



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 (49)/10

दिनांक / Dated: 18-06-2025

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 ECoRSU held on 12th & 13th June, 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 Union (ECoRSU) in SABHA GRIHA, Rail Sadan, ECoR HQrs., Chandrasekharapur, Bhubaneswar, on 12th & 13th June, 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/ECoRSU 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-II & 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. & ECoRSU

***Venue: Sabha Griha, 1st floor,
Rail Sadan,
Chandrasekharpur,
Bhubaneswar.***
held on: 12th & 13th June, 2025

MINUTES OF THE 1ST (1ST IN 2025) ZONAL PNM MEETING BETWEEN EAST COAST RAILWAY HEADQUARTERS AND EAST COAST RAILWAY SHRAMIK UNION (ECoRSU) AT EAST COAST RAILWAY HQRS, RAIL SADAN ON 12TH & 13TH JUNE, 2025.

MEMBERS PRESENT

OFFICIAL SIDE		REPRESENTATIVES OF ECoRSU	
Srl. No.	Name with designation (S/Shri/Smt.)	Srl. No.	Name with Designation (S/Shri/Smt.)
1.	Parmeshwar Funkwal, GM	1.	R.V.S.S. Rao, President
2.	Alok Sahay, AGM (LA) & PCEE	2.	P.K. Patsahani, General Secretary
3.	Pabitra Ku. Nayak, Secy. to GM	3.	Kausik Saha, Addl. Genl. Secy.
4.	L. V. S. S. Patrudu, PCPO	4.	Gopinath Malik, Addl. Genl. Secy.
5.	B.S.K. Rajkumar, PCE	5.	P.R.M. Rao, Asst. Gen. Secy.
6.	A.G. Srinivas, CAO/Con	6.	U. Chandan Kumar, Asst. Gen. Secy.
7.	Y.B. Babu, PCOM	7.	Sabyasachi Sarangi, Asst. Gen. Secy.
8.	Sanjay Kumar Mishra, PCCM	8.	M.K.Pandey, Asst. Gen. Secy.
9.	Prem Narayan, PCMM	9.	Haradhan Hensh, Asst. Gen. Secy.
10.	Anand Swaroop, PCME	10.	Md. Zakiruddin, Finance Secretary
11.	Alok Bohra, IG-Cum-PCSC	11.	Aurobinda Mohanty, Jnt. Genl. Secy.
12.	Dr. Sushil Ku. Behera, PCMD	12.	Amrit Mishra, Jnt. Genl. Secy.
13.	Sumana Mohanty, PFA	13.	Nirmal Ku. Parida, Jnt. Genl. Secy.
14.	Hemant Kagra, PCSTE	14.	Hrusikesh Sahoo, Jnt. Genl. Secy.
15.	Sagarika Patnaik, CPO/Admn.	15.	R.Kanaka Rao, Jnt. Genl. Secy.
16.	K.K. Khadanga, DGM (G)	16.	V.S. Chakravarthy, Jnt. Genl. Secy.
		17.	M. Rajesh, Jnt. Genl. Secy.
		18.	P. Adinarayana, Jnt. Genl. Secy.
		19.	Annapurna Mohapatra, Lady Delegate
		20.	Bithika Panda, 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:-

On arrival of General Manager, CPO/Admn. welcomed the gathering. Briefed about the proceedings of the PNM and appraised General Manager that out of 30 agenda items 21 were discussed and 19 agenda items were closed after amicable discussions. And also informed General Manager that AGM was also present in the meeting throughout the day. On 13th June, 2025; rest 09 agenda items were discussed and finally 27 agenda items were closed out of 30.

2. Address of Shri P.K. Patsahani, GS/ECoRSU:-

Key suggestions/requests:-

- 2 (i) General Secretary humbly requested the administration that unauthorised trade union members should not be entertained. The representations of nominated members of the trade union to be considered duly verifying the identity of the nominated member.
- 2 (ii) General Secretary informed that in Divisions the TRD staff who are going to attend the breakdown/failures are moved in an open truck. This is to be discontinued as such it is a very unsafe for the lives of the TRD staff.
- 2 (iii) The AC Technician of Train No. 20807 (VSKP - ASR) Hirakud Express stays for 03 days at the destination without any proper accommodation. Requested for making suitable arrangements for accommodation at the destination in favour of the AC Technician of Hirakud Express.
- 2 (iv) General Secretary requested that the training of AC Mechanics of Vande Bharat Express is to be done in the schedule time so that the services of AC Mechanics may be explored effectively and efficiently.
- 2 (v) As such the transformation work of BBS Railway Station for making it a world class station is under progress and time and again General Secretary has

requested for earmarking/opening a health unit in the upcoming building of BBS Railway Station. Also requested for provision of health unit in KUR - BLGR new line section at par with health unit at JJKR.

- 2 (vi) General Secretary requested for empanelment of private dental hospital or hiring of CMP (Dental) till the posting of a regular Dentist in Hospitals over ECoR. Also informed that there is no Eye Specialist in DRH/WAT and patients are facing problems for treatment at DRH/WAT, hence requested for referring the patients to private empanelled eye hospitals.
- 2 (vii) General Secretary requested for providing proper parking places at Central Hospital/BBS and to explore the provision of providing foot over bridge in front of Rail Sadan for the use of ECoR/HQ employees.
- 2 (viii) General Secretary requested for providing staff rest room in the new Amrit Bharat Railway Stations.
- 2 (ix) Rest rooms for women Railway employees at Rail Sadan and Divisions may be provided, as requested by General Secretary.
- 2 (x) Feasibility for providing new yoga centre in Rail Vihar to be checked.
- 2 (xi) Drinking water ROs to be provided for Track Maintainers, as requested by General Secretary.
- 2 (xii) General Secretary informed that merger of establishment cadre between Engineering and Personnel Branch is still pending since 04 years. Requested for early action in the matter.
- 2 (xiii) General Secretary requested for pool redistribution of Railway Quarters among all the departments for the Railway Quarters in Rail Vihar and Rail Awas.

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

- 3.1 Addressed the gathering. Congratulated the ECoRSU for their win in Secret Ballot Election held during Dec'2024. He appreciated the ECoRSU for bringing out the grass root information to the notice of administration. Also assured for the best cooperation of the administration for resolving the issues raised by the Union.

- 3.2 Acknowledged the efforts of Union for conducting safety seminars and training for the staff at grass root level.
- 3.3 General Manager also informed that transport sector like Railways is most important for the growth of GDP of the country. GM emphasized for up-gradation of manpower at par with latest techniques and newly designed locos, coaches, wagons, etc. This needs continued training of staff to handle the modern locos, coaches, wagons, etc. to increase the efficiency of the employees. The regular training of Railway employees should be on priority.
- 3.4 From safety point of view, information dissemination is most important and information should be given at the grass root level.
- 3.5 Apart from that, Railway Board has a proposal to set a loading target of 3000 MT by the end of 2030 and the loading share of ECoR will be approximately 450 MT.
- 3.6 Passenger carrying target over Indian Railways will also increase with the existing infrastructure and hence, it is compulsory to work together as a team and to be prepared to fight with the new challenges and achieve the target set by Railway Board.

Finally, General Manager conveyed his gratitude to ECoRSU for their cordial cooperation with the administration.

SECTION - "B"
NEW ITEMS

Srl. No.	Item No.	SUBJECT MATTER
01.	01U-01-2025	MINIMUM GUARANTEED KILOMETRE (120 KM):-

PCEE
PCOM
PCPO
All DRMs

As per Railway Board decision National Average Kilometer is fixed 5100 kms for month. Most of the time while working goods train in midsection due to traffic issues or operational problem running staff are unable to reach the destination and minimum guaranteed kilometrage which caused not to reach the NAK fixed by railway in a month.

