



पूर्व तट रेलवे / EAST COAST RAILWAY
मुख्यालय कार्यालय, कार्मिक विभाग, रेल सदन, साउथ ब्लॉक, भुवनेश्वर
Headquarters Office, Personnel Department, Rail Sadan,
South Block, Bhubaneswar-751017



संख्या / No. ECoR/Pers/02/IRM/P-I (56)/05

दिनांक / Dated: 11-06-2025

सेवा में / To,

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

विषय / Sub:- Minutes of the 1st (1st in 2025) Zonal PNM Meeting between ECoR HQrs. and ECoRSC held on 28th & 29th May, 2025.

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A copy of the minutes of the 1st (1st in 2025) Zonal PNM Meeting held between East Coast Railway HQrs. and East Coast Railway Shramik Congress (ECoRSC) in SABHA GRIHA, Rail Sadan, ECoR HQrs., Chandrasekharpur, Bhubaneswar, on 28th & 29th May, 2025 has been uploaded at the Official website of East Coast Railway as per the following title.

Heading	:	IR Personnel.
Title	:	Industrial Relation -> Zonal PNM Meetings - ECoR
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 (I)
for Principal Chief Personnel Officer

Copy to the Secretary to GM/ECoR for kind information of GM please.
Copy to the Secretary to AGM/ECoR for kind information of AGM please.
Copy to Executive Director (IR), Room No. 402, Railway Board for kind information.
Copy to General Secretary/ECoRSC for kind information.
Copy to DGM(G)/ECoR for kind information.
Copy to DRMs/CWM of ECoR - KUR, WAT, SBP & MCS for kind information.
Copy to the CPO/Admn, Dy. CPO/Gaz, Dy. CPO/HQ, Dy. CPO/Rectt for kind information.
Copy to the Sr. DPOs/DPO/WPO of ECoR - KUR, WAT, SBP and MCS for kind information and necessary action.
Copy to APO-I & APO/Con - ECoR HQrs/BBS for kind information.
All concerned.

for Principal Chief Personnel Officer



Minutes
of the
1st Zonal PNM Meeting
between
ECoR HQrs. & ECoRSC

***Venue: Sabha Griha, 1st floor,
Rail Sadan,
Chandrasekharpur,
Bhubaneswar.***
held on: 28th & 29th May, 2025

MINUTES OF THE 1ST (1ST IN 2025) ZONAL PNM MEETING BETWEEN EAST COAST RAILWAY HEADQUARTERS AND EAST COAST RAILWAY SHRAMIK CONGRESS (ECoRSC) AT EAST COAST RAILWAY HQRS, RAIL SADAN ON 28TH & 29TH MAY, 2025.

MEMBERS PRESENT

OFFICIAL SIDE		REPRESENTATIVES OF ECoRSC	
Srl. No.	Name with designation (S/Shri/Smt.)	Srl. No.	Name with Designation (S/Shri/Smt.)
1.	Parmeshwar Funkwal, GM	1.	J. Sampath Kumar, President
2.	Mohes Kumar Behera, AGM	2.	R.C. Sahoo, General Secretary
3.	Pabitra Ku. Nayak, Secy. to GM	3.	P. K. Sahani, Vice President
4.	L. V. S. S. Patrudu, PCPO	4.	T.V. Mouleswara Rao, Vice-President
5.	B.S.K. Rajkumar, PCE	5.	Md. Rafi Amhad, Joint Genl. Secy.
6.	A.G. Srinivas, CAO/Con	6.	N.S.L. Koteswar Rao, Honorary COB
7.	Alok Sahay, PCEE	7.	D.K. Sahoo, Joint General Secretary
8.	Bijaya Kumar Mishra, SDGM	8.	Niranjan Mishra, Joint Genl. Secy.
9.	Prem Narayan, PCMM	9.	A. Srinivas, Joint General Secretary
10.	Anand Swaroop, PCME	10.	V.S. Prasad, Joint Genl. Secy.
11.	Alok Bohra, IG-Cum-PCSC	11.	S. Puan, Addl. Jt. Genl. Secy.
12.	Dr. Sushil Ku. Behera, PCMD	12.	Sridhar Nayak, Addl. Jt. Genl. Secy.
13.	Sanjay Kumar Mishra, PCCM	13.	Pravasa Chandra Patra, Addl. Jt. GS
14.	Sumana Mohanty, PFA	14.	B.N. Swain, Honorary COB
15.	Hemant Kagra, PCSTE	15.	A.Venkata Rao, Addl. Jt. Genl. Secy.
16.	Dibbanjan Roy, CPTM	16.	R.M. Patro, WC Member of NFIR
17.	J.P. Mishra, CTPM	17.	A. K. Pradhan, Addl. Jt. Genl. Secy.
18.	Sagarika Patnaik, CPO/Admn.	18.	Ashutosh Mohanty, Treasurer
19.	Saurabh Gupta, CGE	19.	Sanjaya Kumar Dash, WCM/NFIR
20.	Akshya Saxena, CE-Con-II	20.	Sumitra Panda, Representative
21.	S. C. Behera, CRSE (Chg)	21.	Draupadi Moharana, Lady Delegate
		22.	Snehalata Bastia, Lady Delegate

N.B:-

1. *Please read the entire minutes.*
2. *Implement decision 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 to you.*

SECTION - "A"
INTRODUCTION

1. Address of Smt. Sagarika Patnaik, CPO/Admn./ECoR/BBS:-

CPO (Admn.) welcomed General Manager, PHODs/CHODs, ECoRSC representatives, and lady delegates to the 1st PNM Meeting of 2025. She highlighted that 30 agenda items were discussed constructively and amicably on the first day, leading to closure of all items. The opening session was presided over by AGM.

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

General Secretary welcomed all dignitaries and thanked General Manager for fostering cordial Union-Administration relations and empaneling Yashoda Hospitals. He appreciated General Manager's proactive leadership in infrastructure development and EACG case processing.

2 (a) Key suggestions/requests:-

- 2.1 Increase daytime empty rake placements at TLHR sidings.
- 2.2 Improve facilities at temporary running rooms (e.g., food, ACs) at Raja Athagarh, Ambodala and Bobbili.
- 2.3 Provide Minimum Guaranteed Kilometerage (MGK) of 120 KM for running staff.
- 2.4 Conduct fresh selections for long-standing CLIs.
- 2.5 Ensure regular visits of Health Inspectors and Welfare Inspectors to TLHR.
- 2.6 Provide washroom facilities near Sabhagriha for lady delegates.
- 2.7 Emphasized discipline among ECoRSC office bearers.

3. Address of Shri Parmeshwar Funkwal, GM/ECoR/BBS:-

The General Manager expressed sincere appreciation to GS/ECoRSC for maintaining its top position pursuing staff matters through their agenda. He welcomed all PHODs/CHODs, ECoRSC office bearers, and lady delegates. GM appreciated ECoRSC's

popularity and efforts toward constructive dialogue, resulting in amicable closure of all 30 agenda items and also congratulated the personnel department for the same.

Despite challenges last year, East Coast Railway (ECoR) upheld its No.1 position in freight loading, unloading, and production, achieving a 10% increase over the previous year. Passenger bookings reached a record 93.52 million, marking a 9.31% growth, with a 4.79% rise in ticket earnings. ECoR also achieved an operating ratio of 58.60% and gross revenue of ₹23,779.61 crore up to March 2025, with 99.29% Capex utilization (₹ 12,100.20 crore).

3 (a) Infrastructure Achievements:-

- 3.1.1** 304 km of doubling completed, including 55.543 km of 3rd line and 72.908 km of new lines.
- 3.1.2** 18 major Non-Interlocking works and yard remodeling completed.
- 3.1.3** Elimination of 15 level crossings via ROBs/RUBs.
- 3.1.4** Expansion of Freight & ROH Depot at SARLA to 196 routes and 12 lines.
- 3.1.5** National Rankings & Shields
- 3.1.6** 1st : Freight Loading (259.25 MT), Freight Unloading (236.47 MT), GPWIS (28 rakes), LSFTO (32 rakes), RUB construction (90/35 target), Rail Madad Cleanliness & Security Shields.
2nd : Through Sleeper Renewal (Primary - 376.25 TKm, Secondary - 121.08 TKm), Steel Channel Sleeper Renewal (15,037 nos.).
3rd : New Lines & Multitracking (249 km), Freight Earnings (₹26,262.60 crore), Through Rail Renewal (Secondary - 115.73 TKm).

