



East Coast Railway

Headquarters Office
Personnel Department
Bhubaneswar -751017

No. ECOR/HQ/PERS/IRM/11/2021

Dated: 11-10-2021

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 51st Zonal PNM Meeting between ECoR HQrs. & ECoRSC held on 8th & 9th July, 2021

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A copy of the minutes of the 51st (2nd 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 8th & 9th July, 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.


(Prakhar Gupta)

Dy. Chief Personnel Officer(HQ)
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, Dy.CPO(Gaz)** of ECoR/BBS for kind information.

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

Copy to **Dy.CPO/Con, APO-II**, of ECoR/BBS for information.

All concerned.


for Principal Chief Personnel Officer

Minutes
of the
51st Zonal PNM Meeting
between
ECoR & ECoRSC

***Venue: Sabha Griha, 1st floor,
Rail Sadan,
Chandrasekharpur,
Bhubaneswar.***
held on: 8th & 9th July, 2021

MINUTES OF 51ST (2ND 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 8TH & 9TH JULY, 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.	P.K.Sahani, Vice President
3.	T.K.Mandal, PCPO	3.	S.K.Bhanja, Vice President
4.	P.K.Jena, PCOM	4.	Subrat Kumar Panda, Joint General Secretary
5.	P.K.Sahu, PCCM	5.	Sudheer Padhi, WCM of NFIR
6.	R.S.Mitra, PFA	6.	Pravasa Chandra Patra, Addl. Joint Genl. Secy.
7.	R.Rajgopal, PCME		Following COBs has attended the PNM meeting virtually from their respective stations.
8.	Basudev Panda, PCEE	7.	J.Sampath Kumar, President
9.	Dr. K.C.Sahoo, PCMD	8.	T.Narasinga Rao, Working President
10.	S.Manga V., PCSTE	9.	B.K.Mund, Vice President
11.	Sanjay Mohapatra, SDGM	10.	B.Satyanarayana, Joint General Secretary
12.	J.Parida, CTE	11.	N.S.L.Koteswara Rao, Joint Genl Secretary
13.	Following PHODs/CHODs has attended the PNM meeting virtually from their respective chambers	12.	B.N.Ray, Joint Genl Secretary
14.	P.B.Ninawe, PCMM	13.	P.K.Rudra, Joint Genl Secretary
15.	H.K.Dutta, PCSO	14.	N.K.Patra, Addl. Joint Genl. Secy.
16.	D.P.Lal, CAO/Con	15.	Pravasa Chandra Patra, Addl. Joint Genl. Secy.
17.	Raja Ram, PCSC	16.	E.Eswara Rao, Addl. Joint Genl. Secy.
		17.	S.Puhan, Addl. Joint Genl. Secy.
		18.	D.K.Sahoo, Addl. Joint Genl. Secy.
		19.	Chandra Kanta Mukherjee, Addl. Joint Genl. Secy.
		20.	Ashutosh Mohanty, Treasurer
		21.	Ms.Gitanjali Samantaray, Lady delegate
		22.	Ms.Snehalata Bastia, 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, Secy. to GM, General Secretary and Central Office Bearers of ECoRSC to the 50th ZPNM with ECoRSC and AGM, PHODs/CHODs, who were on virtual mode. He expressed that this 51st ZPNM was scheduled to held in the month of June but later it was postponed for this month. He told that all the items have been discussed and out of them , 21 items have been discussed and closed and left out 08 items are kept open for further clarification and remedial measure. Thereafter he highlighted some of notable job performed by Personnel Department during this period.

- (1) 242 compassionate appointment cases have been finalized.
- (2) 45 Selection Test, 205 Suitability Test and 76 Trade Test have been accomplished.
- (3) Total no. of 122 Covid Settlement cases have been finalized till date under the guidance of Hon'ble GM.
- (4) 34 no. of court cases finalized from April 2021 to June 2021. Out of that, 28 cases are in favour of Railway.
- (5) 1842 employees have been vaccinated in HQrs. Rapid Antigen Test is going on and if any positive case is found, suitable action has been taken thereon.
- (6) 2024 no. of Office Order, 35868 no. of Pass, 51177 no. of APARs uploaded, 33734 no. of Change Request closed, 136 no. of Executive Order closed, 5770 no. of PF Loan, 90 no. of Settlement cases and 348 PPO generated through HRMS System.

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

Sri R.C.Sahoo, GS/ECORSC welcomed General Manager, PCPO and Secy. to GM and office bearers of ECoRSC present in the meeting as well as AGM, PHODs and Central Office Bearers/ECORSC, who were on virtual mode. He appreciated that agenda items were discussed in cordial atmosphere. He expressed his gratitude towards General Manger for allowing to conduct this PNM in such

Pandemic situation and thanked PCPO for taking initiation to conduct this PNM. He expressed his pleasure that the Review PNM which has been conducted is very fruitful and remarkable action has been taken thereon. Because of Review PNM, the items which were pending since have been resolved amicably. He stated that all Railway employees are very happy with our General Manager. As there is a general belief that there is someone to redress their problems. Once again congratulated to General Manager for achieving Govind Ballav Pant Shield awarded by Ministry of Railways. This is the Golden period of ECoR. ECoR is mounting new high day by day under the guidance of our General Manager. During this National Disaster, ECoR has performed commendable job to tackle the 2nd wave of Covid-19 under the guidance of our beloved General Manager. Whereas other Govt. machineries have failed to tackle 2nd wave of Covid-19, our Railways have offered best facilities to patient at par with Corporate Hospitals. Really commendable. Oxygen plants are going to be installed in Railway Hospitals to tackle the impact of 3rd and 4th wave of Covid-19. He thanked GM for arrear payment of OT & KMA to Running staff and 100% vaccination drive for employees and their family members. In addition to this, the following issues were raised by GS/ECoRSC for consideration of GM:

- (1) Some of staff are working in SBP Hospital since last 10 years. They are creating nuisance by their mischievous activities.
- (2) The water supply for KUR Establishment is not consumable. In spite of several reminders no action has been taken by DRM whereas State Government is ready to provide this facility to Railway.
- (3) Medically decategorised RPF staff have been posted in other departments by Divisional Authority duly not intimating PCSC as he is the Cadre Controlling Authority. So many ministerial posts are lying vacant in Security Department.
- (4) Remedial measures should be taken to tackle spread of Dengue Fever. The matter was discussed with Sr.DME to distribute medicines to Railway Colonies.
- (5) No referral facility is being entertained for dental patients. After attaining 50 years most of staff are facing this disease.
- (6) The running staff of TLHR are not getting OT since March 2019.
- (7) CLI issues of HQrs should be forwarded to Railway Board for early finalization.
- (8) 44 No. of Loco Pilot posts are lying vacant in WAT. WAT Division has sent the file for approval of HQrs for panel of 223 candidates for smooth functioning of works.

3. Address of Shri Vidya Bhusan, GM/ECOR: -

He addressed Shri R.C.Sahoo, GS/ECORSC, all Central Office Bearers, AGM, all PHODs. He thanked all the employees and officers and stated that they are performing tremendous job on the ground despite Corona constraints. People are not coming forward for vaccination though we have more vaccination facilities available with the help of BMC and State Government. He requested ECoRSC to channelize their system to counsel Railway employees to get themselves vaccinated and their family members as well. Let them understand that it is very helpful and they may do it voluntarily. It should be ensured that vaccination programme is complete before 3rd wave of Covid-19 arrives. He expressed his displeasure that 50% employees are vaccinated. The following decisions were made to the issue raised by GS/ECORSC:

- (1) The water supply to KUR colony has been discussed with DRM/KUR. The matter will be taken up by the Medical Department and Civil Engineering Department. However, it is not feasible to deal with State Govt. as they are asking for exorbitant rate. If requires, the fund from EnHM will be used for this work to the extent possible. The proposal for installation of Water Treatment Plant from Daya River will be explored for the benefit of employee as well as public who are depended on that.
- (2) The case of medically decategorised staff is looked after by the DRMs & Sr.DSCs. DRMs/PHODs are free to post the staff in other departments as they are the Cadre Controlling Authority.
- (3) It should be ensured that nobody should work beyond the working hours especially for their safety measures in TLHR.
- (4) Remedial measures will be taken to tackle the spreading of Dengue Fever.
- (5) Referral Hospitals for Dental patient is not possible. Treatment can be done within the rules. Cosmetic Dental Treatment cannot be entertained as it is very expensive.
- (6) Regarding CLI issue, the file should be put up to GM for decision.
- (7) Information has come from all divisions that they are deliberately avoiding duty and trying to get promoted by not following the prescribed criteria. 70% to 80% Drivers are not able to complete Footplate.

Lastly, GM expressed heartfelt thanks to all employees that in spite of Covid Pandemic, good work has been done. He requested to convey this message to staff that "Our achievement is their achievement". They should get all credit for this. We should open heart and hands for their welfare.

The meeting ended with vote of thanks from PCPO.

SECTION 'B'
NEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
01.	51C-01-2021	<u>PROVISION OF RAILNET TO ALL SUBORDINATE OFFICE OF ALL DEPARTMENTS OVER ECoRLY.</u>
	PCSTE	Now-a-days all office works are done through internet in subordinate offices also. But in many subordinate offices have not been provided internet facilities. Some of the subordinate office where the BSNL internet are provided with the old broad band plan, the same is not sufficient to use and the BSNL internet having so many problems like slower of internet & data balance etc. Therefore ECoRSC demands to provide the Rail-Net facilities in all the subordinate offices for facilitating easy and smooth work over ECoRly.

ADMINISTRATIVE REMARKS

WAT: As on date, the S&T department of WAT division is provided Rail-net facility in sub-ordinate offices at DLS, BLS offices, CYM/VSKP, NWD, DYD, NCC, DVD, VSPS, VDPD, SCMN, KTV, SUP, TXD, ARK, BHJA, KRPU, JYP, JRT, JDB, DMK, SZY, DWZ, BCHL, KRDL, LKMR, LLGM, TKRI, RGDA, VBL, VZM, CHE, NWP, TIU, KBM, PUN, CPP, NML, PDU.

SBP: Rail-net has been provided to the subordinate offices at major station, i.e. at RAIR, SBP, BLGR, TIG, KBJ. However, works proposal has been initiated for provision of Rail-net for rest of the sub-ordinate offices, it is yet to be sanctioned.

KUR DIVISION

Rail-Net facilities have already been provided in almost all the subordinate offices of all the departments in KUR division, as per the requirement. If at all any office/subordinate unit is left out of Rail-Net connection may notify to this respective department, so that the same will be provided at the earliest.

DECISION

List will be submitted by ECoRSC to Sr.DSTEs of Divisions for providing the Railnet connectivity to activate the HRMS system. Feasibility will be examined and Railnet extended.

