is learnt that since a long year back the vacancies of Jr.Clerk, Sr. Clerks, OS and Ch.OS are not filled up by the Engineering department of WAT Division for which, as on date there are so many vacancies lying vacant in Engg. Department.

Administration has not filled up the vacancies of ministerial post since long time back intentionally for, that the vacant ministerial post are being surrendered regularly, which is directly hampering the benefits of the Railway employees (those are in feeder category).

One side Administration is not filling up the vacancies of ministerial post and in other side, a good numbers of Track Maintainers are being utilised against the ministerial work, which seems to be very injustice.

Due to non conducting the regular selection of ministerial post, now above 50 nos. ministerial posts are lying vacant in Engg. Department of WAT Division, for which the feeder category are deprived from their legitimate rights to get 33 $\frac{1}{3}$ & 16 $\frac{2}{3}$ % in Jr. Clerk post against DPQ and the Jr. Clerks are being deprived off to get 66 $\frac{2}{3}$ promotion against DPQ & 13 $\frac{1}{3}$ against LDCE for Sr Clerk, the **Sr. Clerks** are also deprived off to get 80% promotion against DPQ for OS and the **OS** are being deprived off to get 100% promotion against DPQ of CH.OS, the entire chain have become in defunct condition.

Hence, ECoRSC demands to fill up all the vacancies against DPQ & LDCE by fixing on calendar selection early to avoid staff discontentment.

ADMINISTRATIVE REMARKS

ENGINEERING DEPARTMENT

At present the cadre strength of ministerial staff is as follows:

Designation	Sanctioned strength	Staff on roll	Vacancy
Ch. OS	23	19	4
OS	65	53	12
Sr. Clerk	19	17	2
Jr. Clerk	16	17	-1

Recently, promotions orders have been released for OS to Ch. OS and Sr. Clerk to OS by Personnel branch and are under implementation stage.

Further, Jr. Clerk to Sr. Clerk, promotion will be processed by Personnel branch as per annual promotion calendar.

WAT DIVISION

- For Ch. OS post, promotion orders for 3 staff already issued on 07.09.2020 and no further vacancies are available.
- For OS post, promotion orders to 06 staff issued on 07.09.2020 for 80% DPQ and 10 LDCE vacancies are available.
- For Sr. Clerk, 13 (7UR+2SC+4ST) vacancies assessed and notification issued on 22.10.2020 and result published on 16.12.2020. Against LDCE, 04 vacancies exist.
- Selection for Jr. Clerk against 33 1/3% quota is already notified and written test date fixed on 18.10.2020 postponed due to administrative reasons.

DECISION

Implemented and closed

(CLOSED)

22. 50C-22-2021 **PAYING THE ARREARS TO THE TRACK MAINTAINERS OF ECoRLY AS PER THE RBE NO-44/2019.**

PCE
PCPO

The decision of percentage of Track Maintainer cadre had been issued by Railway Board on 08/03/2019.

In Para-4 of the above RBE, Administration had promoted the Track Maintainers, but the basic condition of the above RBE had not been considered. Board says that:-

"The staff who will be placed in higher grade pay as a result of implementation of those orders will draw pay in higher grade w.e.f. this order i.e. on 08/03/2019".

But the promotion orders are implemented from the date of promotion order issued only not retrospectively which is violating the norms & guideline of Railway Board particularly.

In view of the above ECoRSC urges that the promotion orders which was issued against the RBE No-44/2019 to be effected from the date of issue of the RBE No-44/2019, retrospectively and pay the arrears to these Track Maintainers getting promotion against RBE No-44/2019 early.

ADMINISTRATIVE REMARKS

ENGINEERING DEPARTMENT

Revision of percentage distribution of posts of Track Maintainers has been completed in all the 3 divisions as per RBE No. 44/2019 and all Divisions have been advised to ensure payment of arrears w.e.f. 08.03.2019 as per extant instructions given in RBE No. 44/2019. TDC: February, 2021 for all 3 divisions.

