**AGENDA FOR 38th ZONAL PNM MEETING TO BE HELD WITH GM/SWR**

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| **(01)** | **Item No. 1/9/22:**  | **PCME,DRM/MYS** |
| **REQUIREMENTS OF LOCO MECHANICS (DIESEL & AC) TO MYS DIVISION.** |

The total sanctioned strength of Diesel Mechanics in MYS division is 15 where as

working actually only 06 with a vacancy of 09. Now full –fledged train services have been resumed over SWR. Problems are being faced frequently due to Loco failures and LPs and ALPs are complaining that Diesel Mechanics are not available at their HQs to attend Loco failures. To avoid detention /late start of trains administration is over exploiting these available Diesel Mechanics. As a result of this exploitation, the available Mechanics over burdenedand exhausted. Hence this UNION urges the administration to fill up all the NINE vacancies of DIESEL MECHANICS & AC LOCO MECHANICS to leisure the overburdened DIESEL MECHANICS of this DIVISION as well as to protect the interest of administration by avoiding detention/late start of trains. Already a communication has been made by Sr.DEE/MYS and Sr.DPO/MYS with their respective counterpart.

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| **02.** | **Item No. 2/9/22:**  | **PCMD** |
| **MAKING AVAILABILITY OF SERVICE OF A LADY GYNAECOLOGIST AT RH/MYS:** |

Presently there is a Male Gynecologist is available at RH/MYS. Maximum number of Gynaec- patients is repelled from taking service from this doctor and making their own alternative arrangements for their ailments. This Doctor’s attitude is not good towards the patients. This Doctor is LONG STANDING at MYS by breaking the Railway board guidelines vide letter No. E (0) III/2014/PL/05 dated 31.08.2015. This Doctor is in charge of MEDICAL REIMBURSEMENT and has a habit of denying reimbursement facility due to flimsy reason on claim of poor employees. It is also understood that he is going through the reimbursement file weekly once, there by delaying the reimbursement process for months together. Moreover the Doctor used to deny referral facility of eligible cases which pushes the patient in mental agony. These act were really demoralized the employees of the division and lose their confidence in RAILWAY MEDICAL FACILITY. By considering all this fact, this UNION urges the administration to post a LADY GYENAECOLOGIST at RH/MYS.

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| **03.** | **Item No. 3/9/22:**  | **PCMD** |
| **APPOINTMENT OF HKAs ON CONTRACTUAL BASIS IN SIMILAR MANNER WITH PARAMEDICAL STAFF IN MEDICAL DEPARTMENT:** |

At present Paramedical staffs are being recruited under contractual basis. Railway Board vide Advance correction slip in letter No. 2014/H-1/10/18/Para Medical staff dated 15.10.2015,while describing the duties of Revised duties & responsibilities of Para Medical staff working in Railway hospital also included the duties of HKAs (Safaiwala) in IRMM by considering them also a paramedical staff. Presently, while flouting tender for cleaning, service of HKAs are also included. This will cause exploitation of this side lined class by middlemen like contractors by their convenient method. To avoid this exploitation by middlemen, the HKAs also may be recruited at par with other paramedical staff by giving direct paymentby Railways to their individual SBI account in similar manner with Southern Railway.

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| **04** | **Item No. 4/9/22:**  | **PFA** |
| **FILLING UP OF VACANCIES IN ACCOUNTS DEPT IN MYSORE DIVISION;- (COLLECT DETAILS FROM VENKATESH ACCOUNTS)** |

The latest cadre position of Sr.DFM/O/MYS is as under.

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| S.No. | Design. | PER | WC | Total | PER | WC | Total | PER | WC | Total |
| 1. | SSO(A) | 17 | 0 | 17 | 9 | 0 | 9 | 8 | 0 | 8 |
| 2. | Sr.AA | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| 3. | AA | 34 | 0 | 34 | 16 | 0 | 16 | 18 | 0 | 18 |
| 4. | JAA | 3 | 0 | 3 | 4 | 0 | 4 | -1 | 0 | -1 |
| 5. | AC | 5 | 0 | 5 | 4 | 0 | 4 | -1 | 0 | -1 |
| 6. | OS.TYPIST | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 7. | STENO | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8. | Sr.RECORD SORTER | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| 9. | Jr. RECORD SORTER | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 10. | JAMEDAR PEON | 4 | 0 | 4 | 2 | 0 | 2 | 2 | 0 | 2 |
| 11. | OFFICE ASSISTANT | 2 | 0 | 2 | 3 | 0 | 3 | -1 | 0 | -1 |
| 12 | BUNGLOW PEON | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 13. | DC (PAY) | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 14. | Sr. CASHIER | 0 | 0 | 0 | 1 | 0 | 1 | -1 | 0 | -1 |
|  | TOTAL | 72 | 0 | 72 | 41 | 0 | 41 | 31 | 0 | 31 |