02. 51C-02-2021 MERGER OF CRANE DRIVER CADRE WITH TECHNICIAN / FITTER CADRE OF MECHANICAL DEPARTMENT IN ECoRLY.

PCME
PCPO

Over the 03 (Three) Divisions in Mechanical Department including CRW/MCS, the Crane Driver post/cadre is fully separate and very small in numbers. Due to a small and separate cadre, the existing incumbents of Crane Driver of three divisions & Workshop are deprived off to get the promotional benefits in comparison to other technical cadre.

Further, Administration also facing a lot of problems due to non availability of sufficient Crane Driver and also paid a huge amount against TA and utilised the other category employees as Crane Driver

Therefore, ECoRSC proposes for merger of this cadre with Technician/Fitter cadre of Mechanical Department to facilitate them to get the early promotional benefits as well as to smooth running of administration.

ADMINISTRATIVE REMARKS

The Crane drivers require to undergo training for operation of 140 ton BD cranes which is being given at JMP workshop. The duration of training is 27 days. The crane drivers working in BD are being issued with competency certificate after imparting practical and theoretical for operation of 120/140 ton diesel crane.

Specialized cadre, different recruitment rules and training requirement, therefore cannot be merged with Fitter/Tech. cadre.

DECISION

Merger is not accepted. Further review will be made for filling up vacancies.

03. 51C-03-2021 HARDSHIPS FACED BY THE FEMALE LOCO PILOTS, GUARDS, ALPs.

PCOM
PCEE

The Female Loco Pilots, Assistant Loco Pilots and Guards are continued to face severe hardships due to long, stressful working hours under inclement weather conditions, particularly while working the freight trains which are unscheduled.

The female ALPs, Loco Pilots and Guards are facing various challenges while performing their role in running of trains. The

female Loco Pilots/ALPs are experiencing a lot of problems in their day to day footplate duties and some of such problems are placed hereunder:-

- (i) No separate accommodation with attached toilets in most of the running rooms.
- (ii) While working on foot-plate, no provision to attend call of nature till reaching the destination.
- (iii) They are facing difficulties in resetting ACP, especially during night time which involves step down from Engine in the darkness and inspecting coaches.
- (iv) LPs (Shunting) are facing problems for attending call of nature in yards and to attend the same, they have to trek to station building which are at a far distance.
- (v) No provision of additional rest/special casual leave during menstrual cycles. They are facing security problems (cases of chain snatching while on duty in station yards).
- (vi) Freight trains have no timings, sometimes these trains are halted in remote/deserted areas, dense forests for hours together, where even male running staff will find difficulties in getting out of the locomotive. The plights of the female running staff should be imagined.
- (vii) Increased family and social responsibilities after a period of time and service.
- (viii) Deterioration of health after certain age very early, compared to a male.

Considering the above mentioned negative situations under which female running staff are performing duties of train operations, Administration shall have to formulate a policy for granting one time option for them to switch over to other cadres in Railways at least after completion of five years service.

ECoRSC, therefore urges the GM/ECOR to consider and grant 'one time option' to the female running staff for change of category and relieve them on the basis of their options".

ADMINISTRATIVE REMARKS

- i) The demand of ECoRSC regarding granting of one time option to female Running staff to switching over to other cadre is not permissible.
- ii) However, regarding requirement of amenities in ECoR is

as under:

1. Separate accommodation with attached toilets are provided for female, LP/ALP/Guards in the Running Rooms at PRDP, BHC, JKPR, CTC, TLHR, BBSR, KUR, PSA, PUI under KUR division; SBP, TIG under SBP division & VSKP, PSA, SCMN, RGDA & KRPU in WAT division.
2. Railway Board has been requested for provision of seating, lighting & toilet facility in Guard's B/V vide letter of this office, dated 28.10.2020.
- iii) Efforts are made to avoid inconvenience to lady ALPs/LP(G) to the extent possible.

DECISION

Remarks of PCEE/PCOM

Female running staff (ALPs, Sr.ALPs & LPs) wherever they are being used for stationery duty should be given such duty on rotation every one year. Similar decision stands for Guards.

(CLOSED)

04. 51C-04-2021 REVIEW OF THE DECISION TAKEN IN REGARD TO CHANGE OF THE HQ OF TMO STAFF OF ECoRLY.

PCE

Prior to 2007 the Track Machine staff were not working under any policy guidelines, so for their caderisation a Joint Meeting was held on 05/02/2007 with both the Labour Organization and it was decided that the Track Machine staff cadre will be maintained in centralized manner and their HQ to be fixed at Chandrasekharpur/BBS. The minutes were drawn on 1st March 2007.

It is very unfortunate that without conducting any Meeting and without having any discussion with Labour Organization, Administration has issued a JPO on 17/12/2020 and changed the HQ of TMO staff which seen quite illegal.

In that JPO Administration has changed the Hqrs. of all most all Track Machine staff from Chandrasekharpur/BBS to KUR , WAT, SBP and BLGR. As per the Railway Board's guidelines any change of establishment matter of mass staff and where the more staff are affected financially or mentally or physically, at that time Administration have to discuss the matter with the Trade Unions invariably. In spite of that administration has not consulted this issue with Trade Unions and issued a JPO arbitrarily on 17/12/2020 which is clearly violating the Railway Board's guidelines.

As per the JPO, the HQ of the TMO staff has been changed, Because of that near about 450 nos of TMO staff are going to suffer financially. When 450 nos of staff are going to suffer financially then the situation propelled them into a pressure of financial burden of their family and for that their concentration towards the Railway may be decreased.

At the time of Joint meeting held on 05/02/2007 it was discussed with Labour Organisations that, **because of the numbers of Track Machines are very less in ECoRly, the decentralization of HQ of TMO staff will be discussed after availability of machines full phasedly for the three divisions.**

In this regard the Railway Board has issued the clear cut guidelines in the year 2006 to decentralize the work of TMO by providing the machines full phasedly to each division. But in ECoR the numbers of machines are very very less to work in centralize system. When the machines are inadequate for the centralized system at that time the proposal of decentralization system is not possible.

Further due to less numbers of machines the existing working system is not streamlined as on date. For that only a particular TMO staff who is working on a particular machine is bound to move around the ECoR's jurisdiction because of each machine is moving over the ECoR's jurisdiction.

For that all employees of a particular Division will have to move entire ECoR's jurisdiction with machines for maximum days in a month and also liable to get the TA as per the existing rule.

As per IREC Vol-II Chapter-16 Para-1603 & 1605, Administration have to pay the TA for all working days in a month or have to pay the consolidated TA respectively to the TMO staff if the JPO dated 17/12/2020 is implemented.

To avoid the discontentment of TMO staff ECoRSC demands to review the decision of 17/12/20 and restore the earlier agreement which was made on 05/02/2007.

ADMINISTRATIVE REMARKS

As per the Railway Board's Lr. No. 2011/Track-III/TK/4 dt. 05.08.2020, the entire track maintenance works are to be mechanized fully by 2024. They are working in field so there was no justification to keep their HQ in BBS. Accordingly, a JPO has been made to decentralize the track machine staff like other railways.

In view of the above, options from staffs have been collected and

their HQ have been allotted accordingly. The main motto of decentralization of staff is to:

- i) Better staff motivation and satisfaction as they will be able to stay at HQ of their own choice nearer their native.
- ii) Effective duty period will be increased during rostered 21 days period due to less journey period from HQ to machine site vice-versa and also staff can be mobilized in less period.

On the other hand, as per the planning from the RB under RSP more machines are to be arrived to this railway within 2 to 3 years to fulfill the demand of the track maintenance work and mechanization of track maintenance has to be completed by 2024 as intimated by RB. So, there should be no ambiguity on the JPO which has been issued on dt. 17.12.2020. At present 45 machines available and 3 more machines inspected and on the way. For another 4 machines staff have been nominated for training and these machines also arrive in ECoR within 2/3 months of time. With these additional 7 machines, population of machines will go up-to 52 and division wise distribution of machines will be done. TA will be paid as per rules.

DECISION

Railway Board has issued on 25.06.2019 vide 2019/Track-III a direction for the divisionalised system for working of Track Machine Organization. Regarding various issues raised by ECoRSC, the views would be taken into consideration. As regards requirement of the core supporting for track machine at HQ, the staff should be made available on option basis from three divisions. Options shall be called again from TM staff of all three divisions and HQrs to work in TMO of ECoR HQrs. Suitable staff shall be selected for working in TMO at BBS HQrs from the staff who have opted for working in TMO/HQ/BBS. Instruction have already been issued to three division for creation of separate pool of quarters for Track Machine Staff vide Lr. No. W.7/637/TM/Divisionalisation System/Re-fixation of HQ/5659 dated 20.11.2020. On date 39 nos. of staff already occupied Railway quarter in three divisions. Track Machine staff are getting TA as per the extant rules.

(CLOSED)

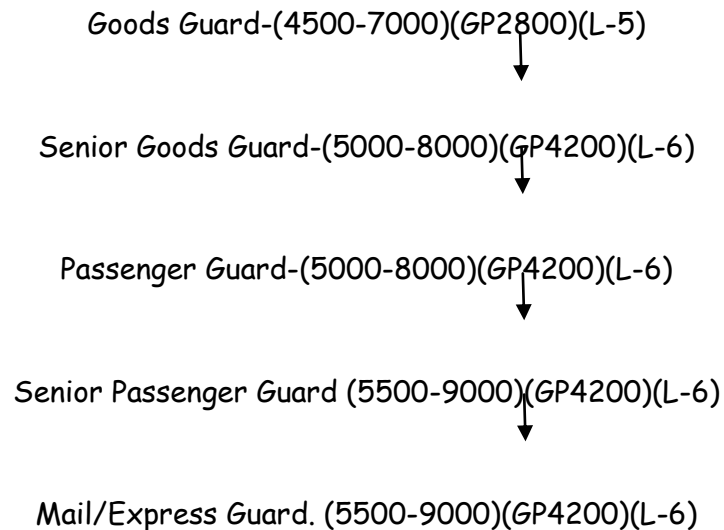
05. 51C-05-2021 GRANT OF 3RD MACPS TO THE GUARD CATEGORY OF ECoRLY.

PCPO

By the way of introducing a new scheme called Modified Assured Career Progression Scheme (MACPS)., The previous system of granting two promotions/financial up-gradations after 12 and/or 24 years of regular services was substituted by a new

arrangement of granting three promotions/financial up-gradations after 10, 20 and 30 years of regular service.

In case of Goods Guard the initial GP of Rs.4500-7000(GP2800)(L-5).Their progression in service is,



The scale of Senior Goods Guard and Passenger Guard was one and the same i.e. Rs.5000-8000 and therefore placing a Senior Goods Guard as Passenger Guard does not amount to the promotion and it is a case of lateral induction. Similarly placing Senior Passenger Guard as Mail/Express Guard does not amount to the promotion and it is a case of lateral induction only.

