



East Coast Railway

Headquarters Office
Personnel Department
Bhubaneswar -751017

No. ECoR/Pers/IRM/P-55/05

Dated: 25-07-2024

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 55th Zonal PNM Meeting between ECoR HQrs. & ECoRSC held on 21st & 22nd February, 2024

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A copy of the minutes of the 55th (1st in 2024) Zonal PNM Meeting held between East Coast Railway HQrs. and East Coast Railway Shramik Congress in *SABHA GRIHA*, Rail Sadan, ECoR HQrs., Chandrasekharpur, Bhubaneswar on 21st & 22nd February, 2024 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.

(SUBASH CHANDRA HOTA)

Assistant Personnel Officer-II
for Principal Chief Personnel Officer

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

Copy to the Secretary to AGM/ECoR for kind information of AGM/ECoR.

Copy to General Secretary/ECoRSC for kind information.

Copy to DGM(G)/ECoR for kind information.

Copy to DRMs/CWM of ECoR-KUR, WAT, SBP & MCS for kind information.

Copy to the CPO/Admn., CPO/G, 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-I, APO(HQ) of ECoR/BBS for kind information.

All concerned.

for Principal Chief Personnel Officer

**Minutes
of the
55th Zonal PNM Meeting
Between
ECoR & ECoRSC**

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

held on: 21st & 22nd February, 2024.

MINUTES OF 55th (1st IN 2024) ZONAL PNM MEETING HELD BETWEEN EAST COAST RAILWAY HEADQUARTERS & EAST COAST RAILWAY SHRAMIK CONGRESS (ECoRSC) AT EAST COAST RAILWAY ZONAL HQRS, RAIL SADAN, CHANDRASEKHARPUR, BHUBANESWAR ON 21st & 22nd FEBRUARY, 2024.

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.	J. Sampath Kumar, President
2.	S. Manga V., PCSTE, (L.A. AGM)	2.	R.C. Sahoo, General Secretary
3.	Biswajeet Bhoi, Secy. to GM	3.	B.K. Mund, Vice-President
4.	Siddharth Kati, PCPO	4.	S.K. Bhanja, Joint General Secretary
5.	Rajneesh Mathur, PCE	5.	Ashutosh Mohanty, Treasurer
6.	A.G. Srinivas, CAO/Con	6.	D.K. Sahoo, Joint General Secretary
7.	Alok Sahay, PCEE	7.	V.S. Prasad, Joint Genl. Secy.
8.	Sanjay Mohapatra, SDGM	8.	B. Satyanarayana, Joint Genl. Secy.
9.	S. K. Sadangi, PCMM	9.	A. Srinivas, Joint General Secretary
10.	Y. N. Babu, PCOM	10.	Niranjan Mishra, Joint Genl. Secy.
11.	B. Moitra, PCME	11.	K. Nageswara Rao, Joint Genl. Secy.
12.	Alok Vohra, IG-Cum-PCSC	12.	Sridhar Nayak, Addl.Jt.Genl.Secy.
13.	Dr. Ashish Mukherjee, PCMD	13.	Md. Rafi Amhad, Addl.Jt.Genl.Secy.
14.	V.R. Lenin, PCCM	14.	A. K. Pradhan , Addl.Jt.Genl.Secy.
15.	Pradipta Kumar Das, PFA	15.	P.C. Patra, Addl.Jt.Genl.Secy.
16.	Surya Prakash, CPO(G)	16.	S. Puhana, Addl.Jt.Genl.Secy.
17.	P.C. Sahu, CSO	17.	Sanjaya Kumar Dash, WCM/NFIR
		18.	E. Eswar Rao, Honorary COB
		19.	Runi Behera, Lady Delegate
		20.	Draupadi Moharana, Lady Delegate

N.B:-

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

SECTION - "A"
INTRODUCTION

1. Address of Shri Sidharth Kati, PCPO/ECOR/BBS:-

On arrival of General Manager, PCPO welcomed the gathering. Briefed about the proceedings of the PNM and appraised General Manager that 16 agenda items closed out of 49, which is nearly 28.57%. The same was appreciated by General Manager.

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

- a) On behalf of the staff and participating delegates in the first innings of 55th ZPNM during the year 2024, he conveyed his gratitude for all the initiatives taken by General Manager and also co-dial relation with the Union during his tenure. He also conveyed his gratitude to the all PHODs for successful completion of 55th ZPNM meeting of ECoRSC under the guidance, supervision and co-operation of all PHODs.
- b) After taking over charge by Shri Siddharth Kati as PCPO/ECOR, has taken initiative for finalization of Calendar for the year 2024 of Selection/ Suitability/Trade Test in HQ, all Divisions and CWM/MCS of ECoR, within the target date wherein it is easy to Railway employees to know their date of promotion, seniority etc.
- c) GS/ECORSC stated that PCPO has taken initiative to sought out the list of staff over ECoR twice a year i.e. 1st January and 1st July of every year to get the financial up-gradation under MACP Scheme in systematic manner.
- d) PCPO/ECOR has taken prompt action regarding publication of 85% staff seniority list in HRMS module and remaining 15% is under progress. ECoRSC is grateful to PCPO for implementation of items of ZPNM/ECORSC promptly in Headquarters, Divisions and Workshop level over ECoR.
- e) GS/ECORSC appreciated and gratified to Hon'ble General Manager and all PHODs, subordinate Officers of Headquarters, DRMs of Divisions, other Officers and Railway staff for their responsibility, dedication and devotion to duty for effective loading of goods and earning as compared to last year of corresponding period in ECoR.
- f) GS/ECORSC stated that demarcation of berths under Headquarter Quota (EQ) in trains under DRM/KUR has totally transferred to PCCM/ECOR since long. Railway staffs of KUR Division and other dignitaries are facing problems for releasing EQ in their emergency journey. This system of EQ is available in DRM/WAT and DRM/SBP Office. Hence, ECoRSC request to earmark some berths to DRM/KUR in trains of Headquarter Quota, for which staff and other dignitaries will get its benefit.

- g) GS/ECORSC requested to General Manager to inaugurate the newly construction completed/renovated older Holiday Homes at Puri for increasing earning. Electric works of the Holidays have already been completed.
- h) GS/ECORSC stated that heavy heightened vehicles such as (Trucks, Lorries) are trespassing Rail Under Bridge No.557 (RUB NO.557) between Koraput Salur Ghat section. Maximum heavy vehicle (lorries) are passing through it to connect road under Bharat Mala. If Railway administration takes effective step to curb this system, earning of the Railway will increase.
- i) In KUR Division, 25 posts are sanctioned 12-10-2017. It is 25 + 35 = 60 posts. 35 posts are not regularized. GS/ECORSC is requesting for which they are not cadre fixed.
- j) Employees between Talcher & Paradeep station are facing difficulties for their treatment due to the two Health Units of Talcher & Paradeep are in very isolated condition. There is no Doctor available. If, doctors are posted at above two Health units, staff and their family members will be benefited.
- k) Nearly 250 people are working in Railway near Parudi station. There is no stoppage of MEMU/Express trains in this station, for which staff, family members of staff, passengers and school/college going students are facing difficulties. GS/ECORSC requested General Manager, for halting one minute halt of the passenger trains, so that passengers and staff will be benefited.
- l) In Jungle areas, Gatekeepers are working in Engineering LC gates. They are going to Gate site in late night according to their duty hours arranging of their own light from home. Provision of electrification arrangement to be provided at Engineering LC gates.
- m) GS/ECORSC stated that 12 hours rest in KUR Division is functioning as per HOER. It is not in WAT division. It should be looked into.
- n) Most of 'D' Type quarters at Rail Vihar are very old and in dilapidated condition. Water soakage is noticed in all the floors. They are also not in good condition to repair. If, standard type quarters are constructed in Rail Vihar, Railway staff will benefited. GS/ECORSC has requested to look into it in priority.
- o) GS/ECORSC stated that outsiders are always coming near the Mancheswar Railway Colony Park at night & doing mischievous works. He requested to PCSC (RPF) to look into the matter and provision of patrolling duty by RPF staff to be arranged in the colony, for which the outsiders will not enter to the Railway colony in fear.

3. Address of Shri Manoj Sharma, General Manager/ECOR:-

- a) Addressed the gathering, General Manager appreciated the success of ECoR which was achieved due to smooth co-operation of staff and administration and said that the system of working should be continued in the same manner in future.
- b) As being the organised entities, Trade Unions are very essential for any Administration to function efficiently, which are directly involved in the urgent, sensitive grievance of staff and their redressal and solutions. They are playing an active role in maintaining cordial industrial relations with the administration. The welfare of Railway staff is an inseparable component of the functions of these unions.

- c) Elaborated the admirable performance of ECoR during the current financial year, which is upto the Railway Board targets. Union organization is the media through which various types of works in administration are functioning smoothly. So, he appreciated the role of Unions in Railway administration. Whatever Union takes their issues, we should give strict consideration to solve the issues on priority basis on going through in details along with finding out its solution.
- d) He has more time in ECoR, there is no such item that ECoR has taken positivity. ECoR always works in appreciable attitude, welfare of staff. Atmosphere of ECoR, Unions, Medias, Officers and staff are very good. So, all the works and programs are being completed successfully in ECoR.
- e) General Manager appreciated PCPO and staff about good and active conduct of many Rozgar Melas, quick preparation and functioning of selection calendar of 2024 regarding suitability, seniority, trade test and eligible for financial upgradation of staff through MACP system and PNM/PREM Calendar in HQ, Divisions and Workshop of ECoR.
- f) Compassionate ground (CG) appointments in time bound manner was done. On Compassionate Ground, 229 nos. of candidates were appointed.
- g) General Manager stated that availability of OPD at Paradip station, tie up with Paradip Port Trust and Angul station tie up with NALCO, MCL. PCMD should examine it at the earliest.
- h) An amount of ₹ 4 crore 80 lakh 6 thousand has been sanctioned for various welfare activities from Staff Benefit Fund for different heads.
- i) An amount of ₹ 1 crore 12 lakh 90 thousand has been sanctioned towards medical assistance to staff suffering from incurable diseases like Cancer, Kidney disease and Thalassemia.
- j) General Manager appreciated to all Officers, Unions and staff for good loading performance and earning of the Zone compared to corresponding period of last year. During the financial year 2023-24, ECoR has the loading of 224.1 Million Tonnes with total growth of 12 Million tonnes.
- k) From the earning side, ECoR has earned ₹ 22,758.80 Crores with growth of 4.4 % from the last financial year.
- l) ECoRSC has been contributing immensely with the executives for betterment of the Railways. General Manager appreciated their sincere efforts and proactive contributions.

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

SECTION 'B'
NEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
01.	55C-01-2024	<u>NON IMPLEMENTATION OF RBE.No-155/2022 OVER ECoRLY:-</u>

**PCPO
All DRM(P)s**

Keeping in view of the career growth of the supervisors, Ministry of Railways was very kind enough to issue the RBE No-155/2022 for up-gradation of 50% posts from level-7 Group-C to Level-8 Group-C in GP Rs. 4800 and further those 50% posts in Level-8 in GP Rs.4800 Group-C to Level-9 in GP Rs. 5400 Group-C on non functional basis, after 4 years of service in Level-8 in GP Rs.4800.

In such case the sanctioned cadre as on 30.11.2022 is to be taken into consideration and w.e.f. 01.12.2022 those who are in service the benefit of up-gradation to be implemented and the implementation procedure also circulated as Annexure-II of RBE No-155/2022.

In this regard matching saving scheme of up-gradation is to be financially neutral proposition and the letter dated 13.06.2018 to be followed.