50% of SSO (A) and AA are vacant. With these huge vacancies, the staffs working are under pressure to complete the work within stipulated time. The day to day work of other department such as floating tender, recoupment of imprest also very much depending the efficient work or ACCOUNTS. Any delay in these works will upset entire system. Filling up of vacancies in crucial cadre like SSO ( A) and AA will strengthen the entire system. By considering all these facts this UNION urges the administration to fill up all the vacancies of ACCOUNTS department at the earliest.

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| **05.** | **Item No. 5/9/22:**  | **PCSC,PCOM,DRM/MYS** |
| **REMOVAL OF DEAD BODY FROM THE TRACK BY ALP/LP/TRAIN MANAGER OR BY ANY RLY EMPLOYEE:** |

**Ref**: i) IG cum CSC/RPF letter no. PCXC/CIB/03/V dated 07.02.2020.

ii) SOP circulated by ADRM/MYS under letter No. Y/SXC/SOP/JPO Corresp/2020 dated 14.09.2021.

An SOP for timely removal of dead body from Railway track and dealing with injured persons has been issued in which;-

 The sl No. “d “has defined the role and responsibilities of a Railway servant present at P.O as so as to clear the track for movements of trains, the dead body may be removed by him immediately without further delay and dead body should be kept at minimum distance from the site with minimum handling to avoid the destruction/removal of disturbance of the evidences. Normally GDR’s only will be available at spot and as per above SOP, the responsibility completely falls on these staff. On completion of this work, they have to continue to run the train further with trauma of touching the mutilated dead body. Further they may entangle in court cases etc. This UNION fears that this trauma and blood stain may deviate their attention which may cause any accidents.

In sl No. “e” it is also instructed to present railway servant i.e. GDR , before removing the dead body to photography and video graph should be made by them and it should be presented and handed to GRP/RPF. In same way there is a standing instruction to GDR that they should SWICH OFF their mobile phone during their duty hrs. It is not practical also since some times the available mobile phone with them may not be suitable to such works.

By considering all the above facts, this Union urges to avoid such circumstances by implementing the existing regulations circulated by the reference No. 2. In this letter, Sl No. 5 (I), to avoid the above trauma, the GDR need not full fill responsibility of removing dead body from track and instead their responsibility of reporting to SM of next station, CTR report and entry in CMS will continue.

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| **06** | **Item No. 6/9/22:**  | **PCCM** |
| **REMOVAL OF ROSTERED MOVEMENTS TO SQUADS & FUNCTIONING OF TTE’S E-LOBBY WITHOUT ANY SANCTIONED POST.** |

**A) REMOVAL OF ROSTERED MOVEMENT TO SQUADS :**

 The TTEs of SQUADs are asked to work as per the roster drawn a week in advance. When the administration has fixed the target for each squad/TTE and FORCING them to follow the roster will not be able to achieve the target. The squad TTEs should not be confined to work particular trains/movement due to which, it will hamper their targets. Because by their experience they know in which train if they conduct a check they will be able to realize the penalties. Forcing them to work a particular train is against the natural flow of work of the SQUADS. (There is no circular issued by the RB regarding target). This instruction to follow the roster is no where found or followed by any other railways except S.W.R. Hence this should be stopped immediately and allow the TTEs to work according to their own movements, so that they can achieve their targets.

 (**B)FUNCTIONING OF TTE’S E-LOBBY WITHOUT ANY SANCTIONED POST** TTE’s E-LOBBY is functioning in MYS division without any sanctioned/earmarked posts. TTEs are being forced to work in E-LOBBY .The staff working in E-LOBBY are not trained, and are being used and forced to develop E-LOBBY functions day by day. Which requires knowledge of computer, functioning abilities etc? Also the TTE’s after working the trains are forced to feed the details of the EFT issued in E-LOBBY system. Many times more number of TTEs will be there at the same time to feed the details in the system and they have to wait for their turn. Suppose if they have to work back a train (SQUAD TTEs), they will miss the train if there is a delay in feeding the details. As the Railway board itself is asking for effective implementation of TTE’s E-LOBBY, this UNION urges for posting of ear marked staff for effective implementation of TTE’s E-LOBBY. The combined crew lobby of running staff is managed by outsourced agency like feeding of details etc. The same may be implemented in E-LOBBY also by duly outsourcing.

