**AGENDA FOR 39th ZONAL PNM MEETING TO BE HELD WITH GM/SWR**

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| **(01)** | **Item No. 1/9/23:**  | **PCEE, Sr.DPO/MYS** |
| **Creation of posts in AC wing of MYS Division.** |

This Union is time & again has raised this issue regarding creation of posts especially in safety category, but till date the administration is delaying on one or the other pretext. Every year there is continuous increase in introduction of EXP & Super fast trains but except for running category no other dept posts are created to commensurate the work load. The AC dept of MYS divn is having acute shortage of manpower and the existing staffs are manning the coaches with great difficulty. As per the latest RB/NDLS yard stick this division requires a sanction of 221 posts in Technician category and 11 posts of supervisors a total of 232 posts. This Union urges through this forum to create 232 posts in AC dept at the earliest.

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| **(02)** | **Item No. 2/9/23:**  | **PCPO, PCMD, Sr.DPO/UBL** |
| **Implementation of 2nd & 3rd MACPS in GP-4600 & GP-4800 to Sr. Pharmacists on par to juniors on completing 12 and 22 years continuous service w.e.f. 01.09.2008 and to fix increments** |

**Ref: RBE.101/2009 vide** [PC-V/2009/ACP/2](https://indianrailways.gov.in/railwayboard/uploads/directorate/pay_comm/PC5/2009/RBE%20No_101.pdf) Recommendations of VI CPC Modified Assured Career Progression Scheme (MACPS) For Railway employees dated 10.06.2009 and as clarified in RBE No.12/2018 Dtd: 23.01.2018.

 It is submitted for implementation of at par benefits to all Pharmacists as **clarified to Secretary-Ministry of Railways by DOPT in letter No.35014/1/2014-Estt.D dated 10.06.2015 to Secretary-JCM, Shri.Shiv Gopal Mishra ji, which is followed in case of Juniors but not applied in case of Sr. Pharmacists.**

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| Name & Designation | D.O.A | Completed 2 years RBE.165/2010  | 2nd MACPS 12 years GP-4600 | 3rd MACPS in GP-4800 on Completing 22 years |
| Vijaya Mohan | 20.06.1983 | 20.06.1985 | 20.06.1997 wef 01.01.2006 | 20.06.2005 w.e.f 01.09.2008 |
| Anil Kumar Rao | 12.03.1987 | 12.03.1989 | 12.03.2001 Wef. 01.01.2006 | **12.03.2009** |
| Narendra Baliga | 03.01.1990 | 03.01.1992 | 03.01.2004 Wef.01.01.2006 | **03.01.2012** |
| **Babu P Naresh** | 11.10.1990 | 11.10.1992 | 11.10.2004 w.e.f. 1.01.2006 | **11.10.2012** |
| **P.K.Rajeev** | 13.01.1994 | 13.01.1996 | 13.01.2008 | **13.01.2016** |
| Anthony Eric | 03.12.1998 | 03.12.2000 | 03.12.2010 | **03.12.2020** |
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The RBE,101/2009 dated 10-06.2009 under ‘**ANNEXURE’, Sl.No.’5’** and RBE No. 12/2018 Dtd: 23.01.2018 clearly states that

“[**5. Promotions earned /upgradations granted under the ACP Scheme in the past to those grades which now carry the same Grade Pay due to merger of pay scales / upgradations of posts recommended by the Sixth Pay Commission shall be ignored for the purpose of granting upgradation under Modified ACPS.**](https://rulemaster.wordpress.com/2013/08/23/macp-circulars-index/)”

Pharmacists with 2nd MACPS in GP-4600 on 12 years service and 3rd MACPS in GP-4800 on 22 years service from appointment.