Inspite of that one year has passed of that order is still not implemented, ECoRSC demand to implement fully across all eligible departments & cadre over ECoR as early as possible.

REMARKS OF THE ADMINISTRATION

Up-gradation of Personnel, S&T, Commercial, Stores & Civil Engineering Departments of ECoR/HQrs has been completed in terms of RBE No.155/2022.

In addition, up-gradation of all Departments of WAT Division, KUR Division & SBP Division has already been completed except OPTG Department of KUR Division and Commercial Department of SBP Division.

However, up-gradation of Electrical, Mechanical, Statistics, TMO, OPTG Departments of ECoR/HQrs, OPTG Department of KUR Division & Commercial Department of SBP Division have not been completed due to non - providing of matching surrender money value.

Since matching surrender money value is not provided by the concerned Department by way of surrender of Posts in Level-1 or Level-2 posts (having Direct Recruitment of same department), the matter has referred to Railway Board vide this office's Lr.No. ECoR-HQ/Pers(R)/16/2021 (04/2023) dated 24.01.2024 for utilizing available money value from HQ/Divn. vacancy bank for 50% up-gradation from Level-7 to Level-8 in ECoR.

Security Department:-

Up-graded of Security Department is under process.

DECISION

Matter has been referred to Railway Board. Copy of the letter will be supplied to ECoRSC.

02. 55C-02-2024 UPGRADATION OF KIOSK MACHINE IN EACH OF CREW LOBBY OVER ECoRLY:-

**PCEE
PCSTE
All DRMs**

Administration has provided 2.0 version of Kiosk machine in each of Crew base for Sign-on and Sign-off, at that time there was no problem, but now due to introduction of 4G & 5G system these Kiosks are not working properly and the server is running very slow, for that, the Crews are facing a lot of problems and its time taking also.

Hence ECoRSC demands to install 5.0 version Kiosk machine in each Crew base early to avoid the consume of more time for Sign-on & Sign-off early.

REMARKS OF THE ADMINISTRATION

Item will be discussed in the meeting.

DECISION

Slow functioning KIOSK will be attended. Upgradation of KIOSK in CREW Lobby will be examined.

03. 55C-03-2024 PROVIDE THE MOTOROLA MADE WALKIE-TALKIE INSTEAD OF KENWOOD MADE TO RUNNING STAFF:-

**PCSTE
PCOM
PCEE
PCME
All DRMs**

Existing the Kenwood Company Walkie-Talkie has been provided to the running staff which is not covering the range of 24 Coaches train distance and Jumbo Rake distance.

Further, the administration has restricted the use of mobile phones at the time of running of trains, because of that, the Crew and TMRs are facing a lot of problems to communicate between them in emergency & requirements, which is felt unsafe working

system and the battery of Kenwood made Walkie-Talkie is not keeping the charge for 12 hrs to 16 hrs also.

Hence ECoRSC demands to provide the Motorola made Walkie-Talkie to the Running staff over ECoRly early to avoid unsafe working system.

REMARKS OF THE ADMINISTRATION

Signal & Telecom Department:-

The procurement of 5669 nos. of Walkie-Talkie sets over ECoR has been processed by SER through global tender. LOA for 2800 Nos. have already been issued for which POC is under process. Necessary PO will be issued after completion of POC.

Electrical Department:-

Make of any item available generally in market cannot be specified and restricted.

DECISION

The issue of poor quality of equipment should be addressed by close monitoring of warranty issue with the supplier. One of the issue for poor performance of Walkie-Talkie in line is timely non-renewal of battery.

The procurement of 5669 nos. of Walkie-Talkie sets over ECoR has been processed by SER through global tender. LOA for 2800 nos. have already been issued for which POC is under process. Necessary PO will be issued after completion of POC.

As per the extant instructions battery need to be replaced in every one year.

04. 55C-04-2024 SLR TO BE ATTACHED AT THE TIME OF SHIFTING NEW MACHINES FROM THE COMPANY, FOR TMO STAFF:-

PCE

The existing system is that, receiving the machine from Faridabad & Vodadara on track by the TMO staff is seen very unsafe and injustice for the TMO staff.

First of all our 6 to 7 employees are booked to receive the machine with training, after completion of training immediately move on track is not a safe working condition. Secondly the 6 to 7 nos staffs are travelling inside that machine which is another burden for them, they are not able to sleep and take meal also inside that machine.

The most of hazardous issue facing by track machine staff is to accompany with TLE (Track Laying Equipment) machine while bringing from foreign zone to East Coast Railway jurisdiction.

For your kind attention it is worth to mention here that, TLE machines i.e. PQRS, SQRS are not self propelled machines and does not have any operating/driving Cabin where in staff could sit during movement. The machine is loaded on BFR/BRN and Loco is coupled with BFR/BRN and hauling the rack during shifting from one station to another station under zonal Railways or inter divisions. Staffs are compelled to accompany with machine without arranging proper accommodation.

Neither any shelter made on BFR/BRN nor any Crew Van/Brake Van/SLR is attached with machine. During shifting of machine, staffs are bound to stay on open surrounding of BFR/BRN on day & night. During movement they are not getting food in proper time. Often a time they consume dry foods like Biscuit, Mixture, and flattened rice to relief from hunger. They could not leave the machine to arrange food from nearest hotel because there is a chance of line clear given to machine and they would remain left behind the machine rake. During night movement shifting on open surrounding of BFR/BRN is so hazardous to their life. How long an employee can perform beyond 12 hrs his duty by accompanying day & night with machine without proper accommodation and fooding.

To upgrade humanism it is necessary to provide proper accommodation in the /Brake Van or SLR should be attached with machine so that, staff can arrange their food by cooking and could take rest in said van accordingly.

So ECoRSC demands to attach one Break Van SLR with that machine when receiving the machine to accommodate the employees except driver and if not possible then the company should be advised to hand over the machine in our depot and our employee will take training separately to avoid the unsafe and haphazard working condition.

REMARKS OF THE ADMINISTRATION

At present, there is no provision for allotment of SLR/Camping Coach during shifting of New Track Machines from Company to ECoR jurisdiction and also in cases where machines are transferred from other zonal railways to ECoR. However, request letter has sent on 24.01.2024 to Railway Board to provide one SLR/Camping Coach along with allotment of new machines as well as during transfer of machine from other zones to ECoR.

DECISION

On the way back from the manufacturer's premises, the new machine will be accompanied only with the number of staff essential for its journey to ECoR. No superfluous staff shall be forced to travel in the machine instead of returning by train service.

Board has been requested vide letter dated 24-01-2024 to provide one SLR/Camping Coach to accompany new machines back to ECoR from the manufacturer's premises, so that the hardship caused to staff while travelling in the machine can be reduced.

05. 55C-05-2024 CONSTRUCTION OF NEW QUARTERS IN LIEU OF ABANDONED QUARTERS ON REPLACEMENT ACCOUNT:-

**PCE
PCPO
SDGM
All DRMs**

There is a provision to provide minimum 40% accommodation to the staff working in Railway, the quarters which are constructed since 60 years back still is not survey to declare abandon.

As per the codal life those quarters are not having the column structure that quarters codal life is 30 years. If today will conduct the survey then minimum 70% Quarters codal life has been completed.

The contractors are taking their money through zonal contract on the name of repair, which is only for eye wash. If it will check through vigilance then it will come up that one particular quarter and one particular repair is reflected two and three times in one year. Inspite of that the Quarters condition is not in living condition.

Hence, ECoRSC demands to make survey first keeping in view the codal life and earmark that quarter to declare abandon and place proposal to construct the new quarters (Multi Stored) on replacement account over the zone early.

REMARKS OF THE ADMINISTRATION

ENGINEERING DEPARTMENT

Survey is being done by the Engineering department in all three divisions and the quarters found unfit for future use are being dismantled with the approval of DRMs. The proposals for construction of new quarters under KUR Division i.e Ty-II-1110 nos., Ty-III-146 nos., Ty-IV-20 nos., Ty-V-01 no.(Total-1277 nos.) have been uploaded in IRPSM for further processing. These proposals for construction of new quarters are to be initiated by Personnel Department as Sr.DPO is the nodal authority for staff welfare. Further requirement of quarters at SBP & WAT division are to be proposed by Personnel Department.

DECISION

Division will be advised for conducting regular LAC Meetings, so that proposals can be uploaded in IRPSM.

During discussions, ECoRSC indicated that there are several quarters in PURI which have been painted abandoned. However, they have not been got vacated. This is a serious safety matter. DRM/KUR may kindly take necessary action.

06. 55C-06-2024 **NON PROVISION OF THE MINIMUM FACILITIES AT THE TIME OF STABLE OF TRACK MACHINE:-**

PCE
PCOM
All DRMs

When the track machine move from one place to another place at that time the operating department is not considering the problems of TMO staff and where there is no water, no light & not available minimum township area the Operating Deptt is giving message to stable the machine on that spot.

Several times the TMO staff have requested to Operating Department to stable the machine near by the station or yard where the minimum facilities are available but nobody is giving importance on their demand and always keeping the machine in a isolated place where not able to come down the TMO staff from coach.

Hence, ECoRSC demands to make proper planning to stable the machine before movement of machines from one place to another place and the spot of stable of machines to be intimated to the machine in-charge in before time.

REMARKS OF THE ADMINISTRATION

Operating Department of concerned divisions may be requested to place the machine in suitable TM sidings or yards where minimum facilities are available. However, every effort is being made by SSE/P. Way of the concerned jurisdiction & TMO staff of the division & HQ to arrange Electricity and water even at remote locations when machine is stabled. This will be ensured.

DECISION

Efforts will be made to ensure provision of basic amenities like water, electricity, etc. to the TM Staff of machines stabled at small wayside stations.

Planning shall be done to provide proper track machines sidings with all required facilities at 30 KMs intervals as stipulated by the Railway Board.

(CLOSED)

7. 55C-07-2024 HEIGHTENING OF 50 METRES LENGTH BOUNDARY WALL FROM END OF RAIL VIHAR SCHOOL BOUNDARY WALL TO D-9 BLOCK OF RAIL VIHAR TO PROTECT FROM THEFT AND NUISANCE CREATED BY OUTSIDER:-

PCE
PCSC
DRM/KUR

The Rail Vihar boundary wall was constructed since the year 2019 and that boundary wall height is near about 7 ft to 8 ft which is very use full for the resident of Rail Vihar, and also protected from all corners.

But after opening of new road from Xavier square to Niladri Vihar, and construction of foot path by the State Govt. nearby the west side of Rail Vihar colony boundary wall the problems are came up.

The boundary wall from B-1 to D-9 at Rail Vihar is seen height 7 ft to 8 ft from our Rail Vihar Colony side but from opposite side some of area is only have 4 to 5 ft height (i.e. from end of Rail Vihar School boundary to D-9 block), because of that, the outsiders are climbing over the wall and getting down to the Rail Vihar Colony through the help of trees, in the last two months back several times the RPF staff have watched and also recorded in CCTV.

To avoid and to stop the outsiders entry the existing boundary wall of west side of Rail Vihar Colony should be heighten for 4 ft to 5 ft (from School boundary Rail Vihar CTC end to D-9 block), only 50 to 60 metres boundary wall is required to heightening or iron grill 4 to 5 ft height may be fixed on the top of the existing boundary wall of the above particular area is mostly needed to avoid the entry of outsiders and to stop the nuisance created by outsiders in particularly night time.

Hence, ECoRSC demands to heighten the boundary wall of the above mentioned area or fix the iron grills on that particular area on the top of boundary wall of Rail Vihar to stop the theft and nuisance in Rail Vihar colony.