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| **07.** | **Item No. 7/9/22:**  | **PCEE,PCOM** |
| **EMBARASSMENT TO RUNNING STAFF BY DEFECTIVE BREATH ANALYSER** |

The running staff has to undergo breath analyzer test while signing –on/off, which is mandatory. Due to defective breath analyzer the running staffs are facing huge embarrassment as well as departmental action under D & AR on the basis of B.A report. Further they are directed to RH/RHU to undergo further examinations and the manual (spare ) B.A available in lobby and the medical report of RH is showing normal, but unfortunately the same cannot be taken in to consideration as long as the B.A are allowed to monitor the running staff as per para No. 2.2, 6.11 (a ) & (b) , Para No.6.3 of RDSO/2015/EI/SPEC/0119 ( Rev’2) and IRMM para No. 565 to 567 and revised policy on Drunkenness on duty letter No. 2009/Safety ( DM) /6/12/Committee dated 02.11.2012.

As per the above letters, it is very clear and evident that it is not compulsory for the medical department to do any blood sample collection followed by getting it tested at the laboratory and further administration shouldn’t force the CMS/ACMS for this test and shouldn’t wait for its outcome to initiate the D & AR action.

Para No. 04 of RB letter No. 2009/Safety (DM)/12 COMMITTEE DATED 01.06.2018 reiterates the provision of “POLICY ON DRUNKENSS ON DUTY” issued by RB as follows.

“The norms of the punishments should be as per the blood alcohol content at the time of signing-on and signing-off”.

Also the para No. 6.4 Of RDSO/2015/EI/SPEC/0119 (Rev’2’) functional requirement specification states following.

“The measuring range of the equipment shall be minimum 0-400mg/100 ml of BAC (Blood Alcohol Concentration) (Details of other units of measurement possible by the instrument shall be mentioned by the renderer). The minimum detection limit (least count) shall be 01/100 ml of blood Alcohol concentration. Equipment shall sound the buzzer OR the screen color shall change to RED whenever alcohol Content crosses prescribed limit”.

From above it’s clear that BA apparatus is generating the blood alcohol content and D & AR action is to be based on this data only and not on the Medical test report.

Due to this the running staff who are found +VE in B.A test are facing huge embarrassment from their colleagues, friends and staff working in RH , which is affecting the mental health of the concerned staff.

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| **08.** | **Item No. 8/9/22:**  | **PCEE, DRM/MYS** |
| **Utilisation of goods crews of MYS division (SKLR, MYS, ASK) towards KJM & CREWS of ASK DEPOT up to DWR to be stopped since there is no running room facilities available at KJM & DWR:** |

**A.** At present the Goods crews of Depots of SKLR, MYS and ASK of MYS division are utilized upto KJM and further EXTENDED to DKN. Due to non availability of running room at KJM, the crew has to come back to SBC for taking rest in Running room. The crews has to wait indefinitely at KJM/DKN for crew van/train which will infringe the 11 Hrs of duty hours and may extend upto more than 13 Hrs. Sometime after reaching SBC with great difficulties, beds won’t be available which will further force the crews to pilot to YPR running room. This long timing will cause crew’s unrest and complete exhausted. By considering all the above facts, this UNION urges the administration to stop the practice of utilization of goods crews of MYS division towards DKN at the earliest to avoid running staff unrest. It is also DEMANDED TO CONSTRUCT A running room @ KJM with all facilities till such time crews of MYS division should be allowed to work upto BAW/SBC.

**B.** The crews of ASK depot are also deputed to work up to DWR. There is no running room available in at DWR. Presently the REST room is working in a makeshift building of old HEALTH UNIT which is lacking minimum basic needs like food, proper resting facilities etc. Presently food is being supplied from running room of UBL by sending it by convenient train. By the time the cooked food reached at DWR, it used to turn into unwholesome. Hence this UNION urges the administration to stop the practice of forcing the LPs of MYS division up to DWR i.e only up to UBL until full-fledged running room with all facilities at DWR.