KUR DIVISION

Clarification regarding payment of arrears has been sought for from Sr.DPO/KUR vide this office letter No: Engg/Estab/TM/2020, Dtd 29.09.2020. On receipt of clarification it will be implemented.

DECISION

Arrears to the concerned Track Maintainer, who have been promoted against additional post created due to restructuring vide RB No. 44/2019 will be paid by Feb'2021.

(CLOSED)

23. 50C-23-2021 **REVISE PIN POINTING OF TRACK MAINTAINER CADRE IS NOT DONE AFTER IMPLEMENTATION OF THE REVISED PERCENTAGE VIDE RBE NO44/2019 IN P.WAY UNIT AND GANG/DTM WISE OVER ECoRLY.**

PCPO
PCE

It is observed that the revised percentage of Track Maintainer order has been implemented over the ECoR since six months back but the revised pin pointing of the Track Maintainer cadre has not yet been done over ECoRly P.Way Unit wise and Gang/DTM wise.

Because of the non doing of revised pin pointing, the percentage which has been distributed by the Railway Board is not maintained. The Railway Board's order to pin point in each Gang as per ratio 10:20:20:50 means 10% in GP 2800, 20% in GP 2400, 20% in GP 1900 and 50% in GP 1800. But, practically it is being verified over the Zone, no where the above ratio has been maintained.

For that only, some of Gangs/DTMs are having more Track Maintainer in GP 1800, some of Gangs/DTMs are having in GP 1900

and some of Gangs/DTMs are having more than the percentage and less percentage in GP 2400 & 2800.

This imbalance percentage in all Gang and DTM & P.Way Unit are creating much problems for distribution of work amongst the Track Maintainers and seen the loss of responsibility as per their grade pay which indirectly loss of manpower for the Railways.

In view of the above, ECoRSC demands the revised pin pointing should be ensured early of each Gang/DTM as well as P.Way Unit for the better output of ECoRly.

ADMINISTRATIVE REMARKS

ENGINEERING DEPARTMENT

All the 3 divisions have completed the revised pin pointing of the posts of Track Maintainers as per RBE No. 44/2019. However, promotions to eligible Track Maintainers arising out of the revised pin-pointing are under progress.

DECISION

The matter will be studied by the PCE. TDC: - March' 2021.

24. 50C-24-2021 **FILLING UP VACANCIES ARISES AGAINST HIGHER GRADE VACANCIES OF ELECT (POWER WING) AND FINALISATION OF FEEDER CATEGORY AS PER RAILWAY BOARD POLICY.**

PCEE
PCPO

The KUR division decisions are taken hastily and arbitrarily by superseding the norms and guide lines of the Rly Board which is affecting the employees in many ways.

The fact of the case is that:-

(1) In the year 2011, the zonal HQ conducted a work study of electrical power wing and recommended to surrender 317 posts out of total cadre 444, out of 317, there were 125 live posts, but to surrender the above posts Administration had faced a lot of court cases and finally with an understanding, administration was able to surrender the 317 posts. and redeployed the 125 nos employees in other departments in January 2019. But, the outsourcing agencies engaged against those posts since 2015 and still continuing.

(2) Because of the non-requirement of post and man power electrical power wing, the efficiency cell had recommended to surrender and outsource the activities in the year 2011.

(3) The total Helper posts ,Tech-III posts and Tech-II posts were surrendered from the cadre of Electrical power wing and only the 129 nos employees (Sr Tech 22 nos and Tech-I-

107 nos) existed in that cadre. Because of that there is/are no feeder category (Helper/Tech-III & Tech-II) existed in that cadre.

(4) It is the prime duty of Administration to call for the joint meeting with the recognized unions to finalize the feeder category to fill up the higher grade/resultant vacancies of that cadre as per the Rly Boards guide lines, But still Administration has not conducted any joint meeting with the unions and still the feeder cadre of that power cadre is not finalized.

