



East Coast Railway

Headquarters Office
Personnel Department
Bhubaneswar -751017

No. ECOR/HQ/PERS/IRM/24/2021

Date: 15.11.2023

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 54th Zonal PNM Meeting between ECoR
HQrs. & ECoRSC held on 11th & 12th October, 2023

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A copy of the minutes of the 54th (1st in 2023) 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 11th & 12th October, 2023, has 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.

(P.Radhakrishana)

Asst. 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/G, Dy.CPO(HQ), 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 **APO/Con, APO-I**, of ECoR/BBS for information.

All concerned.

dt 15.11.2023

for principal Chief Personnel Officer

Minutes
of the
54th Zonal PNM Meeting
between
ECoR & ECoRSC

Venue:	<i>Sabha Griha, 1st floor, Rail Sadan, Chandrasekharpur, Bhubaneswar.</i>
held on:	11th & 12th October, 2023

MINUTES OF 54th (1st IN 2023) 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 11TH & 12TH OCTOBER, 2023.

MEMBERS PRESENT

OFFICIAL SIDE		REPRESENTATIVES OF ECoRSC	
Srl. No.	Name with designation (S/Shri/Smt.)	Srl. No.	Name with Designation (S/Shri/Smt.)
1.	Manoj Sharma, GM	1.	R.C. Sahoo, General Secretary
2.	Shrad Kumar Srivastava, AGM	2.	T.V.Mouleswara Rao, Vice President
3.	Biswajeet Bhoi, Secy. to GM	3.	B.K.Mund, Vice President
4.	Siddharth Kati, PCPO	4.	S.K.Bhanja, Jt.Genl Secy
5.	Rajneesh Mathur, PCE	5.	Ashutosh Mohanty, Treasurer
6.	Alok Sahay, PCEE	6.	A.Srinivas, Addl.Jt.Genl.Secy
7.	S.Manga V.PCSTE	7.	Niranjan Mishra, Jt.General Secretary
8.	Sanjay Mohapatra, SDGM	8.	K.Nageswar Rao, Jt.General .Secy
9.	P.B.Ninawe, PCMM	9.	B.K.Mishra, Addl.Jt.Genl.Secy
10.	Y.N.Babu, PCOM	10.	Sridhar Nayak, Addl.Jt.Genl.Secy
11.	P.Sreenivas, CAO/Con	11.	A.K.Pradhan, Addl.Jt.Genl.Secy.
12.	Alok Vohra, IG-Cum-PCSC	12.	P.Ch.Patra, Addl.Jt.Genl.Secy
13.	B.Moitra, PCME	13.	Ashutosh Brahma, Honorary COB
14.	Dr.Ashish Mukherjee, PCMD	14.	Sanjay Kumar Dash, WCM/NFIR
15.	V.R.Lenin, PCCM	15.	B.N.Swain, Honorary COB
16.	Sumana Mohanty, PFA	16.	R.M.Patro, W.C.Memebr/NFIR
17.	Surya Prakash, CPO(G)	17.	Kiranbala Pradhan, Lady Delegate
18.	P.C.Sahu, CSO	18.	Sumitra Panda, Lady Delegate
		19.	Snehelata Bastia, Lady Delegate

N.B:-

- *Please read the entire minutes.*
- *Implement decision already taken concerning your department item(s).*
- *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 Sidhartha Kati, PCPO/ECOR/BBS:-

PCPO welcomed GM, PHODs/CHODs, GS/ECORSC and other delegates. Briefed about the proceedings of the PNM and appraised GM that 28 agenda items closed out 47, which is nearly 60%. The same was appreciated by GM.

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

(a) On behalf of the staff and participating delegates in the 1st PNM of ECoRSC during the year 2023, he conveyed his gratitude for all the initiatives taken by GM and also the cordial relation with the union during his tenure.

(b) He apprehended regarding punctuality and maintenance of the 02 newly introduced Vande Bharat Expresses, which is significant. Also, assured full-fledged efforts and cooperation from staff side for maintenance and punctuality of Vande Bharat trains.

(c) Consequent upon, introduction of HRMS and its implementation, almost more than 90% of routine works are done in HRMS over ECoR. ECoRSC has pledged that appropriate support and training will be imparted to open-line staff in the Divisions by deputing Sri A. Srinivas, Joint Secretary/ECoRSC.

(d) GS/ECoRSC mentioned that Divisional authorities are not implementing the decisions taken in the Zonal PNM and are asking for a separate letter from the concerned PHOD from HQs to be issued for implementation of PNM minutes in the Divisions instead of minutes. Hence, requested GM to kindly initiate necessary measures for circulation of PNM minutes from PHODs concerned so that execution of the PNM decisions may be done swiftly.

(e) In the year 2012, a pump house was constructed at BDBA with an investment of Rs. 7 Crores by ECoR intending 24 hrs water supply to PRDP Railway Colonies. But unfortunately, the pump house went into dried condition after two to three months of installation. GS/ECoRSC proposed that Railways can seek consent of State Govt. for installing borewell at Andhari village which is 4 KMs distance from BDBA Railway Station so that the existing pump house can be activated and also drinking water can be supplied to Railway Colonies at PRDP. At present, drinking water Paradip Port is supplied to Railway Colonies at PRDP for which Railways are bearing a cost of Rs. 1.2 Crores per annum. The other source of drinking water to BDBA Railway Station is

Rahama (RHMA), where the yield of water is good and at a very minimum level. To connect RHMA to BDBA pipelines can be laid along the existing railway track, whereas the distance is only 11 KMs.

- (f) GS/ECORSC urged for supply of drinking water bottles to 9000 Track Maintainers working over ECoR, which was earlier in existence, as per prescribed rules. He requested to restore the same by utilizing the funds from CSBF. In the year 2019, as per GMs decision in the Zonal PNM by special powers Divisions supplied water bottles to Track Maintainers.
- (g) 35 posts were transferred from DLS/WAT to MEMU Shed/KUR in a phase-wise manner keeping the lien in DLS/WAT, for which options were called to work in various categories. But the cadre still not closed resulting to distress among the staff who came on option, as they are not getting promotion as compared to cases of direct recruits. During the year 2022, in the PNM a decision/minutes drawn for closing of cadre by giving one month notice ending on 30.04.2022. In this context, GS urged to close the cadre immediately, as decided earlier.
- (h) GS/ECORSC stated that in SER, SECR, NWR, NR, CR & NFR the cadre of Track Machine Organisation (TMO) is centralised. He also stated that in spite of cadre decentralized in ECoR, Track Machine staff working in SBP Division are getting TA. In order to implement Rly. Brd.'s instructions dated 21.06.2006, regarding decentralised system of working of TMO proposal has been initiated for fixing the HQ of the staff in the respective Division in which they are working on the basis of as is where is. Accordingly, options called from the staff for fixation of their HQ. Hence, JPO has been drawn out in association with Accounts, Engineering vide letter dated 17.12.2020.
- (i) It is noticed that in Division related to the accepted VR cases, the disbursement of settlement dues and procedures of providing other medical facilities are eventually delayed. This leads to discontentment of the retired employees. GS/ECORSC requested for early processing of post VR procedures on fast track basis.
- (j) The facility of lease accommodation for employees in HQ has not been revised since 2018. GS requested for revision of rates for lease accommodation facility.
- (k) Some ALPs of KUR Division who have not completed 60000 KMs footplate duty resulting delay in getting promotion to LP(Goods). At present, case file of promotion of 23 LP(Goods) pertaining to KUR Division is at HQs for approval of competent authority. As such whenever the Railways are unable

to fill in the vacancies in the LP(Goods) through LP(Shunters) in that case General Manager's personal approval is required for promotion of Sr. ALP to LP bypassing the promotion channel of LP(Shunters). GS requested for personal intervention of GM in the matter.

- (l) In the recent past, Railway Board has issued RBE No. 155/2022 related to 50% up gradation of certain categories over Indian Railways. GS/ECORSC informed that in Divisions of ECoR, it is not implemented despite of giving requisite surrender money value for 50% up gradation of supervisors. Divisions may be instructed to speed up the up gradation scrupulously, without any delay, as requested by GS/ECORSC.
- (m) The applications submitted through HRMS for change to other categories from ALP and TM are not been forwarded by supervisors in the Divisions. Railway Board is asking about number of applications of ALPs and TMs pending for change to other categories. GS requested GM's personal intervention in the matter.
- (n) GS/ECORSC requested for allocation of suitable room for ladies rest room at HQs, as there are more than 200 female employees working in HQs.
- (o) GS/ECORSC requested for time disbursement of OT/TA bills for the eligible staff over ECoR.
- (p) GS/ECORSC requested for proper maintenance of rest rooms for running staff at par with MCL rest rooms at MCL Sidings. Requested GM for look into the matter in coordination with MCL authorities.

3. Address of Manoj Sharma, GM/ECoR

Addressed the gathering. GM appreciated the successful conduct of Biennial GBM of ECoR which was achieved due to smooth cooperation of staff and administration and also said that this system of working should be continued in the same manner in future.

- (a) Regarding water supply to PRDP Station Colonies, GM advised PCE to look into the matter and take necessary steps as advised by ECoRSC. The feasibility of the suggestion made by ECoRSC may be explored and adequate remedial measures may be initiated for the purpose of 24 hrs water supply to PRDP Railway Colonies.
- (b) GM appreciated the proposal of GS/ECORSC and advised PCPO to explore

the feasibility of funds from CSBF for supply of drinking water bottles to 9000 Track Maintainers working over ECoR. He also suggested PCMM, to explore the possibility of procuring drinking water bottles from the concerned production units, as it will be of less cost

- (c) GM advised PCME, PCEE and PCPO, that this is hampering the seniority and promotion channels of seniors in comparison to new recruits, as the cadre is very small on the cadre should be closed, immediately duly following the laid down procedures and rules.
- (d) Regarding the issue of decentralization of the cadre of Track Machine Organisation (TMO), advised PCE and PCPO to look into matter at the earliest.
- (e) The disbursement of settlement dues and procedures of providing other medical facilities which are eventually delayed in settling VR cases, necessary instruction will be issued to Divisions for early processing of post VR procedures on fast track basis.
- (f) Regarding the revision of rates for the facility of lease accommodation towards the employees in HQ, GM instructed to SDGM to settle down the matter at the earliest. SDGM informed that the matter of rates revision for lease accommodation will be settled down early.
- (g) Regarding the promotion of Sr. ALPs to LP(Goods), advised PCPO to process the file immediately and issue orders.
- (h) For implementation of Railway Board's RBE No. 155/2022 related to 50% up gradation of certain categories over Indian Railways. Divisions will be instructed by PCPO to speed up the up gradation process.
- (i) The applications submitted through HRMS for change of cadre from are not been forwarded by supervisors in the Divisions. Advised PCPO to look into the matter and issue necessary instructions to Division asking about number of applications pending for change cadre.
- (j) GM advised GS/ECoRSC to suggest/identify suitable space for ladies rest room at HQs. The feasibility for allotment of the same will be explored.

(k) GM advised PCPO and PFA for timely disbursement of OT/TA bills for the eligible staff over ECoR. PFA informed that the bills should be submitted by concerned supervisors to Personnel Branch and further bills can be transmitted to Accounts Branch for quick disbursement. The delay is accountable at supervisory level. Division will be instructed accordingly.

(l) GM advised PCOM to look into the matter in coordination with MCL authorities regarding proper maintenance of rest rooms for running staff at par with MCL rest rooms at MCL Sidings.

The meeting ended with vote of thanks from CPO(G)

SECTION 'B'
NEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
01.	54C-01-2023 PCEE	<u>NON IMPLEMENTATION OF RBE.NO 10/2008 IN ELS SHEDS OF ANGL & WAT.</u>

It is observed that, all the SSEs those are working as section In-charge are handling the Establishment matter as well as signing the contractual bills, Most of them are working in sensitive posts since 08 years to 10 years. In spite of that administration is not rotating them and not changing their seat which is violating the vigilance guide lines.

ECoRSC urges that all the In-charge SSE of ANGL & WAT Electric Loco Shed must be rotated those who have completed 04 years in a particular seat.

REMARKS OF THE ADMINISTRATION

ELECTRICAL DEPARTMENT

WAT DIVISION:

At Sr.DEE/TRS/WAT as per RBE No.10/2008, it is inform that none of the staff of IRS/WAT is in sensitive post for more than 04 years as on date 20.02.2023.

KUR DIVISION:

There are 42 supervisory staff in ELS/ANGL. As per para 4.3 (ii) (D) of master circular No. 24, staff of electrical department dealing with tender/contracts and store purchasing come under sensitive post criteria. They are rotated every 4 years. This criteria does not apply master circular No.24. However from time to time on the administrative interest supervisors are being rotated within the section.

DECISION

As per Master Circular 24 dated 17.08.2023 the staff identified for transfer similarly for rest of the staff also rotation will be ensured.

02. 54C-02-
2023
PCE

**NON PROVISION OF DRINKING WATER FROM BDBA
PUMP HOUSE TO PRDP COLONY.**

It is observed that the Pump House at BDBA was constructed 6 to 7 years ago, by investing 07 crores rupees by the Engg. Department of KUR division. This was planned for 24 hrs water supply to PRDP and on base of that, the work has approved by Railway Board, But it is very unfortunate that only after working two/three months that Pump House is in defunct condition & till nobody is bother for that.

To utilize the 07 Crores Railway money, ECoRSC enquired that the State Govt. is taking the water from **Andhari Village** where the best water is available and that village is only 4 km distance from BDBA station.

The need of that ECoRly should be try to dig the deep bore-well at Andheri village after taking the permission from the state govt. and draw the pipe line to BDBA Railway Pump House for activation of the BDBA Pump House. In this manner two problems are will be solved (1) the PRDP station & colony will get 24 hrs water supply (2) we can save the Railway from loss of 7 crores rupees by activating the Pump House at BDBA.

ECoRSC demands to take necessary action in this regard to save the Railway money as well as to provide 24 hrs water supply to PRDP early.