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| **09.** | **Item No. 9/9/22:**  | **PCMD** |
| **Posting of one lady Gynaecologist at RH/MYS.** |

 Since long, no lady gynaecologist is posted to RH/MYS even though this Union is demanding the same at various forums. It is understood that 2 lady gynaecologists are working in SBC Division. Therefore, this Union request administration to ensure at least one lady gynaecologist to all divisional hospitals including RH/MYS.

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| **10.** | **Item No. 10/9/22:**  | **PCMD** |
| **Recognition of more hospitals as referral to staff of Mysore Workshop and Mysore Division.** |

At present, only three hospitals are having MOU with RH/MYS i.e. Apollo, JSS and Narayana Hrudayalaya. Since Mysuru is a fast growing city and employees are staying at different parts of Mysuru, to get faster nearest medical facility to staff and their family, more hospitals to be engaged as referral hospitals. This will not only help employees to avail faster medical care at nearest possible place but increase the scope of better treatment at cheaper rate. Therefore, this Union request the administration to enter necessary MOU with following hospitals of Mysuru:

(i) Manipal Hospital, Mysuru

(ii) Kamakshi Hospital at Kuvempunagar& JP Nagar Branch, Mysuru

(iii)Cauvery Heart & Hospital, Siddhartha Layout, Mysuru

(iv)Clear Medi Radiant Hospital, Vijayanagar 3rd Stage, Mysuru

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| **11.** | **Item No. 11/9/22:**  | **PCME** |
| **Incentive for CMT staff working in shop floor.** |

 It is understood from a reply of PCME/RWF/YNK to Rly. Board’s letter No. 2021/M(PU)/1/4 dt. 24.06.22, CMT staff working in shop floor are getting incentive. CMT staff working in shop floor of repair workshop are also performing the same work as similar to PU. Therefore, necessary action to be initiated to pay incentive to CMT staff of workshops of SWR working in shop floor.

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| **12.** | **Item No. 12/9/22:**  | **PCME, CWM/MYSS** |
| **Centenary Celebration of CWS/MYSS.** |

 CWS/MYSS was established in the year 1924 by then ruler of Mysore kingdom, Rajarshi Sri NalvadiKrishnarajaWodeyar. This Workshop is considered as one of the important workshops for its quality and pioneer in developmental activities. During 2023, this Workshop will be celebrating its 100 years of glorious functioning. Therefore, this Union request to give support and sanction for conducting centenary celebration of CWS/MYSS in befitting manner by sanctioning the following:

(i) The existing playground should be converted as full-fledged stadium and should be named after Rajarshi Sri NalvadiKrishnarajaWodeyar.

(ii) A gold plated silver medal worth 25 grams or a wrist watch of branded company to be issued to all staff of CWS/MYSS.

(iii) All retired staff who are alive, should be honoured.

(iv) Required fund to be provided for 2023 for centenary celebration.

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| **13.** | **Item No. 13/9/22:**  | **PCME, CWM/MYSS** |
| **Fund for facelifting/upgradation of existing Samudaya Bhavana at CWS/MYSS.** |

To ease the huge burden by paying big amount for Kalayana Mantapa to perform their children’s marriage etc., a small samudaya bhavana constructed long back at CWS/MYSS. Due to age and lack of repair, same is damaged at different places. Further, to suit the latest facilities compared to other private halls, lot of development is required for kitchen, function hall, dining hall, toilets etc. For this, huge amount of investment is required. The existing income as rent is very small and sufficient only for housekeeping and day-to-day maintenance. Therefore, a minimum of ₹50 lakhs to be allotted for the overall upgradation of this Samudaya Bhavana at CWS/MYSS.

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| **14.** | **Item No. 14/9/22:**  | **PFA, PCPO** |
| **(Joint Procedure Order) for sanction of secondary family pension.** |

 For sanction of secondary family pension, different units are following different rules. Between PB and Accounts also, different practice exist in many area such as obtaining non-remarriage certificate/declaration etc. Therefore, a joint procedure order can clear all the doubts and documents required to be submitted along with application can be advised to all concerned.

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| **15.** | **Item No. 15/9/22:**  | **PCE,PCPO, Dy.CPO/CN/BNC** |
| **Payment of Risk Allowance to Track Maintainer working in Construction Wing.** |

 The Track Maintainers working in Construction Wing are deprived of Risk Allowance applicable to all the Track Maintainers category, there are around 100 Track Maintainers working in various construction units are not considered for the purpose for the payment of risk allowance so far.