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| Name & Designation | D.O.A | Completed 2 years GP-4200  | 2nd MACPS 12 years GP-4600 | 3rd MACPS in GP-4800 on Completing 22 years |
| Ranjan Kumar Kisan | 20.02.2007 | 20.02.2009 | 20.02.2019 | 20.02.2029 |
| Abhilash.E | 26.02.2009 | 26.02.2011 | 26.02.2021 | 20.02.2031 |

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| **(03)** | **Item No. 3/9/23:**  | **PCCM** |
| **Updation of Ticket Checking staff manual with latest applicable rules and regulation to be provided to the staff.** |

Now a day’s most of the circulars are ONLINE and it is not reaching the staffs that are in the field. Hence, it is urged to update the TICKET CHECKING STAFF MANUAL with all the relevant rules and regulations as on date and to publish the same and supply to all staff who are working in the field level.

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| **(04)** | **Item No. 4/9/23:**  | **PCMD** |
|  **Difficulties facing by paramedical staff in working with multiple inventory software’s:** |

The Inventory Module of HMIS is implemented in Railway Hospital Mysore as well as 6 Health Units.

From 24/10/2022 onwards all the Prescriptions are generated in HMIS and dispensing through HMIS with a success Rate of 100 %. All the Indents from different Health Units as well as Wards/RH to Medical Stores are through HMIS platform. Recently the online Local Purchase Module has also been initiated which allows the patient to see the status of LP orders on a real time basis. As such all the medicine transactions are on paper less mode.

Presently the Divisional Medical Stores and other 12 stocking points are fully functional with HMIS.

Both the patient as well as the Pharmacy fraternity is fully satisfied with this well-established state of art platform.

As this being the working platform for Inventory Management of Medicines at RH and various HUs, the material management department (stores department) instructions to work on IMMS/UDM in all receipts and issues in these 13 stocking points will not be a scientific way of inventory management.

If needed to work on UDM/IMMS along with presently working platform (HMIS), these all 13 Stocking points across MYS Division (includes pharmacists and staff nurses of RH and all HUs) needed to perform their inventory entries such as Indents, Issues and receipts in both platforms simultaneously on a real time basis.

Such an unscientific way of managing multiple platforms simultaneously for the same work is not practically possible considering the huge number of transactions and may lead to collapsing of the full inventory data across these multiple platforms.

This issue can be sorted out only by providing integration between these two platforms i.e HMIS and UDM which will enable real time bidirectional data flow between these two platforms without any human intervention.

It is nothing but asking ECRC working in PRS system to make necessary entry in IRCTC portal simultaneously on issuing each and every ticket. Since IRCTC and PRS portal interlinked each other, this managing in multiple platforms was avoided.

The core duties of paramedical staff are giving patient care, by utilizing them above extra duties, the patient care only got defeated.

Hence this UNION requests to maintain **status quo** till a regular arrangement of integration between these two platforms takes place in similar manner the integration of IRCTC and PRS.

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| **(05)** | **Item No. 5/9/23:**  | **SDGM** |
|  **Needless interference by vigilance staff in day to day working**  |

Vigilance staffs are targeting the staff especially **Ticket checking staff** with whom they have worked earlier and also supervisors are being harassed by booking them to the vigilance branch in day to day administrative and supervisory works. In order to settle their personal differences they are using vigilance angle in to the subject. The supervisors will be busy in their day to day working along with working of trains also; they (VI/CVI) come to the depot offices as a surprise/preventive check and expect that supervisors should all of a sudden appear in front of them even though they will be on line/duty. They harass the staff to hand over the documents without informing to their branch officers. If at all the staff/supervisors reply that a letter should be issued from Vigilance to branch officer they get very much annoyed and start targeting that particular staff/supervisor on one or the other pretext. This Union urges the administration to intervene and protect the dignity of staff who are working 24X7 as a frontline staff.