(5) If the higher grade/resultant vacancies arises, then administration have to call for the joint meeting to finalize the feeder category, then only that vacancies can filled up as per rule.

(6) After redeployment, some of redeployed Ex-Electrical employees have submitted their own request representation to come with bottom seniority only (As from Tech-II to below has been abolished) to Electrical power wing against the higher grade/resultant vacancies, if existed, but their representation has not been considered still, even though they are well trained about the electrical power work.

(7) Moreover, if the vacancies are existing in Sr Tech GP 4200 then the Tech-I in GP 2800 will be promoted, If the vacancies are existed in Tech-I in GP 2800, then the administration have to call for the joint meeting to finalized the feeder category as per policy.

(8)But, it is astonished that without calling the joint meeting and without consulting the trade union, administration has redeployed one engineering surplus staff against higher grade vacancies of that cadre and posted him as Tech-III by allowing him six month on job training where the Tech-II & III post was totally abolished, which is violating the Rly Boards Rules and seen loss of Rly money.

In spite of having the representation of some redeployed trained employees of Electrical power wing to come with bottom seniority to power cadre, non considering their representation, posting of a surplus staff without existence of that post in the above cadre and non consulting the trade unions, the KUR division has issued the posting order referred (II) above, which is totally ambiguous and with mala-fide intention.

Keeping in view the above ECoRSC demands to cancel the redeployment order No-P/Elect(G)/21/2020 dated 25/06/2020 and **instruction may be issued to conduct the joint meeting with the unions as per Rly Board's guide line to finalize**

the feeder category of Electrical power cadre to fill up the higher/resultant vacancies of Electrical power group cadre.

ADMINISTRATIVE REMARKS

KUR DIVISION

After redeployment of surplus power staff in other wings/ Departments, 02(two) Nos. of representations received from the experienced power surplus staff for retention in power wing were sent to Sr.DPO/KUR's office. But the same have been regretted by the competent authority as communicated by Sr.DPO/KUR vide letter dt.17.07.2019 & 22.08.2019.

Further, 01 (one) Ex.Tech.III(ECR) of Engineering department/KUR has been posted as Tech.III(P) under Sr.SEE/BHC with the approval of competent authority i.e DRM/KUR and as per advice of Sr.DPO/KUR.

DECISION

1. Division will conduct meeting with both recognized Unions to finalize AVC for downgraded Tech. (III) and Tech. (II) of Power Wing of Electrical (G), by Feb' 2021.
2. Regarding redeployment of surplus Tech.(III)/ECR/Engg. Deptt. to Power Wing at BHC, the whole file will be called back for further examination at HQ level, by Feb' 2021.

25. 50C-25-2021 **PIN POINTING OF ELECTRICAL (G) DEPARTMENT NOT BEING DONE AFTER SURPLUSED AND REDEPLOYED OF THE ELECTRICAL POWER GROUP EMPLOYEES.**

PCEE

It is observed that, the number of vacant posts and live posts in Electrical (G) department (Power Group) has been surrendered and the employees coming against that surplus post were redeployed in the year 2019 as per work study report of efficiency cell of ZHQ.

Before redeployment of the staff of Power Wing, the work against them has been out sourced since the year 2015 and still continuing.

But, it is not understood that the Administration is not taken any action to review the earlier pin pointing which was done in the year 2003 for each station.

Moreover, out of 444 post 317 posts have been surrendered in KUR and out of 480 posts 125 posts have been surrendered in WAT Division. But, still the earlier pin pointing has not been reviewed, because of that, for the same work, the contractual agencies are utilised along with the Railway staff, which is seen loss of manpower and Railway money.

ECoRSC demands to revise/review the earlier pinpointing of posts

in Electrical (G) department, Station wise for Power, AC & TL early to save the manpower and Railway money.

ADMINISTRATIVE REMARKS

ELECTRICAL DEPARTMENT

KUR--Pinpointing of power group has been done on 12.02.2019. Pin pointing of TL & AC wing is under finalization.