REMARKS OF THE ADMINISTRATION

Engineering Department

The site has been inspected by ADEN/Sett/HQ on 05.01.2024 and an estimate is under preparation.

Security Department

Vide Lr. No RPF/R.Coy/HQ/13-2023/705 dated 07.11.2023, this office has made correspondence with SSE/Works Rail Vihar & AEN/Settlement/HQ, Rail Vihar for taking necessary steps for enhancement of Rail Vihar boundary wall.

DECISION

It will be done.

08. 55C-08-2024 PROVISION FOR ADEQUATE NUMBERS OF RAILWAY ACCOMMODATION FOR SIGNAL STAFF & TRACK MAINTAINERS AT WAY SIDE STATIONS:-

PCE
PCSTE
All DRMs

Previously the Signal In-Charge and all staff working under his control were posted at one & the same station. He distributed staff to nominated way side stations under his jurisdiction to maintenance of Signal, Points, Gears etc. on daily basis and to attend failures in emergency. So no Railway quarters was constructed at way side stations for Signal staff. Now for proper maintenance, Minimize duration of failure and perhaps to control TA administration has decided to post Signal staff at all most all way side stations.

Secondly, in past most of the Track Maintainers were posted at stations nearest to their native place. As they did not require Railway accommodation, there was no need of Railway quarters at way side stations but now all most all the Track Maintainers are working far away from their locality and other states.

As there is no Railway quarters for Signal staff and Track Maintainers posted at way side station they are residing at outside rented house which is far away from the working spot. It is prudent to mentioned that, such locality is also not available at all places nearest to Railway station, due to no alternative, some of them are forced to take shelter in store room, gang hut and even on the station verandah. As a result their domestic life pained with horror and they are passing those days in a great mental discontentment & agony.

ECoRSC demands to provide Railway accommodation to all essential and emergency staff like Signal staff & Track Maintainers to avoid staff discontentment and proper utilization of manpower.

REMARKS OF THE ADMINISTRATION

Engineering Department

The details of Railway accommodation provided to Track Maintainers are as follows:

Division	Accommodation provided to Track maintainers at way side stations (No. of Quarters)	Accommodation yet to be provided (No. of Quarters)	Quarters under construction (Nos.)
KUR	142	32	2
SBP	721	544	52
WAT	1201	745	391
Total	2064	1321	445

Further proposal for construction of new quarters to be initiated by Personnel Department.

WAT Division

Proposal for construction of new Quarters is to be initiated by Personnel Department through IRPSM basing on the staff existing in the stations.

KUR Division

Total number of accommodation provided to track maintainers at way side stations = 142 nos. To be provided for accommodation = 32 nos. (02 Nos. under construction).

Signal & Telecom Department

WAT Division:

The requirement of Railway quarters are already submitted to Sr.DEN/Co-Ord/WAT.

KUR Division:

A letter regarding construction adequate numbers of Railway accommodation for Signal and Telecom staff at way side station as per requirement received from various S&T units has been forwarded to Sr.DEN/Co-Ord/KUR.

SBP Division:

Railway accommodation has been provided to all Signal Maintainers at way side station where quarters are available and letter has been sent to Sr.DEN/Co-Ord/SBP.

DECISION

The proposal for new quarters for Trackman wherever deficient shall be processed urgently.

For other departments, PCPO is requested to co-ordinate.

09. 55C-09-2024 DENIAL OF CHILDREN EDUCATION ALLOWANCE TO THE STAFF OF OVER ECoRLY:-

**PCPO
PFA
All DRMs
CWM/MCS**

The Railway Employees of ECoR are facing a lot of problems due to non-payment of Children Education Allowance (CEA) on the plea of non recognized School which is not correct.

The complaints are received from the staff that, ECoR administration is not agreeing to pay the Children Education Allowance which is agreed by Railway Board as per master circular No-17 (revised) to cope with the high rise in Education expenses.

Administration is not paying the Children Education Allowance to the staff due to non availability of the names of that school in the list which prepared jointly by Personnel & Accounts Deptt. in the

year 2018. Now there are many renowned schools available over ECoRly, where children of Railway employees are getting quality education. The schools are specialists in field of imparting quality education from Nursery to top level over ECoR But the Railway employee children those are studying in these schools are not getting the Children Education Allowance due to the above mentioned problems.

For smooth management of system in this regard one JPO was issued on 13.03.2018 basing on the rule up to March 2018, in that JPO it is mentioned that, for Re-imbursement of CEA a certificate from the head of institution (Bonafide Certificate) where the ward of Govt. employee studies will be sufficient for this propose.

Further, the master circular No-17 which has revised in 2019, and also circulated on 22.08.2019 vide Railway Board's letter No-E(W)2019/ED-2-1 in Para-3(q). Board has also clarified the definition of recognized school for payment of CEA.

Apart from that, after circulation of revised master circular on 22.08.2019 the JPO of East Coast Railway dated 13.03.2018 is not revised and rectified till, for that the employees are facing a lot of problems to get the CEA which is very injustice.

Moreover all most all employees and officers are trying to admit their children in good schools from the starting where the quality of teaching is available but they are unable to admit their children due to this cause.

Keeping in view the above the employees of ECoR those who have admitted their children in better School for qualitative education they are entitled to get CEA, but ECoR administration is not paying the same. For which they are very unhappy and facing the financial difficulties.

Hence ECoRSC demands to pay the CEA to the Staff of ECoR early to avoid the financial burden of them.

REMARKS OF THE ADMINISTRATION

As per Railway Board's Letter No. E(W) 2019/ED-2/1, dated 22.08.2019 (MC No-17) circulated by this office Estt. Srl.No. 201/2019 dated 29.08.2019 the staff are not eligible for grant of Children Education Allowance for studying their wards in Non-recognised schools.

After circulation of Master Circular No.17 on 22-08-2019, the JPO of E.Co.Rly dated.13/08/2018 has been revised on dated 22/03/2021. So, there is no need to change of JPO of 13/03/2018.

DECISION

For extending CEA, stipulation has been laid down in Master Circular No. 17 will be followed with reference to recognition/registration. This facility will be extended to all the classes.

(CLOSED)

10. 55C-10-2024 **IMPLEMENTATION OF THE ORDER ISSUED FOR ROUTINE MEDICAL CHECK-UP OF THE STAFF OF TMO ORGANISATION:-**

PCE
PCMD
All DRMs

Since long time back the Routine Health Check-up of staff of TMO organization was not under taken by the medical department due to the Covid-19 for which the TMO organization staffs are facing a lot of problems.

It is fact that for an organization's growth and success, the best performing employees are one of the most important things & healthy staff is always capable of delivering better result. Moreover the employee health check-up helps us to identify the health related issues before they become serious and affect the employee's performance.

Further, Curtailment of staff and limited appointment in Railways often brings immense stress on the existing staff, which ultimately affects an employee's health and gives rise to multiple diseases due to work-life imbalance. Sometimes, it is seen that most of staffs are avoiding to go to hospital due to work pressure for treatment of common diseases like blood sugar & blood pressure etc.

Annual employee health check-up is not only helping to keep a track on the health status but it is encouraging the staff to take precautionary steps at the right time and also saving huge hard earned revenue of Railway by arresting huge medical bill. .

Apart from that the most important issue is that, after Covid-19 pandemic all most all the staffs are surviving with the post Covid diseases which are very very dangerous for human life, so after Covid-19 the routine health check-up is mostly needed for the working class also.

In this regard the ECoRSC has raised the point in 36th ZPNM vide Item No -11 held on 17th & 18th December 2015 and decided that - Health check-up camp for TMO staff will be regularly conducted at a place where major work is going on, the date will be decided by CE/TM and CMS of that Division. But the above decision is still not implemented.

In view of the above facts the ECoRSC is demanding to implement the decision of ZPNM/ECoRSC and conduct the routine health check-up of TMO Staff early to take precautions before attacking any diseases to them please.

REMARKS OF THE ADMINISTRATION

Engineering Department

Presently practice is being followed to carry out medical check-up of TMO staff at locations where a bunch of machines are working in a section. Since roster duty of staff varies from machine to machine & machines are stabled at different locations, it is not practicable to carry out annual medical check-up at each individual machine location. However, staff are being send for medical checkup on need based basis.

Medical Department

Instructions have already been issued to CMSs vide letter No. ECoR/BBS/MED/TM/Medical/297 dated 17.08.2022 for conducting Health check -up camps at working places of Track Machine Organisation as per placement of Track Machine in Co-ordination with Engineering Department (Track Machine).

DECISION

This will be examined by PCE.

11. 55C-11-2024 **NON GRANT OF MACPs TO THE GENERAL ASSISTANTS OF RAIL SADAN:-**

PCPO

The General Assistants are facing a lot for getting their legitimate dues (MACP) since 2 years back, this is to intimate the administration that to give the MACP to eligible staff of Rail Sadan the PCPO office has initiated the process since March 2022, because of the administrative lapses the case has not completed within the limited time. They are eligible from July 2022 but not get still.

In between the Railway Board has issued letter on 14.02.2023 that, On receipt of references from some of the Zonal Railways regarding counting or otherwise of 50% Temporary Status Casual Labour Service and 100% Temporary Status Service of Substitutes for the purpose of MACP, the matter has since been examined in consultation with DoP&T. Pointing out Para3 of their OM No. DoP&T's OMNo.35034/3/2015-Estt.(D) dated 22-10-2019 (circulated vide Board's letter dated 04.02.2020 RBNo. 16/2020) which stipulates that casual employees, including those granted 'temporary status' and employees appointed in the Government on ad-hoc or on contract basis, shall not qualify for

the benefit under the Scheme, and Para 9 of Annexure-I to the said OM which provides that 'regular service' for the purpose of MACPS shall commence from the date of joining of a post in direct entry grade on a regular basis either on direct recruitment basis or on absorption/re-employment basis. Service rendered on casual, adhoc contract basis before regular appointment on pre-appointment training shall not be taken into reckoning, DoP&T has reaffirmed its decision communicated vide Item No.6 of their OM dated 05-04-2021 (circulated vide Board's letter dated 30-04-2021 IRBE No.33/2021) regarding not counting 50% of temporary status casual service for the purpose of MACPS. In light of DoP&T's above clarification the instructions issued vide Board's letter dated 04-12-2009/RBENo.215/2009 and Board's letter dated 25-02-2010/ RBENo.36/2010 stands withdrawn. However, the cases already decided need not be re-opened.

In this regard ECoRSC views that, because of administrative lapses they are not able to get, the case has started since March 2022 and the Railway Board letter has issued on 14.02.2023 i.e. after one year, so all the eligible staff are to be get the benefit as their case started from March 2022.

ECoRSC demands that, all the eligible General Assistants must be got their legitimate dues (MACP) as their case has been neglected by the administration.

REMARKS OF THE ADMINISTRATION

MACP to 08 eligible General Assistants are under process.

DECISION

All pending cases are cleared.

(CLOSED)

12. 55C-12-2024 CONSIDER ON THE PLIGHT OF FAMILY OF EX-EMPLOYEES AND EMPLOYEES-RELHS:-

**PCPO
PFA
All DRMs
CWM/MCS**

The complaints/grievances are being received from the family of deceased Railway employees, the employees who have taken voluntary retirement or compulsorily retired or medically invalidation, are facing problems in availing Railway medical facilities under RELHS, viz.

A) Family of deceased Railway employees:

When an employee dies while on duty/service then for payment of settlement dues takes time and in the mean time if the family requires medical attention then because of non-subscription to RELHS no medical treatment is attended to the family as the dependents have not deposited the requisite money. It is felt that the Railways is behaving

indifferently to the family of the deceased employees who has put in dedicated service to the Railways.