In *IREM Volume. 1, Chapter -IX, Para.914*, it is clearly mentioned that in such section where the running staff enable to earn adequate kilometrage within the stipulated duty hours and in all circumstances, they shall be paid at the rate of 120kms for the full stipulated duty hours. In *RB Letter No. E(P&A) II,84/JCM/I, Dated. 02/02/1985* and *RB Letter No. E(P&A) II-85/FE-4/3, Dated. 25/05/1985* and *RB Letter No. E(P&A) II-80/RS-10, Dated 17/07/1981* of Para 3.16also mentioned regarding minimum guaranteed kilometrage to running staff.

Running Staffs of SBP Division aren't getting the minimum guaranteed mileage and allowance from several years which violate the Payment & Policy Wages Act. *In Kilometer allowance running staff are getting their allowance with pay (70%+30%).* So not getting MGK, running staff are not only loosing pay but also in huge financial loss after contribution of full effort in duty.

ADMINISTRATIVE REMARKS:-

PCPO

The matter of MGK for certain identified sections recommended by KUR, WAT & SBP Divisions has been appraised to AGM and concerned PHODs and it is under examination.

DECISION:-

MGK Committee at HQ is reviewing the recommendations of Divisions. The decision will be given within a fortnight. For other sections the Divisions will be advised to give the required train order based on the work to be done.

02. 01U-02-2025 CALCULATING DUTY HOURS (CONTINUOUS HOURS FROM SIGN ON TO SIGN OFF) FOR OTA CALCULATION:-

**PCOM
PCEE
PCPO
All DRMs**

In SBP Division Running Staff doesn't getting continuous hours in O.T.A calculation from Sign ON to Sign OFF i.e. if a running staff relieve in mid-section and waiting for train /jeep to return HQ /nearest running room, not paying /taking waiting period as continuous duty hours for overtime calculation which quite injustice and against the payment & wages act. There are following statutory provisions, instructions and literature for the purpose of O.T.A calculation i.e.

(I) As per subsidiary instructions of 17(i) of 1961 HOER rules i.e.

The hours of work of Loco & Traffic running staff should be calculated from Sign ON to Sign OFF for the purpose of overtime payment.

(II) As per RB Letter No. E(LL)76/HER/76, Date. 23/10/1978.

It's clarified that the time spent by running staff on non-running duties such as travelling spare on duty, watching for train at a station to return HQ or nearby running room etc. will be continued to be excluded for the purpose of duty at a stretch. Accordingly, the time so spent by running staff will not count for "10hrs duty at a stretch ". *Though the same will be count for the purpose of overtime payment as per admissible under the rules.*

(III) As per Northern Railway Letter No. 3.E/308/RLT19 9(Adj), Date. 6/10-11-1980:

"The period of waiting at a station while en-route (both un-ward and return journey to HQ) for catching connected train, in that case running staff should be treated as duty for the purpose of calculating overtime under the *HOER*".

(IV) As per Loco crew management information systems published in IRIEEN Journal -IV-94-3:

(a) *Mentioned in introduction Para 4 - The driver/ assistant served with call notice is eligible for 2 hours of preparation time at the end of which he should report for duty at the lobby Office & Sign ON. From the time he Sign ON, he is on duty till he Sign OFF at the next crew changing Point.*

(b) *As per Topic No. 2, Hours of Employment Regulations Governing Crew, Point No.1, "The duty hours of a crew are reckoned from the time they Sign ON to Sign OFF".*

(V) As per DRM(P)/NGP Central Railway Letter No. NGP/P.500/OT/Instruction, Date. 24-04-2008/ 12-05-2008:

It's clarified that, the hours of work of Loco & Traffic running staff should be calculated from Sign ON to Sign OFF for the purpose of calculating total hours of work done for overtime payment.

As per ADJUDICATOR'S AWARD OF RLT-1969 of JUSTICE N. M MIABHOY COMMISSION:

(I) Summary of main decisions Para 6.226j(d)(vi):

Practice in regards to running staff treating the hole period from Signing ON to Signing OFF as a period of duty will continue (vide Para no 6.57 & 6.132).

(II) In Para no 6.57 item no. 6

It's clearly mentioned that "The existing practice in regards to running of treating the whole period from Signing ON to Signing OFF as period of duty will continue.

(III) As per RLT Decision -1

Hours of employment shall be those during which an employee is at the disposal of his employer at the employer instance. Duty commences from the time he places himself at the disposal of his employer at the letters instance and such duty continue until he is finally at his liberty to clear the place of duty.

Sir, there are several references but instead of following all these instructions CTLC, CCC, Supervisors are making own monopoly orders & instructions for partial cutting of duty hours of running staff which is injustice to running staff after giving full effort on duty. So, it's also requested to take strict action against these activities.

ADMINISTRATIVE REMARKS:-

This issue may be raised at Divisional Level PNM.

DECISION:-

The Divisions will be advised to follow the codal provisions.

(CLOSED)

03. 01U-03-2025 RUNNING TRAINS WITHOUT TRAINS MANAGER:-

**PCOM
All DRMs**

It is unjust and unsafe for train running without guard in night time and pressurized & giving excess burden to the engine crew

to take all responsibilities of Guard in the name of emergency situation. Hence, this association demands to withdraw the orders of the PCOM/ECOR/BBS Dtd.26/04/2021 to run the train without Guard in day & night over ECoR in the interest of the safe and healthy working.

It is also observed that, on duty SCR & Officials are providing different order numbers illegally to run the train without Train Manager, without Tail Lamp or LV Board and BP continuity without providing BP Gauge to ensure adequate pressure in B/Van and forcing engine crew to run the train in an unsafe way. Now a days it seen that ALP are being forced to tie & untie LV Board, Tail Lamp vide illegal PC Order No. form TLC/DPC which isn't justified and not coming under the duty of ALP. Hence, this association request to stop this unsafe working practice.

ADMINISTRATIVE REMARKS:-

Provisions contained in SR 4.25.02 allows running of freight trains without TMRs. To this effect ,a JPO was issued on 03.10.2013 detailing the safety precautions that are to be followed by Section Controller, Station Master and Loco Pilots

DECISION:-

Discussed and closed.

(CLOSED)

- 04. 01U-04-2025 REVISION OF HRA FROM 10% TO 16% FOR THE STAFF STATIONED AT SBP VIDE STATE GOVT'S OFFICE MEMORANDUM NO.6747 DATED.14.02.2024 ISSUED BY FINANCE MINISTER, GOVT.OF ODISHA:-**

**PFA
PCPO
DRM-SBP**

As per the State Government's declaration, the house rent for Sambalpur has been fixed at 16% vide Memorandum No. 6747 issued by the Finance Minister, Odisha. Also, Sambalpur comes under the classification ' Y' as per the RB instruction.

In light of this, this union demands the house rent allowance for railway staff stationed at Sambalpur should be increased from 10% to 16%. This will help staff members to cope with the increasing cost of living in the area.

ADMINISTRATIVE REMARKS:-

Division may be advised to get dependency certificate in prescribed format from the Civil Authority (District

Magistrate /SBP & a proposal in this regard may be mooted through local accounts to HQ for approval of Railway Board.

DECISION:-

Division will be advised to get dependency certificate in the prescribed format from the District Magistrate/SBP. A copy of the letter will be shared with ECoRSU.

(CLOSED)

05. 01U-05-2025 UPGRADATION OF PAY STRUCTURE OF CERTAIN CADRES VIDES RB 155/2022.DATED.17.11.22:-

**PCPO
&
All PHODs
DRM-SBP**

Vide the above RB guidelines pay structure of certain cadres had to be done but it has not been completed in SBP Division upgradation of 50% group C from level -7 to 8 and level-8 to 9. List of category and modalities are already issued but not implemented yet.

