



WESTERN RAILWAY EMPLOYEES' UNION

AHMEDABAD DIVISION

No. EU/1160/PNM/15

Dated: 15-05-2015

To,

DRM (E)-ADI

Sub: PNM Agenda for the year 2015.

Please find herewith 2nd PNM agenda for discussion in ensuing PNM Meeting.

Sr. No.	Item No.	Description
1.	PNM/31/15	<p>Problem faced by Guards due to incorrect programming in CMS –</p> <p>Crew Management System (CMS) is installed in most of Lobbies in Western Railway through which various activities like signing ON/OFF of running staff, generation of Km. Allowance bills are performed. Following discrepancies are noticed by staff in day to day working:-</p> <ol style="list-style-type: none">1. Monthly KMs allowance bills generated through CMS's are quite illegible and unreadable as the font are very small and are not legible.2. It is only at ADI where Breathalyzer arrangement is attached with CMS, though it is a appreciable step but its successful working is not ensured and many times it does not respond as it should. Therefore, one more CMS without Breathalyzer system is also required to be installed to facilitate the staff.3. The KM earned for each trip is shown in decimals and not in rounded off KMs. The KM difference in Up & Down direction for same pair of station, though there is no varies as per WTT.4. The generated KMs bill does not indicate leave, sick, Spl. CL and other non-running particulars which in turn are filled by staff concerned.5. Weightage High Duty Hours are not calculated correctly.6. CMS does not provide the allowance for signing ON/OFF for

		<p>running staff. Only on duty time is restricted and no restriction for Off Duty is maintained.</p> <p>In addition to this, many other petty problems surfaces in day to day working which can be detailed during discussion. It is, therefore, requested to kindly look in to the points as raised and gear up necessary action at earliest.</p> <p>Our letter No. ADI/TFC/19/14 dated 11-11-2014.</p>
2.	PNM/32/15	<p>Grievances of staff escorting ML special, Rail Spl., ODC etc.</p> <p>The staff working under SSE (C&W) (BG)-SBI is being deputed to escorts ML Spl. Rail Spl, ODC etc. While escorting these trains they are facing some difficulties which are as under.</p> <ol style="list-style-type: none"> 1. They are working beyond their rostered hours but payment of OT is denied though OTA is their legitimate right. Even CR/C-Off is also not granted to them for extra hours of duty as well as the scheduled rest abrogated. 2. They are being issued a simple memo which does not specify their nature of work, deputation. Even no authority for travelling is being issued causing they face difficulty in travelling back to their HQ and stay at enroot stations. <p>Union therefore requests that the staff deputed for escorting duties may be granted proper memo, pass and authority so that the get their due benefits without any hurdles.</p> <p>Our letter No. SBI/C&W/41/14 dated 22-11-2014.</p>
3	PNM/33/15	<p>Providing sufficient manpower and facilities for smooth and efficient functioning of SSE (C&W) (BG)-Depot-SBI.</p> <p>The SBI yard is developed as 'A' grade yard where manpower is being deployed for examination of CC Rake, Premium Rake and end to end examination, releasing of rakes, axle box filling of all rakes, ICD siding KHD and SBI, examination of BLC wagons, troubleshooting for the stations SBI, KHD, EPH siding, KKF Yard, VTA Yard, ABD, SAU, CE, JKA, VG, and Engg. Workshop for examination of rail special rakes.</p> <p>To cope up these works, there is a requirement of 1 SSE, 1 JE, 2 MCF, 6 Ftrs, 12 Khallasis (Total 22 employees) in each shift means 66 regular employees in three shifts plus 10 RG plus 5 LRs, grand total 81 employees against which only 56 employees are deployed resulted in to overburdening of the staff also the quality of work is hampered. Even the staff working beyond their rostered hours is denied for the payment of overtime allowances.</p>

		<p><u>Hence, this depot should be provided with following facilities:-</u></p> <ul style="list-style-type: none"> i) Proper and sufficient lighting arrangements in the yard: as per board's guidelines there should be two stage lighting arrangements for CC Rake examinations, (a) tower light of 30 mtr height and (b) pedestal light for trollies and under gear parts. ii) Pathway of minimum two meters width, between two examination lines is required. iii) Space: Minimum space of 7.5 mtrs width, between two lines is required. iv) Welding facility: Welding facilities require at the distance of 8 feet. v) Removal of OHE lines: There should be no such lines over the examination lines, if exists, it should be removed for safety of the lives of the C&WE staff. vi) Approach road: An approach is urgently require in dispatch yard for movement of heavy machines, materials etc. <p>In this regard, Union request that sufficient staff and facilities narrated above may be provided for this depot for smooth, efficient and quality work. Also the employees working beyond their normal duty hours may be paid overtime allowance.</p> <p>Our letter No. SBI/C&W/39/14 dated 22-11-2014</p>
4	PNM/34/15	<p>Change of duty rosters of Pointsman and traffic Gatemen working on the stations between CLDY and JKA on ADI division.</p> <p>The Points men and Gatemen working on the stations viz. CLDY, ABD, SAU, CE and JKA located in CLDY-JKA section are working in 'EI' roster. It has been represented by the staff that the work load on this section is being increased day by day due to introduction of double line working. More than 100 trains are running on this section but, the duty roster of P/men and Gatemen have not been changed from 'EI' to 'C' causing the employees of these categories facing hardship ion working. Also the same is against the safety of the train operation.</p> <p>In view of above, Union request to take appropriate action to revise and change the duty roster of the staff at the earliest.</p>