After the new scheme i.e. Modified Assured Career Progression Scheme (MACPS) was adopted by the Railways, it can be seen vide RBE no 101/2009 {Annexure-1}

"5.Promotions earned /up-gradations granted under the ACP Scheme in the past to those grades which now carry the same Grade Pay due to merger of pay scales / up-gradations of posts recommended by the Sixth Pay Commission shall be ignored for the purpose of granting up-gradations under Modified ACPS."

Accordingly, Guards were extended the benefits of the scheme under different orders in 2010. They were given financial up-gradation to Grade Pay of Rs. 4600/4800 depending on their entitlement and basing upon their length of service. This benefit was extended to them after conducting screening inquiry as envisaged under the Scheme, and such of the guards started getting their enhanced salary and the arrears.

When the matter stood thus, in response to certain queries made by some of the Zonal Railways, **the Railway Board issued a letter dated 10th February, 2011 addressed to the General Managers of East Central Railway, South Central Railway, Central Railway and South-East Central Railway**, clarifying, inter alia that in terms of the Board's letter dated 10.6.2009 on the subject of MACPS, the promotion from Senior Goods Guard to Passenger Guard should be counted for the purpose of MACPS. On the basis of the above letter of the Railway Board, orders were issued cancelling earlier orders granting the benefit under MACPS to such of the guards and reducing/ re-fixing their pay by treating their movement from Senior Goods Guard to Passenger Guard as promotion and counting the same for the purpose of MACPS.

The above action of the different Zonal Railways was challenged by many guards before the Honourable CAT benches on the ground that movement from Senior Goods Guard to Passenger Guard cannot be treated as a promotion as both the posts carry the same grade pay and no promotional pay benefit is allowed. The Honourable Tribunal accepted such contentions of the guards, placing reliance on a Judgment of Ernaculum Bench of Central Administrative Tribunal.

Thus, the sole question is as to whether the movement of a Senior Goods Guard to the post of Passenger Goods Guard is a promotion or not. If it is not a promotion, the guards are entitled to the benefits of MACPS various Tribunals/High Courts have held that movement of Senior Goods Guard whose pay scale is 5000-8000 when posted as Passenger Guards will be only lateral induction and not exactly a promotion.

Against that decision Railway was filed cases in the Honourable High Court & also the Honourable Supreme Court, But all the Courts are rejected the special leave appeal of Railway.

Therefore, the law has been settled to the effect that movement of a Senior Goods Guard to the post of Passenger Guard is not a promotion and is a lateral induction.

Recently PCPO/Central Railway has issued a clarification 30.01.2019 (copy enclosed) which inter alia speaks in terms of RBE no.54/2014, Guards only get two promotions with financial

benefits i.e from Goods Guard to Sr.Goods Guard and from Sr.Pass.Guard to Mail/express Guard, and thus they are eligible for the 3rd MACP and accordingly guards of central railway have been granted MACP to GP Rs 4600/4800 as per eligibility.

Hence, ECoRSC demands to the ECoRly Administration to allow the 3rd MACP to the Guards category by counting Goods Guard to Sr Goods Guard one promotion and Sr Passenger Guard to Mail/Express. Guard 2nd promotion.

ADMINISTRATIVE REMARKS

Railway Board has clarified vide its letter dated 10.02.2011 that Guards are not entitled to any further financial up-gradation under MACP scheme. There is no new instruction from Railway Board, modifying the said letter.

DECISION

This will be referred to Railway Board quoting the decision taken in Central Railway. The copy of the same will be provided to ECoRSC.

(CLOSED)

06. 51C-06-2021 **FILLING UP OF VACANCY IN THE CATEGORY OF LOCO PILOTS (GOODS) IN WAT DIVISION.**

PCOM

There are near about 480 vacancies are existing in WAT Division in the cadre of Loco Pilot (Goods). In view of increasing in the operational activities there is an absolute need in the category of LP (Goods) in WAT Division. It is learnt that a proposal made by division for General Managers approval for relaxation for senior Assistant Loco Pilots so as to promote them as Loco Pilot (Goods) since three months back and still it is not finalized.

Further, the Sr. ALP are also agreed to work as Loco Pilot if they got promotion and divisional officers are also recommended the same for Head Quarter's approval because of mostly required of LP(G) in WAT division, but the HQ is not considered till.

Hence ECoRSC demands to give approval of the same early.

ADMINISTRATIVE REMARKS

The proposal is being processed in HQ.

DECISION

The file will be put up to Competent Authority within 10 days.

(CLOSED)

07. 51C-07-2021 PROMOTION OF GROUP-D STAFF OF COMMERCIAL DEPARTMENT IN THREE DIVISION.

PCCM

Existingly, there are numbers of Group-"D" staff in Commercial Department who are in turn of promotion to Ticket Collector-Cum-Commercial Clerk but they are unable to apply for the same due to non-clarified the medical classification.

The earlier cadre of Ticket Collector and Commercial Clerk were maintained separately with different medical classifications. Now those two categories are merged into one cadre of Ticket Collector-Cum-Commercial Clerk but specific medical classification is not indicated.

The promotion process is held up for want of clarification from Zonal Head Quarter regarding the revised medical classification for the merged category.

Hence ECoRSC demands to clarify the Medical Classification early.

ADMINISTRATIVE REMARKS

On the above subject matter, Railway Board has issued guidelines regarding revised medical classification for combined category in Commercial department to be B-2 vide letter dated 28.02.2019 and the same has been circulated vide ECoR Estt. Srl. No. 57/2019 dated 06.03.2019.

DECISION

DPQ selection for the Commercial-cum-Ticket Clerk should be conducted in B-2 category. All division should proceed with the selection.

(CLOSED)

08. 51C-08-2021 **NON CONNECTING OF CMS WITH IPAS IN KUR & SBP DIVISION.**

PFA At present feeding of KMA and OTA of Running Staff/KUR is
PCOM carried out manually and CMS data provided to the Bill section by
PCEE the SMR/Ch.CC on their monopoly. Because of that, the legitimate dues of Running staff are not reached to the Running staff, and the Ch. CC & SMR intentionally creating problems and manipulating the CMS data as maintained manually.

Further in WAT division since a long time back all the CMS of WAT division has connected with IPAS but in KUR & SBP division it has not been implemented.

This issue has raised in the Divisional PNM in a several times, but the division always taking a plea of Head Quarter, and telling that Head Quarter is not allowing.

Hence, ECoRSC demands to connect all the CMS of KUR & SBP division with IPAS early to avoid the staff discontentment.

ADMINISTRATIVE REMARKS

This department has not disagreed for linking CMS with IPAS in connection with KMA & OTA. The factual position is an under:

1. WAT division has linked CMS data with IPAs for KMA and OTA.
2. KUR has linked CMS data with IPAS for KMA and OTA but the system is under trail for the last two months. Therefore, CMS data are certified and is sent to the Personnel Department by respective Crew Lobby In-Charge for the said purposes.
3. For connecting CMS with IPAS in SBP Division both Ch. CC/SBP and TIG has been advised to update the Crew Bio-data in CMS. All Crew Bio-data will be updated by 15th July 2021. After updation the same CMS will be connected with IPAS.

DECISION

KUR will be streamlined within one month and SBP will be streamlined within two months. If the IPAS PF data is required that will be shared by IT Centre/BBS in Excel Sheet to Sr.DEE(OP), Sr.DPO & Sr.DFM for making necessary modification in CMS Data.

(CLOSED)

09. 51C-09-2021 SHIFTING OF KUR CREW AND GUARD LOBBY OUTSIDE OF THE PLATFORM No-01 AT KUR STATION.

PCOM

The Crew & Guard at KUR facing a lot trouble for sign on & sign off and other official work while proceeding to the Crew & Guard lobby which is presently situated at Loco colony as they have to cross the Kudiary underground road. Due to water logging and heavy traffic, it is very much inconvenient and unsafe to pass through the underground road. Besides this it is very much difficult on the part of aged Crew & Guard to cross the FOB at least twice each time after signing on & signing off.

Several times this issue has discussed with the divisional level officers but there is no result, because of that still the old aged running staff are facing a lot of problems and they are bound to cross minimum one Kilometre road apart from the FOB.

Hence, ECoRSC demands to shift the Crew and Guard Lobby from Loco Colony to either Platform No-01 or outside of the Platform No-01 early.

ADMINISTRATIVE REMARKS

Matter will be discussed.

DECISION

Let the ECoRSC make a formal representation to Divisional Authority. If any problem arises then ECoRSC will raise this issue at HQrs level.

(CLOSED)

10. 51C-10-2021 NON IMPLEMENTATION OF JPO DATED 21/09/2018 IN KUR DIVISION.

PCOM

PCME

PCEE

One JPO was made within Sr DME, Sr DEE(OP) & Sr DPO/KUR on 17/09/2018 which is approved by DRM/KUR on 20/09/2018 and circulated by Sr. DPO/KUR vide his letter No-E5/2/cadre/Elect(OP) & Mech/JPO/Cadre Control/2018 dated 21/09/2018.

In that JPO all the points have been implemented except the Item No-02. It has decided in the Item No-2 of that JPO that

Administrative controlling of all running Supervisors (CLIs) lies

with Sr DEE(OP)/KUR except 04 (Four) nos of CLIs namely Sri S. Chakravarty, Sri S. S. Mohanty, Sri C. R. Nayak & Sri D. Pradhan.

Sr DME/KUR will retain 04 (Four) nos of post CLIs with him for disaster management with administrative control, the 04 (Four) numbers of post CLIs work in disaster management shall be changed every year by Sr DEE(OP) with consultation of Sr DME/KUR provided if that post sanctioned in the Crew review.

It has come to the notice that there is no post has created against disaster management under control of Sr DME/KUR since that JPO date, and the above CLIs are not changed still though 08 years has already been passed.

Further, on the name of disaster management the above 04 CLIs are sitting ideal in divisional office under Sr DME/KUR and are not working like other CLIs of KUR division which is seen wastage of Railway money, moreover they are sitting ideal and Railway paying them 50 lakhs rupees per year on the plea of disaster management.

In other departments of KUR their practice is that, out of total employees of KUR station of a particular department some of employees are being nominated to attend disaster management irrespective of their regular duty on need basis but they are not sitting ideal on the name/plea of disaster management.

Hence, ECoRSC demands to withdraw the above 04 (Four)CLIs from Sr DME/KURas per the decision taken on 21/09/2018 and utilised them in CLIs duties like other CLIs of KUR Division and nominate some of CLIs out of the CLI cadre of KUR division to attend the disaster management like other departments of KUR division to avoid the financial loss of Railway early.

