

MINUTES

of

The PNM Meeting

between

Railway Board

and

National Federation of Indian Railwaymen

held

on 10th & 11th April, 2015

MINUTES OF THE PNM MEETING HELD BETWEEN RAILWAY BOARD AND NFIR ON 10TH & 11TH APRIL, 2015

MEMBERS PRESENT

OFFICIAL SIDE	FEDERATION (NFIR)
S/Shri/Ms.	**S/Shri/Ms.**
Pradeep Kumar, Member Staff	Guman Singh, President/ NFIR
M.K. Budhalakoti, DG(RHS)	M. Raghavaiah, Genl. Secy./ NFIR
M. Akhtar, AM(Staff)	R. P. Bhatnagar
Kundan Sinha, AM(Traffic)	J.G. Mahurkar
S.S. Narayanan, AM(Civil Engg.)	B.C. Sharma
S. Manohar, AM(S&T)	T.K. Chatterjee
Man Singh, AM(Elec.)	R.P. Singh
Anil Kumar, Adv.(Health)	P.S. Suryaprakasam
N.K. Sinha, Adv.(Bridge)	Munindra Saikia
B.N. Mohapatra, Adv. (Accounts)	C.P. Singh
Ragini Yechury, EDE(IR)	Ashok Kumar Sharma *
B. Prashanth, EDPM	R.G. Kabar
A.K. Khandelwal, ED(L&A)II	Praveen Kumar
Desh Ratan Gupta, ED(L&A)III	R.C. Sahoo
Amitava Dutta, ED(Health)	Anandiben Dhamdhere
Vivek Kumar, EDME(Tr.)	Reema Rale
Sanjay Lavania, EDFE	V. Gopalakrishnan
Alok Kumar, EDCE(G)	Sharif Khan Pathan
Rashmi Chowdhary, EDE(GC)	Praveen Bajpai
Neera Khuntia, EDPC-II	U. Venkateshwarlu
Arvind Kumar, EDE(N)	H.G. Dwarakanath
Shivendra Mohan, EDME(W)	Vinod Rai
Amitabha Khare, ED(RRB)	Ramesh Mishra
R.R. Prasad, ED(T&MPP)	P.S. Chaturvedi
Sunil Mathur, EDVT/Adv. Vig.	K.B. Thakur
Ramesh Kumar, Dir.(L&A)	C.P. Yadav
D.V. Rao, DE(LL)	
S. Pal, JDE(G)	** attended on 10.04.2015 only.*
D. Mallik, DE(IR)	

SECTION A: INTRODUCTION

Member (Staff) as chairman of the meeting addressed the gathering as under:

Shri Guman Singh, President/NFIR, Shri M. Raghavaiah, General Secretary/NFIR and other representatives of the NFIR, my colleagues in the Railway Board, I extend a hearty welcome to all of you to the first meeting of PNM/NFIR for the current annual year. This is my first interaction with the PNM forum at the Board level. I see this meeting as an opportunity to meet the representatives of the NFIR coming from the Zonal Railways and discuss with them the issues concerning the Railway employees.

2. As regards NFIR, the Federation has been playing a significant role in maintaining harmonious Industrial Relations over Indian Railways and hope that the spirit of solving the problems through mutual consultation, dialogue and discussions will continue.

3. Friends, we have just entered into a new financial year and a new Railway Budget has been presented by Hon'ble MR in the Parliament. This Budget has 11 major thrust areas of Action Plan for quality of life in journeys. It is an opportune time to introspect our performance in recent past and to strengthen our all efforts in meeting the tasks earmarked in the Budget Papers. At the very first, I would like to share with this forum the performances of railway sector in recent past in various fields.

4. As far as total approximate earnings of Indian Railways are concerned, till the month of February during 2014-15, our earnings stood at Rs.1,40,250.98 crore showing an increase of Rs.15,559.34 crore(i.e. 12.48%) in comparison to corresponding period of last year. However, these earnings were lower than the budgeted target by approximately Rs.2,251 crore. As far as our ordinary working expenses are concerned, during first 11 months of 2014-15, it was Rs.1,00,528.54 crore which is about Rs.8,666.50 crore i.e. 9.43% more against the same period of the last year.

5. On loading side, during April 2014 to February 2015, we have carried freight traffic of 996 million tonnes which is 42.95 million tones i.e. 4.5% higher compared to the same period of last year. However, during the same period, railways have witnessed a downward trend in number of passengers. Till February, 2015, railways carried 7,546.49 million passengers which is 163.13 millions i.e. (-)2.1% lower in comparison to no. of passenger booked over the same period of last year. It is an area where we need to work really hard to ensure improvement. The Committee on traffic optimization has submitted its report and I hope that the same will be very instrumental in reclaiming our lost traffic.

6. On the safety front, a broad look reveals that during fiscal year 2014-15, total number of consequential accidents has increased to 135 from 118 during the same period of last year. Going by type of accidents, the number of collisions, derailments and accidents at manned level crossings and unmanned level crossings has increased.

7. Safety is an issue which is agitating our mind and despite the fact that a lot of developments have taken place, a single accident can easily tarnish our all efforts. The recent accident at Bachharwan station near Rae Bareli in the Lucknow-Rae Bareli section of Lucknow Division of Northern Railways on was a huge loss to railway image. As many as 38 causalities were claimed

and nothing can compensate this loss.

8. I would also like to share with you some of the recent developments taken place over the railway system :

- The Minister of Railways Shri Suresh Prabhakar Prabhu inaugurated Lumding-Silchar broad gauge section (Assam) by flagging off a goods train via video conferencing on 27.03.2015. The passenger train services will be started soon on this section. This is a landmark achievement by Indian Railways and an important broad gauge railway connectivity project completed at a cost of Rs.3,500 crore. Lumding-Silchar section is Phase–I of the two phase broad gauge line project in this area and by March, 2016 on completion of works of Phase–II, states of Manipur, Mizoram and Tripura will also be on Broad Gauge. The project was completed despite difficult hilly terrain, geologically unstable hills and difficult law & order challenges and has been appreciated as an engineering marvel in all respects. A number of railwaymen sacrificed their lives in the completion of this project.

- Hon'ble Prime Minister of India has inaugurated the expansion project of Diesel Locomotive Works with an aim to increase the production capacity of HHP locomotives with greater indigenization of sub-assemblies. The expansion task has been entrusted to RVNL.

- Hon'ble Prime Minister of India has also flagged off the first train from Meghalaya on 29th November 2014 thereby putting Meghalaya on the Railway map of India.

- The Ministry of Railways has decided to increase the Advance Reservation Period (ARP) for booking accommodation in trains from 60 days to 120 days (excluding the date of journey) w.e.f. 1st April 2015.

- As per announcement made by Hon'ble MR in Budget Speech for 2014-15, the work of Hospital Management Information System over Northern Railway has been sanctioned as a pilot project.

- To mark the occasion 'International Woman Day', Health Care Camps for women(railway beneficiary) were organized over all Indian Railways.

- I take pride in informing this august gathering that on the occasion of Republic Day 2015, three RPF personnel were awarded President's Police Medal for their distinguished services by the Hon'ble President of India.

- Our sportspersons brought more laurels to the railways. In recent past, Indian Railways teams won National titles in Men's section for Weightlifting, Volleyball and Runners up in Kho-Kho, Bridge, Bodybuilding and in women's section titles won for Volleyball, Kabaddi, Cricket (One Day & T-20).

9. While Railways, in general, have been credited so high, a very qualitative service in terms of amenities, safety and security is expected by rail users and it is duty of each of us

railwaymen to ensure that every customer coming to us should feel content of our facilities. Railways, at present, is passing through a difficult phase and we, the railwaymen must dedicate ourselves.

10. Before concluding, I would like to assure you that staff grievances will receive due attention and utmost priority. I am looking forward to a meaningful and constructive dialogue during the course of which I am sure we will be able to resolve most of the issues.

Shri Guman Singh, President, NFIR

The President, NFIR Shri Guman Singh welcomed the Chairperson of the PNM meeting & Member Staff, Railway Board Shri Pradeep Kumar at his first meeting of the PNM with NFIR. On behalf of the NFIR, he assured the Member Staff that the NFIR will continue to extend its full co-operation to the Railway Administration in running the Indian Railways efficiently. At the same time he expected that the Railway Administration will reciprocate in attending & solving the staff grievances promptly. He stated that Shri Pradeep Kumar is known as an upright officer on Indian Railways, accordingly he expected that under his leadership the working of Human Resource Development (HRD) on IR will improve significantly at all levels.

Mr. Guman Singh stated that Shri Pradeep Kumar has taken over the responsibility as Member Staff at a difficult time when the existing structure & system of Indian Railways are under serious threat due to the present Government's slogan of development of Indian Railways. Under this slogan stigma has been attached to the Indian Railways that it has so far not been working. As a result of such allegation the railway employees feel insulted inspite of the fact that they are the most dedicated lot of the country because they work round the clock with sincerity under most difficult working conditions. Under the contemplation of development of Indian Railways, number of Committees has been constituted by the Ministry of Railways including High Level Railway Restructuring Committee (HLRRC) headed by Dr. Bibek Debroy. The HLRRC has given their Interim Report on 31st March 2015, wherein the Committee have contemplated number of recommendations which cause serious damages to the IR and also harm to the Railway Workforce.

He invited attention of the Member Staff to the NFIR's long pending demands including those which were agreed by the Ministry of Railways long ago but the orders have not yet been issued. The NFIR alongwith AIRF and other organizations of the Central Government Employees have jointly decided to conduct a "Vishal Dharna" in front of Parliament on 28th April, 2015.

He narrated the following problems which were repeatedly highlighted in the previous PNM & DC-JCM meetings.

- The condition of Railway Quarters has been deteriorating day by day as maintenance is zero.
- In order to provide medical facilities to the staff posted at way side stations, road mobile medical vans were to the provided in all the divisions but the same has not yet been implemented.
- A meeting with both the Federations was convened by the Railway Board in the month of October 2014 to discuss a detailed note for introducing cashless medical services for

railway employees and consensus was reached in the meeting to introduce the scheme. About six months period has passed but the orders are still awaited. It was requested to implement the scheme early.

- In view of heavy shortage of doctors still persisting, he stressed to find solution to this problem at the earliest.
- The building of Central Hospital of North Western Railway at Jaipur is under construction for the last over ten years because of lack will and in adequate availability of funds. It was requested to ensure allotment of adequate funds so that the work may be completed in one go.
- He congratulated the RPF Personnel for achieving Police Medal and equally those achieved positions in the sports events.

Dr. M. Raghavaiah, General Secretary/NFIR

The General Secretary, NFIR, at the outset heartily welcomed the Member Staff for the first PNM meeting with the NFIR under his Chairmanship. He, at the same time apprised the constructive role of NFIR and assured that the same will continue in the times ahead.