Hence this Union urges to expedite the processing at the earliest.

ADMINISTRATIVE REMARKS:-

Upgradation to Level 8 under RBE No. 155/2022 has been done for all cadre in SBP Division except the Civil Engineering Department, due to non-availability of matching money value.

Matter to be brought in Divisional PNM.

DECISION:-

PCPO to explore from where necessary money value can be arranged for implementing the upgradation as per RBE No. 155/2022 to L - 8 in Engg. Deptt. of SBP Division.

(CLOSED)

06. 01U-06-2025 DEMAND FOR EMPANELMENT OF ANKURA HOSPITAL FOR EXCLUSIVE HEALTHCARE SERVICES FOR WOMEN & CHILDREN:-

PCMD

In recent times, high-risk pregnancies, infertility, and neonatal care have become increasingly common, highlighting the need for specialized healthcare services. As per available data, Ankura Hospital has consistently demonstrated excellence in the fields of pediatric surgery, fetal medicine, and maternal care, with one of the highest success rates in the region.

Given Ankura Hospital's proven track record of success in providing comprehensive care for both women and children, it is crucial that healthcare providers like ECoR collaborate with such reputable institutions to ensure the best medical care for staff members and their families. The hospital's expertise in managing high-risk pregnancies, offering infertility treatments, and delivering critical neonatal care can provide immense relief to staff members, particularly women who are expecting or planning to start a family.

This Union strongly urges the authorities to initiate the process for the empanelment of Ankura Hospital with ECoR. This step will not only provide better healthcare options for the staff but also offer a smile of hope to every woman aspiring to experience the joy of motherhood, ensuring a healthier, safer pregnancy and delivery.

We believe that this collaboration will greatly benefit the staff, offering peace of mind and access to world-class medical care during critical moments in their lives.

ADMINISTRATIVE REMARKS:-

Details of the Hospital with address are not mentioned in agenda. Still efforts are made to contact the hospital authority and find out details regarding services available etc.

DECISION:-

Administration has agreed, if Ankur Hospital representatives consult with PCMD/ECoR for empanelment.

(CLOSED)

07. 01U-07-2025 RE-INITIATION OF MOU WITH APOLLO HOSPITAL, BHUBANESWAR, AND YASHODA HOSPITAL, HYDERABAD FOR CANCER TREATMENT OF ECoR BENEFICIARIES:-

PCMD

For many years, Apollo Hospital in Bhubaneswar and Yashoda Hospital in Hyderabad have provided valuable healthcare services to the beneficiaries of ECoR, particularly in the area of cancer treatment. However, for the past three years, the Memorandums of Understanding (MOUs) between these hospitals and ECoR have been discontinued. As a result, patients undergoing long-term treatments, especially those with chronic conditions, have faced significant challenges. These patients, who were under the care of doctors at these hospitals, are now forced to restart their treatment from the beginning, causing considerable hardship.

This Union strongly urges the re-initiation of the MOU or the signing of a fresh MOU with these hospitals. Doing so will ensure that ECoR beneficiaries will be benefited from uninterrupted access to specialized cancer care and other treatments.

ADMINISTRATIVE REMARKS:-

Apollo Hospital, Bhubaneswar is not willing to tie-up with East Coast Railway at present, in spite of discussion of PCMD with Hospital Authority at Apollo Hospital. As Railway Board letter dated 29-08-2024 mentioning regarding referral "All referrals shall only mention that the referral for treatment is valid for any IR empanelled HCO on IR".

Since Yoshoda Hospital is having tie-up with South Central Railway no patients will be deprived of receive treatment at Yoshoda Hospital.

DECISION:-

We have got the tie-up with all the four units of Yashoda Hospital and empanelment of CARE Hospital, BBSR is under process.

(CLOSED)

08. 01U-08-2025 RESTART OF THE GDCE EXAMINATION WHICH HAS BEEN POSTPONED FROM 2023:-

**PCPO
All DRMs**

ECoRSU would like to bring to your attention the ongoing delay in the resumption of the GDCE (General Departmental Competitive Examination) that was initially scheduled for 2023. The examination, which has been postponed for an extended period, has caused significant uncertainty among the candidates who were eagerly preparing for the opportunity.

The candidates, who have been waiting for over a year, have invested considerable time and effort into their preparation for this examination, and the prolonged postponement has left them in a state of confusion and frustration. Many of them have made plans based on the expected dates of the exam, and this delay is impacting their career progression and personal commitments.

As per RBE No.62/2022; all Zonal railways are strictly instructed regarding timely filling up of Vacancies by promoting (Selection/non-selection)/Trade test/LDCE/GDCE within the time limit given.

Hence this Union strongly urges the concerned authorities to take immediate action and restart the GDCE examination at the earliest possible date. The resumption of the examination will not only restore the confidence of the candidates but also ensure a fair and transparent recruitment process for all eligible staff members.

ADMINISTRATIVE REMARKS:-

GDCE recruitment will be processed after the CBT modalities set by Railway Board as per their latest guidelines.

DECISION:-

Efforts will be made to issue notification for GDCE with fresh assessment by 31st July'2025.

(CLOSED)

09. 01U-09-2025 RATIONALIZATION OF LEAVE MODULE IN HRMS AND IN TIME APPROVAL OF IT BY THE LEAVE SANCTIONING AUTHORITY:-

**PCPO
&
All PHODs
CWM/MCS**

ECoRSU would like to draw your attention to the need for rationalizing the current Leave Module in the HRMS (Human Resource Management System) and ensuring timely approval by the leave sanctioning authority. Currently, the leave application process within the HRMS lacks efficiency and transparency, leading to delays and confusion for staff members who require approval for their leave requests.

Many employees experience prolonged waiting periods before their leave is approved or rejected, causing unnecessary stress and impacting their work-life balance. In some cases, the leave requests are delayed or not processed in a timely manner, resulting in employees facing difficulties in managing personal matters or health-related issues. This not only affects the morale of the staff but also hampers overall productivity. It would also be beneficial to establish clear guidelines for the timely approval process by the concerned sanctioning authorities, ensuring that leave requests are reviewed and addressed within a reasonable timeframe.

This Union urges the concerned authorities to take immediate steps to rationalize the leave module in HRMS to make it more efficient, user-friendly, and transparent. Furthermore, we request that leave sanctioning authorities be instructed to

approve or reject leave applications promptly to avoid unnecessary delays and inconvenience to the staff.

ADMINISTRATIVE REMARKS:-

Division may be advised to strictly follow item 12 (A) & 12 (B) of MSOP 2018 while granting leave.

DECISION:-

Discussed and closed.

(CLOSED)

10. 01U-10-2025 **NON-IMPLEMENTATION OF AGREED PNM AGENDA 45U-11-2022, INFORMAL MEETING ITEM 2 DTD.07.10.2021 AND NON- COMPLIANCE OF PCMD/BBS'S ORDER DTD. 29.10.2021 BY THE EMPANELED PRIVATE HOSPITALS OF BHUBANESWAR:-**

PCMD

The benefits provided to Railway employees for cashless treatment at referral hospitals were established due to the insufficient facilities available at Railway hospitals. However, it has come to the attention of this Union that almost all empanelled referral hospitals are demanding cash payments from patients who have undergone treatment, despite having all the necessary procedural documents from Railway hospitals. This situation is causing undue stress and humiliation for Railway employees, who are in no way at fault.

In the informal meeting held on 07.10.2021, the administration agreed to address this issue, and subsequently, PCMD/BBS issued instructions to all private hospital authorities to ensure that cashless treatment is provided to Railway employees. Furthermore, during the 45th PNM meeting, the matter was highlighted as a priority, and it was agreed that a reminder letter would be issued to empanelled hospitals with a strict warning about imposing penalties for any hospital charging extra amounts from patients.