		Our letter No. SBI/TFC/60/14 dated 21-132-2014 & ADI/TFC/29/14 dated 03-11-2014
5	PNM/35/15	<p>Incorrect allotment of quarter and non-payment of HRA – Case of Shri Ganpat Manga, Gate Keeper L.C. No. 25/C under CPWI-VG.</p> <p>Shri Ganpat Manga, Gate Keeper is allotted quarter at LC No.25/C which is not having facility of water supply as well as electricity and other required facilities which should be in a railway quarter. Under such circumstances, the above named has refused to accept the allotment and requested to withdraw the allotment but it is regretted to mention that it is considered as occupied and thereby he is not been paid HRA. The employee requested to either allot him quarter as per railway norms with all facilities or arrange to pay him HRA as applicable with payment of arrears.</p> <p>Union request to examine the issue and do needful by cancelling the allotment when quarter is not livable and arrange to pay HRA as applicable along with arrears.</p> <p>Our letter No. VG/Engg/8/14 dated 23-12-2014.</p>
6	PNM/36/15	<p>Problem in staff quarters/railway colony at KDLP.</p> <p>The occupants of the staff quarters in railway colony-KDLP jointly represented that there is no proper cleaning in the quarter as well in colony. Gutters lines are frequently choked up which resulting waste/dirty water coming back in the line of quarters. Moreover there is acute shortage of water supply. They are getting water supply hardly for 10 to 15 minutes which also with low pressure. The water supplied to Yard Office is 'Khara' which is not drinkable. There is no provision of water for the staff working in C&W, Traffic, Shunting, (ALP & SHTR) Gangmen etc.</p> <p>It is, therefore, requested to look in to guanine problem of railway staff and take earliest action in the larger interest of staff and smooth and efficient railway working.</p> <p>Our letter No. GIM/ENGG/51/14 dated 31-12-2014.</p>
7	PNM/37/15	<p>Change of Roster of Gr. 'D' Traffic staff from 'E1' to 'C' roster at Chirai station.</p> <p>It is represented by the grou9p 'D' staff that earlier at CHIB station, the duty roster of group 'D' staff was 'C' which is changed to 'E1' roster. They have represented that CHIB is a loading station with weighbridge and daily 25 to 30 rakes loading is done for which shunting is require to be performed. They tired by performing</p>

		<p>continuous 12 hours duty. The locomotives also comes in which 2 ½ hrs to 3 hrs is being wasted., In addition to this, being an important station, daily 80 to 90 trains are passing over here. Thus the group 'D' staff always remains busy all the times and many times they do not get time to have their meal.</p> <p>In this context, Union request to examine and to look in the guanine request of Traffic staff of Gr.'D' staff at Chirai and introduce 'C' roster as it was in force earlier.</p> <p>Our letter No. GIM/TFC/48/14 dated 31-12-2014.</p>
8	PNM/38/15	<p>Repairs/poor maintenance of Rly. Quarters & blockage of Drainage pipe line at MALB Rly Colony.</p> <p>The occupants of railway quarters at MALB are facing lot of difficulties for the following which are to be attended at earliest.</p> <ol style="list-style-type: none"> 1. The drinking water in the railway colony is being supplied from Narmada project through pipe line. The pressure of water is very low and pipe line is also broken at different places of colony and due to this water is not reaching to water tapes properly. 2. Ceiling of most of railway quarters are broken and due to this, ceilings are leaking and due to this rooms are becoming unlivable and the goods in the rooms are becoming unsafe. 3. The drainage gutters are blocked at many places in the colony and due to this it is over flowing and hence there is every possibility of sickness to the families of residents. <p>Since Monsoon is reaching shortly, Union request to take earliest action to solve the grievances of the occupants of MALB Rly. Colony.</p> <p>Our letter No. MALB/Engg/3/15 dated: 16-04-2015.</p>
9	PNM/39/15	<p>Impractical and inhuman duty roster of Gate Keepers working on Engineering L.C. Gates, MSH-PTN Section.</p> <p>Prior to 04-07-2013, the classification of duty roster of level crossing gates No. 4X, 6C, 8C,13C, 17C, 21C, 28C, 32C, 24C, 35C, 36C, 38C, 39C, 40C, 40X between MSH-PTN stations was 'EI'. Gatekeepers were performing their duty 08,00 to 20.00 hrs and 20.00 hrs to 08,00 hrs. But after gauge conversion, one Gate Keeper has been withdrawn from all these Gates and deployed only one Gate Keeper in broken 'EI' duty roster, without going in details of hardship. This has resulted that existing Gate Keepers are</p>