REMARKS OF THE ADMINISTRATION

ELECTRICAL DEPARTMENT:

Sr. DEE/G/KUR:

One pump house at BDBA was commissioned during Sep-2016 to cater the water supply to PRDP Railway service buildings as well as staff quarters. As such, 02 Nos of 100 HP HS Pumps and 02 Nos. of HP submersible pumps were installed at this pump house for supply of drinking water. After 3 months of running of the pump house, it has been closed by the engineering department as the quality of water found unsuitable for use, since the quality of water failed to meet the standard parameters. Hence, the pump house become in-operational and the pumps were lying idle since three to four years. The 100 HP HS Pumps were withdrawn from there and transferred to KUR on emergency need to Divisional water filter house KUR on 19.03.2019 and 09.12.2021 respectively, Now, these 2 pumps of

15 HP capacity were also transferred to CTC and BHC as per requirement.

KUR DIVISION:

Reply as same by the PCE/BBS

ENGINEERING DEPARTMENT:

The contract for provision of water supply system from Badabandha (BDBA) to Paradeep (PRDP) Railway colony by providing deep tube well and pipe line connection was finalized on 14.12.2012 with an agree mental value of 3.63 Cr. Completion cost is 4.98 Cr.

The pump house is not in defunct condition. However, the quality of water from the bore well was not found satisfactory and not fit for drinking purpose. After getting complaint from colony dwellers, the water system has been stopped since August'2018.

At present, Railway settlement at PRDP is provided with drinking water procured from Paradeep Port Trust (PPT) authority. Two times/day drinking water supply have been made to all colonies. There is also one bore well to meet the scarcity of water in emergent situation. Another bore well has been completed in June and pumps are to be installed.

Andhari village is located about 8 Km. from BDBA & 17 Km from PRDP. The proposal for procuring water through State Government Authorities from the said village will require laying of pipe lines for additional 8 Km along private land and will involve huge expenditure. So it is not advisable.

DECISION

Presently two bore-wells are working. Additional two bore-wells have been planned for which tenders have been re- invited.

Suggestion has been given by ECoRSC regarding State Govt. water supply at BDBA. This will be examined.

Another suggestion has been given by ECoRSC regarding laying of water pipelines from Rahama to Badaband pump house which will be approximately 11 Kms long. This proposal will also be examined for technical feasibility and cost.

Both these will be examined within 03 months.

03. 54C-03-
2023
PCME
PCPO

BIFURCATION OF CADRE OF PCME OFFICE

It is observed that out of total employees those are working in PCEE office it has identified the number of cadre posts and ex-cadre posts separately, but the Mechanical department has not segregated the cadre post and ex-cadre post, for this reason administration is bringing the staff from division on their monopoly. For that the existing staff who are working since 10 years & above in the Mechanical office by keeping their lien at division.

So ECoRSC demands to identify the cadre and ex-cadre post out of the existing cadre, staff working in PCME office and those are working above 10 years in PCME office by keeping the lien at division they should be transferred to their parent division and that post to be declared as ex-cadre and that should be fill up through screening test only.

REMARKS OF THE ADMINISTRATION

MECHANICAL DEPARTMENT:

The cadre and ex-cadre posts of Mechanical Engineering Department has already been segregated along with the employees working against the post as per the vetted cadre of PCPO/ECoR/BBS as on 01.04.2022. It is also mentioned that only Shri U.K.Mohapatra, Tech-I(C&W) working in C&W Control/HQ/BBS more than 10 years who have come on temporary transfer on administrative ground vide CPO/ECoR/BBS Office Order No.384/2011 Dated.01.09.2011. After available of regular staff in C&W control, the above mentioned staff will be repatriated to his parent (lien) Division.

CRW/MCS:

The instant case is not pertaining to CRW/MCS. The instructions contained in Estt. Srl no. 37/80 has been strictly followed while dealing with transfer cases of office bearers.

PERSONNEL DEPARTMENT:

The cadre & ex-cadre posts of Mechanical Department/HQ has already been segregated at the time of creation of post and the staff are working accordingly. But, due to administrative exigency, some staff are working in Mechanical Department/HQ/BBS against the cadre vacancies on temporary basis keeping lien in different units. The following staff whose lien are being maintained in different units of this Railway are working in Mechanical department/HQ/BBS on

temporary basis:

- Shamim Kumar Khan, SSE(C&W)/SBP is working as SSE(D&D) vide this office order No. 172/2013, dated 25.03.2013.
- Smruti Anjana Panda, SSE(C&W)/SBP is working as SSE(C&W) vide this office order No. 242/2016 dated 11.07.2016.
- Sri Udaya Kumar Sahoo, SSE(C&W)/WAT is working as SSE(C&W) vide this office order No. NG/66/2023/Mech, dated 11.06.2023

DECISION

A note will be given by Mechanical Deptt. for filling up of the Ex. Cadre post on option basis and Personnel Department will further process the selection.

(CLOSED)

04. 54C-04-
2023
PCE

ABOUT THE SUPERVISORS UTILISED AS SUPERVISOR (SPECIAL) ENGG DEPTT.

It is observed that the SSE(SPL) of Engg. Department are not transferred/rotated in the name of SPL and they are not working under sensitive post. But practically it is seen that all most all the contractual works are supervised by the SPL supervisors and also they are signing the bill inspite of that they are not taken as sensitive post.

It is also not understood that there is no SSE(SPL) post designated by Rly Board or Zone, also the rule is not issued about the designation of SSE(Spl), so how the Engg department is issuing transfer order as SSE/Engg/ SPL and not counting them as sensitive category by violating the Railway Board's rule.

So ECoRSC demands to clarify on what basis and under which rule the designation SSE(Spl)/Engg has come up and the posting orders issued as SSE/Spl ,if not then they should be classified as sensitive posts.

REMARKS OF THE ADMINISTRATION

ENGINEERING DEPARTMENT:

Vide Railway Board's letter No. 2008/V-1/CVC/1/4 dtd. 18.02.2009, IOWs/PWIs incharge of stores are sensitive posts.

However, wherever, JE/SSE/(Works/P.Way)/Special enters Measurement books and deals with contracts/stores, they are

considered as sensitive posts. In this regard, divisions have been advised by CTE (vide letter No.W-4/591/Transfer/Pt.III/6430 dtd. 24.07.2023) to implement rotational transfer of JE/SSE(Spl) based on the instructions contained in Rly Board letter No. 2008/V-1/CVC/4 dtd. 18.02.2009.

SBP DIVISION:

Railway Board vide C.S No. 1 to Eb/Reports/66 (F,65 of W.191/M/2 Vol.I) have streamlined the yard stick for PWI APWI and P.Way Mistry in ETRM. Now the post of APWI & P.Way mistry have been abolished and SSE/JE (P.Way) & SSE/JE/P.WY/Spl are operated.

Inidan Railways permanent way Manual June-2020 vide part D page 19& 20 Item No.110 have set the General Responsibilities and duties of JEE/SSE/P.Way (Other than sectional or Incharge). The JE/SSE/P.Way/Spl are not in overall charge or sectional but working as in-Charge of assigned Gangs or of special works.

In terms of RBE No.10/2008 besides some other non-gazetted cadre IOW/PWIs in-charge of stores in civil Engineering Department in Railways are coming under sensitive posts and the rotational transfer policy is being followed for them.

Ad per the IRPWM,SSE/JE/P.Way/Spl are being engaged/Assigned with special works and they are not dealing stores independently, hence not considered as sensitive and there is no violation of nay rule of Railway.

DECISION

ECoRSC raised the issue of KUR Division where generally senior most supervisors are being posted as SSE/Spl since long time and generally junior supervisors are being posted as in charge. The contention of ECoRSC is that the senior should be made in charge as a matter of policy. Moreover, since this situation is not present in SBP and WAT Divisions it is questionable as to why it is prevalent to such a high degree in KUR Division.

Remarks of PCE : It is agreed that subject to capability of a person the senior most Supervisors should be made in charge and the junior Supervisors should not be made in charge unless

they have got sufficient experience specially where safety is involved. Sr. DEN/Co/KUR to examine this issue and come out with a practical solution within one month.

(CLOSED)

05. 54C-05-
2023
PCOM

FORM A CLUSTER FROM IPM TO PSA OF ALL DEPARTMENTS FOR THE EMPLOYEES.

This is common that the Telugu medium employees are not willing to work beyond IPM in KUR division, including the Running staff all of them are not happy to work at KUR also. The Andhra Pradesh jurisdiction starts from IPM section and those employees working between IPM to PSA they are never interested to work in other section of KUR division.

Moreover to them we cannot provide the telgu medium school over KUR division and like that so many welfare facilities are not provided for them, further they prefer to take referral to VSKP hospitals in case of medical treatment, in place of BBS and all most all are always requesting administration to return back to that section.

It needs that one cluster may be made from IPM to PSA and options to be called for, those who are interested to work in IPM-PSA section, then they may apply to post within the section from IPM to PSA of each department, they should be rotated within that section i.e. IPM to PSA if transferred in normal course otherwise he/she may be transferred to any of the station over KUR division on punishment.

So ECoRSC demands to make one cluster for all the department for the benefit of Railway as well the employees, and if required all the transfers will be on the head of own request only to save Railway money.

REMARKS OF THE ADMINISTRATION

OPERATING DEPARTMENT

There are no available guidelines on the issue of formation of cluster of Telugu medium staff from IPM to PSA, which is under jurisdiction of AP State. Being a policy matter on transfer., it may be decided by the Personnel department.

KUR DIVISION:

It is not feasible to form a cluster from IPM to PSA in this department as present to accumulate Telgu medium staff in these cluster. Move over there is no such provision to

accumulate Telgu medium staff in a particular cluster in Indian Railway.

DECISION

(CLOSED)

06. 54C-06-
2023

UTILIZATION OF TICKET CHECKING STAFF IN PRS/BOOKING AS PER RBE NO-28/2018, 16/2021 & 59/2019.

PCCM

As per RBE No-28/2016, the merger of posts in the three categories of TC, CC & ECRC has been considered and decided to implement a unified category i.e. Commercial Cum Reservation Clerk by segregated the ticket checking category.

But in para-2.2 it has mentioned that all the future recruitment will be in the unified cadre structure including ticket checking category. It means after 22.02.2018 all the recruitment against commercial cum reservation clerk will be work in combined category i.e. (TC, CC& ECRC).

Keeping in view the above if any old TC/TTE designated employee wants to work in Reservation, Booking, Goods, Parcel; administration may allow them to be utilized in Booking & Reservation units, as this is most important post.

Hence ECoRSC demands if any old TC/TTE are interested of their own to work in PRS/Booking etc may be allowed as the combined cadre implemented w.e.f. 28.02.2018.

REMARKS OF THE ADMINISTRATION

COMMERCIAL DEPARTMENT

After merger of TC,CC & ECRC any staff pertaining to the same cadre old or new can be utilized in any post subject to suitability of the staff.

DECISION

A letter will be issued to all Divisions to allow the ticket checking staff to work at PRS and Booking Office on own request subject to suitability. A copy of the letter endorsed to ECoRSC.

(CLOSED)

07. 54C-07-
2023

PCPO

**GRANT OF RESERVATION IN PROMOTION TO THE
DISABILITY EMPLOYEES PWBDS IN NON GAZETTED
POSTS.**

As per DOP&T's O.M No-36012/1/2020 Estt(Res-II) dated 17.05.2022 it has been advised to grant of reservation in promotion to the PWBDS in non gazetted posts and also Supreme Court its order dated 29.09.2021 has directed the Govt. to issue instruction on reservation in promotion as provided in section 34 of Rights of persons with disabilities Act 2016.

Accordingly Railway Board also issue instructions to all General Manager(P) to grant of reservation for them vide RBE No-74/2022 on 01.07.2022 but as on date no action taken by administration for that.

Hence ECoRSC urges to early grant of reservation in promotion to the disabilities person those are working in non gazetted post.

REMARKS OF THE ADMINISTRATION

PERSONNEL DEPARTMENT:

In terms of DOPT's O.M.No-36012/1/2020 Estt (Res-II), dated 17.05.2022 & in terms of RBE No-74/2022, DPQ roster for PWBD candidates is being maintained separately and already implemented at ECoR/HQ/BBS.

Reservation in promotion to PWBD in NG posts as circulated vide DOPT's memorandum dtd.17.05.2022 vide RBE No-74/2022 has already been implemented .

It is ascertained from divisions/units PWD rosters being followed scrupulously.

DECISION

A general instructions will be issued that a copy of the Master Circulars to be circulated to ECoRSC.

(CLOSED)

08. 54C-08-
2023

PCPO

**NON IMPLEMENTATION OF RBE NO-84/2022 IN REGARD
APTITUDE TEST ON MEDICALLY DE-CATEGORISED LPS
FOR SM CATEGORY.**

It has been observed that the staff are faced the aptitude test when they are directly requested or promoted in the category of Station Masters, ALPs & Motorman and at the stage of deployment of drivers on high speed trains.

But it has seen that when the medically de-categorized LPs are re-deployed in SM Category at that time the administration is not conducting the aptitude test for them and directly redeployed in SM category which is violating the Railway Board's guideline.

Hence ECoRSC urges to conduct the aptitude test when the medically de-categorized LPs are re-deployed in SM category.

REMARKS OF THE ADMINISTRATION

PERSONNEL DEPARTMENT:

ECoRSC may apprise detail of the cases for the last two years for better examination of subject matter.

DECISION

Instruction issued by RBE 84/2022 will be reiterated to Divisions.

09. 54C-09-
2023

PCPO
PFA

HARDSHIPS FACED BY RETIRING EMPLOYEES DUE TO NON IMPLEMENTATION OF THE INSTRUCTIONS IN RBE NO 27/2009

The plight of the employees/family in case of retiring/death and the settlement payments in contravention to Railway Boards directives and many more.

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 employees/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.

Railway Board has 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 organization had raised the issue vide Item No.4 of 32nd ZPNM held on 20th & 21st November 2014 wherein it was decided that:-

RBE No. 27/2009 will be reiterated and all divisions/units will be instructed to implement the instruction and letter in full spirit and a compliance report will be submitted to CPO. A detailed JPO will be issued by CPO & FA&CAO to all divisions/units.

In spite of the decisions of the DoPT & Railway Board and a catena of decisions of the Hon'ble Supreme Court, High Courts and Central Administrative tribunals regarding recovery of overpayments from settlement dues of employees and a clear decision taken against Item No-4 of 32nd ZPNM, the JPO is not issued.

Because of that again ECoRSC has raised that issue vide Item No-27 of 51st ZPNM held on 8th & 9th July 2021 and agreement was reached that:-

"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".

Actually what happened to the above decision God knows, but there is no feedback given to us on the above issue. For which so many employees are facing the financial problem at the time of their retirement, which is not a good symptom.