B) Employees who voluntarily retired/compulsorily retired/Removed/medically invalidation etc with compassionate allowance:

When an employee opts for voluntary retirement or compulsorily retired or removed/dismissed and medically invalidation etc with compassionate allowance then for payment of settlement dues takes time and in the mean time if the employee/family requires medical attention then because of non-subscription to RELHS no medical treatment is attended to the employee/family as he/she has not deposited the requisite money .It is felt that the Railways is behaving indifferently to the employee/family of the employees who has put in dedicated service to the Railways.

The above ex-employees and their families are facing a lot of problems within the interim period, so ECoRSC suggesting that:-

- i) Whenever the employee or the dependent desires to avail the RELHS benefit, then he /she should be allowed to deposit the full amount prescribed in terms of Joint Director, Health Railway Board Lr. No. 2017/H/28/1/RELHS/Pt.1 Dated-21.06.2018 .
- ii) If due to some reasons the pay level of the employees is increased or decreased, in such cases then the excess/less to be debited/credited in his settlement dues.

Hence, ECoRSC demands to make one JPO between PCPO & PFA/ECoR to set aside the above burning problems, so that the rights for medical treatment can be availed as a social obligation to the employee and the family.

REMARKS OF THE ADMINISTRATION

As per the PCPO/ECoR's circulated vide letter No. ECoR/Pers/Wel/RELHS Circular/17 dated.09/03/2017, the RELHS Card will be issued immediately on receipt of consent as well as undertaking of deduction of subscription towards RELHS, if received directly from window who was already included in medical card/pass account of the deceased employees.

In case of Voluntary Retirement, at the time of settlement RELHS card will be issued after the surrender of UMID card.

DECISION

Instructions has already been issued vide this Office Letter No. ECoR/Pers/Wel/RELHS/Pt-I, dated 10-07-2024 to all concerned for strict implementation.

13. 55C-13-2024 GARBAGE DISPOSAL IN RAILWAY COLONIES OF ZHQ AND CRW/MCS:-

PCME
DRM/KUR
CWM/MCS

It is observed that, the dustbins of Zonal HQ and CRW, Mancheswar colonies are not being cleaned. The dustbins are overflowed with the garbage and stinking smell is emanating from these, which is creating unhygienic atmosphere hence polluting the colony premises.

In this regard, ECoRSC has intimated to the various concerned officials through letters and personal requests many times. But all things are going in vain and hard working railway employees are forced to reside in these colonies with unhealthy & unhygienic atmosphere. Due to inaction of EnHM wing, unhygienic condition is prevailing in both the colonies. It is raising a big question mark on the functioning of EnHM wing of ECoR.

Hence, ECoRSC demands to take expeditious action on the issue of garbage disposal in the above colonies so the garbage disposal problems will be solved early.

REMARKS OF THE ADMINISTRATION

Dumping of Garbage was restricted by Municipality, recently DEnHM/KUR & CHI/MCS approached BMC for taking permission for dumping of garbage. In reply BMC has advised to register only one vehicle by which garbage can be disposed. As the work NS item for short period the contractor is not willing to engage one vehicle for garbage in BMC MRF.

In addition to that a MOU is being prepared by BMC for disposal of garbage at BBS. In near future Materials recycling facility & bio-degradable plants will be installed by Railways at BBS.

DECISION

By September 2024, it will be done.

(CLOSED)

14. 55C-14-2024 PROVISION OF MEDICINE COUNTER IN ZHQ FOR LIFESTYLE DISEASES LIKE BP, DIABETES AND CHOLESTEROL:-

PCMD

It is always found that Railway men working in ZHQ office are going to Central Hospital for regular medicine like Blood Pressure, Diabetes and Cholesterol etc. They are standing in queues for hours together after registering in Registration Counter. In this process, the valuable time of employees is being lost unnecessarily. To avoid this, an arrangement for provision of regular medicines may be made at ZHQ Office or any alternate arrangements may be done to avoid loss of man hour which can save valuable time of Railway men and Railway.

One side those employees are going to Central Hospital from Rail Sadan and standing in queue for long time is seen loss of manpower. Further, to provide the help the Rail Vihar, Health Unit Doctor and other paramedical staff are sitting idle their which is loss of manpower and wastage of Railway money.

ECORSC suggest that, the staff of Health Unit Rail Vihar to be deputed to collect the life style diseases medicine from Central Hospital and distribute that medicine to the Rail Sadan staff at least two times in a week.

Hence ECoRSC demands to arrangement to provide a medicine counter at ZHQ Office or to depute the Rail Vihar Health Unit staff to distribute the medicine to avoid the loss of man hour which is mostly required for administration.

REMARKS OF THE ADMINISTRATION

Central Hospital/MCS & Rail Vihar Health units are situated 1500 meters away from Zonal Headquarter Building.

Emergency Medicine Box has been kept at PCMD office at Rail Sadan.

Hence, a separate medicine counter at ZHQ Office is not feasible.

DECISION

In principle, PCMD has agreed on this proposal. This item will be try to be implemented as soon as possible after consultation with all stakeholders like MD, Central Hospital and Doctor in-charge of stores.

15. 55C-15-2024 CONDUCTION OF CADRE REVIEW OF SIGNAL & TELECOM DEPARTMENT BY CONDUCTING THE JOB ANALYSIS:-

**PCSTE
PCPO
All DRMs**

Due to introduction of new technology, increase in Rail Traffic and increase in lines and circuits the workload of employees of Signal & Telecom has increased manifold and to cope up with the increase in workload the cadre review has not been undertaken by the administration, as a result of which the employees are under stress. The employees of S&T department after completion of their stipulated working hours cannot sleep peacefully as they are called to attend the breakdown and emergency duties late in the night and at remote locations.

To overcome this problem the Railway Board had issued orders vide RBE No. 12/2016 & E(MPP)2016/1/59 Dt.10.01.2017 and directed that:-

- a) At the beginning of every financial year, each GM/DRM shall carry out a Zero Based Review of all posts appearing in the

Book of Sanctions, the total workload and decide in consultation with PHODs/Branch Officers, as the case may be, the posts which are required to be operated and the posts which are not required to be filled up immediately or are not required to be operated.

- b) Zero based review of staff: Board has issued instructions on "Pool of surrendered posts" vide letter dated 28.10.2016, wherein it has been stated that GMs/DRMs shall carry out a zero based review of all posts appearing in the book of sanctions.

Apart from the above a new Norms/yardstick for Non-Gazetted Group C Signaling staff has been issued by Railway Board vide RBE no 170/2022 Dt.28.12.2022. There seems to be no action initiated by the authorities concerned in this subject. Feeling the plight of such staff this ECoRSC has given an item in the forthcoming Zonal PNM to be discussed.

Hence ECoRSC demands to cadre review of S&T Dept. to reduce the workload and promotional prospects of Signal Staff.

REMARKS OF THE ADMINISTRATION

Recently Railway Board asked information regarding merger of posts from all Zonal Railway including ECoR vide ED/Sig/RB's Lr. No. 2015/Sig/E/Non-Gaz dated 28.08.2023.

Information already sent to Railway Board on 24.01.2024.

As per new norms/yardstick issued by Railway Board vide E (MPP) 2021/1/16 dated 28.12.22.

As desired, the calculation of yardstick for Signaling staff has already sent to Railway Board vide Lr.No.ECoR/S&T/BBS/Estt/25 dated 13.03.2023.

DECISION

Divisions have been advised to work out the required additional manpower in S & T department. Once the proposal received, consolidated proposal will be sent to the Board. Copy will be share with ECoRSC.

16. 55C-16-2024 ALLOW THE HOSPITAL ATTENDANT AND TRACK MAINTAINER TO APPEAR IN ALL THE LDCE EXAMINATION:-

PCPO
All DRMs

Career progression is essential on employee's Workplace journey. It encompasses all the steps one takes in their Career to improve. Railway as on ideal employer needs to

provide opportunity to all the staff for their career progression. While all most all staff gets opportunity for career progression, the medical attendants are deprived of such opportunity in their own department. Similarly Track men though have opportunity in their own department but the hard ship and life risk make them dislike their job and hence the job efficiency decreases. Hence, ECoRSC demands to allow all the medical attendants and the trackmen to appear all the LDCE examination so that they can get the opportunity of their career progression.

REMARKS OF THE ADMINISTRATION

Track Maintainers in Civil engineering Department are laying their own AVC from erstwhile Group-D' Level-1 to Track Maintainer-III, Track Maintainer-II & Track Maintainer-I in Civil Engineering Department. Besides, they are allowed to appear in JE/P.Way in Level-6 20% LDCE.

As per EPS-7/2005, Hospital Assistants in Level-1 in Medical Department are having their own AVC to Dresser-III, OA Assistant Gr-III (Gr-C), Dresser-II/OTA-II & Dresser-I/OTA-I in Medical Department vide RBE No-100/98 dated 10.05.98 & RBE No-45/2016. As such they are not allowed to appear in 33.33% DPQ and 16.67% LDCE for office clerk.

DECISION

Views expressed by ECoRSC regarding lesser promotional aspect, proposal will be sent to Railway Board requesting for proper AVC amendment. Copy will be provided to ECoRSC.

17. 55C-17-2024 NON PAYMENT OF OVER TIME ALLOWANCE (OTA) TO STATION MASTERS (SUPERVISORY) OF KUR DIVISION:-

PCOM
PFA
PCPO
All DRM(P)s

The staff in the Station Master categories are not getting Over Time Allowance (OTA) since more than 03 years back though they performing extra hours duty beyond their Roster limits over KUR Division. Before 2020, they had been getting the OTA, but after 2020 automatically the Divisions have stopped one by one in E. Co. Railway. As per IREC, CHAPTER-15, Para- 1503 & 1504, "they should get Over Time Allowance (OTA) as they worked in excess of the number of hours prescribed in that Act".

Before 7th CPC, the SS & Dy. SS have been classified as Supervisory staff for the purpose of granting OTA, but in 7th CPC

recommendations the post of SS & SMR were clubbed as SS; and Dy. SS& SM were clubbed as SM; and ASM upgraded as SM. After that, in SM category only two types of posts are available, viz- SM in Level-6 (Rs.4200/-) and SS in Level-7 (Rs.4600/-).

As per Sr. DFM/KUR's communication to Sr. DPO/KUR, the OTA has been disallowed in terms of Railway Board's letter No. E(LL) 70/HER/16, dtd, 04.01.1972, as both of the above GP Rs.4200/- & Rs.4600/- are coming under the Supervisory category. But, it is regretted that the guidelines of the above quoted Railway Board's letter dated 04.01.1972 circulated under Estt.Srl.No.50/72 is being mis-interpreted by the Administration.

It is worth to mention here that, Railway Board vide his communication No. E(LL) 84/HER/1-27, Dtd.30.11.1984 (Para-2) it has been clarified that:

"Those staff who were earlier considered non-supervisory as per 1972 list and were entitled for overtime but have now been placed after cadre restructuring in categories and scales which are supervisory as per the said list, need not be automatically made ineligible for payment of overtime."

In view of board's letter of 1984 read with 1972 and further so many vacancies are lying vacant in the Station Master category of KUR Division, it is neither being filled up by the Administration, nor paying their legitimate OTA for extra hours, rather utilizing the SMs in 12 Hours duties forcibly beyond their 8 hours roster. As a result, they have to face a lot of troubles financially and mentally.

Hence, this ECoRSC urges the Administration to pay the legitimate dues of OTA to the SMs (Supervisory) at an early date so that staff discontentment is to be avoided for operation of running the trains on safety grounds with a peace of mind.