Hence, this Union urges the administration to take necessary action immediately to arrange the payment of risk allowance with retrospective effect.

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| **16.** | **Item No. 16/9/22:**  | **PCOM, DRM/UBL** |
| **Strenthning of Points man category.** |

 At present, UBL Division is having 110 vacancies in Pontsman which has become difficult for the administration as well as for the P’Man to manage all the duties connected with train operation. It is not appreciable to have such a huge vacancies in the important safety category which is likely to cause a disaster in train operation at any point of time and it is also noticed that in some sections the P’Man are deprived of their weekly rest/leave. The entire category is very much agitated and approached this Union several times with their genuine problems. In addition to the above problem, the career progression of P’Man which is the feeder cadre for the post of Station Master, Train Manager (Goods), TNC & CCTC is not taken seriously due to the acute shortage in P’Man category. Hence, it is a need of hour to strengthen the P’Man category by considering the inter departmental request transfer submitted by other category particularly Track Maintainers.

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| **17.** | **Item No. 17/9/22:**  | **PCMD** |
| **Abnormal delay in finalizing long sick cases.** |

The employees whoever kept in sick list for long period are facing hardship due to the delay in ascertaining their fitness after the completion of 6 months sick period mainly due to the negligence of medical authorities. In most of the the cases even after the issuance of GM+3 the abnormal delay continues due to the apathy shown by medical authorities. Due to the abnormal delaying finalization of AEMG process the employees are undergoing lot of financial crisis as theirs sick leave gets exhausted which stops their salary.

**The reason for the delay is mentioned below:**

1. The in-charge of medical examination i.e, ACMS/ME is not able to dedicate quality of time in long sick cases as the medical officer is often booked for relieving duties and night duties.

2. In most of the cases where the specialists are involved to deal with long sick cases are not taking much interest to co-ordinate with CMS/UBL to expedite the finalization of long sick cases since all the specialists are under the administrative control of MD/CH/UBL.

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| **18.** | **Item No. 18/9/22:**  | **PCE** |
| **Staffing pattern for ex-cadre posts of P.Way staff**:  |

 Consequent on implementation of cadre re-structuring in TM category vide RBE No. 210/CE-Ⅰ(Spl)/GNS/15/Pt.i, dated 22-09-2014 and further Railway Board orders regarding staff pattern in the P. Way TM category mentions about the nature of duties of TM in different grades. This Union has been insisting with Divisional administration not to utilize TM/I and TM/II as trolley men, which will affect the supervision of gangs i.e. Gate / Key man duties due to the limited posts i.e only 10% in Grade I in Level – 5. Everywhere, SSEs, ADENs/ Sr.DENs are still utilizing the grade 1 TM in Level -5 as Trolley men. The TM in 1800 GP and 1900 GP are forced to do the Key men duties without any monetary benefit.

Hence, this Union urges to issue guidelines to utilize only the TM in 1800/1900 GP as Trolley men to avoid risk and hardship to junior employees.

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| **19.** | **Item No. 19/9/22:**  | **PCPO, DRM/SBC** |
| **CHANGE OF CLASSIFICATION OF CRLM FROM Y” TO X PER FOR GRANTOF HRA**. |

 **(A)**The CLRM station comes under urban agglomeration i.e. SBC city limits within 8 Kms from BBMP limits. As per the extant Boards orders where the place of working falls within the 8 kms of urban agglomeration, such area should be classified as “X” for the purpose of payment of HRA and CCA at the higher rate i.e 27%. It is also verified from the other State Government organization that they are being paid city rates i.e “X” classification of HRA.

**(B)**Similarly the employees working at SDVL are getting “Y” classification HRA whereas other state government employees are getting X Classification HRA since SDVL false within 8 kms of urban agglomeration

Hence, this Union urges to pay “X” classification rates of HRA for the staff working at CRLM and SDVL.

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| **20.** | **Item No. 20/9/22:**  | **PCPO, DRM/SBC** |
| **Fixation of Basic Pay of Trainee JE in level VI selected through 25% LDCE Quota In the year of 2021- SBC Division.** |

**Ref: 1. RBE No. 73/2015, Dt: 30.06.2015, RBE No. 08/2017, Dt: 02.02.2017,Ref: 2. This union letter Dated: 12.01.2022.**

vide above reference letter under union & had a reference to Sr.DPO for fixation ofpay of promoted JE’s who got selected for 25% rankers quota in a above referredletter.