It is worth to bring to your notice that many such court cases have been filed by employees and their families against the recovery of overpayments form settlement dues. For example namely Sri Sachida Nanda Bhukta (SMR) retired in the year 2019,& filled an OA.no 446/2020 in the Hon'ble CAT/CTC and finally on Dt.23.09.2022 the Hon'able CAT/CTC passed orders (para- 7)

".....respondents are hereby directed to refund the recovered amount of Rs. 2,18,458/- to the applicant within a period of 30 (thirty) days from the date of receipt of a copy of this order failing which the applicant shall be entitled to 12% interest from the date it became due to him till the actual payment with liberty to the applicant to recover the interest amount to be recovered from the officer/official responsible for the delay."

Finally the amount which was recovered from the settlement dues was paid to Sri Bhukta after spending on various occasions by the administration in the name of Advocate fees, stationeries, travelling allowance to staff and etc. Thus after spending more than 1.5 Laks(approx) we refunded the recovered amount to the employee. This is good expenditure management, but to overcome the issue bringing out a JPO is a problem from 2014 for administration.

ECoRSC demands to direct the concerned departments to form a JPO in the light of the decisions taken in 2014 ZPNM of ECoRSC like the JPO issued by SCrly for information so that ECoRly JPO with some modifications/addendum can be brought out so as to save from the financial burden of court cases to the extent of wrongful recovery.

REMARKS OF THE ADMINISTRATION

PERSONNEL DEPARTMENT:

Railway Administration has started to take suitable action in the subject matter. JPO is also being prepared to resolve the issue.

DECISION

JPO will be issued shortly. A copy of the JPO will be endorsed to ECoRSC.

PCPO/BBS Lr.dtd.16.10.2023 include the following lines in proposed JPO that "Settlement cases where verification has not been undertaken earlier i.e. at the beginning of 4th year before retirement and the employees are going to retire shortly, the verification by Personnel and Accounts Department should be restricted to maximum 24 months preceding the date of retirement of a Railway Servant, and not for any period prior

to that date as circulated vide Railway Board's letter No. D-43/43/2020-F(E)III dated 30-11-2022"

(CLOSED)

10. 54C-10-
2023
PCOM

DIFFICULTIES OF THE HINDI BHASI RUNNING STAFF AT TLHR.

Most of the Hindi Bhasi Running staff of KUR division are severely harassed because of the non planning of administration, most of the Running staff LP(G) have applied transfer to other zone by reversion to Sr. ALP as they are facing a lot of family problems at their native place, inspite of that KUR division is not releasing them after received of the NOC again & again which is seen intentional harassment to them.

Sir 48 nos running staff have applied their own request transfer after fulfilling all the criteria of Railway Board and KUR division send that list to East Central Railway in the month of March 2021. On that basis East Central Railway issued NOC letter to ECoRly on 26.10.2021 with a validation of 06 months. After receipt of that NOC, KUR division has not released any of them and not considered their actual problems and take date after date for releasing and finally the period of that NOC has lost its validation.

Again the employees met several times with administration and ECoRSC. Then ECoRSC requested the administration, to send a request letter to East Central Railway for revalidation. KUR division has sent a request letter for revalidation to DRM(P)/East Central Railway and on the basis of KUR division letter the East Central Railway has send the revalidation letter to DRM(P)/ECoRly/KUR.

The revalidation order was received by the KUR division in August 2022 which is valid up to 09.01.2023, But after receipt of the NOC KUR administration is not taking any step as on date to release them which is very unfortunate.

4 months time has been passed but not a single person is released which is seen the autocracy of administration. No doubt they are responsible for loading but administration have to make plan and promote the Sr.ALP (more available) as per time schedule then only they may released But still administration is not taking any interest on their life & death situation and worried about the loading only.

This is very difficult to manage their family as because they have to manage two establishments, one at TLHR another at their native place which is not possible for them and fathers/mothers of some of employees have expired by awaiting the return of his/her Son, inspite of that KUR division is cancelling their revalidation letter now is not a good sign though they are awaiting since 2 years back.

ECoRSC demands to take appropriate action to release the applicants those names are in the revalidation letter to save their poor family.

REMARKS OF THE ADMINISTRATION

OPERATING DEPARTMENT

As it is mentioned only about LPs(G) of TLHR base, Electrical department may comment.

However, for Running staff in Train Managers category Inter Railway Own Request transfer cases will be considered on merit basis as soon as vacancy position in the cadre improves.

KUR DIVISION:

There is shortage of staff in each category of TP. SM and Guard. The staff on IROT could not be spared due to non-availability of staff in the existing category. As soon as the vacancy position in those category reduce from different sources of equipment, the staff on own request will be spared accordingly as per merit basis.

DECISION

ECoRSC informed that in KUR Division there is a violation of instructions for maintaining the priority of request transfers of ALP & LPs. PCPO will call for details and will examine the issue before 30.10.2023.

11. 54C-11-
2023
PCOM
PCEE

CONSIDERATION THE BURNING ISSUES OF PRDP RUNNING STAFF (LOCO PILOT & TRAIN MANAGER)

The practical problem of the PRDP Railway staff are well known to each officers of KUR and if compared other bases of KUR Division, the PRDP Running base facilities are lacking in all spheres

In this regard ECoRSC observed that the PRDP Running staff as

well as other department staff are facing lot of difficulties in comparison to other important station/crew base.

Till date, the accommodation, water, medical, education, recreational, allowances facilities etc. are not provided at PRDP and it will not be possible also within 10 years from today.

Inspite of the above difficulties the Railway employees are working dedicatedly by challenging their life at PRDP and for that only the ECoR is acquiring top position in Indian Railway continuously since last 02 years.

Those Crew/Train Manager bases, having all the facilities administration is not putting any restriction on them but where the minimum facility is not provided/available for Crew & TMs, in that base the administration is putting all the restrictions which is quite illegal and may face unsafe working system.

Most of the Crew bases of KUR Division the physical signing off system is not implemented but whereas in PRDP physical signing off system is implemented strictly. In this system the Crew/Train Manager must have to come to PRDP for their sign off physically, which is very very unfortunate for the working class.

All most all the running staff of KUR division are very loyal and dedicated towards the Railways and they are blindly working without caring their family. Inspite of that implementation of this practice is not good for them. In this regard the Crew & Guards of PRDP have appealed to Sr. DOM & Sr. DEE(OP) on 25/10/2022 and requested to kind consider their actual difficulties, but still not rectified and all most all the Running Staff are sleeping on the foot path after sign off physically as to stay at PRDP there is no space/room provided, moreover this system is continuing since long back because of the deficit of facilities, suddenly putting restriction without providing the facilities is very difficult for PRDP Crew/Train Manager.

ECoRSC demands to consider the real pathetic problems of the PRDP Running staff as they are deprived off to enjoy a family life at PRDP in comparison to other bases.

REMARKS OF THE ADMINISTRATION

ELECTRICAL DEPARTMENT

Sr. DEE/OP/KUR

Running staff are availing facility of accommodation.

Biometric system is being followed for running staff.

OPERATING DEPARTMENT

The works will be highlighted again to concerned departments to prepare necessary facilities to solve the problems.

KUR DIVISION:

The matter will be discussed with other department officials and necessary remedial measures will be taken accordingly for the betterment of staff at PRDP.

DECISION

Discussed and Closed

(CLOSED)

12. 54C-12-
2023

PCSTE
SDGM

PROVIDE CCTV COVERAGE IN THE IMPORTANT COLONY AND PERMIT THE OCCUPANTS TO FIX THE CCTV IN THEIR QUARTER.

The important station colonies over ECoRly as well as Mancheswar Railway Colony and other Railway colonies of Zonal Head Quarter is situated on the middle of the city/municipality area/township or nearby the township.

Criminal activities such as, theft, snatching etc are speedily going on over the Railway Colonies as the miscreants are coming suddenly & doing the crime and leaving that place immediately, to find out the vehicle number or person there is no alternative way with the Railway Colonies inhabitants for that they are living in a distress condition and always spend their life in a unsafe atmosphere. Further Railway is not allowing to the inhabitants of Railway Colonies to fix the CCTV in their own quarter for safety which is also another problem for the Railway employees.

Neither the Railway is providing the CCTV in colony wise nor block wise allowing the incumbents to fix the CCTV in his quarter independently from his own money, because of the above cause the entire family of an employees are staying in unsafe condition.

Hence ECoRSC demands to avoid tension of the family of Railway employees:-

- The colony wise CCTV to be provided by administration.
- Or Block wise CCTV to be provided by administration.
- Or allow to fix the CCTV individually by the Railway employees in his house including common area from his own money.
- Or the common areas of one block the CCTV to be provided by administration.

REMARKS OF THE ADMINISTRATION

GENERAL ADMINISTRATION

Rail Vihar Colony has already been provided with CCTV, which covers both the entry & Exit points. In addition there is a Rail Awas Colony and MCS colony where CCTV has not been provided. The matter will be discussed with PCSTE for further action. However permission of administration for fixing CCTV in occupants respective quarter is not required. Occupants can not fix CCTV which covers the common space of any area which will hamper the privacy of other residents/occupants of the colony/flats.

KUR DIVISION:

A joint survey report is received from RPF and S&T official of CSPR/BBS.

A LOA is awarded for provision of CCTV camera at Rail Vihar and Rail Kunj Colony of East Coast Railway. bearing LOA no. KHURDA ROAD DIVISION-SANDT/ST-OT-CCTV-HQ-BBS-291/10035300070986, dated 03/02/2023 which is running.

DECISION

The CCTV facilities should be made available for Rail Awas and Mancheswar Colony along with other sensitive Railway Colonies of ECoR by end of March'2024.

(CLOSED)

13. 54C-13-
2023
PCEE
PCOM

PROVIDE THE ALLOWANCE IN LIEU OF RUNNING ROOM FACILITIES TO THE RUNNING STAFF OVER ECTORLY

It is observed that the running staff are facing a lot of problems because of non availability of Running Rooms at various places, day by day the operation system is changing for that the requirement of running room is not provided by administration to maintain the train operation and to control the present traffic problems.

Administration has to change the working system as per the requirement for that immediate provision of running rooms is not possible. As per IREM Vol-1, Chapter-9 Para No-908 at out stations where the running rooms are not provided, running staff may be paid the allowance in lieu of running room facilities at the rate fixed by Railway Board.

In ECoR the same allowance is not provided to the running staff still though the running rooms are not provided inspite where mostly needed.

Hence ECoRSC demands that the above allowance must be paid where the running room is not provided though need to provided to the running staff of ECoRly by identifying the location early.

REMARKS OF THE ADMINISTRATION

OPERATING DEPARTMENT

Running rooms are available at all places Denial of allowance in lieu of Running Room facilities to the running staff, as per extant guidelines, may be indicated for examination of the issue.

DECISION

KPJG, RJGR, NYGT of KUR Division and JNRD, MSMD, AMB of SBP Division payment of allowances in lieu of Running Room will be examined and issue will be attended within one month time.

(CLOSED)

14. 54C-14-2023

PCEE
PCOM
PCPO

WAITING DUTY ALLOWANCE TO THE RUNNING STAFF AS PER PARA-921 OF IREM-VOI-I CHAPTER-9.

It is observed that, over ECoR so many Crew base and Train Managers are waiting for 5 hrs to 6 hrs after sign-on but for waiting, they are not paid the waiting allowance. as per rule the TO is given before 2 hrs and the running staff are signing-on before 30 minutes. Then the train will handed over to him But after signing-on they have to wait for 5 hrs to 6 hrs to get the train, train is not allotted to them in time regularly for that they have to wait 5 to 6 hrs in station and not getting the waiting allowance.

As per para-921 of IREM-Vol-I Chapter-9 of running allowance rule they have to be paid the waiting allowance 15 km per hours. But it is not paid.

Hence ECoRSC demands to pay the waiting duty allowance as per the Para-921 (A,B,C,D) for the running of ECoRly.

REMARKS OF THE ADMINISTRATION

OPERATING DEPARTMENT

Denial of Waiting Duty allowance to the running staff, as per extant guidelines, may be indicated for examination of the issue.

PERSONNEL DEPARTMENT

In terms of para 921 of IREM, waiting duty allowance @ 15kms/hour up-to 10 hrs shall be paid to the running staff for the following cases such as stand-by duty/waiting as per roster , detention on account of cancellation of train whenever running staff reported for duty.

DECISION

Sample test check will be conducted for the last one week to establish the non-payment of waiting duty allowances thereafter comprehensive review will be done.

15. 54C-15-
2023

PCME

ARBITRARILY THE HIGHER GRADE POST OF CRW/MCS POWER WING (ELECT(G)) HAS BEEN TRANSFERRED TO ELS/ANGL.

It is astonished that the cadre controlling authorities of CRW/MCS are not aware about surrender/ transfer of higher grade posts. Further there are clear cut guidelines that the higher grade post should not be transferred/surrendered because of the promotional prospect will hamper of the below grade cadre vide RBE No-39/2012.

20 posts of Electrical Wing has been transferred to ELS/ANGL without consulting trade unions and for workshop the power group employees are most important for the out turn, in all the shift, it is not a wise decision that the Elect.(G) wing of workshop will be out sourced, the contractual staff are not able to attend the workshop in time and for that the out turn of workshop will be hampered severely. Secondly the down grade employees of Elect(G) are not able to get their legitimate promotional benefits.

Hence ECoRSC demands to surrender the Helper post instead of higher grade post as per the rule and restore back the

higher grade post of Electrical (G) of MCS workshop early which is mostly required now for LHB coach repairing.

REMARKS OF THE ADMINISTRATION

CRW/MCS

20(Twenty) posts i.e (10 posts in Tech-III(Power) in level-II and 10 posts.Asst(TL&AC) in level-1 have been transferred from Dy.CEE/CRW/MCS to ELS/Angl as per memorandum issued by PCPO/ECOR/BBSvide No.ECOR/Pers/08/MG/15/MK/ANGL/P/ELS/ 733 dt.06.12.2022, as per administrative exigency only posts are redistributed from one unit to another unit.

DECISION

Whole issue will be examined by calling details from MCSW regarding the transfer of Tech. III posts to ELS/ANGL accordingly the action will be taken to ensure the promotion of the Gr. C staff.

(CLOSED)

16. 54C-16-
2023
PCPO
SDGM

PROVIDE THE PLACE FOR YOGA CLASS OF LADIES OF RAIL VIHAR COLONY.