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| **(06)** | **Item No. 6/9/23:**  | **PCPO, Sr.DPO/MYS** |
|  **Anomaly in seniority list of ALP’s in MYS division selected & appointed in CEN no. 01/2011.**  |

Even though ALP‘s were selected vide notification CEN no. 01/2011 but while publishing the seniority in year 2015 there is discrepancy, the following staff are continuously representing the above subject matter in the division but the administration reply is unjustified and not to the satisfaction of the employees. The employees were subjected for initial medical examination at RH/MYS and declared unfit on 08/05/2013 for the post of ALP they have submitted appeal for reconsideration of adverse report as per RB‘s Letter no. 91/11/511 dated 23.08.1991 but on re-medical which was conducted from 11/12/13 (after a lapse of 8 months) and issued with fit certificate by CMS/SBC on 05/02/2014. **The inordinate delay in calling for re-medical and finalizing was by the administration due to an error of judgment by the medical authority the staffs have been put into loss in seniority if re-medical was done within one month they would have attended the initial course in second batch instead they attended in fifth batch** and their seniority would have been protected. But Sr.DPO/MYS has replied to the employee that unfitness was attributable on employee account but in fact it was due to an error of judgment by initial medical authorities. The names of the ALP’s are

1. Satyaprakash (**b)** Anijini Kumar & **(c)** Satish kumar.

**Similar case of Mysore division was placed in GM PNM under item no. 2/9/19 and their seniority was rectified. (Sushil kumar, Rishikesh & 6 others)**

Hence, this Union urges through this forum to rectify the seniority.

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| **(07)** | **Item No. 7/9/23:**  | **PCEE, Sr.DPO/MYS** |
|  **Creation of posts in Electrical Dept (ELF) of MYS Division.** |

This Union is time & again has raised this issue regarding creation of posts especially in safety category, but till date the administration is delaying on one or the other pretext. Every year there is continuous increase in New Assets & service buildings, LC gates, New Qtrs etc, but administration is not bothered about creation of posts the existing staffs are forced to over work leading to undue stress and health complications. The total sanction of Staff in MYS divn including Technicians & helpers is 116, but whereas as per the consumption of Electricity over entire Mysore division the requirement is 139 posts. Hence it is urged to create 23 posts in Elec. dept (ELF) at the earliest.

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| **(08)** | **Item No. 8/9/23:**  | **PCMD, Sr.DPO/SBC** |
|  **Problems being faced by employees during special medical examination- SBC division.** |

The employees finding tremendous difficulty and hardship due to the Abnormal delay and erroneous judgement of medical Board doctors in the event of special medical examination. Following are the example cases of the contradictory decision of medical Board.

In the event of Loco pilot, a points men and Technician who are fit in A1, A2 and B1 respectively ,Whenever they were sent for special medical, due to their various medical ailments, after thorough examination the contradictory judgement Is arrived in either the way confirming their fitness in the existing that is A1 / A2 and B1 category or otherwise.

The gist of the medical board finding is as under.

 “The employee under went special medical examination, the divisional medical committee recommends that he may be provided alternative employment on medical grounds in A1 and below, A2 below & B1 below categories with glasses, in jobs not involving strenuous activities working on Train/ Track.

Due to the above inconclusive decision, the screening committee cannot decide any specific post in the lower medical classification, Since medical fitness doesn’t de-categories them from highest category to next immediate medical classification in Lower grade.

“This union has deliberated issue with medical department and insisted the railway board guidance in the subject matter. Medical department administrations are not prepared to furnish any such details of Railway Board guidelines to follow indifferent procedure while dealing in special medical examination cases. Hence, Union urges to direct SBC division to categorically issue findings whether the employee is fit in existing medical classification or otherwise in which category his alternative job to be provided to avoid hardship to employees and screening committee.

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| **(09)** | **Item No. 9/9/23:**  | **PCPO, PCOM, PCSTE, Sr.DPO/SBC** |
|  **Creation of Safety category post for SBC Division.** |

**i) Creation of SM post for newly commissioned SMVT station:**

 This Union has been raising a demand at various occasion in divisional forum in every given opportunity about the creation of posts in SM cadre, consequent to commissioning of terminal at SMVT. There alone 37 SMs have been posted duly tinkering the staff strength from other stations. SMs were posted to SMVT during commencing of train services at SMVT. This Union has raised a demand in the divisional PNM for creation of additional posts of SM to reduce the burden on the other SMs who are performing extra hours in other way side stations. In pursuant to our demand, Divisional administration replied that proposal for creation of 35 posts of SMs have been sent to headquarters vide letter No. T/305/PCOM note dated 17.10.2022 and the same is pending at Headquarters. Hence, this Union urges to create the post at the earliest.