		<p>compelled to man Gate for 17.00 hrs and thus they are facing difficulties to maintain their social and family requirements. They are unable to spare time to assist their children in education, medical assistance and other social & family assignments. Further, all these Gate Keepers are ex-serviceman and they are feeling mental and physical harassment due to such inhuman duty roster. The Gate Keepers have to leave their residence/quarter at about 05.00 hrs to reach duty place at 05.50 hrs on LC Gates situated in remote area of this section, as first train is scheduled to start at 06.00 hrs from PTN. They are return back to their residence at 23.00 hrs as last train is scheduled to reach at PTN 22.00 hrs which in turn they do not have sufficient time for rest.</p> <p>-</p> <p>Union finds this 'EI' roster with two breaks for these Engineering Gate Keepers is impracticable and inhuman, irrespective of other administrative reason. Union, therefore, submits to restore earlier 'EI' roster without break. It is also to submit that to avoid discrimination in roster, the existing roster of SM working in this section may be implemented for G/Keepers which is 05.00 hrs to 15.00 hrs total duty 10 hrs for 1st Gate Keeper and 14.00 hrs to 24.00 hrs total 10 hrs for second Gate Keeper.</p> <p>Our letter No. MSH/Engg/3/15 dated 19-04-2015.</p>
10	PNM/40/15	<p>Acute shortage of Guards at ADI to work Pass. and M/Exp.Trains.</p> <p>There is link of 50 Passenger Guards and 83 M/Exp Guards headquarter at ADI. Against this, bare minimum requirement of 173 Guards, Lobby has only 144 Guards including M/Exp and passenger Guards and Goods/Sr. Goods Guards. That is to say, only 11 Guards are working as LR Guards against 40 LR Guards. In addition to this, Summer Holiday Special has also started to run from W.Rly. for which a minimum of 5 to 6 Guards are require. Again 4 Guards are to be relieved for passenger promotion course training. From this, it is quite clear that it is very difficult for Lobby to manage the Guards for running of these trains. Apart from this, there will be high influent of leave in the Summer season as usual due to marriage and holidays season.</p> <p>In this context, Union request to provide at least 30 Guards from Goods side so that work can be managed properly.</p> <p>Our letter No. ADI/TFC/15/15 dated 20-04-2015.</p>
11	PNM/41/15	<p>Non-filling of vacancies of Comm. Group 'D' staff due to retirement etc. under SM-ADI.</p> <p>Large numbers of commercial group 'D' staff are retired/retiring in</p>

		<p>this year but not a single vacancy is filled up against those retired. Due to this, SM/ADI is finding it very difficult to manage the scheduled work at different points. Due to this, the present staff is being asked to manage work at different placed without any justification. The detailed list of vacancies with man on roll and sanctioned cadre in various units under SM-ADI is already submitted. Union has at various occasions requested to convene a joint meeting with personnel department, SM-ADI and WREU to synchronize the cadre and arrive at a real solution but nothing has been done so far. The matter is being tossed for one or another reason which in not a good system for keeping healthy industrial relation. Union, therefor, request to look in to the matter and earliest action to be taken to filled up vacancies lying vacant.</p> <p>Our letter No. ADI/COMM/16/15 dated 20-04-2015.</p>
12	PNM/42/15	<p>Re-organisation of Ticket Checking Squad and hardship to CTI In-charge of Squad.</p> <p>Since the formation of ADI Divn. 10 Ticket Checking Squads were HQed at ADI, PNU, VG, MSH, GIM and KLL consisting 11 ticket checking staff including CTI In charge. The Squads were re-organised and reduced to 7 with increased of staff from 11 to 15. The reason for re-organisation of the Squads is not known. However, Union is of the view that the checking squads have important role to increase window earnings and earnings through ticketless travelling public and this is possible by working of these squads spreaded over the Division. The Divisional earnings through these squads are evidence for their performance in the earlier shape. In addition to this, with this re-organisation of the squad, the orders are issued to keep EFT and working as ticket checking staff by CTI In charge of the Squads. Further to this, the earlier orders revised in violation of the Railway Board's policy. Now in the present system, the CTI In charge of the Squads are working as ticket checking staff and also responsible for their own earning in addition to responsibility of each member of his Squad and other miscellaneous work pertains to In Charge. The system has made over burdening these CTIs.</p> <p>In view of above, it is desires by Union to:-</p> <ol style="list-style-type: none"> 1. To examine comparative performance between earlier and re-organised Squad pattern with respect to earning. 2. The CTI In charge of the Squad are required to be off loaded and the EFTs should be withdrawn from them by giving overall responsibility of the Squad as per earlier pattern. 3. The decision of the Custodian of the EFTs which is switched over to CTI (SL) ADI is also required to be reviewed as per

		<p>earlier pattern because this has further increased work load to CTI (SL)-ADI.</p> <p>Our letter No. KLL/Comm/8/15 dated 25-04-2015.</p>
13	PNM/43/15	<p>Indifferent policy in case of transfer on name noting Guards (Goods) and Sr. Goods Guard.</p> <p>In the subject matter, your attention is invited that Personnel Department dealing is unjustified in case of transfer of Goods Guard and Sr. Goods Guards on name noting basis. Goods Guards working at GIM, VTA, SBI and PNU have noted their names for transfer to other Units and their priority was also maintained. It is noticed that just before the issue of financial up gradation i.e. promotion of Goods Guards to Sr. Goods Guards some of the employees considered for transfer on name noting and rest were left out. Further on being promotion as Sr. Goods Guards, the earlier name noting was over looked and based on fresh name noting as Sr. Goods Guards employees were transfer from GIM and PNU. In this context, it is not out of way to mention that Goods Guards and Sr. Goods Guard jobs and responsibility are same; the promotion is merely financial up gradation as non-functional post. Union is of the opinion that in such situation, the name noting of employees as Goods Guard should be based fore transfer in the interest of justice to employees and there is no need to call for name noting as being promoted as Sr. Goods Guard.</p> <p>It is, therefore, requested to intervene to stream line the procedure in the larger interest and justice to employee.</p> <p>Our letter No. GIM/TFC/25/15 dated 25-04-2015.</p>
14	PNM/44/15	<p>Recommendations of Screening Committee for granting benefit of MACPS to group 'D' staff of Traffic Deptt.</p> <p>A list of 51 employees of Group 'D' staff have been recommended by screening committee for granting benefit of MACPS out of which 23 employees are PLPs. It is to point out that in spite of issuing list these PLPs are yet not issued orders of granting benefit of MACPS. It is worth mentioning that out of these 23 PLPs, some of the employees have already retired and the remaining is on the verge of retirement. Keeping this aspect in view, it is desired that the MACPS orders be issued so that the employee due for retirement can avail the benefit of MACPS at the time of their retirement. Further, it is mention that their fixation on granting of MACPS benefit be issued early.</p> <p>Our letter No. ADI/Comm/17/15 dated 27-04-2015.</p>