Dr. Raghavaiah shared the contents of the meeting he had with the Hon'ble MR on 18th December 2014. He complimented the Indian Railways for its earnings to the tune of Rs. 1.40 lakhs crores which had been an increase than the last year. He further appreciated the improved performance of I.R.

The GS, NFIR further spoke about inauguration of Lumding Section on N.F. Railway and also flagging off 1stPassenger carrying Train in Meghalaya and enhancement of advance train reservation to 120 days. He complemented the 03 RPF personnel who won Republic Day Awards.

Deliberating on the present situation in the Indian Railways, the General Secretary, NFIR stated that there is strong resentment among the Railway employees over Government's decisions particularly FDI, PPP and NPS. He further stated that while NFIR's charter of demands is pending with the Railway Board, the Government is yet to sort out through negotiations. He also stated that major issues like merger of DA with Pay, grant of interim relief have not been settled by the Government with the result the JCM Staff Side has taken decision to call for country-wide strike.

2. Speaking on the issue of PL Bonus to Railway employees, the GS, NFIR requested the Member Staff to connect NFIR's reply sent under letter No. 1/10/Part. IV dated 12/03/2015. He however, cautioned the Railway Board against deviation of the agreement dated 22nd November 1979 and stated that efforts should not be made to dilute the bipartite agreement.

Talking on the issue of scrapping New Pension Scheme in Railways, the GS, NFIR urged Member Staff to follow up the issue with the MoF/Dop&T vigorously for securing decision, exempting Railways from New Pension Scheme.

3. While inviting attention of the Member Staff to the lukewarm response to the PNM items raised by NFIR at the level of Railway Board, the General Secretary, NFIR stated that the position as of now is as under:-

Number pending since more than 5 years - :	26
Number pending since more than 3 years - :	27
Number pending since more than 1 year - :	43
Total number of items pending - :	**96**

4. The General Secretary, NFIR stated that the 7th Central Pay Commission has given slots to the NFIR for placement of case of Railway employees on 13th & 14th April 2015. He however requested the Railway Board to make available copies of the Railway Ministry's proposals to the 7th Central Pay Commission for consideration.

5. Dr. Raghavaiah highlighted following issues as example wherein the Railway Board have taken arbitrary decisions deviating the agreements already reached:

(a) Norms for Manning of trains by Ticket Checking Staff,
(b) Denial of ALK to Medically decategorised Loco Pilots deployed as Crew Controller,
(c) Surrender of posts without consultations with the Unions.

At the same time, the General Secretary, NFIR highlighted following issues on which agreements have been reached with the Railway Board but have not been implemented:

(a) Upgradation from Apex Group 'C' to Group 'B' Gazetted.
(b) MACPS aberrations – Separate meeting with the MS and FC yet to be held
(c) Fast Track Committee – No progress
(d) Joint Committee on Running Staff issues – No progress
(e) Stenographers – Implementation of Board's orders of 1989 not ensured inspite of Board having reiterated the instructions.
(f) Stepping up of pay – Loco Inspectors – Agreement dated 07/02/2014 yet to be implemented.

6. The General Secretary, NFIR brought to the notice of Member Staff following issues relating to Grade Pay of a few categories of staff where though agreed by the Railway Ministry but have not reached finality as yet.

(a) SMs entry Grade Pay 4200
(b) Merger of Technician II (GP 2400) with Technician I (GP2800)
(c) Replacement of GP 4600 with GP 4800
(d) Allotment of GP 4600 to Mail/Express Loco Pilots,
(e) Entry GP 5400 to Group `B' Gazetted cadre,
(f) Additional allowance to all Running Staff.

Dr. Raghavaiah also expressed surprise over the attitude of the Railway Board of giving up its authority and unnecessarily referring the issues to the DoP&T and MoF which is causing abnormal delays and resulting into accumulation of staff issues.

7. He further brought to the notice of the Member Staff, following cases requiring immediate intervention:-

(a) **Non-implementation of cadre restructuring.**

Reports received from East Central Railway, East Coast Railway, South Western Railway, South East Central Railway and Rail Wheel Factory, Yelahanka revealed that the cadre restructuring orders are yet to be implemented for one reason or the other. He also, cited non-availability of equal matching money value in some cases as one of the reasons for non-implementation. He sought Board's intervention for ensuring implementation.

(b) **Incorrect implementation of LARSGESS.**

The General Secretary, NFIR has pointed out that the wards of safety staff in GP 1900 are being subjected to written test unnecessarily when they are being offered appointment in GP 1800/- since GP 1900/- is not a recruitment post. He also said that on some Zonal Railways when the wards of safety staff of GP 1900 failed in the written test, they have been offered appointment in the GP 1800 as this being feeder Grade Pay for higher grade pay safety post. He further mentioned that NFIR has sent letters to the Railway Board to rectify these aberrations and issue orders not to subject the wards to written test when they are to be offered appointment in GP 1800 under LARSGESS. But however there has been no response.

Dr. Raghavaiah also pointed out that the service as Loco Pilots (Shunting) is not counted for reckoning the total service which is improper. He urged the Member Staff to see that necessary clarification is issued to the Zonal Railways to reckon the service of Loco Pilot (Shunting) for the purpose of application of LARSGESS.

(c) **Extension of the methodology and bench marking beyond 31/12/2015 (Railway Board's letter No. E(NG)I-2008/PM1/15 dated 31/12/2014) (RBE No. 150/2014).**

Dr. Raghavaiah stated that the extant instructions are valid upto 31/12/2015 based on Railway Board's instructions contained in letter dated 31/12/2014. These instructions need to be extended further atleast upto 31/12/2016 pending discussion, to take care of situations where vacancies arising out of normal wastage and other reasons upto one year are required to be counted for drawal of panels. He urged the Railway Board to issue immediate instructions accordingly.

(d) **Acute shortage of Guards on Western Railway.**

While highlighting the issue of acute shortage of Guards on Western Railway, the General Secretary, NFIR requested the Member Staff to communicate one time exemption to the Western Railway on the proposal of the General Manager. He pointed out that for meeting the acute shortage of Guards on Western Railway, platform porters are deployed, compromising with safety. This needs to be addressed quickly.

(e) **Report of High Power Committee (R&S).**

General Secretary, NFIR stated that the Federation has already sent its comments long time back, but however Railway Board has not taken any action on the suggestions so far. He requested to expedite the matter.

(f) **Policy on drunkenness.**

Dr. Raghavaiah mentioned about the policy on drunkenness for which Federation's reply has already been sent to the Railway Board vide NFIR's vide letter dated 09/06/2014, unfortunately there has been no response from Railway Board.

(g) **Dress Regulations.**

The GS, NFIR apprised the Member Staff that NFIR has already sent reply on 22/12/2014 duly responding to Board's proposal. He requested early action in the matter.

(h) **Medical facilities to the dependent parents of Railway employees.**

Dr. Raghavaiah stated that though the Railway Ministry has appointed a Committee in the year 2011, unfortunately the issue has still been pending since the last 3 years.

(i) **Cashless Medical services to the RELHS beneficiaries.**

The General Secretary, NFIR reminded the Railway Board that in NFIR's PNM meeting held on 20th/21st February 2013, the Member Staff had announced introduction of Cashless Medical services to the RELHS beneficiaries throughout the Indian Railways. He said that a period of more than two years has passed, there is no progress. He also stated that the DG/RHS held a meeting with the Federations on 12th November 2014, but there is no progress.

8. **Non-promotion of JE (P.Way)/Sr. PWS, Danapur Division of East Central Railway.**

The General Secretary, NFIR raised an issue of JE (P.Way)/Sr. PWS who were accepted on inter railway transfer by the Danapur Division of East Central Railway from other Zonal Railways/Divisions against promotion quota ignoring the extant provisions. The authorities on Danapur Division/East Central Railway instead of placing such persons on bottom seniority against D/R quota had placed them at wrong places in higher positions. These staff have also been extended the benefit of cadre restructuring effective from 01st November 2013 ignoring the claims of the persons who were otherwise senior to these transferred employees. He requested the Railway Board to investigate into matter and issue suitable instructions to the East Central Railway to rectify the error not only for correcting the seniority position but also for extending the benefit of cadre restructuring to those who are actually due.

9. **Loco Inspectors cases.**

Dr. Raghavaiah expressed disappointment over the negative approach of the Railway Board by deviating the agreement reached with the Federations on 7th February, 2014. He requested the Member Staff to see that the agreement is honoured and stepping up of pay for LIs is allowed on remaining six zonal railways. He further mentioned that it is improper on the part of the Railway Board to pursue SLP before Apex Court against the already reached agreement with the Federations.

10. The GS/NFIR has brought to the notice of the Member Staff that the proposal for construction of Library-cum-Meeting Hall at NFIR's Office premises was agreed to be considered by then Railway Minister. The issue was also discussed in the General Manager/PNM Meeting. He expressed his disappointment over abnormal delay in according sanction while similar facility was given to the Sister Federation years back.

He specially requested the MS to see that sanction is accorded by the Railway Board immediately.

Shri R.P. Bhatnagar

Shri R.P. Bhatnagar stated about the horrible condition of railway quarters which are being neglected badly. No repair and maintenance is being done as staff meant for the repair and maintenance are reduced and vacant posts are not being filled. Zonal contractors are not caring to attend to repairs of Quarters.

Medical facilities are deteriorating day by day. There is acute shortage of doctors. At the same time there is no proper management for procurement and distribution of the medicines regularly to the health units and hospitals. The health units are being located at far-flung distances and it becomes very difficult for the railway employees to travel for such a long distance in a state of sickness. They may not even get proper treatment even after travelling for such a long distance in absence of doctors and proper medicines.

It is therefore necessary that Mobile Medical Van facilities are made available for the employees working at remote places. The Mobile Medical vans already made available earlier and proved to be successful should be extended to cover other places. Alternatively, the employees should be allowed to take treatment at nearby places from private Medical Practitioners and the expenses should be reimbursed.

Track Maintainers working on busy suburban sections are risk prone of getting run over and there are number of such cases. It was urged that the working of suburban area should be under the Block Protection or under the Caution Order or under the Speed Restriction or during night or any other solution which the administration can think better so that the Track Maintainers are saved.

S&T employees are heavily over burdened with the work load. The staff are very much short in terms of norms prescribed by the Board. The employees work in the day and also attends the night as well and as such work 24 hours a day. They are not permitted to leave headquarters, thus they are made to work like bonded labour. S&T department should therefore create posts as per norms prescribed by the Board and the vacancies existing must be immediately filled so that staff do not suffer mentally and physically under tension.

Shri R.P. Bhatnagar also pointed out that the holding of Electric Locos increasing in sheds day by day and hence man power should also be increased in the electric sheds e.g. Itarsi, NKJ in West Central Railway and Kalyan, Ajni, etc., of Central Railway and in other railways.

Shri J.G. Mahurkar

1. Need for replacing the present Running Room at ADI – Old building not able to cope up with increased workload of the last 30 years.