Despite these efforts, complaints continue to arise from staff members seeking treatment at these private hospitals. It has been brought to our attention that CU/BBS has been sending special recommendations, emails, and phone calls for a select few beneficiaries, ensuring they receive cashless treatment during admission or discharge. This practice has created a negative impact on other beneficiaries, as hospital authorities are now demanding special recommendations or emails before providing cashless treatment.

This Union strongly demands that the Medical Department end this discriminatory approach and ensure that all Railway beneficiaries are provided cashless treatment at all empanelled private hospitals without exception. The selective treatment of beneficiaries must stop immediately, and the agreed terms for cashless services should be implemented fairly and consistently across all hospitals.

ADMINISTRATIVE REMARKS:-

Regular co-ordination meeting has been arranged with empanelled Private Hospitals at HQ level. Last Coordination meeting was held at Rail Sadan on dt. 28-09-2024 with representative of all empanelled private hospital and it was instructed to provide cashless service to Railway beneficiary.

As per Railway Board instruction in MoU, items like Toiletries, Sanitary Napkins & Talcum Powder etc. are not admissible for payment by Railway.

DECISION:-

Railways have done MOU for cashless treatment. Any deviation in any case may brought to the knowledge of PCMD/CMS.

(CLOSED)

11. 01U-11-2025 SETTING UP NEW GANG DUE TO CONVERSION OF SINGLE TRACK TO DOUBLE TRACK BETWEEN JJKR AND KDJR SECTION:-

**PCE
DRM-KUR**

ECoRSU would like to bring your attention regarding establishment of new "Gang" in light of the ongoing track conversion work from single to double track between JJKR and KDJR, as well as in other areas across the East Coast Railway (ECoR) zone. The conversion of the single track to double track is a significant step in improving operational efficiency and increasing the capacity of the railway network. However, such an expansion demands additional manpower and resources to ensure the safety, maintenance, and effective management of the new infrastructure.

Currently, with the expansion of the double track system, there is an increased workload for the existing staff, as the maintenance and supervision of the newly constructed tracks will require dedicated attention. The establishment of new "Gangs" is crucial for handling the increased responsibilities

associated with the newly laid tracks, especially in areas like JJKR to KDJR and other sections undergoing similar transformations.

By setting up new Gangs, the administration will not only ensure that the newly converted double tracks are adequately maintained but will also create a more efficient and safer working environment for railway staff. This will help in preventing any operational lapses and ensuring that the new tracks are maintained to the highest standards.

Therefore, this Union strongly urges the authorities to take immediate action to set up additional Gangs for the maintenance and supervision of the newly converted double tracks between JJKR and KDJR, as well as across other sections of the ECoR network.

ADMINISTRATIVE REMARKS:-

Some of the P. Way related maintenance activities have been outsourced as per Railway Board guidelines, which has reduced workload of the existing gangs to some extent so as to handle the increased track Kms. due to adding of double/triple lines. However, the proposal for creation of Manpower against the newly created/taken over assets is under process. After this is materialized, new gangs will be created.

DECISION:-

There is a huge existing vacancy in Engg. Deptt. in PWay stream. Close follow up action will be taken with RRB for quickly filling up of the Safety post vacancies. As far as creation of additional cadre in Track Maintainer due to increase in assets on account of doubling etc. the requirement of staff as per MCNTM formula has been initiated. However, this requires sanction of Railway Board, hence, necessary follow up action will be taken. Till such time the vacancies are filled up and additional cadre is created, outsourcing of certain activities as permitted by Railway Board are already being taken. Further, track machines are deployed for maintenance of track. Again, Divisions will be instructed to thoroughly review manpower deployed in maintenance of office activities and stores. Any extra persons working in these areas shall be repatriated to the gangs who should be utilized for the maintenance of tracks.

(CLOSED)

12. 01U-12-2025 CONDUCTING PME TESTS TO THE CATEGORY OF A-3 & BELOW AT THE RAILWAY HEALTH UNIT/RGDA AND HU/PURI:-

**PCMD
DRMs-
KUR/WAT**

In the past, the Railway Health Unit at RGDA conducted periodic medical examinations (PME) for Track Maintainers and employees in the A-3 and below categories. However, this practice was discontinued some time ago due to the absence of regular medical doctor. This disruption has created significant challenges for employees, particularly those in the A-3 and below categories, who are unable to undergo their required medical assessments conveniently.

The lack of a dedicated medical examination facility at RGDA/HU has resulted in employees having to travel to other health units, leading to unnecessary movement and additional strain on their time and resources as well as the revenue loss of the Railways in form of approval of TA Journals. Moreover, this delay in conducting regular PME tests has raised concerns about the health and well-being of employees, especially those working in physically demanding roles such as track maintainers, who require timely health assessments to ensure they are fit for their responsibilities.

This Union strongly urges the concerned authorities to reinstate the practice of conducting PME tests for A-3 and below category employees at the Railway Health Unit in RGDA. The resumption of this process will help reduce the unnecessary movement of staff.

Similarly, Puri Health Unit has been fully equipped with the necessary infrastructure to conduct PME for the concerned staffs. However, due to the unavailability of a doctor, the newly constructed PME room remains unused and has unfortunately become a neglected space.

The issue could be resolved effectively by arranging for a visiting doctor from DRH/KUR, which would not only ensure the timely conduct of PME but also result in significant savings for the administration in terms of approval of TA Journals to the staffs due for PME. This Union strongly urges the authorities to initiate PME services at the Puri Health Unit, enabling a more efficient and cost-effective healthcare solution for the staff.

ADMINISTRATIVE REMARKS:-

Conducting PME test at RGDA will be done after imparting training to newly posted ADMO soon.

At PURI/Health Union no regular IRHS doctor is available. More over PURI/Health Unit is nearer to DRH/KUR. Conducting PME will be considered after posting of IRHS doctor.

DECISION:-

PME at RDGA is being conducted by the Doctors coming from WAT.

(CLOSED)

13. 01U-13-2025 PROMOTION AND CHANGE OF CATEGORIES FOR HELPERS (ASSISTANT) LEVEL 1 IN ENGINEERING DEPARTMENT:-

**PCPO
All DRMs**

ECORSU would like to bring to your attention towards a long-standing issue regarding the promotion of Helpers (Assistant) Level-1 employees in the Engineering Department, who have diligently served the department for over 18 to 20 years. Despite their extensive years of service, these employees are still stuck in the same position, without the opportunity for career advancement or promotion except MACPs.

The lack of promotion for these experienced workers is causing significant frustration, as they have consistently demonstrated their dedication and commitment to their duties over the years. It is disheartening for them to remain in the same position despite their continuous service and contributions to the department.

This Union believes that a one-time exception could be made for these employees, allowing them to change categories and move up to Level 2. This exception would not only recognize their long and valuable service but also give them a chance to retire in a higher group, such as Group C, which would significantly enhance their morale, job satisfaction, overall career development and secure post retirement life.

This Union respectfully urge the authorities to consider this request and grant a one-time exception for these employees to change their categories to Level 2, enabling them to retire in Group C.

ADMINISTRATIVE REMARKS:-

This is a policy matter, decision may be taken at Railway Board level.

DECISION:-

To be discussed with PCE.

14. 01U-14-2025 PROVISION OF HIGH-COST MEDICINES AT HEALTH UNITS OVER ECOR FOR RAILWAY BENEFICIARIES:-

**PCMD
All DRMs**

Employees and their dependents suffering from serious conditions such as cancer, kidney disease, and thalassemia often face substantial financial burdens due to the high cost of required medications. Currently, these medicines which are available at DRHs causes inconvenience and additional stress for the patients to get it.