15	PNM/45/15	<p>Problems of Traffic staff at RDHP.</p> <p>The roster of RDHP staff is introduced under APO(E)-ADI's letter dated 15-12-2014. But TI/RDHP has not introduced the same. The working place of RDHP staff is away of 0.5 Km. from station. Thus 10.00 hrs duty rosters be introduced effective from 15-12-2014 or 16-12-2014 and the staff be paid allowance for extra hours.</p> <p>Taking in to account the working condition of RDHP yard, there should be 2 PPs. TI/RDHP has reduced the same to 1 PP as per orders of Sr. DOM as stated. But due to increase of train, work is also increased. Hence PP as reduced be restored. The Uniform as applicable is not supplied properly to staff under the jurisdiction of TI/Bhildi. Two pair of uniforms as applicable be supplied without further delay.</p> <p>Our letter No. RDHP/TFC/2/15 dated 29-04-2015.</p>
16	PNM/46/15	<p>Abnormal delay in restructuring of SMs GP-4200/-.</p> <p>The restructuring case of SMs was discussed with concerned Personnel Officer and the status of the case as explained by Personnel department is not convincible and may lead to further discontentment amongst the employees. Personnel Department is determined to convert the vacancies in GP-4200 under LDCE which are resultant vacancies under restructuring. The administration is of the view that there has been not a single selection under LDCE conducted since formation of ADI Division. The Rly. Board's orders of restructuring are very clear. Accordingly the cadre as on 01-11-2013 has been accounted for restructuring. Further the resultant vacancies are also to be filled retrospectively i.e. 01-11-2013 with modified selection procedure.</p> <p>In this context, Union is of opinion that the vacancies arise due to restructuring cannot be converted to LDCE quota. The LDCE non selection for last 13 years by the administration cannot conduct at this point of time at the cost of eligible employees for promotion under restructuring scheme.</p> <p>Our letter No. ADI/TFC/18/15 dated 06-05-2015.</p>
17	PNM/47/15	<p>O.T. allowance to supervisory staff –</p> <p>Vide GM (E)-CCG's letter, position was asked by HQ office for supervisory category working in shift except the staff included under "Excluded Category" and require to be treated in 'Continuous'. In terms of DRM (E)-ADI's letter, the list of the supervisory staff working at KKF (MG), ADI (BG), GIM and BVJ</p>

		<p>including Division, VTA (ROH) and SBI (ROH) was submitted to HQ office. It is noticed that the category of Supervisors (Loco & C&W) irrespective of their classification otherwise and not paid IO.T. allowances for attending the break Down duties are not included.</p> <p>Union is of opinion that necessary step should be taken to include this category for payment of O.T. allowance.</p> <p>Our letter No. KKF/Loco/12/15 dated 03-04-2015.</p>
18	PNM/48/15	<p>Problems of Loco staff HQed at GIM.</p> <p>The Loco staff HQed at GIM have represented that they are facing lot of problems as below:-</p> <p>Payment of Km. to Shunters and difference of NDA arrears from 1-6-14 is not paid to staff. LPs promoted w.e.f. 17-09-14 are not given fixation. The running staff while working trains is getting 20 to 24 hrs. Rest whereas since last 6 months average rest at PNU of GIM LPs comes to 18 to 19 hrs or GIM LPs at HQ the average rest comes to 17 to 18 hrs. This need to be examined. Some LPs whose orders for transfer to SBI/VTA/PNU issued are not relieved. Bhildi running room is facing water problem. Moreover attitude of staff of running room is not to the mark. GIM Lobby where RO Plant is placed is of 60 Ltrs which is not sufficient for 600 Nos. of staff of Lobby. Hence Higher capacity of RO Plant is require. LPs booked from Bhildi to Samdadi without LR and when any one refuse he is being directed to SSE(L)/ARM/ADME-GIM and thus they are harassed for two to three days. The present Lobby of GIM is not having sufficient place for parking the vehicle and line box of the staff.</p> <p>It is requested to look in to the grievances of Loco Staff of GIM and solve the same in the large interest of smooth working and in welfare of the staff.</p> <p>Our letter No. GIM/Loco/8/15 dated 12-03-2015.</p>
19	PNM/49/15	<p>Earmark/allotment of berths to the Conductor of ADI Divn. Checking staff working Train No. 14707/14708 (RanakpurExp).</p> <p>The train No. 14707/14708 is being manned by checking staff of All Divn. /NWR. Now sleeper coach S/9, S/10, S/11, S/12 and extra coach is allotted to checking staff of ADI Divn.</p>