3 (b) Staff Welfare & HR Initiatives:-

- 3.2.1** 5,267 promotions to higher grades.
- 3.2.2** 167 Compassionate Ground Appointments.
- 3.2.3** 243 new appointments via RRB/RRC.
- 3.2.4** 930 out of 965 staff grievances resolved.
- 3.2.5** ₹ 4.80 crore sanctioned under Central SBF.
- 3.2.6** ₹ 1.13 crore for critical medical assistance.
- 3.2.7** 1,084 settlement cases finalized.
- 3.2.8** 21,284 staff trained, including external institutes.

- 3.2.9 51 selections, 385 suitability tests, 153 trade tests conducted.
- 3.2.10 100% clearance of 8 ex-gratia and 142 IRMT cases.
- 3.2.11 Successful conduct of Secret Ballot Elections with 38,756 voters with recognition secured by ECoRSC and ECoRSU.
- 3.2.12 MoU signed with SBI on 04-09-2024 to enhance salary package benefits for 76% of staff banking with SBI.

General Manager emphasized the collaborative success of the Administration and Union, reaffirming the goal of sustained excellence in operations, infrastructure, and staff welfare.

The meeting ended with a vote of thanks from CPO/Admin.

SECTION 'B'
NEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
01.	01C-01-2025	<p>(A) UNSAFE WORKING SYSTEM TO BE RECTIFIED:-</p> <p>PCEE ALL DRMs</p> <p>The Loco Pilots are under pressure of work and always in risky atmosphere. In spite of that the FSD (Fog Safety Device) is not being issued to all Crew rather supplied in a pick and choose manner. Thus violating safety guidelines.</p> <p>ECoRSC demands the FSD to be provided to all the Crews.</p> <p>ADMINISTRATIVE REMARKS:-</p> <p>(A)</p> <ol style="list-style-type: none">1. Train working without Fog Safe Device is not unsafe working.2. Fog safe device is given as assistance to loco pilot during extreme foggy condition for giving audio alarm during approach of signal.3. Railway Board nominated Patiala Locomotive works/ Patiala for supply of FSD's. After getting new FSDs all efforts will be taken to supply all crews. 735 nos. of FSDs are under procurement. TDC-Oct'24. Loco pilots will be provided with FSD as based on circumstances. <p>DECISION:-</p> <p>1010 Nos. have been recently inducted and procurement of 760 more FSD is under process. GS/ECoRSC has suggested to keep the FSD as a part of the loco equipment.</p> <p style="text-align: right;">(CLOSED)</p> <p>(B) NON CLEANING OF THE LOCOMOTIVE LOOK OUT GLASS:-</p> <p>PCEE ALL DRMs</p> <p>The Loco Pilots are facing a lot of problem during dense foggy weather, as the lookout glass is covered with fog for that the Loco Pilots are unable to see the Track clearly.</p> <p>ECoRSC demand to clean the Locomotive look out glass at all Crew changing points for safety.</p> <p>ADMINISTRATIVE REMARKS:-</p>

Yes, Loco look out glass should be clean. It is one of the duty of ALP to clean the lookout glass during start.

DECISION:-

It is agreed that the lookout glass of the loco should be clean at the time of offering from shed by shed staff and enroute by ALPs. The working of wiper must be ensured by shed.

(CLOSED)

02. 01C-02-2025 INCLUSION OF FIRST AID BOX AS A PART OF BRAKE VAN EQUIPMENT & RELAXATION IN FIXING OF LV BOARD/FLASHING TAIL LAMP IN LSLRD/LWRRM IN LHB RAKES:-

**PCOM
ALL DRMs**

After the withdrawal of Line Box, carrying such type of supplied first aid box as a personal equipment in a back pack is not possible on the part of coaching TMRs. Hence ECoRSC demands to allow First Aid box as a part of B/V equipment in the rakes which are originates from ECoR Zone and in the MEMU train DMCs.

The bracket provided for fixing LV board/Tail lamp in LSLRD/LWRRM LHB rakes is not less than 08 feet height from the rail level. It is very much difficult on the part of a normal height TMR to fix or remove the LV Board/Tail Lamp from non-platform side. Some time they get injured while fixing/removing the same.

Hence, ECoRSC demands for fixing of the bracket at a low level in the rakes, which are maintained in ECoR Zone and at the same time demands relaxation in fixing of LV board/Tail lamp in LSLRD/LWRRM having body flashing tail lamp in LHB rakes which are passing through not maintained in ECoR zone.

ADMINISTRATIVE REMARKS:-

There is no such guideline to fix First Aid Box as a part of Brake Van equipment. As per GR 4.19, First Aid Box is part of Guard's personal equipment. So it can't be violated regarding LV board bracket, this issue pertains all the rakes in IR. So, the issue of necessary modifications to reduce the height of LV bracket comes under the purview of Railway Board.

DECISION:-

Operating Department will write a letter to Mechanical Department;

1. for implementing the decision of Railway Board to provide first Aid Box in Brake Van/SLR of both passenger and freight trains under Rolling Stock Programme (RSP);
2. To implement the decision of Railway Board letter dated 20.01.2021 addressed to CRSEs for implementation for fixing the Last Vehicle (LV) bracket in LHB coaches. A copy of the letter will be submitted to GS/ECORSC.

(CLOSED)

03. 01C-03-2025 NON MAKING OF COACHING LINK IN SBP DIVISION:-

**PCOM
PCEE
DRM-SBP**

In SBP division the numbers of coaching trains are increasing day by day and allotted to the crew of SBP division. As on date there are 30 nos. Coaching trains being manned by crew of SBP division. Due to non availability of Coaching Link the pick & choose method is going on. Apart from that, all LP (Mail/Express) are not being given LR for all the sections because of that the train allotment is going on as per the CC/CCC choice.

Hence ECoRSC demands to give all section LR to all the coaching drivers and make the Coaching Link as per the Railway Board's guideline early.

ADMINISTRATIVE REMARKS:-

PCOM:-

Over SBP Division, Coaching link for Mail/Express trains for Train Managers category is available.

PCEE:-

Coaching Link is under revision due to new trains are being introduced. Optimum utilization and LR of crew in different crew links are being ensured.

DECISION:-

Operating and Electric Department both have agreed to make the Coaching Crew link of all the Divisions under ECoR.

(CLOSED)

04. 01C-04-2025 ROTATION OF C.C WHO IS ALLOTING THE COACHING TRAINS IN SBP:-

**PCEE
DRM-SBP**

In SBP division one particular medically de-categorised CC is booking the coaching crews since 7 years back, administration allowing him only to book coaching train, because of that the Train Order issued as per that CC choice, those are his follower and belonging to their cadre they are getting trains for short section and others are deprived, for that the staff discontentment is going on severely. To stop the agitation ECoRSC demands the allotment of coaching trains not to be done by a particular CC, rather it should be on rotation basis and give chance to other CC.

ADMINISTRATIVE REMARKS:-

This issue to be raised in PNM of SBP Division.

DECISION:-

All the Divisions must carry out drafting process for CC/PC regularly duly ensuring rotation of staff (including medically de-categorised CC).

(CLOSED)

05. 01C-05-2025 RATIONALIZATION OF EARNING KMs OF SBP DIVISION AND CKP DIVISION:-

**PCEE
PCOM
DRM-SBP**

LPs and ALPs of SBP division are performing their strenuous efforts during unwanted crisis i.e. acute shortage of Crew, newly implementation of coaching trains, siding working, diverted trains working and conversion of traction working to enhance the section strength of our Loco cadre and for the keen interest of our divisional administration.

Previously coaching trains were being manned by Crew of CKP division and of VSKP division because of undivided S.E. Railway. After the formation of ECoR Zone and SBP division with SBP coaching base Crew point are being full-fledged functional with all respect. In spite of that the coaching Crew of CKP division are still working over SBP division. On review of this issue, it is noticed that Crew of CKP division are earning 10890.936 KMs over ECoRly territory. Whereas SBP division crews are earning only 3632.718 KMs over S.E. Rly territory per week.