The present Running Room at ADI happens to be the most important Running Room of Western Railway. The Running Staff (Guards, Loco Pilots and Assistant Loco Pilots) of SUNR, BCT, BRC, BVC, ABR, AII and RJT Division are signing ON and OFF Duty at ADI. The occupancy everyday there is between 125 to 150 coming from the above headquarters. There are 7 big rooms in which beds are being added every year when new Mail & Express trains are announced and start working. There are 6 to 7 beds in every room which makes it cramped and

there is hardly any gap between the two beds.

The Loco Pilots and Guards are naturally disturbed when the new crew comes to occupy the beds. The rest factor related to safe running of trains is compromised. There are only 5 bathrooms / 5 toilets and 2 wash basins. This provision is completely inadequate to put it mildly. In the morning, the Running Staff have to wait in queue for attending the call of nature. The toilets and bathrooms are in very bad shape and dirty.

WRMS feel that a new Running Room like ABR or BDA should be built at ADI because no more justification is required to establish the need. The Railway Board have often emphasized the need to provide better Running Rooms where the running staff can really take undisturbed rest.

2. Wrong clarification regarding reckoning of 20/33 years of qualifying service in respect of Loco Pilots, Track Maintainers, specified Safety categories in GP 1800 and 1900 under Liberalized Active Retirement Scheme for Guaranteed Employment for Safety Staff (LARSGESS).

The Loco Running Staff is deprived of this scheme because the fulfillment of 10 years service in the last 10 years also includes their service rendered as Loco Pilot (Shunting) which is not considered as Safety Category. The AVC of their promotion is ALP to LP (Shunting) and LP (Shunting) to Loco Pilot, while ALP is considered as Safety Category.

The Railway Board is therefore requested to take corrective action because the Western Railway does not agree to treat the service as Loco Pilot (Shunting) followed by service as Loco Pilot in the last 10 years for applying LARSGESS.

3. Improvement of offices provided to Trade Unions on rental on Zonal Railways.

The amount of Rs.100000/- allotted for maintenance/necessary modification for providing Computer Office, Seating Arrangement for Union Officials and for improvement of old toilets etc is inadequate in these days of escalated prices.

The amount of Rs.100000/- was fixed number of years back. Because of Railway Board's instructions, only discarded/surplus accommodation is allotted to Trade Unions. Inputs are therefore absolutely necessary after being in use for number of years.

The divisions however do not agree to invest more money on account of non-upward revision of the amount cited above.

The Railway Board is requested to sanction more amount at the earliest because the unions are also paying rental for the allotted accommodation. The accommodation allotted to recognized and elected unions should be presentable.

4. Scheme of filling up of posts of Loco Running Supervisors – Abrupt cancellation of panel by RTM Division of Western Railway.

A selection was conducted for filling up of vacancies of Loco Running Supervisors. The panel of 7 candidates was approved by the Competent Authority and notified vide DRM/(E)RTM's

letter No.E/L/1025/3/TRPV/Vol.6 dated 27/05/2014.

The selection was correctly finalized by the Division based on instructions of the Railway Board contained in letter No.20011/M(L)/467/2 dated 12/11/2012 which were in force at that point of time.

Filling up the post of Crew/Power Controller was under consideration in the Railway Board as communicated to the Zonal Railways by the Railway Board under their letter No.E(P&A)II/2009/RS-17 dated 27/03/2014 and 23/07/2014 respectively. This obviously means that the selections of Loco Running Supervisors/Loco Inspectors in GP 4600/- were to be finalized based on Railway Board's instructions dated 12/11/2012.

Although CPO-ADM-CCG vide his letter No.EM/834/8/2 (AVC) Vol.V dated 17/12/2014 referred the issue to Railway Board for necessary clarification the DRM/RTM violated all PNM policies/Establishment procedures and abruptly cancelled the selection vide letter No. E/L/1025/3/TRO/Pt.6 dated 02/12/2014.

The General Secretary/NFIR also has referred the issue to Railway Board vide his No.IV/RSAC/Conf./Pt.V dated 08/01/2015 but no decision so far has been conveyed to Western Railway. In this connection, it is further brought out that the Railway Board's letter issued by Director (E), P&A Railway Board dated 23/07/2014 does not indicate that the panel formed as per Railway Board's letter of 12/11/2012 to Zonal Railways needs to be cancelled.

WRMS request that the validity of the panel formed by RTM Division vide No.E/L/1025/3/TRO Pt.6 dated 27/05/2014 should be upheld.

Shri B. C. Sharma

1. It is a general complaint from the Retiring Employees of the Indian Railways that their PPOs are reaching to the nominated Pension Disbursing Banks after a period of 4 to 5 months, resulting in Non Payment of Pension to them in time. This is due to the fact that the Indian Railways have handed over the business of disbursement of Salary of the employees as well as Pension of the retired staff to the Indian Nationalized Banks.

For this purpose, some of the banks have created a Centralized System of Pension Disbursement and as such the Pension Amount and PPOs get delayed in the transit, taking 4 to 5 months in reaching the nominated banks.

In this way, the retiring employees are facing difficulties. This issue may be discussed by the Railway Board with the HOD of the banks concerned to set the procedure, making it trouble free. In view of these difficulties, initial PPOs and the papers of the retired employees may be sent to the concerned bank within 10 days of their superannuation.

2. It has been observed, that repeatedly, many complaints are received from the families and also the employees in respect of their treatment in the Hospitals in referral cases or non-referral cases to the Recognized Private Hospitals. In such cases, they are allowed Medical Reimbursement at CGHS Rates which is too less. Whereas they have to bear heavy expenses for their treatment and

when they claim the reimbursement of the expenses incurred actually they are not paid the claimed amount. This is causing resentment among staff which needs to be remedied soon.

This is almost a burning issue in the present scenario, which needs to be thought over seriously.

Shri R.P. Singh

Shri R.P. Singh raised following issues for immediate intervention of Member Staff:-

1. Non-training of Act Apprentices under Apprentice Act, 1961:

There are 73 slots of Apprentices to be trained under the Act on North Central Railway (Diesel Shed Agra-8, Allahabad Division-9, Jhansi Electric Shed-10, Jhansi Workshop-40 & Sitholi Workshop-6) but unfortunately neither act apprentices are being enrolled nor training is imparted to the Apprentices which is gross violation of extant instructions of Railway Board and the Act.

Suitable instructions may be issued to the General Manager, N.C. Railway to train candidates under Apprenticeship Act.

2. Stamping of availability of berths in trains like Rajdhani, Shatabdi, Duronto etc., on the duty/privilege/complimentary passes issued to serving/retired Railway employees.

Under the extant instructions the duty/privilege/complimentary passes issued to serving/retired Railway employees are stamped showing availability of seats in the AC-II Tier/AC-III Tier. When the reservation software has been provided with the feature of allotting one berth in AC-II Tier/two berths in AC-III Tier on one pass, there is no need for stamping and defacing the pass. It was requested to see that this practice is discontinued.

3. Non-observance of duty/rest roster by the N.C. Railway for the Railway employees working on Track Machines.

Mr R.P. Singh invited attention to Railway Board's letter No. 2012/E(LL)/HER/26 dated 30/10/2012 (RBE No. 121/2012) wherein instructions have been issued for temporary exemption for a further period of 3 years w.e.f. 09/09/2012 to September 2015 from the provisions of the Railways Act 1989 in respect of Track Machine Staff for introducing three weeks roster followed continuous rest of one week at Head Quarter. He stated that these instructions have been flouted by the North Central Railway, consequently the staff continue to suffer.

He requested the Member Staff to intervene and see that Railway Board's instructions are implemented in letter and spirit.

Shri Singh further brought to the notice of the Board regarding instructions contained in Board's letter No. 2004/Track-III/T dated 04/11/2014 wherein Zonal Railways have been advised to streamline the usage/working of Track Machines Division wise. He however felt concerned and stated that these instructions also are not being observed by the authorities on North Central Railway.

4. Non-provision of Medical Treatment to serving Railway employees and RELHS

beneficiaries.

Shri R.P. Singh highlighted peculiar situation on North Central Railway, that serving Railway employees and RELHS beneficiaries when referred to private Hospitals for medical treatment, are not entertained properly by the private hospitals to which cases are referred for the reason that such referrals are at CGHS rates which are far below the higher prevailing market rates. The Railway employees/RELHS beneficiaries when insist on treatment, they are charged thousands of rupees beyond the CGHS rates. He requested the Member Staff to see that the cases of medical treatment when referred to private Hospitals are attended to and dealt properly.

Shri P. Suriyaprakasam

In Commercial Department of Chennai Division, the periodical transfer policy has not been followed despite several representations. For example, the periodical transfer orders of 2012 & 2014 were not implemented. The registration was not followed. The current year 2015 when periodical transfer orders are although due, but all of sudden 60 employees of Chennai Division were transferred on administrative ground in order to help vested interests. How a large number of staff could be transferred on administrative ground without any valid reason? A fact finding enquiry be conducted to know the truth on the following orders in Chennai Division. The resources of Administration are drained out in this manner.

1.

Unsafe working conditions prevailing in Southern Railway

The staff of Southern Railway are frequently threatened by undesirable elements, consequently the staff are attending duties with fear psycho. For example

i. At Vllachery Car Shed Chennai Division, five supervisors were assaulted.
ii. Sr.DEE/RPM was assaulted.
iii. SSE/TVT was gheraoed.
iv. SSE/Puttur was attacked.
v. SSE, C&W GSN was assaulted.

No tangible action taken by the concerned authorities in the above cases.

The online roster for escorting staff of AC wing of BBQ/Chennai Division was not followed properly.

Shri R.G. Kabar

Discriminatory treatment to the wards of railway employees appointed under LARSGESS scheme as Trainee pay Rs.4440/- in 1S pay band without GP.

In terms of para 1 of Railway Board's letter vide No. E(NG)II/1998/RC-1/64 dated 14/09/2012 a person appointed as trainee enjoys the status of a government servant from initial day and will be allowed all the allowances and benefits. However candidates appointed on compassionate ground as trainee in -1S without any GP are denied such benefits. Ultimately, hundreds of wards appointed under LARSGESS as gangmen, gatemen, khalasis, TA, NDA, NHA are denied the benefits. WRMS has raised this issue at Zonal level. After deliberations the matter

was referred to Railway Board vide GM(E)-CCG's letter No. D.O. No.E(R&T)/890/60/1/SRRS(Policy)Vol.I dated 15/05/2014. The Railway Board vide letter No.E(NG)II/1998/RC-1/64 dated 09/07/2014 has advised CPO-CCG to allow such benefits only to the person appointed in compassionate ground only. It is not understood how the Railway Board can deny various allowances to the persons appointed as trainee at par with compassionate appointee.

It is therefore requested to re-examine the case at Railway Board level and issue clarificatory instructions to Western Railway to remove discrimination.

