



## SOUTHERN RAILWAY

No.M/P.694/SRMU/PNM/2025  
(E.File No. 526333)

Divisional Office,  
Personnel Department,  
Chennai Division,  
Date. As Signed.

All Branch Officers  
Chennai Division.

**Sub: Minutes of PNM Meeting with SRMU held on 12/13.06.2025 & 10.10.2025.**

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The minutes of PNM Meeting by DRM with the representatives of SRMU held on 12/13.06.2025 & 10.10.2025 at Dr. Ambedkar Meeting Hall, 5th Floor, NGO Annex, Chennai - 600003 is available at <https://pbmas.in>. The same may kindly be downloaded for information and further necessary action on concerned subjects.

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SRIRANGANAYAKI  
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APO/Admin  
for Sr.DPO/MAS

Copy: Secy to PCPO/SR- for kind information of PCPO.  
PS to DRM – For kind information of DRM.  
ADRM/I and ADRM/II - for kind information.  
Website copy ([www.pbmas.in](http://www.pbmas.in)).  
DS/SRMU- for information.

**SOUTHERN RAILWAY**

**CHENNAI DIVISION**

**MINUTES OF PNM BY DRM  
WITH SRMU**

**12/13<sup>th</sup> JUNE- 2025 & 10<sup>th</sup> OCTOBER-2025**

The Minutes of PNM Meeting Conducted with SRMU On different Subjects tabulated below.

S.No	Subject	Meeting Date
1	SRMU PNM Review-2021	12.06.2025
2	Minutes of Special Meeting on LRS issues	21.03.2025
3	SRMU PNM -2025	12/13.06.2025
4	Left over SRMU PNM Subjects Of LRS, Medical, Engineering	10.10.2025

**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU****Annexure -A****SUB NO. 01/2021****ISSUES PERTAINING TO ELECTRICAL STAFF**a) Violation of norms stipulated by Railway Board at AC Unit/BBQ:

Decisions such as outsourcing of activities being taken unilaterally by the administration despite headquarters directives stating that any issues/policy affecting the interest and welfare of the employees such as reclassification of roster, pattern of working etc should be consulted/discussed with SRMU.

b) Shortage of manpower in SSE/TL & AC/Chennai Division:

Chennai Division is working with heavy shortage of manpower which adversely affects performance with respect to delivering the desired level of maintenance and safety. Staff position to be reviewed and additional manpower to be provided as per yardstick.

**Remarks by Sr.DEE/G:**

a) With reference to the above subject, and further discussion we had with Branch Secretary and representatives from SRMU They have kept their representation regarding new contractor maintaining of AMC and manning of power cars. We have engaged contractor for short span to look after the power car it won't affect the present Manning of AC staffs as already, we are shortage in Man power. We had legitimate and valued talks between us which identify the breaking barriers to move towards the best possible relationship. The need for outsourcing mainly provides additional resources when you need it and release them when they are no longer required and it also lower labor and operation costs as well as reduction in overhead expenses.

b) A proposal for creation of 99 posts for the new Coaching depot at Tambaram/MAS Division is already vetted by Divisional Finance and sent to HQ/MAS on 21.06.16 for obtaining finance concurrence and approval of GM. The proposal was sent to CPO/MAS duly approved by PCEE/MAS. At present 102 posts are required to maintain the TBM based trains as per Railway Board Yard Stick for which existing man power at TBM is 39.

**Decision taken on 25.11.2021:**

a) In future any decisions affecting the welfare of the employees would be taken duly consulting SRMU.

(b) SRMU demanded that in accordance with Railway Board Letter no.2006/Elect(G)/114/2 dated 27.07.2020, outsourcing of duties should not be done if appropriate/adequate persons are available as staff are to be retained and deployed for the same. Around 69 volunteers have opted for the post of AC khalasi from within the Electrical department and their papers are being processed. If the remaining vacancies are also filled up by calling for volunteers from the other departments, outsourcing could be done away with. Sr.DEE/G agreed to this and said that since the filling up of 69 posts of AC Khalasi out of 122 vacancies is being processed, the remaining vacancies will also be filled by calling for personnel from other departments and through 10% intake. This would ensure that the staff position in the AC department is quite comfortable and as such the need for outsourcing would not arise. Once 69 candidates are given to AC section khalasi out of 122 vacancies which are being processed, then Sr.DPO/MAS is requested to supply balance 53 candidates for that other departments, staff can be pooled and transferred to the office of Sr.DEE/G/MAS accordingly.

(SUBJECT CLOSED)

**Minutes of the meeting held on 12.06.2025:**

(a) Will be covered in 2025 subjects.




**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

(b) With shifting of maintenance of rakes from MS to TBM, staff will be deputed to work at TBM on temporary basis and payment of TA will be made as per the rules in vogue. **(SUBJECT IS CLOSED).**

**SUB NO. 02/ 2021**

**ISSUES PERTAINING TO THE MEDICAL DEPARTMENT**

- a) Around 2000 employees work in and around BBQ area and transporting them to NGO in an emergency proves to be very difficult and risky. A separate Health Unit at BBQ yard or at Salt Cotaurs would be very beneficial not just to the employees working in this area but also to the residents of the nearby railway colony.
- b) The Health Unit at MAS/NGO caters to thousands of employees working in the Head Quarters, Division & MMC buildings and needs to be provided with better facilities. For instance the equipment in the lab should be improved – a 3 part hematology analyser is required to provide more diverse parameters and accurate results.
- c) Provision of separate restrooms in the Health Unit at NGO/MAS for staff and patients. At present the patients are forced to use the restrooms in the Headquarters building even when they are required to give samples for testing.

**Remarks by CMS**

- a). This is already under process.
- b).The indent for a 3 part hematology analyser for HU/NGO/MAS is already placed with Sr.DMM/MAS on 20.09.2021 (Indent number 241443).
- c).5 Numbers of restrooms for the health unit, NGO/MAS are under construction now.