SBP—There is no surplus staff in this division and all the electrical works are being carried out by departmental staff.

KUR DIVISION

The pinpointing of posts of power wing has been done as communicated by Sr.DPO/KUR vide memorandum No. E5/2/Cadre/Elect(G)/15/2019 dt.13.02.2019. Further, in AC & TL wing pin-pointing is under finalization as this wing was shifted to Mechanical department after restructuring of cadre w.e.f 01.09.2016.

DECISION

Implemented and closed

(CLOSED)

26. 50C-26-2021 **FORMATION OF POLICY TO DEDUCT THE AMOUNT FROM SALARY OF AN EMPLOYEE AGAINST INCOME TAX.**

PCPO

It is observed that, the Administration is calculated the amount against the Income Tax of the employees every year and known that what amount will be deducted from the salary of a particular employee for the coming year. But, deduction started from his salary against Income Tax in the month of November of current year.

From November to March (05 Months), all the Tax amount have to be deducted. As a result, the Administration is deducting high amount from the salary of the employee (Tax Payer), for which that employee as well as other employees are facing a lot of financial problem particularly in those 05 months.

ECoRSC suggests the Administration have to assess the Tax for the existing year of an employee approximately and that amount have to be deducted from the salary of the employees from the month of May for the current year to month of March of next year (11 months) in a low amount, then it is very easy for the employees.

ECoRSC demands to assess the Tax approximately and start deduction of a low amount from the month of May of current year for help the employees from financial burden.

ADMINISTRATIVE REMARKS

PERSONNEL DEPARTMENT

Normally Income Tax deductions are made as per the convenient and request of staff. However, henceforth the Income Tax will be deducted on monthly basis keeping in view the last year Income tax/projection of the current year.

An instruction in this regard has been circulated to all concerned vide this office letter No. ECoR/Pers/HQ/R/I.Tax/01/21 dated 19.01.2021.

KUR DIVISION

The requital monthly deductions of income tax from the salary bills of the staff is not being feasible, since many of them grieve against it and want to liabilities to be deducted in the last 3-4 months citing their financial commitments. However, the contention raised by the trade union is acknowledged and equated monthly deduction of income tax shall be ensured from the next financial year.

WAT DIVISION

Income tax can be recovered from the employee from April to March basing on the employee declaration and administration accordingly recovering the amount every month, from the employees who submits declaration in the month of April itself every month. From the request of employees late recovery is effected on receipt of final declaration in the month of November.

DECISION

HQ has issued a comprehensive letter dated 19.01.2021, regarding deduction of Income Tax.

(CLOSED)

27. 50C-27-2021 REVIEW OF DISTRIBUTION OF THE MAIL/EXPRESS TRAINS TO EARNED EQUAL KM BY THE KUR DIVISION MAIL/EXPRESS GUARDS.

PCOM

It is observed that, the Guards of Mail/Express trains of KUR are earned less KM at par with the Guards of WAT, KGP, SBP & CKP Divisions due to wrong distribution of Coaching trains.

The most important point is that, some of the Mail.Express trains are originated from KUR Division inspite of that the guards of KUR Division are earned less KM at par with other Division Guards which is very unfortunate.

The figure of February 2020 is given below for information

KM earned by KUR Division Guard in WAT/KGP/SBP/CKP in February 2020

WAT	KGP	SBP	CKP
24600 KM	23548 KM	7605 KM	512 km

KM Earned by WAT/KGP/SBP/CKP Guards in KUR Division in February 2020

WAT	KGP	SBP/CKP GD IN KUR DIVISION
34307 KM	29630 KM	7516

In the above table, it is seen that all the other Divisional Guards are earned more KM than the KUR Guards in February 2020 and previous months/year also.

So ECoRSC demands to review the distribution of Mail/Express trains to earned the equal KM of KUR Division guard at par with other division guards early.

ADMINISTRATIVE REMARKS

Fresh review of the Guards' link will be undertaken soon.