ADMINISTRATIVE REMARKS

Matter pertains to KUR division. It may be taken up at divisional level.

DECISION

GM has given approval that no separate CLI should kept nominated for disaster management. All CLIs should perform their assigned

duty. Whichever CLIs is available on duty at the time of movement of ARME/ART, he will accompany. The division will be advised to implement the order of General Manager. A letter will be issued by Personnel Department Hqrs.

(CLOSED)

11. 51C-11-2021 **NON PAYMENT OF DRESS ALLOWANCE TO THE STAFF OF BRIDGE WING.**

PCPO
PFA
PCE

It has seen that the Bridge Technician/Helpers are not getting the Dress Allowance since the order was implemented in ECoR.

As per the RBE No-152/2017 Railway Board has declared that the Bridge Technician and Helpers are coming under the Safety category by modifying the order of 31/05/1982.

Railway Board has issued order that those category are already got the Uniform as on 01/07/2017 (RBE NO-141/2017) they shall be paid the Dress Allowance.

But in ECoR, only one division has implemented the Railway Boards guideline and another two division has not been implemented the same.

Because of that the Bridge Wing staff are deprived off to get the Uniform Allowance since 01/07/2012 which is seen very unfortunate.

Hence, ECoRSC demands to pay the Uniform Allowance to the Bridge Wing staff of ECoRly early.

ADMINISTRATIVE REMARKS

Railway Board vide letter No. PC-VII/2018/1/7/5/1 dated 20.06.2019 has given clarification regarding admissibility of Dress allowance. As per the said clarification & stipulated condition necessary for any category to receive dress allowance, the Bridge Technician/Helper are not entitled for dress allowance.

DECISION

This matter will be referred to Railway Board duly intimating the ECoRSC.

(CLOSED)

12. 51C-12-2021 **DISMANTLING OF ABANDON QUARTERS OVER ECoRLY.**

PCE

It is seen that in ECoR the abandon quarters at so many important stations have not been dismantled still, in spite of the decision has been taken in Zonal PNM.

For that, the outsiders are staying unauthorisedly in that quarter and creating several types of nuisance in the Railway Colony. Because of the above reasons the inhabitants of Railway colonies are even not able to move inside the colony of important stations.

Administration is not taking any action to dismantle that abandoned quarters and welcoming the outsiders to take shelter and allowed to use the water & electricity freely which seen loss of Railway money and creating unhealthy atmosphere.

Hence, ECoRSC demands to immediate dismantling of the abandoned quarters at the important station colonies and allow the employees to stay without fear with a peaceful atmosphere.

ADMINISTRATIVE REMARKS

CE Circular No.1/2021 dt.13.05.2021 to deal with condemned quarters, unfit quarters and quarters needing uneconomic repairs have been circulated to the divisions vide letter No.W/1/CE/Works/Policy Matters/2634 dated 13.05.2021 for implementation. However, the current status of the divisions is as under:

KUR division: 459 nos. of quarters have been dismantled. Estimate to dismantle balance abandoned quarters is under preparation. TDC to dismantle abandoned quarters:-31.03.2022.

SBP division: There are 77 nos. of condemned quarters in SBP division, so far 62 quarters have been dismantled. Estimate to dismantle balance abandoned quarters is under preparation. TDC to dismantle abandoned quarters:-31.12.2021.

WAT division: So far, 192 nos. of abandoned quarters have been dismantled at VSKP. Estimate is under preparation to dismantle the balance abandoned quarters existing at various stations in the division. TDC to dismantle abandoned quarters:-30.06.2022.

DECISION

Dismantling the abandoned quarters will be expedited duly prioritizing the sensitive locations within the target given by the divisions.

(CLOSED)

13. 51C-13-2021 OPENING OF WEB PORTAL FOR STREAMLINING THE OWN REQUEST ZONAL / DIVISION TRANSFER APPLICATION OF THE EMPLOYEES OF ECoRLY.

PCPO

This organisation has received number of complaints from the staff that, the sub-ordinate offices as well as in the divisional offices are not forwarding the own request transfer applications. In this regard the organisation has raised the issue several times in the different forms of the meeting and administration has agreed to forward the application. But, still the same is not being implemented with true spirit.

This issue has discussed in divisional PNM in a several times, but the field units are not adhering that instructions for that the employees are facing a lot of problems.

Hence, ECoRSC demands to open a web portal and all the own request inter divisional /zonal transfer application shall be uploaded in that portal for clarity and to know the status of individual applications by the applicants as & when wants.

ADMINISTRATIVE REMARKS

Indian Railway introduced Common Portal of Transfers, where Railway employees and administrative staff can find status of Inter Division/Railway Own Request Transfers and Inter Division/Railway Mutual Transfers. This portal is not working for past few months due to server problem. As and when this portal starts working, the transfer cases details will be uploaded.

DECISION

A panel will be formed by RRC for level-1 post. The divisions will therefore be sensitized to forward applications for Inter Railway Transfer and Inter Divisional Transfer in level-1.

(CLOSED)

14. 51C-14-2021 NON IMPLEMENTATION OF RAILWAY BOARD'S LETTER No-2014/LMB-II/1/1 DATED 25/07/2014 BY ENGINEERING DEPARTMENT OF ECoRLY.

PCE

Railway Board has issued an order on 25/07/2014 about change of system of maintenance of Railway Colonies to all the General Managers over Indian Railway.

But, it is very unfortunate that the order of Railway Board has not

been implemented in toto over ECoRly as on date which is seen carelessness of Engg. Deptt. in regard to staff welfare.

Due to the above, Railway Colonies over ECoRly are in a very bad condition, and also seen that those quarters which are not in living condition the contractors are attending those quarters on top priority with the knowledge of administration but those quarters are need to urgently repairs those quarters are not attended since long.

Because of the above reason the utilisation of Railway money against colony maintenance is not proper, and seen loss to Railway.

Hence, ECoRSC demands to implement the order dated 25/07/2014 in toto for the betterment of ECoR staff as well as save Railway money early.

ADMINISTRATIVE REMARKS

The divisions have been reminded vide this office letter No.W.1/CE/Works/PNM Items/3119 Dt.09.06.2021 to implement recommendations on change of system of maintenance of Railway colonies circulated by Railway Board vide letter No.2014/LMB-II/I/1 dated 25.07.2014. Further, CE Circular No.1/2021 dt.13.05.2021 to deal with condemned quarters, unfit quarters and quarters needing uneconomic repairs have also been circulated to the divisions vide letter No. W/1/CE/Works/Policy Matters/2634 dated 13.05.2021 for implementation where in it has been advised that the Railway quarters needing excessive repairs should be certified as 'condemned'.

Moreover, maintenance of staff quarters is a continuous process and annual maintenance activities are done through civil zonal contracts. Complaints as and when received are attended through departmental/contractual resources as per the nature and extent of the problem.

DECISION

For change of system of maintenance of Railway colonies guidelines has been issued by Railway Board vide letter No. 2014/LMB/II 25.07.2017 indicating various measures to be taken. This guideline should be implemented.

15. 51C-15-2021 **NON SUPPLYING OF SAFETY HELMETS, HAND GLOVES & SHOES AND TORCH LIGHTS TO TP & STM OVER ECoRLY.**

PCOM

As per the Railway Board's guidelines, Shunting staff such as Operating, TP & STM must be issued with Safety Helmets (Like Industrial Helmets), standard Hand Gloves & Shoes and individual Torch Lights for smooth and safety operation of shunting work by Shunting staff as major stations.

But in ECoR over three Division the Rly Boards order has not been implemented till, for that the staff are facing a lot of problems.

Hence, ECoRSC demands to provide above safety items to Operating, TP & STM over KUR Division.

ADMINISTRATIVE REMARKS

As per Railway Board guidelines shoe forms the part of Dress allowance.

However, divisions taking their own initiative have supplied those items, realizing the requirement to staff as under:

1. KUR has supplied Safety helmets, jackets, torch lights, hand gloves to staff of major yards viz. BBS, PUI & PRDP etc.
2. SBP is supplying Safety helmets with torch lights and hand gloves to TPs of SBP where shunting operations are carried out.
3. WAT has supplied Safety shoes and gloves to STMs and TPs.

DECISION

Board's guideline on the subject will be followed.

(CLOSED)

16. 51C-16-2021 **CONSTRUCTION OF TRANSIT CAMP FOR NON GAZETTED EMPLOYEES OF KUR HQ.**

PCE

It is seen that, due to non availability of proper accommodation facilities from Railway side and non availability of private lodge in KUR most of the non-gazetted employees are facing a lot of problems after came on transfer to KUR station of various departments. During that period some of employees are using by their influence is adjusting in sub-ordinate rest house and some are moving to outside for their accommodation facilities.

To get the rented house at KUR HQ for an employee is not so

easy, because of that so many employees are facing a lot of problems.

ECoRSC demands to construct Transit camp for non gazetted employees at KUR HQ to enable them to stay for a certain period in an emergency.

ADMINISTRATIVE REMARKS

SRH availability at KUR.

DECISION

Few vacant quarters may be earmarked by the divisions to use as transit accommodation for the non-gazetted employees at KUR HQ only and deductions of rent etc. will be made as per extant rules. In this regard letter will be issued by Personnel Department HQ.

(CLOSED)

17. 51C-17-2021 **FIXATION OF CADRE FOR THE STAFF OF MEMU CAR SHADE OF KUR.**

PCME
PCEE

Administration has opened the MEMU CAR Shed at KUR in the month of September 2017 which has already completed 03 (Three) years and now the MEMU Shed is functioning in a regular manner like other Sheds. But administration has not taken any action as on date for fixing of MEMU Shed cadre. For that those staff have already been joined since 2017 are not getting their legitimate promotional benefits.

The facts are that;-

- (1) Administration has called for the option from Mech & Elect. Staff of KUR Division only to fill up 25 nos of sanctioned post on 27/10/2017
- (2) On the basis of above option the staff of Mech. & Elect including TRD, OP, ELS & General/KUR have applied. Out of that 25 nos of staff are selected for MEMU Shed and their posting order has also been issued on 27/12/2017 .
- (3) Out of 25 nos of staff only 15 nos have joined in 2018 and 10 nos have not yet been joined.
- (4) Because of non joining of selected staff of KUR Division the Administration has again called for the option for 2nd time from the 02 divisions (WAT &SBP) of ECoR on 24/04/2018.
- (5) On the second time option, Administration has issued posting order of 14 nos of staff and kept 06 nos of staff as stand by vide letter No-P/Mech/MEMU/01/18 dated

27/06/2018.