The lady occupants of Rail Vihar are facing a lot of problems for Yoga class they have arranged a Yoga teacher but the place which is required for yoga class is not available at Rail Vihar, they are conducting the yoga class some days on Road, some days in community hall, some days in other vacant place which is physically not good for them and the Yoga teacher is not preferring to conduct the yoga class in various places

Hence ECoRC demands to provide a Yoga centre at Rail Vihar permanently for the ladies of Rail Vihar as early as possible to conduct the yoga class.

REMARKS OF THE ADMINISTRATION

GENERAL ADMINISTRATION

The decision will be taken in consultation with PCE.

PERSONNEL DEPARTMENT

Personnel Department will take suitable action on identification of suitable place for Yoga.

DECISION

A suitable place will be identified after inspection and arrangements will be made for conducting yoga classes for ladies in Rail Vihar.

(CLOSED)

17. 54C-17-
2023

NON IMPLEMENTING THE RBE NO-16/2021 IN REGARD THE PROMOTION OF SAFAIWALA OF ALL THE DEPARTMENT

PCMD
PCPO

It is observed that Railway Board has allowed the Safaiwala of all the departments to appear the selection for the post of Commercial-cum-Ticket Clerk GP Rs 2000 (Level-I) against 33 $\frac{1}{3}$ % & 16 $\frac{2}{3}$ % quotas. But in ECoR the Safaiwala of medical department (EnHM) are not allowed to apply for the above selections and for that they are deprived to get the promotional benefits also & those Safaiwala are redesignated as HKA and hospital attendant are not allowed to sit in examination.

ECoRSC demands to allow the Safaiwalas (EnHM) & attendants of medical department to sit in the selection of Commercial-cum-Ticket Clerk against 33 $\frac{1}{3}$ % & 16 $\frac{2}{3}$ % quota.

REMARKS OF THE ADMINISTRATION

PERSONNEL DEPARTMENT

Avenue of promotion for Group-D category has been framed and issued vide EPS 7/5 to promote to Group-C cadre.

DECISION

Avenue promotion of safaiwala of all Department will be followed as per RBE 16/2021. All concerned will be informed accordingly.

(CLOSED)

18. 54C-18-
2023
PFA

CORRECT IMPLEMENTATION OF RBE NO-41/2021-- YARDSTICKS OF ACCOUNTS DEPARTMENT OVER ECOLRY

It is pointed out that Railway Board has issued the yardsticks for Accounts departments on 21.06.2021 vide RBE No-41/2021 i.e. in divisions per 10,000 staff 62 nos and Head Quarter per 10,000 staff 81 nos and for 1500 crore originating earning for administrative work 50 nos and for 100 stations 100 staff (internal check & balance sheet other station returns) then every 4 station one staff & for every 10 nos station one Sr.

TIA and if the divisions and Headquarter working less than 1000 then the 62 & 81 will remained.

But it is not maintained/followed over ECoRly and the work is adjusted with less nos of staff at division as well as Headquarter also.

ECoRSC demands to review the staff strength as per the RBE No-41/2021 and provide the adequate staff strength in accounts department at divisions and headquarter early.

REMARKS OF THE ADMINISTRATION

ACCOUNTS DEPARTMENT

1.Although, the Accounts department of ECoR is functioning with least number of staff, the sanction staff strength of all the units (except WAT division) of the Accounts department cannot be increased as per the revised guidelines issued vide above RBE.95/2021.

2.In WAT Division the sanctioned strength of Accounts Department is 124(i.e. Class III-109 and Class IV-15) which is within the yeard stick as prescribed by Railway Board vide letter No.41/2021,dated 21.06.2021.

DECISION

The yardsticks of Accounts Deptt. over ECoR will be dealt as per RBE 95/2021. The shortfalls if any, will be filled up as early as possible.

(CLOSED)

19. 54C-19-
2023

PCPO

POLICY TO DEPLOY NON TRADE UNION OFFICIAL ON THE KEY POST OF SCOUTS & GUIDES, SPORTS & CULTURAL ORGANISATION AT VARIOUS LEVEL

It is observed that so many persons those are having the portfolio in trade union and associations are holding the key post in scouts & guides and sports organization, for which the staff/wards are facing a differential treatment, esp. those who are belonging from the same trade union only are getting all the facilities and others are suffering a lot.

Further those who are non sports activities person and not having the sports and scout guide activities are holding the key posts at divisional level and headquarter level though the sports persons are waiting having the best knowledge about all the

events and administration is not allowing them to hold the key post.

For scout and guide some of person are working in various key posts since long time and not allowed the other person because of that monopoly system is going on rapidly.

ECoRSC demands from top to bottom in key post the non-trade union officials to be withdraw and those are having the idea/experience about sports (all events) and scout & guide will be nominated fresh, no union or association people those are holding the port folio in association or union will be continue on key post for sports and scout guide organization of ECoRly.

REMARKS OF THE ADMINISTRATION

PERSONNEL DEPARTMENT:

No specific guidelines has been traced out on the above subject matter, however at the time of engagement of staff on the key posts of Scout guide, cultural and sports etc, only background experience are taken into consideration.

DECISION

Will be examined by GS/ECoRSA & CE/Con/BBS

20. 54C-20-2023

PCME
PCOM
PCEE

NON IMPLEMENTATION OF 10 HRS SHUTTLING AS PER PARA-5 & 5 (I) OF ESTT.SRL. NO-79/2020

The sidings which exists at JKPR like TATA, Zindal, MESCO, Daitary, Nilanchal, RAMCO etc. the JKPR Crew & Train Managers are working for all these sidings But the trip target time was fixed vide Estt.Srl. No-79/2020 dated 01.03.2020 at the time of Covid pandemic situation. The fixed trip timing for all the sidings are not practicable, and no Crew/TMs are able to come back from sidings within that target timing because all the sidings are taking more than 6 to 7 hrs practically and for that the Running staffs are unable to get the bonus also.

Further at the time of fixing mileage administration was not consulted with the trade unions and circulated at the time of pandemic Covid-19.

Inspite of that though in Point No-05 & 5(i) of the Estt.Srl. No-79/2020 it is mentioned that, shuttling booking is permissible for any section as per requirement but administration is not implementing that also and Running staff are severely facing

the problems which is unbearable.

ECoRSC demands to implement the 10 hrs Shuttling duty to each siding of JKPR or job analysis must be conducted early to identify the actual timing required for up & down from JKPR to all sidings.

REMARKS OF THE ADMINISTRATION

OPERATING DEPARTMENT

Minimum guaranteed Kilometrage for the mentioned siding can be reviewed through established procedure by initiating the revised proposal in the Standing Committee at divisional level.

DECISION

The standing committee at Divisional level will review the target timings and will be revised within one month time.

21. 54C-21-
2023
PCE
PCME

PROVIDE ROAD COMMUNICATION FROM JKPR TO JJKR BY THE SIDE OF 3RD LINE WORK.

The administration is unable to provide the accommodation facilities to all running staff at JKPR along with other curricular amenities. Further the Crews & TMs are coming from JJKR by road vehicle (Bolero), 4 nos Bolero has been provided but it is not sufficient for transportation of 100% running staff, because of that the time of sign-on the CCC/CC are managing manually.

All these above are in practice because, there is no road communication from JKPR to JJKR, they are bound to travel 15 km from JJKR to JKPR by road. To avoid all the above problems one suggestion is placing by ECoRSC is that, **from JKPR to JJKR the 3rd Line work is going on, by the side of 3rd line one rough road is exist from JKPR to 1 km towards JJKR and from JJKR to JKPR up to 5 km but in between the joint place of 5 km & 1 km one Canal is existed namely "Gonda Nala" which wide is above 200 meters and within the Railway land. If Railway will provided one bridge over that Canal (Gonda Nala) then the road communication from JKPR to JJKR will easily possible and the distance will be only 7 km from JKPR to JJKR, then Railway may utilize the running staff properly and they may come by their own vehicle from JJKR to JKPR to attend their duty easily or by transport vehicle.**

ECoRSC is demanding to early provide the road from JKPR to JJKR by the side of 3rd line by constructing one bridge in an urgent manner to save lakhs of rupees of Railway permanently and to proper utilization of manpower.

REMARKS OF THE ADMINISTRATION

ENGINEERING DEPARTMENT:

Provision of road from Jakhapura to Jajpur-Keonjhar Road by the side of 3rd line work can be assessed after completion of 3rd line work as there are numbers of bridges, LHS and ROB on this route.

DECISION

The proposal of ECoRSC of providing a road fit for two wheelers only is agreed in principle due to the inconvenience to staff and cost and time being consumed presently.

The proposal has to be initiated by the user department. It will be processed as per the procedure.

22. 54C-22-
2023
PCEE

PROVISION OF SISTER LOBBY/CMS FACILITIES AT JJKR.

As the basic facilities like accommodation is not provided for the running staff of JKPR, they are bound to stay at JJKR and administration has allotted the nos of quarter for them at JJKR also.

To avoid the existing system or manual system and to regularize the working hours at JJKR one sister lobby is mostly required, if the CMS/ sister lobby will provided at JJKR then the payment of money against transportation will be saved 100%, and the utilization of Crew/TMs hours must be improved without any huddles.

Hence ECoRSC demands to provide one (01) sister lobby/CMS at JJKR in an urgent manner to avoid the irregularities and better utilization of Crew/TMs and to save the Railway money.

REMARKS OF THE ADMINISTRATION

ELECTRICAL DEPARTMENT

Sufficient goods trains are not available from JJKR for which sister lobby at JJKR is required.

DECISION

The sister lobby will be provided at JJKR on permanent basis.

(CLOSED)

23. 54C-23-
2023

STEP MOTHERLY ATTITUDE OF ADMINISTRATION TO PAY THE COAL PILOT MILEAGE TO THE RUNNING STAFF OF TLHR.

PCOM
PFA
PCEE

ECoRly is achieving the No-1 position continuously and this year also it will be repeated, as the TLHR staff and other Running staff are working dedicatedly for that. To achieve the No-1 position by ECoRly the TLHR and PRDP both pockets are most important for KUR Division.

Prior to 13.07.2020 when the loading position was 40 rakes per day at that time the Coal Pilot Mileage was follows.:-

Jurisdiction	Actual Distance	Trip target time (In-Charge)	Coal Mileage earning	Pilot
TLHR-SPUR(1 to 6)-TLHR	14 KM	6 Hrs	120+50	
TLHR-SPUR(7 to 8)-TLHR	28 KM	7 Hrs	140+50	
TLHR-SPUR (9)-TLHR	36 KM	8 Hrs	160+50	

At that time no mileage problems came up and the Running staff worked infree mind.

Administration has fixed new mileage at the time of Covid pandemic period vide Estt.Srl. No-79/2020 without consulting the Trade Unions which is clearly violating the Railway Board's guideline.

Because of that Estt.Srl.No-79/2020 dated 13.07.2020 the Running staff of TLHR are severely loosing financially, as earlier the A, B, C, D pattern working system did not exist. In that letter the administration has introduced the A, B, C, & D pattern system forcibly.

Earlier the A, B, C, D system was not there, but in Estt. Srl.No-79/2020 it has circulated to all concerned on 13.07.2020 that:-

- If a Crew placed rake and comes back as Pilot it is denoted as - A
- If a Crew goes to siding as Pilot and bring back rake to TLHR it is denoted as -B
- **If** If a Crew goes to siding with a rake and come back with any other rake it is denoted as - C
- a crew goes with empty rake and come back with load or same rake to TLHR it is denoted as -D

Out of A, B, C, D pattern only D pattern system is seen always for that only earlier SPUR (1 to 6) was fixed 6 hrs, SPUR (7 & 8) was fixed 7 hrs and for SPUR (9) was fixed 8 hrs trip target time which was existed before fixing the new mileage (i.e. before 13.07.2020).

It is worth to point out that, nowhere in the running allowance rule this pattern system exists, for that as on date only 'D' pattern system is continuing for 90% rakes and A, B, C pattern is 10% only. Apart from that due to operational difficulties the long hours is going on always and takes 8 hrs to 10 hrs from TLSB station to TLHR station.

The Running staff of TLHR are working day and night in spite they were not getting the proper Coal Pilot Mileage along with coal pilot allowances i.e. ₹102/- per trip as per **RBE No-92/2017** and administration is always pressing hard to work without fixing of mileage for which they are working in a tension mind always which is unsafe for us.

In compression with other sidings & TLHR it is seen that

MRDL-MBMB-MRDL= 17.2 km and fixed target time 2 hrs = paying 40+50 Bonus,

BDPK-MGBK-BDPK=13.2 km and fixed 2.30 hrs = 50+50 Bonus.

But for TLHR

it is different

TLHR-LRST-TLHR= 4.5 km and fixed target time 3 hours = 60+50 Bonus.

TLHR-MGCT-TLHR= 6 km and fixed target time 3 hours = 60+50 Bonus. TLHR-SPUR (7 to

8)= 28 km and fixed target time 4 hrs =
80+50 Bonus. TLHR-SPUR(9)/SSMT(SILO)-
TLHR= 36km and fixed target time 5 hrs =
100+50 Bonus

Which mileage fixed in Estt.Srl No- 79/2020 is injustice for them and to identify one average calculation is placing before you sir for example-

The Period From 25th November 2022 to 28th November 2022.

Total Run - 90 Rakes (TLHR departure to TLHR arrival)

Randomly, it has been detected that 78 rakes fails the trip target time which was fixed in Estt.Srl.No- 79/2020 and only 12 rakes reach within the trip target time. It means the failure of trip target rule is 86%.

The minimum guaranteed kilometerage (MGK) section of KUR division is shown excluding the TLHR which shown at Srl No. 1 to 6 of Estt. Srl No- 79/2020 as TLHR is coming under Coal Pilot Mileage.

It can see Sir, the siding mileage was fixed for **MRDL** (MRDL-MBMB- MRDL), for **BDPK** (BDPK-MBMB-BDPK) and (BDPK-MGBK-BDPK), for **ANGL** (ANGL-JSPK-ANGL), for **CBT** (CBT - ICCC - CBT) as the Siding Working Rule is implemented at the station from which the siding controlled.

But for the sidings of **MCL** it was fixed as **TLHR-SPURs-TLHR** instead of **TLSB-SPUR(1-6)-TLSB, TLSB-SPUR(7&8)-TLSB, TLSB-SPUR(9&10)-TLSB** which is highly remarkable.