Engagement of part time stenographer at divisional level for PREM Group on payment of remuneration @ Rs. 2250/-

The Railway Board vide letter No. E(LL)2002/PREM/2 dated 30/04/2002 has permitted to engage stenographer at their own by PREM Group at Apex and Zonal level on payment of remuneration @ Rs. 7500/- per month. The purpose of Railway Board behind this was only because there was shortage of stenographer at Apex level and Zonal level. Now the similar situation prevailing at the Divisional level also where some divisions are unable to provide part time stenographer to the PREM Group on account of shortage of stenographer or staff not coming forward to work on part time basis with PREM Group, because most of them are over burdened with their normal duty hours.

It is therefore, suggested that the facilities of engaging part time stenographer to the PREM Group may be permitted at divisional level by modifying the extant instructions.

Shri R.C.Sahoo

All the mail/express trains have not been provided the Assistant (ACCA) to assist the AC/Mechanic on running maintenance (KUR Division of ECo Rly) since the last one year and the contract bed roll staff refuse to assist the AC/Mechanic because they are not skilled and not qualified. The Commercial order needs to be changed and one ACCA should be provided to assist the AC/Mechanic on train.

Absorption of course completed act apprentices is not being done by the administration on ECo Rly even though, the GM is empowered to engage the course completed act apprentices as substitutes in erstwhile Group D in administrative exigencies. 2011 year batch course completed act apprentices are eagerly awaiting for engagement. Instructions may therefore be issued to engage them against the vacancies.

Shri C.P. Singh,

Problems pertaining to Engineering Department of Norther Railway, Lucknow

A. It has been seen that in Lucknow Division during last few months about 400 Railway quarters of different types i.e. Type-I, II, III and IV have been declared condemned by the DAEN (HQ)/N.Rly, Lucknow who is not competent to condemn the same. As AGS/NFIR, I have been requesting Engineering Department/LKO and DRM/LKO to form a Committee in order to review

the above said condemnation of quarters done by the DAEN, but nothing has been done so far. It seems that the officers of Engineering Department are reluctant not to do so. The demand should be sorted out on top priority.

B. Recently, a number of Railway quarters have been changed from higher to lower type. Few examples are given below:

i. Railway quarter No. C6-B, Charbagh, Lucknow which is originally a Type-III qaurter has been converted into Type-II by condemning one of its rooms and alloted to an employee just to favour an individual.
ii. Similarly Type IV (Special) Railway Bungalow No. M-6-3, Church Road, Lucknow has been declared Type-III and vacation certificate issued by SSE (Works)/LKO in favour of the original allottee and the original allottee is still residing in the said quarter even after retirement.
iii. One more Railway quarter No.LD-134-A, (Type I), Alambagh, Lucknow has been declared Type-III by the DAEN/LKO to allot to a person of choice.
iv. A type-IV Railway Bunglow No. IV-2/A, Charbagh is occupied by outsider since 1997.

B. <u>Encroachment on railway land at Northern Railway, Lucknow & Delhi</u>

i. From Gandhi Vidyalaya, Alambagh to Alambagh Chauraha Lucknow about 1 Km area on right hand side of Kanpur Road has been occupied by unauthorised persons.
ii. From Alambagh Chauraha, Lucknow to Langra Phatak near about 1Km land of both side of the road is occupied by unauthorised persons and shops have been cosntructed by the outsiders.
iii. From Mawaiya over bridge (Aata Mill siding) to eveready Chauraha (Mill Road) is occupied by unauthorised persons and pucca construction have been made on railway land length approx 1 Km.
iv. A hughe area of land on the both side of cross road ahead Railway Divisional Hospital, Charbagh have been captured by Military Police and made Residential colony.
v. Land near Supervisor's Training Centre, NR, Charbagh, Lucknow has also been occupied by Army authorities.

It is requested that remedial action may be taken in the interest of railways.

<u>Smt Anandi Dhamdhere</u>

There is heavy shortage of ministerial/clerical staff. During last 10 years, work load has increased tremendously due to RTI Act-2005, introduction of LARSGESS, MACP scheme & of course revision of pension cases. In some divisions RRCs are engaging personnel Branch staff periodically for conducting written examination, physical efficiency test & thereafter medical examination of passed candidates. There is therefore urgent need to augment the strength of ministerial staff.

In clerical cadre, the representation of women is quite good compared to other categories. However there is no provision of LR resulting CCL being denied and at times they are compelled to attend office work while on leave unofficially for few hours & clear the work. This needs to be remedied.

While, there was heavy curtailment in the clerical cadre on the plea of computerization since last 15 years, adequate number of computers has not been made available till date. There are 2 to 3 computers for staff of 6 to 15 in each section, which results in waiting for turn. Also basic infrastructure viz UPS, Printers, Scanners, Anti-Virus availability of rail net, servers, photocopying machines, AMC of all these peripherals are not made available in offices which result in wastage of time & money & ultimately poor quality of work.

As explained, there is lot of stress & discontentment among clerical staff which is affecting their quality of work & health. Now a days lot of clerical staff are seeking voluntary Retirement and many are waiting for 7th CPC report to be implemented for taking retirement.

From the above, it can be seen that:

1. There is need to create additional posts.
2. There is need to have provision of LR in Ministerial Cadre.
3. Improvement in infrastructure in divisional/HQ offices be ensured like that of corporate offices.

Flexi – timing to the staff especially lady staff in such offices where it is possible may be considered.

Shri V. Gopalakrishnan

1. In the last PNM meeting during discussions under subject no. 8/2011, it was minuted to withdraw the O.M. dated 20/10/2014 sent by Railway Board to 7th CPC on the objection raised by NFIR. But further action on the issue is not known. NFIR has all along been maintaining before successive Pay Commissions that pay element determination for running staff is a matter for internal discussion and mutual settlement with Railway Board.

2. The recommendations of the HPC on HOER, which have been submitted to the Railway Board, are yet to be taken up for discussion with NFIR for implementation. The issue is long pending.

3. Railway Board has decided to fix cameras inside the Loco Motive/EMU cabin. Running staff are agitated over this issue as it is an intrusion on their work. This decision has to be withdrawn.

4. In Chennai Division, the training module for conversion training of Diesel Shunters for AC Loco Shunting, is still kept the same as that LP/Goods training (TR-11) despite clear instructions from Board's office. The reference made by CELE/Southern Railway to Railway Board has to be clarified in the correct spirit and excess training/wastage of man

days has to be stopped.

5. The Ergonomics of EMU Cabin (Southern Railway, Chennai Division) is improper and substandard. The location of various equipments like speedometer, flasher/head light switches, horn, light/fan switches, indication lamp etc., are fitted at different positions in the EMUs and need to be standardized. Moreover the design of Motorman seat and pressure of Dead Man's Handle (DMH) has to be redesigned for comfortable operation. Uncovered look out glass of driving cab in EMU/MEMU trains with no sunray protector film may cause SPAD, platform overshooting due to confusion of Loco Pilots over signal aspects. Suitable instructions/orders to ergonomically redesign the Cabins to suit the convenience of the operator has to be issued by Railway Board. If need be model design has to be adopted and communicated to Zonal Railways.

6. In SPAD cases, severe punishments are imposed by the administration despite such incidents result in no repercussion, is bringing down the morale of the entire category of Running Staff. As already projected by NFIR in the Joint Committee on Running Staff issues, the definition of SPAD needs to be reviewed suitably.

7. Re-designation of Guards as 'Train Manager'- Long pending demand of NFIR has to be considered and re-designation of Guards has to be done as 'Train Manager'.

Shri Sharif Khan Pathan

There are large number of vacancies in the cadre of Loco and Traffic Running staff over Western Railway because of delay in recruitment through RRBs apart from poor materialization of indents of direct recruitment of ALPs (Diesel & Elect) through departmental selection. On BRC Division alone nearly 50 to 60 ALPs/Shunters have been placed on the panel for promotion to the posts of Goods Loco Pilot since January 2014. But they could not be promoted because there is no replacement vice them in the category of ALPs.

GM-E-CCG has made a reference vide letter No.ET/1025/4/5(L) RJT dated 25/03/2014 to Railway Board because erstwhile Group D employees are utilized as Guard on Western Railway due to acute shortage of Guards and General Secretary – NFIR vide letter No.III/WRMS/Pt.6 dated 16/02/2015 addressed to Railway Board, has explained the case in detail, seeking Board's approval for filling up of post of Goods Guard in pay scale 5200-20200+2800 GP from serving graduates as a onetime exemption. He requested to accord approval to GM's proposal.

Inadequate accommodation in NZM TTE's Rest Room for Ticket Checking Staff of RTM Division of Western Railway – Need to provide more beds.

The Ticket Checking Staff of RTM Division of Western Railway are supposed to take rest in NZM TTE's Rest Room after working Badra – Haridwar and Mumbai – Amritsar Mail & Express trains. The TNCRs and TTEs are signing off duty at NZM, but they have not been provided with proper facility in NZM TTEs Rest Room.

It is therefore requested to kindly provide more accommodation in NZM TTE's Rest Room.

The conditions of TTEs Rest Rooms on Western Railway are bad and repeated representations have not yielded result.

Till July 2014 provisional Pension was paid to the widows of post 01/01/2004 deceased employees (who were appointed on or after 01/01/2004) and covered under New Pension Scheme. However, from July 2014, it has been stopped by Sr.AFA/ENG/Churchgate vide letter No.PEN/05372/E789/NPS dated 11/12/2014 and quoting the reference of Railway Board's letter No.2012/F(E)III/(1)/4 dated 08/09/2014 & AFA(PF's) letter No.PF/2930/E845/NPS, directing to obtain option in the prescribed format from the legal heirs of the deceased NPS employees or invalid employees availing the benefit of provisional pension from Railways or accumulated pension wealth under NPS.

Consequently provisional pension payable to the New Pension Scheme widow/legal heirs has been stopped on the plea that undertaking needs to be given as below:-

Option A: i.e. to avail pension or family pension as per DPPW's OM No.8/41/06/P & PW(A) dated 05/05/2009 and to transfer the accumulated pension wealth with NSDL to the Government department unconditionally or

Option B : i.e. to avail the accumulated pension wealth with NSDL.

In the above matter no action has been taken by the Western Railway Administration for payment of monthly pension and payment of DCRG etc., to the widows of former railway employees under NPS with the result the widows have been suffering.

He requested the Member Staff to kindly intervene and issue suitable instructions to the GMs etc., for arranging payments.

Shri Dwarkanath

1 Restructuring of Group C&D cadres at RWF, Yelahanka:-

Restructuring of Group C&D cadres is pending at RWF for want of matching surrender to the tune of Rs.22, 68,000/-. money value. In this regard, RWF administration has identified about 117 posts for surrendering. The staff council of RWF in its suggestions has urged upon the administration to have a re-look, saying that the sanctioned strength at RWF is completely need based due to automation and no surplus posts available. There is already a huge gap between the ratio of the manpower and the production levels. Earlier when staff sanctions were given, the production targets were less, but now the production levels are at TWO LAKH wheels & ONE LAKH axles. There is a huge shortage of manpower. The sanctioned strength at RWF is for SIX DAY WORKING pattern, but the administration is forcing the staff to work on all the Sundays and holidays. This has created a vacuum on the regular working days. Hence it is suggested that the restructuring at RWF may please be done without insisting matching surrender.