- (6) On the basis of letter dated 27/06/2018 out of 14 staff only 08 nos of staff have joined and other 06 (Six) nos have not joined & those are kept as standby are also not joined.
- (7) Again 35 nos of post have been transferred from WAT Division to MEMU Shed/KUR vide Memorandum dated 02/05/2019.
- (8) On the basis of that, Administration has called for option from the staff of 03 (Three) divisions to fill up those 35 posts vide letter No-P/Mech/Option/ MEMU/2019 dated 10/06/2019.
- (9) Then Administration has issued the posting order for 35 nos of staff vide letter No-P/Elect (OP)/MEMU/01/20 dated 24/02/2020.
- (10) On the basis of posting order issued dated 24/02/2020 out of 35 numbers, some of staff have joined, but some of them have not joined till.
- (11) Then Administration has posted 07 nos of Tech-III (TRS) in GP Rs. 1900/- (level-II) on 24/06/2020 recruited through RRC/BBS and also continuing the posting of direct recruitees one by one till.
- (12) All the direct recruitees candidates are now continuing the on job training of 06 (Six months)

Keeping in mind the above points ECoRSC thinks that this is the right time to fix the cadre for MEMU Shed of KUR to avoid the litigation regarding seniority, promotion etc etc of the said staff.

If the administration fails to ensure the fixation of cadre in time then administration may face so many court cases about seniority, promotion etc and also staff may lead to agitation.

Therefore, ECoRSC demands for fixing the cadre of MEMU Shed of KUR early.

ADMINISTRATIVE REMARKS

For manning the newly commissioned MEMU shed at KUR.

(1) 25 new posts were created.

35 posts temporally transferred from DLS/WAT for operation at MEMU/KUR. Thus there are only 40 posts. Further division has proposed to create 74 posts which is pending. At HQ. At this stage, it may not be feasible to fix up separate cadre of MEMU shed/KUR, since the cadre is not fully formed. Once proper cadre structure is sanctioned then only lien/seniority can be fixed. This is true for all new units that fills posts through options.

DECISION

Closure of cadre after sanction of additional posts for which proposal is in HQrs. However, the staff who are already working in MEMU Shed will not suffer any disadvantages for their seniority.

18. 51C-18-2021 TO CONSIDER GRANT OF LEAVE FOR THE CHHATH PUJA HELD DURING OCTOBER/NOVEMBER FOR THE EMPLOYEES OF ECoRly THOSE ARE NATIVE TO BIHAR, U.P & JHARKHAND STATE AND ALSO DEMAND TO INCLUDE THE CHHATH PUJA IN THE HOLIDAY LIST (PAID/CLOSED) OVER ECoR.

PCPO

This Organisation is observing, that the on roll employees strength of ECoRly as on date is near about 42,000 (Forty two thousand), out of them approximately 20% employees of all departments including **Running Staff, MCS Workshop, ELS (VSKP & ANGL) & DLS/WAT** etc are native of the state of Bihar, U.P & Jharkhand and most of them are Bachelor and some are also married.

They are very dedicated and loyal to the ECoRly particularly for loading and out-turn as well as train operation because of that they are not forcing to the Administration to grant leave all over the year for them, except at the time of "CHHATH PUJA".

The employees of ECoRly native to Bihar, U.P & Jharkhand are working all over the year and at the time of CHHATH PUJA they are applying for the leave well in advance for 08 to 10 days. But due to administrative constrain their leave are not being sanctioned by the concerned officials, for which of they are not able to attend the above important customary Puja of the year.

This festival is most important and holy festival for the people of Bihar, U.P & Jharkhand serving in ECoRly which usually comes during the month of October/November (after Dipawali) of every year. In spite of that, they are not able to avail the leave for 08 to 10 days against the CHHATH PUJA, though the employees have applied for the leave before 03 to 04 months which is very unfortunate for them and their family also.

Normally all most all employees of the above states working in ECoRly are applying for 08 to 10 days leave for their traditional CHHATH PUJA to cover the to & fro journey from their work spot to their native & back which will take 04 days minimum time. After that the employee can be able to spend another 04 to 06

days time for celebration of the CHHATH Puja with their family & relatives.

The employees of the above states working in ECoRly also avoid to take the regular leave during the year except the CHHATH PUJA and they are also accumulating their leave by attending duty to take leave at a stretch on the above holy occasion i.e. CHHATH PUJA inspite of that they are deprived off to get the facilities from ECoRly Administration.

For that only 2% to 3% employees of ECoR belongs to Bihar, U.P & Jharkhand able to attend that festival at their native place but others are deprived off to attend the same, in spite having leave sufficiently in their leave account.

For the above reason most of the employees belonging to Bihar, U.P & Jharkhand are in agitate mind & working with unhappy atmosphere.

Further, for all most all the employees of ECoR of all religions/sects, administration has allowed Holiday (Paid Holiday/Close Holiday) in the Holiday list in every year when the Holiday meetings are conducting, at the divisions, MCS Workshop and ZHQ level. But for the employees of ECoR those are native of Bihar, U.P & Jharkhand are not granted one day holiday in the (Closed Holiday/Paid Holiday) list, for that their unhappiness is increased day by day and they are demanding strongly and hopefully for inclusion of the CHHATH PUJA in the yearly holiday list and treat that CHHATH PUJA as a holiday.

Keeping in view the above and to set aside this burning issue ECoRSC suggesting the followings:-

- 01.** If an employee of ECoR belongings to Bihar, U.P & Jharkhand have not taken any leave from January to September and applied for 08 to 10 days leave at a stretch for CHHATH PUJA either in the month of October or in November. Administration has to sanction his leave without any hitch.

OR

Administration has to fix the criteria for taking 08 to 10 days leave by an employee in the month of October or November for CHHATH PUJA.

OR

A joint meeting may be called for to finalize this issue before June 2021.

02. Include the CHHATH PUJA in the ECoR Holiday list (Paid/Closed) of Divisions, CRW/MCS, & ZHQ with effect from this current year.

OR

To include the CHHATH PUJA in the Holiday list from current year a joint meeting will be called for before June 2021.

Therefore the ECoRSC urges to consider the above two demands made by ECoRSC for the ECoR employees belonging to Bihar, U.P & Jharkhand state to avoid the discontentment of the above employees.

ADMINISTRATIVE REMARKS

As per guidelines given by Railway Board, Government of India and DoOPT, Govt. of Odisha & HQ/BBS, Holiday lists are finalized in consultation with both the organized labour unions, and all the recognized associations. However, Chhat puja is a RH. Leave is sanctioned as per rules.

DECISION

ECoRSC may take up this issue in Holiday Meeting.

(CLOSED)

19. 51C-19-2021 NON GIVING PROMOTION TO THE GROUP-D STAFF OF THE EMPLOYEES OF CRW/MCS AGAINST 50% DPQ SINCE 02 YEARS BACK.

PCME

It is observed that, since two years back the Group-D staff of CRW/MCS are deprived off to get the promotion against 50% DPQ Quota. Which is very unfortunate.

The details of case is furnishing below:-

- (01) The last promotion against 50% departmental promotional quota was filled up in the year 2018, since then not a single promotion has been given against 50% DPQ by the administration.
- (02) There are above 90 nos Group-D employees who are suffering since 02 years due to not getting promotion in spite of clear cut instructions of Railway Board.

(03) In the mean time administration has issued a notification on 04/12/2019 to fill up 94 post of Tech-Gr.III against LDCE and since that time no selection was conducted, since one year back the LDCE examination could not conducted by the administration and several times the written examination has been cancelled, But on that plea of LDCE notification administration is not conducting the trade test to fill up the DPQ vacancies which was due as on July 2019.

(04) Further the WPO/MCS has reduced the numbers of post which was notified on dated 04/12/2019 against LDCE Quota from 94 to 47 vide letter No-CRW/MCS/Estt/ Mech/Tech-III/25% LDCE/1696 dated 28/10/2020 and already filled up that post by new recruits.

The Group-D employees have requested several times to the administration but the WPO/MCS has not considered their legitimate appeal.

For the sake of financial constrains and for their legitimate rights ECoRSC is demands to issue kind instructions to conduct the trade test for filling up the DPQ post which are lying vacant since 2018.

Moreover administration can conduct the both the promotion (LDCE & DPQ) simultaneously there is no bar for that also, inspite of that administration is not conducting the trade test to fill up the vacant post against DPQ of CRW/MCS (Electrical & Mechanical).

Therefore the undersigned urges to kindly realise the constrains and the real fact of the 90 no's Group-D staff and issue kind order to fill up the vacancies which are pending since 2018 early, in order to help the dedicated Group-D staff of CRW/MCS please.

ADMINISTRATIVE REMARKS

To be discussed with CWM/MCS. CRW/MCS will be advised to expedite the processing of promotion and if there are any policy issues involved, the same may be brought to the notice of zonal administration.

DECISION

Closed with thanks.

(CLOSED)

20. 51C-20-2021 **NON IMPLEMENTATION OF RBE No-76/2019 DATED 09/05/2019**

PCOM

The issue regarding promotional prospects of Pointsmen category of the Traffic Department has been discussed at Railway Board level.

The matter has been taken up by both the recognised federations and examined in consultation with the Traffic Directorate.

With a view to improve the promotional prospect of the Pointsmen category, it has been decided that Pointsmen "A" in pay level-2 may also be considered for selection to post of Junior Trains Clerks in pay level-2 along with the other eligible categories in pay level-1. As such placement of Pointsmen "A". If selected to Junior Train Clerk will however be a moment from a level-2 post to the same level of post, it is clarified that fixation of pay with promotional increment under rule-13 (i) of RSRP rules, will not be done in such cases.

Para-126(1)(ii) of IREM Vol.I,2009 reprint edition stands amended accordingly, as per ACS No-2.63 that:- .

"33 ⅓ % by promotion by a process of selection from eligible categories of staff in level-I as specified by the zonal Railways as per procedure prescribed in para-189 and Pointsmen 'A' in level-2.

But after revised the IREM Vol-I on 09/05/2019 the same has not been implemented over ECoR still.

ECoRSC demands for implementation of said RBE for the benefit of ECoR Optg staff early.

ADMINISTRATIVE REMARKS

RBE No. 76/2019 has already been issued to all concerned vide ECoR's Estt. Srl. No. 113/2019 dated 14.05.2019 for early implementation.

DECISION

Existing rules for promotion to the post of Jr.TNC should be followed.

21. 51C-21-2021 STOP THE IMPLEMENTATION OF OLD LINE BAG PROPOSAL (BACK PACK) WHICH HAS ALREADY BEEN CHANGED BY RAILWAY BOARD FOR GUARDS OF IR.

PCOM

Railway Board has instructed vide his letter No-2003/TT(I)/51/2 dated 02/06/2006 to replace the Guards line box with briefcase. Later issued order vide letter No-2004/M(L)/165/4 dated 27/06/2006 to all zones that General Manager can take decision in consultation with the recognized Unions to withdrawal of Box Boys from their concerned Railways.