As per the Railway board instructions contain **RBE No: 73/2015, 08/2017**their basic pay should have been 35400 whereas SBC Division have fixed their pay at not on par with direct JE’s who recruited through RRB. In this connection we had already enclosed memorandum issued by MYS, UBL Workshop employees who are all selected as a JE through LDCE 25% Rankers Quota & their basic pay fixed on par with direct JE’s i.e.35000 during the training period itself those pay fixation copies again we are enclosing along with representation letter for your kind perusal

Despite of our repeated representation & constant approach since from last past 06 months, no action was initiated in this matter to fix the pay of promoted staff. 14 eligible staff have been representing to this Union regularly & requesting for justice to them as per the provisions of rule RBE No.73/2015. (As per para No.1905(2) of IREM Vol.2 revised) edition 1990). In Jurisdiction of SBC division JE’s who are selected in the previous batches with similar kind of LDCE selection in neigh bouring divisions, their pay fixation have been revised equivalent to direct JE’s & all the allowances allowed to them when they were undergoing for training.

Hence, this Union urges, to extend all benefits in terms of the above existing rules in force without any further delay and loss of time.

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| **21.** | **Item No. 21/9/22:**  | **PCSTE, DRM/SBC** |
| **Supply of Uniform items for TRD and S&T staff of SBC Division.** |

Vide Railway Board Letter NO. 2018/TCell, dated 05.03.2019 have directed GMs toprocure and supply of the following Uniform items on par with P.Way Engineering Patrol/ Key man due to extreme weather conditions

Description of Rain coats:

Rs. 1200/-, Safety Shoes once in six months Rs 1400/-, Luminous Jackets once in six months Rs. 500/-, Tri color Torch once in a year Rs. 1,000/-

Despite of raising the issue at divisional level, no uniform was supplied to staff of TRD and S&T staff of SBC division. This was one of the PNM agenda item closed vide subject No. 13/09/2019 and assured that Uniform shall be supplied. Further, no supply has been made to either TRD/ S&T staff of SBC division.

Hence, this Union urges to procure and supply the above Uniform items at the earliest.

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| **22.** | **Item No. 22/9/22:**  | **PCEE,DRM/SBC** |
| **Problems of Running Staff - SBC Division.** |

**(A) Increasing the bed capacity of Running room DMM/SCR**.

1. SBC Division crew working in DMM direction has complained that they will have to wait minimum 2 hours for occupation of bed at DMM running room. This situation has arisen due to increase in freight traffic.

Hence, this Union urges to communicate to GTL Division for ensuring sufficient number of beds at Running room at DMM for proper resting facilities at running room.

**(B) Installation of In-motion Driving Simulator at MDDTI/SBC.**

MDDTI/SBC had requested for the installation of AC Loco In-motion Driving simulator which is the one and only training centre imparting AC traction training to all categories of Running Staff in S.W.Railway.Moreover, the trainees of the past as well as the current batches in their feedback also requested for installation of troubleshooting model care and simulator at MDDTI/SBC.

It is understood that about 1700 Running Staff have been training at MDDTI/SBC and around 100 staff are undergoing training. Simulator is an effective tool to impart training in driving skills and analyze reactions of the operator on different situations like accidents and unusual circumstances. No operator shall be permitted on actual duty unless he passes the tests in simulation mode.

In a simulator, different situations like accidents, cattle run over, thick and dense fog, heavy rain, lack of adhesion, human run over, SPAD, Loco Failure, and obstruction on track etc., can be simulated for the better understanding and appreciation of the field conditions. On various occasions, Safety Committee of Railway Board have also recommended one loco running staff should be equipped with a full scale in motion driving simulator for each formation of line.

Presently, the AC traction simulator training is available at AVADI (Southern Railway) and BZA (S.C.Railway).Therefore, this Union urges to install simulator at MDDTI/SBC for imparting training to Running Staff category for better and efficient training for the most safety category.

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| **23.** | **Item No. 23/9/22:**  | **PCPO, DRM/SBC** |
| **Posting of Independent PB clerk and filling up of Ministerial staff vacancy at P.Way Units and works clerk over SBC division.** |

There are about 20 P.Way units located over SBC division, this Union has been echoing our voice on each and every occasion with Divisional administration for posting of separate PB clerk for P.Way units wherever 3 P.Way units have been merged and one PB clerk has been posted. In case of works Clerk, no P.Way depots are having any works clerk to look after the Stores, on account of this the work load on SSEs have increased tremendously and wasting their time and attention for clerical duties when their main duty is maintenance of track. Informally it is replied by the divisional administration that there is a ban on creation of ministerial post from PRQ. A proposal was sent to headquarter for GMs approval to get the candidates from CGA. On account of this divisional administration have not filled up the vacancies existing at P.Way Units.