It is also noted that though MEMU trains are running over SBP division. Loco Pilots of SBP division are not trained on MEMU working as those trains being worked by LP of CKP division over SBP division.

The strength of coaching Crew of SBP division is very lesser than neighbouring divisions, as working of trains for SBP division crew are being squeezed or denied. The promotional channel of Loco Pilot cadre of SBP division is also going for stagnation. As a result, after serving 23-25 years in Goods Train they are not getting promotion to LP/Passenger and the passenger Loco Pilots are not getting promotion to Mail/Express cadre in due time.

Some instances have come to the notice that our Crew are being allowed to work link trains and forcefully detrained over CKP Division.

- a. SBP base crew had gone to work link train - 18312 Exp. But they are forcefully detrained at ROU. Now both side ROU-SBP-ROU are being worked by crew of CKP Division.
- b. As per notice No.-272ECoR/PCOM/CHG//PURI-ROU/Vande Bharat /157/23 Crew of SBP Division have to work 20835/36 Vande Bharat Express Ex-SBPY-ROU/SBPY but ROU base crew did not allow SBP base crew to enter to the working cab and they are working one side Ex-ROU-SBPY.

The coaching crew of CKP division are still working over SBP division jurisdiction, and out of total coaching trains, 70% trains are being utilized by CKP Crew in ECoR territory and only 30% trains are being manned by SBP division in S.E.Rly territory. All the new trains are forcible allotted to the S.E.Rly & S.E.C.Rly. inspite of that ECoR is not objecting which is quite illegal & for that only the Crews are suffering a lot.

For example CKP division Crews are earning 10890.936 KMs over ECoR territory and SBP Crews are earning 3632.718 KMs over S.E. Rly & S.E.C. Rly territory. Because of that, the LP (Mail/Express) post is not created and the LPs those are continuing in LP(G) are not getting promotion since 20 years back.

Hence ECoRSC demands to rectify all the above defects and restore the trains to SBP loco pilots so that the promotional,

mileage and pride of SBP division crew is upheld and reduce staff discontentment.

ADMINISTRATIVE REMARKS:-

PCOM:-

Rationalisation of earning KMs of SBP & CKP divisions can be achieved by allowing more trains to work by SBP crew in CKP territory or by allowing SBP Crew to work trains beyond Rourkela.

SBP Crew will be utilized for further new trains inducted for rationalization of earning KMs.

PCEE:-

For rationalization of sharing new link between CKP and SBP division, proposal has been sent to S.E. Rly.

DECISION:-

SBP Division shall give current inter-zonal KM earning of ECoR and SER crew and then CPTM & CELE/ECoR and SER shall discuss ways and means to bring about parity, within two months.

(CLOSED)

06. 01C-06-2025 FIXING OF 10 HRS. SHUTTLING FOR MVAA SIDING OF SBP DIVISION:-

**PCOM
DRM-SBP**

(A) ECoR has fixed the mileage in Covid-19 period for MVAA siding vide Estt.Srl.No.-79/2020 dated 13-07-2020 that the trip target time 2 hrs.- @ 40+50, 3 hrs.-@ 60+50 & 6 hrs.- @ 120+50 in Covid-19 period. But now from AMB to MVAA & back within 6 hrs. running time is not possible practically, As on date 70% trains are not reaching within 6 hrs. fix timing and Crews are getting mileage 120 only, for that the trip timing from AMB to MVAA siding & back to be increase from 6 hrs. to 8 hrs. and paid 160 + 50 mileage to the AMB siding Crew.

(B) The food and resting facilities at AMB & MVAA siding is not up to the mark and not as per the guidelines issued by Rly. Board, for which the Crews are not taking proper food & rest which may lead to unsafe working system. Moreover if administration will implement the 10 hrs. shuttling for AMB-MVAA-AMB then no chance of relive of Crew at MVAA siding.

ECoRSC demanding to implement 10 hrs shuttling for AMB-MVAA-AMB and no Crew will relive at MVAA, if relive in any rare case then that Crew will move by transport vehicle to AMB Rest Room and sign off will be done at AMB CMS.

ADMINISTRATIVE REMARKS:-

Proposal submitted by the division did not carry adequate merit for consideration by the Zonal Standing Committee.

DECISION:-

SBP Division to resubmit the proposal with adequate details for Zonal Standing Committee's consideration, within one month.

(CLOSED)

07. 01C-07-2025 RECTIFICATION OF OPERATING SYSTEM TO CREW MANAGEMENT FROM TIG-RGDA & RGDA-TIG WITHIN (9+1+1) STIPULATED HOURLY:-

**PCOM
PCEE
DRMs-
SBP/WAT**

In terms of Railway Board's guidelines, the so called AMB rest room cannot be taken in to consideration as running room. But to manage the work the running staffs have accepted the AMB rest room as running room. But relive of Crew after working only 4/5 hrs. at AMB forcibly is not correct, Administration have to plan that within $9+1+1 = 11$ hrs. the TIG Crew should reach at RGDA in up direction and from RGDA to TIG in down direction as the distance is only 140 KMs and always avoid the relive system at AMB.

There are 40 nos. Crew posted at AMB Base, inspite of that the TIG Crews are being deputed to work in siding forcibly. ECoRSC suggests that, all of the AMB Base Crews are to work from AMB to MVAA siding & back, TIG Crew should not be utilized to work to MVAA siding, which is seen wastage of Crew.

Hence ECoRSC demands the AMB base crew only to be utilised for MVAA siding.

ADMINISTRATIVE REMARKS:-

PCOM:-

Utilisation of Crew is planned to optimize working hours and rest within the allowed HOER guidelines. Hence, restricting TIG crew from AMB MVAA siding works will result in sub-optimal utilization of crew both at TIG and AMB base.

PCEE:-

All efforts are being taken to reduce crew duty hours between RGDA-TIG. All divisions have been directed to increase crew vehicles in this regard and a new running room at KTGA is also planned.

DECISION:-

The train operation timings in TIG-AMB-RGDA circuit is expected to stabilize after the commissioning of BMCK-THV third line and Y-connection at AMB. Required rationalisation shall be done after the new timings become available.

(CLOSED)

08. 01C-08-2025 WAITING ALLOWANCE TO BE PAID TO THE CREW OF TIG AT SFK, RNBT, MRBL:-

**PCOM
PCEE
PFA
PCPO
DRM-SBP**

The Crew of TIG Base are going Pilot from TIG to SFK, RNBT, MRRL i.e. TIG to SFK - 10 KMs, TIG to RNBT - 8 KMs & TIG to MRBL - 19 KMs, and they are waiting for train for 6 to 8 hrs then reach at TIG by working the train and getting actual KMs, which is very less.

As per IREM-Vol-1- Para 9.21, waiting duty allowance at the rate of 15 KMs. per hour upto 10 hours shall be paid to the running staff in the following cases :—

- (a) Waiting/Stand-by duty as per roster.
- (b) Station duty including detentions on account of cancellation of the trains or cancellation of booking of the staff after they have reported for duty.
- (c) Running staff kept back in administrative interest, such as booking for President's Special, Relief Trains etc.

Rule is that, if the train will not handed over within 4 hrs that train will cancelled and pay the waiting allowance. It is irony to understand that when clear-cut rules exists, why staff is denied their rightful dues.

Hence ECoRSC demands to pay the Waiting Allowance of TIG Crew or implement 10 hrs.shuttling for TIG - SFK - TIG, TIG - RMBT - TIG, TIG-MRRL-TIG against the Pilot mileage.

ADMINISTRATIVE REMARKS:-

PCOM:-

Waiting duty allowance is given as per the extant guidelines.

DECISION:-

Sr. DOM/SBP and Sr. DEE(OP)/SBP will study and give specific comments with data for the last two months, within 15 days.