REMARKS OF THE ADMINISTRATION

Vide this office Lr. No. ECoR-HQ/Pers/(R)/16/2021 (36/2023) dated 23.11.2023 a clarification letter has been sent to Railway Board whether payment of over time allowance (OTA) to SS (Station Superintendent) others similarly categories of staff in GP-4600/-working in continuous Roster are eligible for OTA or not.

In terms of Railway Board's instructions vide Lr.No.2023/E (LL)/OTA/3 dated 14.02.2024 , those Railway servants who are employed on duty having Supervisory Character/role are not eligible for OTA, as they are comparatively free to adjust his

hours of duty or work during such hours by the virtue of nature of his work and position.

However, it is clarified that the eligible cases for grant of OTA for such staff working on Supervisory post (Station Superintendent (SS) in GP ₹ 4600/- in the instant case) may be examined and considered in terms of Board's letter No. E(LL) 84/HER/1-27 dated 30.11.1984.

DECISION

Railway Board has clarified on 14-02-2024 regarding payment of OT Allowance for Supervisory staff for performing regular duty. Same will be examined for implementation.

18. 55C-18-2024 PAY FIXATION OF RUNNING STAFF CONSEQUENT TO EMPANELMENT AND PROMOTION TO THE "STATIONARY POST" :-

**PCOM
PCPO
All DRM(P)s**

Sri Pabitra Kumar Sethy, Ex Sr.TMR/CTC and Smt Niharika Biswal, TMR(M/E) now posted as Section Controller/CHC-KUR under Sr.DOM/KUR that, their pay fixation has not been done in section controller post and they are losing financially. The detail of the case is given as under:

Vide Sr.DPO/KUR's Notification dtd.21/06/2021 applications were invited to fill up the post of Section Controller, and they were the applicants. The written test was conducted result published on dtd.08/03/2022 and provisional panel dtd.24/06/2022. The above said staff completed their initial course training from 12/09/2022 to 23/11/2022 and finally posted as Section Controller on dtd.13/02/2023. Thus from 13.02.2023, they are entitled for pay fixation by reckoning of 30% pay element of Running Staff for the purpose of pay on their promotion to the post of Section Controller as per IREM-I, chapter XI, which inter alia states that "Rule 924(i) (d) of IREM Vol-I clearly provide that 30% of basic pay of running staff shall be reckoned as pay for the purpose of "Fixation of pay in Stationary Posts".

But administration stating that, they are not eligible to get pay fixation in view of instructions in RBE No-34/2023 dated 20.02.2023.

This organization demands that, the RBE No.34/2023 came in to force w.e.f. 20/02/2023, Sri Sethy & Smt Niharika Biswal have joined as Section Controller on dtd.13/02/2023 which is prior to issuance of the RBE No-34/2023, so that, they both are eligible to get fixation .

Further, the RBE No-34/2023 dated 20.02.2023 is not superseded the IREM, then on what basis the administration is denying to fix their pay as per the IREM Vol-I rule 924 (i) (d)

Hence, ECoRSC demands to allow the benefit of reckoning of 30% pay element of Running Staff for the purpose of fixation of pay on their promotion to the post of Section Controller as per the rule exist as on 13.02.2023 early .

REMARKS OF THE ADMINISTRATION

As per RBE No. 40/2020 75% of promotion from the feeder category is filled

- a) i) Station Master 55%, ii) Guards 10% & iii) Shunting/TNC 10% in General Selection.
- b) 25% of rests are filled by LDCE from all eligible categories.
- c) It also as per ACS No 272 of para 125 of IREM Vol-1.
- d) The benefit of reckoning of 30% pay element for purpose of fixation of pay of running staff on their promotion/appointment to the posts filled through General Selection is not admissible.
- e) Further, the General Selection is voluntary in nature and the concerned staff are aware of the mode of fixation of pay on promotion/appointment to a post under General selection. Hence in such cases, Pay fixation has to be effected without taking into account the 'pay element'.

As per RBE No. 149/2023 dated 29.12.2023 the matter has been examined by the Board's office and it has been decided by the Board's letter dated 20.02.2023 (RBE No-34/2023) is to be implemented with prospective effect i.e. from the date of issue of the letter and past cases decided otherwise, need not be reopened.

DECISION

Issue will be examined.

19. 55C-19-2024 REPATRIATION OF EMERGENCY QUOTA OF KUR DIVISION:-

**PCCM
DRM/KUR**

Earlier the Emergency Quota (EQ) of KUR division was processed in the Divisional office at KUR under the supervision of DRM/KUR. At that time, the facility EQ system of KUR was being maintained and going on properly and there was nothing any objection from any corner.

But, suddenly it comes to know that the EQ was transferred to zonal Head Quarters without any reason. Moreover, the other two

divisions of this zone i.e. SBP & WAT are having their own EQ facility. In this regard, this ECoRSC has also brought to the notice of the administration in the 1st Divisional PNM meeting held on 3rd & 4th May 2023 to restore for providing EQ facility at KUR as earlier, in which it has given assurance to bring back the EQ system to KUR division. But still date the same has not yet been restored.

Due to non co-operation from administration, the employees of KUR division are being suffered a lot and during emergency situation the request of the employees is also not being considered at Zonal level.

In view of the above, the ECoRSC demands to repatriate this EQ facility to KUR division as earlier like WAT & SBP division to avoid staff discontentment.

REMARKS OF THE ADMINISTRATION

Matter will be discussed in the meeting.

DECISION

It will be discussed separately with PCCM.

(CLOSED)

20. 55C-20-2024 BASIC AMENITIES OF CAMPING COACHES TO BE MAINTAINED UNDER AMC(ANNUAL MAINTENANCE CONTRACT):-

PCE

The Workshop-cum-Rest Van i.e. camping Coach provided to some machines are very old one and rain water trickles inside the Camp Coaches and the floorings are mutilated and cannot be maintained properly. Among of some machines Workshop-cum-Rest Van are due for IOH/POH. The basic amenities as enshrined in the IRTMM (Chapter-8) is not provided in machines Camping Coaches.

Some of amenities like DG set and Aqua Purifier has provided but because of non maintenance all most all the machines are in defunct condition and for that the staffs are facing a lot of problems.

ECoRSC suggest that all the machines like DG set, Aqua Purifier, Water Cooler etc. to be maintained through AMC (Annual Maintenance Contract) then all the costly staff amenities items will be in good service in future.

Hence, ECoRSC demands to maintained all the staff amenities through AMC only, for betterment of TMO staff.

REMARKS OF THE AMINISTRATION

There are 76 Track Machines working in ECoR and all are having camping coaches except MDU which are not self propelled machines. Total no of camping coaches available with machines is 71. Out of 71 coaches, only 04 coaches are semi-refurbished coaches and their amenities have been exchanged with their respective released coaches. This office has requested CRW/MCS for refurbishment of further 35 camping coaches, out of which C&W/MCS has identified 29 nos. of coaches for modification. It is understood that, CRW/MCS has planned for calling tender for refurbishment of these 29 coaches with all amenities as per IRTMM-2019.

In addition to the above, 05 semi-refurbished camping coaches have been given to CRW/MCS for POH/Repair, out of which 01 camping coach has been received after due repair by CRW/MCS. After getting these coaches, the overdue of IOH/POH of existing coaches will be wiped out in a phased manner.

The DG sets available in camping coaches are covered under AMCs. AMC of water filters shall be done. Survey has been done for minor repairs required in various camping coaches and necessary rectification will be done by Track Machine Organization (TMO).

DECISION

CE/TM will review the position of AMCs of equipment in camping coaches and will process for AMCs accordingly.

21. 55C-21-2024 PERIODIC REST FOR STAFF ACCOMPANYING NEW MACHINES:-

PCE

When the new machines are brought from OEM (Plasser,simplex, lorametc) to East Coast Railway jurisdiction, rest giver should be made available to that machine in time for relieving the staff to avail their scheduled Rest. It is seen that while new machines are shifting from OEM, foreign zone to parent zone i.e. ECoR staff accompany with machines are performing duty for more than twenty one days roster period & rest giver are not sent to those machine before their scheduled rest Neither compensating rest is allowed them for the extra duty period they have performed while accompanying with machine nor Overtime Allowance is being given for the period spent on duty abrogating the rest period.

The employee (Artisan/Helper) those are worked beyond their duty roster they are eligible to get the overtime with TA, if they are send to out station duty, but TMO staff are not getting legitimate dues.

Hence, ECoRSC demands that, those Artisan staff and Helper are booked for accompany to machine and working beyond their roster hours they have to must get the OT and TA.

REMARKS OF THE ADMINISTRATION

Those SSE/JE/TM Operators & Artisan staff (Technicians) who have been imparted training for the new machines are being sent for receiving & shifting the new machines from firm's premises to ECoR. They are being sent for receiving and bringing machines from firms in different groups. After one group starts movement of the machine from firm, the next group proceeds to release them before their scheduled rest. However, if staff who have taken training for the new machines are unavailable due to scheduled rest, alternate operators & technicians are also being sent to relieve them. Every effort is being made to relieve staff after stipulated 21 days duty period. No provision for allowing compensatory rest is there for TMO staff in case duty period exceeds beyond the stipulated 21 day period. However, compensatory rest is being allowed for machine working on declared Public Holidays. OT for TMO staff is governed by last RB letter No. 2011/E(LL/HER/7 dated: 10.07.2013. It is a policy matter and is being dealt accordingly as per policy in vogue.

DECISION

Compensatory rest in the above case will be given as applied by the employees strictly.

(CLOSED)

22. 55C-22-2024 **STOP THE BLOCK OPERATIONS AND SHUNTING OPERATIONS AS PER VERBAL INSTRUCTION:-**

PCE
PCOM
All DRMs

To follow verbal instruction during block is a common practice in track machine department. It is seen that while availing block in between block station, if extension of block duration is allowed then no proper authority is given to machine in-charge rather instructed him that to continue work as per PWI's verbal instruction. Neither engineering control of concerned division nor the SSE/JE(PWay) on duty gives in writing the block extension period on block memo. The TMO staff are compelled to do work without any proper authority but to the verbal instructions of PWI on duty. In consequence if machine is failed in section during those extension periods then administration seeks explanations from such TMO staff. Block extension period should be communicated to machine in charge through proper authority in due time before closing the work. Shunting operation should be done through proper authority i.e. T/806 form or else signal taken off.

Without proper instruction to continue the block is very unsafe working condition for those staff are being worked in that block, if any staff will injured during that period of verbal order work then he will not get any benefit and finally his family will suffer.

Hence, ECoRSC demands to give proper instruction when increasing the block timings and if the time limit will cross 8 hrs then all the staffs are liable to get the over time also.

REMARKS OF THE AMINISTRATION

Engineering Department

This office has already advised to field units to ensure availability of requisite written authority from concern official prior to carry out block and shunting operation. Extension of block is agreed by Station Master on wire book of SSE/JE (P.Way) and communicated.

Operating Department

All staff involved in train operations have been strictly advised to perform shunting with proper authority and not through verbal instructions.

DECISION

Instructions regarding extension of block should be given by concerned SSE (P. Way) to Operator by SMS.

Instructions for shunting should invariably be in writing as per rules.

(CLOSED)

23. 55C-23-2024 PROVIDE AC COACH FOR ARME/ART STAFFS:-

**PCEE
PCME
All DRMs**

Since the beginning the Sleeper Coaches are provided for ARME/ART staff and they are being used that coach but the staff discontentment are increasing day by day as because the nature of work of ART/ARME is very hard.