DECISION

After complete restoration of train services, this exercise of reviewing Guard's link, will be done.

(CLOSED)

28. 50C-28-2021 MODIFICATION OF THE T 34 HF FORMAT.

PCOM

Due to change of Technology and due to modernization, all the old format of forms are now being changed, But, the T34 HF form format is not changed still for which the guards are facing more confusion at the time of working the trains.

At present most of the columns as mentioned in the T34HF form are now not required due to change of Technology and practically not in use also. Sometimes, preparation of journey report in the present format by the coaching guards lead overlooking of gate signals and other safety aspects.

Sometimes, the coaching guards are also facing the problems for the existing size of T34HF form which printed in both side of two pages which is very difficult to maintain and not able to fill up smoothly due to some columns not required and some of are required in a particular form.

ECoRSC urges to examine and recommend for necessary changes in the present format of T34HF taking in account of practical use and the format may be printed in A4 size pattern i.e. **one side for combined train journey report and another side for Train particulars**. This will lead to give more attention towards safe running of trains on the part of Guards.

Hence ECoRSC demands to modify the format of T34HF form early keeping in view the safe running of train as well as convenient for guards.

ADMINISTRATIVE REMARKS

OPERATING DEPARTMENT

Matter raised will be examined. As it is a policy decision, Board will be apprised of for necessary consideration.

DECISION

The Form No. T34HF being used in all zones will be collected and the best will be implemented in ECoR.

(CLOSED)

29. 50C-29-2021 **PROVIDE EQUAL FACILITIES IN ESTABLISHMENT MATTERS TO THE HOMEOPATHIC CONSULTANTS ENGAGED IN RAIL VIHAR & CENTRAL HOSPITAL**

PCPO

There are 02 (two) no's Homeopathic Consultants , one engaged at Zonal Head Quarter (Rail Vihar) and one at CH/MCS under the aegis of Central Staff Benefit Fund of ECoR for 08 hrs duration.

But for these two Consultants, the facilities which are provided by the Railway are not same and it is observed that there are so many differences, viz:-

- A)** The Homeopathic Consultant, working at Central Hospital is working under the Administrative control of CRW/MCS.
- B)** As per the Railway Board guidelines, the Homeopathic Consultants working in ECoR , their tenure has to be extended by the CSBF Committee only, As the Consultant of Central Hospital is not under the PCPO/ECoR as on date, for that his tenure is not renewed every year and working as a regular doctor in CH/MCS on his monopoly.
- C)** Existing Central Hospital was especially earmarked for the workers of CRW/MCS in the year 1984 (named as Mancheswar Hospital), But in the year 1989, one order

was issued by the SPO(W)/MCS (referred above) which is still continuing and not reviewed inspite Railway Board has reviewed three times.

- D) The old 50 bedded CRW/MCS Hospital has been upgraded to Central Hospital since long back but the order which was issued by SPO (W)/MCS has not been changed for the Consultant of Homeopathy.
- E) As per that order, the dispensary timings of MCS was fixed at par with the timings of Administrative Office of Mancheswar Workshop only but not equal with Rail Vihar Homeopathic dispensary.
- F) As per that order, still the Consultant of CRW/MCS is availing 12 days CL and 20 days leave as he is working under the Administrative control of CRW/MCS only. But the Consultant of Rail Vihar is under PCPO/ECOR for that she is availing 8 days CL only still.
- G) The monthly Medicine subsidy of ZHQ & MCS is same as on date. Inspite the activities and number of patients of ZHQ is much more than the CRW/MCS

Moreover, the CSBF is sanctioning the Honorarium, medicine charges, dispensers Honorarium, sundry expenses etc. to both the Consultants of Homeopathic dispensaries of ECoR, But in the establishment matter and facilities provided them are not equal which is creating so many problems practically.

Hence, ECoRSC demands to provide equal status and equal facilities in establishment matter as both of them are engaged by CSBF and both of them should be under the Administrative control of PCPO/ECoR.