(CLOSED)

09. 01C-09-2025 FILING-UP OF THE RUNNING STAFF VACANCIES OF SBP DIVISION:-

**PCEE
PCOM
PCPO
DRM-SBP**

It is observed that, near about 200 vacancies exists in the Running cadre of SBP division for which the work load of these vacancies are forcibly loaded upon the existing Running staff for which untoward incidents may occur. Administration should try to fill up these vacancies early or call for options from other Railway to fill-up the Running staff vacancies.

In SBP division the Running staff utilization is more than their prescribed duty hours, presently on an average 70% Running staff are working 14 hrs. duty in place of (9+1+1) i.e. 11 hrs. and within duty hours only 30% are working. Railway Board repeatedly issuing order to minimize the duty hrs within stipulated time i.e. 9 hrs. + 1 hr. + 1 hr. and to stop long hour working But in SBP division the long hours working system is increasing day by day which is violating the Railway Board's guideline and hampering safety of the staff and the train

Hence ECoRSC demands to fill-up the Running staff vacancies early.

ADMINISTRATIVE REMARKS:-

All selections were cancelled as per instructions communicated by Railway Board vide letter dated 05.3.2025. However, Railway Board vide letter No. E(NG)I-2025/PM1/3 dated 28.3.2025 communicated to finalise the selection where written examination were held on or before 04.3.2025. Accordingly, for selection of CLI & Technician Gr. III posts division is taking action to complete the selection on priority basis for which instruction has been issued to division vide this office's letter dated 01.4.2025.

1. For Filling-up vacancies of 11 posts of Chief Loco inspector the written test held on 14.09.2024 &

21.09.2024. Now the case is pending due to Vigilance investigation.

2. Vacancy for filling up 12 posts of LP(Mail Exp) was notified and result published on 18.10.2024 in which 07 out of 12 are promoted while 04 candidates tendered refusal and result of 01 candidate is in sealed cover. Again, assessment for 06 vacancy in LP (M/E) has been completed on approval competent authority. It will be notified.
3. Suitability test of 37 eligible staff for the post of LP (Goods) has been completed on 10.07.2024 and result published on 19.09.2024 with approval of GM/ECOR. Under Crew review the post of LP(G) has been increased by 195 number and the total sanctioned strength of LP(G) has been increased from 1085 to 1280.
4. DRQ modified indent placed for 477 DRQ vacancies of ALP on 31-12-2024.

DECISION:-

Selections will be re-started after receipt of latest guidelines of Railway Board. RRB has already conducted CBT Exam Phase I & II and the panel is expected by the end of the 2025.

(CLOSED)

10. 01C-10-2025 **PROMOTION OF TM-II TO TM-I IN ALL THE DIVISIONS SHOULD BE A COMMON CALENDAR/ COMMON DATE IN ENGINEERING DEPARTMENT OVER ECoR:-**

**PCE
PCPO
ALL DRMs**

It is seen that, from TM-II to TM-I promotion are done ADEN wise, in this connection the TM-II to TM-I promotion are given in several dates as per the convenience of that ADEN office, because of that at the time of JE promotion against DPQ, the senior person is on the junior list and the junior person on the senior list when the combined/integrated seniority list make. Because of that the senior TMs are deprived off to get promotion to JE as he has got promotion early than senior person.

Hence ECoRSC demands to conduct the selection over the division by implementing a common calendar and issue promotion order in a common date of TM-I of an individual division.

ADMINISTRATIVE REMARKS:-

PCE:-

Personnel department may issue a common calendar for E.Co.Railway for promotion of TM-II to TM-I.

PCPO:-

A common calendar will be proposed in consultation with PCE at HQ level duly taking feedback from the divisions.

DECISION:-

A common calendar will be finalized in consultation with PCE at HQ level.

(CLOSED)

11. 01C-11-2025 MERGING OF FEEDER CATEGORY i.e. HELPER OF ENGINEERING DEPARTMENT OF WAT DIVISION:-

**PCE
PCPO
DRM-WAT**

In WAT division from Gr-III to Sr. Tech of post of P.Way, works, Bridge, Tunnel has been merged and published an integrated seniority list, but the Helper Category i.e. Feeder category has not been merged of the above wing of Engg. Department. For that the promotion from Helper to Tech-III against DPQ is affecting seriously, the promotion of Tech-III from Helper against DPQ is on the basis of screening only, for that the senior Helpers are deprived off to get promotion to Tech-III against 50% DPQ.

Hence ECoRSC demands to merge the Helper category of P.Way, Works, Bridge, Tunnel and make an integrated seniority list for promotion early.

ADMINISTRATIVE REMARKS:-

PCE:-

1. Though the seniority of helpers are being maintained in Sub-Division level. Tech-III promotion will be conducted at Divisional level by Sr.DPO/WAT by issuing necessary notification to various categories. For which 3 options are being collected from the willing candidates and integrated seniority being prepared at Divisional level (Sr. DPO/WAT) and accordingly selection will be conducted by way or Trade Test based on Integrated seniority.
2. In WAT division, Technicians from Tech-III to Sr. Tech are divided in to two common seniority groups' viz. Technician (Works) group & Technician (Bridges).

3. Asst. (Bridges) are eligible for Tech Gr-III (Bridge Sarang) group and they cannot be promoted as Tech Gr-III for P. Way & Works trades.
4. Both the Asst. (P. Way) & Asst. (Works) staff are eligible for promotion to the post of Tech. Gr-III (Works) group and there is no specific group of Technician (P. Way) for attending the Trade Tests by Asst. (P. Way) staff. As such there is no question of deprive to the Asst. (Works) & Asst. (P. Way) staff since they are allowed to opt 3 options as per their wish for attending Trade Tests against DPQ during promotions to the both P. Way trades & Works trades.
5. Hence, there is no need to merge all the Asst. groups in to a common seniority group for promotion purpose.

DECISION:-

Details regarding the merger Technician in Engineering Department will be called from WAT Division for examination. Till such time WAT will be advised not to proceed with suitability/TT till such time decision is taken by HQ.

(CLOSED)

12. 01C-12-2025 RESTORATION OF RATE OF 10 HRs. SHUTTLLING FROM 120 TO 150 KMs:-

**PCOM
PCEE
ALL DRMs**

As per the Running Allowance Rule, the rate of 10 hrs. shuttling is 150 KMs (i.e. $15 \times 10 = 150$). But it is observed that, without approval of Head Quarter, the rate has been curtailed from 150 to 120 KMs forcibly through control order which is quite illegal & not permitting the Rule. When the RAC Committee had recommended & fixed the 10 hrs. shuttling to get 150 mileages, how the Division Authority has reduced from 150 to 120 KMs.

Hence ECoRSC demands to restore the rate from 120 to 150 KMs wherever the 10 hrs. shuttling is continuing.

ADMINISTRATIVE REMARKS:-

PCOM/ECoR letter No. PCOM/ECoR/FOIS/CMS/36 dated 01.06.2021 has been followed.

DECISION:-

Will be examined and necessary action will be taken, as early as possible.

(CLOSED)

13. 01C-13-2025 Sr. ALPs SHOULD BE UTILIZED IN COACHING TRAINS ON ROTATION BASIS IN SBP DIVISION:-

**PCEE
DRM-SBP**

It is observed that 25 nos. Sr. ALPs have refused their promotion since 5 years, again & again, they also refused the LP (G) training several times, even though they are regularly working in Coaching trains, it is very unfortunate that there is no rule to refuse the promotion again & again, if any employee refused the promotion that for only one year not permanently, these particular 25 nos. Sr. ALP working in coaching train but the other Sr. ALPs are not getting a chance to work in Coaching train, though they have completed the LP (G) training.

ECoRSC demands to change the system and the particular group of Sr. ALP working in Coaching train since long by refusing the promotion to be utilize in goods train and give chance to other Sr. ALPs to working in coaching train by adopting the rotation system.

Hence the Sr. ALPs should be utilized on rotation basis in SBP as well as in other division where such defects are noticed.

ADMINISTRATIVE REMARKS:-

Normally experienced ALP's are utilized in coaching trains. Generally they are Senior ALP's. However, booking of ALP are not restricted in coaching trains.

DECISION:-

The instruction regarding refusal of promotion will be reiterated to all the Sr. DPOs. GS/ECoRSC has highlighted that vide Zonal PNM Item No. 52-C-14-2021 dated 08 & 09.03.2022 the above instructions were reiterated to the Divisions.