Again the Railway Board issued instructions vide letter No-86/Safety-I/24/19 dated 15/06/2007 for replacement of Guards line boxes with briefcase/suitcase that:-

- (i) Scheme shall be run on trial basis for a period of one year covering Guards of Mail/Express and Passenger only.
- (ii) Instructed to call for the options for suitcase/briefcase or alternatively continue with the existing system of line box.
- (iii) Those who have opted for briefcase as per the letter dated June 2006 they shall be given lump sum allowance of Rs. 5000/- in first year and Rs. 3000/- in subsequent year and they shall not be entitled to avail services of the Box Boy.
- (iv) As per the instruction of June 2006 and RDSO standard for the weight of Items of Mail/Express Guards is 6014 gms & for Goods Guard is 5499 gms, to be carried in the briefcase/suitcase.

Then the Railway Board vide letter No-2017/Trans/01/Policy dated 07/02/2018 has changed the old proposal and advised GM's to provide suitable trolley bag & TABs to Loco Pilots & Guards on trial basis in NR & SCRly.

Accordingly the trolley bag & TABs proposal were introduced in some of Railways partially and vide letter No-2020/E&R/10(3)I dated 06/07/2020 Railway Board was asked the report about experience on implementation of trolley bag & TABs from SCR, WR, ER & NRly.

As because in SCR & WR it was partially introduced and not introduced in NR & ER the report has not been received from the

above Railways still.

The ECoRSC has observed that, because of introduction of trolley bag & TABs the Running staff of the SCR & WR are very unhappy and the Administration has also faced a lot of difficulties for the following reason.

- a) The space in trolley bag to keep walkie-talkie with spare battery, HS lamp and L V Board (For Guards), night dress, spare uniform, spare spectacles, undergarments, bed sheets & towels, slippers, winter/rain coats etc is very insufficient.
- b) The detonators are one of the explosive material and to carry them in public place (Platform & Service Road) could be violation of Arms and Railway Act.
- c) The Items are becoming 10 kgs plus and very difficult to carry while coming to duty on two wheeler, walking in yards and also to climb FOBs etc.
- d) As most of the running rooms are far away from Crew Lobby and staff need to walk more than a kilometre duly pulling trolley bag on road irrespective of time, is totally unsafe.
- e) It is also a high risky to keep detonators/explosives at residence or with them during transit and bringing from residence to lobby,
- f) The working atmosphere of Loco Pilot/Guard is not like that of Air Craft Pilot, because the Railway has changed the designation only at par with Airlines but not provided any of amenities to them. For that the Loco Pilots/Guards has to walk within/outside yard, on rough roads most of the time and not at place like Airport, for that using the trolley bags is very difficult.

The concept of suitcase/briefcase has been changed to trolley bag and TABs. But that changed system is not helpful for the Railway as well as the running staff and nowhere it was implemented fully over IR and where the system was implemented partially has totally failure.

Because of that the Federations have also complained in writing to withdraw the trolley bag & TABs system in the year 2020.

In spite of the Railway Boards directions of 2006, 2007 & 2008 the ECoR administration has not consulted the recognised Unions at zonal level for its implementation and purchased the numbers of carry bags for Guards monopoly at divisional level and stocked in store still in damaged condition.

Further, ECoRSC has collected the position from over the Indian Railway and found that nowhere the briefcase/suitcase proposal and as converted to trolley bags/TABs system are continuing without having any complain and objection.

Apart from that it has also come to the knowledge that this proposal will neither help the Railway system from any corner nor it is helpful to the Loco Pilot & Guards rather this proposal will be a loss to the Railway money and create discontentment of the running staff.

This proposal is welcoming the problems from the day of purchase and may increase the problem gradually day by day which will detect after three months.

As on date the Railway Board has lost its confidence to implement the trolley bag with TAB proposal and not issued any strict order to implement this proposal without consulting the recognized Unions at Zonal level.

But ECoR is taking this issue on top priority & has issued order to implement the old proposal (Briefcase/Suitcase) which is quite unfortunate. When Railway Board has changed the proposal to trolley bag & TAB at the same time ECoRly is forcing to implement the old one is totally violating the guidelines of Railway Board and loosing the confidence of the Loco Pilot/Guards.

Issuing of order to divisions without consulting the recognized Unions at Zonal level is a wrong concept and affecting a healthy industrial relation. Moreover the Unions are trying to give more output with a lowest expenditure, in spite of that this way of forcible implementation is seen vindictiveness of OPTG Deptt..

So ECoRSC is suggesting the followings for better work

performance:-

(1) TABs (Electronic Storage) of all type of books which Loco Pilot & Guards need to carry may be given to all Loco Pilots and Guards including freight staff.

(2) All types of tools including flags and detonators pertain to Loco Pilots may be kept as equipment of locomotive.

(3) All types of tools including flags and detonators pertain to Guards may be kept in Guards SLR including freight SLRs in locked and secured condition.

ECoRSC urges to stop the back pack system and wait for the decision of Railway Board again for the betterment of ECoR.

ADMINISTRATIVE REMARKS

This will be discussed in the meeting.

DECISION

Matter is subjudice. Let us wait for the verdict of Court.

(CLOSED)

22. 51C-22-2021 STREAMLINING OF THE SBP HOSPITAL

PCMD

Some burning issues about the development of SBP hospital are placed before this forum as the employees of SBP Division are facing a lot of difficulties.

1. Most of the **chronic kidney disease** patients have been referred to corporate hospitals twice/thrice in a week for their Hemodialysis which are far away from Sambalpur and it is now very difficult to go to corporate hospital at BBS/VSKP in this COVID period.

One Arogyam Hospital and another Vikash Multy Specialty Hospital at Bargarh are equipped with Hemodialysis system, which are very convenient for the kidney patients.

So it is suggested to go for a tie-up with the above two hospitals with Railway in this COVID period for the betterment of SBP patients.

2. The corporate bills are not being cleared in proper time, because of that the patients are facing a lot of problems and not get required treatment.
3. Some of pharmacist and staff nurse are working in SBP hospital since the year 2002, because of that they are not behaving properly with the patients and also not coming to duty and manage from their home in this COVID time in spite of 18 years working in a particular seat administration is not taking any action which is seen very injustice towards the other pharmacists and staff nurses those are working at TIG,BLGR,& KBJ.
4. The TMT machine is not functioning since years together but no action is being taken as on date.
5. Doctors and staff nurse both are not attending their duty in time, they are coming & going on their will & pleasure more over in night time no doctors attend the causality, for which the patient (day time & night time) are facing a lot of problem and they are forced to attend the private clinic inspite having our medical, total hospital is running in a haphazard/indiscipline manner.
6. In SBP divisional hospital there is no physician/medicine specialist available since long time back because of that the patients are not able to get proper treatment and compel to prefer outside treatment from the doctors to save their precious lives.

ECoRSC demands to take proper step to provide the above facilities and to restore back the discipline in SBP hospital.

ADMINISTRATIVE REMARKS

- 1) The tie-up with Arogyam Hospital was processed last year by CMS/SBP but the said hospital did not give willingness for tie-up in CGHS rates. Their rate was 75% higher than CGHS rate. The process of tie-up with Vikash Multy

Specialist Hospital, Bargarh was not possible as it was declared as COVID hospital. However tie-up with above 02 hospitals is initiated again during this year.

2) Item No. (2), (3), (4) & (5), These issues are pertaining to Division; it may be raised at Divisional Level. DRM is the competent authority to take decision on this issue.

3) Posting of a Physician at DRH/SBP is under consideration.

DECISION

Item No. 1 - The paper works will be processed and MoU will be signed but to be made effective after Arogyma Hospital and Vikash Multy Specialist Hospital are declared as non-Covid Hospital.

Item No. 2 - CMS/SBP will be advised to sort out the issue of pending corporate hospital bills dating back to the year 2018.

Item No. 3 & 5 - PCMD and PCPO will look into the matter.

Item No. 4 & 6 - After completion of PG Degree, some doctors are expected to report back. They will be considered for posting. The status of the existing TMT machine will be sought from CMS/SBP.

(CLOSED)

23. 51C-23-2021 NON IMPLEMENTATION OF RBE No-28/2020 IN WAT DIVISION.

PCME

There are above 200 numbers of employees of DLS/WAT are in very difficult stage, as the Administration is not implementing the RBE No-28/2020 properly in their case. The details are given below.

01) The 254 nos candidates have been selected from open market for appointment as Group-D in DLS/ELS/WAT, vide the panel drawn under Sr.DPO/WAT's No-WPT/SC/TV/DLS/ELS dated 27/05/2001.

02) Out of 254 candidates only 52 candidates were joined in DLS/ELS/WAT in the year 2001-2002.

03) The appointment of the remaining 202 candidates were delayed due to Administrative reasons. As a result the offers of appointment of 202 candidates were issued after 01/01/2004 and they were appointed after

01/01/2004. But the panel has effected from the year 2001.

The extent rules is that, as per RBE No-28/2020 the staff selected and empanelled prior to 31/12/2003 but appointed on or after 01/01/2004 should be governed by old pension system.

On the basis of RBE No-28/2020 the Sr DPO/WAT has advised all BOS, WAT division vide letter No-WPO/85/Misc./2020 dated 16/03/2020 to obtain options before 31/05/2020 from willing staff to switch over from NPS to OPS.

Accordingly the staff have exercised their options in the prescribed Performa and submitted to their Branch Officers well in advance before 31/05/2020 then the options were forwarded to Sr DPO/WAT by Sr DEE/TRS/WAT vide letter No-WAT/TRS/E-4/2020/NPS to OPS/735 dated 12/13-05-2020.

But till date the case is pending and no communication is received by the above staff from Sr DPO/WAT. The ECoRSC has already represented this case but Administration has not considered still. Because of that the above 200 staff are in mental tension.

ECoRSC demands to consider the case of 202 staff of WAT by implementing the RBE No-28/2020 properly and give the justice to them early.

ADMINISTRATIVE REMARKS

Divisions will be advised to expedite the options.

DECISION

This will be examined after obtaining all documents from WAT Division.

24. 51C-24-2021 **NON ADHERING THE ORDERS OF RAILWAY BOARD FOR COMBINING OF TWO TYPE-I QUARTERS IN TO TYPE-II QUARTERS.**

**SDGM
PCE**

Railway Board has issued instruction for combining of Two Type-I Quarters in to Type-II Quarters in the year 2015, But over ECoRly it has seen that ECoR administration is not implemented it full phasedly & Some of the divisions are attended very rarely due to show the Board.