2. Renewal of recognition - Referral Hospitals:

RWF administration has recognized two major hospitals as referral hospitals (St.John's

Hospital and M.S.Ramaiah Hospital), but unfortunately it is facing some problem for renewal. This has created serious resentment among the staff. This may please be solved.

3. Incentive to Oxy cutting Staff working in Scrap pre conditioning bay needs to be considered.

4. Holiday home at NDLS: Many staff and Supervisors who visit New Delhi on duty etc., are facing lot of problems for accommodation. Therefore it is requested that a holiday home may please be constructed at NDLS for RWF purpose.

5. RWF Staff council has submitted agenda for the meeting with railway board members but the same is pending since long time. This may please be looked into.

6. The candidates who have undergone act apprenticeship at RWF (90 CANDIDATES) are waiting since the year 2008 onwards for engagement as substitutes into RWF. RWF Administration instead of engaging these act apprentices, the vacancies are being filled through SWR. This may please be looked into and suitable instructions issued.

Shri K.B. Thakur

There is deterioration in Railway Quarters condition. Similarly health care services are awfully bad. These are needed to be given priority

****

SECTION-B: MINUTES

DG/RHS

25/2012: Periodical Medical Examination - Relaxation for Loco Pilots and Guards declared with TYPE-II Diabetes – Reg.

The Official side explained that instructions normally take propective effect. However, in this case, since it has been decided to allow appeals from employees decategorised in the last two years immediately prior to the date of issue of initial order, relaxation will be considered on case to case basis subject to fulfuilment of requisite mileages and successful completion of refresher courses and tests.

44/2012: Retired Employees Liberalised Health Scheme (RELHS)-97) - Extension of scope to those retiring with less than 20 years service.

The proposal for extending the benefit of RELHS-97 to those retired employees who joined late but retired at the normal superannuation age has since been concurred by Finance Dte. and the file has been submitted to Board.

7/2014: Recognition of corporate hospitals for referral facility for treatment of railway employees.

&

22/2015: Recognition of Corporate Hospitals for the purpose of referring the cases for medical treatment- delegation of powers to General Managers reg.

It was explained to the Federation that Railway Board has already given freedom to CMDs to inspect corporate hospitals and send the proposals for recognition. Further, it is proposed to empower General Managers to consider hospitals already empanelled under CGHS and the same is under consideration at Finance Dte. Current status on the proposals sent by a few Zones mentioned in the Agenda is given at Annexure.

20/2014 (iii): Railway Hospital within the premises of the Coach Factory at Rae Bareli with required facilities of specialist & Super Specialties to attend to Health Problems of the staff and their family members yet to be established.

The Official Side explained that 2 ADMOs are being posted to Rae Bareli shortly.

(Closed)

12/2015: Maintenance of cleanliness on trains and at stations etc. - implementation of Food Safety and Standard Act, 2006 in Railways.

It was explained to the Federation that orders for providing one Food Safety Officer on each Division has since been issued and copies given to the Federation. Federation, however, requested that a note explaining the position on all the issues raised in the agenda item be also given to them which was furnished to the Federation during the course of the meeting.

27/2015: Augmentation of Indian Railway Cancer Institute, Varanasi- reg.

The Official side stated that at present Radition Physicist and Radiation Safety Officer is working on contract basis for whom indents have already been received for recruitment through UPSC. In addition, other posts of DMOs and Oncologists are also being filled up. It is also proposed to procure radiotheray equipment through COFMOW, for which proposal will be sent by NE Railway.

AM(Elec.)

25/2011: Problems encountered by A.C.Escorting staff due to deterioration in working conditions.

Federation was advised that the meeting fixed for 6.4.2015 could not be held due to unavoidable reasons. Another date for the meeting will be fixed shortly. Federation, however, stated that they have sent a detailed letter dated 06.04.2015 addressed to Board(MM & ML) highlighting all the issues involved and requested that their letter may be connected. Federation also expressed disappointment over delay in convening the meeting.

24/2013: Urgent need for construction of a new Running Room at Mumbai Central – Western Railway.

The Federation mentioned that a proposal from Western Railway for construction of new Running Room at Borivli is pending in Board's office. However, the Official Side indicated that the proposal has been returned. The Federation expressed unhappiness and wanted to discuss the issue with AM(Works), which was agreed to.

AM(CE)

3/2012: Career Progression and improvement of working conditions of Trackmen in the Railways – Implmentation of the Report of the Joint Committee.

Position has been advised to the Federation vide letter dated 1.4.2015. Federation agreed to close the item.

(Closed)

AM(Signal)

14/2010: Upgradation of posts commensurating with the increased work load and responsibilities – ESM Cateory – S&T Department

From the Official Side, it was explained that in the first instance efforts are to be made to fill the existing vacancies before any further action is taken. Federation contended that norms for provision of additional staff should be implemented. Federation also conveyed that S&T staff are resenting

against Administration's inaction on genuine issues.

Adv.(Bridge)

30/2014: Adverse working conditions faced by Bridge Staff on Northern Railway – remedial measures urged.

It was decided to issue necessary instructions to all Zonal Railways conveying the decision for payment of Overtime Allowance to Bridge Staff wherever permissible as per extant rules and with due justification.

Adv.(Accounts)

20/2015: Ceiling limit for payment of honorarium to Cashiers and other Cash & Pay staff – reg.

Discussed and closed.

(Closed)

28/2015: Simplification of procedure to receive terminal benefits by the railway employees or their families at the time of retirement/death – dispensation of "Payee's letter of Authority" - reg.

Official side advised that Letter of Authority(Form A-1978) obtained by HOD from the employees for remittance of money on account of GIS/PF/Leave salary/gratuity/salary arrears/PLB is a part of booklet containing pension forms being furnished by the employee(s) at the time of their retirement and insistence of this letter by banks for arranging payment of pensioner benefits does not arise. Official side further stated that no instance of any bank(s) insisting on the payees' LOA by banks has been brought to the notice of Southern Railway administration so far. Federation stated that it would check up field position and come back.

EDME(Tr)

38/2012: Hard working conditions and excessive duty hours – Loco Inspectors category.

This item will be discussed separately with Board(MM & ML) and a date for the meeting would be fixed soon.

6/2013: Need for air-conditioning Running Rooms and Loco Cabs.

Federation was advised that Board has not agreed for air-conditioning of Running Rooms. The Federation, however, reiterated its demand for air-conditioning of Running Rooms at places where the temperature is abonormally high, i.e. beyond 42°C. They also highlighted the

recommendations of the report on Running Room facilities under the chairmanship of Shri D.P. Tripathi, which recommended for phase-wise air-conditioning of all Running Rooms with 100% power back-up beginning with humid and coastal areas and construction of new Running Rooms with air-conditioning. As regards air-conditioning of Loco Cabs, Federation was advised that the process has already started but is running somewhat behind schedule due to belated supply of air-conditioning equipments by the supplier. Federation however reiterated that their demand should be conceded being genuine issue.

6/2011: Incentive Bonus under Group Incentive Scheme to the Chemical and Metallurgical Superintendent (Grade Pay Rs.4600/-) in Rail Wheel Factory(RWF), Yelahanka.

Federation was advised that the report of the Committee which includes a member from the Staff Council, will be furnished in a month's time and further action would be taken.

19/2013: Grievances of the Railway employees working in Rail Wheel Plant, Bela, Chappra.

Issue finalised

(Closed)

2/2014: Problems faced by Train Guards in the course of performing duties – due to adverse working conditions – reg.

Discussed

(Closed)

9/2015: Supply of subsidized meal/food to the running staff – upward revision – urged.

Official side stated that the need for increasing the subsidy for cost of meals is agreed in principle. However, the quantum of actual subsidy to be paid is being worked out by the Standing Committee nominated by Board and is expected to be finalised in a month's time.

EDPM

13/2011: Provision of cooking facilities at Rest Rooms meant for Ticket Checking Staff.

It was decided to obtain the latest status of Rest Rooms from all Zonal Railways and the matter would be discussed further. Federation expressed unhappiness over the inaction in ensuring adequate cooking and resting facilities for Ticket Checking Staff.

29/2014: Ticket Checking Squads – Change of nomenclature

Position advised.

(Closed)

5/2015:Arbitrary decision revising norms for manning of Coaches by the Ticket Checking Staff -reg.

Official Side advised that report from all Zonal Railways were called for and these are awaited from a few Railways. It was decided to obtain the position from all Zonal Railways and put up the consolidated position to Board(MT). Federation however seriously protested against arbitrary decision and urged for rectification.

13/2015: Adverse effects of Yatri Ticket Suvidha Kendra(YTSK)- Abolition urged

The Official Side explained that it is too early to draw any conclusion on the viability of YTSK scheme. Federation, however, wanted to discuss this item with Board(MT) separately, for which detailed position would be given to them.

EDV(T)

8/2012: Periodical Transfers – Policy on rotation of officials working in sensitive posts.

This item will be discussed separately along with item No.4/2015

4/2015: Excessive actions of the Vigilance officials causing demoralisation among dedicated and upright Ticket Checking and Public image category staff.

Official side explained that the Vigilance Inspectors do not handle cases with personal vengeance or high handedness as alleged. Instances of excesses could be pointed out to the SDGMs of the concened Railways for investigation and remedial action. The Federation, however, suggested that this item be discussed in a separate meeting and accordingly it was agreed to arrange meeting.

ED(L&A)III

11/2014: Entitlement of various types of residential accommodation based on the revised Pay Scales recommended by 6th CPC

Federation demanded that Board's letter No. 2008/LMB/10/16 dated 27.01.2011 on the entitlement of various types of residential accommodation based on the revised Pay Scales recommended 6th CPC needs to be revised entitling staff in GP 1800 for Type II quarters.

It was agreed to examine the demand after connecting Ministry of Urban Development's orders in the matter as to whether an independent decision can be taken by this Ministry.

EDF(E)

4/2011: Denial of TA/DA to the Staff Car Drivers in the Railways

A joint meeting is to be held with both the Federations.

4/2013: Emoluments to be reckoned for grant of retirement/death benefits of staff working in Construction Organisations etc., on Indian Railways

The item is to be discussed in a separate meeting.

EDPC-I

8/2011: Reckoning of Additional Allowance as pay for all purposes including computation of Retirement Benefits – Running Staff.

Federation pointed out that since Running Allowances are decided through bipartite agreement, the reference made to VII CPC be immediately withdrawn. After discussion, it was agreed to examine the matter.

5/2013: National Holiday Allowance- Upward revision of rate – urged.