The booking of Sr. ALP in Coaching Train should be so rotated that LR of none of the Sr. ALP lapses.

(CLOSED)

14. 01C-14-2025 NON FIXATION OF MEMU SHED CADRE AS DECIDED VIDE ITEM No. 51C-17-2021 OF ZPNM:-

**PCEE
PCPO
PFA
DRM-KUR**

Administration has opened MEMU CAR Shed of KUR in the month of September 2017 which has already completed 7 (seven) years and now, the MEMU Shed is functioning in a regular manner like other Sheds. But administration has not taken any action as on date for fixing of MEMU Shed cadre. For that those staff have already been joined since 2017, are not getting their legitimate promotional benefits.

The Facts are that:-

- 01) Administration has called for the option from Mech& Elect staff of KUR division only to fill up 25 nos. of sanctioned post on 27.10.2017.
- 02) On the basis of above option the staff of Mech. & Elect including TRD, OP, ELS & General/KUR have applied. Out of that 25 nos. of staff are selected for MEMU Shed and their posting order has also been issued on 27/10/2017.
- 03) Out of that 25 nos. of staff only 15 nos. have joined in 2018 and 10 nos. have not yet been joined.
- 04) Because of non joining of selected staff of KUR division the administration has again called for the option for 2nd time from the 02 divisions (WAT & SBP) of ECoR on 24.04.2018.
- 05) On the second time option, administration has issued posting order of 14 nos. of staff and kept 06 nos. of staff as stand by vide letter No.-P/Mech/MEMU/01/18 dated 27-06-2018.
- 06) On the basis of letter dated 27-06-2018 out of 14 nos. staff only 08 nos. of staff have joined and other 06(six) nos. have not joined & those are kept as standby are also not joined.
- 07) Again 35 nos. of post have been transferred from WAT division to MEMU/Shed/KUR vide Memorandum dated 02-05-2019.
- 08) On the basis of that administration has called for option from the staff of 03 (three) divisions to fill up those 35 posts vide letter No.-P/Mech/Option/MEMU/2019 dated 10-09-2019.
- 09) Then Administration has issued the posting order for 35 nos. of staff vide letter No.-P/Elect(OP)/MEMU/01/20 dated 24-02-2020.

- 10) On the basis of posting order issued dated 24-02-2020 out of 35 nos. some of staff have joined, but some of them have not joined till.
- 11) Then Administration has posted 07 nos. of Tech-III (TRS) in GP ₹ 1,900/- (level-II) on 24-06-2020 recruited through RRC/BBS and also continuing the posting of direct recruitees one by one till.

It has decided in Zonal PNM vide Item No.-51C-17-2021 to close the cadre by 30-04-2022 duly giving one month time.

But KUR Division is not implementing that decision and opines that the post which are temporarily transferred from WAT division to be transferred permanently, then only the MEMU Shed cadre will be closed.

Hence ECoRSC demand to close the MEMU Shed cadre early as because the optees are now trying returned back to their parent lien.

ADMINISTRATIVE REMARKS:-

With the approval of competent authority i.e. PCEE/ECOR , 35 nos. of non-gazetted posts in different categories and different levels have been transferred permanently from DLS/VSKP of WAT division to MEMU Shed/KUR vide this office's Memorandum dated 16.01.2025. So division may submit the proposal for fixation of cadre of MEMU Shed after duly following all formalities as per extant rules for consideration.

DECISION:-

GS/ECORSC has informed that few RRB candidates have been posted to MEMU Shed and their seniority has not been fixed. It has been decided the issue regarding fixing of seniority of the above RRB candidates will be examined and seniority fixation will be decided within a month.

(CLOSED)

15. 01C-15-2025 NON GRANT OF PROMOTION/RESTRUCTURING THE STAFF WORKING IN ELECTRICAL (G)/KUR & WAT:-

PCEE PCPO PFA	Haphazardly administration has surrendered the 317 post of KUR and 125 posts of WAT from the Electrical (G) cadre, in the year 2012, that matter has set right in the year 2018,
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**DRMs-
KUR/WAT**

But the Helper, & Gr-III & Gr-II all post had been surrendered without maintaining the cadre structure exist at that time i.e. 16%, 44%, 20% & 20% in Sr. Tech, Gr-I, Gr-II, Gr-III respectively, all the Feeder Grade had been surrendered because of that the RBE No.-116/2016 dated 30-09-2016 has not been implemented. On result the existed Gr-I & Sr. Tech of KUR and Gr-II, Gr-I & Sr. Tech of WAT not got promotion against cadre restructuring of RBE No.-116/2016.

Hence ECoRSC demands to give the promotion against RBE No.-116/2016 to the Elect(G) staff of KUR & WAT early.

ADMINISTRATIVE REMARKS:-

The restructuring of post as per the revised distribution circulated vide RBE No.116/2016 has been implemented in all AC, TL & Power wings of Electrical/General department duly surrender of posts in the cadre itself as a matching savings as per the guidelines in the old circular and further surrender & creation of respective posts are being deducted /added to the respective grades. As the Board has not directed to conduct Annual Review after 01.09.2016 as such further review not conducted, due to which disproportionate percentage appearing in the AC, TL & Power Cadres of Electrical/General department. A per provision the cadre existed as on 01.09.2016 will be restructured and not the ones afterwards.

Proposal for restructuring of power cadre has been sent to Sr. DFM/KUR for vetting by Sr.DPO/KUR vide his letter no. E5/2/Cadre/Elect(G)/Redistribution of artisan/2023 dated 05.01.2023 till date the same has not been vetted by finance department.

DECISION:-

Item discussed and closed.

(CLOSED)

16. 01C-16-2025 REVIEW THE DECISION TAKEN ON 26-09-2022 ABOUT FIXING OF YEARS FOR IROT/IDOT:-

**PCPO
ALL DRMs
CWM/MCS**

Railway Board has instructed the General Manager of all Zones to fix the minimum service period to eligible of the category to apply the IROT/IDOT transfer in consultation with trade union in ECoR zone and the joint meeting was held on 18-08-2022 with both the trade union and in that meeting

the trade unions have not agreed to fix 10 years policy for running staff category. If implement the 10 years rule then as on date (i.e. 18-08-2022) those applications which are pending with administration will count as live, then from 19.08.2022 onward the 10 years rule can be implemented.

Further in other Railway still 5 years rule is exist, and there is no change.

In ECoR the administration has issued order on 26-09-2022 to implement the 10 year Rule with prospective effect but all the divisions have rejected all the applications which are pending as on 18-08-2022 and also rejected the NOC of the running staff.

Hence ECoRSC demand to cancel that 26-09-2022 order or keep in abeyance and allow the applications are pending as on 18-08-2022 and NOC for their transfer and review the 10 years minimum service period which fix for running staff of ECoRly.

ADMINISTRATIVE REMARKS:-

In terms of policy guidelines issued by PCPO Office vide letter dated 26.9.2022, minimum service period 10 years has been fixed for running category staff. Further, the requirement of 10 years service in the category (Loco running staff, SM, Goods Train Manager) which is with prospective effect. As per instruction in that those employees who have registered prior to 10.3.2022, their cases will be dealt as per earlier instructions of Railway Board.

DECISION:-

The instructions issued vide letter No. ECoR-HQOPERS(R)/15/2021 (31/2022) Dated 26.09.2022 will be once again reiterated to the Division for strict compliance. Any cases which are not done in terms of the above letter to be reviewed by the Divisions.

(CLOSED)

17. 01C-17-2025 STOPPAGE OF NIGHT EXPRESS (TRAIN No.18514/18513) AT PFU:-

PCOM It is observed that, the night express (up & down) have no
PCCM stoppage at Padua (PFU), as it is well known that the SSE/P.
DRM-WAT Way/PFU Head Quarter is at PFU, there are 200 nos. above

staff are residing at PFU or nearby PFU, most of them are out of state and they are posted at PFU. Because of non stoppage of Night Express at PFU they are unable to come VSKP and facing a lot of problems in an emergency.