**Decision taken on 25.11.2021:**

- (a). Proposal has been sent to PCMD.
- (b). Will be done in two week's time.
- (c). Will be discussed with DRM.

**Minutes of the meeting held on 12.06.2025:**

- (a) It will be processed as per the decision taken in SRMU's GM PNM Subject No.22(b)/84/2021
- (b) Fund has already been sanctioned (Rs.14 lakhs)
- (c) Separate Rest rooms already under construction. Subject is closed.

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*[Signature]*

## REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU

### SUBNO.03/2021

#### IRT & IDT APPLICATIONS:

One way, mutual, spouse account & medical) of employees including Supervisors and ministerial staff of all departments to be processed without further delay and employees whose papers have been finalized in all respects to be relieved immediately especially in view of the pandemic situation so that they can join their families.

#### Remarks by Sr.DPO:

- 1) All Mutual Transfers (IDMT/IRMT) are processed for approval and for those approved cases at both ends employees are relieved.
- 2) One way request transfers are put-up to the concerned Branch Officers & DRM. After getting approval of DRM, the one-way IDT/IRT application are forwarded to the concerned Divisions/Railways.
- 3) On getting the NOC from Divisions/Railways, employees are being relieved to carry the transfers on IDT/IRT.
- 5) Arrangements have been made to publish & upload in Railnet Website the entire details of IDT/IRT registrant department wise.
- 6) During the year 2020-2021, under IDT the following employees have been relieved department wise.

SI No	Department	No. Of Staff
1.	Personnel	Nil
2.	Commercial	Nil
3.	Engineering	3
4.	Electrical	14
5.	Electrical-OP	5
6.	Mechanical	238
7.	Medical	1
8.	Operating	1
9.	S & T	36
Total		298

- 7) During the year 2020-2021 under IRT the following employees have been relieved department wise.

SI No	Department	No. Of Staff
1.	Personnel	Nil
2.	Commercial	08
3.	Engineering	74
4.	Electrical	13
5.	Electrical-OP	40
6.	Mechanical	14
7.	Medical	3
8.	Operating	3
9.	S & T	16
Total		171

- 8) A Total No. of 469 employees were relieved on One Way IDT/IRT during the year 2020 –2021.

#### Decision taken on 25.11.2021:

The matter will be referred to HQ.




**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

The issue of processing of IDT & IRT applications is an important policy issue and hence it would be taken up with DRM to evolve a uniform policy duly consulting SRMU.

**Minutes of the meeting held on 12.06.2025:**

Forwarding of applications will be done as per the RB/GM's orders. The detailed position of HRMS will be shared with SRMU in the month of August 2025.

**(SUBJECT IS CLOSED)**

**SUB NO.04/2021**

**DIFFICULTIES IN APAR:**

Remarks in APAR should be intimated to staff since they are often unaware of adverse remarks and as such unable to seek a review resulting in delay in promotions/ MACP. Rly Board directives vide letter no.2009/SCC/3/6 dated 18.08.2009 in this connection is not being adhered to despite SRMU highlighting the same during PNM meetings. APARs are often misplaced or lost in the confidential section and employees put to great hardship. Since confidential section has been brought under the control of the Personnel department, it may be accommodated in a separate cabin on the 3<sup>rd</sup> floor so as to facilitate better co-ordination between the Confidential & DAR sections.

**Remarks by Sr.DPO:**

- Arrangements have been made to supply the copy of APAR of all employees for the period ending 31.03.2019 to 31.03.2020. Further arrangements have been made to upload APAR of all employees in the respective HRMS for a period of 5 years from 31.03.2019 to 31.03.2020. In case of adverse remarks (Below Average) copy of APAR is supplied to the concerned employees.
- The maintenance of APAR's have been taken over by Personnel Branch from General Branch in the year 2019.  
The confidential section was shifted from Sr.DMM Office to ground floor of near IOW office during the year 2019.

**Decision taken on 14.12.2021:**

The employees in all cadres, who have been denied MACP on account of their APAR grading, will be given a copy of their APARs so as to appeal within a period of one month. In this, SM cadre will be taken up on priority. Three years APARs of employees of all departments will be served within Two Months time.

**Minutes of the meeting held on 12.06.2025:**

Awareness Camp will be conducted by S&WIs, sensitizing the field level employees for timely filling up of APARs in HRMS and appeal provision available in case of any adverse remarks. Further, PBC 95/2023 will be circulated to all the officials, who are involved in APAR grading.

**(SUBJECT IS CLOSED)**




**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**SUB NO.05/2021 Sr.DME**

**ISSUES PERTAINING TO MECHANICAL DEPARTMENT**

**BBQ**

- a) Provision of restroom for Mechanical staff on platform duty at MAS – the present room very cramped and inadequate. A separate room is also required for the women employees. It is suggested that the room which was earlier being used to store linen and is now vacant as well as the space above the Parcel office may be allotted so that the staff on receipt and dispatch duties could be housed separately.
- b) ICF new built LHB coaches fitted with latest technology equipments. In case of any failure ICF should co-ordinate with the firm representatives to rectify the failures. In the warranty period due to non-response of firm representatives the open-line depots are struggling to release the sick coaches due to lack of technical knowhow.