The Federation's reply dated 12.12.2014 has been examined and it has been found that the demand to compute NHA by taking into account DA in addition to Basic Pay and GP and at one and half time the normal rate prevalent till 1968 is not feasible of acceptance.

EDPC-II

15/2008: Railway Service (Revised Pay) Rules, 1986 – exercising option for fixation of pay with effect from 1.1.1986

The issue of extension of period for submission of option in terms of Board's letter No. PC-IV/87-Increment/2 dated 05.05.1995 was examined in consultation with Ministry of Finance and in terms of advice received from Ministry of Finance, FC(Railways) had fixed a time limit of six months from the date of circulation of the letter by the Divisions. The individual case on South Central Railway was also examined accordingly in consultation with the South Central Railway who had advised that option was not received from the concerned employee within above period.

In the meeting held on 20th & 21st February, 2013, the Federation had pointed out that there were a few cases of NW Railway (Ajmer Division) wherein re-fixation had been permitted beyond stipulated time for submission of options for fixation of pay and that the same logic should apply to

SC Railways' case. The matter was taken up with NW Railway who has informed that there was no instance/case under NW Railway in which fixation of pay w.e.f. 01.01.1986 in terms of Board's letter No.PC-IV/87-Increment/2 dated 05.05.1995 was permitted beyond the stipulated time period for submission of options. Federation insisted that position may be rechecked from NW Rly. It was agreed to re-examine.

2/2011: Career growth of Cehmical And Metallurgical Assistant Gr.I & II recruited through RRB with the Qualification of M.Sc.(Chemistry) B.Tech. (Met.& Chemical) – Allotment of Grade Pay Rs.4600/- in PB-2 Rs.9300-34800

The issue was discussed in a separate meeting. It was agreed to place the case before VII CPC.

23/2011: Grade Pay of staff in the Inspection wing of Production Control Organizations.

Federation was advised that certain information on the issue was sought from major Workshops of Indian Railways. Reply from most of these Workshops has been received. NFIR has demanded for grant of higher grade pay for Inspectors of Inspection wing at par with Sr. Technicians (MCM) stating that Inspectors inspect/Supervise the job of Sr. Technician (MCM). None of these Workshops has supported the contention made by NFIR. There is also no specific recommendations of 6th CPC for this category. Hence, it is not feasible to place the Inspectors of PCO in PB-2+ GP Rs.4200/- equal to Sr. Technician (MCM) w.e.f. 01.01.2006. The Federation has been given detailed reply vide Broad's letter No. PC-VI/2011/IR- N/7 dated 19.02.2015. Hence the item may be treated as closed. Federation however did not appreciate view and wanted to study and come back.

21/2012: Implementation of VIth CPC Pay Structure – Merger of pre-revised Pay Scales w.e.f. 01.01.2006 – Promotion of staff to the same Grade Pay of Rs.1800/- A.C. Coach Attendant's category

The matter has been re-examined and it is stated that after the implementation of 6th CPC and as per Board's letter No. PC-VI/2008/I/3/1 dated 29.10.2008, regular Group 'D' employees (in pre-revised scales Rs.2550-3200, Rs.2610-3540, Rs.2610-4000, Rs.2650-4000) on roll as on 01.01.2006 are placed in PB-I with grade pay Rs.1800/- (corresponding to pre-revised scale Rs.2750-4400) w.e.f 01.01.2006 subject to possession of prescribed qualification/retraining. These posts (As also posts where already existing in pre-revised scale Rs.2750-4400 in the cadre/category) stand merged alongwith functions. Further, in cases of promotions on or after 1.1.2006, fixation of pay is to be governed by Rule 13 of RS(RP) Rules, 2008 notified vide GSR 643(E) dated 04.09.2008 which permit on increment equal to 3% of sum of pay in pay band and the existing Grade Pay in cases of promotions involving change in Grade Pay / Pay Band only. The situation is not restricted to the category of AC Coach Attendants but is available in various other categories/departments& Ministries. However, it may also be mentioned that as per the provisions of MACP Scheme, various employees are entitled to three financial upgradations in the hierarch of the recommended revised pay bands and Grade Pay with the benefit of pay fixation as at the time of regular promotion. Federation did not agree with the Official Side view and demanded separate meeting with Member Staff.

28/2012: Grant of upgradation ot P.Way Supervisors in the Pay Scale of Rs.5000-8000/- (pre-revised) w.e.f 01.11.2003

The issue of grant of upgradation to P.Way Supervisors in the pre-revised scale Rs.5000-8000 (now GP Rs.4200) w.e.f. 1.11.2003 was examined in detail and keeping in view various factors/implications, this was not found feasible for acceptance. Since the level of induction and examination differ from that of JEs. Further, the matter is sub-judice. Federation however insisted that PWSs be granted V CPC Pay Scale Rs.5000-8000 with effect from 1.11.2013.

1/2014: Fixation of pay under rule 13 to those promoted to identical pay band/grade pay shouldering higher responsibilities.

The matter has been re-examined and the Federation has been given detailed reply vide Board's letter No .PC-VBI/2014/IR-N/4 dated 1.4.2015. Federation stated that case of Gangman to Keyman should be considered for fixation benefit as Keyman's duties were distinct and higher prior to merger. This was agreed to examine. Federation also stated that similarly placed cases be dealt by applying rule 13.

3/2014: Counting upgraded Group 'D' posts in scale Rs.3050-4590/- GP Rs.1900 (PB-1) in Diesel/Electric Loco/EMU Sheds-for cadre restructuring

It was advised by official side that while upgrading 50% posts of Group 'D' Khalasi in Diesel/Electric Loco/EMU Sheds to scale Rs. 3050-4590 vide Board's letter No.PC-V/97/1/11/7 dated 28.09.1998, it was specifically mentioned that there will be no consequent increase in the number of posts in the grades higher than Rs.3050-4590. The exercise of cadre restructuring of Group 'C' employees was based on functional & administrative justification and cadre restructuring orders of 2003 did not alter this conditions circulated vide Railway Board's letter No.PC-V/97/1/11/7 dated 28.9.1998. However, these upgraded posts of Khalasis were taken into account during the cadre restructuring of 2003 by some sheds on some Railways erroneously on their own accord, despite no such instructions by Railway Board. This matter was litigated and in compliance with Hon'ble CAT (PB)New Delhi's directions dated 21.4.2008 for maintaining uniformity, instructions were issued to the Railways vide Board's letter dated 23.7.2008 for taking corrective action. Further, a Speaking Order passed by Secretary/Railway Board keeping in view Board's instructions' ibid, had also been issued vide Board's letter dated 28.7.2008 as per Court's directive above.

In view of the above, Federations' demand for counting of 50% upgraded posts of erstwhile Group 'D' staff in Sheds for the purpose of cadre restructuring is not functionally and administratively justifiable and as such it is not feasible to agree to the same. Federation requested for a separate meeting with Member (Mech). Federation further stated that the entry qualification of Helper was revised as a result of VI CPC Grade Pay 1800 and as such keeping the upgraded Helpers as separate block was not correct and therefore Board should find a way out to solve the issue satisfactorily.

4/2014: Restructuring of certain Group 'C' cadres – promotion benefit to the staff against vacancies existed as on 1.11.2013

The issue raised by the Federation has been re-examined and it is stated that as per Fundamental Rule 17(1) of FR 7 SR-93, an officer shall begin to draw the pay and allowances attached to his tenure of a post with effect from the date when he assumes the duties of that post, and shall cease to draw them as soon as he ceases to discharge those duties. Further, if a vacant post is not filled up in normal course for sometime for unavoidable reasons, claimants are not entitled for pay of higher post of fixation benefits for such period until they actually take over charge of the post.

However, keeping in view in-ordinate delay (2 to 3 years) in implementation of last cadre restructuring owing to certain conditions that were introduced for the first time, and as some of the existing vacancies were also lying unfilled since August, 1999 & January 2001, as a special case (one time dispensation), proforma fixation was given w.e.f.1.11.2003 and it was clearly mentioned in Board's order dated 17.2.2006 that it is a special dispensation and must not be construed as a precedent for any other cases arising in future either out of restructuring or otherwise.
As per feedback received form Railways/Units, current cadre restructuring of Group 'C' staff has been implemented on majority of the Railways/Units and near to completion on few Railways. Federation stated that there has been undue delay in filling up existing vacancies as on 1.11.2013 and hence proforma fixation may be given. This was agreed to re-examine. Federation further insisted that proforma benefit should be granted against pre 1.11.2013 vacancies.

6/2014: Restructuring in Group 'C' cadres – Counting work shcarged posts of pen line for extending promotion benefit to staff

Details regarding work-charged posts received from S.C.Railway have been examined in consultation with Finance Dte. And it is stated that no work-charged posts are being operated for regular activities in S.C.Railway. All the work charged posts operated in S.C.Railway are chargeable only to specific estimates for various works. Further, as per instructions laid down in para 2.2 of cadres restructuring orders dated 08.10.2013, cadre restructuring will not be applicable to ex-cadre & work-charged posts, which will continue to be based on worth of charge. This is similar to the norms followed in the previous cadre restructurings (1993 & 2003).
The details of work-charged posts being operated in S.C.Railway have been sent to the Federation vide Board's letter No.PC-III/2014/FE-II/4 dated 27.03.2014.

(Closed)

15/2014:Federation of date or exercising option by the staff for pay fixation under rule S13 on promotion where feeder and promotional posts are in identical pay band and grade pay

As per the provisions of Rule 1313 (FR22) (I) (a) (1), option under above rule has to be exercised within one month. Further as per existing practice seeking condonation of delay in submission of option, reference to DOP&T is required, with case-wise justification. Nevertheless, in the orders dated 12.098.2013, option were allowed to be submitted within three months which took care of the time to be taken by zonal Railways in circulation /publicising etc. Similar time period was allowed in the orders issued in the past viz. 1999 & 2001 also. Federation stated that in Western

Railway, Bhavnagar division letter was circulated late due to which employees could not submit options on time. It was agreed to ascertain the position from the Western Railway.

16/2014: Upgradation of the posts of Rs.6500-1050/Vth CPC to Rs.7450-11500 (Vth CPC) with appropriate pay fixation and merger of the same for placement in GP 4600/- (PB-2)- Implementation of Government's decision

Fitment tables in various Pay Bands and Grade Pays have been given in Board's letter No./PC-VI/2008/I/RSRP/1 dated 11.09.2008. This letter clearly provides that the fitment tables will be applicable where normal replacement pay scales have been given and in cases of upgradation/merger of posts, the same will be done as per Note 2A/2B below Rule 7 as per the illustration 4A/4B of the Explanatory Memo of the RS (RP) Rules, 2008. This illustration makes it abundantly clear that pay in the Pay Band is to be fixed with reference to the existing pay as on 1.1.2006 (old pay) and then adding the applicable Grade Pay. This has again been reiterated in the Board's clarificatory letter No.PC-VI/2008/I/RSRP/1 dated 11.11.2008 (Clarification No.6) and Board's letter No.PC-VI/2009/I/RSRP/8 dated 22.12.2009 which grants Grade Pay of Rs.4600/- to posts that existed in the pre-revised scale of Rs.6500-10500 as on 1.1.2006. Hence the demand is not feasible. It is also pertinent that the issue of presently subjudice and therefore final outcome of the pending court cases has to be awaited. Position has already been advised to the Federation vide Railway Board's letter No.PC-VI/2014/IR-N/2 dated 26.3.2015. Federation sought details of court cases for looking into the same and respond.