The IREM Vol-I, Chapter-9 Para-919(ii) says that - the Trip allowance to the coal pilots shall be paid @ 160 km for 8 hrs and **919 (iii)** says that in addition to the trip allowance the coal Pilot shall be paid bonus equivalently of 50 km.

IREM Vol-I, Chapter-9 Para-914(i) says that, earlier earned kilometerage shall discontinued w.e.f

01.08.1981. Then para-914(ii) says that each Railway shall identify such section and circumstances which do not have the potential for enabling Running staff to earn adequate kilometerage within the stipulated duty hours. For these shall be paid @ 120 km for the full stipulated hrs.

One side staffs are working hard to increase loading and to achieve the No-1 position, even after of the long hours working. In spite of that again & again reduction of Coal Pilot Mileage of Running staff is demoralizing them.

The Crew wait for 2 to 3 hrs for train allotment and took 02-03 hrs in placement and 03 hrs for loading along with 45 minutes in train checking by Train Manager and 01 hr for line clear by TLSB and finally takes 07-08 hrs to reach TLHR. Because of the above reasons the running staff has to work more than 12 hrs and maximum trains got Long Hours, due to this practice Running Staff are losing their mileage as per Estt. Srl. No- 79/2020 dated 13.07.2020

Sir to avoid all the above irregularities, one CLI and one DTI was nominated as per ref: A1/Optg/S cell/MGK/22 dated 10.08.2022 to collect the requisition of data for fixation of MGK But still the report is not submitted by the nominated CLI & DTI.

Keeping in view the above it is crystal clear that, Railway Board has issued order to pay Coal Pilot Mileage, but the authorities of KUR division always reducing the mileage and harassing them financially and mentally.

Hence ECoRSC demands to pay the Coal Pilot Mileage to the TLHR Running staff as per IREM Vol-I Chapter-9 para-919 (ii) from TLSB instead of TLHR.

REMARKS OF THE ADMINISTRATION

OPERATING DEPARTMENT

Issues pertaining to Coal Pilot Mileage is under process and will be finalized at the earliest.

DECISION

The Divisional Committee will review the coal pilot target timings during the month of Dec'2023 and revise the pilot timings by Jan'2024.

24. 54C-24-
2023

SDGM

'ZERO' BASED WORK STUDY TO BE CONDUCTED TO IDENTIFY THE ACTUAL REQUIREMENT OF POST OVER ECoRly.

It is observed that administration is surrendering nos of posts without conducting the work study of each and every category and department of ECoRly for which the contractual agencies are increasing in numbers and the Railway employees are decreasing in number gradually.

Further the qualitative output is also going to worst condition and supervisors are managing by forcely as because they have no roll when the higher authorities are instructing.

Railway Board has instructed in various time to apply Bench Mark, Manpower Raito, Yard Stick etc vide RBE No-130/2022, 128/2022, 81/2022, 95/2021, 94/2021 for Engg, Elect, Accts etc and for right sizing policy 147/2012, 155/2011 etc and also issued order for creation of safety/posts vide RBE No-127/2016, 198/2017, 24/2021 etc But administration is not implementing any of the rule issued by Railway Board and always surrendering the nos of post nicely without consulting the recognized trade unions which is creating more problems in field level practically and the future of this Railway is going to fall down in every corner.

Hence ECoRSC demands to conduct 'ZERO' based work study one time of each category of each department and the most important category of each department selectively to know the actual requirement and to stop the surrender of posts by the work study team formed by Head Quarter/divisions early.

REMARKS OF THE ADMINISTRATION

GENERAL ADMINISTRATION:

Work study is one of the methods as adopted by Railway Board in a bid to rightsizing the manpower over the Indian Railways. In consonance to the directives of Railway Board a comprehensive 'Work Study Program is undertaken to identify

the areas which have become dispensable in view of adoption of some technological developments in Railways. The work study performance and action plan of each Zonal Railway is regularly monitored by the Board.

But "Zero Based Review" is a different subject, which does not pertain to work study cell of GA Department {Ref: Railway Board's Itr.No.E(MPP)/2016/1/59 dtd 10.01.2017 & E(MPP)/2010/1/67 dtd.28.10.2016}

DECISION

Discussed and it is opined each department will undertake the MPP as per yardsticks and pinpointing. A letter will be issued by PCPO to all PHODs. A copy of the letter will endorsed to ECoRSC.

(CLOSED)

25. 54C-25-
2023

DEMANDS FOR SEGREGATION OF THE ZONAL FUND & TENDER BETWEEN SERVICE BUILDING AND RAILWAY COLONY.

PCE
PFA

It is observed that the colony maintenance and service building maintenance contract for zonal work are combined and also floats combined tender.

The difficulties of the colony inhabitants for non maintenance/poor maintenance of colonies are faced by the Engg department. When asked questions to the Engg authorities about the non maintenance of colony they are telling that the fund of contract is utilized for service building, for that the fund scarcity is came up and will not be able to maintain.

Administration have to realize the situation that the service building is required to run the Railway and the colony quarters is required to make the life of the bonafide employees' family those are presently running the Railway, if the worker of a industry will not stay in peace then how he will give more output/ mileage to Railway and what is the position of the family of an employees.

Hence ECoRSC strongly demands to segregate the colony and service building tender & zonal work & bifurcate the amount of Railway colonies and the tender process must be separate for better life and proper utilization of zonal fund of ECoRly.

REMARKS OF THE ADMINISTRATION

ACCOUNTS DEPARTMENT

1. Though the Zonal Work for maintenance of Service buildings and Railway colonies are combined but the allocation of funds is different. The fund allotment and expenditure incurred for Service Buildings is allocated to the head B-400 and for Colony maintenance it is allocated to the head J-500. Proposals are kept as per Budget allotment.

2. It is a matter of Policy Decision and pertains to Engineering Department and tenders can be floated separately for service buildings and staff quarters as per allotment.

ENGINEERING DEPARTMENT:

For maintenance of staff quarters in the division due weight age is given as per requirements. The funds are proportionately distributed for staff quarter and service building maintenance. Separate contracts are awarded for maintenance of staff quarters as per requirement.

DECISION

The Railway Board policy of Colony Inspection Groups has to be implemented all over ECoR. 80% cost of work orders will be issued based on the inspection note of CIG. The administrative head of the unit/workshop will decide the bifurcation of zonal contract expenditure on colony versus service building etc. A letter will be issued by Personnel Dept. for revamping the working of CIG for proposing the works. A copy of the letter will be given to ECoRSC.

26. 54C-26-
2023

PCPO

NON FILLING UP OF ADDITIONAL/REPLACEMENT VACANCIES BY ECORLY FROM STANDBY/WAIT LISTED CANDIDATES.

Vide notification No-CEN/01/2018 dated 01.08.2018 the RRB has notified to fill up 27795- ALP & 36576 various posts of Technicians out of that RRB/Bhubaneswar vacancies is 2228 nos ALP and 444 nos Technicians.

The examination was conducted and result has been declared out of the total passed candidates as per ratio i.e. 1 - 1.5 called for document verification from 14.10.2019 to 24.10.2019 and after verification of documents one panel was published for 360 nos against 444 nos vacancies as on.19.11.2019 and next panel issued on 11.07.2022 for 45 Technicians the total panel issued 360 + 45 = 405 nos against 444.

Out of 405 nos, some may refuse, some of may not join because

of several type of causes, that nos is not come to the picture But as per notification of nos of post and empanelled list it is observed that,39 clear cut vacancies has been detected for 39 post no panel has published.

Further, ECoR has demands to the Board for additional 109 nos and 27 replacement in respect of CEN No-01/2018 and Railway Board has issued guideline vide letter No-2022/E(RRB)/25/08 dated 07.06.2022 in that letter Railway Board has clearly give chance to fill up the additional vacancies and replacement vacancies but ECoR not initiate any action on the Railway Board letter though the currency of panel-1 has been extended.

Further it is also come to know that as on 23/08/2022 there are 82 nos candidates are available in the common standby list for the vacancies posts of Technician. It means after publication of both panel dt. 19.11.2019 & 11.07.2022 another 82 nos candidates are to be empanelled.

Requirement shown in the letter dated 07.06.2022 of Railway Boards there are 100 nos above vacancies are with ECoR in Technician categories particularly.

So ECoRSC demands to fill up early from the 82 empanelled candidates of technicians those are in waiting list early for the better output of ECoRly.

REMARKS OF THE ADMINISTRATION

PERSONNEL DEPARTMENT:

100 nos. of additional vacancies indent for various technician categories had been submitted to RRB/BBS, in return RRB/BBS has given only 4 candidates. Railway Board's vide letter dated 25.08.2023 have allowed to post standby candidates in various posts considering medical fitness and similar qualifications as per administrative need of the Railways. Accordingly, action is being taken to absorb standby candidates.

DECISION

Posting/appointments of RRB standby candidates for Tech. III is under process. Will be finalized by 31.10.2023

(CLOSED)

27. 54C-27-
2023

NON ADHERENCE THE RAILWAY BOARD'S ORDER REGARDING PLACEMENT OF PHARMACISTS GRADE-III (ENTRY GRADE) IN GRADE PAY OF Rs. 4200/- AFTER COMPLETION OF TWO YEARS SERVICE IN THE GRADE PAY OR Rs. 2800/-

PCPO

The Railway Board had issued order vide RBE No-47/2010 dated 30.03.2010 on the basis of recommendations of fast track committee. In that the entry grade pay of pharmacists has been revised i.e. of 2800/- and the pharmacists grade-II and grade-I has merged and fixed the pay in GP Rs. 4200/- w.e.f 01.01.2006.

Then Railway Board issued order vide RBE No-109/2010 dated 05.08.2010 that the merged GP Rs. 4200/- will be granted to pharmacists (entry grade) on non functional basis after two years of regular service the grade pay of Rs. 2800/- and is not promotion, only placement will be ensured after vigilance clearance.

Then vide RBE No-12/2018 dated 23.01.2018 it has been clarified that the pharmacists those who opted on own request transfer to a different Railway/Seniority unit on bottom seniority for them whether the benefit of continuing service in old seniority unit will apply for the grant of non functional up gradation to GP Rs. 4200/- for the said pharmacists or not and Railway Board has instructed to follow the RBE No-34/2006.

As per RBE No-34/2006 dated 21.03.2006 all the divisions have taken into account the old unit service period before the own request transfer and placed them in GP Rs. 4200/- (non functional) after two years regular service from the date of joining in GP Rs. 2800/-.

But in ZHQ the above rules are not followed though the employee had complained several times, which is contradictory to the Railway Board's guideline.

For example Sri Susil Kumar Sahoo, pharmacists Gr.-III had joined in SBP division on 16.04.1997 and promoted on 2003 to pharmacist Gr-II But he has come to Central Hospital on reversion and joined on bottom seniority on 03.11.2007.

As he was continuing in GP Rs. 2800/- since 1997 and promoted to Gr.II in 2003 and joined on reversion at CH/MCS on 3.11.2007 his placement in GP Rs. 4200/- has not been

considered like in other the divisions of ECoR despite his representation still his placement in GP Rs. 4200/- (non functional) is not allowed by counting the earlier service and also his MACP is not allowed till.

Hence ECoRSC demands the guideline which issued for the employees those are comes to new seniority unit to be followed strictly and the case of Sri Susil Kumar Sahoo will finalized early to avoid discontentment.

REMARKS OF THE ADMINISTRATION

PERSONNEL DEPARTMENT:

Fixation of pay in lieu of 3rd MACP of Shri Susil Kumar Sahoo, Pharmacist of Central Hospital Mancheswar has been vetted by associate accounts and new pay has been charged in the month of August-2013.

DECISION

Fixation of pay in lieu of 3rd MACP of Shri Susil Kumar Sahoo, Pharmacist of Central Hospital Mancheswar has been vetted by associate accounts and new pay has been charged in the month of August-2013.

(CLOSED)

28. 54C-28-
2023

PCE
PCPO

PAYMENT OF CYCLE MAINTENANCE ALLOWANCE TO THE TRACK MAINTAINER OVER ECoRLY AS PER RBE NO-93/2017 DATED 11.08.2017

As per the order of 7th pay commission VII No-40 (RBE No-93/2017) dated 11.08.2017 the Track Maintainers are eligible to get the Cycle maintenance allowance.

It is to elaborated that this allowance was paid on the basis of Railway Board's order No-F(E) I/2008/AC-7/2 dated 18.09.2008 to the employees i.e. before 7th CPC, but in ECoR not implemented, then the rate of this allowance has been revised after 7th CPC vide RBE No-93/2017 dated 11.08.2017 and issued order to all General Managers but in ECoR this order is not implemented.

This allowance is meant for the employees those perform journey within a radius of 8 km from the usual place of duty and not getting TA and journeying beyond a radius of 8 km but not exceed 16 km. so in ECoR it is seen that only the Track Maintainers are eligible to get this allowance as on date because

their journey is within radius of 8 km and without TA or beyond 8 km but not exceed 16 km.

This rule is implemented in Nagpur Division of S.E.C. Rly vide Sr. DPO's letter No-NGP/P800/ENGG/ESTTMATTER dated 21.10.2022 for the Track Maintainers with Arrears also and ECoRSC also discussed with other zones i.e. Southern Railway & Central Railway and conformed that the Track Maintainers are getting continuously since the year 2008.

But it is very unfortunate that since the year 2008 the Track Maintainers of ECoRly are not getting the same though ECoRly is achieving No-1 position over Indian Railway.

Hence ECoRSC demands to pay the cycle maintenance allowance to the Track Maintainers with effect from the revised order date i.e. 11.08.2017 early to avoid the discontentment of Track Maintainers.

REMARKS OF THE ADMINISTRATION

All divisions has been advised vide this office letter dtd.18.09.2023 for early implementation of RBE-93/2017.

DECISION

On the representation of ECoRSC detailed letter/instructions will be issued to all the units as stipulated under RBE No. 93/2017. A copy of the letter will be endorsed to ECoRSC.

The benefits should be extended from the date of issue of Railway Board letter.

(CLOSED)

29. 54C-29-
2023
PCPO

FIXATION OF PAY IN TERMS OF RBE NO-158/2018.

The pay of most of the promote employees of Rail Sadan (various department) of ECoRly, has not been fixed correctly in terms of the extant rules circulated by Railway Board vide RBE No- 158/2018.