		<p>for working the train. It has been represented by the checking staff manning these coaches that after completion of their work, there is no space provided for them with the result they are remaining under rest to work the pairing train. They have requested that at least 2 berths be earmarked/allotted for the checking staff who is manning these coaches for their better performance while on duty. Union request to look in to the difficulties being faced by the checking staff manning train by allotting/earmarking berths as requested in interest of railway working.</p> <p>Our letter No. ADI/Comm/5/15 dated 04-02-2015.</p>
20	PNM/50/15	<p>Absorption of medically decategorised running staff – Case of Shri M.A. Saiyed, Ex. LP (Shtr) Gr.I under CTCC-ADI.</p> <p>Shri M.A. Saiyed while working as LP (Shtg) under CTCC-ADI was medically decategorised. He has undergone by-ass surgery. During the course of screening, he has submitted that he may kindly be given alternative job where he can perform his duty well looking to his physical condition. But, he is absorbed as MCF and posted under SSE (C&W) ADI(MG) for 6 months training. Due to by-pass and heart dieses, he frequently falling sick, hence the duty of MCF which is of serious nature may not suit to him looking to his illness.</p> <p>It is, therefore, requested to examine the issue and do needful for absorbing him in Clerical or Commercial Deptt as requested by employee.</p> <p>Our letter No. KKF/Loco/1/15 dated 05-01-2015.</p>
21	PNM/51/15	<p>Residency period for promotion from Goods Driver to Sr. Goods Driver, Pass. Driver to Sr. Pass. Driver, Goods Guard to Sr. Goods Guard, and Pass. Guard t Sr. Pass. Guard –</p> <p>In ADI division, for promotion from functional to non-functional posts i.e. ALP to Sr. ALP, LP (Shtg) to Sr. LP (Shts) and Goods Guard to Sr. Goods Guard/Pass. are considered eligible after completion of 2 years residency period. In similar subject, a reference was made by NWR to Rly. Board for clarification. Rly. Boards have</p>

		<p>issued clarification on the subject matter addressed to all GMS Indian Railway. Accordingly for promotion from functional to non-functional posts staff are not require to render 2 years' service in the basic grade as earmarked in restructuring orders. This dispensation in residency period is restricted to Sr. employees lying in the block of post against re-structuring only.</p> <p>Union desires that vacant posts against restructuring of running staff should be filled and orders be issued accordingly.</p> <p>Our letter No. KKF/Loco/2/15 dated 13-01-2015.</p>
22	PNM/52/15	<p>Promotion of LP (Goods) – Policy regarding –</p> <p>Let us clear over here that Union constantly representing for filling up of vacancies of LP (Goods) in ADI Division. We have earlier also represented that every time a panel is issued for promotion but the same is not fully materialised. In this context, we had suggested to issue an additional list of suitable employees to fill up the vacancies remains due to refusal of employees but the same is not implemented. In spite of this, we found that the promotion orders were issued subsequently for few numbers. This type of dealing not only creates problems in smooth running of trains but also injustice to employees due to promotion.</p> <p>Union, therefore, once again suggest that vacancies of LP (Goods) be filled up without further delay. It is also suggested that an additional list of suitable employee be notified in addition to panel to fill up the vacancies on refusal of empanelled employees.</p> <p>Our letter No. KKF/Loco/3/15 dated 16-01-2015.</p>
23	PNM/53/15	<p>Resurfacing of approach road between ADI station and Sr. CDO (MG)-ADI Office.</p> <p>The condition of approach road between ADI station and Sr. CDO (MG)-ADI office is very much deteriorated. Not only CDO unit's staff but the staff of SSE (Elect) and other units located near this office are also utilizing this road. They are facing very many difficulties for commuting and transporting railway materials. Since last fifteen years this road is neither resurfaced nor repaired. In monsoon season, railway employees passing through this road meet with an accident due to pits, uneven surface and water logging. Union, therefore desires that approach road between Sr. CDO office and ADI station be resurfaced at earliest.</p> <p>Our letter No. ADI/CDO/MG/38/14 dated 28-08-2014.</p>
24	PNM/54/15	<p>Provision of Khallasi/Gr. 'D' staff with ACCI in AC coaches.</p>