**ii). Creation of Technician Signaling staff :**

 The proposal for creation of 242 posts as per the revised yard stick of signal department SBC Division is shuttling from HQ to division since more than one decade & till date not even a single post is created to maintain the additional signaling assets.An account of this entire signal staff are put into tremendous pressure due to heavy work load in absence of creation of any posts . Hence union urges to crate posts to avoid greater hardship to employees

**iii) Creation of additional posts up of vacancy as per increase loco holding.**

As DSL / KJM is holding 175 loco as on date and the staff strength is only 632. The existing staff strength was created during inception of DSL shed for holding of 125 loco and its maintenance. As on date out of 175 locos 100 are electrical AC locos. This issue was deliberated in the Divisional PNM for creation of additional posts for new assets. It was replied to this Union that proposal was sent by DSL shed vide Letter, dated 07.01.2023 and further Personnel Department have sent the proposal vide letter, dated 30.01.2023 for necessary vetting. Hence, this Union urges to get the proposal vetted at the earliest & create necessary posts to commensurate the present work load.

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|  **(10)** | **Item No.10/9/23:**  | **PCME, Sr.DPO/SBC** |
|  **Irregular & insufficient supply of C&W Maintenance amenities items to SBC division.** |

The following amenities items required for LHB coaches maintenance is frequently out of order in C&W stores.

Brake pads, Primary vertical damper ,Secondary vertical dampers ,Double acting hydraulic door closer ,WSP cables –cots, CBC Components ,Safety turn over latches etc.

When this issue was raised in the Divisional PNM vide subject No. 22/05/2013, it was replied to this Union that the quantity supplied by Headquarters is as under:

**Remarks:**

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| Non-Asbestos based Organic Brake pad for LHB Coaches :33680395 |
| **AAC YEAR** | **AAC(qty in sets)** | **Supply by DSD/SBC** | **Supply through Material Assistance** | **Total supply (in sets)** |
| 22-23 | 5900 | 3895 | 3063 | 6958 |
| 23-24 | 12600 | 1447 | 110 | 1557 |

From the above stats it is crystal clear that division is getting less supply as compared to actual requirement. Hence, this Union urges to ensure the request number of supply to avoid inconvenience to the staff in day today maintenance.

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| **(11)** | **Item No.11/9/23:**  | **PCPO, PCCM, Sr.DPO/SBC** |
|  **Constrain being faced during filling-up of Commercial Inspector posts (CMIs) –SBC division.** |

During 2014 the category of commercial inspector was got merged with regular stream of commercial clerk cadre and CMI’S Post were classified as Cadre posts with the instruction to fill of EX cadre posts of CMI at par with TI’s of operation department, having the committee of 3 JA/Grade officers in the selection committee to select the candidate for CMI Posts.

The last selection was held in SBC division during June -2023 & 14 commercial clerks had applied & voluntaried for the notification of CMI .When final panel was released only 2 were selected against the requirement of against 14 posts.

All the incumbents in the CMI cadre are over stating in the posts for more than 15 years & blocking the opportunity of other employees .SBC division Administration, for the reason best known to them don’t want to relive the tenure completed CMI buy selecting fresh faces in the selection and declared the panel stating the reason that other candidates appeared for selection was found not suitable .This issues was deliberated in length & breadth in the Divisional PNM. 60th PNM to 63rd PNM & know concrete decision have been arrived.

In a situation where very few candidates, people volunteer for the post & if they are not selected with a intension to continue the existing CMI beyond the tenure is against the existing Railway board policy.

In the view of above explained situation, Union suggests to pin point the post, in required grades from the seniority hierarchy to fill-up CMI post without calling for any option .Since Cadre of Commercial clerk and CMI’s the merged cadre, if not the cadre may be separated as it was 2014 & selection may be held duly bifurcating cadre of CMI from commercial clerk cadre.