ECoRSC is intimating that the GP 1800 employees are eligible for Type-II Quarter and still they are staying in one room Type-I Quarter in distress condition, in spite of that they are dedicated towards the ECoR.

Further the old Quarters are the age of above 50 years and not in used condition, in spite of that in the way side stations the staff are staying unwillingly, because of administration has not considered their difficulties.

Though the Railway Board has issued order for the better living of Group-D staff, ECoR has not obeyed, for that the way side station staff are facing a lot of problems to accommodate their family members till.

Hence, ECoRSC demands to implement the Board's order full phasedly in ECoR to provide better accommodation facilities to the Group-D employees particularly.

ADMINISTRATIVE REMARKS

Divisions have been reminded vide letter No.W.1/CE/Works/PNM Items/3118 Dt.09.06.2021 to examine the issue and proposal to be initiated by Sr.DPO in consultation with Engg. Department as per the requirement, under PH-51. However, the current status of the divisions is as under:

KUR Division: In KUR division, 158 nos. of Ty-I quarters have been converted into 79 nos. of Ty-II quarters.

SBP Division: In SBP Division, 32 no. of quarters have been proposed to be converted from Ty-I to Ty-II, out of which 16 nos. have already been converted into 8 nos. of Ty-II qtrs.

WAT Division: In VSKP, 456 nos. of Type-I quarters have been converted to 228 nos. of Type-II quarters and allotted to staff. Similarly, works for combining of two Type-I quarters into one Type-II quarter have been executed as per availability of funds and demand of occupants. More works will be taken up as per demand of occupant and sanction of works.

This work has to be sanctioned in Works Programme. Divisional committee to decide the works for inclusion in PWP under PH-51.

DECISION

Already action has been taken in all the three divisions and more work will be taken up as per demands of occupants and sanction of funds.

(CLOSED)

25. 51C-25-2021 NON FINALISATION OF THE ISSUE OF EMPLOYEES THOSE ARE WORKING IN USFD OF ENGINEERING DEPARTMENT.

PCE

To streamline the USFD work PCE/ECOR has issued order on 08/05/2020 which is practically not possible for implementation and in no way it is benefited for Railway. In that order it has mentioned that:-

01. Efforts should be made by the division for outsourcing of the supporting staff for USFD team in place of Track Maintainers and thus re-deployment of Track Maintainers for track maintenance work.
02. Till the process of outsourcing is done, the existing deployment of the Track Maintainers is needed to be prioritized while deputing the senior persons i.e. TM-I & II to perform their duties of Gangmate and Keyman in order of their seniority available in each SSE/P.Way unit.
03. After exhausting the available Track Maintainers Gr-I & II in their respective jobs carrying higher responsibilities as defined in the IRPWM and considering the requirement of deployment of senior persons in other track safety works, each SSE/P.Way has to draw a seniority list and persons to be deployed from this seniority list suitable to work with the USFD Team. The personnel so deployed in USFD Team has to be rotated @ 3 months interval to work in the USFD Team from the list of the persons as made out above.
04. The HQ of each USFD team be so arranged that each SSE/P.Way in charge shall have one adjacent USFD team to work in his section. In case of shortage/other exigencies of sections, nearby USFD team may be deployed but with due approval of concerned sectional DEN/Sr DEN.

Because of the above order is not practicable for implementation, some of officers are mis-utilising their power on pick & choose manner.

In this order Administration has not consulted the Trade Unions and utilised the Track Maintainer in USFD work on their will &

pleasure since 10 to 12 years. After 10 to 12 years passed now Administration has again reviewed his opinion which is drastically affected the employees.

Even if those Track Maintainers are not interested to work in USFD at that time Administration has forcefully utilised them as per the choice of officers & when the bad situation has come to normal condition Administration is throwing them to dustbin, which is not correct and seen monopoly activities.

Hence, ECoRSC demands to consider and review that order and issue a fresh order by consulting with divisions and Trade Union for smooth implementation & without affecting any of the employees early.

ADMINISTRATIVE REMARKS

Total number of trackmen working with USFD teams in Divns is as follows:

Divn	KUR	SBP	WA T	ECoR
TM I	0	0	0	0
TM II	11	0	5	16
TM III	13	11	8	32
TM IV	37	29	27	93
Total	61	40	40	141

Considering the requirement of track men for maintenance and to have smooth working in USFD sector the guideline with approval of component authority was issued on 08.05.2020 to go for partial outsourcing for the staff for USFD machine and till outsourcing is not done the USFD staff team of trackmen should be rotated @ 3 month interval by SSE(Pway)s. However this guideline is not been yet adopted by divisions and division wise status is as under:

KUR : Agency has been fixed for outsourcing 68 Nos. of assisting staff .

SBP: Proposal is under process to get its approval of DRM and estimate is being sent for verification.

WAT: Proposal for outsourcing of supporting staff to USFD has

been mooted.

DECISION

Regarding the outsourcing for USFD for supporting staff mentioned as three months interval rotation as per the letter dated 08.05.2020 may be reviewed and the staff to be deputed for each USFD batches should be screened by the concerned ADENs. However, ECoRSC urges to raise this interval to 02 years.

26. 51C-26-2021 **EARLY COMPLETION OF TRAINING & POSTING OF THE CANDIDATES PASSED IN RRC FOR GOODS GUARD FROM OPERATING DEPARTMENT.**

PCOM
PCPO

It is fact that the two hundred forty-two (242) aspirants have already qualified the written test for the post of "Goods Guard" since a very long period because the result was published on dated 14/09/2018, However, the final panel was prepared on dated 23/01/2020 because of some court cases.

Since that period they are requesting the senior most authority of the Operating Department to spare them for the purpose of "Training and Posting" as Goods Guard But Administration is not at all ready to listen.

The above said expressions of the senior authority have filled hearts in sorrows and suffering which is quite unbearable on their part. That is why they are suffering from psychological harassment. However, the first panel was spared for training at SIN (ZRTI) on dated 27.01.2020 and the training was completed on dated 04/03/2020. But it is a matter of regret that there were only ten (10) aspirants are accommodate in the first panel although the strength of the batch at SNI is about more than forty (40).

After completion of the training of the first batch, the senior most authority of the department of the division did not spare the next batch for training due to COVID-19.

But when all the training institution are opened and when the training facilities are available in ECoR at divisional level and zonal level, Administration has not spared the candidates on the plea of shortage of staff, though the numbers of on roll staff in Operating department is in good position. This monopoly activities is totally against the employees of ECoR.

In this regard several times ECoRSC has represented to the divisional authorities Inspite of that divisional authorities are not sparing the passed candidates to complete their training & join as "Goods Guard" till, for that all the passed candidates are in agitated mood.

Hence, ECoRSC demands to release them early to complete the training & joining as "Goods Guard", those candidates are qualified for Goods Guard on the basis of 2018 notification early.

ADMINISTRATIVE REMARKS

Due to COVID-19 pandemic, off-line training at ZRTI/SINI has been postponed since 20.05.2021, therefore, initial training of Goods Guard has been hampered.

24 candidates empanelled through GDCE (KUR-11, SBP-13) have been imparted training at SINI commencing from 15.03.2021 and completed the training course.

Out of the departmental panel of 242 from KUR, 54 Goods Guard have cleared initial training (19 at SINI, rest at DTTS/KUR and MDZTI/BBS) by April, 2021.

As and when, situation improves and training slots are made available, initial training courses of the rest of the candidates will be completed.

DECISION

Training will be commenced as soon as restrictions are lifted. However, efforts will be made to give training in other Zonal Training Institutes.

27. 51C-27-2021 **NON ADHERING THE RBE NO-27/2009 BY ACCOUNTS DEPARTMENT OF ALL THE DIVISIONS IN REGARD REVIEW OF SERVICE SHEETS**

PFA
PCPO

Of late it is observed that of difficulties are being faced by employees and staff preparing bills in finalizing the settlement due in time as per the procedure laid down by Railway Board. Lot of grievances are received from the families, that overpayments are deducted from their settlement dues, due to excess leave sanctioned, wrong fixation of pay etc., without verifying the paid vouchers. But in case of payment of arrears due to the employees, rather case is sent to Railway Board for obtaining the sanction and beyond legitimate expectation. Hence this Organization urges to take appropriate decision to overcome of the issue, in order to reduce the stress and get rid of the problems of the employees and bill preparing staff.

Railway Board circulated vide RBE No.27/2009 which speaks about "Verification of correctness of emoluments of Railway Servants". Wherein it is categorically stated that "In terms of Rule 78 of Railway Services (Pension) Rules, 1993, the Head of Office shall undertake the work of preparation of pension papers of

retiring railway servants two years before the date of retirement or to be drawn during the last ten months of service and that verification of correctness of emoluments should not go back to a period beyond 24 months preceding the date of retirement".

In this regard this Organisation has raised the issue at Divisional PNM vide Item No.9 of 3rd PNM of 2015 and the same issue was raised in Zonal PNM vide Item No.4 of 32nd ZPNM. And decision was taken in the PNM that, the RBE No.27/2009 to be flowed strictly. It has also been decided to implement the same from January'2016.

But, till date the same is not being followed over ECoRly, due to existing practice the staff are facing trouble for reviewing Service Sheets and time taking also.

Hence, ECoRSC demands to implement above decision taken in ZPNM with true spirit over ECoR to avoid unnecessary difficulties to the staff preparing bills in finalizing the settlement dues early.

ADMINISTRATIVE REMARKS

All NR cases are settled in time. Even COVID related settlement cases are being finalized on priority. However, the matter will be reviewed further jointly by Finance and Personnel department.

DECISION

The random check of service sheets of 10% of all departments will be started from 1st August 2021 by Sr.DPO/Sr.DFM/Sr.DSC for KUR Division only. After getting the result for this verification, necessary action will be taken.

28. 51C-28-2021 **NON FILLING OF THE JE / TRD POST AGAINST DPQ & LDCE IN SBP DIVISION.**

PCEE
PCPO

It has seen that, the TRD Wing of Electrical Deptt. of SBP division was started since 2015 and the staff are posted in TRD department of SBP division duly transferred from other divisions on option basis. Six years going to pass but the JE/DRD post against DPQ are still not filled up which is very unfortunate.

When the permanent cadre is existed then there is no question of withheld the promotional benefits of the staff against DPQ & LDCE as per rule.

Without having any discussion with Trade Unions in this connection PCPO/ECoR has given instruction to held up the JE/TRD promotion vide his letter No-ECoR/Pers/08/Elect/Misc/HQ/148 dated 04/11/2019 to SBP Division on that basis SBP division is not taking

any action to fillup the JE post against DPQ & LDCE of TRD cadre which is adversely affecting the technicians of TRD Wing of SBP and to held up the promotional benefits of staff without any important cause is not a good sign for the ECoR Administration.