**GSN**

- c) There is no rolling-in hut at the rolling-in examination point. The hut should conform to the norms laid down in the Mechanical Manual. No gap in Roads 9 & 10 either at the MSB end or the TBM end.
- d) Open drains affect safety of staff during maintenance/repair activities and watering. The drains are not as per CAMTECH specifications. P.Way has been neglecting work towards covering of the drainage.
- e) Shortage of Supervisors at platform – There is no Leave Reserve or Rest Giver. Additional Supervisors need to be posted at platform.
- f) There is no restroom or accommodation for the departmental staff since all activities are outsourced. A dedicated Coaching Complex is required at TBM end.
- g) Dining hall, lockers and restrooms are required for the 8 Supervisors, 73 staff and 18 Rest Givers so that they can freshen up after duty hours.
- h) Ministerial staffs need to be posted at platform for catering to the employees working there.
- i) Additional manpower required for thermo-hunting – each batch has 16 men. 2 more men are to be posted in each batch.
- j) RO plant has to be installed for providing purified drinking water to the employees.
- k) The 3 available pit lines need to be standardized to accommodate the 24+1 LHB coaches and one more pit line provided for maintenance.
- l) The new stabling line is not connected to the sewage lines of the Chennai Corporation to ensure proper drainage.
- m) There is only 1 SSE to supervise both IOH and sick line activities. An additional SSE should be posted.
- n) The escorting staff on Tejas Express should be provided with food & accommodation in the platform.
- o) Section wise rooms with restrooms & lockers attached should be provided for each of the 14 batches (Supervisors & staff) to enable better co-ordination between the Supervisors & staff.
- p) Separate ministerial staff to be provided for maintaining records pertaining to RCD.
- q) A separate complex is required for Stores so as to procure and stock tools & spares.

**Remarks by Sr.DME:**

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**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

- a). A proposal is already made for accommodating the platform duty staff above the parcel office. This will be pursued with commercial Department for allotment.
- b). Whenever any case of failure is noticed during warranty period in new coaches turned by ICF, immediate action is taken to advise the firm as well as ICF for rectification. While most of the firms respond immediately some firms take time which is promptly highlighted to ICF. This will be sorted out with ICF.
- c). Five rolling lights are provided at MSB end but rolling huts could not be provided in all lines due to inadequate space between the lines. At TBM end six rolling lights are provided but rolling huts could not be provided in all lines due to inadequate space between the lines. At the non platform end of road 9 rolling lights could not be provided since adjacent line is suburban line and due to inadequate space between road 9&10.
- d). Engineering Department has been advised to cover the open drains to ensure safety of C&W attention and watering of coaches.
- e). Presently 8-supervisor are deputed at MS platform for the reception, dispatch of trains and OEA activities. For the present work load of trains this is adequate.
- f). There is no space available at TBM end for construction of a separate coaching complex in order to accommodate the departmental staff. Adequate rest rooms are available in all the floors for the departmental staff. However, any new proposal which is given with identified location can be studied for feasibility.
- g). Dining Hall, Lockers, Rest rooms have been planned in the re-modification of the stations in the RLDA plan.
- h). Ministerial staff for platform staff, yard staff and sick line staff are posted and accommodated in the CDOs office and to cater to all the staff.
- i). The present deployment of manpower for reception, dispatch including axle box temperature measurement, Rolling-in and Rolling-out examination, attachment of locos, releasing of formation per batch is considered sufficient. However, this will be studied and reviewed.
- j). 2 Ro plants of 250L/per hours are installed in ground floor and 1<sup>st</sup> floor of GSN yard. Two 100 L/per hour are on hand and proposed to be installed each at PF and order coach batch.
- k). The three available pitlines cannot be modified to accommodate 24+1 LHB coach capacity as there is no land available on either end for increasing the pit lengths and to accommodate the crossovers. There is no requirement at present for another pitline at GSN. Since new pitlines have been constructed at TBM.
- l). The engineering department has been advised to provide sewage connection to corporation line for the newly constructed stabling line.
- m). Only one IOH and two sick coaches are attended on average at sickline. One supervisor is sufficient for this activity.
- n). The escorting staffs are provided with travelling allowance to take care of their expenses towards food and other facilities required during their duty on board TEJAS Express.
- o). There are not enough rooms for accommodating the 14 Batches separately in the existing accommodation. Already PCME has instructed to accommodate the

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**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

Mechanical and Electrical staff together in order to obtain better coordination and synergy for effective working.

p). The present off take from the RCD is very low and hence there is no justification for posting one separate ministerial staff for maintenance of records pertaining to RCD. As and when the requirement increases, separate staff can be posted.

q).A separate stores section and tool room are already available in the administrative building of GSN depot. The number of items is more due to holding of both ICF and LHB items. Once the ICF coaches are phased out, the stores space will get streamlined to hold only LHB items. The existing tool room is adequate for handling the present work load.

**Decision taken on 25.11.2021**

- (a)A comprehensive view will be taken on this matter duly consulting SRMU.
- (b)Remarks will be decision.
- (c) ADRM/II will inspect the spot along with Sr.DME and SRMU representatives.
- (d)Joint inspection will be done by Sr.DME, Sr.DEN/Metro & SD/MS for covering the open drain along with SRMU representatives before the end of January 2022.
- (e) Remarks will be decision. **(SUBJECT IS CLOSED)**
- (f) Joint inspection will be done by Sr.DME, Sr.DEN/Metro & SD/MS for restroom along with SRMU representatives.
- (g)Room vacated by GRP can be utilized.
- (h) Remarks will be decision. **(SUBJECT IS CLOSED)**
- (i)Will be reviewed duly consulting SRMU.
- (j) Remarks will be decision. **(SUBJECT IS CLOSED)**
- (k) Remarks will be decision. **(SUBJECT IS CLOSED)**
- (l)Sr.DME to chase with Sr.DEN/Metro for early completion of work.
- (m) Remarks will be decision. **(SUBJECT IS CLOSED)**
- (n) Discussed
- (o) Remarks will be decision. **(SUBJECT IS CLOSED)**
- (p) Remarks will be decision. **(SUBJECT IS CLOSED)**
- (q)(Subject Closed).