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| **(12)** | **Item No.12/9/23:**  | **PCE, Sr.DPO/SBC** |
|  **Provision of Hard water softening plant at HUP and GBD.** |

There is huge forming of chloride on over head water tanks. Due to increase of chloride levels, the metallic items getting rusted which was leading to damage of house hold appliances and as well as weaken the metallic items like pipes and fittings. Further the major concern is health issues, due to increase of chloride the water become more “saltly” then usually. Which is leading to viral fever and other acute health problems. Hence, it is urged to provide hard water softening plants in the above said places.

The said issues was discussed in the divisional PNM vide agenda no 10/11/22 & it was replied that **proposal was sent to HQ under LAW- 2023-2024.Union urges to communicate the sanction to the Division at the earliest.**

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| **(13)** | **Item No.13/9/23:**  | **PCE, PCPO, Sr.DPO/SBC** |
|  **Reimbursement of cost of Safety shoes of P.Way Engineering Staff of SBC Division.**  |

Railway Board vide letter No. 2017/III/Trans Cell/ Civil/III, dated 05.02.2018 have given a separate sanction for supply of Uniform for Track Maintainer of P.Way Engineering like Safety Shoes, Rain Coat, etc. The above supply is not being done periodically and TM are put into inconvenience while performing their duties. This issue had been raised in the Divisional PNM and urged the administration to make periodical supply of the above Uniform items. Since last 4 years, only Shoes and reflective jacket with only one pair for the year 2023 was supplied in the month of March 2023. In similar situation during 2019, when the Uniform supply was not made to the TMs, Union vide PNM item No. 13/01/2018 had placed demand before Divisional administration to reimburse the cost of shoes for P.Way Engineering staff since Administration has failed to procure& supply of uniform items as prescribed Railway Board and staffs were are being put into lot of inconvenience. Hence, this Union urges to either reimburse or constitute a Committee for spot purchase of Branded safety items to avoid delay and to ensure branded quality supply to the Track maintainers.

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| **(14)** | **Item No.14/9/23:**  | **PCEE, Sr.DPO/SBC** |
| **PROBLEMS OF LOCO RUNNING STAFF SBC DIVISION OF LTRS.** |

 (i). **Provisions of separate Crew Rest Room with wash room facilities for Women Running staff:**

At present, one Crew Rest Room adjacent to the SBC Lobby is available which is common for both Male & Female Running staff, including TMR which is heavily congested & causing inconvenience for both the staffs. Moreover, Female Running staff does not have any separate wash room facilities in the lobby, due to which they are facing lot of hardship while reporting for duty. There are about 30 female running staff apart from lady office staffs. There is a room within the lobby compound belonging to the SBC lobby is now used as child care center, but it is lying vacant & unused from the past couple of years.

Hence, this union demands to provide an exclusive resting facility with wash rooms making use of the above said unused rooms which will be more convenient for the lady running staffs.

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| **(15)** | **Item No.15/9/23:**  | **PCME,CWM/MYSS** |
| **Up-gradation of SSEs & Ch.OS of MYS Workshop.** |

**(A) Up-gradation of SSEs of Mechanical cadre of MYSS.**

The PCO supervisors of MYSS were brought in line with UBLS vide recommendations of committee to work out modalities for this purpose and memorandum No. S/P.608/Cadre/PCO(Ex-Cadre)/Vol.V dt. 04.12.2020. Thereby, it is very evident that the cadre strength after merger is 113. The same is substantiated by the Book of sanction as on 01.04.2022. After merger, the revised cadre of the shop will be of the merged strength and the PCO wing will be operated from the Shop floor cadre as Ex-cadre.

Vide O.O. 193/2023 dt. 03.07.23, the upgradation of pay structure of the post of SSE category in Mechanical dept. has been released for 34 posts instead of 56 considering the cadre strength as 69. This is violation of established procedure and by itself highly injustice made to the SSE

(Mech.) category as the cadre strength is 113. Hence, this Union hereby demands for the review of up-gradation for 56 posts considering the total 113 sanctioned posts as per the book of sanction as on 01.04.2022, vetted on 24.06.2022 by Sr.AFA/MYSS.