To cite an example in order to explain the position it is stated that an employee was promoted from the Grade pay of Rs.2000/-, to the Grade pay of Rs 2800/-(6th CPC) in January-2011 and his basic pay was fixed on promotion at Rs.10060/- (illustrative), which is very much less than the entry level pay of

Grade pay of Rs.2800/- which is Rs.11360{Ref:-Annexure-A, section-II of the First Schedule of RBE no.108/2008}.

In terms of RBE no.158/2018 the Railway Board has pleased to circulate the instructions of Ministry of Finance, Department of Expenditure's OM No.8-23/2017-E.IIIA dated 28.09.2018 on the above subject and **these instructions shall apply mutatis mutandis on the Railway also.**

The operative portion of the instructions as contained therein is :-

Accordingly, the President is pleased to decide that in respect of those posts where entry pay for direct recruits appointed on or after 1.1.2006, as per Section II of Part A of the First Schedule of CCS(RP) Rules, 2008, becomes applicable by virtue of the provision of the element of direct recruitment in the relevant recruitment rules, the pay of Central government employees who were appointed to such posts prior to 1.1.2006 and whose pay, as fixed in the revised pay structure under Rule 7 thereof as on 1.1.2006 turns out to be lower than the prescribed entry pay for direct recruits of that post, shall not be less than such entry pay w.e.f. 1.1.2006. **Likewise, the pay of Central Government employees who were appointed to such posts by way of promotion on or after 1.1.2006 and whose pay, as fixed under Rule 13 of CCS (RP) Rules, 2008, happens to be lower than the said entry pay, shall also not be less than such entry pay from the date of their promotion taking place on or after 1.1.2006.**

In this context all the Divisions and ZHQ are following the RBE No-158/2018 for only the direct recruitees But not considering that rule for the employees who were appointed to such posts by way of promotion on or after 01/01/2006 till, Because of that they are deprived off to get that benefits as on date.

Hence ECoRSC demands to refix the pay as per the RBE No-

REMARKS OF THE ADMINISTRATION

PERSONNEL DEPARTMENT:

As per extant rules, the post which is purely filled up on 100% DPQ, the minimum entry pay of that grade may not be reckoned as such there is no DRQ element in these grade.

DECISION

Separate discussion will be held with CPO(G)

(CLOSED)

30. 54C-30-
2023

PCE

REDUCTION OF BEAT LENGTH FOR PATROLLING OF RAILWAY TRACKS AS PER RAILWAY BOARD'S LETTER DATED 18.02.2022.

The beat length for patrolling by Track Maintainer is assigned as per Para 1004 of Indian Railway Permanent Way Manual which provides up to the length of 18-20 KM for each shift of duty. This beat length was fixed when few number of trains used to run in the sections, ballast profile was low and speed of trains was also much less. The patrolling activity was also limited to monsoon weather only. Now because of LWR, hot and cold weather patrolling also become necessary. Apart from these, number of necessities arise in a regular manner when patrolling becomes necessary.

Now because of the above changes, the Patrolman (Track Maintainer) has to come down frequently from the track for passage of Train and again climb up by negotiating the high profile of ballast, these additional activities consume time and cause fatigue to the patrolman. Due to increase of speed of trains, the Patrolmen commit error of judgement in leaving the track for passage of train by fraction of seconds which causes loss of life.

Hence ECoRSC demands to consider to reduce from existing 18 to 20 KM to 14 KM per shift of 8 hrs duty as per the Railway Board's letter No-2021/CE-II/Genl/PNM dated 18.02.2022 which was finalized in the Railway Board PNM with NFIR.

REMARKS OF THE ADMINISTRATION

ENGINEERING DEPARTMENT:

Patrolling duties of the track maintainers are being arranged in divisions as per the provisions of the IRPWM.

As per IRPWM 2020 PARA 1005 1(b), patrol beat for hot weather patrolling will be as follows-

- On single line or where only one road in a double line section is having LWR/CWR-One Patrolman for 2 km.
- On double line section when LWR/CWR exist on both roads-One Patrolman for 1 km length of UP and DN road. The beats of each hot weather Patrolman will thus be restricted to 2 km.
- Changes in beat length and man power deployment as given above, if found necessary, may be decided by the Sr. DEN(Co) of Division depending on prevailing local conditions, frequency of train service weather conditions etc.

Similarly, patrol beat for cold weather patrolling will be as follows as per IRPWM 2020 PARA 1005 (4)-

- On single line or where only one road in a double line section is having LWR/CWR-One Patrolman for 4 km.
- On double line section when LWR/CWR exist on both roads-One Patrolman for 2 km length of UP and DN road.
- Changes in beat length and man power deployment as given above, if found necessary, may be decided by the Sr. DEN(Co) of Division depending on prevailing local conditions, frequency of train service weather conditions etc.

As per IRPWM Para 1004 (2) (a) (v), the maximum distance covered by a patrolman should not normally exceed 20 km in a day.

In view of above, practice followed in ECoR regarding patrolling is as per provision of IRPWM.

DECISION

ECoRSC contended that under two SSE/PWay/incharge units of ADEN/RAIR and also in the section between BRAG & DNKL the total distance covered by monsoon patrolman is exceeding 20 Kms, which is violation. This issue will be examined and efforts will be made to reduce the distance covered.

SECTION 'C'
REVIEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
31.	53C-03-2022 PCPO	<p><u>TRANSFER OF OFFICE BEARERS WITHOUT SEEKING CLEARANCE.</u></p> <p>As per the Railway Board's guideline circulated vide Estt.Srl.No-37/1980 says when administration wants to transfer any office bearer without promotion, at that time administration is suppose to seek clearance from General Secretary of recognized union. But surprisingly, Sri Saubhagya Kumar Parida, Br.Secy/TLHR and Sri Amit Kumar-II WCM/NFIR has been transferred without taking clearance from General Secretary/ECORSC which is violating the Railway Boards guidelines.</p>

Hence the standing guidelines have to be followed by KUR Division and they may be restored back to their parent place.

LAST MINUTES

Letter will be sent to Sr.DPO/KUR on dated to inform the details condition on which within the framework of the rules by which Sri Soubhagya Kr. Parida, Branch Secy./TLHR has been transferred.

PRESENT POSITION

PERSONNEL DEPARTMENT:

Remarks received from KUR division is as under:

Sri Soubhagya Kr. Parida, was medically de-categorized and he has been posted as office superintendent under S&T department at JJKR.

DECISION

(CLOSED)

32.	53C-06-2022 PCE	<p><u>STREAMLINE THE WORKING SYSTEM OF TRACK MACHINE ORGANISATION.</u></p> <p>Administration has called for the option to decentralize the TMO Cadre, on that basis all the TMO staff had submitted their option, then administration has also change/fixed their headquarters in the division and presently the TMO organization cadre has been decentralized But they are still working beyond their division which is quite illegal.</p>
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Further to decentralize the cadre Personnel Department have to

take key roll, as the HQ of TMO staff was fixed in a joint meeting with both the Trade Union. But to decentralized the staff of TMO, the personnel department has not called for any joint meeting and monopoly issued the decentralized order.

Secondly, Railway Board says that when the machines are available 100% in zone then the decentralized system can be implemented, But in ECoR sufficient machines are not available as per requirement of three division, in spite of that administration has adopted decentralization blindly and personnel department accepted without realizing any point as IR department.

ECoRSC demands to restore back the earlier centralization cadre of TMO Wing and after available of full phased machine the decentralization will be implemented by calling the joint meeting.

LAST MINUTES

GS/ECoRSC stated that in SER, SECR, NWR, NR, CR & NFR the cadre of Track Machine is centralized. GS raised the issue that inspite of the cadre decentralized in ECoR, Track Machine staff working in SBP Division are getting TA. The total outgo on TA is more than outgo on HRA. It was also mentioned that a joint meeting with both the recognized Trade Unions should be held to resolve the problem.

PCE has agreed that in order to resolve the issue there is no bar to call a meeting with both the unions. A joint meeting with both the Trade Unions will be conducted in the month of 02.11.2022 at 12.00 hrs. Personnel Department may take up the issue.

PRESENT POSITION

ENGINEERING DEPARTMENT:

Vide PCPO/BBS's Lr. No. ECoR/Pers/NG/13/PNM/ECoRSC dtd. 20.10.2022, a joint meeting called by personnel department with both the organized unions i.e. ECoRSC & ECoRSU to be held on 02.11.2022 at 12.00 hrs. Considering the same, this office has communicated to personnel department for arrange and take necessary action for holding the meeting under intimation to this office for attending the same vide letter no. W.7/637/TM/PNM/5596 dtd. 31.10.2022.

Matter will be discussed in the Meeting .

DECISION

The Railway Board policy of decentralization of the Track Machine Cadre has already been implemented subject to exceptions based on certain machines which are only one or two of their type and have to be shifted to other Divisions as per the need. This will also reduce with the arrival of more such unique type of machines.

The issue of Track Machine staff headquartered at Bhubaneswar shall be examined as to the justification of number of staff, system of deployment at Bhubaneswar and giving opportunity to other staff of being headquartered at Bhubaneswar. CE/TM will examine the issue within three months.

33. **53C-
14-
2022
PCCM** **NON ADHERENCE OF 23RD ZPNM DECISION TO PROVIDE THE PARKING FACILITIES TO THE PARTICULAR STATION EMPLOYEES.**

Day by day the staff of important stations are facing a lot of problems to keep their two wheeler when they are on duty and some staff of some important stations are paying Rs. 10/- (Ten) to the private stand owner for their duty period which is beyond the justice. In this regard ECoRSC has raised through Item No-03 of its 23rd Zonal PNM which was held on 6th & 7th September 2012 and after thoroughly discussion it has decided that **all existing Cycle and Scooter stand contracts on ECoR have a clause that Railway staff posted at that station can park their two wheelers free of charge on producing of their Identity Card.**

Further decision was communicated to all the three DRM vide letter No-ECoR/Pers/IRM/P-I/49 dated 13.09.2012 by the PCPO/ECoR and ECoRSC has issued letter to all the three DRMs for early implementation of this decision vide letter No-ECoRSC/CENT/ZPNM/13/61 dated 04.03.2013 & ECoRSC/CENT/ZPNM/statement of 23rd ZPNM/18/117 dated 25.07.2018.

But still that decision is not implemented by any of the division which is insubordination to the ZPNM decision.

Hence ECoRSC demands to early implementation of the decision of 23rd ZPNM which taken by GM/ECoR early.

REMARKS OF ADMINISTRATION

The decision of 23rd ZPNM was communicated to the divisions vide office letter dated 21.01.2015 to allow free parking facility to on duty Railway staff as per parking policy issued by Railway Board vide letter No. 2004//TG-IV/8/P dated 27.08.2013. There was no such staff grievance on this count since then.

Railway Board vide its e-auction parking policy(Rly Bd;s Freight Marketing Circular No. 11 of 2022 dated 28.06.2022) para (b) has not allowed any free parking to Rly staff. Instead has mentioned parking charges to two wheelers of Railway staff to the tune of 50% applicable to monthly pass holder (MPH)that will be levied on showing proof of identity.

LAST MINUTES

The above Freight Marketing Policy 11/2022 dated 28.06.2022 will be followed for Railway Employees parking their vehicles at the nominated parking areas.

PRESENT POSITION

COMMERCIAL DEPARTMENT

The matter was discussed in the 53rd ZPNM meeting and it was decided that the instructions/guidelines of Railway Board in this regard will be followed.

After inclusion of Parking Stands in e-auction, Railway Board have issued latest specific guidelines for Parking Contracts vide letter No. 2022/TG-IV/18/Misc/E-Auction dtd.28.06.2022 where in Para 5(b) it is clarified that "Parking charges for two wheeler of the Railway staff to the tune of 50% applicable to Monthly Pass holder (MPH) will be levied on showing proof of identity. The contractor shall mention this prominently on the board and display at the parking stand" Copy of the Board's letter has been circulated to divisions vide this office letter No.PCCM/440/Parking/2022 dtd.17.11.2022 for strict adherence.

DECISION

Directions vide Railway Board letter dated 28.06.2022 will be advised to Division for implementations. Copy of the letter will be endorsed to ECoRSC.

(CLOSED)

34. 53C- NON PAYMENT OF OT TO THE RUNNING STAFF & STATION
16- MASTER CATEGORIES.
2022
PCPO This has been observed that, the running staff & station master
PFA categories are worked dedicatedly for the development of ECoR even
PCOM in the Pandemic Covid-19 situation also.

Further the THLR & PRDP both are the main pocket of ECoR zone and inspite of non full filling of the staff amenity i.e. Medical facilities, Education, Water etc etc, the running staff & station master categories and other categories are working and surpassing the Railway Boards target as for as loading/punctuality/concerned.

But sorry to write that, despite the short fall in amenity administration not thinking about their financial losses, since 2019 the OT not paid still, the staff are waiting since 2019 to get his legitimate dues and as on date, the running cadre will get minimum 05 lakh OTA each of TLHR & PRDP for the year 2019, 2020, 2021 & 2022. For this their interest to do extra duty has been decreasing day by day and they are now not interested to work with OT, but administration forcibly using them long time and not paying OT in time.

Hence ECoRSC demands to pay the OT to the running staff, station master & other within a month time to avoid their financial difficulties.

LAST MINUTES

Arrear OT bills of KUR Division for the year 2019-20 was liquidated in the month of Sept'2022 for an amount of Rs. 5.02 Cr. For Running Staff under Sr. DEE/OP and for operating staff of Rs. 5 Lakhs. Subsequent year 2020-21 an amount of Rs. 16.16 Crs was paid to Running Staff of KUR Div under Sr. DEE OP to the tune of Rs. 3.79 Cr to the operating staff of KUR Div in the month of Sept'2022.

An amount of Rs. 2 Cr has been given to Sr. DFM/SBP to clear the old arrear OT bill of SBP Div and the details of the payments will be collected and furnished.

For the arrear OT pending amount of Rs. 74 Crores for all the 3 Divisions has been assessed and given, the additional requirements has been projected to Railway Board in the Rev. Estm. of OWE.

PRESENT POSITION

OPERATING DEPARTMENT

KUR-For Train Manager category, OT payment has been done upto December-2022.

For SM category, overtime has been paid upto 22.10.2022.

WAT- For Train Manager category, OT payment has been done upto October-22,

For SM category overtime has been paid upto March-2021.

SBP-Overtime of Running staff i.e Train Manager category has been paid upto December-2022.