Hence ECoRSC demands to allow stop & start the night express (Train No.-18514/18513) at PFU for the betterment of our track maintainers and their families as well as the other passengers.

ADMINISTRATIVE REMARKS:-

Proposal for stoppage of train no.18514/18513 is under process.

DECISION:-

Discussed and closed.

(CLOSED)

18. 01C-18-2025 ENHANCE OF HRA FROM 9% TO 18% OF KOTHAVALASA OF WAT DIVISION:-

**PFA
PCPO
DRM-WAT**

The grievance of the staff working at Kothavalasa for granting them HRA at the enhanced rate of 18% instead of 9% on par with the staff working within GVMC limits is long pending for which the sanction of the Railway Board/New Delhi is mandatory.

In order to obtain the sanction of the Railway Board/New Delhi, a fresh dependency certificate in the prescribed format (enclosed) in duplicate on the official letter head with seal as required by Railway Board was sought for vide DRM/E.Co. Railway/WATs D.O. letter of even number, dated 19-01-2021 followed reminders but the same is still awaited.

From administration side necessary action taken to collect the paper from State Govt. since along.

Hence, ECoRSC demands an early action in this regard is highly solicited.

ADMINISTRATIVE REMARKS:-

A reference has been made to the District Collector/ Vizianagaram requesting to provide dependency certificate in the prescribed format in regard to Grant of HRA of the

enhanced rates to the staff working at Kottavalasa(KTV) vide this office letter no. WPO/37/KTV/HRA/@GVMC/2024, dated 19.01.2021 followed by reminders on 15.09.2021, 23.11.2022, 05.04.2023, 03.07.2023, 30.01.2024 and 24.07.2024 reply is still awaited.

However, reply is yet to be received. It is ensured to admit HRA on revised rate on receipt of necessary orders from Competent Authority.

DECISION:-

ECoRSC will submit Dependency Certificate from Collector/ VZM and submit to PFA through Sr. DFM/WAT. Thereafter the same will be forwarded to Railway Board for obtaining sanction.

(CLOSED)

19. 01C-19-2025 PROVISION OF SEAT FOR INSPECTING OFFICIALS AND CLIs IN LOCO CAB:-

**PCEE
ALL DRMs**

The Chief Loco Inspector's prime duty is to monitor and counsel Loco Running staff, duly updating their knowledge in day to day working and ensuring safe working practices.

CLIs expressed their deep sense of anguish over inadequacy of facilities in Loco Cab and also the inspection officials are also facing lot of problem at the time of inspection. CLIs have to foot plate along with LP & ALP in Loco Cab at least 4 to 8 hrs. per day, in case of freight train the average time spending with LP/ALP in Loco Cab is more than 10 hrs. also.

Presently in loco Cab, only two seats are available i.e. one for LP & another for ALP. Since there is no other seat for CLI & other inspecting officials they are made to stand in Loco Cab throughout the journey and they are facing a lot of problem physically & mentally.

Because of that the ECoRSC/NFIR has raised this issue at Railway Board PNM vide Item No.-05/2023 and Railway Board has discussed with RDSO and RDSO has advised all the Zonal Railways vide letter dated 01-05-2023 for provision of CLI's seat in Locomotive Cab.

Hence ECoRSC demands to implement the RDSO order dated 01-05-2023 early for provision of seat for inspection officials in Loco Cab.

ADMINISTRATIVE REMARKS:-

In ELS/WAT, 01 Loco is provided with seat for inspecting officials and CLI's in loco cab. Further, proposal for provision of seats in 108 locos is under process.

WAG9:- 450 nos. seats for inspecting officials has been proposed under ZRSP for the year 2025-26.

DECISION:-

Procurement action has been initiated by ELS/VSKP and purchase order is under issue for provision in 312 locos. Provision of inspecting officials seats in balance locos will be taken in phase-wise manner after getting feedback.

(CLOSED)

20. 01C-20-2025 PROBLEMS FACED BY LOCO RUNNING STAFF WHILE WORKING IN TRAINS FOR RS/EMERGENCY VALVE/BRAKE CHANGE OF LOCATION IS REQUIRED:-

**PCEE
ALL DRMs**

Sr. ALP/ALPs have expressed their deep sense of anguish over recent instruction for "keeping one hand on RS/Emergency Valve handle and at the same time concentrating on approaching Stop/Red Signal" as an attempt to apply emergency brake by ALP in case LP does not control the train in time which may lead to SPAD.

ALPs are facing difficulty in adhering to these guidelines as different Locomotive are having RS/Emergency Valve at different location. For example in WAP 6/Sr. WAG 5 Loco the RS/Emergency Valve is provided on ALP desk which is convenient to operate, But WAG-9/WAP-7 the RS/Emergency Valve is provided at floor level in Loco Cab, this compelling ALP to bend his body completely to floor level to keep his hand and at the same time it is very difficult to observe aspect of signal.

To change the location ECoRSC/NFIR placed before Railway Board PNM vide Agenda No.-04/2024 and Railway Board has immediately taken up this issue with RDSO and RDSO has issued letter to all PCEE of all Zonal Railway to change of spot of the RS/Emergency Valve vide letter No.-EL/3.2.19/3-phase/Pt.1 dated 24-03-2023.

Hence ECoRSC demands to change the location of RS/Emergency Valve of WAG-9 & WAP-7, in an urgent manner over ECoRly.

ADMINISTRATIVE REMARKS:-

As per RDSO guidelines issued vide modification sheet no. 491, all WAG-9H and WAP-7 locos have already been modified with RS/Emergency handle position.

DECISION:-

The modification is completed in maximum number of locomotives. Feedback to TLC may be given by running staff in case they encounter any loco which is not yet modified.

(CLOSED)

21. 01C-21-2025 PROVIDE AC IN LOCO CAB FOR SMOOTH DRIVING:-

**PCEE
ALL DRMs**

It is observed that in all most all Loco Cabs the temperature is above 40 Degree and the WAG-9 always above 50 Degree in this position the Running staff are facing a lot of problems.

In this regard NFIR had raised this issue at Railway Board level and Railway Board was kind enough and sanctioned the amount to fix the AC in all Loco Cabs. All such Locos which were allotted and commissioned in ECoR since the year 2019, such Loco Cabs have to be provided with AC, instruction and fund has been allotted to all zonal Railways.

But it is unfortunate that still 90% Loco Cabs are running without AC, rest 10% having AC but not running condition.

Hence ECoRSC demands to provide the AC in all Loco Cabs those are running from the year 2019 and maintained in ECoR, as per Railway Boards decision early.

ADMINISTRATIVE REMARKS:-

Presently 448 Nos. of loco cab provided AC with in ECoR. Provision of AC in loco cab is being done, under Railway Board's Bulk RSP. Locomotives in ECoR have been allotted following provision of CAB AC.

ELS/WAT: 140	ELS/ANGL: 112	DLS/WAT: 196
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Rest of the loco cabs will be provided with AC in subsequent Bulk/Umbrella/Itemised RSP.

However, procurement of 16 Loco sets loco cab is under process for WAT Division. Further, Cab AC for 123 locos is proposed in IRSP 2025-26.

196 Electric Locos of DLS are provided with CAB AC and rest is under process through RSP. Similarly, effort is on to make all CAB ACs of Diesel Locos functional.

DECISION:-

Currently AC is available in 452 locos out of 801 locos of ECoR. Action for further procurement of AC in 453 locos is also in progress. Loco sheds will be advised to improve maintenance of AC provided in the locomotives.

(CLOSED)

22. 01C-22-2025 REDUCTION IN THE BEAT LENGTH FOR PATROLLING OF RAILWAY TRACKS:-

**PCE
ALL DRMs**

There has been a consistent demand from the trackmen, patrolling the railway tracks to reduce the beat length in view of the increase in tracks, traffic and various other arduous conditions.

The matter was also raised by ECoRSC/NFIR at Railway Board level vide PNM/NFIR item no.16/2021 and after separate meeting with Member(Infra) it was decided and circulated vide Director Civil Engg (Plg)/Railway Board's letter No. 2021/CE-II/Genl/meeting PNM dated 27-05-2024 that:

Wherever there is specific issue based on geographical condition of terrain and intensity of traffic, subject needs to be reviewed and action will be taken by GMs accordingly to ensure safety of staff.