If these high-cost medicines were made available at the respective health units, it would significantly ease the burden on affected employees, allowing them to access necessary treatment more efficiently. This would also save valuable time and prevent staff from having to take excessive leaves to acquire these medications from DRHs.

Therefore, this Union strongly urges the authorities to ensure the availability of these high-cost medications at the concerned health units. Alternatively, we request that the assigned imprest cash for these health units be enhanced to accommodate the cost of these essential medicines.

We believe that implementing this measure will provide much-needed relief to the employees and their families, ensuring they receive proper care without unnecessary delays or hardships.

ADMINISTRATIVE REMARKS:-

High cost medicines like cancer drug, some insulins, medicines for autoimmune diseases etc. need advice and regular follow up by IRHS Specialist, which can't be arranged Health Units.

Storage and accountability issue can't be ensured at Health Units.

DECISION:-

Any drug advised for any particular patient except Chemo/Immunotherapy may be handed over to the individual patient for a reasonable period/monthly/quarterly or as per the review.

(CLOSED)

15. 01U-15-2025 IMMEDIATE ACTION ON PENDING TRANSFER APPLICATIONS OF HELPERS (ASSISTANT) IN ENGINEERING DEPARTMENT, TRACK MAINTAINERS, AND SIGNAL MAINTAINERS IN IROT AND IRMT:-

**PCPO
All DRMs**

It has come to the attention that while the division is gradually releasing ALPs (Assistant Loco Pilots) and LPs (Loco Pilots) to other zones in a phased manner, a significant issue persists for employees in other categories such as Helpers (Assistant) in the Engineering Department, Track Maintainers, and Signal Maintainers. These employees, who have applied for transfers to other zones under IROT (Inter-Railway Open Transfer) and IRMT (Inter-Railway Mutual Transfer), are still waiting for their transfer applications to be processed.

Despite having submitted their transfer requests long ago, very few applications from these categories have been considered or acted upon. This delay in processing has caused considerable frustration and uncertainty among the employees, many of whom are eager to move to different zones due to personal or professional reasons. The lack of action on these applications not only affects the career progression and well-being of these workers but also disrupts their personal lives, as they remain in a state of limbo without clear communication or resolution.

We understand that there may be logistical or administrative reasons behind this delay, but it is crucial to address this issue promptly, as the delay is impacting the morale of the employees. Therefore, this Union strongly urges the concerned authorities to take immediate action on these pending transfer applications and ensure that the employees in the Engineering Department, Track Maintainers, and Signal Maintainers are not left behind in the transfer process.

ADMINISTRATIVE REMARKS:-

Newly UDIT module has been launched on dated 02-06-2025 for IDRT, IRT & station transfer within the Division. Accordingly all the pending incoming and outgoing cases have been assigned with priority numbers. Cases will be dealt accordingly.

DECISION:-

Sr. DEE(OP)/KUR will be asked to forward pending IROT applications if any, to Sr. DPO/KUR. Action has been taken for other IROT applications.

(CLOSED)

16. 01U-16-2025 REQUEST FOR FRESH TVU AS PER RB GUIDELINES AND IMPLEMENTATION OF ROASTER AS PER TVU FOR DUTY HOURS REDUCTION:-

**PCE
All DRMs**

ECoRSU would like to bring to your attention the need for conducting a fresh TVU as per the Railway Board (RB) guidelines and to discontinue the manipulative TVU conduction and the subsequent implementation of the roaster as per the findings of the TVU. It has come to our notice that the current duty hours for staff working at certain level crossing (LC) gates are not aligned with the latest guidelines and are resulting in undue strain on the employees.

In particular, the duty hours for employees working at LC Gate No. 123, located between RDBR and KED Station, and LC Gate No. 139, situated between BTV and JJKR Station, remain unnecessarily long. Currently, employees are required to work 12-hour shifts at these locations, which can lead to exhaustion and potentially compromise safety. This Union believes that, as per the latest RB guidelines and after a fresh TVU, the duty duration at these gates should be reduced to 8 hours, ensuring a more reasonable workload for staff while still maintaining operational efficiency and safety standards.

We strongly request that the necessary steps be taken to conduct a fresh TVU for all LCs over ECoR, and based on the study, the duty hours should be reduced from 12 hours to 8 hours, as per the standard practices outlined in the Railway Board's guidelines. Additionally, the implementation of the new roaster based on the TVU's recommendations will not only ensure compliance with RB regulations but also improve the overall well-being of the employees working at these gates.

ADMINISTRATIVE REMARKS:-

Periodic Traffic census is conducted once in every three years as per provision of IRPWM and accordingly, TVUs gets updated.

As per Annexure-9/1(10) of IRPWM, the gatekeeper roaster is based on TVU of Level crossing as following

- 1.Special Class (TVU > 50000):03 Gatekeeper
2. A,B and C Class (TVU > 50000) 02 Gatekeeper

Classification of LCs are being processed from time to time based on updated TVU. However, specific case, if any, may be brought out for necessary action.

As per the last Census taken in Sept 2024, the TVU for LC No. 123 is 51,783 and accordingly proposal is under process for deployment of 3 GKs with 8 hour shift and LC gate No. 139 is 39,114 only and accordingly, the duty hours of GKs should be 12 Hours.

DECISION:-

For LC No. 123 conversion of roster from 12 hrs to 08 hrs is already in process shall be made at the earliest. Regarding other LC gates where TVU has already crossed 50000 as per last census shall also be converted to 8 hrs. roster.

(CLOSED)

17. 01U-17-2025 STOP ISSUANCE OF CHARGE SHEETS AND ADDRESS UNNECESSARY HARASSMENT DUE TO NON-FUNCTIONING OF GPRS DURING NIGHT PATROLLING:-

**PCE
PCSTE
All DRMs**

ECoRSU wish to raise a critical issue regarding the continuous harassment and unjust issuance of charge sheets against employees during night patrolling due to the non-functioning or malfunctioning of the GPRS system. It has come to our notice that the GPRS devices, which are meant to track and ensure the safety of employees during night shifts, are frequently not functioning properly due to faulty one. This situation has led to unnecessary and unjust disciplinary actions against the employees, who are being blamed for issues beyond their control.

It is important to understand that the malfunctioning of the GPRS system during night patrolling is not the fault of the employees, and they should not be penalized for technical failures of the equipment. The continued issuance of charge sheets in such cases is not only unfair but also demoralizing to the staff who are simply carrying out their duties under challenging circumstances. For Example, the staff has to get down from the track and place themselves 2 Meters far from the track while passing semi speed Vande Bharat Exp whose permissible speed is upto 130 KMPH. In this case the GRPS is showing the non-availability of the patrolling staffs during patrolling.

We urge the concerned authorities to take immediate steps to address this issue by ensuring that the GPRS systems are regularly maintained and functioning correctly. Furthermore,

we request that charge sheets not be issued in cases where the malfunctioning of equipment is the primary reason for any discrepancies during patrolling. Employees should not be held accountable for technical failures that hinder their ability to perform their duties effectively.

ADMINISTRATIVE REMARKS:-

PCE

There is no such case in SBP and WAT division.

KUR: Defective GPS are being rectified on urgent basis. Action under DAR has been taken in certain cases after thorough examination of 8 hours movement of staff and hence the allegation of unnecessary harassment is not proper.

DECISION:-

The issue will be verified with the Divisions and it will be ensured that innocent staff will not be get punished due to faulty equipment. All the GPS equipment which are defective will be replaced. Recently, new GPS equipment have been procured and distributed to field units.