Hence, ECoRSC demands to fill up the JE / TRD post of SBP division for the benefits of TRD staff of SBP by lifting of restriction early.

ADMINISTRATIVE REMARKS

As the cadre is not yet closed, promotions can be not be processed.

DECISION

Option was floated for filling up of vacancies in TRD Department of Elect Department of SBP Division. Certain number of optees has been received. On joining of these optees, the cadre will be closed.

(CLOSED)

29. 51C-29-2021 **NON CONDUCTING THE 25% LDCE QUOTA FOR JE & TECHNICIAN-III IN WORKS & BRIDGE WING OVER ECoRLY.**

PCE
PCPO

The promotional channel of Technician category is 50% DPQ, 25% LDCE & 25% DRQ. In other departments where having the Technician cadre the selection against 25% LDCE Quota for Technician-III and JE are conducting as per rule except in Works & Bridge Wing of Engineer Department over ECoR.

Since more than above 05 years back the JE & Tech-III selection against 25% LDCE Quota of Works Wing and Bridge Wing of Engg. Deptt. has not been conducted, for that the eligible candidates are not getting the opportunity to enjoy the promotional benefits which has provided by the Railway Board.

The selection process is not maintained step wise, (i.e. the DPQ will be filled up first, then in next step the LDCE have to fill up), if the post arises against LDCE Quota are not filled up in time then the next assessment will not be done as per schedule. The assessment have to do and fill up the DPQ first then LDCE is mandatory, But Administration is not conducting the above selection as per schedule fixed by Railway Board and not filled up the back log also. For that the employees those are in feeder cadre are deprived off to get their promotional benefits in time.

Hence, ECoRSC demands to calculate the vacancies of Tech-III & JE post of Works & Bridge Wing over ECoRly retrospectively and fill up the same as early as possible.

ADMINISTRATIVE REMARKS

The status is as under:

KUR:

Tech-III: 176 applicants eligible for LDCE examination. But examination could not be conducted due to COVID guidelines issued by Govt. File is pending for fixation of date of exam.

JE/Works: Already processed. Question papers are being set for conducting the exam.

WAT: LDCE test for Tech-III and JE has been completed in 2020. No LDCE vacancy as on date.

SBP: Tech-III: Consolidated cadre position has been asked from vacancy assessment being done for LDCE.

JE/P.Way: Exam date is to be fixed in July 2021.

JE/Works: Exam completed in April'21. Panel published. 1 candidate found suitable.

DECISION

All safety categories selection, suitability trade test will be monitored centrally.

(CLOSED)

30. 51C-30-2021 **NON ENDORSING THE SENIORITY LIST AND PROMOTION ORDERS COPY BY THE SUBORDINATE OFFICIALS (ADEN) OF ENGINEERING DEPARTMENT OVER ECoRly.**

PCE

The promotion of the staff of Engineer Department up to Tech-III of Technician category and up to Track Maintainer-III are conducting at the ADEN level. Apart from that the seniority list up to TM-III and Tech-III are also made by ADEN's office over ECoRly in the Engineering Department as per practice in vogue as on date.

But it is very unfortunate that the copies of seniority list and the promotion order of Works & P. Way Wing of Engg Deptt up to TM-III & Tech-III are not endorsed to the divisional co-ordinators of

Trade Union of the three divisions.

Apart from that, those promotion & seniority list are maintained by Sr DPO at divisional level also not giving, the earlier system has not maintained by any of the divisional personnel officer for that the unions are remained in dark condition about the above issue and unions are also facing very much difficulties due to the above reason.

Hence, ECoRSC demands to ensure to endorse the copy of the seniority list & promotion order of each units to the unions by the concerned ADENs and concerned Personnel Officer of the division. Administration have to take necessary action and issue instruction from HQ to all the concerned officials for early implementation.

ADMINISTRATIVE REMARKS

All gazette and NG promotion transfer orders are uploaded on website by HQ. Divisions will be advised to take action accordingly.

DECISION

All seniority lists will be updated in the divisional website by the Engg Department. In addition to ADEN to intimate about the seniority list and the promotion list to respective Divisional Coordinators of Trade Unions.

(CLOSED)

The copy of the minutes of the Zonal PNM Meeting will be sent to all Sr.DPOs/WPO, who will thereafter ensure full compliance.

SECTION 'C'
REVIEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
31.	50C-03-2021	<u>TO PROVIDE THE MINIMUM FACILITIES IN COMMUNITY HALL OF RAIL VIHAR, C.S.PUR, BBS.</u>
	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 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

	<p>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.</p>	<p>well for the Community Hall, as present supply is considered to be adequate.</p>
4.	<p>No drain is provided for passing out of used water. For which the water is spreading over the tiles which breeding the grasses.</p>	<p>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.</p>
5.	<p>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.</p>	<p>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.</p>
8.	<p>Back side of Community Hall should be covered with modular asbestos for better arrangement of parties etc.</p>	<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>

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.	<p>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.</p> <p>It needs to be provide the roof ceiling as early as possible.</p>	<p>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/-.</p> <p>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.</p> <p>Due to variation of specifications, PCPO has advised to conduct meeting with ECoRKM management committee. But, the committee meeting date not yet fixed.</p>
3.	<p>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 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</p>	<p>The opening of another gate by the side of PRS counter will be taken up on availability of funds.</p>

	entry or exit for the better utility of the users to avoid rush of vehicles.	
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LAST MINUTES

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.

PRESENT POSITION

Item No.4: Drain has been provided for passing out of used water.

Item No.5: Work could not be taken up due to lock down etc., during Corona period. The said gap will be provided with transparent acrylic sheets to prevent entry of rain water. TDC: 31.08.2021.

Item No.8: Joint inspection conducted on dtd.28.01.2021.

A fresh estimate at an approx. cost of Rs.49 lakhs is prepared and enclosed herewith for arranging to include in Pink book chargeable to amenities (East Coast Railway Kalyan Mandap). Copy of the estimate is enclosed.

Another gate can be opened at the end of the parking i.e. South side of existing main gate. But due to this, the parking area will be squeezed and maximum 5 to 10 vehicles can be parked and also the movement of vehicle will be congested due to incoming and outgoing vehicles.

As discussed in the last meeting, AC package unit will be provided after completion of false ceiling.

DECISION

The work of false ceiling of Community Hall of Rail Vihar along with backside covering will be taken up on availability of fund.

Agreed for providing Package ACs for Community Hall, Rail Vihar.

32. 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 appraised 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 Complaine/KUR/20dtd.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.

LAST MINUTES

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

PRESENT POSITION

However, one SAG level officer posted recently as ADRM/ANGL. It is expected the problems will be sorted out soon.

DECISION

Matter will be taken up in the meeting with MCL scheduled on 13.07.2021 (16:00 hrs).

33. 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.

LAST MINUTES

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

PRESENT POSITION

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

PCOM/ECOR has also written to M/s MCL on 27.10.2020 and reminder on 16.03.2021 to redress the grievances of staff of TLSB cabin and Running staff working in MCL siding area at Spur No. 1-8.

However, one SAG level officer posted recently as ADRM/ANGL. It is expected the problems will be sorted out soon.

DECISION

Matter will be taken up in the meeting with MCL scheduled on 13.07.2021 (16:00 hrs).

34. 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.

LAST MINUTES

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

PRESENT POSITION

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

PCOM/ECoR has also written to M/s MCL on 27.10.2020 and reminder on 16.03.2021 to redress the grievances of staff of TLSB cabin and Running staff working in MCL siding area at Spur No. 1-8.

However, one SAG level officer posted recently as ADRM/ANGL. It is expected the problems will be sorted out soon.

DECISION

Matter will be taken up in the meeting with MCL scheduled on 13.07.2021 (16:00 hrs).

35. 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.

LAST MINUTES

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.

PRESENT POSITION

- 1) One ladies rest room with toilet facility has been provided at BBS station for all ladies staff working at BBS Railway Station.
- 2) 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.
- 3) One iron chest has been provided
- 4) Additional space has been provided for CTI/In-charge/BBS room by partitioning 2nd class waiting room.
- 5) Toilet facility has been provided inside the extended portion of the CTI office.
- 6) It is not feasible to provide toilet for the Male employees of

current reservation, CTI office and for CTI (In-Charge) and enquiry counter due to space constraint. However staff may utilize the toilet of Gents waiting room.

DECISION

Closed - Engineering Item

Closed - Itemwise the deficiencies have been made good.

(CLOSED)

36. 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.

LAST MINUTES

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

PRESENT POSITION

A proposal for restructuring of the ART and Fuel wing of Mechanical department of KUR division by suitably providing the matching savings from the department has been processed at divisional level for effecting restructuring of the said cadre.

DECISION

(CLOSED)

37. 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.

LAST MINUTES

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

PRESENT POSITION

All the 3 divisions have completed the revised pin pointing of the posts of Track Maintainers as per RBE No. 44/2019.

DECISION

Pin-pointing of the post of Track Maintainers as per the RBE No. 44/2019 have been completed. The copy of this pin-pointing details should be given to respective DCs of Divisions.

(CLOSED)

38. 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 in 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.

LAST MINUTES

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.

PRESENT POSITION

KUR DIVISION

1) Cadre position of (Elect) Power group of KUR division as on date:

<u>Sl.</u>	<u>Category</u>		<u>Sanction</u>	<u>Actual</u>	<u>Vacancy</u>
	<u>Remarks</u>				
1)	Sr.Tech (P) Level-6	22	21	01	
2)	Tech-I (P) Level-5	107	92	15	
3)	Tech-II (P) Level-4	00	01	(-) 01	Adjusted against higher grade vacancy.
4)	Tech-III (P) Level-2		00	01	(-) 01 Adjusted against higher grade vacancy.
5)	Helper (P) Level-1	00	00	00	
			<u>129</u>	<u>115</u>	<u>14</u>

Further 1 no. ex-tech-III (ECR) of Engineering Department has been posted as Tech-III (power) under SSE/BHC with the approval of DRM/KUR and as per advice of Sr. DPO/KUR.

DECISION

- 1) File regarding redeployment of surplus Tech-III/ECR/Engg Department to Power Wing at BHC will be called back within 15th July for taking decision.
- 2) Division may be given a direction to fill up the vacancies of Tech-I & Tech-II in power Wing by downgrading the posts to Tech-III to the extent of number of vacancies and fill up following due procedure from assistant in TL & AC wing.

39. 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.

LAST MINUTES

Separate discussion will be held with PCPO.

PRESENT POSITION

DECISION

The case will be referred to Board again duly intimating the ECoRSC.

(CLOSED)

SECTION - "D" SUMMARY

	Total no. of items	Items closed	Balance items
New Agenda items	30	21	09
Review Agenda Items	09	04	05
Total	39	25	14