ADMINISTRATIVE REMARKS

PERSONNEL DEPARTMENT

In principal it has been decided that there will be one Homeopathic unit in Bhubaneswar. From now onwards a separate OPD register will be maintained at Homeopathic dispensary, Rail Vihar.

Tenure of the Homeopathic Doctor Rail Vihar & WAT should be extended up to 30th April, 2021 & performance review should be done in the meantime as per extant rules.

DECISION

As per the Railway Board's rules on the subject matter both the Homeopathic Consultants will get the same benefits.

(CLOSED)

30. 50C-30-2021 SUPPLY OF THERMAL SCANNER IN EACH GANG/DTM & OHE DEPOT OF TRD.

PCEE
PCE
PCMD

As the COVID-19 spread over the country as well as state, the Railway employees are facing a lot of problems because they are duty bound. The nature of some of work like OHE Depot, Gangs/GTMs are joint work. All of them have to work in a same spot and have to gather more than 20. Moreover, in P.Way Wing, the contractual labourers are working with the Railway employees and in OHE all the OHE maintenance staff are bound to work in a particular failure section.

Keeping in view the above, maintaining social distance is not practicable for them and in this pandemic situation they are unable to work without fear due to more Railway employees have been detected COVID-19 positive and some of have expired also.

To protect from COVID-19 the minimum facilities are the bare need for them for that the Thermal Scanner should be provided in all the Gang/DTM and in all Depot of OHE/TRD to scan the temperature of body of the employees. The in charges can conduct the thermal scanning of the employees before attending the duty and take appropriate action.

To provide minimum precaution, it needs to supply of thermal scanner in each depot of TRD Department and each Gang/DTM of engineering department over ECoRly.

Hence, ECoRSC demands to supply of thermal Scanner in the above places to take precaution from COVID-19 early.

ADMINISTRATIVE REMARKS

ELECTRICAL DEPARTMENT

All precautionary minimum facilities have already been supplied to all Depots of OHE/TRD over the Zone.

KUR division has placed NSR for procurement of 23 Nos. Thermal Scanner in OHE Depot at Sr.DMM/KUR on 21.04.2020. PO is yet to be issued. Other divisions have been advised to place the NSR for their requirement.

ENGINEERING DEPARTMENT

Thermal Scanners/Thermometers have been supplied in sufficient numbers to all the P.Way Gangs.

DECISION

Engineering Department

One Thermal Scanner will be provided to each Sectional SSE/JE (P.Way). TDC : Feb'2021.

Electrical Department

Requisition has been placed to Store Deptt. On availability of the same the Thermal Scanners will be provided to all Depots of OHE/TRD over the zone. TDC : Feb'2021.

(CLOSED)

SECTION 'C'
REVIEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
31.	49C-09-2020	<u>MITIGATE THE WATER SUPPLY PROBLEMS AT JEYPORE STATION & COLONY.</u>

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.

LAST MINUTES

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.

PRESENT POSITION

ENGINEERING DEPARTMENT

During the months of February & March, 2020, two deep tube wells were dug but it failed due to low water. Subsequently construction organization also dug one bore well, but the result is the same. The proposal for sanctioned work to draw water from nearby source from Putra river which at 3.05 Km away from the Jeypore station will be processed through works programme 2021-22. Now estimate is under preparation.

DECISION

Administration has initiated steps to purchase water from JYP Municipality because of non-availability of water from Railway source. TDC - June' 2021.

(CLOSED)

32. 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 Satabadhi 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.

LAST MINUTES

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

PRESENT POSITION

MEDICAL DEPARTMENT

TLSB station staffs are getting medical facilities from TLHR Health Unit. The staffs are getting medical facilities in emergency from MCL Hospital referred by ACMS/TLHR. As per MOU with MCL Hospital only emergency cases may be referred by ACMS/TLHR. If the patient admitted in emergency without referral then post facto referral may be issued by ACMS/TLHR being emergency certified by MCL Hospital authority.