**Minutes of the meeting held on 12.06.2025:**

- (a) A room will be earmarked as retiring room for female staff working at MAS platform No.1, duly consulting SRMU.
- (b) Remarks will be decision **(CLOSED)**.
- (c) Further examination within 15 days to be done for providing shelter for rolling in and rolling out at MS, on Road 9 & 10 without SOD infringement. Similar review will be done at JTJ and TNPM involving SRMU. If it is not feasible to providing rolling in/rolling out hut on Road 9 and 10 without SOD infringement the train passing through Road 9, rolling in examination at TBM to be ensured.
- (d) Open drains at Road 4 will be done on priority. Other open drains will be covered during Station re-development works.
- (e) Remarks will be decision **(CLOSED)**.
- (f) to (q) (except n) CDO/GSN to report to Sr. DME.

REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU

(n) The boarding requirement of on-board staff for all trains will be studied with SRMU and a decision will be taken.

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**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**SUB NO.06/2021**

**PROBLEMS ENCOUNTERED BY STAFF DURING BLOCK WORKING**

Staffs are intimated at the last minute and not given time to prepare themselves adequately (especially the Engineering department) and are often forced to skip meals till the work is completed. Food & refreshments should be provided to the staff.

**Remarks by CPM:**

Instructions are given to the field staff to avoid such occasions.

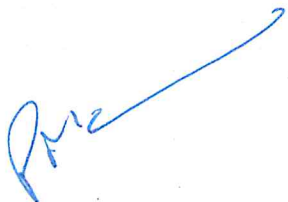
**Decision taken on 25.11.2021:**

Instructions are given to Engineering officials & Supervisor to avoid such occasions duly marking a copy to SRMU.

**Minutes of the meeting held on 12.06.2025:**

Case to case basis, the employees will be taken care by relieving them on rotation basis on block working.

**(CLOSED)**



**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**SUB NO.07/2021**

**REPATRIATION OF MINISTERIAL STAFF**

Deputed to work in Headquarters and other departments. There is an acute shortage of ministerial staff in all the departments - those working in the General Branch & Accounts as well as at Mechanical Headquarters & Construction should be brought back immediately.

**Remarks by Sr.DPO:**

Details of Ministerial Staff deputed to work in Headquarters/CN/Other departments.

Sl.no	Department	No of Staff
1.	Personnel	7
2.	Commercial	2
3.	Engineering	4
4.	Electrical	Nil
5.	Electrical- op	Nil
6.	Mechanical	7
7.	Medical	Nil
8.	Operating	Nil
9.	S & T	Nil
Total		20

**Decision taken on 14.12.2021:**

Wherever ministerial staff are utilized in offices other than Chennai Division without proper office orders should be returned back to Chennai Division immediately as per the demand of SRMU.

**Minutes of the meeting held on 12.06.2025:**

The list of employees who are working in other offices but having lien in Chennai Division will be put up to DRM with the recommendations of the concerned BOs. The orders of DRM will be followed.

**(Subject is closed)**

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**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**SUB NO. 08/2021**

**PROBLEMS OF COMMERCIAL CLERKS IN CHENNAI DIVISION:**

- a) The barcodes on all Parcels should be scanned through mobile PMS app as per Administration. Mobile/ Net Data facility has not been provided by Administration. HHT with infrared scanner should be provided to the Parcel clerks. The staffs are compelled to use their personal mobile phones which mostly have 4G connectivity to record details, while the Railway system is provided with 2G data which delays delivery. This should be upgraded to 4G and the staff should also be provided with handsets exclusively for the purpose of recording details.

**Remarks by Sr.DSTE:**

- a).Work proposed in Pink book 2021-22 for executing Railnet/Internet to all offices over Chennai Division. But not sanctioned. Again, work is being proposed for provision of Railnet / Internet all Offices in Pink Book 2022-23.

**Remarks by Sr.DCM:**

- a)New Hand-Held Terminals (HHT) for scanning of barcodes have been provided with 4G SIMs to staff of PO/MAS on 30/09/2021 and two have been provided at MS. Further procurement of HHT for parcel offices at MS and KPD, the purchase order have already been approved in the month of August '2021.The HHT for other parcel office will be provided sand when the PMS is implemented.

- b) A proper procedure for posting of staff in combined cadre should be evolved for induction of CC/TC as at present this is done on pick & choose method resulting in staff being posted randomly in the Commercial Clerk and TC cadres. The seniority for the combined cadre is also not maintained separately. Posting of staff in Commercial Clerk, Ticket checking & ECRC Cadres should be based on the work load, merit & willingness of the staff.

- c).Weighing machine at parcel office have been regularly calibrated and stamped by the State Govt authorities. If any changes or glitches arise due to day-to-day usage, the same is being rectified by CRIS.

**d) Measures to improve Parcel handling in IPO/OPO/MAS:**

- An exclusive shed with raised flooring is required to stack Parcels.
- Man power needs to be augmented and an exclusive.
- Sorting clerk provided
- Only 3 out of 7 counters are working and only 1 out of the 3 bar code machines is working.
- Designated Entry & Exit to be provided to help monitor the Incoming & outgoing parcels.
- Exclusive Commercial Inspectors (CS) to be posted at the Parcel Office at MAS in three shifts to ensure effective monitoring of working and to shoulder responsibility.
- Posting of permanent Vigilance Inspectors exclusively at PO/MAS.

**Remarks by Sr.DCM:**

- The inward & outward parcel offices in the ground floor have been converted as exclusive shed with raised flooring. Wide gates have been proved or easy movement of trolleys.
- The Parcel Handling Contract (PHC) has been awarded and the work has commenced from 14/09/2021.As per the agreement, the required space have been earmarked for sorting of parcels and the work is being monitored regularly at the supervisor's level.
- At OPO, 2-hard parcels and 2-perishables booking counters are provided, the same is integrated with weighing scales and

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**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

equipped with individual barcode printers. These are functioning satisfactorily.