18/2014: Denial of additional increments to the Nursing Staff possessing B.Sc., Degree, North Western Railway.

The matter is still under examination in consultation with Ministry of Finance and Ministry of Health and Family Welfare. Federation requested the Board to pursue with MOF & Ministry of Health and Family Welfare.

22/2014: Placement of erstwhile Group 'D' staff in PB-I+GP Rs.1800

The matter is still under examination in consultation with Ministry of Finance.

28/2014: Incorrect denial benefit of placement as of Sr. P.Way supervisor to those expired/medically de-categorised between the period from date of order to the actual date of implementation of Railway Board's order.

The matter had been examined in consultation with Establishment & Finance Dtes. and staff those were in the sanctioned strength on the date of issue of above instructions (i.e. 22.03.2007) and expired between the period from the date of issue of Board's orders dated 22,03,2007 to the actual date of implementation of these orders were also allowed benefit of fixation as per Board's letter No. PC-III/2014/FE-II/I dated 01.08.2014. The issue of granting the same benefit of fixation to the medically de-categorised staff is still under Board's consideration as certain details in this regard called for from Railways are still awaited from few Railways. Federation requested the Railway Board to expedite decision.

EDE(GC)

35/2004: Inadequate promotion opportunities for Technical Supervisors in railway printing presses.

Official side explained that the possibility of providing additional avenue of promotion to Technical Supervisors of Printing Pressess to Group 'B' posts in the Stores Department has been examined in consultation with the Stores Dte. but has not been found feasibile owing to lack of qualification and experience in Stores. However, the possibility of providing avenue of promotion to Group 'C' staff with qualifications like 'Materials Management' and having some experience in Stores Deptt. is being explored. As an alternative, Federation suggested the possibility of providing avenue of promotion in the Mech(Workshop) Deptt. This would be put up to Board(MM).

1/2006: Selection for promotion from Group 'C' to 'B' posts – unilateral order of Railway Board.

Federation insisted on its demand for unified selection to Group 'B' Gazetted posts across all Departments. Official side agreed to examine the matter, including unified selection for Operating and Commercial streams of Traffic Deptt, duly taking into account the prescribed medical standards. The matter would be put up to Board(MT).

12/2006: Regularisation of promotion of Asstt. Nursing Officers on Indian Railways.

Official side stated that the detailed justification is still awaited from DG/RHS. It was agreed to expedite the matter.

14/2011: Avenue of Promotion for Junior Lecturers to the posts of Lecturers in Railway Degree College, Secunderabad.

Federation stated that they have studied the observations made by South Central Railway in regard to inadequacy of workload in Railway Degree College and will check up the ground situation, before coming up for further discussion.

12/2013: Selection for promotion to the Group 'B' Gazetted post of APO- eligibility criteria.

Official side explained that the provisions of IREM have to be read in conjunction with the Recruitment Rules for the post of APO, including the Corrigendum issued in 1982. It was emphasised that if a junior employee is eligible, his senior is also eligible for selection to the post of APO. It was decided to verify the factual details and issue clarificatory instructions to the Railways clearly spelling out the exact eligibility requirements for selection to the post of APO.

EDE(N)

7/2010: Medically decategorized Asstt. Loco Pilots – Grant of Alternative post in appropriate grade pay

&

17/2012: Fixation of pay of running staff on medical decategorization in alternative posts in new Pay Structure.

Issue is being referred to Joint Committee looking into the allowances of Running Staff, as demanded by the Federation.

20/2011: Redeployment of medically decategorised staff jeopardizing safe working of the system and depriving promotions of staff of the cadres

It was decided to call for clarification from Southern Railway as to whether the medically decategorised staff have been kept in a separate seniority block and also whether they were given adequate training before posting in safety posts. Federation reiterated that redepolying them in promotion posts which are safety category is wrong and the decision be cancelled.

27/2011: Applicability of Rule No. 31 of Railway Service (Pension) Rules, 1993 for counting of service period paid from contingencies for calculation of gratuity on retirement

Official side stated that reply has been received from RWF/Bangalore. The matter is under examination. Federation requested the Board to expedite as the issue is pending for over 3 years.

30/2011: Stagnation of staff in Group D posts in Accounts Department on Southern Railway – One time relaxation for promotion against DR quota vacancies of Accounts Clerks

Official side stated that reply has been received from Southern Railway. However, the Railway is not in favour of Direct Recruitment quota being utilised for promotion. Federation, however, wanted a meeting with Board(FC) as the qualified erstwhile Group D staff do not have promotion opportunity even after 2 decades service. Meeting with FC will be arranged.

5/2012: Educational Qualification for recruitment to the post of physiotherapist – Amendment to IREM provision

Official side stated that the matter has been submitted to Board with the comments of Health Directorate. Federation requested to finalise the matter quickly in view of VII CPC already started examining Railway categories.

27/2012: Regularization of Substitute Teachers in the Railways – Implementation of Board's orders

It was explained by the Official Side that a few Substitute Teachers could not qualify the selection held by RRB and consquently could not be regularised. The Federation, however, requested for a

sympathetic re-examination of their cases. The official side clarified that nothing further can be done in this and the item should be closed.

32/2012: Lack of career growth-points Man category of Operating Department in the Railways (Transferred by EDPC-II)

Official side stated that the case has since been cleared by Board(MT) and would be put up to Board(MS) for approval.

36/2012: Clerical cadre – need for lifting of freezing ban on filling up of vacancies of clerks against DR quota - Ban in force over Twenty One years

It was advised to the Federation that currency of freeze orders including that of 25% has lapsed on 31.12.2013 and the same is not in existence since 01.01.2014. Shortage, wherever exists, needs to be addressed by railway establishment concerned by issuing indents as per normal procedure to fill up vacancy. As regards the powers to be vested to CPOs/DRMs to appoint in Ministerial cadre on CG ground, it would be advisable to raise it before General Manager who may choose to delegate it as per the requirement with adequate checks and balances. Federation however stated that Board may issue instructions duly citing the minutes of the PNM meeting.

(Closed)

42/2012: Denial of proper pay scales (Vth CPC) to the Senior Typists on Railways

It was decided that detailed position would be obtained from Northern Railway and the case would be examined further.

45-B/ 2012: Recognition of educational qualification

&

26/2013: Implementation of LARSGESS – recognition of educational qualification

Clarification sought from MHRD is still awaited.

47/2012: Provision of entry qualification of Assistant Loco Pilot and allotment of higher grade pay to Loco Running Staff – Recommendation of High Level Safety Review Committee.

The case has been put up to Board.

2/2013: Career improvement of staff in the erstwhile Group D posts with GP `1800 (PB-I)

Discussed and finalised.

(Closed)

3/2013: Counting of full service rendered by the casual labour after attaining temporary status till regularization for pensionary and retirement benefits.

Reply to the reference made to DOP&T is yet to be received. DOP&T would be remined and copies of the references would be given to the Federation.

27/2013: Retrenched Substitutes on East Central Railway – their induction against vacancies

No reference has yet been received from GM/ECR.

28/2013: Placement of employees in GP 1800 in PB-I in Metro Railway, Kolkata

The matter is still under examination.

5/2014: Technician III posts in Diesel/Electric Loco/EMU Sheds on Indian Railways – increase of promotion quota percentage -reg

Federation desired a meeting with Board(MM &ML), which was agreed to.

10/2014: Appointment on compassionate grounds to the wards/spouse of medically decategorized Railway employees.

Federation again requested for a meeting with AM(Staff).

12/2014: Promotion of Pointsmen (GP 1900- PB- I) to the post of Guard (Goods) – Relaxation of 2 years Residency period -reg

Federation was advised that South Central Railway has been asked to furnish their comments vide Board's letter dated 05.09.2014 followed by reminder dated 25.11.2014 & 30.03.2015. Reply is still awaited.

13/2014: Delay in promotion of staff for want of service records/ACRs of staff transferred from/to other Divisions/Zones – remedial measures -urged

Relevant instructions have been reiterated and copy given to the Federation. It was decided to close the item.

(Closed)

20/2014: (i) Four increments as incentives for counting for retirement purposes not being granted in RCF/Rae Bareli

The matter is under examination in consultation with F(E) Directorate.

21/2014: Protection of GP and seniority of medically decategorized staff working in Wagon Repair Workshop, WCR, Kota

Necessary instructions have since been issued. It was decided to close the item.

(Closed)

23/2014: Filling up the posts of Dresser Gr. III/OTA Gr.III in PB-I GP 1900/-

Information have been received from all Zonal Railways and the case has been put up to Board.

27/2014: Promotion of serving Diploma Holders as JE/Elect. against DR quota Metro Railway, Kolkata -reg

Copy of Metro Railway's letter would be given to the Federation.

3/2015: Classification of posts as Safety categories Bridge Cadre – reg.

It was decided to withdraw the letter issued to Northern Railway.

(Closed)

6/2015: Percentage distribution of non-gazetted posts in various modes of recruitment after merger of grades consequent to the implementation of the recommendations of 6th CPC.

Federation was advised that some information from a few Railways have been called for to have some more factual data for better appreciation of the postion. Information is yet to be received. File will be put up to MS after receipt of information.

14/2015: Replacement of terminology "Medical decategorisation" as "Alternate Employment on Medical Ground" in Chapter XIII IREM, Vol-I, Revised Edition 1989, first Reprint Edition 2009 – Arbitrary decision of Health Directorate in gross violation of DC/JCM agreement - reg.

This will be separately discussed by EDE(N) with Genl. Secy/NFIR.

17/2015: Revision of remuneration rates of para-medical staff in Group 'C' employed on contract basis-reg.

It was explained to the Federation that after 6th CPC, the above issue has already been examined and considered by the Board in consultation with Finance Dte. and remuneration rates of para-Medical staff in Group'C has been issued vide Board's letter dated 25.06.2014. In any case, this scheme of contractual appointment is valid only till June, 2015. Therefore, any further attempt to modify the rate does not seem prudent at this stage.

21/2015: Trade test for promotion in artisan categories – reg.

File will be put to Board(MS).

23/2015: Recruitment policy for induction in Group 'C' (erstwhile Group 'D') posts in GP 1800+PB-1 through RRCs-review urged.

Federation requested that some relief may be extended to the female Track Maintainers within the

ambit of rules especially regarding their requests for change of cadre. It was agreed to examine.