For Station Master category, Overtime has been paid upto 19th November-2022.

WAT DIVISION

The OT bills pertaining to Running staff i.e Goods Guard and Loco Pilot has already passed up to October-2022 amounting Rs.17.27 Crs.

Regarding payment of OTS to Supervisor categories of Operation Department(i.e.SS& SM) in the division, the policy matter under the scrutiny of HQ/BBS and Railway Board.

ACCOUNTS DEPARTMENT

1.A letter has been issued by PCPO to Principal Executive Director(Staff) in connection with eligibility for Payment of OTA to SS(Station Superintendent) in Grade Pay-4600/- working in Continuous Roaster of Operating Department over East Coast Railway vide letter No.ECoR/HQ/Pers/IRM/PT-VI dated. 19.09.2022. Clarification from Railway Board is awaited.

2.The OT bills pertaining to Running staff (i.e. Goods Guard & Loco Pilot) and Station Master categories has already passed and no such Bills are pending at present with Accounts Department.

3.In this connection, KUR Division has paid an amount of Rs.129.14 Crs towards OTA in FY2022-23 for the Arrear OTA(both Running & Non-Running) for the period from 2019-20 to 2022-23. (Ref: Lr.No.KUR/OTA/2022-23/Spl/643 Dtd.20.04.2023)

KUR DIVISION:

OTA to end of Dec-22 has already been paid in KUR Division to Running Staffs and Station Masters.

PERSONNEL DEPARTMENT:

Railway Board has been asked to Zonal Railways to furnished financial implication in regard to payment of OT to Supervisor Categories. Same has been compiled to Railway Board vide this office letter dtd.07.09.2023.

DECISION

Personnel Dept. will reiterate the instructions regarding the target dates for submission of OT/TA claims by concerned executive department. Copy of the letter will be endorsed to ECoRSC.

35. 53C- 20- 2022 **PROVIDE THE PEDESTRIAN FOOT OVER BRIDGE FROM ANGL STATION TO ELS SHED.**

PCE At present the Loco Holding of ELS shed has been increased and the
PCEE staff of ELS/ANGL are dedicatedly working by maintaining good
CAO/C quality.

ON

But it is very inconvenient that the employees are bound to cross three kilometer road to join in his duty, and another problem is that because of always the LC Gate is in locking condition at the west side of ELS in SBP direction. The staff have to wait hours together near at that LC gate.

Some times in night time are facing the criminals , thieves etc etc, in that road, in first night and second night the staff are unable to join in their duty in time as because that LC Gate is in more time in locking condition.

Now the SBP division route is much busy than 2019 and every time that west side LC gate is not opened, for that a good numbers of staff are facing lot. To avoid the present problems of ANGL colony staff ECoRSC proposed to provide one pedestrian (02 ft) wide foot over bridge from ANGL Station Building to ELS/Shed for easy communication and smooth running of ELS Shed.

Hence the (02 ft) wide pedestrian foot over bridge is mostly required and to be provide early for better manpower utilization and to avoid the difficulties of staff to attend their duty.

LAST MINUTES

PCE :- Work will be executed on sanction by open-line.

PCEE :- Requirement is genuine and Division should propose for sanction on out of turn basis.

PRESENT POSITION

ELECTRICAL DEPARTMENT

ELS/ANGL

Feasibility survey for the foot over bridge and possible site for landing inside ELS premises were done.

ENGINEERING DEPARTMENT:

A new 12m wide Foot Over Bridge (FOB) is planned to be provided at Angul Station (ANGL) under Amrit Bharat Station scheme, under which through FOB is planned from ANGL station (PF-1) to PF-4 (ELS side) which will solve the long pending demand of ELS staff. Further, one revolving gate will be provided in the boundary of ELS/Angul to facilitate the staff to come to the FOB.

DECISION

The work will be taken up shortly and will be completed within one year.

(CLOSED)

36. **53C- 29- 2022** **NON GRANTING OF THE ADDITIONAL INCREMENT TO SPORTS PERSON FOR THEIR SPORTS ACHIEVEMENT PRIOR TO 31.12.2010 IN ECoRLY.**

PCPO

It is fact that Sri Kulamani Parida CTI/CTC is a outstanding Cricketer of KUR Division and he was got Medals for winner and runners up in Duleep Trophy & Irani Trophy and Ranji Trophy in 2000-01, 2002-03, 2005-06 & 2006-07 respectively.

The year wise break up is follows

Srl No	Name of Championship	Year of Commencement	Position	Eligibility for incentive increments	Date of effect
•	Duleep Trophy Championship	2000-01	Runners up	01 (One)	01.03.2001
•	Duleep Trophy Championship	2002-02	Winner	02 (Two)	01.05.2003
•	Irani Trophy Championship	2002-02	Winner	02 (Two)	01.12.2002
•	Duleep Trophy Championship	2004-05	Winner	02 (Two)	01.11.2005
•	Irani Trophy Championship	2005-06	Winner	02 (Two)	01.11.2005
•	Ranji Trophy (One day)	2006	Winner	02 (Two)	01.05.2006

	Championship				
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As per the above table there are 11 nos incentive increment which was not awarded at that time, the cause is not known. But now administration telling that

(1) as per rule he is not eligible to get more than 05 increments in entire service period.

(2) whether this incentive will consider after a lapse of 20 years or not?

In this regard ECoRSC is in doubt that the instruction regarding granting of maximum five increment to a sports person in his entire service period was issued on 09.07.2009 But why administration was remained silent from the year 2006 to 2009? And why that earlier existed rule was not implemented at that time so moto.

It is clear that prior to 9.07.2009 there was no restriction about granting of numbers of incentive increment to sports person and at that time administration as well as the sports authority both are not peruse this issue.

But the Sr ADGM/ECOR/BBS has wrote letter in this regard to the Secretary Railway Sports Promotion Board, Rail Bhavan, New Delhi on 18.03.2021 vide letter No—ECoRSA/BBS/2020-21/Ins and the clarification on the letter has also received by Hon'ble General Secretary, ECoRly Sports Association, Bhubaneswar.

The clarification issued by deputy director/Estt(Sports) Railway Board on 03.08.2020 that **the case of Sri Kulamani Parida to grant additional increment may be decided on the basis of policy in vogue at that time of achievements and Zonal Railway may take necessary action.**

When Railway Board has made clear on the questions asked by Zone and issued clear instruction to follow the rule which in vogue before 09.07.2009 in spite of that denying to grant the legitimate dues of a sports person is seen harassment to the sports persons those are attended National Trophies.

Hence ECoRSC demands that all the 11 nos additional increments may be paid to Sri Kulamani Parida by following the rule which was existed in the years 2001, 2002, 2003, 2005 & 2006 early.

LAST MINUTES

Regarding this issue a separate meeting will be held in the chamber of PCPO. CPO/A, GS/ECoRSC (with two office bearers) and Secretary/ECoRSA will attend the meeting.

PRESENT POSITION

PERSONNEL DEPARTMENT:

After obtaining approval of General Manager on 18.08.2023 approval of GM/ECoR communicated to DRM(P)/KUR vide letter dtd.18.08.2023(for grant of two incentive-increments in favour of Shri Kulamani Parida,CTI/CTC/KUR.

DECISION

(CLOSED)

37. 52C- REQUIRE THE TIE-UP SYSTEM OF THE DENTAL HOSPITAL
02- FOR REFERRAL OF PATIENT WHO ARE SUFFERING SEVERE
2021 DENTAL DISEASE.

PCMD There is no referral provision exists for the treatment of dental
PFA disease of ECoR staff in the 03 Divisional Railway Hospital and Central Hospital/MCS of ECoRly, the normal treatments are attended by the contractual doctors at division and Central Hospital. Some of division is having the dental Railway doctor but the infrastructural & instrument facilities are not available at that hospital as on date

Further this is to mention here that the ECoRly do not have any tie-up dental hospital at Divisional and Zonal level. Now-a-days due to invention of modern medical technology, the better medical treatment of dental diseases are available in many of the private Hospital at Bhubaneswar.

So, the serving and retired employees and their dependants are suffering a lot of difficulties due to non available of referral facilities at Division and Central Hospital/MCS, for which they are compelled to proceed to private Hospital/Nursing Home for their treatment of dental diseases as and when required, for that they are paying huge amount to the private Hospital/Nursing Home. This activities not only adversely affecting their financial condition but also pave the way for staff discontentment and hardship.

In this connection this office has brought to the kind notice of GM/ECoR vide this Office Letter No-ECORSC/CENT/GM/20/164 dated 16/12/2020. But still the action which taken is not intimated the ECoRSC.

Therefore ECoRSC urges in this forum to consider to tie-up the dental hospital for the treatment of staff suffering from dental disease of

ECoRly to avoid the staff discontentment.

LAST MINUTES

Let the proposal initiated from Medical Department and it will be examined at Accounts Department.

PCMD - A proposal has already been initiated by Medical Department and it will be implemented within 3 months.

PRESENT POSITION

WAT DIVISION

At present one contractual Dental Surgeon is engaged in the Divisional Railway Hospital and the tenure is up to 19.09.2023. In addition to this, Railway has a tie-up with Apple International Dental Hospital, Dwarakanagar, Visakhapatnam with validity up to 29.03.2023. Further extension of the same is under process.

ACCOUNTS DEPARTMENT

1. At present, there is no proposal pending with General Finance.
2. One contractual Dental Surgeon was engaged in the WAT Divisional Railway Hospital up to 19.09.2023.
3. In addition to this, Railway has a tie-up with Apple International Dental Hospital, Dwarakanagar, Visakhapatnam with validity up to 29.03.2023.
4. 1st term extension of tie-up with Apple International Dental Hospital, VSKP is for a period of one year from 30.03.2023 to 29.03.2024.

DECISION

Kalinga Institute of Dental Science, Bhubaneswar has been approved for tie-up with Railway by GM.

MoU is under process for referral of Railway beneficiaries. BG deposited. Draft MoU submitted to HQ finance for vetting.

A letter will be endorsed to ECoRSC.

(CLOSED)

38. **52C- 06-2021** **FIX THE CALENDAR TO INSPECT THE CAMPING COACHES OF TRACK MACHINE TO AVOID INCONVENIENCE TO THE STAFF OF TMO.**

PCE Railway Board has fixed the calendar for inspection of all Track
PCME Machines. But not fixed the calendar for inspection of the Camping Coaches of all Track Machines. The officers are not practically inspecting the Camping Coaches but giving the remarks haphazardly, for that the practical difficulties are increased day by day.

Further, the minor repair work is not also attended by the administration at any where neither in depot nor in working spot by any of the agencies, for that the Camping Coaches are gradually damaged and for that the TMO staff are facing a lot of problems.

ECORSC demands to fix a calendar to inspect the Camping Coaches and deployed the agencies for minor repair to avoid inconvenience to the staff as well as better maintenance of Camping Coaches.

LAST MINUTES

PCE : All camping coaches are being inspected along with the machine and few additional camping coaches will be acquired for replacement of IOH/POH coaches. The instruction will be reiterated to the engineers with a copy to GS/ECORSC.

PRESENT POSITION

MECHANICAL DEPARTMENT

KUR:The IOH & POH of camping coaches attached to Track machine is as under,IOH(In Depot) 24 concerned offer to IOH/POH and shall be sent to WS for POH where intensive repair will be attend.

SBP:The programme for schedule maintenance of Camping coaches has been communicated by HQ to CE/TM/BBS vide Mechanical Department on being informed.

WAT:All the Department rolling stock including camping coaches shall be offered to the C&W Supervisor at the nearest train examination point for inspection & certification of wheels. Under gear and structural safety. This certificate shall be valid for 30 days from the date of issue. For schedule maintenance of IOH & POH. Camping coaches shall be sent to coaching depot/POH shop for every 2/4 years.

ENGINEERING DEPARTMENT:

The inspection of camping coaches of Track Machine Organisation are regularly being conducted by Track Machine Officials. To wipeout IOH/POH of overdue camping coaches, the regular communication with CRSE/ECOR/BBS for allotment of additional coaches, so that the existing overdue camping coaches can be sent to MCSW for necessary POH in phased manner is planned. It has been already initiated since October 2022. CRSE has intimated to takeover some semi refurbished camping coaches to wipeout the overdue POH. However, it is found that, there some deficiencies need to be attended by MCSW staff prior to be taken over by TMO. The same has been communicated to CRSE/ECOR/BBS, but no such action has been initiated.

Vide PCME's letter no. M.2/3/Pt.VIII/2013 dtd. 11.05.2023 regarding action plan for disposal of surplus ICF Coaches at ECoR. Accordingly, PCE's letter no. W.7/637/TM/Camping Coach/Pt. V/3987 dtd. 05.06.2023, requested for reserve 102 nos. of ICF Coaches for conversion into camping coaches for Track Machines of ECoR for the next two years. Railway Board has been requested vide this office letter no. W.7/637/TM/Camping Coach/Pt. V/1845 dtd. 13.03.2023 for allotment of 8.75 crores towards refurbishment of 35 nos. of Camping Coaches for the year 2023-24 to wipeout the overdue POH coaches and for new Track Machines allotted by Railway Board. But no communication/fund allocation from Railway Board has been received so far.

PCE/ECoR has also instructed to the Track Machine and Open Line officials to carry out inspections as per schedule mentioned in IRTMM-2019 covering all aspects specifically to inspect camping coaches during track machine inspection to avoid inconvenience to the staff and better maintenance of camping coaches.

DECISION

The inspections of camping coaches are being done regularly at the level of CE/TM to SSE/TM.

The action plan and time frame of refurbishment of camping coaches will be prepared by CE/TM within three months and will be shared with ECoRSC.

(CLOSED)

39. 52C-
21-
2021
PCOM

WITHDRAWAL OF MAIL / EXPRESS GUARD WORKING IN STATIONARY DUTY IN VARIOUS SEATS OVER 03 DIVISIONS.

The post of Mail/ Express Guard is an important & essential, Administration is always facing a lot of difficulties from various angles to create the Mail/Express Guard post.

But it is not understand that without having any training and without

attending any test the senior Goods Guards are promoted to Passenger Guard & Passenger Guard promoted to Mail /Express Guard. Even though some Sr.Goods Guard are not worked for one day in train & promoted automatically to Passenger Guard then Mail /Express Guard which seen very unjustified & violation of safety also.

Apart from that, the Mail /Express Guard sanction cadre in O3 Division is very small & they are basically responsible for the passenger Traffic.