- At luggage office, for booking/delivery of luggage, one weighing machine is provided; the same is integrated with barcode printer and is functioning without any discrepancies.
- The gate provided at IPO/OPO is common for the IPO/OPO is monitored by CCTV. Efforts are being made for providing designated entry/exit gate.
- The IPO/OPOs are posted with Commercial Supervisors (CS) and the work is being monitored by the supervisors in shifts. Hence, posting of one Commercial Inspector exclusively is not required. However, one Commercial Inspector is posted exclusively for MAS. He is monitoring the activities at IPO/OPO.
- To be addressed to Vigilance Department.

**Decision Taken: 26.11.2021**

a) Problem pertaining to HHT is sorted out. Network connectivity will be jointly studied with SSE/Tele, SSE/PRS and CCI concerned.

b) In future all the selections will be done through the combined cadre viz., CC/TC/ECRC.

- Combined seniority has to be published by January 2022.
- As per PBC 70/2019, the cadre position to be reviewed.
- SRMU has demanded this issue and it has been considered.

**Decision taken on 14.12.2021:**

b) A joint meeting will be held with Sr.DCM, Sr.DPO along with the representatives of SRMU to evolve a policy in posting of staff in the combined post of CC/TC & ECRC. Combined seniority list of CC/TC will be published in Jan '2022 as per PBC 70/2019, the cadre position to be reviewed.

**Decision taken on 17.12.2021:**

d) The Exit Gate is under litigation and Engineering Department is dealing with this. It would be ensured to expedite and disposed of by March '2022.

**Minutes of the meeting held on 12.06.2025:**

(a) Remarks will be decision (**CLOSED**).

(b) Detailed study has been made by Commercial and Personnel Department and the draft policy will be shared with SRMU for their inputs.

(c) Discussed and **closed**.

(d) One Gate clerk and one Go-down clerk will be posted. Role and responsibility for them will be circulated separately. Pasting of bar code will be done by the authorized personnel as per the RB guidelines.

**SUB NO. 09/2021**

**CHANGE OF CATEGORY TO PEON**

Processing of applications of Group 'D' employees working in open line units who have registered for change of category to Office Peon/Office Asst since the Peon category does not fall under the 10% intake policy for the inter-departmental instead of posting fresh recruits to the cadre.

**Remarks by Sr.DPO:**

Details of OPEN line Gr.'D' employees registered for change of Category to office Peon.

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**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

SI.NO	Present category	Medical Classification	No. of employees registered for Peon
1	Trackman	B-1	2
2	Helper/C&W	B-1	6
3	HKA/Medical	C-1	3
4	Assistant/Signal	B-1	1
5	Assistant/Electrical	B-1	1
6	Porter/Commercial	C-1	1
Total			14

At present for the post of Peon, the following employees are only being considered.

- (1) Medically decategorised employees having medical fitness only in C-1.
- (2) Substitutes transferred from other divisions and having medical fitness Only in C-1.
- (3) CGA candidates having medical fitness only in C-1.
- (4) Physically Handicapped RRC candidates with C-1 medical fitness.

Considering the vacancy position in the respective department all the employees registered for change of category to Peon will be considered.

**Decision Taken on 25.11.2021:**

The file will be put up to DRM, for consideration.

**Minutes of the meeting held on 12.06.2025:**

Remarks will be decision (CLOSED)

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**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**SUB NO.10/2021**

**APPOINTMENT ON COMPASSIONATE GROUNDS**

To dependants of medically decategorised employees on par with dependants of deceased employees as per Railway Board directives (Master Circular) as they suffer a similar plight since the breadwinner is incapacitated.

**Remarks by Sr.DPO:**

As per Railway Board's instructions, the dependents of medically decategorized employees are being considered for the appointment on compassionate ground on par with dependents of deceased employees.

**Decision taken on 25.11.2021:**

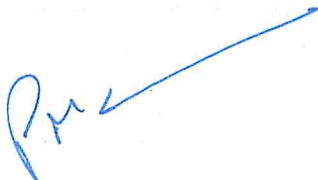
Dependants/wards of the medically decategorised employees will be considered for appointment on Compassionate Ground, as per Railway Board's instructions.

- Rejected cases, the candidate may prefer appeal to HQ.

**Minutes of the meeting held on 12.06.2025:**

Instructions from HQ for considering the financial aspect for grant of CGA will be followed. Considering this, each case will be dealt.

Remarks will be decision (**CLOSED**).



**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**SUBNO.11/2021 Sr.DEE/OP, Sr.DPO**  
**PROBLEMS FACED BY LOCO RUNNING STAFF**

- a) In other Railways/Divisions Varying procedures for reception of trains resulting in confusion as the crew is not informed well in advance, non-supply of copies of SWR to Crew booking points.
- b) As per the extant RB orders, the Safety category employees including Running staff should be sanctioned Accident-free awards. Many eligible Loco Running staff have retired without being sanctioned the same due to lack of fund allotment to the Divisions. Action to be taken to allot the required funds to the divisions so as to sanction for all the eligible Running staff.
- c) A proper procedure to be evolved for the purpose of officiating as LP/Mail and promotion as LP/Mail as the Leave Reserve posts for LP/Mail are sanctioned in the next lower grade in LP/Pass. Due to the absence of the procedure, the employees who have officiated in the higher grade as LP/Mail face difficulties at the time of promotion/ fixation of pay as LP/Mail.
- d) Claiming of Leave salary for Loco/Traffic Running staff in Chennai Division – Though Railway Board has issued instructions to all the Zonal Railways in respect of Leave Salary Claim for the Loco/Traffic staff (RBE 204/2018), it has not been claimed w.e.f 01.01.2016 to 30.06.2017. Railway Board has clarified vide letter no. E(P&A)II/2017/RS-22 dated 29.07.2021 that 30% Pay element would be reckoned for the calculation of Leave salary of Running staff on the revised Basic Pay in the 7<sup>th</sup> CPC pay structure w.e.f 01.01.2016 or from the date on which the employee has switched over to the 7<sup>th</sup> CPC pay structure. As such the arrears of the Leave salary for the period from 01.01.2016 to 30.06.2017 should be paid.