In the present position whenever, the disaster occurred then immediately the ARME/ART Coaches will move first, and the staffs those are nominated for disaster are also move in a haphazard condition, out of them many of employees may not take meal/ may not sleep also, but, they have to move to the accident spot, if the AC Coach will nominated for ARME/ART staff, then, Railway will get more output from them. As because they are moving with cool mind and good atmosphere to the accident spot.

ECoRSC demands to provide the AC Coach for ARME/ART staff in place of Sleeper Class Coach for the better output and performance.

Further, the AC facilities is now common for all the employees and board has very kind enough for that also, if administration provide the AC coach against the Sleeper Coach then there is no restriction.

Hence, ECoRSC demands to provide AC Coaches in place of Sleeper Class Coaches.

REMARKS OF THE ADMINISTRATION

Matter will be discussed in the meeting.

DECISION

Item will be examined.

24. 55C-24-2024 REVIEW THE WORKING SYSTEM KEEPING IN VIEW THE DE-CENTRALIZATION OF HEAD QUARTER OF TMO STAFF:-

**PCE
PCPO**

It is observed that, out of total staff working under Track Machine organisation there are 250 above staff are working in out of their Head Quarter since a long time back (since 2020, 2021, 2022, & 2023) which is not a healthy policy.

Administration has de-centralized their Head Quarter only for the HRA, though they are very anxious to work within their home division and they have blindly submitted their options. But after segregation of their Head Quarter why again they have been booked for other divisions for one year, two years it is not good sign for administration.

Now they have been lost their HRA of BBS & the staff of KUR are working at WAT, SBP this concept is totally wrong.

Hence ECoRSC demands as per the earmarked division the staff have to booked unless or until the emergency situation is necessitated distribution division.

REMARKS OF THE AMINISTRATION

As per Joint Procedure Order (JPO) made on 17.12.2020 between Engineering, Personnel and Finance Department for fixing of HQ of Track Machine Organisation Staff, Option called from all TMO

staff and their divisions have been fixed as per their given option accordingly. At present, the headquarter distribution among TMO Staff is as follows: KUR-324 (41%), SBP-198 (25%), WAT-233(30%) & BLGR-25(3.2%). Distribution of machines among the 03 divisions has been done w.e.f. 08.12.2023. Administration is giving all efforts to balance the distribution of staff HQ by posting newly recruited candidates in SBP & WAT divisions.

DECISION

ECoRSC stated that the fixation of HQ of 10 persons at BBS is objectionable as it was not notified originally. This issue will be examined and action shall be taken.

ECoRSC urges that as per the decentralised order dated 17.12.2020, the TMO Staff shall be utilised in the division which they had opted for. It is mentioned that about decentralisation order one court case has filed by TMO Staff on the basis of some of irregularities. ECoRSC is requesting to Administration to set aside as early as possible to avoid the staff discontentment.

25. 55C-25-2024 **RESTORE BACK THE SENIORITY IN TICKET EXAMINER OF SOME STAFF THOSE ARE EMPANELLED & JOINED AS TMR IN KUR DIVISION:-**

**PCCM
PCPO
DRM/KUR**

Some of staff are empanelled for the post of Goods Guard against 15% LDCE quota vide order No-P/OPTG/19/2020 dated 23.01.2020 and after empanelled they have been completed their training and finally posted as TMR in KUR division.

But, within a short period some staffs are not able to work as TMR because of their health problem and under treatment of Railway doctor for 2-3 months continuously, because of their health problem they could not work as TMR and Railway doctors are advised to them to change of job, on the basis of that, they are applied on own request to back their original post from where they have been selected

Administration has accepted their appeal and allowed to returned back to their parent department but on bottom seniority for that they have loosed their total service period and join as TC on bottom seniority in new cadre.

In this connection ECoRSC urges that, those are worked before 22.02.2018 (RBE No-28/2018) as Ticket Checking staff their cadre is being mentioned separately, and after 22.02.2018 those are joined they have joined in combined cadre, so those staffs are joined before 22.02.2018 their cadre must be mentioned separately as per Railway Board's order.

Keeping in view the cut off date 22.02.2018 one staff namely SmtSashirekhaSahoo has returned back from TMR to her former post of Ticket Examiner with bottom seniority of new combined cadre as on 07.01.2022 (date of order issue) which is violating the rule, this employee belongs to the independent cadre and joined before 22.02.2018. So she has to returned back to the old cadre seniority not in the new combined cadre.

Hence ECoRSC demands to restore back her original cadre (Before 22.02.2018) with old seniority as one time measure early.

REMARKS OF THE ADMINISTRATION

Smt. Sashirekha Sahoo while working as Ticket Examiner was selected for the post of Guards Guard against 15% LDCE and was sent for promotional training. On completion of training, she was regularly posted as Goods Guard on 02.03.2021 vide O.O.No P/E/Optg/31/2021. She has submitted a representation with request for reversion to her previous designation as Ticket Examiner accepting bottom seniority due to health condition vide her letter no.20.12.2021. Her case was considered by the Competent Authority on sympathetically ground. As her case was considered after issuance of Rly Board's Letter No. E (EN)I/2016/PM 1/12 (Pt) dated 05.04.2019 (RBE No.59/2019), she has been posted in the merged cadre of CCTC accepting bottom seniority vide O.O. no. P/Comml/04/2022, dated 27.01.2022.

On completion of her promotional training she was regularly posted as Goods Guard on 02.03.2021 up to 20.12.2021. After working more than 09 months as TMR in KUR Division, she again submitted request letter for reversion to her previous designation as Ticket Examiner accepting bottom seniority due to health condition vide her letter no.20.12.2021. During this period her seniority from commercial department cut and her seniority was treated like own request transfer on bottom seniority in recruitment grade.

DECISION

Item will be examined.

26. 55C-26-2024 **WITHDRAWAL OF UNIFORM POSTING/TRANSFER POLICY FOR THE NEW ENTRANTS (NON-RUNNING) IN OPERATING DEPARTMENT OF KUR DIVISION:-**

PCOM In KUR Division one Joint meeting with both the Trade Unions
PCEE (ECoRSC & ECoRSU) was conducted on dtd.21/09/2021 regarding
DRM/KUR implementation of Cluster for the new entrants. In this

connection, a transfer policy of new entrants in non-running categories (TP, SM/DTIs, TNCs & Ministerial staff) was circulated.

But, the administration has violated the above joint meeting decision and issued Transfer & Posting order of 67 staff in Pointsman category (TP, TPM'A & GK) vide Sr.DPO/KUR's letter dtd. 24-02-2022. In this regard, ECoRSC has also already brought its views to the notice of the Administration to maintain the gravity of Joint Meeting Policy held on 21.09.2021, and also suggested to cancel the above transfer order dated 24.02.2022 and then go for conducting a Joint Meeting to form a Policy, vide DC/ECoRSC/KUR's letter No. ECoRSC/DC/KUR/2022/27, Dtd. 19/27.04.2022.

Similarly, again the transfer & posting order of 123 staff in the Station Master category (SM & SS) has also been issued by Sr.DPO/KUR on date 16.08.2022 and subsequently the same was cancelled. The context of Para-6 of the above said policy which is reiterated that "this policy is not enforceable for the existing staff and shall be considered as per the extant policy subject to the vacancies available" is not followed with true spirit for which the staffs are suffering.

Recently, so many new candidates joined in TPs through RRC & SM came on Inter Railway Own Request Transfers to KUR division, during their postings the long standing employees from remote stations should be considered for posting, this is the main object of the new transfer policy and as agreed by both of the Trade Unions. It is matter of great regret that, during the posting of newly joined or came from IROT, the senior most staff's request for posting was not considered.

From the above, it is seen that the administration has not implemented or not implementing the transfer policy which was made for the betterment of the non-running staff of the Operating dept. then that joint meeting decision to be kept in abeyance or have to cancel immediately.

Hence ECoRSC demands to withdraw the Transfer Policy (Cluster) of non running categories (TP, SM/DTIs & TNCs) at an early date and consider the pending own request staff applications for better working atmosphere over the KUR Division.

REMARKS OF THE ADMINISTRATION

Operating Department

Whenever recruitment of new entrants especially in large sizes are entered in the Division, to care of the administrative interest, train operation, working experiences of the staff in critical sections, closing needs of the stations due to infrastructural works, it is unavoidable to intermix transfer of existing staff along with position of new entrants duly considering the own request transfers.

DECISION

Details report to be submitted by GS/ECORSC. PCOM will review these cases with reference to established transfer policy in KUR Division.

27. 55C-27-2024 **NON REVISED RENTAL CEILING LIMIT FOR HAIRING/ LEASING OF PRIVATE RESIDENTIAL ACCOMMODATION:-**

**SDGM
PFA**

This is very injustices that, since the year 2018 the Rental ceiling limit for haring of private residential accommodation for the NG staff of ECoR Zonal Head Quarter/BBS not been revised still, But all of know that the Rental Ceiling of private house is increased each and every year in Bhubaneswar City but our Railway Administration is not revised since the 5 years back.

For which, all the lease holders of Rail Sadan are facing a lot of problems and their private owners are forcing our employees to vacant the house immediately, for that the rail Sadan staff are bent down in front of house owner and requesting again and again to stay, some of staff are being paying the extra amount from their own pocket for that the Rail Sadan staff are facing a lot of problems.

In this crucial situation the Rail Sadan employees are not able to work in a peaceful mind and are in tension mood.

Hence, ECoRSC demand to revise the Rental Ceiling of residential accommodation of Rail Sadan staff early to avoid the staff discontentment.

REMAERKS OF THE ADMINISTRATION

Lease rent in favour of NG staff of ECoR/HQ are decided basing upon Railway Board's guidelines on lease rent for Gazetted officers. Railway Board has revised the leased rent for Gazetted officers in 2016. Based on that rate ECoR has revised lease rent in favour of NG staff in 2018. However, to revise the lease rent a letter has been sent to Dy. Director/LM(L)-1 Rly. Board on 17.11.2023.

DECISION

Clarification has been sought from Railway Board. It will be processed thereafter.

28. 55C-28-2024 **REVIEW THE CADRE OF CENTRAL HOSPITAL AS PER YARD STICK FOR MANPOWER PLANNING:-**

PCPO
PCMD

Earlier the Central Hospital cadre was reviewed in the year 2012 and since that time still the cadre position has not been reviewed.

Further, the bed in numbers has been increased from 80 nos. to 110 nos. in the year 2021 but against that 30 beds no post was created on the basis of cadre strength as on 2012 & today the same staff are managing the 110 beds work.

Further in Central Hospital, Mancheswar so many new units are opened, for that no posts have been created to make good the work as on date, for that, the existing staff are over burdened and not able to manage the regular work.

On the other side, if any staff worked for double duty administration is not allowed him/her to give the monetary benefits as per rule.

Then the contractual staffs are joined to work as assistance, but now the contractual staffs are being used in several clerical job though the clericals and pharmacists are available in Central Hospital which is beyond the rule.

Hence, ECoRSC demands to review the cadre of Central Hospital Mancheswar as per the current yard stick which issued by Railway Board and take appropriate action to utilise the contractual staff as per the agreement made with contractor.

REMARKS OF THE ADMINISTRATION

Transfer of 02 IRHS posts (01 from KUR Division and 01 from WAT Division) have already been processed for Central Hospital/BBS. For Paramedics it will be done in due course.

DECISION

As per the new yardstick issued by Railway Board, the Central Hospital cadre will be reviewed.

(CLOSED)

29. 55C-29-2024 **SEGREGATION OF PERSONNEL DEPARTMENT FROM MEDICAL, PERSONNEL, G.A AND WPO/MCS (W/S) CADRE:-**

Some legitimate issues on staff matters are not being attended properly as a result of which staff dissatisfaction prevails and finally output of work is not optimum.