Hence, this Union urges to fill up the vacancies of Ministerial staff through CGA cases referred by division for Hqrs approval.

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| **24.** | **Item No. 24/9/22:**  | **PCMD** |
| **Problems being faced by staff and wards at RH/SBC** |

1. Posting of regular / full time Ortho surgeon / Pediatrician to RH/ SBC :

Time and again on each occasion this Union has been demanding to post regular Ortho / Pediatrician to RH/ SBC since last 5 years. The demand has been deaf heard and no permanent Doctor has been posted on regular basis except on part time who visits once in a week. On account of this, patients on day to day basis are facing lot of difficulty without regular doctors. Only in case of emergency, cases are being referred to referral hospital. Hence, this Union urges to post full time orthosurgeon/ Pediatrician to RH/ SBC for the benefit of Railway men and their wards.

1. **Recognition of Apollo Hospital Malleshwaram :**

 The Apollo Hospital Malleshwaram was a referral Hospital for Railways till 2021. Presently, the contract was terminated by Hospital administration due to the reasons that Railways are not promptly paying their bills on time & in each and every bill amount is the final claim amount being deducted towards flimsy reasons. Hence, there was no purpose to extend any service to Railways. This decision is very badly affected for Railway men, because, this is the only Hospital having full-fledged facilities available within the radius of 0.5 km’s from RH/SBC, & which was most useful for referring emergency cases. Hence, this Union urges to have a tie up with Apollo Hospital for the benefit of Railways.

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| **25.** | **Item No. 25/9/22:**  | **PCME,PCE** |
| **Construction of New Railway Quarters in account of Hubballi Workshop.** |

Above 3000 mechanical & electrical staff working in Hubballi Workshop, in account of Hubballi Workshop there were more than 1000 Rly Qtrs in all Railway Colonies in Hubballi City and most of the quarters which were of aged of more than 50 years and were not fit for living were been condemned & dismantled.

After condemnation of Hubballi Workshop pool quarters many number of new quarters were been constructed but not a single new quarters is been given Hubballi Workshop. Moreover, the staff who have come to Hubballi Workshop on transfer and who were residing in railway quarters as and when is being vacated the quarters is been transferred to parent department from which the staff is come from and it is not been allotted to Hubballi Workshop staff. In the seniority list for new quarters more than 500 applications are pending.

Hence, this Union requests the administration to construct a minimum of 200 new quarters (Type-II & III) in account of Hubballi Workshop.

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| **26.** | **Item No. 26/9/22:**  | **PCME,CWM/UBLS** |
| **Restoration of live sanctions transferred of non-personnel branch ministerial staff of Hubballi Workshop..** |

Unilateral decision of transfer of 31 non gazetted live posts of Hubballi Workshop (Ch.OS:03 posts; OS:18 posts; Sr.Clerk:10 posts) are taken out without any proper justification, as the UBLS is having several activities in non-personnel side i.e, maintenance of leave records, bio-metric attendance, material stores, out and in gate passes of materials from other depots, T&P's, receiving of materials from out stations, maintenance of issues of day to day work materials and maintenance of their records, certification of incentive cards, oil stores, certification of MSD bills.

Moreover, already due to shortage of clerical staff the technicians are been utilized in place of clerks and technicians cannot be authorized for all works pertaining to administrative works, due to which the day to day work is getting hampered.

The posts which are been transferred of higher grade posts is of totally unjustified as per the Railway Board orders and the staff who are aspirants of their promotion are totally deprived to the unjustified decision.

This Union urges the administration to immediately restore the 31 non-gazetted live posts of Hubballi Workshop for smooth functioning of Workshop.

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| **27.** | **Item No. 27/9/22:**  | **PCME,PCOM** |
| **Employees Holiday Camp Coach** |

Presently, the employees holiday camp coach available in SWR is of 1998 year built, every year the holiday camps are been conducted through all the Divisions/Workshops of SWR.After the crucial period of COVID-19, the Hubballi Workshop had also planned in advance to conduct the Men Employees camp, Women Employees Camp and employees children's holiday camp for the year 2022, accordingly the programmers were been sent to HQ for information and for allotment of camp coach, but even after 06 months the approval is not been given nor any reply is given.