**Remarks by Sr.DEE/OP:**

- a). It will be ensured that SWR are available in all booking points.
- b). As per the available office records, only 64 retired employees and 44 MUF are due for accident free award. Sr.DSO/MAS has been advised on 18.08.2021 for arranging payment to all eligible employees.
- c). Already meeting is being convened under the chairmanship of ADRM-II/MAS to sort out the discrepancy.

**Remarks by Sr.DPO:**

All the Loco/Train Running staff in Chennai Division have been paid leave salary with 30% of pay element on the revised basic pay in the VII<sup>th</sup> CPC pay structure w.e.f. 01.01.2016 or from the date the employee has switched over to VII<sup>th</sup> CPC pay structure. No cases are pending.

**Decision taken on 26.11.2021**

- a). It will be ensured within a week's time that SWR are available in all booking points and subsidiary rules will be given in three months time.
- b). The amount has been asked for in the Revised Estimate and once the revised grant is received the amount will be disbursed. A copy will be given to SRMU.
- c). Since the decision has been discussed with ADRM, the subject is closed.
- d). We will verify the same and wherever the leave salary is not paid the same will be ensured. (remarks will be given later)

**Decision taken on 14.12.2021:**

Due arrears will be arranged for payment to both Loco Running and Traffic Running staff.





## REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU

### Minutes of the meeting held on 12/13.06.2025:

- (a) In principle, it is agreed that the implementation methodology will be decided after deliberations, either soft copy or hard copy.
- (b) All the eligible Safety Category staff, including Medically de-categorised Running staff, who are not paid the Accident Free award, department wise list will be prepared in order of the date of retirement and the payment shall be made within a period of one month.
- (c) A proper procedure based on the extant rules (IREM 913-B) will be formulated and the demand of SRMU, comes within the ambit of rules will be met. This exercise will be done jointly by Elec. Operations, Accounts and Personnel Branch within a period of one month.
- (d) The list of retirees from 01.01.2016 will be taken out and payment will be made within three months. The employees who are due for such arrears in Traffic Running category will also be paid the same.

### SUBNO.12/2021

#### ISSUES PERTAINING TO LOCO INSPECTORS

##### a) Selection for the post of Chief Loco Inspector:

Irregularities noticed. Clarification required regarding the eligibility condition of 10 years of actual service as Loco Pilot.

##### b) Office accommodation & infrastructure for the CLIs in Chennai Division

There are 9 Running depots in Chennai Division and the sanctioned posts of 56 CLIs are pinpointed accordingly. However, the CLIs have not been provided with a separate office accommodation or infrastructure to counsel the Loco Pilots, Shunters and ALPs. A separate office should be provided for the CLIs at each depot crew lobby.

c) As per extant instructions, CLIs are required to conduct footplate inspections to monitor the Loco Pilots for an entire trip. As there is no extra seat available in the locomotive, the CLI is forced to stand the whole distance which is no easy task. A foldable seat may be provided behind the LP's seat to better monitor the engine crew.

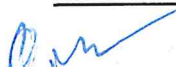
d) As per Railway Board order 92/2015, Loco Running staff are eligible to appear for the selection to the post of ADEE/ADME/AWM alongwith the Supervisors in the Electrical and Mechanical departments. For the purpose of inter-se seniority, the date of entry into the grade in Level 4 as LP/Shg is equated with the post of JE and the date of entry into level 6 as LP/Goods is equated with SSE. However, when LPs become CLIs, their post is downgraded. The inter-se seniority given to Loco Pilots should be retained even when the employee becomes a CLI in Level 7.

e) Imparting Loco/EMU training to Loco Running staff by CLIs. 48 posts of CLI were sanctioned in Chennai Division to monitor/counsel the Loco Pilots so as to ensure safe running of trains. Three seniority units are maintained for the Diesel wing, South BG wing and the BG Wing with 4, 10 & 34 CLIs respectively. Selection for these posts is also conducted only in the respective Tractions. When new Locomotives or EMUs are introduced, the CLIs are not competent to counsel the staff as they have not been trained in handling the new stock. CLIs should be trained in handling new stock as and when they are introduced so as to enable them to monitor/counsel the Loco Pilots.

#### Remarks by Sr.DEE/OP:

- b). Already rooms available at MAS, At AJJ, room is being made ready for LI's. In other places, it will be done in due course.
- c). Loco Sheds will be advised to make necessary modification in this regard with the approval of HQs.
- e). It will be ensured that CLIs were given proper training in various types of locomotives and EMU stops.

#### Remarks by Sr.DPO:




**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

- a) Selection for the post of Chief Loco Inspector the eligibility condition of 10 years actual service as Loco Pilot as per RBE 108/2019 was taken to finalize the list of eligible employees, based in the certification of the Supervisors duly approved and forwarded by Sr.DEE/OP/MAS.
- d) The Selection to Gr.B posts like ADEE/ADME/AWM are done by Hqrs, based on the notification issued by them. Hence this issue has to be dealt at Headquarters level.

**Decision taken on 26.11.2021:-**


- (a) Railway Board issued order in this regard.
- (b) Efforts will be made to provide the CLI Counseling Room wherever possible at KPD, MS and TBM. It has already been incorporated in the station development plan of TBM. For MAS already one AHO has been sanctioned by the DRM. However, SRMU apprised that space is not sufficient. Hence, joint inspection will be conducted involving both commercial and Operating Departments along with SRMU representatives.
- (c) The need is justified. However, it is not under purview of the Division. This issue involves policy decision and the subject may be taken up at the Apex level
- (d) Agreed
- (e) Necessary training module will be prepared by December'21 to cover the training of CLIs.

**Decision taken on 14.12.2021:-**

- (a) Selection for the post of CLI will be conducted as per the latest Railway Board's instructions.