		<p>In AC coaches maintenance staff i.e. ACCI is provided for maintenance of AC coaches. It is complained by the staff of electrical units that only AWCCI is deputed to work ACC coach without Khallasi or any assistant in AC coaches. It becomes very difficult for only ACCI to manage the work of maintenance as well as to carry tools, material etc. Union desires to look in the matter seriously to provide assistant/khallasi to ACCI on duty to work train for proper maintenance in interest of railway.</p> <p>Our letter No. CDO (MG)/Elect/39/14 dated 28-09-2014.</p>
25	PNM/55/15	<p>Blockage of approach road towards RAC & C&W sick line near RCD of KKF yard – Difficulty thereof –</p> <p>The reply as received under your letter is not convincing. The problem of blockage of approach road was represented quoting of an occurrence of incident of outsider. In fact, sick line and RAC staffs have to move for their work along with heavy equipment, tools etc. It is not possible to cross the track from end of the rake. Further, it is not a matter of parting every train rake every day. Union has very categorically submitted that this problem occurs only on Saturday, Sunday and Monday when train rake is placed over this track which really block the approach road.</p> <p>In view of this, it is desire to examine the issue and to find out the way to ease the problem of working staff and to avoid any mis-happening in crossing the train placed over this track.</p> <p>Our letter No. ADI/Elect/22/14 dated 24-01-2015.</p>
26	PNM/56/15	<p>Induction of Trackman to other Department against 10% intake quota – Case of S/Shri Kailash Prasad Singh and Tarun Kumar Pal, Trackmen under SSE (PW) PNU.</p> <p>S/Shri Kailash Prasad Singh and Tarun Kumar Pal, trackmen under SSE (PW) PNU have shown their willingness to transfer themselves against 10% intake quota. They have shown their willingness for Traffic & Commercial, Electrical, Mechanical or Signal Departments. They were appointed by RRC Mumbai duly selected. Their date of appointment is 28-04-2007 and both are graduate qualified.</p> <p>Union request to look in to the case and do needful by considering their request against 10% intake quota.</p> <p>Our letter No. PNU/Engg/24/14 dated 12-12-214.</p>
27	PNM/57/15	<p>Hardship to the staff due to placement of rakes for maintenance in</p>

		<p>KKF new complex.</p> <p>Though this issue was taken up before DRM at the outset of our PNM Meeting held in month of March, 2014, nothing has been done so far. The issue once again reentered here.</p> <p>The pathway for easy approach by staff to the DEMU Shed, C&W Coaching Depot, RAC Depot, etc. is provided in KKF Yard. Due to recent change in the placement of rakes in New Complex on newly constructed lines, this approach pathway remains blocked for whole the day causing hardship to the staff. It is pertinent to note that DEMU Shed, C&W Coaching Depot, RAC Depot, etc. are maintenance units and there are always possibilities of unusual occurrence at any moment of time. In absence of easy approach, it will be very difficult to render medical aid or any other assistance.</p> <p>In view of above, Union request to take remedial measures so as to keep access so the pathway open for whole the day.</p> <p>Our letter No. ADI/Elect/15/14 dated 30-07-2014.</p>
28	PNM/58/15	<p>Return of staff working on loan in RAC and RAJ to either base Depot.</p> <p>It has been represented that number of staff of TL (MG) and TL (BG) are working on loan basis in RAC and RAJ working. Now there is shortage of staff and as such it is requested that such staff working on loan in RAC/RAJ be returned to their base Depot to minimize heavy physical load as well as mental tension.</p> <p>Our letter No. ADI/Elect/16/14 dated 01-08-2014.</p>
29	PNM/59/15	<p>Filthy and dirty track of PF/6 towards SBI end.</p> <p>It is observed and represented that water and mud is lying on track of PF/6 at ADI station towards SBI end due to which it is quite difficult to detach/attach locos for trains leaving from PF/6 towards SBO. Points man/Hook man feels hesitated to enter in to this muddy track which is not only dangerous for them but also life threatening. It has been brought to the notice of Operating and S&T Deptt. Several times but all in vain.</p> <p>Union desires that in interest of railway men immediate necessary steps to be taken to set it right.</p> <p>Our letter No. ADI/TFC/26/14 dated 23-09-2014.</p>
30	PNM/60/15	<p>Non-issue of APCC/revalidation of BPC in case of changing of loco or composition of trains – Case of Guards working train.</p>

		<p>It has been represented that whenever loco is changed enroot or any coach/saloon is attached/detached enroot in a train, neither APCC is issued nor DPC is revalidated by SSE (C&W). However, it is issued to Loco Pilot only which is not correct. It will not be out of mention that ASM is issuing APCC whenever Loco is changed.</p> <p>Union, therefore, desires that either APCC is issued or BPC is revalidated as per the rule printed on BPC.</p> <p>Our letter No. ADI/TFC/17/14 dated 22-07-2014.</p>
31	PNM/61/15	<p>Repairing of approach road from P.F. No. 12 to CDO (MG) ADI's Office.</p> <p>Pathway from P.F. No. 12 to CDO (MG) Office was constructed years back for easy excess of maintenance staff of Electrical and Mech. C&W Deptt. The position of this path way has gone to the worst due to non-maintaining since years. Due to placement of rakes on the pathway of new complex towards RCD side, this path way has got more importance as the above path way remains closed for 3-4 days in a week.</p> <p>In view of above, Union request to arrange early repairing of this RCC Pathway.</p> <p>Our letter No. ADI/Elect/13/14 dated 29-07-2014.</p>
32	PNM/62/15	<p>Repairs to office of SSE (PW)-ADI</p> <p>The office building of SSE (PW) is of very old and condition of structure is become to worst. During rainy seasons there is heavy leakage from ceiling in Establishment and store section. Moreover, the ceiling height of store section is very low with AC sheets. The ceiling is badly dumped and hanging over head on seating portion which may become unsafe and dangerous to staff working. The floors of entire office are in dilapidated condition. There are 270 Gents and 33 lady employees are working, but there is no separate toilet is provided for lady employees and the toilet available for gents is in rusty condition which may fall at any time. There are 4 computer sets are available for railway working. But there is every possibility to damage it due to leakage of water during rainy or fallen of ceiling.</p>