(CLOSED)

18. 01U-18-2025 NON-IMPLEMENTATION OF AGREED SPECIAL AGENDA FROM 47THPNM AND ORDER BY HONOURABLE GENERAL MANAGER/ECOR REGARDING LADIES REST ROOMS:-

**PCPO
All DRMs
CWM/MCS**

ECOR wish to bring to your attention the non-implementation of the agreed special agenda from the 47th PNM as well as the directive issued by the Honourable General Manager of ECoR concerning the provision of Ladies Rest Rooms across the ECoR divisions. During the discussions at the 47th PNM, it was agreed that suitable arrangements for the welfare of female employees would be made, including the establishment of dedicated rest rooms, changing rooms, and other necessary facilities to ensure their comfort and well-being.

Furthermore, the Honourable General Manager, in a subsequent order, directed that this matter be addressed promptly, and that all divisions be advised to make the necessary arrangements to create a supportive and conducive work environment for women railway employees. The GM assured that suitable rest and changing rooms would be provided for female staff across the zones.

However, despite these assurances, we regret to inform you that no concrete steps have been taken to implement these arrangements in several divisions under ECoR except in some few places. Female employees continue to face difficulties due to the absence of these basic facilities, which significantly impacts their comfort and work-life balance. Railway Board has also given instruction to all GMs vide No.E(W)/2021/UN-1/6 dtd.13.10.2021 regarding provision of changing rooms, Tiffin Rooms and separate toilets for women railway employees.

This Union strongly urges the authorities to take immediate action to fulfill the commitments made during the 47th PNM and the orders of the Honourable General Manager. We request that the necessary infrastructure, such as rest rooms and changing rooms, be set up in all divisions without further delay to ensure that female employees are provided with a safe, comfortable, and dignified work environment.

We trust that the concerned authorities will prioritize this matter and take prompt action to implement the agreed arrangements as per the GM's directive.

ADMINISTRATIVE REMARKS:-

Civil Engineering of Divisions may be advised to identify space in the Division / Unit Offices to facilitate rest room / changing room for the Ladies Staff & to submit the feedback report for monitoring at HQ Level.

DECISION:-

DRMs shall be advised by PCPO for providing necessary facilities at the earliest.

(CLOSED)

19. 01U-19-2025 IMPARTIALITY IN THE TRADE TEST FOR SELECTION OF TRACK MAINTAINER-I:-

**PCE
PCPO
All DRMs**

It has come to our attention that there are significant concerns regarding the fairness of the trade test for the promotion of Track Maintainer-II (TM-II) staff to Track Maintainer-I (TM-I) positions. Despite several years of valuable field experience as Keyman, some employees who appear for the trade test have been unfairly failed, thereby preventing their advancement to the TM-I role. In stark contrast, individuals who have spent many years in office-based roles and have minimal field experience seem to pass the trade test with ease.

This raises two critical concerns: first, how can a candidate who has failed the trade test and is disqualified for promotion continue to perform duties as a Keyman, potentially compromising safety and the integrity of the railway system? Second, how can candidates with no field experience successfully pass the trade test for TM-I, despite lacking the practical knowledge required for such roles? Moreover, after passing the trade test, some office-based individuals continue to remain in the same position for years without fulfilling any field duties.

In light of these issues, the union strongly urges that the promotion process for TM-I should be based primarily on the candidate's field experience, reflecting their practical skills and knowledge acquired over the years. The entire trade test process must be transparent, fair, and free from partiality to ensure that deserving candidates are promoted based on merit rather than any bias or favouritism.

Furthermore, the union insists that candidates who fail the trade test should be removed from Keyman duties, as continuing in such a crucial position without the necessary qualifications poses a safety risk. It is imperative that the promotion system is both just and accountable, ensuring that only qualified and experienced personnel are entrusted with critical railway maintenance roles.

ADMINISTRATIVE REMARKS:-

A common calendar will be finalized in consultation with PCE at HQ level taking details from Divisions.

DECISION:-

Instructions will be reiterated to all the Divisions to conduct trade test in an impartial manner. All the persons who have been selected as TM I will be sent as per their respective duties in the field and those who have failed in the trade test will be removed from keyman duties except in case of exigencies where vacancies are existing in TM-I category.

(CLOSED)

20. 01U-20-2025 CHANGE OF OPD TIMINGS IN ALL DRH / HU:-

**PCMD
All DRMs**

Earlier the OPD timings of DRH / HU of Khurda Road Division was 09.00 Hrs to 13.00 hrs in 1st half and 15.00 hrs to 18.00 hrs in the 2nd half. In this plan of OPD timings the beneficiaries use to get optimum benefits for treatment. As

per CMS/KUR Letter Vide No. CMS/CA/OPD Timings/1294 Dt.09.10.2024 the present timings OPD i.e 08.30 to 15.00 hrs does not suits the patients for attending DRH/HU over Khurda Road Division for treatment. This is also implemented in other Divisions also.

Hence this Union demands to change the timings of OPD timings of DRH / HU of Khurda Road Division was 09.00 Hrs to 13.00 hrs in 1st half and 15.00 hrs to 18.00 hrs in the 2nd half like previous days so that the beneficiaries will get the maximum benefit of the timings.

ADMINISTRATIVE REMARKS:-

The OPD timings in all DRH& Health Unis has been circulated by Railway Board letter No. 2024/I&Tans.Cell/Health care Service/P, dated 27-08-2024.

DECISION:-

The new time table has been implemented in 3 Divisions, except CH/BBS. The Union has demanded that the new timings are not suitable for the people coming from distant station. Hence, it is strongly recommended that the old OPD timings should be implemented. The OPD timings will be decided after discussion with CMSs/MD, within a month.

21. 01U-21-2025 CONCERNS REGARDING THE SPLITTING OF DUTY HOURS FOR RUNNING STAFF IN THE WAT DIVISION:-

**PCOM
PCEE
DRM-WAT**

In the WAT division, there is an ongoing practice where lobby in charges are splitting the duty hours of running staff whenever they exceed 9+2 hours. For example, if a running staff member's duty extends to 15 hours, these hours are divided into two TOs—one of 10 hours and the other of 5 hours.

This practice has led to significant challenges for the crew. Under this system, running staff are often forced to wait for up to 65 minutes before they can sign off and complete their duty hours, in order to ensure they are compensated for the full period worked. Alternatively, they may be compelled to forgo the additional hours that exceed the 11-hour limit, which adversely affects their legitimate entitlement to proper compensation.

This splitting of duty hours disrupts the natural flow of the work schedule, leading to unnecessary waiting time and confusion regarding the accurate tracking of working hours. It

also creates difficulties in planning rest periods and other operational logistics, ultimately impacting the well-being of the crew.

The union strongly advocates for a review and cessation of this practice. We believe that duty hours should not be arbitrarily split, and running staff should be allowed to complete their full shift without such interruptions, ensuring they should be relieved after 11 hours duty or they should receive fair compensation for all hours worked beyond the standard 11-hour duty period. By addressing this issue, we can improve the working conditions for the running staff, ensure compliance with labour regulations, and enhance overall operational efficiency within the division.

ADMINISTRATIVE REMARKS:-

PCOM

There is no splitting up of duty hours for Train Manager category in WAT Division.

DECISION:-

The codal provisions will not be deviated.

(CLOSED)

22. 01U-22-2025 IMPLEMENTATION OF RAILWAY BOARDS ORDERS FOR RESERVATION TO PERSONS WITH BENCH MARK DISABILITIES:-

**PCPO
All DRMs
CWM/MCS**

Railway board has issued several guidelines & clarifications for promotion to the persons with Bench Mark Disabilities in all the departments. As per RBE 06/2024 the promotional benefits to be given from retrospective effect from 30.06.2016 on notional basis. But till date this order has not yet been implemented to give benefits to the genuine disabled employees. Delay causes consequential loss in the form of money, further promotion & seniority to the beneficiaries.