**Minutes of the meeting held on 12/13.06.2025:**

- (a) Selection process for CLI will be completed as per Railway Board's guidelines. Discussed and closed.
- (b) The notification for Crew counseling at MS shall be issued by Engineering branch as decided by ADRM/I. In the new crew lobby buildings, a room for Crew counseling is proposed such as at MMC and TBM. At KPD, a counseling room to be made near the Crew lobby. Room No.25 on Platform No.1 (MAS) will be given for Crew counseling.
- (c) The progress of providing seat for Foot Plating officials will be monitored for RPM and AJJ loco shed. Discussed and closed.
- (d) Subject will be referred to HQ. Discussed and closed.
- (e) Agreed for merger and direct them for necessary training. Discussed and closed.




**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**SUBNO.13/2021**

**KALYANA MANDAPAM'S:**

In Chennai Division have not been reopened post the lockdown period and the mini hall at Ayanavaram which was renovated is yet to be opened for bookings. They should be reopened immediately as there is great demand from the employees and their relatives. This would also rake in additional revenue for the Division. The Railway Institutes at ANNR, AJJ, TBM & CGL should be developed to meet the huge demand as membership is being deducted through salary without providing any facilities.

**Remarks by Sr.DPO:**

- RKM/PER: As per the press release of the Tamil Nadu Government No.227, dated 24.04.2021, (F-4). The maximum number of persons who could participate in a marriage function was restricted to 50 no's only w.e.f 26.04.2021 further the government notification dated 20.04.2021 clearly stated that noncompliance of instruction relating to COVID-19, action would be initiated against the proprietor of the marriage halls, (F-10). A survey held at RKM/PER revealed that the occupants were not adhering to the instruction of the government with regard to the number of participants, thus violating the instruction. therefore, with the approval of ADRM-III it was decided to stop the bookings for RKM/PER vide this office letter dated 05.05.2021, (F-11). The Tamil Nadu Government vide their press release No.884 dated 14.10.2021, F- (14) have relaxed the number of persons for marriage function as 100, with the existing restrictions.
- RKM/MS: The RKM/MS is being occupied by RPF PERSONNEL FROM 18.06.2020 till date. The mandapam can be considered for opening after the RPF personnel vacate the same.
- RKM/PER: Has been re-opened for booking w.e.f.
- RKM/Ayanavaram: The RKM/Ayanavaram has not been handed over to the personnel Branch by the works Branch and therefore it is yet to be inaugurated.
- The Railway Institute available at ANNR,AJJ,TBM & CGL.
- The Railway Institute at CGL was closed and hence rendered Non-functional.
- The Railway Institute at AJJ is in the control of HQRS (EWS/AJJ).
- The Railway Institute building at ANNR is dilapidated condition and hence requires re-construction.
- The Railway Institute at TBM is fully functional and regular activities are carried out by the institute.

**Decision taken on 25.11.2021:**

All decisions will be taken in consultation with the Committee. Sr.DSC has agreed to vacate before 31.12.2021 and RKM/MS will be opened in consultation with the Committee members After vacation by RPF.

Community Hall/Ayanavaram will be re-opened for booking after handing over to Personnel Branch in consultation with the Committee Members Arrangements to be made for early handing over.

Qrs.No.20-The possibility of converting the Type IV/CGL quarters as Institute, which is vacant from 2018 will be explored, after Joint inspection by the Committee and getting approval. Similar inspections will be conducted for AJJ, CGL, TBM, JTJ, KPD and ANNR and reports to be submitted before 31.12.2021.

**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU****Minutes of the meeting held on 12.06.2025:**

The possibility of leasing out the Kalyana Mandapam within city limits will be explored, including ICF. Meanwhile, action will be taken for expediting the vacation of Egmore Kalyana Mandapam before June 2026 and Boomi Pooja for Kalyana Mandapam at PER will be done.

A joint inspection at the level of APO, ADEN, ADEE, ADFM and ADSTE, along with SRMU will be done for revamping the Community Halls at AJJ, CGL, TBM, JTJ, KPD, SPE & ANNR, before August 2025.

**SUB NO.14/2021****ALLOCATION OF RESTROOM FOR PLATFORM STAFF OF TBM:**

The vacant room behind the Goods shed should be provided for the benefit of the staff for the safekeeping of tools, bags etc and also to provide privacy when they change into their uniform.

**Remarks by Sr.DCM:**

At present there is no vacant room available behind the good shed.

**Decision taken on 26.11.2021:**

SRMU agreed to spare its office for the same and in lieu a separate accommodation needs to be earmarked for SRMU in the TBM Yard, which will be jointly identified by CDO/TBM and ADEN/TBM along with the representatives of SRMU as early as possible.

**Minutes of the meeting held on 12.06.2025:**

A room will be jointly identified by CDO/TBM and ADEN/TBM along with the representatives of SRMU as early as possible, before 30<sup>th</sup> of June 2025.



**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**SUB NO.15/2021**

**REIMBURSEMENT OF MEDICAL BILLS:**

Including for COVID treatment – Bills are pending with the medical department for inordinately long periods for reasons unknown. To be processed and payment expedited. The death of employees treated for COVID who succumb after being subsequently declared COVID Negative should also be treated on par with COVID deaths.

**Remarks by CMS**

95% of Covid treatment bills have already been cleared. The remaining bills will be cleared shortly. The absence of private doctor's signature in submitted bills, absence of seal and private doctor signature while submitting reimbursement claim to CMS/office are some of the main reasons for delay in processing bills.

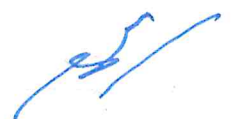
**Decision taken on 25.11.2021:**

CMS to expedite the processing of reimbursement bills, from 5 to 6 cases as on date to about 10 cases everyday. For all medical issues, there will be a separate meeting between 8<sup>th</sup> and 15<sup>th</sup> of December 2021 with ADRM/I, the Divisional Medical Officer and the representatives of SRMU.