		<p>Union is, therefore, request to take early action in the matter to repairs of entire structure in interest of railway working and in welfare of staff too.</p> <p>Our letter No. ASV/Engg/7/14 dated 23-09-2014.</p>
33	PNM/63/15	<p>Deputing additional Gate Keeper during pick hours at LC No. 41 between DHG-VSV.</p> <p>Particularly, it is not possible to man the gate located at High Way with 'E1' roster even though instructions are issued by concerned Sr. DEN (NW) to implement 'E1' roster at the above gate by discontinuing 'C' roster with the specific instructions that additional assistance/Gate Keeper should be provided at the gate during pick hours. The down line is failed to decide pick hours on the above gate and as such no any additional man power is being provided. As a result, the existing Gate Keeper is manning the gate with great hardships and some times, he has to face quarreling with the road users.</p> <p>It is, therefore, desired to instruct concerned officials to implement the instruction issued by Sr. DEN. If such type of instructions is not issued, there is a dire need of assistance to the existing Gate Keeper of above LC Gate during pick hours.</p> <p>Our letter No. DHG/ENGG/5/15 dated 24-02-2015.</p>
34	PNM/64/15	<p>Operation of RCD in GIM area without proper infrastructure and cadre post – Causing hardship to working staff.</p> <p>There are three RCDs are operational at GIM, one in Diesel Shed and second in BG yard. In addition to this one more RCD installed and made operational at MDPT. These RCDs having storage capacity of 280 KL, 210 KL and 140 KL respectively and average off take is about 65 KL per day.</p>

The RCD in BG yard having fueling station at different locations/station, and yard area. As you are aware that functioning of RCD involves precious work and day to day accountale for which comprehensive guide line is issued by Rly. Board along with yard stick. In addition to this the infrastructures required is also laid down which is not provided. The complaints received, that there are huge shortage of man power for RCD at GIM and MDPT. The sanction cadre itself is inadequate and needs review so as to provide adequate man power to man the RCD.

It is also noticed that RCD at MDPT is erected temporarily 1 ½ years and functional without proper infrastrucres. The same is continuing without any improvement and there is no space even to seat for accountal. It is also learnt that proposal for staff requirement is submitted to divisional office long back but no any processes seems to have been initiated for the same. It is not out of mention that dealing of RCD having direct responsibility to concern officials, as such staff working under fear and mental tension and facing hardship.

You are, therefore, requested to review the situation so as to avoid prevailing condition of working staff and provide adequate staff, Clerk and infrastructures in larger interest of smooth working.

Our letter No. GIM/Loco/30/15 dated 11-05-2015

35	PNM/65/15	<p>Illegal stoppage of HRA – Case of Shri Manoj Kumar, SSE(PW)-VG.</p> <p>Shri Manoj Kumara, SSE (PW)-VG was allotted type II Rly. Quarter No. E/140 but the said quarter is not livable as it is situated at low lying area where in rainy season water is accumulating. Moreover drainage line is almost choked up due to low area. This was brought to the notice of SSE(W). Since he was fully aware regarding quarter’s position, he suggested vacating the quarter and occupying another from Engg. pool. Shri Manoj Kumar requested to allot another railway quarter, but the quarter he offered was not to his entitlement and therefore he has refused. He gave vacation report of the quarter on 25-10-2013. The employee personally met concerned Sr. DEN through ADEN (NW) and brief the difficulties faced by him. Sr. DEN instructed ADEN to inspect the allotted quarter and report. ADEN visited the quarter and certified on 26-08-013 that the quarter allotted is not livable. There was no railway accommodation available for better residing for his family and children; he has purchased his own house by borrowing money from relative and loan from Bank. The purchased quarter is just near about 500 Mtrs from railway station VG. The purchased house is so nearer to railway station there is no problem in attending duties in emergency also. On vacation of railway quarter employee requested for HRA which was rejected. On further representation, Sr. DEN(W) stated that employee cannot be permitted to live outside but since he is having CUG phone, he can live outside without claiming HRA.</p> <p>Union, in this context request to look in to the guanine claim of employee and make payment of HRA from the date of his vacation. The remarks as passed by Sr. DEN under his letter No. W/488/Complain dated 08-08-2014 stating that employee can stay outside without claiming HRA is not justified at all.</p> <p>Our letter No. VG/Engg/8 /15 dated 05-05-2015</p>
36	PNM/66/15	<p>Inadequate staff and Misutilsation of staff for Loco maintenanceof D/Shed-GIM.</p> <p>Though Diesel Shed GIM is said to be closed down but still locomotive of out stations are being attended by D/Shed staff in addition to attending failure on line. D/Shed staff is also carrying out the schedule of locomotive up to month ending. Your attention is invited that in last financial year i.e. from April-2014 to March-2015 average schedules come out 20.8 and out of course repairs 80 attended by DSL Shed staff.</p>