In order to implement the above said directives of the Railway Board, ECoRSC earnestly requests to reduce the beat length of patrolmen so that the stress level on the patrolmen is reduced and they can perform their duties more efficiently and optimise the safety of tracks.

ADMINISTRATIVE REMARKS:-

Since the Patrol Beats are being followed as per the provision (Para 1004) of IRPWM, any change in the Beat length is decided by Railway Board. Hence the issue may be raised at appropriate forum.

DECISION:-

GS/ECORSC has submitted a copy of Railway Board letter No. 2021/CE-II/Genl/Meeting PNM, dated 27-05-2024. The same will be examined by Engineering Department for necessary action.

(CLOSED)

23. 01C-23-2025 NON MAINTENANCE OF RAIL VIHAR RAILWAY QUARTERS AND UNSAFE LIVING CONDITION:-

**PCE
DRM-KUR**

In Rail Vihar near about 70% staff of Zonal Head Quarter are residing. Out of 768 nos. quarter 100 nos. quarter Type-II are in abandoned condition and regularly one by one roof concrete pieces are falling for that so many staff and their families are injured also. These quarters initially were constructed by state govt. of Odisha in the year 1995, very poor quality construction quarters are taken up by Railway. Because of the construction of work quality in very very poor now our staff are facing a lot of problem and even not able to sleep freely and always the employees are in fear mind as because they think any moment the roof may fall on.

In this issue the ECoRSC has discussed several times with the divisional and zonal authorities but there is no result.

Division is telling there is no fund for renovation of Rail Vihar quarters but ECoRSC views that, the renovation of those quarters from F-1 to F-40(G) Type-II total 100 nos. quarters is waste of Railway money so it demanded the higher authorities of Engg. Deptt have to visit the above quarters early and declare all those quarters as abandoned and make plan to construct new multi-storeyed building against that 100 quarters otherwise administration can only responsible if any untoward situation will occurred in near future.

Hence ECoRSC demands to take immediate action to dismantle by declaring abandon then shift the staff to those quarter laying vacant in a phased manner and new construction work to be taken up to save from disaster which may occurred.

ADMINISTRATIVE REMARKS:-

These Ty-II quarters are built in Multi-storied building. Based on the complaints received, survey was conducted in which 25 nos. of quarters (out of 100 nos.) were found with various deficiencies and not fit for dwelling. These twenty five numbers of occupied quarters have already been declared "Abandoned". As these quarters are in multi-storied building, it is not possible to process for condemnation and dismantling without affecting to the other quarters. Moreover, it has also been intimated by SSE(Works) on 06.08.2024 to Sr.ADGM/ECOR/BBS not to make further allotment of these 25 nos. of quarters. Moreover, the existing occupants of these twenty five numbers of abandoned quarters have been intimated about the unsafe condition of the quarters and also to vacate. However as per the report received from ADEN/CSPR, the occupants have denied to vacate. The repairing works of other quarters are being done as per priority periodically proposal will be initiated to construct new quarters against condemnation.

DECISION:-

GS/ECORSC has requested that all the quarters getting vacant should be allotted to the staff whose quarters have been declared as Abandoned on priority basis.

Sr. DEN(Estate)/BBS will be instructed to attend the complaints received in RBMS App in the sequential order of registration of complaints.

(CLOSED)

24. 01C-24-2025 DELAY IN PURCHASE OF MEDICINE BY THE STORE DEPARTMENT:-

**PCMM
PCMD**

It is observed that, the regular and emergency medicines are purchased by Stores department which is not supplied in time to the divisional & central hospital. Because of late supply of medicine the patients are facing a lot of problems due to the local purchase system has stopped by medical department. ECoRSC views that, if stores department is not able to ensure to provide the medicine in time then the medical department have to supply by local purchasing to avoid the harassment of patients.

Hence ECoRSC demands the stores department have to ensure to arrange to supply the medicine in time a time

bound manner if not then the medical department have to supply the same by local purchase early.

ADMINISTRATIVE REMARKS:-

PCMD:-

Medicines are being procured in a time bound manner with help of Stores department. Progress of Procurement by bulk purchase is satisfactory.

Medicines not available at Central Hospital and all divisional hospitals are being provided by cash imprest available with them.

PCMM:-

No specific data has been presented in support of claim. However, the concern of the staff will be taken care by way of holding the Store-Medical meeting to better understand the concern expressed and to take remedial action with respect to supply against orders placed by Stores.

DECISION:-

At present there is no constraint for supply of medicine to the patients. Recently, for the quality control the sample is being collected and sent to Drug Control Agency under State Govt.

(CLOSED)

25. 01C-25-2025 REVIEW OF THE WORKING OF OPEN LINE GROUP-D STAFF IN CONSTRUCTION ORGANISATION:-

CAO/Con

It is observed that there are more than 80 employees of erstwhile Group-D staff of divisions are working in Construction Organisation by keeping their lien in various divisions. It is not understood that how they are being used in Construction organisation and what is the agreement.

Either they have joined in Construction Organisation through option or they face any selection to come Construction organisation, only they are working in Construction Organisation as per the individual choice of the various authorities of Construction Organisation by violating all the rules and policy

Therefore ECoRSC demands to submit the names those Group-D staffs who are working as on date in Construction Organisation and also submit how they have joined in Construction Organisation. Then those have worked for

years continuously they should be repatriated to their lien division/unit early.

ADMINISTRATIVE REMARKS:-

At present 147 erstwhile Gr-D staff working in the Construction Organization keeping their lien in Open line since there is no permanent cadre in Construction Organization they have been posted/utilized in Construction Organization according to their designation in the Open line and few of them are being utilized as per the administrative requirement.

Their posting is purely on the basis of requirement i.e. for project work as well as to assist in administrative work. Construction Organization places the demand to the Railways and Railways deputed the staff in Construction Organization. It is further mentioned that there is no permanent cadre in Construction Organization and no fixed tenure for posting of staff in Construction Organization. The staff posted in Construction Organization will retain as long as their requirement otherwise it may hamper the schedule works. Repatriation of staff is only be feasible, if proper replacement will be provided by the Railways.

DECISION:-

On demand of ECoRSC, it was agreed to issue notification to fill some vacant posts of Gr-D in Construction Organisation in consultation with PCE and CAO/Con.

(CLOSED)

26. 01C-26-2025 MISUTILIZATION OF S&T STAFF OVER ECoRly:-

PCSTE

ALL DRMs

It is observed by ECoRSC that, there is a heavy shortage of staff in S&T department as on date but it is astonished that in this crucial situation a large number of staff (Technician & Helper) are being utilised in various offices i.e. SSE/ASTE/DSTE/ Sr. DSTE/PCSTE though ministerial staffs are posted in each office.

The field staff those are sitting in offices are doing the work of ministerial staff like store/establishment etc. and the ministerial staff of the offices are enjoying by sitting ideal which is not justified in today's working system.

Hence ECoRSC demands to review the utilization of field staff in various offices over ECoRly by calling for their attendance particular and remove the field staff from the various offices early to ensure proper utilization of manpower.

ADMINISTRATIVE REMARKS:-

1. They are attached to help in technical issues like tender schedule making, requisition of S & T material and identification of material in Stores.
2. The S&T deploying the technical staff in Data logger Signal and Tele Fault control, Exchange, Technical, Estimate, Tender, Drawings and Store Section & field stores as per the guidelines laid down in new yardsticks (RBE No. 170/2022 for signal and RBE No. 128/2022).
3. The staff in the category of Technician & Helper are being utilized in various offices of S&T department in Technical Signal & Telecom section, Estimate, Tender, store and Drawing related works as per guidelines laid down in new yardsticks (RBE no. 170/2022 for signal & RBE No. 128/2022).

DECISION:-

The position will be reviewed as and when outsourcing staff are available. GS/ECORSC has informed that more field staff are working in office and they should be reviewed and necessary action will be taken.