This Union demands for implementation for the Railway Boards Orders for extending benefits to the persons with Bench Mark Disabilities working within the jurisdiction of East Coast Railway.

ADMINISTRATIVE REMARKS:-

A request for creation of supernumerary post has already been sent to Railway Board for implementation of RBE No. 6/2024.

DECISION:-

Action has already been taken.

(CLOSED)

23. 01U-23-2025 PROPOSAL FOR INTEGRATING TA JOURNALS WITH TRIP ID FOR TICKET CHECKING STAFF:-

**PCCM
All DRMs**

In recent years, Indian Railways has been making significant strides in digitalization across various zones, streamlining processes and improving efficiency. One such initiative has been the adoption of Trip ID-based cash deposits, which provide a detailed record of ticket-checking staff duties. However, despite this progress, the practice of manually submitting Travel Allowance (TA) journals continues to persist, which hinders the commercial departments from fully embracing the benefits of digital transformation.

Currently, the process of submitting TA journals remains manual, which creates unnecessary delays and increases the workload for staff. This outdated practice contradicts the digital systems already in place and undermines the efficiency of the ticket checking process. In contrast, other sectors such as Loco Running Staff and Train Managers already benefit from digitalized systems, where mileage calculations and related records are linked to their TO. Minutes has also been drawn in 47th ZPNM for item No.47U-04-2023 i.e. HQ Commercial Department will address a letter to CRIS for automation of the TA Claims similar to CMS System for running staffs, but initiation has been taken from administrative end.

Therefore, the union proposes that TA journals for ticket-checking staff also be integrated with the Trip ID system, similar to the approach taken with Loco Running Staff and Train Managers. This integration would not only streamline the entire process but also enhance accuracy by directly linking the TA claims to the trip details. This would eliminate the need for manual submissions and the associated administrative burden, leading to a more efficient and effective system.

ADMINISTRATIVE REMARKS:-

TA & NDA module have already been developed by CRIS to generate the above allowances digitally through TTE lobby application. However, it is noticed that some anomalies have

been detected during generation of TA & NDA journals. Divisions have been advised to send feedback on the basis of which CRIS can be advised to rectify and make necessary changes in the system.

DECISION:-

This will be examined and necessary steps will be taken for its implementation.

(CLOSED)

24. 01U-24-2025 PROVISION OF SMARTPHONES FOR PATROLLING STAFF IN THE ENGINEERING DEPARTMENT:-

**PCE
PCSTE
All DRMs**

In recent times, the Engineering Department has been placing a strong emphasis on enhancing both accuracy and transparency in its operations. To support these objectives, a GPRS-enabled device has been issued to on-duty patrolling staff to track their real-time location and monitor their activities. While this initiative has made it easier to track the movements of patrolling personnel, a significant gap remains in the timely reporting of critical safety-related tasks to higher officials.

Currently, the safety reports, particularly those related to urgent issues such as rail fractures, track buckling, or other abnormalities identified during inspections, are not being escalated quickly enough. This delay in reporting is hindering prompt action from higher authorities, which is crucial for addressing safety concerns without delay.

In light of this, it has become apparent that in order to improve the efficiency and effectiveness of communication, it is essential for patrolling staff—specifically Keymen and Gang Mates—to be equipped with smartphones. These devices would enable them to instantly capture and share photos, videos, and real-time updates of the ground-level situation, ensuring that the higher officials receive critical information without unnecessary delays.

By providing smartphones to the relevant personnel, the department would be better equipped to track daily progress, escalate issues like rail defects or buckling immediately, and ultimately improve safety standards and operational efficiency.

ADMINISTRATIVE REMARKS:-

PCSTE

At present no guidelines have been issued by Railway Board to provided Smart Phone Hand Set to staff.

DECISION:-

Proposal will be referred to Railway Board for issuing policy for S&T, Engg. and TRD staff.

(CLOSED)

25. 01U-25-2025 NON-IMPLEMENTATION OF AGREED SPECIAL AGENDA FROM 47TH PNM AND ORDER BY HONOURABLE GENERAL MANAGER/ECOR REGARDING WAITING LOBBY:-

PCPO
ALL PHODs
All DRMs
CWM/MCS

Previously the following demand was placed in front of Honorable General Manager/ECOR, but no action has been taken in this regard till now.

Provision of Sr. Citizen Lobby and waiting lobby for out station staffs & aspirants at all the DRM's Office, CWM's Office and Rail Sadan: -

- a. It is observed that Sr.Citizens along with their family members are visiting to DRM Building specially, CWM's Office & GM's office specially to personnel branch in several occasions for their need & quarry about passes, pension, dependent pensions Etc. While visiting the office they have to wait for long period for disposal of their grievances.

Hence this union demands for a Sr. Citizen Lobby in all the above offices to give little relief to the respected Sr. Citizens, who are being given respect, regards & recognition by Government of India for their age, dedication & service to the nation.

- b. It is a constant & continuous demand by this Union for provision of a waiting lobby for out station staffs officially visiting to the above office in several occasions & for several works. In addition to this the aspirants waiting for joining in their new jobs are also loitering in the verandah which looks odd & also a trouble to the staff. Further medically de-categorized staff, staff weighting for posting are also wandering till their disposal, sometimes it is observed that the staff waiting for posting are being marked absent for their non-availability (though available & wonder heather & tether)

As such this union again demands for a Staff Waiting lobby in all the above offices as mention for the convenience of the staffs & aspirants and also for the sake of administrative discipline in the office.

ADMINISTRATIVE REMARKS:-

Division will be advised to identify specific spaces for the purpose of waiting lobby.

DECISION:-

DRMs shall be advised to arrange necessary space in Sr. DPOs office.

(CLOSED)

26. 01U-26-2025 QR-BASED IDENTITY CARD GENERATION VIA HRMS PORTAL:-

**PCPO
All DRMs
CWM/MCS**

In the era of digital transformation, Indian Railways is rapidly advancing towards complete digitalisation across all its sectors. However, the existing manual process for requesting the issuance or renewal of identity cards remains a bottleneck in this journey.

To align with the vision of a fully digital system, this Union strongly advocates for the implementation of a QR-based Identity Card generation system through the HRMS portal, similar to the UMID Card system used for beneficiaries. This digital initiative will streamline the process, eliminate paperwork, reduce administrative workload, and enhance efficiency, ensuring seamless and hassle-free identity verification for railway employees.

ADMINISTRATIVE REMARKS:-

CRIS will be intimated for provision of QR based ID card in HRMS.

DECISION:-

CRIS will be intimated for provision of QR based ID card in HRMS.

(CLOSED)

27. 01U-27-2025 ACTION AGAINST FALSE AND ILLOGICAL ALLEGATIONS THAT HARM THE REPUTATION OF INDIAN RAILWAYS:-

PCE

Indian Railways, one of the largest and most significant transportation networks globally, plays a critical role in connecting regions across the country and facilitating the smooth movement of people and goods. Despite its vast efforts to maintain high standards of service, safety, and operational efficiency, there are instances where false and illogical allegations are raised against the organization and its employees, often with the intent to damage its reputation.

To protect the reputation of Indian Railways and its employees and ensure that the organization is not unduly affected by unfounded claims, it is essential to take swift and decisive action against those responsible for spreading false information. The following steps should be taken:

1. **Thorough Investigation:** A detailed inquiry must be conducted to assess the validity of any allegations. If the claims are found to be false, the individuals or groups responsible should be held accountable and penalized according to the relevant laws and regulations.
2. **Legal Action:** In cases where accusations are deemed malicious, legal action should be pursued. This may include filing defamation suits, prosecuting for spreading misinformation, or taking disciplinary actions (D&A) against those who breach trust or attempt to harm the organization's integrity.