		<p>It is not out mention that, in the name of closing down the D/Shed cadre posts are surrendered. In addition to this, 60 employees are deployed to work in Office, Mic cell, Lab, Store ancillary, RCD at MDPT & ROH of wagon. In view of this, the existing staff is facing hardship in day to day work.</p> <p>It is, therefore, requested to review the situation and redeploy the existing staff for maintenance of Diesel Locomotive.</p> <p>Our letter No. GIM/DSL/31/15 dated 12-05-2015</p>
37	PNM/67/15	<p>Supply of water from Narmada water supply source at Sanand Station.</p> <p>It has been represented by Sanand Station staff that they are facing water problem. The water bore at Sanand station is creating problems and discharge hard water which is not drinkable. The railway staff bring water for their daily use from LC No.22 where water is being supplied from Narmada Water Supply point. The distance from station to Narmada Water Supply point is hardly 1 Km and railway can take connection from Municipal water supply point.</p> <p>Union, therefore request to examine the issue and do the needful for water supply from Narmada water supply source in the larger interest of the railway men to ease their problem.</p> <p>Our letter No. VG/ENGG/10/14 dated 24-12-2014.</p>
38	PNM/68/15	<p>Promotion, Reversion & Transfer of Ticket Checking staff – ADI Divn. Implementation of re-structuring w.e.f. 01-11-23013 – Case of Shri Mukesh Kumar, TTE under CYTI (SL)-ADI & others.</p> <p>Recently the promotion orders of 84 posts of TE PB-1 GP-2400/- issued under your letter No. EC/839/1/TE Part IV date (O.O. No. 35/15) dtd. 27-02-2015 with to select list issued under your letter No. EC/1025/4/CTI (O.O. No. 34/15) dtd. 27-</p>

		<p>02-2015 for 100 employees against assessment of 138 posts., Since SC & ST employees were not available as such select list issued with short for 23 SC and 14 ST.</p> <p>Ongoing through the cadre as on 01-11-2013, Union find that there were 141 posts available having 20 vacancies as on 01-11-2013. After cadre structuring the TE posts were reduced by 08 and 133 posts remained. In terms of promotion orders issued for Dy. CTI, all the TEs on roll on 1-1-13 were promoted w.e.f. 1-11-13 in GP-4200 thus the posts available as on 01-11-2013 are to be considered as resultant vacancies and needs to be filled in under res-structuring by giving benefit of promotion to the incumbents w.e.f. 01-11-2013 (RB No.102/13 Para 4.4). This is very clear that orders as issued on 27-02-2015 for promotion as TE GP-4200 are to be reviewed and they are to be given benefit of promotion w.e.f. 01-11-2013. It is, also to point out that apart from these 84 employees, the employees waiting for promotion against select list issued are also entitle for promotion w.e.f 1-11-2013</p> <p>Union desires to review the orders in terms of existing policy for re-structuring and the employees promoted accordingly without further delay.</p> <p>Our letter No. ADI/COMM/11/15 dated 17-03-2015</p>
39	PNM/69/15	<p>Marking of 'Ladies Seats" by 12934 Up Karnavati Super-Fast Exp. ADI to BCT.</p> <p>Due to introduction of LHB rake for operating 12934 Up and 12933 Dn, there are only 2 Guards' coaches, one in front and the other in rear both inside Guard's compartment (i.e. LWLRRM). In 12934 Up, three earmarking are done, one for disabled, other for Ladies and the remaining for general passengers. All these marking are not properly shown and no partition is done resulting general passengers are encroaching ladies portion. Disabled persons cannot get their seats and no required facilities are provided for disabled. Ladies seats are away from the toilet and hence they have to go other side from compartment of general passenger crowd. For this, every time Guards are becoming the victim of wrath of ladies as well as disabled passengers who rebukes, abuse vehemently and the pain, if suffer defamation, Guards dare</p>

		<p>questioned and harassed locally. There is also no seat block marking of seats on both side walls of coach and inside no marking is done for disabled and ladies.</p> <p>Union, therefore, desires ;</p> <ol style="list-style-type: none"> 1. To provide partition as required. 2. Ladies seat be marked forward toilet side only and aboard displaying seat number outside and inside should be displayed to avoid any untoward incidence or bad incidence with view to safe guard safety and security of ladies as is announced by Hob'le MR in his Budget Speech. 3. Seat marking block should be painted outside and inside i.e. both side. 4. Similar procedure be maintained for n12933 Up also. <p>Our letter No. ADI/TFC/11/15 dated 14-03-2015.</p>
40	PNM/70/15	<p>Working of trains during total interruption of communication between two block stations – use of VHF sets as one of the means of communication in ADI Division likely to be detrimental to safety.</p> <p>Please link SR 6.02(5) (1) (i), (ii), (iii), (iv) & (v) relevant rules and regulations for working of trains during total interruption of communication on single line that line clear cannot be obtained by one of the following means in order of preference.</p> <ol style="list-style-type: none"> 1. Block instrument, Track Circuit or Axle counter. 2. Telephone attached to the Block instrument. 3. Fixed telephone between two block stations. 4. BSNL, MTNL, Auto phone. 5. Control phone, 6. VHF set. <p>The instruction lay down in the succeeding paragraph of rule has to be followed for working trains between block stations. It is to mention that towards the VHF sets provided at the stations in ADI division for the purpose mentioned above but SM on duty has to compulsorily listen the conversation of the SMs of other stations, Loco Pilot and Guards of any train, shunting staff, SSE (PW), SSE (Sig) etc. on the VHF sets provided in SM Office in ADI Divn. The SM for the passing of the trains is require to undertake a numbers of the job/action</p>

	<p>in a series and any break in sequence of the action is likely to be detrimental to safety. It is obvious that at the some of the stations there would be tremendous burden on SM in performing train passing duties.</p> <p>It is, therefore, requested to examine the working of VHF sets & provide single frequency/Channel VHF</p> <p>Our letter No. ADI/TFC/21/14 dated 07-09-2014.</p>
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Divisional Secretary,
Ahmedabad

WREU-ADL
PNM AGENDA
MAY-2015