When it was asked, it is been replied orally that the fitment of camp coach is yet not been given by the concerned is the reply.

Hence, this Union urges the administration to make arrangements to all pot camp coach for conducting holiday camp, as the staff who are on the verge of retirement are approaching this Union regularly regarding the holiday camps.

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| **28.** | **Item No. 28/9/22:**  | **PCME, PCE,CWM/UBLS** |
| **Heavy roof leakage in Hubballi Workshop.** |

Repeatedly, this subject is been brought in CWM and in Zonal PNM's regarding heavy roof leakages in Hubballi Workshop as and when the monsoon comes some temporary works are been done which even doesn't withstand for not even two days again the leakages are the same.

The leakages are such the rain water is reaching the working areas, the staffs working on these areas are risking their lives and many incidents have occurred and are occurring.

This Union urges the administration to stop the peace meal basis repairs and find some solution in changing the complete roof in individual shops which are of heavy leakages especially on safety measures of the staff before some major accident could occur.

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| **29.** | **Item No. 29/9/22:**  | **PCPO, DRM/SBC** |
| **Coverage under Old Pension Scheme (Railway Services Pension Rules 1993) in place of National Pension Scheme.** |

The employees engaged in PRLS at BYPL in 1989 & further to closure of transshipment yard in 1993 their services were stopped. Consequently, all the PRLS approached Hon’ble Supreme Court and Hon’ble Court ordered to fill-up 15% vacancies in Traffic department from the retrenched PRLS. As per the orders of Hon’ble Supreme Court it was implemented for sometime. As the number of vacancies in traffic department was less and suddenly 2 or 3 Ex-PRLS were only appointed every year. The Railway administration was requested to fill-up all the vacancies in all departments from Ex-PRLS and though it was immediately accepted action to fill-up vacancies by appointing Ex-PRLS only was taken in 2007 only. The delay in absorbing against regular vacancies in 2007 was due to administrative reason/delay.

As per Rly Board letter No.D-43/12/2018F(E)III dtd:03/03/2020, it was communicated that those who were appointed against vacancies prior to 01/01/2014, they should be given option to switch over to Old Pension Scheme, as the delay was not attributed to the persons appointed belatedly due to administrative reasons.The following ex-PRLS were appointed in SBC Division:

1. Shri.Gunashekar, Hospital Attendent/RH/SBC DOA:12/03/2007.
2. Shri.M.Ashokan, Helper/E/KJM DOA:15/03/2007.
3. Shri.N.Vinayagam, Helper/TRD/OHE/YPR DOA:20/04/2007.
4. Shri.V.Ravi, Helper/TLD/E/YPR DOA:15/03/2007.
5. Shri.P.Mari, Hospital Attendent/RH/SBC DOA:15/03/2007.

***& others.***

Hence, this Union urges the administration to extend the above said Ex-PRLS also the benefit of switching over to Old Pension Scheme(OPS) from New Pension Scheme (NPS) as done in cases of employees who joined on or after 01/01/2004 against vacancies prior to 01/01/2004.

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| **30.** | **Item No. 30/9/22:**  | **PCME, DRM/UBL** |
| **Severe shortage of C&W staff in UBL Division.** |

The man power sanction of mechanical (C&W) department of UBL division is morethan 10 years old. The requirement of manpower has drastically increased to caterthe increased workload, inclusion of additional activities and assets. The coachholding of UBL division has increased by 140% over the past 12 years (holding -327 during 2010 and 787 during 2022). New pit lines have been commissioned atUBL and second pit line is under construction at VSG. The ROH target of divisionhas increased from 180 wagons per month to 270 per month. New freight depotshave come up at NVU and JVSL due to which there is increased in freight trainexamination. New coaching depot at BGM will be established shortly for whichtrains have already been nominated. Similarly new coaching depot is coming up atBJP.Linen management has been started departmentally for which staffs are beingcalled from other depots to work at UBL on TA basis.Additional trains such as UBL-BZA, UBL-MRJ, UBL-CTA and UBL- ASK whichwere previously maintained by other divisions have been transferred to UBLdivision without sanctioning of additional man power.The weekly rest of staffs is being suspended on regular basis. This will affect theirperformance and concentration during train examination. Staffs are denied leavedue to severe shortage.Creation of additional posts is very much essential in mechanical (C&W)department.

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