Therefore, this union demands that stringent action be taken against individuals who frequently make false allegations.

ADMINISTRATIVE REMARKS:-

The concern expressed is noted. Case, specific issue if any, pertaining to Engineering department may be brought to notice to examine the issue and to ensure suitable action.

DECISION:-

In case of frivolous allegation DAR proceedings should be initiated only after due prudence/diligence.

(CLOSED)

28. 01U-28-2025 CONCERN REGARDING ANOMALIES IN COMPASSIONATE GROUND APPOINTMENT IN INDIAN RAILWAYS:-

**PCPO
All DRMs
CWM/MCS**

The practice of Companionate Ground (CG) appointments in Indian Railways, which is intended to provide support to the families of deceased employees, has recently come under scrutiny. It has been observed that some dependents of deceased employees are being deprived of their rightful entitlement to a job under CG appointment due to their high property holdings. This situation is alarming and unacceptable, as the CG appointment system is meant to aid those who have lost their loved ones, not to discriminate based on their financial status.

In the past, similar issues have been observed among higher officials in Group B and Group A categories. In such cases, despite the dependents of the deceased receiving substantial amounts from their provident fund (PF) and a healthy pension, they have still been granted CG appointments. This practice appears to be inconsistent and contradictory, undermining the purpose of the CG scheme.

The union strongly urges that no form of partiality or discrimination should be allowed in the CG appointment process. It is essential that a clear and standardized policy be issued to ensure fairness and transparency in the criteria for granting CG appointments. Such a policy should eliminate any ambiguity and guarantee that all dependents/siblings, regardless of their financial background, are treated equally and given the support they are entitled to in times of loss.

ADMINISTRATIVE REMARKS:-

All CGA cases have been dealt in terms of RBE No. 21/2023.

DECISION:-

Divisions will be advised for sympathetic consideration of CG cases.

(CLOSED)

**29. 01U-29-2025 VIOLATION IN FUNDAMENTAL PRINCIPLES OF
TRANSFER POLICY DURING THE COURSE OF
IMPLEMENTATION:-**

**ALL PHODs
All DRMs**

As per Railway Board Order Vide No. E(NG)I/2019/TR/10 Dt. 17.08.2023 PARA-6.1 (ii)(b).

"In order to avoid large scale dislocation in the case of this category of staff, periodical transfer may as far as possible, be effected without involving a change of residence of the

staff concerned so long as the fundamental objective of such transfer can be achieved by transferring such staff to different location in the same or to a different station in the same urban agglomeration".

This Union demands for proper implementation of the above transfer policy in a true spirit for benefit of the employees & Administration.

ADMINISTRATIVE REMARKS:-

All the extant guidelines are taken into consideration while processing periodical transfer of staff. However, some transfer cases are considered to other locations as per operational requirement.

Master circular 24, dated 17-08-2023 is being followed.

DECISION:-

Railway Board instructions will be reiterated to the PHODs/DRMs.

(CLOSED)

30. 01U-30-2025 PROVISION OF UNIFORM AND PROTECTIVE GEARS FOR SHUNTING STAFF (POINTSMAN, GATEMAN, CABINMAN & L LEVERMAN) OF OPERATING DEPTT. :-

**PCMM
PCOM
PCPO
All DRMs**

In continuous to Railway board letter Vide No.2017/Transf. cell/Civil/03 dt. 05.02.2018, PC-VII/2017/I/7/5/7 dt. 03.10.2017 & 2018/TF Cell/S&T/S&T Uniform dated 05.03.2019, the protective gears approved for Trackmen/Keymen/Patrolmen vide Reference (1) and Technicians/Maintainers and Helpers of S&T. Electrical (TRD) & Mechanical (ART & ARME) Deptt. vide Reference (3) above. Board (M/O&BD. MF and CRB & CEO) in consultation with DG/HR. have also approved the provision of special protective gears for the Pointsman/Gateman/Cabinman/Leverman of Operating Department. The detail are as under:

1. Protective Gears:

The list of the protective gears and other items is as indicated below:

Table-1

S.No	Description	Functional specification	Scale	Approx cost (Rs)
1.	Rain Coat with cap/hood and separate waterproof trouser	Waterproof coat and trouser with full sleeves and cap/hood.	Once in a year	1200/-
2(a)	Winter Jacket	Jacket with inner lining with/without hood/cap, orange color superior quality.	Once in 2 years	2500/-
	OR			
2(b)**	Clothing for Subzero climate i. i. Jacket ii. ii. Trouser iii. iii. Gloves iv. iv. Snow boots v. v. Cap	As per military clothing from Ordnance factories/ approved suppliers of Ordnance factories.	Once in 2 years	10.000/-
3.	Safety Shoes(with Steel Toes)	As per IS 15298 (Part 2): 2011 / ISO 20345:2004 Some of the reputed brands are Bata. Liberty. Action etc.	Once in six Months	1400/-
4.	Luminous vest	Retro-reflective orange colour. IS-15809 of 2008 specified by EN471 Standard	Once in Six months	500/-
5*	Tricolor LED 3-cell Torch/rechargeable torch	As being used by SCR/ NR	Once a year	1000/-

Note: 1* Tricolor LED 3-cell Torch/ rechargeable torch to be provided to staff deputed for night duty or required to attend failures during night.

Note 2:** Winter jackets as per item 2a) will not be supplied in subzero climate region, as provisioning of the same is already included in item 2b) In addition, any specific requirement for any particular area/climatic condition may be assessed by the respective DRM.

Hence this union demands for providing of the above protective gears to the above staffs as mentioned in time.

ADMINISTRATIVE REMARKS:-

PCMM

S.No.	Description	Comments available	Remarks from Stores Deptt.	
1.	Rain Coat with cap/hood and separate waterproof trouser	Once in a year	KUR	3450 Nos. materials supplied. 3500 Nos. DP extended upto 30-06-2025.
			SBP	5.7 Nos. received on 25-02-2025 and balance 1521 Nos. received on 18-04-2025. Material distributed on 23-04-2025.
			WAT	2443 Nos. DP on 03-03-2025. Materials distributed on 15-02-2025.
2(a).	Winter Jacket	Once in 2 years	KUR	3450 nos. materials supplied.
			SBP	No indent as it is once in two years item.
			WAT	3916 nos. materials distributed on 12-02-2025.
3.	Clothing for Subzero climate vi. i. Jacket ii. ii. Trouser iii. iii. Gloves iv. iv. Snow boots v. v. Cap	Once in six months	KUR	Not applicable.
			SBP	Not applicable.
			WAT	Not applicable.
4.	Luminous vest		KUR	Material supplied.
			SBP	Material received on 09-04-2025.
			WAT	3854 nos. material supplied on 28-01-2025.
5.	Tricolor LED 3-cell Torch/rechargeable torch		KUR	1500 nos. material supplied.
			SBP	Material received on 20-01-2025.
			WAT	1097 nos. material supplied on 04-02-2025.

PCOM

Uniform allowances are given to the staff as per their entitlements. However, regarding supply of protective gears, division-wise position is given as under.

KUR & SBP: Procurement of safety protective gears are under process.

WAT: Protective gears are supplied to shunting staff of Operating department.

DECISION:-

The issues will be examined and instructions will be issued to the Divisions and if required necessary reference will be made to Railway Board for introducing the allowances in line with dress allowances in lieu of protective gears.

(CLOSED)

SECTION - "C"
SUMMARY

	Total no. of items	Items closed	Balance items
New Agenda items	30	27	03
Review Agenda Items	NIL		
Total	30	27	03