**(B) Up-gradation of Ch. OS of Mechanical cadre of MYSS.**

 Up-gradation order for Ch. OS of Mechanical Cadre of CWS/MYSS from Level-7 to Level-8 was issued vide 0.0.230/2023. In this order, only 6 posts of Ch. OS have been upgraded. At present, there are 14 sanctioned posts of Ch. OS and hence, 7 posts (50% of sanctioned posts) are to be upgraded as per RBE 155/2022. This Union understood that one post has been kept vacant for SC vacancy. It is to be noted that for small cadre up to 14 posts, Annexure-III of RBE 114/97  is to be followed as per which, point based roster is to be followed. As per these instructions, 4th point comes for the SC vacancy and co-incidentally, 4th incumbent of Ch. OS category, Shri K.Venkatesha himself belongs from the same category. Hence, he should be earmarked against SC vacancy and next incumbent from Level-7 should be upgraded. Hence, it is requested to review the O.O. mentioned above and issue fresh O.O. based on RBE 114/97.

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| **(16)** | **Item No.16/9/23:**  | **PCME, CWM/UBLS** |
| **PROVISION OF VEHICLE PARKING AT SOUTH GATE ENTRANCE FOR** **HUBBALLI WORKSHOP EMPLOYEES.** |

After the representation by SWRMU, the South gate entrance is being well maintained and been utilized by more than 300 employees of workshop.

However, before the demolition of south tiffin hall there was a parking area for those employees who were entering through south gate.

Whereas, after occupying the place of South tiffin hall by Hubballi division for extension of platforms of Railway station, which is belonging to workshop. Subsequently, alternate arrangements should have been provided by the Hubballi division for parking of vehicles for the workshop staff's. Due to non-availability of parking area the employees are parking their vehicles beside the South entrance gate of workshop. But the RPF staff are very often raising objection not to park the vehicles beside the entrance gate.

Hence, this Union urges the administration to provide earmarked parking area for vehicles of staff which will enable the staff of workshop to park their vehicles.

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| **(17)** | **Item No.17/9/23:**  | **PCME, CWM/UBLS** |
| **NON-SUPPLY OF INDUSTRIAL SHOES SAFETY TO HUBBALLI WORKSHOP** **EMPLOYEES.** |

Since past three years the administration has failed in supplying of industrial safety shoes to the staff of Hubballi workshop. This subject is regularly brought in branch PNM's, but, supply was not ensured as per CWM/PNM agreement.

The employees are suffering due to regular injuries caused during execution of work. Due to improper planning by the stores department the employees are facing the difficulty.

Moreover, the workshop has placed regularly its indent for supply of industrial shoes as per the AAC.

This Union urges the administration to immediately procure industrial safety shoes before some major accident takes place.

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| **(18)** | **Item No.18/9/23:**  | **PCME, PCOM** |
| **Non-availability of materials pertaining to POH of coaches at Hubballi Workshop.** |

Employees of Hubballi workshop are facing a lot of difficulty in completing of day to day work due to shortage and non-availability of materials pertaining to POH and IOH of ICF coaches.

The employees are forced to extract the materials from the in-coming coaches and fit to the coaches which are on priority to be sent out of workshop.

This is causing the employees extra work and no incentive hours are been given for removing the materials, due to which the employees are getting tired of double work.

Hence, this Union urges the administration to make available the required material pertaining to POH and IOH of coaches.

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| **(19)** | **Item No.19/9/23:**  | **PCME, PCEE, CWM/UBLS** |
| **PROVISION OF AC TO STAFF ROOMS AND TO THE NEWLY CONSTRUCTED ADMINISTRATIVE BUILDING OF HUBBALLI WORKSHOP.** |

Especially during summer the staff are facing lot of heat which is causing dehydration due to loss of water from the body, if AC is provided the staff will feel comfortable while having rest and they can re-start the work which will increase in productivity.

In earlier GM/PNM this subject was placed as preamble, and it was rightly agreed by PCME, but it is not known where the subject has disappeared.

Moreover, it is observed that the new administrative building which is been built is not been provided with centralized AC, during the summer season it will be very much difficult for staff to work in hot condition, if AC is provided the staff will work more effectively due to cool atmosphere.