It is a fact that when ECoR was newly formed and there was no adequate sanctioned strength of Ministerial staff in Personnel Deptt for that the ministerial staff of Personnel, Medical and General Administration was clubbed and operated as one seniority unit till now. It is prevailing since two decades, but now it needs to be reviewed as because some of area/seat of the cadre of (GA, Personnel, Medical & MCS) have no work but sufficient Ministerial staff are posted their, and where the Ministerial cadre is needed more that department is being neglected and taking step two handicapped that department under whom all the staff and officers personal records are maintained. For this burning problems the undersigned had also requested the PCPO/ECoR, but still there is no action from his end.

So to strengthen the Personnel Department and for smooth running of 48,000 employees and officers of ECoR, the ECoRSC suggesting the followings that:-

- a) The Personnel Branch cadre to be separated from the above GA, Personnel, Medical & WPO/MCS combined cadre.
- b) The staff to be deployed in GA Deptt. by calling the options from all eligible staff over ECoR and after screening/scrutiny they should be posted on tenure basis against ex-cadre posts.

ECoRSC demands to take the remedial action for set aside the above burning problems of the Rail Sadan staff.

REMARKS OF THE ADMINISTRATION

To improve promotional prospects of Staff in small cadres, decision was taken in consultation with both Organised Unions.

DECISION

Segregating the Personnel Department & Workshop from Medical and General Administration at HQ/East Coast Railway is needed in principle to address critical issues affecting operational efficiency and staff management. The current unified cadre system hampers the Personnel Department's ability to allocate sufficient staff and limits promotional opportunities. The segregation will streamline career progression to better meet departmental needs. Consulting the unit for detailed proposals and convening a joint meeting with recognised Unions will facilitate a collaborative decision-making process, ensuring consensus on this essential restructuring.

30. 55C-30-2024 **REQUEST TO CONSIDER TO PROVIDE THE WATER BOTTLE TO THE TRACK MAINTAINERS OF ECoRLY:-**

**PCE
All DRMs**

The Track Maintainers of ECoRLy are facing a lot of problems due to non availability of a drop of water at their work spot particularly in summer, the problem is increased which is unbearable.

We all are aware that the Track Maintainers are the back bone of Railway, they are bound to perform their duties under the open sky irrespective of whether/climate to ensure the safe running of trains as well as to save the life of our bonafide passengers.

Of late, it is observed that due to non availability of drinking water at their working spots they are facing a lot of difficulties over the years, as their nature of work is very hard and strenuous. In this regard it would be pertinent to bring for your kind knowledge that, the Track Maintainers are bound to take the unhygienic water which is available nearby track.

For that only, Railway Board has instructed to provide the Water Bottle every year to Track Maintainers and also clarified in Para-1.0 of above referred letter dated 05.02.2018 that the Water Bottle is not covered under dress allowance.

It is a matter of regret, the instructions circulated by Railway Board is scrupulously followed in most of the zonal Railways viz. in South Central, Southern & Western Railway, but not followed in ECoRLy, which is a highest loading & lowest operating ratio zone over Indian Railways.

The matter has been brought to the knowledge of Divisional and Zonal authorities vide above referred-(ii) ZPNM Agenda then the water bottle has provided in the year 2020, but since that year no water bottle is supplied, which is very very unjustified, in regard to protect the life of the track maintainers in this Railway.

Hence, ECoRSC demands to provide the water bottle to all the track maintainers of ECoR by realising the pathetic situation of a dedicated Track Maintainer who is not getting a drop of water at his work spot while in need.

REMARKS OF THE ADMINISTRATION

Engineering Department

Divisions were advised vide this office letter No. W-4/377/ZPNM/ECoRC/Pt-XIII/8278 dtd. 13.10.2023 for provision of water bottles to Track Maintainers. The division wise status for procurement of water bottles is as under:

KUR: The proposal for provision of water bottle to track maintainers is under process. TDC: 31.03.2024.

SBP: Water bottles are provided to all Track maintainer.

WAT: Procurement for water bottles is under process. TDC: 31.03.2024.

DECISION

Item discussed and closed.

(CLOSED)

SECTION 'C'
REVIEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
31.	54C-01-2023	<u>NON IMPLEMENTATION OF RBE NO. 10/2008 IN ELS SHEDS OF ANGL & WAT:-</u>

**PCEE
DRMS-
WAT/KUR**

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. Inspite 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.

LAST MINUTES

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.

PRESENT POSITION

Electrical Department

As per Sr. DEE/TRS/ANGL & WAT all incumbents holding sensitive posts have been rotated.

WAT Division

At ELS/WAT as per RBE No-10/2008, it is to inform that none of staff of TRS/WAT is in sensitive post for more than 04 years as on date 19.12.2023.

DECISION

The Supervisors involved in handling contract and bill to be rotated positively. In cases where this has not been possible, Union to provide list of cases and action will be taken accordingly.

(CLOSED)

32. 54C-02-2023 NON PROVISION OF DRINKING WATER FROM BDBA PUMP HOUSE TO PRDP COLONY:-

**PCE
DRM/KUR**

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.

LAST MINUTES

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 RahamatoBadaband 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.

PRESENT POSITION

Engineering Department

The present water scarcity problem at Paradeep railway colony has been tackled to large extent as there is water supply from various sources such as: (i) Paradeep Port Trust is supplying 2lakhs litres of water per day at present (ii) There are 2 deep bore wells of Railways which yield 2 lakhs liters per day at Paradeep (iii) Separate tube well is available at railway platform near Running Room at Pradeep which yields approximately 50,000 liters of water per day.

The proposal for supplying drinking water from Andhari having distance of 7-8 Km from BDBA station does not seem to be viable because: (i) laying of pipelines involves private land (ii) huge cost of construction and maintenance is involved & (iii) Source not tied up.

A Mega pipe water supply scheme of 100 MLD is being planned at Manijanga by RWSS Deptt. Govt. of Odisha from which approximately 6 MLD will be supplied to Paradeep Municipality. Letter has been sent from KUR division to Paradeep Municipality on 30.01.2024. This will require minimal pipeline.

KUR Division

At present Railway settlement at PRDP is provided with drinking water procured from PPP Authority. Two times/day drinking water supply have been made to all colonies. Now there is no deficiency of water supply in Railway colony at PRDP. Also there are 02 Nos. of deep borewell have been provided along with potable water supply from PPT Authority. The feasibility up obtaining water from Taladanda Canal is being examined.

DECISION

Item will be examined.

33. 54C-08-2023 **NON IMPLEMENTATION OF RBE NO. 84/2022 IN REGARD APTITUDE TEST ON MEDICALLY DE-CATEGORISED LPS FOR SM CATEGORY:-**

**PCPO
All DRM(P)s**

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 been 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.

LAST MINUTES

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

PRESENT POSITION

As per decision taken on the last ZPNM, instructions issued vide RBE No. 84/2022 has been reiterated under letter dated 15-02-2024.

It is also to be mentioned that, no medically de-categorised LP had been absorbed in Station Master category in last 5 years without following RBE No. 84/2022.

DECISION

Divisions will be advised to reiterate for compliance on RBE No. 84/2022.

(CLOSED)

34. 54C-10-2023 DIFFICULTIES OF THE HINDI BHASI RUNNING STAFF AT TLHR:-

**PCOM
DRM/KUR**

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.

LAST MINUTES

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.

PRESENT POSITION

Operating Department

The item mentioned only about LPs(G) category. 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.

DECISION

Item will be examined.

35. 54C-14-2023 WAITING DUTY ALLOWANCE TO THE RUNNING STAFF AS PER PARA-921 OF IREM-VOI-I CHAPTER-9:-

**PCEE
PCOM
PCPO
All DRMs**

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 hrsshall 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.

LAST MINUTES

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.

PRESENT POSITION

Operating Department

Waiting duty allowance is given on account of cancellation of the trains or cancellation of booking staff, after they have reported for duty.

DECISION

Waiting duty allowance is given on account of cancellation of the trains or cancellation of booking staff, after they have reported for duty.

(CLOSED)

36. 54C-19-2023 POLICY TO DEPLOY NON TRADE UNION OFFICIAL ON THE KEY POST OF SCOUTS & GUIDES, SPORTS & CULTURAL ORGANISATION AT VARIOUS LEVEL:-

PCPO
All DRMs

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.

LAST MINUTES

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

PRESENT POSITION-

General Administration

As per bye-law of ECoRSA/HQ/BBS, General Manager has nominated Executive body (Gazetted), and Sports Cell staff.

DECISION

General Secretary/ECoRSC informed that the officials nominated for the executive member in ECoRSA are not of sports background or recruited through sports quota. The Sports Secretary should be a sports person. Necessary instructions to be given to Divisions. The nominated member in Sports Association should be of sports background otherwise he/she will not be able to give proper guidance in the development of sports in Railway.

However, Administration has taken note of the above and details will be called from the Division regarding the contribution of the person in sports, who has been nominated as Sports Secretary. On receipt of the same proper decision will be taken with the approval of competent authority.

37. 54C-20-2023 NON IMPLEMENTATION OF 10 HRS SHUTTLING AS PER PARA-5 & 5 (I) OF ESTT.SRL. NO-79/2020:-

**PCME
PCOM
PCEE
All DRMs**

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.

LAST MINUTES

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

PRESENT POSITION

Operating Department

Divisional Standing Committee after considering the MGK issues of various crew bases over the division, have decided to grant shuttling TOs for short trip working at ANGL base.

With emerging flow of traffic and additional infrastructure in section and sidings, the study will be conducted later on a future date as per necessity.

DECISION

A list of the short sections where minimum guaranteed KM by way of shuttling TOs will be given by the ECoRSC to PCOM for review. For agenda item, the division will complete the study of targeted times for the sidings in Jakhapura area by end of May.

38. 54C-21-2023 PROVIDE ROAD COMMUNICATION FROM JKPR TO JJKR BY THE SIDE OF 3RD LINE WORK:-

**PCE
PCME
DRM/KUR**

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 "GondaNala" which wide is above 200 meters and within the Railway land. If Railway will provided one bridge over that Canal (GondaNala) 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 Tajpur-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.

LAST MINUTES

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.

PRESENT POSITION

Engineering Department

The distance from Jakhapura to Tajpur-Keonjhar Road is about 08 Km. There is one major Bridge (Br.No.434) and 16 Nos. of minor bridges in between. The proposal for road will include provision of one LHS at Km 342/5-7, one L/C at Km 344/1-3 on flyover line apart from construction of the Bridges including one major Bridge which will involve huge cost. Moreover, provision of new L/C is not permissible as per RB guidelines.

DECISION

Joint inspection shall be done by CGE and Shri B. N. Swain, Central Office Bearer and alignment shall be decided.

39. 54C-23-2023 **STEP MOTHERLY ATTITUDE OF ADMINISTRATION TO PAY THE COAL PILOT MILEAGE TO THE RUNNING STAFF OF TLHR:-**

PCOM
PFA
PCEE
DRM/KUR

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 Pilot Mileage earning
TLHR-SPUR (1 to 6)-TLHR	14KM	6Hrs	120+50
TLHR-SPUR (7 to 8)-TLHR	28KM	7Hrs	140+50
TLHR-SPUR (9) -TLHR	36KM	8Hrs	160+50

At that time no mileage problems came up and the Running staff worked in free 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 losing 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 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, no where 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 2hrs = paying 40+50 Bonus,
BDPK-MGBK-BDPK=13.2km and fixed 2.30hrs = 50+50 Bonus.