But existingly some of Mail /Express Guard are being utilized in various Stationary jobs because of the high handness of Divisional Authorities and some of Guards are utilized in Stationary duty since Goods Guard & now promoted to Mail /Express Guard even though they are still working in stationary post.

This pandemic Covid-19 period the Mail /Express Guards are utilized in the Goods Trains & Passenger Train forcibly. But at the same time some of Mail /Express Guards are enjoyed in the Stationary duty on the name of control office, DRM office etc for that the mass discontentment amongst the Mail /Express Guard is increasing day by day.

Further, those are working in Stationary duty since long, they are not attended their schedule training and not attended the duty in train for one day also. In spite of that the administration has promoted them Goods Guards to Sr. Goods Guard, Sr. Goods Guard to Passenger Guard, Passenger Guard to Mail /Express Guards & also allow to work in Stationary post for years together like permanent seat.

For that ECoRSC urges immediate withdraw the Mail /Express Guards those are working in Stationary duty over O3 divisions for safe running of trains.

LAST MINUTES

The joint decision of 51st Zonal PNM, Item No.3 will be implemented. KUR Division will be advised before 20.10.2022 reasons for delaying in implementation of the 51st ZPNM decision.

PRESENT POSITION

OPERATING DEPARTMENT

After filling up of vacancies through departmental selections, these Guards will be withdrawn from stationary duties at the earliest.

DECISION

The decision taken in the 51st Zonal PNM, Item No. 3, regarding rotation of female loco pilots/guards being posted in stationary duties should be done on rotational basis, every year. This should be communicated to Divisions by Personnel Dept. The copy of the letter will be endorsed to ECoRSC.

40. 52C- NON IMPLEMENTATION OF ESTABLISHMENT SERIAL-
23- 01/2021 OF ECoRLY.
2021
PCE
PCPO

Railway Board vide his letter No-2018/TransCell/S&T/Establishment Matter Part(1) (eoff.No-3336455) dated 28/12/2020 and circulated by ECoR vide Establishment Srl No-01/2021 dated 06/01/2021 has issued guidelines to Transfer of Establishment matter of Engg. Department (Civil Engg. Unit) to Personnel Branch.

In order to expeditiously solved the issue and grievances of employees working in Civil Engg. Department & eradicate the establishment problems. Railway Boards has issued instruction vide 1, 2 & 3 of the above rule for its implementation that:-

- Transfer the Establishment matters of Engineering discipline (Civil Engineering) to Personnel Branch on the lines of South Central Railway.
- The modalities may be worked by the GMs/DRMs, A JPO may be issued on the Zone/Division for smooth and expeditious transition. JPO issued by Hyderabad and Secunderabad Divisions are placed at Annexure-I & II for ready reference.
- Other extent instructions/ guidelines issued from Board on the subject shall remain unchanged or as modified from time to time.

But it is observed that, though the six months time has already been passed till the aforesaid guidelines has not been implemented so far, Because of that most of the Engg. Field staff are suffering a lot, though it is most beneficial for the administration also.

In order to eradicate the problems of field staff of Engg. Department, ECoRSC urges to this forum to implement the above guideline of Railway Board as early as possible.

LAST MINUTES

PCPO :- Under the current scenario efficient clerks need to be first posted in the SSE/P.Way and SSE/Works office. When all the establishment records are upto date the cadre will be taken over by Personnel Department.

PCE :- The Joint meeting was held on 24.03.2022 in the chamber of PCE in presence of PCPO, CPO(Admn) and Dy.CPO(Gaz) wherein discussions were held in detail on various items regarding merger of establishment of Engineering department with personnel department. A decision is to be taken by Personnel department.

PRESENT POSITION

ENGINEERING DEPARTMENT:

The Joint meeting was held on 24.03.2022 in the chamber of PCE in presence of PCPO, CPO(Admn) and Dy.CPO(Gaz) wherein discussions were held in detail on various items regarding merger of establishment of Engineering department with personnel department.

A decision is to be taken by Personnel department.

PERSONNEL DEPARTMENT:

Subject matter will be discussed in the meeting.

DECISION

A meeting will be convened with Engg. and Pers. Dept. to examine the feasibility.

41. 52C- WORKS STUDY NOT CONDUCTED SINCE A LONG TIME OF
24- CONTROL OFFICE OF 03 DIVISIONS IN ECoR.

2021

PCOM

SDGM

The Control Office cadre of 03 divisions in ECoR has been restructured w.e.f 01/11/2013 vide RBE No-102/2013 and since then no cadre review has under taken by the divisional authorities of 03 divisions.

The divisional authorities of various departments are utilizing the field staff in Control Office though the manpower is fully available as per the sanctioned cadre. The authorities from top to bottom are bringing the staff from field to utilize in offices on the plea of Control Office.

The technology have been developed in so many fold in comparison to last 10 years and on this ground Board has curtailed the no's of post from each department even though those department is very essential

and important, It is not understood that all the department manpower has been reduced because of the development of technology But the manpower of Control office has been increased 10 times non officially within short period. Now the manpower in a good numbers are being utilized in control office non officially in addition to the sanction cadre of each control office.

The authorities are not being followed any rules and regulation at the time of bringing any of the field staff to utilize in control office and the utilization of that staff against either cadre post or ex-cadre post is not also mentioned, because of the two points the field staff those are posted in control office they are enjoying 10 years to 12 years and up to retirement also.

This is not a policy and not a principle also, To give the opportunity to every eligible employees administration have to maintain a principle uniformly not haphazardly and avoid the extra utilization of manpower in this current Railway situation on the plea of control office.

To stop the arbitrary system ECoRSC demands to conduct the work study of the Control Office of three divisions as early as possible to find out the actual requirement of manpower as on date and reduce the utilization of the field staff form the Control Offices of the 03 divisions those are already continued 10 to 12 years and more to save the manpower and Railway money and form a policy to select a field staff to post in Control Office.

LAST MINUTES

(This item will be discussed with SDGM)

PRESENT POSITION

Review of staff working control offices had been done in some of the unit and under process in some units but Railway Board have given instructions not to create posts so matter can not be dealt further.

DECISION

Work Study will be organized in coordination of SDGM's office during Nov'2023 in all the 3 Divisional Control Office.

42. **52C- PROVISION OF CAREER PROGRESSION OF GROUP-D STAFF OF**
28- STORES DEPARTMENT.

2021

PCMM

PCPO

As on date the cadre of Group-D staff over ECoRly is controlled centrally. There are near about 150 Nos of Group-D staff are working under Stores Department of ECoRly. Out of them the Qualification of the most of Group-D staff are below Matriculation.

In the Store Deptt. the promotional channel of Group-D staff is only Jr. Clerk against 33 $\frac{1}{3}$ DPQ and 16 $\frac{2}{3}$ % LDCE and there is no other promotional channel is existed for them. For that, the Group-D staff are in very neglected position and since 10 years they are deprived off to get the promotion.

Further, the Educational Qualification for 16 $\frac{2}{3}$ % is Matric with 02 years regular service and for 33 $\frac{1}{3}$ % all of are eligible irrespective of Qualification with 03 years continuous service.

Apart from that administration is never thinking about them and whenever the vacancies arised in Jr. Clerk post against 33 $\frac{1}{3}$ % Quota of Store department is included with the Jr.Clerk vacancies of other departments and the written selection is conducted amongst Group-D staff of all departments in centralized manner.

In this system it is observed that the Group-D staff of all the departments are high qualified except the Store department because of that in written examination the Group-D staff of other department are qualified easily and the Group-D staff those are having qualification below Matric are never get the chance to qualify.

It is verified from other zonal Railway that, the vacancies arises against 33 $\frac{1}{3}$ of Store Deptt. is meant for the Group-D staff of Store Department only and not allowed any of the Group-D staff of other departments to apply, for that the vacancies which are arised in Store Deptt. in their zone only the Group-D staff those are below matric of Store Department are getting the promotional benefits, but in ECoR the other departments Group-D staff are availing the promotional benefits of Store Department which is creating discontentment.

So ECoRSC demands to take a appropriate decision to promote the existing Group-D staff of Store Department against 33 $\frac{1}{3}$ % Quota & the Group-D of Store department only are eligible to apply against the vacancies of Jr.Clerk post of Store department and the Jr.Clerk post against 33 $\frac{1}{3}$ % selection of Store department will be conducted

separately by segregating from centrally selection as this is only the way to promote the Store department Group-D staff.

LAST MINUTES

This will be examined by PCMM.

PRESENT POSITION

STORES DEPARTMENT

Stores department is maintaining 02 (two) cadre units (1) Stores(HQ) cadre and (2) Stores (Depot & Divn) cadre.

1.Stores (HQ) cadre : Seniority of stores all Gr.D staff is centrally controlled by PCPO. Avenue of promotion for Gr.D staff to Jr.Clerk cum Typist of HQ stores is also centrally controlled by PCPO. For promotion to Jr.Clerk against 33.33% DPQ. All the Gr.D staff (including the staff having educational qualification under Matric) are eligible to appear the examination. Regular examinations for junior clerk are held. Very recently, 02 Gr.D staff of this Department got selected to Jr.Clerk against 33.3% DPQ. For promotion to Jr.Clerk Cum Typist against 16.67% LDCE, educational qualification is Matriculation or above as per Rly Bd guidelines Notification for LDCE will be notified in due course by PCPO office.

2.**Stores (Depot & Divn) cadre:** Seniority of all Gr.D staff or Stores (Depot & Divn) cadre are being maintained separately for Stores Department. For promotion to Jr.Clerk against 33.33% DPQ, all the Gr.D staff (including the staff having educational qualification under Matric) are eligible to appear the examination. Tests for promotion to Jr.Clerk Cum Typist Stores (Depot & Divn) cadre against 33.33% DPQ was notified on 26.08.2022. In response to the notification, total 66 eligible applications were received, out of that, 63 Nos of candidates had appeared the examination. Out of 63 Nos, 10 Nos of Group.D staff have qualification under matric.

From the above, it can be said that ample opportunity is always given to all the Gr.D staff for promotion to Jr.Clerk in Stores Depot Divn Cadre. For promotion to Jr.Clerk in LDCE 16.67% quota will be notified shortly. Eligibility Qualification for the Gr.D staff for appearing LDCE is matriculate as per Rly guidelines.

DECISION

Presently, above 50 (centrally controlled) under Matric Gr. D staff are working in Stores Dept.

As per given suggestions by ECoRSC, procedure for promotion will be examined and suitable action will be taken accordingly. Same will be conveyed to ECoRSC also.

43. 51C- MERGER OF CRANE DRIVER CADRE WITH TECHNICIAN/
02- FITTER CADRE OF MECHANICAL DEPARTMENT IN ECoRLY.
2021
PCME

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 utilized 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.

LAST MINUTES

The matter will be revisited/examined. The concern raised by the ECoRSC is well taken and will be examined thoroughly within two months.

PRESENT POSITION

MECHANICAL DEPARTMENT:

The duty of Crain Driver is not same as that of general filter. It is a Special nature of work which need skilled staff for safety operation of Crane. Hence it cannot be merged with. Fitter cadre.

CRW/MCS

The duty of Crane Driver is not same as that of Fitters. It is of special nature So, it cannot be merged with Fitter Cadre.

SBP DIVISION:

Crane Driver 7 Welder category being a specialized trade has been created as per requirement with sanction strength of 05 each. Regarding the merger of seniority of both the Crane Driver and Welder cadre with the Technician cadre, a proposal has been initiated to examine the feasibility.

The matter has been discussed in the 2nd Divisional PNM held with ECoRSC on 30th Dec-2020 and closed with the remarks that "Merger

not agreed by Competent Authority".

DECISION

The system prevailing in the adjacent Railways will be studied and the same process will be followed in ECoR also.

(CLOSED)

44. **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.

PCPO

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

LAST MINUTES

The matter is subjudice.

PRESENT POSITION

MECHANICAL DEPARTMENT:

86 option forms were collected from the staff of DLS/VSKP staff for switch over from NPS to OPS against the Sr.DPO/WAT's Lr.No. WkPO/85/misc/2020 dtd.16.03.2020 which were forwarded to Sr.DPO/WAT vide this office Lr.No.WDE/04/NPS/902 Dtd.28.05.2020.

WAT DIVISION

Ltr. Has communicated to HQrs. On dtd. 10-11-12,27-01-23 & 15-2-23 for a decision whether or not to implement the order, dtd.31.07.2019 of Hon'ble High Court of AP in WP No.15348/2013.

PERSONNEL DEPARTMENT:

The case under sub-judice of court.

DECISION

The case under sub-judice of court.

45. 50C- **DIFFICULTIES ARE BEING FACED BY RUNNING STAFF OF**
05- **TLHR WORKING IN MCL AT SPUR No- 01 TO 08.**
2021

**PCOM
PCEE
PCE**

It has come to knowledge of this organization 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 materialization 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.

1. 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 No's of staff and always in dirty condition because of its irregular cleaning for which staff are suffering.
2. The lighting provision in and surrounding of the rest room is always remaining dark condition due to insufficient lighting provision.
3. 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.
4. 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.
5. The staff 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.
6. 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.
7. 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.

8. 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.

9. Two No.s of rejected window Air Conditioners (AC) were provided but not function since one year back.

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

11. There are 44 TPs and 05 SMs are working at TLSB but only 06 No.s of Quarters are provided by MCL which are in abandoned

condition. Because of that nobody is staying in that Quarters.

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

13. 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.

14. There is no path way is provided for the Running staff to check the rake .

15. 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.

16. 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.

17. 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.

18. 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.

19. 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.

20. Inside the Colliery no dust allowance is provided to Engg. staff like other Department staff.

LAST MINUTES

The division will be advised before 20.10.2022 to develop the facilities for staff.

PRESENT POSITION

OPERATING DEPARTMENT

Work for provision of drainage system at all spurs will be executed by Railway on deposit term basis.

All points at spur 1 to 8 are motor operated points and operated from panel.

M/s MCL authorities have been apprised of to clean the track after loading of every rake.

Besides above, the division has been advised to develop facilities for staff.

DECISION

MCL authorities will be advised to improve the facilities at all the SPURS. Same decision will be applicable for Agenda No. 46 & 47

SECTION - "D" SUMMARY

	Total no. of items	Items closed	Balance items
New Agenda items	30	19	11
Review Agenda Items	15	07	08
Total	45	26	19