Hence, this Union requests the administration to provide with AC to the staff rooms and to the newly constructed administrative building as per the Railway Board's provision.

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| **(20)** | **Item No.20/9/23:**  | **PFA** |
| **SHORTAGE OF SO'S IN ACCOUNTS DEPARTMENT IN HUBBALLI WORKSHOP.** |

Accounts office staffs of workshop are facing lot of hectic work condition due to shortage of man power. There are 15 sections which are been looked after by only 03 SSO (A).

The sanctions and actual position of accounts department of Hubballi workshop is enclosed herewith as **Annexure-**I.

Hence, this Union urges the administration to immediately transfer atleast minimum staff to workshop for smooth and timely completion of work.

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| **(21)** | **Item No.21/9/23:**  | **PCE** |
| **Problems of Track Machine Organization Staff (TMO).**  |

**A)** Basic facilities like water point and 3 phase electricity point in every TM Siding to be provided many sidings are not been provided with above said facilities and supervisors and staffs are been put in difficult condition to carry out their day-to-day work.

**B)** Refurbishing of track machine camping coaches quality of work is not good, around 25 to 30 lakhs are been spent for one camping coach modification but after one year of usage the roof and other items like flooring doors are been seen spoiled by the poor quality of work.

**C)** TMO Rest Houses all over S.W.Railway are in worst condition, Union urges to make proper arrangement for mantainence of TMO Rest Rooms.

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| **(22)** | **Item No.22/9/23:**  | **DGM, PCPO** |
| **Provision of Rest Room for Lady Employees of "Rail Soudha"-HQ'rs Offices.** |

Around 225 female employees are working in Rail Soudha-HQrs offices and a separate rest room was allotted with some facilities at the creche which was including children also. This rest room was taken over by SWRWWO to run creche only.

It is pertinent to mention that the employees have left with no option but to go home in the afternoon to take care of themselves during sensitive period of time and other related sudden health issues and sometimes even face awkward situations. Some of the employees face the situations of feeding the children in a short time. It is seen that almost all the units of SWR have Ladies Rest Room except HQ'rs. It is urged to provide the privilege which is really in need of the female employees during some difficult circumstances.

In view of the above, this Union urges the administration to identify suitable place for the same or order for construction of new building to the adjacent area of HQ'rs Offices so that ladies can take care of themselves.

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| **(23)** | **Item No.23/9/23:**  | **PCE, Sr.DPO/UBL** |
| **Conducting Colony Inspection Group meeting (CIG) at regular intervals.** |

The Railway Board has advised all the Zonal Railways to conduct colony inspection Group meeting once in every 03 months whereas the UBL Division is not following the same despite several request to administration. This negligence attitude towards the improvement of railway colonies is not acceptable. Hence, the matter should be taken seriously and suitable instruction should be given to UBL division.

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| **(24)** | **Item No.24/9/23:**  | **PCE, PCPO, Sr.DPO/UBL** |
| **Considering change of categories sought by Track Maintainers (UBL Division).** |

Many new recruits of Track Maintainers have already joined in UBL division and the staffs position is improved, whereas the administration is not taking any steps to consider the requests submitted by track maintainers seeking change of category into operating dept or electrical dept or C&W dept etc. Hence, suitable instruction may please be given to UBL Division for a favorable action.

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| **(25)** | **Item No.25/9/23:**  | **PCE, Sr.DPO/UBL** |
| **Constructing new Railway Quarters and Union Office in VSG.** |

The staffs working in VSG are facing lot of problem to get railway quarters since sufficient railway quarters are not yet provided. The staffs are also facing heavy financial burdon to take rented house as the advance and monthly rents are very heavy. It is understood that the construction of new railway quarters in driver hill has been sanctioned for G+2 i.e., only 06 railway quarters will be constructed. This is not going to address the issue. Hence, it is suggested to enhance the number of railway quarters by ensuring a vertical growth i.e., instead of G+2 the administration can plan for G+4 with each floor consisting of 04 railway quarters for the benefit of railway staffs working in VSG.