(CLOSED)

27. 01C-27-2025 PROVISION OF EMERGENCY GANG OR LR/RG SYSTEM IN S&T DEPARTMENT:-

PCSTE

PCPO

ALL DRMs

It is seen that, all most all the Signal staff are unable to leave their Head Quarter for a moment also where they are posted though they have completed their 8 hrs duty from 8 hrs.to 16 hrs. which is very unjustified. Staff who have completed their stipulated duty are not able to move to hospital, market etc. for their personal work as because they are forced to work beyond their duty hours without any remuneration by administration.

In this working system all the Signal maintenance staff are over burdened and under heavy pressure, for that all of them are working in a stress mind which is unsafe for the both side.

So ECoRSC suggesting to create an Emergency Gang by accumulating 4 to 5 stations or keep LR & RG to attend the emergency duty after 16 hrs in over East Coast Railway to ensure proper safety. Then review the utilization of staff in Telecom Department if required the telecom staff may be deployed in Signal Department alternatively by appointing the contractual staff.

Hence ECoRSC demands to review the cadre of S&T Department and form the Emergency Gang by clubbing the 4 to 5 stations or provide LR & RG after the 16 hrs in brake down/emergency work and leave the day duty staff freely to attend the personal work.

ADMINISTRATIVE REMARKS:-

As per the latest yardstick RBE No 170/2022 for signal & 128/2022 for telecom, this department has proposal for additional posts creation of S&T department in safety category are as under:-

KUR:	971	WAT:	660	SBP:	554
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Total=2185 additional posts is under process to forwarded to Rly Board for sanction. Hence the emergency Gang or LR/RG will be made available after creation of these posts.

The proposal for creation 2185 posts has been forwarded on dated 15-04-2025.

DECISION:-

Railway Board has approved the outsourcing of night/special purpose gang at 14 locations, which shall be implemented immediately. GS/ECoRSC has proposed to make a block of 04 stations for maintenance staff, which shall be examined.

(CLOSED)

28. 01C-28-2025 SEGREGATION OF GENERAL SHIFT EMPLOYEE IN TWO SHIFT OF CRW/MCS FOR MORE OUT PUT:-

**PCME
CWM/MCS**

It is observed by ECoRSC that in CRW/MCS there is a space congestion to work ICF & LHB coaches at a time. Because of the space congestion the existing full phased staff of Mancheswar Workshop are not able to work freely and not able to give output perfectly. ECoRSC suggesting that the two shift working system in total workshop may be introduce by segregating the general shift staff for more outturn.

In two shift working system of Workshop is not required more material, more supervision and more staff also, administration can deploy the staff easily and the staff also work happily to give more output. In this system no need of more financial burden also as on date the existing financial implication will be continue if the two shift working system

will implemented rather it will helpful for more out turn in same capacity.

Hence ECoRSC demands to introduce two shift duty systems in over CRW/MCS to getting more output than the requirement.

ADMINISTRATIVE REMARKS:-

While as per requirement two shift working is operational in different sections of MCSW in limited measure, it is not feasible to split all General Shift employees in two shift system due to the following reasons:-

1. Functioning of General Shift cannot be withdrawn as it is the most productive shift for getting POH outturn since all the shops function in co-ordination with Railway Administrative Office and management.
2. On bifurcation of the same, monitoring/supervision issues may arise. Also, co-ordination with stores will also get affected which functions in General Shifts.
3. Bifurcation of General Shift into two shifts will require to full-fledged sets of supervisory staffs as well as feeder/supporting staffs like SSEs, JEs Crane Operators, Fork-lift operators, Welders, Riggers & Time Office staffs etc.
4. By bifurcation the General Shift, all female employees will have to be booked in day time shift only, which shall have an impact on functioning of shops like trimming shop, which has the maximum number of female employees.
5. Moreover, there may be issues in compliance of provisions of Factories Act (like facility of canteen, first aid).
6. It is also learnt that the G-Shift is continuing in almost all Carriage Repair Workshop over Indian Railway.

In view of the above, MCSW is in favour of Present Practice of requirement based limited two shift working rather than general two shift working for all staff.

DECISION:-

It will be examined for introducing double shift in trimming shop, paint shop, furnishing shop and water pipe section (POH Shop).

(CLOSED)

29. 01C-29-2025 NON REVISION OF RATES OF DIET CHARGE ALLOWANCE IN LIEU OF FREE FOOD TO THE STAFF ATTENDING BRAKE DOWN DUTIES:-

**PCE
PCEE
PCME
PCSTE
PCOM
PCPO**

As per RBE No.-314/2015 dated 27-10-2015 it was decided in NFIR PNM meeting that as per Par-1420 of IREC-II all Non-Gazetted staff called for brake down duties are eligible for supply of free food departmentally or otherwise. Where it is not possible to make arrangement for supply of free food in exceptional circumstances cash in lieu thereof may be paid to them including Trackman and Trolleyman as fixed by the General Manager in consultation with FA&CAO.

But since that time the ECoR has not revised the diet allowance rate though nearly 10 years is going to past. Because of that the Non-Gazetted staff those are attending the brake down duty are not getting the proper diet allowance money as per the today's market price and facing a lot of problem.

Hence ECoRSC demands to revise the diet allowance rate early for the betterment of the brake down staff.

ADMINISTRATIVE REMARKS:-

As per the RBE even No. 314/2015 dated 27.10.2015 Payment of cash in lieu of free food, in exceptional circumstances to the non- gazetted staff engaged in Breakdown duties. Revision of rates of meal charges allowance in lieu of free food to the staff attending breakdown duties under IREC Vol-II chapter IV Rules 1420 of 1 (i) b(iii) Supply of free food, departmentally or otherwise, during the period they are engaged in breakdown duties; The revision of fixed rates for Diet allowance ought to be enhanced after consultation with associate finance (FA & CAO) with approval of General Manager/E.Co.R/BBS and after circulation of such order of revision, it shall be paid accordingly.

However, a letter has been forwarded to Board for clarification on 14-12-2023.

DECISION:-

A proposal for revision of Diet Allowance will be resubmitted to PFA for concurrence and further sanction of GM.

(CLOSED)

30. 01C-30-2025 NON IMPLEMENTATION OF DECISION WHICH TAKEN AGAINST ITEM NO.-3 OF 54TH ZPNM FOR MECHANICAL DEPARTMENT AT ZHQ:-

**PCME
PCPO**

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

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

Personnel Department views

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

- Shamim Kumar Khan, SSE(C&W)/SBP is working as SSE(D&D) vide this Office Order No.-172/2013 dated 25-03-2013.
- Smruti Anjana Panda, SSE(C&W)/SBP is working as SSE(C&W) vide tis Office Order No.-242/2016 dated 11-07-2016.
- Sri Udaya Kumar Sahoo, SSE(C&W)/WAT is working as SSE(C&W) vide this Office Order No.-NG/66/2023/Mech dated 11-06-2023.

Decision taken in ZPNM

A note will be given by mechanical deptt. for filling up of the ex-cadre post on option basis and personnel department will further process the selection.

The Item has closed on the basis of the decision taken in ZPNM, But still no action has initiated as on date. So ECoRSC demands to provide the details of cadre and ex-cadre post operated in PCME office from which date. If the employees are working against ex-cadre post then administration have to repatriate them those are completed 5 years tenure of ex-cadre post and further selection process will start by personnel department.

ADMINISTRATIVE REMARKS:-

Following staff whose lien is being maintained in divisions are working at HQ office of Mechanical department on temporary basis in administrative interest.

Name	Design	From the date working	Against the post	Lien unit
Smruti Anjana Panda	SSE/C&W/SBP	21.7.2016	Ch. OS	SBP
Udaya Kumar Sahoo	SSS/C&W/WAT	13.10.2022	SSE/DM	WAT
Shramik Kumar Khan	SSE/C&W/SBP	25.3.2013	CLI	SBP

DECISION:-

It is decided a note will be initiated by the Mechanical Department for creation of Ex-cadre post as per the need. Then the employee working temporarily in PCME office will be repatriated to their parent Division after selection.

(CLOSED)

SECTION - "C" **SUMMARY**

	Total no. of items	Items closed	Balance items
New Agenda items	30	30	00
Review Agenda Items	NIL		
Total	30	30	00