The tie-up hospitals are not giving OPD treatment to Railway staff.

DECISION

ADMO/TLHR Health Unit will visit TLSB Station once in a month i.e., first Monday of every month, with effect from Feb'2021

(CLOSED)

33. 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 that, 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.

LAST MINUTES

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

PRESENT POSITION

MECHANICAL DEPARTMENT

There is no proposal for providing FOB from IOH shed (IPL Line) to CDO office at C&W depot/BBS. However, Road accessing from IOH shed, Line No. 1 to 4 have not been taken up the Engineering department.

KUR DIVISION

There is no proposal for providing FOB from IOH shed (IPL Line) to CDO office at C&W depot/BBS. However, Road accessing from IOH shed, Line No.1 to 4 have not been taken up by Engg Dept.

DECISION

The road access from IOH Shed Line No. 1 to 4 has been sanctioned under Umbrella Work by Railway Board. The estimate is under preparation at Divisional level. Same will be implemented after approval of the estimate and finalization of tender.

(CLOSED)

34. 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.

LAST MINUTES

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

PRESENT POSITION

Sr.DEN(Co-ord)/WAT has been requested to take up protective measures at stacking, loading and unloading points, including BDXX station. The following pollution control measures are to be taken—

- i) Fixed water cannon shall be installed in and around the material stack yard.
- ii) Water sprinkling system either through mechanized system or tankers should be provided.
- iii) Appropriate green belt cover to be provided at loading and unloading points.
- iv) Dust screen walls along with periphery of the premises with adequate height to be provided.

DECISION

Action will be taken by Commercial Department to avoid dust pollution at BDXX station and colony, as early as possible.

(CLOSED)

35. 49C-20-2020 **IMPLEMENTATION OF DECISION TAKEN IN 39TH ZPNM VIDE ITEM No-21 HELD ON 8TH & 9TH SEPTEMBER 2016 REGARDING CREW CHANGE AT BHC.**

PCOM
PCEE

Consequent upon the decision taken in 39th ZPNM vide Item No-21 held on 8th & 9th 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. 39th Zonal PNM)

Therefore ECoRSC raised this Item in the forum and urges for restoration of the earlier decision taken in 39th 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.

LAST MINUTES

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.

PRESENT POSITION

OPERATING DEPARTMENT

Existing stoppage of 02 minutes at BHC is insufficient to provide relief to Crew. Taking into account continuous loss of punctuality due to crew change at BHC, Crew link is to be synchronized with Guard link i.e. to work the train from KUR-KGP instead of KUR-BHC.

ELECTRICAL DEPARTMENT

Crew change has been stopped at BHC due to insufficient stoppage time of train at BHC & insufficient duty hours of the crew.

DECISION

Crew Link will be considered after complete restoration of train services.

(CLOSED)

36. 49C-25-2020 **FILLING UP OF SIGNAL MAINTAINERS GR-III POSTs OVER ECoR IN TERMS OF RBE No-48/2018.**

PCPO
PCSTE

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. 10th 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.

LAST MINUTES

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.

PRESENT POSITION

SIGNAL & TELCOM DEPARTMENT

Divisions have been advised vide letter No. ECoR/Pers/R/Promotion dated 09.04.2018 for necessary action. Divisions are on the job.

WAT DIVISION

In WAT division, Item No. (i) (iv) & (v) of RBE No. 48/2018 are being followed strictly for calculation of vacancies.

SBP DIVISION

Assessment of vacancies in the category of ESM-II against LDCE is being done taking in to account as per the instruction in RBE No. 48/2018.

DECISION

All Divisions may circulate vacancies in all grades against all quota (DPQ, DRQ and LDCE) after introduction of RBE No. 48/2018. TDC: - February' 2021.

(CLOSED)

37. 49C-27-2020 **VIOLATING THE DECISION TAKEN AGAINST THE ITEM NO-06 OF 45TH 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 6th 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 7th 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 45th ZPNM held on 23rd & 24th 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 2nd 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 45th 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.