30/2015: Grant of compassionate appointment to the widows/wards of deceased IRCA staff- reg

It was explained to the Federation that IRCA is an independent autonomous body having its own set of Rules, Constitution and Funds. The posts in IRCA are not 'Civil posts' in terms of proviso to Article 309 of the Constitution of India and IRCA employees are not 'Railways employees' as defined in Indian Railway Establishment Code. Therefore, they cannot be considered under the scheme of appointment on compassionate ground. However, Federation suggested merger of IRCA with Northern Railway so that compassionate appointment in GP 1800 against vacancies in Northern Railway may be consisered. Alternatively, meeting with Hon'ble MR be arranged. This will be examined.

EDME(W)

24/2014: Payment of Incentive Bonus to the Supervisors(SSEs) of Road Transport Shop in Carriage & Wagon Repair Workshop, Perambur on Southern Railway – reg.

Official Side stated that the matter has been discussed with Southern Railway. Incentive Bonus is not admissible to SSEs of Road Transport Shop in C&W Repair Workshop, Perambur on Southern Railway. Letter No. MWS/SRMU/PNM dated 12.12.2014 was handed over to the Federation. Federation stated that it will examine the letter and react/comment.

24/2015: Extension of Incentive Scheme in left out shops/sections in Railway Workshops/Production Units – reg.

Official side stated that NW Railway has reported that for the existing workload, the Diesel POH Shop/Ajmer has sufficient staff strength and therefore, the Railway confirmed that at present there is insufficient workload to support introduction of any incentive scheme in Diesel Loco Shop, Ajmer. NWR's letter No. NWR/HQ/M/WS/034 Vol-III dated 2/3.3.2015 was handed over to the Federation. Federation stated that it will examine the letter and comment.

ED(T&MPP)

14/2014: Grant of promotion to the staff who are at the verge of retirement duly dispensing with induction training – reg.

Official side conveyed the proposal of the Ministry of Railways to exempt 'non-safety' categories due to retire within one year from induction training. As regards 'safety' categories, the matter is under examination. Federation wanted the Board to issue instructions on the subject to prevent confusion amongst Zonal Railways.

26/2015: Creation of posts for TRD Organisation in Railways.

The Official Side explained that the benchmarking and norms for creation of posts are being reviewed to come to a rational understanding of the ground situation across all departments. The number of posts actually created in TRD organisation was also conveyed to the Federation. Federation however stated that TRD organisation is suffering with shortage of staff already and benchmarking or reviewing norms for creation of posts is required to be done in consultation with the Federations.

****

Annexure to item No. 22/2015(PNM/NFIR)

S.No.	Hospital & Railway	Current Status
1.	Basavatarakam Indo-American Cancer Hospital & Research Institute/Hyderabad, SC Railway.	Sanction for Indo-American Cancer Hospital & Research Institute/Hyderabad has already been issued on 05.01.2015 vide Board's letter No. 2014/H-1/11/39/SCR.
2.	Recognition of Mission Hospital, Miraj, Central Railway.	Mission Hospital, Miraj and Wanless Hospital are one same entity.
3.	Renewal of St. John's Medical College Hospital, Bengaluru for RWF.	A letter has been written to RWF on 06.01.2015 for seeking information/clarification for the recognition of St. John's Medical College Hospital, Bengaluru for RWF. Reminder has also been issued on 27.02.2015.
4.	Recognition of Wadia Hospital, Mumbai for Central Railway.	A letter has been written to CR on 01.01.2015 seeking clarification/information for the recognition of Wadia Hospital, Mumbai. Reminder was also issued on 27.02.2015. However, no complete reply has been received till date.
5.	Recognition of Jaslok Hospital, Mumbai for treatment of Neurosurgery and Radiotherapy. For Central Railway.	For neurosurgery, the Railway has reported that they are inspecting private hospitals and as and when proposal is prepared, same will be sent to the Board's office. Whereas for the recognition of Jaslok Hospital, Mumbai for Radiotherapy a letter on 16.03.2015 has been written seeking clarification/information based on the Finance observations and a reminder for the same has also been written on 31.03.2015.
6.	Recognition of Wanless Hospital, Miraj for multi-speciality treatment for Central Railway.	A letter has been written to CR on 10.04.2015 seeking clarification/ information for the recognition of Wanless Hospital, Miraj.
7.	Recognition of Padhar Hospital, Amla for multispeciality treatment for Central Railway.	The Railway (CR) was informed telephonically for inspection report and comparative chart for Padhar Hospital, Amla. Reminder was also issued on 27.02.2015. However, no complete reply has been received till date.
8.	Recognition of Vivekananda Hospital, Latur for Central Railway.	No proposal has yet been received has been received from CR for the recognition of Vivekananda Hospital, Latur.
9.	Recognition of AIIMS, Bhopal for treatment of Railway employees of West Central Railway.	Since, AIIMS/Bhopal is a Government hospital, therefore, Board's sanction is not required.

****

SECTION -C:

List of items which could not be discussed in the meeting for paucity of time

EDPC-I

18/2004: Revision of special allowance to the Accounts staff for passing Appendix II and III examination with effect from 1.1.96.

&

9/2012: Qualification pay to Accounts staff on passing Appendix III (IREM) Examination – Rectification of anomaly.

1/2011: Grant of Financial Upgradation under MACPS to the staff who are in the same Grade Pay for more than 20 Years.

5/2011: Categories exempted from the period of officiating – Revision of Daily Officiating Allowance.

9/2011: Application of Safety Related Retirement Scheme (LARSGESS) to the Loco Pilots drafted to work as Crew Controllers.

16/2011: Abolition of Pay Scale and Introduction of upgraded Pay Scale with revised designation – Senior Section Engineers (Drawing) – Clarification on entry Grade Pay.

&

16/2013: Non-grant of benefit under MACP Scheme to the Stock Verifiers working in Zonal Railways/Production Units.

17/2013: Grant of financial upgradation under MACP Scheme – Wrongful clarification issued by the Railway Board.

22/2011: Grant of Transport Allowance to the employees availing the facility of Workmen Trains.

1-B/2012: VIth CPC Recommendation – Allowances to staff.

7/2012: Payment of Allowance to the Running Staff working Duronto Express Trains.

22/2012: Grant of Incentive to the Accounts Stock Verifiers who have been posted from the cadre of Junior Accounts Assistant on passing Appendix – IV- A (IREM) Examination.

40/2012: Admissibility of House Rent Allowance in the event of non-acceptance or surrender of Railway residential accommodation.

56/2012: Counting of service of D-2 khalasis in CLW for extending benefits of financial upgradation under MACP Scheme – reg.

58/2012: Grant of PCO Allowance to the Drawing staff (Jig & Tool)working in Parel

Workshop/Western Railway.

8/2013: Committee to determine the quantum of pay element in Running Allowance –Withdrawal of Railway Board's arbitrary decision.

15/2013: Rectification of MACPS anomalies – Stepping up of Pay of Senior incumbents at par with Juniors – item No.8 of the minutes of meeting held on 27/07/2012 at North Block, New Delhi.

19/2014: Denial of revised V CPC pay scale-Injustice meted out to Midwives on Western Railway.

26/2014: Grant of HRA & City Allowance to the Railway employees working at Loni Railway Station on Central Railway similar to the rates payable at the rate of Pune City – reg.

2/2015: Coverage of Track Mainters GP 1900 & 2400/- and Station Master category under LARSGESS.

8/2015: Denial of Allowance in lieu of kilometreage to the medically decategorized drivers drafted to perform duties of Power/Crew Controller – reg.

10/2015: Payment of Diet Allowance to Staff Attending Break-down duties.

11/2015: Denial of payment of HRA, Transport Allowance etc. to trainees appointed on compassionate ground in Grade Pay 1900/- in artisan category etc. - reg.

15/2015: Grant of financial upgradation under MACPS to SSE – Drawing (formerly diploma holder tracers) appointed against D.R. Quota vacancies as Assistant Draftsman(presently JE-Drawing with GP 4200 in PB-2) reg.

18/2015: Arbitrary discontinuance of Nursing Allowance to ANOs working in Railway Hospitals – reg.

EDPC-II

1/2015: Career Progression of Track Maintainers in Railways – implementation of the report of the Joint Committee – reg.

19/2015: Allotment of revised pay structure for Official Language Staff on Indian Railways reg.

EDF(X)I

39/2012: Enhancement of Income Tax exemption limit in case of Running Staff reckoning of Running Allowance as pay for the purpose of deduction of Income Tax.

EDE(G)

28/2011: Change of Uniform Code for Diesel Loco Shed staff & payment of Washing Allowance

29/2012: Grant of regular Pay Scales to the Canteen Staff of Kashmiri Gate (Construction), Delhi w.e.f. 22-10-1980 – Implementation of Railway Board's order dated 13-05-1983

41/2012: levy of Service Tax on the Railway Tickets on AC Classes

50/2012: Departmentalization of Staff Canteen functioning in the office of the General Manager(Const.)/ N.F. Railway, Maligaon and consequent absorption of staff working in the Canteen

1/2013: Applicability of Railway Services (Revised Pay) Rules, 2008 to persons re-employed in Railway Service after retirement from Defence forces

9/2013: Denial of complimentary passes to the widows of deceased railway employees

11/2013: Revised entitlement of Passes for Railway Employees – Hardship caused to certain staff who became entitled for 1st Class Pass as per old norms – Remedial action – urged

9/2014: Entitlement of 1st Class Privilege Passes to those staff joined on inter ailway requests in lower Grade pay

25/2015: Grant of Residential Card Pass or one third concession season pass to the Railway employees of Car Shed at Velachery, Chennai Division, Southern Railway- reg.

EDE(IR)/ ED(ERP)

31/2012: Application of D&A rules contained in S.No.3 of Schedule II – Incorrect implementation by Disciplinary Authorities in the Divisions/Zones.

7/2015: Implementation of negotiated settlement dated 7th February, 2014 reached between the Federations and the Railway Board(CRB, MS, FC etc.)

16/2015: Facilities for Divisional Council and Branch Executive Council meetings of the recognised unions in the Railways- reg.

ED(T&C)

19/2012: New Catering Policy – Departmental Catering Services – Job security and regularisation of Commission Vendors and Helpers

18/2013: Implementation of Apex Court decision – Counting of the service rendered by Commission Bearers/Vendors absorbed in Railways for pensionary benefits from the date of

engagement as Commision Bearers/Vendors, till date of absorption in Railways – Southern Railway.

DE(LL)

29/2015: Hard and difficult working conditions for the staff working in Rail Wheel Factory, Yelahanka, Bengaluru – unlawful deployment of staff on the activities prohibited under the Contract Labour(Regulation and Abolition) Act, 1970 reg.

SECTION-D: SUMMARY

Items discussed	Items that could not be discussed due to paucity of time	Items finalised	Balance
86	43	12	117

****