But for TLHR it is different

TLHR-LRST-TLHR=4.5km and fixed target time 3hours=60+50 Bonus.
TLHR-MGCT-TLHR=6km and fixed target time 3hours=60+50 Bonus. TLHR-SPUR (7 to 8)=28km and fixed target time 4hrs=80+50 Bonus. TLHR-SPUR(9)/SSMT(SILO)-TLHR=36km and fixed target time 5hrs =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 - ICC - 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. Inspite 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 **02-03hrs** 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 **07-08hrs** 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 loosing 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.

LAST MINUTES

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

PRESENT POSITION

Operating Department

The matter has been reviewed by the Division and it is found that, 90% of traffic are being operated in 'D' pattern of working and running staff are earning adequate mileage during their working to different spurs from TLHR.

DECISION

PCEE has agreed to conduct review the coal pilot target time with both the Unions at divisional level.

Division will be directed to undertake fresh study for fixing coal pilot target time before end of Dec' 2024 for the entire Talcher complex.

40. 54C-25-2023 DEMANDS FOR SEGREGATION OF THE ZONAL FUND & TENDER BETWEEN SERVICE BUILDING AND RAILWAY COLONY:-

**PCE
PFA
All DRMs**

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 Budge 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.

LAST MINUTES

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.

PRESENT POSITION

Engineering Department

HQ/BBS

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

PFA- This is a subject matter to be decided finally by PCE. If any Finance concurrence required on the subject matter, the same should be processed.

41. 54C-30-2023 REDUCTION OF BEAT LENGTH FOR PATROLLING OF RAILWAY TRACKS AS PER RAILWAY BOARD'S LETTER DATED 18.02.2022:-

**PCE
All DRMs**

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.

LAST MINUTES

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.

PRESENT POSITION

Engineering Department

Patrolling duties of the track maintainers are being arranged in divisions as per the provisions of the IRPWM. Para 1004 of IRPWM deals with Monsoon patrolling.

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

For Hot weather & Cold weather patrolling the beat length of patrolmen is much less.

In ECoR patrolling is done as per provision of IRPWM.

DECISION

The beat of monsoon patrolling shall not exceed the stipulated limit of 20 km. in normal circumstances.

(CLOSED)

42. 53C-06-2022 STREAMLINE THE WORKING SYSTEM OF TRACK MACHINE ORGANISATION:-

PCE

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.

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

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.

PRESENT POSITION

As per Joint Procedure Order (JPO) made on 17.12.2020 between Engineering, Personnel and Finance Department for fixing of HQ of Track Machine Organisation Staff, Option called from all TMO staff and their divisions have been fixed as per their given option accordingly. At present, the headquarter distribution among TMO Staff is as follows: KUR-324 (41%), SBP-198 (25%), WAT-233(30%) & BLGR-25(3.2%). Distribution of machines among the 03 divisions has been done w.e.f. 08.12.2023. Administration is giving all efforts to balance the distribution of staff HQ by posting newly recruited candidates in SBP & WAT divisions. The various works being performed at TM Cell/HQ/BBS are-

Technical Scrutiny of requisitions for spares and obtaining sanction & all activities related to UDM, NS requisitions for consumables & processing all kinds of NS requisitions, PO vetting, issue of PO, Technical Scrutiny of Store PO Bills, Camping Coach, maintaining asset register, Track Machine Siding & Infrastructure Development for Track Machines, Monitoring new machines procured by Rly Board till commissioning, Cash Imprest of Divisions, Calculation of Unit Cost, Debit Charges of machines from RVNL, Construction & Private Siding & from other entities, Monitoring of Breakdown & Repair of machines, coordinating with Divisions regarding initiation of proposals from Divisions for various repair works under AMC & for IOH/POH, Monitoring Procurement of Spares, Ordering of AMC materials, Service Engineers, Condemnation of machines, Procurement of capital spares, all Tender related activities for AMC, works, service & deposit work Tenders, Annual planning of AMC of machines, Preparation and Sanction of Estimates, AMC contract management, Audit Para, Creation of Post & Cadre position, Lease Accommodation, NH Booking, RTI & Court Case, PNM Items, CPGRAM, monitoring Refresher Course and Initial Training, PME & Competency of Staff, Uniforms & Shoe for TM Staff, Periodical Review of TM staff, Manpower Planning, D&A Case, Vigilance Case, HRMS APAR matters, Promotion, MACP, NOC, ACR & DA Clearance, Settlement & Compensation, Promotions & Trade test of staff, Transfer & Posting, Monitoring of TA & Other Allowances, Daily Progress, Over all Co-ordination of TM Control Section, Utilization of Track Machine, Deployment of Track Machine, Calculation of Engg. Shield Award, IOH/POH planning of machines, Safety items monitoring, monitoring of all wagons in all respects..

For all these above activities, TMO staff have been deployed on need based in HQ/TM Cell. There are no prevailing guidelines for deployment of TMO staff at HQ/BBS.

DECISION

Clubbed with Item no.24 (55 C -24-2024).

(DROPPED)

43. 53C-16-2022 **NON PAYMENT OF OT TO THE RUNNING STAFF & STATION MASTER CATEGORIES:-**

PCPO
PFA
PCOM
All DRMs

This has been observed that, the running staff & station master categories are worked dedicatedly for the development of ECoR even 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

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.

PRESENT POSITION

Personnel Department

Vide this office Lr.No. ECoR-HQ/Pers/ (R)/16/2021 (36/2023) dated 23.11.2023 a clarification letter has been sent to Railway Board whether payment of over time allowance (OTA) to SS (Station Superintendent) others similarly categories of staff in

GP-4600/-working in continuous Roster are eligible for OTA or not.

In terms of Railway Board's instructions vide Lr.No.2023/E (LL)/OTA/3 dated 14.02.2024 , those Railway servants who are employed on duty having Supervisory Character/role are not eligible for OTA, as they are comparatively free to adjust his hours of duty or work during such hours by the virtue of nature of his work and position.

However, it is clarified that the eligible cases for grant of OTA for such staff working on Supervisory post (Station Superintendent (SS) in GP-4600 /- in the instant case) may be examined and considered in terms of Board's letter No.E (LL) 84/HER/1-27 dated 30.11.1984.

Same as item no. **55C-17-2024**.

DECISION

Railway Board has advised to identify the Supervisory/Non-Supervisory duty posts of SS and according Divisions have been advised for the same. On receipt of the identified Supervisory/Non-Supervisory duty posts of SS, they will be certified by Operating Department in consultation with Finance. A copy of the letter issued to Division to be endorsed to General Secretaries of both the Organised Labour.

44. 52C-21-2021 WITHDRAWAL OF MAIL / EXPRESS GUARD WORKING IN STATIONARY DUTY IN VARIOUS SEATS OVER 03 DIVISIONS:-

**PCOM
All DRMs**

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 03 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 03 divisions for safe running of trains.

LAST MINUTES

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.

PRESENT POSITION

Operating Department

Divisions have been advised to withdraw Mail-Express Guards from stationary duties at the earliest.

DECISION

Separate discussion will be held.

45. 52C-23-2021 NON IMPLEMENTATION OF ESTABLISHMENT SERIAL-01/2021 OF ECoRLY:-

**PCE
PCPO**

Railway Board vide his letter No-2018/Trans Cell/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

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

PRESENT POSITION

Engineering Department

Regarding merger of establishment of Engineering department with personnel department, feasibility is being explored.

DECISION

CTE will hold meeting with CPO(G) to discuss the feasibility of the issue and to work out the modalities of executing it. First meeting to be held before 10th Sept' 2024.

46. 52C-24-2021 **WORKS STUDY NOT CONDUCTED SINCE A LONG TIME OF CONTROL OFFICE OF 03 DIVISIONS IN ECoR:-**

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

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

PRESENT POSITION

GA Department

Work study on Divisional control Office – Khurda has already been conducted and study report submitted to DRM/KUR on 18/12/2023. Work study on other two Divisional controls will be taken up shortly.

Operating Department

KUR

An internal assessment was made regarding rightsizing of manpower in Divisional control office. It is found that due to inadequate sanctioned strength in ministerial cadre, some Train Managers (TMRs) and TPs are drafted to ensure smooth functioning of Control Office.

However, efforts are being made to withdraw field staff from Control office gradually with outsourcing of such activities.

SBP

Internal assessment was made regarding rightsizing of manpower in Divisional control office. Field staff being utilized in control office will be withdrawn as soon as vacancies are filled up.

WAT

No field staff (TMR/Pointsman) is working in Operating Control Office.

WAT Division :

As per Dy.CPM/IT/CRIS NDLS Letter No CAO/FOIS/COA/80(28)/Ench of COA/13 part II Dtd.07.06.2019. The combined board of KR and RV lines has been splitted and a new Board for KR line commissioned and in operation. The creation of post for the newly commissioned KR line control Board is under process.

DECISION

SDGM has agreed to provide the copy of works study report conducted on KUR Control Office. It was noticed that excess staff compared to sanctioned strength are working in Control Office.

47. 52C-28-2021 PROVISION OF CAREER PROGRESSION OF GROUP-D STAFF OF STORES DEPARTMENT:-

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 33⅓ DPQ and 16⅔ % 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.Clerkvacancies 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

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.

PRESENT POSITION

Personnel Department

Depot Cadre of Stores Department is centralized Cadre in ECoR. All the serving regular employees in Level 1 having lien in seniority groups of Depot Cadre of Stores Department i.e. General Assistant, (Office/pens/Jamada Peons, Record sorters), Asst Depot stores (Helpers/Khalasi), Material checker, House-keeping Assistant stores (Safaiwala) with 02 years regular service are eligible for selection for Jr. Clerk.

1. Selection for promotion to the post of Jr. Clerk-Cum-Typist in Pay Level-2 against 16.67% LDCE in Depot Cadre from Group D to Group C notification has already been issued on 03.10.2023.
2. Stores Department is coming under ECoR/HQ. General Selections Jr. Clerk-Cum-Typists are being conducted regularly from the eligible Group D staff of other departments.

DECISION

Subject matter will be reviewed between PCPO & PCMM and action will be taken accordingly.

(CLOSED)

48. 51C-23-2021 **NON IMPLEMENTATION OF RBE No-28/2020 IN WAT DIVISION:-**

PCME
PCPO
DRM/WAT

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.

- 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 case under sub-judice of court.

PRESENT POSITION

WAT Division: (Personnel Department)

All the eligible optees of WAT Division have been considered & extended the benefits of OPS as per extant rules.

DECISION

Item discussed and closed.

(CLOSED)

49. 50C-05-2021 DIFFICULTIES ARE BEING FACED BY RUNNING STAFF OF TLHR WORKING IN MCL AT SPUR No- 01 TO 08:-

**PCOM
PCEE
PCE
DRM/KUR**

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 Nos. 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 Nos. 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. IPoint**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

MCL authorities will be advised to improve the facilities at all the SPURS.

PRESENT POSITION

Operating Department

Rest rooms at Spur-01 to 08 have been renovated with supply of adequate furniture by M/s MCL.

Drinking water & adequate lighting facilities have been provided.

Air Conditioners provided at rest rooms of spur No.1 & 2 are in working condition & M/s MCL authorities have been requested to provide AC at other rest rooms also.

Divisional authorities have been asked to necessary steps to address the remaining problems.

DECISION

The existing facilities at all the SPURS will be reviewed and improved.

SECTION - "D" SUMMARY

	Total No. of items	Items closed	Balance items
New Agenda items	30	09	21
Review Agenda Items	19	07	12
Total	49	16	33

(RAMESH CHANDRA SAHOO)
General Secretary/ECORSC

(SUBASH CHANDRA HOTA)
Assistant Personnel Officer - II