LAST MINUTES

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.

PRESENT POSITION

GS/ECORSC has been replied vide this office letter No. ECoR/Pers/Bills(NG)/Fixation/Stenos/Review dated 05.01.2021.

DECISION

Separate discussion will be held with PCPO.

38. 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's 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

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

PRESENT POSITION

SIGNAL & TELCOM DEPARTMENT

MW cadre has been decentralized vide letter No. ECoR/Pers/10/NG/Cadre/S&T/Pin Point/MW cadre/Misc, dated 14.09.2020 has been advised to implement soon. Both divisions are doing needful in this regard.

PERSONNEL DEPARTMENT

With the approval of PCSTE & CPO(Admn), Microwave cadre has been decentralize vide office memorandum dated 14.09.2020 and staff have been accommodated as per their choice of division & as is where is basis.

WAT DIVISION

PCPO/BBS's vide memorandum No. ECoR/Pers/10/NG Cadre/S&T/Pin point/MW cadre/Misc, dated 14.09.2020, the microwave cadre of S&T department of ECoR has been decentralized among three units i.e. HQs/BBS, KUR & WAT division. However, there is a discrepancy in the sanctioned cadre of MW as per BOS and PCPO/BBS's memorandum sanctioned cadre. In this regard vide office Lr. No. WP/Cadre/De-Centralization/S&T/MW cadre/ECoR/2020, dated 15.12.2020 it was requested to PCPO/BBS to review the de-centralized memorandum dated 14.09.2020 and requested to communicate the changes if any further course of action at this end. As and

when reply received from HQ, local office order will be issued.

DECISION

Seniority of the Microwave Cadre will be merged with seniority of telecom staff by following the extant procedure.

(CLOSED)

39. 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

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

PRESENT POSITION

ELECTRICAL DEPARTMENT

Ex.Engg.(CESU), BCDO-II/BBS was requested by Sr.DEE(G)/KUR on 19.06.2019 followed by reminder on 09.01.2020 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 authority not submitted. The Chief Exe Engineer(Elect.) was requested by Dy.CEE/Coaching to fix a date for co-ordination meeting for further course of action, but no action is initiated by them. Again a reminder is sent on 23.09.2020 to fix a date for co-ordination meeting.

KUR DIVISION

The Chief Executive Engineer(Elect) & Ex.Engg(CESU), BCDD-II/BBS have been requested several times to submit an estimate for provision of dedicated feeder for Rail kutir, Rail Awas of ZHQ and type-II, III, IV & old type-II Qrs of MCS Railway Colony. Now the matter is being dealt at HQ level and joint meeting with CESU authorities will be conducted shortly.

DECISION

It will be expedited with close liasoning with Tata Power.

(CLOSED)

40. 48C-25-2019 PROVISION OF DORMITORY FOR TEMPORARY ACCOMMODATION OF THE RUNNING STAFF OF RGDA.

PCOM
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 losing 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

Division will be advised to take suitable action.

PRESENT POSITION

Sr.DEN(North)/WAT is requested to made allotment of Railway quarter No. -T/140/2 at Guard's barrack in Rayagada with necessary repairs and provision of basic facilities to made it fit for habitation.

DECISION

The Qtr. No. T/140/2 has been repaired and handed over to SM/RGDA for utilization of Running Staff.

(CLOSED)

41. IMPLEMENTATION STATUS OF PNM AGENDA ITEMS

DECISION

Review of implementation of PNM agendas shall be carried out under the Chairmanship of CPO(IR) on every month. Concerned HODs will also attend the said meeting.

42. **PCPO Review** One suitable quarter near BBS Station will be identified and walls dismantled and made into a hall. Seating arrangement should be at least 50 persons. AC, Chair and TV will be provided from CSBF Fund.

SECTION - "D" SUMMARY

	Total no. of items	Items closed	Balance items
New Agenda items	30	22	08
Review Agenda Items	10	09	01
Total	40	31	09