The Union office at VSG got dismantled owing to the development works at VSG station and assurance was given to provide alternative arrangement. This matter has been discussed at all levels of UBL division but no action taken so far. Hence, the location identified by this Union as well as administration should be explored for the construction of new Union office at the earliest. About 25 lakhs (estimate) is required to construct new building for Union Office/VSG, it is urged to accord approval for amount of Rs.25 lakhs under head of staff welfare at the earliest.

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| **(26)** | **Item No.26/9/23:**  | **PCPO, PCOM, PCSTE** |
| **Providing the facility to arrange training for S&T staffs at MDZTI/DWR.** |

At present, the S&T staffs are being directed to undergo training at S&T Training Centre, Podhanur (Southern Railway). The employees are facing hardships to adjust with food and language. The instructors are providing the training only in English mixed with Tamil language, so our S&T staffs are unable to understand the subject completely. Hence, it is requested to explore the training centre at DWR to arrange the refresher course for the senior S&T staffs and in due course other training schedules also can be arranged at MDZTI/DWR.

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| **(27)** | **Item No.27/9/23:**  | **PCME, PCEE, Sr.DPO/UBL** |
| **Irregularities in fixing the seniority list of ALP's over the UBL division.** |

As on date UBL division changed the seniority list of ALP's 04 times so far and finally the seniority is fixed as per the marks obtained in the G&SR which is against the rules, whereas, the SBC & MYS divisions following the rules i.e., as per the marks obtained in the initial training marks (Mechanical/Electrical and G&SR). This creates lot of confusion and unrest among the ALP's. Hence, it is requested that uniformity should be followed in finalizing the seniority over the S.W.Rly.

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| **(28)** | **Item No.28/9/23:**  | **PCEE, Sr.DPO/UBL** |
| **Problems in EMD Shed/UBL.** |

**A**. An OHE line has been initiated by CELE/SWR and the OHE line is presently provided in Rd.No.1 & 2. As the EMD Shed is presently Maintaining 231 diesel LOCO and 40 electrical LOCO simultaneously, the maintenance of diesel LOCO is at high risk since the employees have to climb on the roof of diesel loco for maintenance related work. Suitable action should be taken to ensure the safety of EMD staffs.

**B**. Despite having shortage of manpower, the maintenance work of 32 tower car have been added to the work load of EMD staff which is creating heavy burden to the EMD staff.

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| **(29)** | **Item No.29/9/23:**  | **PCE, Sr.DPO/UBL** |
| **Provision of Railway Institute at GDG.** |

The old railway institute has been dismantled in the year of 2015, whereas, a new railway institute has not been provided so far. In GDG railway colony around 300 railway employees are available. Hence, it is justifiable to provide a new railway institute at GDG for the benefit of railwaymen and their families.

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| **(30)** | **Item No.30/9/23:**  | **PFA, PCPO** |
| **Recovery of wrongful/excess payments made to Government servants (Railway employees)** |

**Ref: R.B.E No.72/2016**

The Railway Board vide RBE No.72/2016 based on the orders of the Hon’ble Supreme Court and DoPT has categorical instructed all the Zonal Railways to stop recovery of wrongful/excess payments where payments have been mistakenly made to employees due to administrative error. But, whereas, in SWR, some employees are issued recovery orders who are on the verge of retirement (without any prior information to employee well in advance) which is putting them in mental pressure. Time and again, this subject is raised in various forums (GM/DRM/CWM PNM) but there is no action taken to stop such recovery. During the previous Zonal PNMs, it was assured by the administration that a committee of Personnel and Accounts department will be formulated to monitor this issue and see that recovery of employees payments on the verge of retirement is stopped. But, unfortunately, the same problem exists and employees have been issued orders for recovery due to error on the part of administration..

Therefore, this Union strongly urges the administration to stop recovery of wrongful/excess payments of Railway employees & a committee of Personnel and Accounts department should be formed to monitor such cases and decision should 01 year in advance i.e, 01 year before superannuation of the employee and informed well in advance to enable to submit clarification to the administration. .

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