**Decision taken on.14.12.2021:**

**Minutes of the meeting held on 12.06.2025:**

Same as Decision taken on 25.11.2021(CLOSED)



**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU****SUBNO.16/2021****INFERIOR QUALITY OF RAINCOAT SUPPLIED TO EMPLOYEES:**

In view of the monsoon, raincoats of uniform quality (Duckback or equivalent) to be supplied to all departments as it is noticed that each department is being supplied with a different quality.

**Remarks by Sr.DMM:**

Following orders were placed and samples approved by consignees and items accepted. Total: 8 purchase order released FOR 6673 Nos.

- P.O.90196179200008 dated.04.01.2021 – SSE/AC/MAS – 915 No's
- P.O.90196179200009 dated.05.01.2021 – CWS/JTJ – 361 No's
- P.O. 90206951200021 dated. 08.01.2021 – CSC/MAS -667 SETS
- P.O.90206642200173 dated .16.02.2021 –PWI/TBM -150 No's
- P.O.90205280200680 dated 11.06.2021 – CSC/MAS – 1886 No's
- P.O.90215554200693 dated 16.06.2021 – Sr.DOM /MAS -2616 No's
- P.O.90216297200978 dated 03.09.2021 –SSE/E/G/MMC/MAS – 26 No's
- P.O.90216211201056 dated 15.09.2021 – SSE/CW/TBM – 52 No's
- Sr.DEN /CO-ORD/MAS – 4167 No's – GEM Contract

**Decision Taken:**

Placed and sample approved by consignee. On receipt of security deposit, Regularizing PO will be issued and supply effected.

**Minutes of the meeting held on 12.06.2025:**

Only brands like Bata, Liberty and Allen Cooper shoes will be provided. For rain coats, Duck back brand will be provided, including Loco Running staff as per the eligibility. The balance stock will be reviewed if available and will be distributed as per the eligibility for each employee. For caps, the supplier for 2024 will be contacted for future supplies.

**(CLOSED)**

*Pr*

*21*

**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**SUB NO.17/2021**

**GRIEVANCES OF STAFF IN PER AREA:**

- a) Growth of rank vegetation adjacent to the stations proving to be the breeding ground for mosquitoes and poisonous insects & snakes.
- b) Security to be beefed up – inadequate security personnel. There is only one RPF posted in the area. GRP personnel go only when called for. Anti-social elements peddle drugs in the area and the staff are mortally afraid to perform duties after dark.
- c) The PER Station building is very old with a leaky roof. Doors and windows are all damaged with even the toilet door not closing. No cleaning staff provided.
- d) There is no designated parking lot for the staff at PER station.

**Remarks by CPM:**

- a) Periodical attention has been given with the help of bush cutting machines.
- c) Roof attention has been given as and when required. Doors and windows are also replaced through Zonal Contract on condition basis.

**Remarks by Sr.DSC:**

b) It is informed that there are about 1110 Rly. Qrs. (960 + 150) available in and around PER area (Pulianthope colony & Ayanavaram/PWQ) which comes under the jurisdictions of RPF Post of CW/PER and LW/PER respectively. There is no proper basic security provided, as there is no boundary wall covering entire Rly. Qrs. Also, there is poor lighting arrangements in the area. Taking advantage of this, the outsiders are entering and loitering in the colony area. RPF personnel are deployed for making rounds as well as subordinate officers are also making rounds frequently in the colony area in order to prevent any untoward incident. Apart from this, local police are also making rounds. Security measure is being taken to provide CCTV with security booth for better security.

**Decision taken on 26.11.2021:**

Sr.DSC: Exploring the possibility of private security and installation of CCTV in vulnerable areas will be done.

CPM: Broken Compound wall will be attended at Pananthope Colony and other conditions in PER area.

**Decision Taken on 14.12.2021**

A joint inspection will be conducted by Engineering, S&T, Electrical and along with the representatives of SRMU within a month. During the inspection all the points mentioned in a,b,c, and d will be covered.

**Minutes of the meeting held on 12.06.2025:**

- (a) Vegetation clearance, using Chemical spray will be made on a regular basis at PER/PWO/Yard.
- (b) Private agency is being engaged by Security Department for the identified locations at PT colony and Mathew Colony. Perambur area will be inspected and the deficiencies will be attended.
- (c) Will be taken care of during the Station Re-development work.
- (d) Remarks will be decision.

**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**SUB NO.18/2021 CPM**

**COLONY COMMITTEE MEETINGS:**

Periodical colony committee meetings as per rules in vogue involving the concerned officials should be convened so as to sort out the problems faced by the residents.

**Remarks by CPM:**

No ADEN Sub-division is having more than 1000 qrs, however ADEN/Metro has conducted the Colony Committee Meetings on 17.07.2021 and 25.09.2021 with the presence of representatives from the unions.

**Decision taken on 14.12.2021**

Colony meeting will be held once in three months at ADEN level involving Health Inspector, IOW, RPF with SRMU representative.

**Minutes of the meeting held on 12.06.2025:**

Review of housing demand in the various sections will be made. Based on the demand for new quarters, if required will be proposed. The old dilapidated quarters, action is on hand for demolition. In TBM area, station development plan by RLDA also include construction of multistoried flats for the staff.

*Pm*

*[Signature]*

**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**SUB NO.19/2021**

**SHIFTING OF CONTROL OFFICES FROM MMC TO DRM's Building:**

As the staff experience hardship in coordinating with the officers on account of the distance involved. The Control office was shifted to MMC only as a temporary measure during the pandemic so as to maintain social distancing norms.

**Remarks by Sr.DOM:**

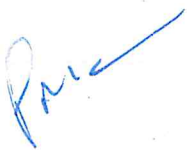
The Control office was shifted to MMC only as a temporary measure during the pandemic so as to maintain social distancing norms. An Officer has been deputed at Control Office/MMC, for co-ordination with staff. As this is a policy matter, it may be discussed in the meeting.

**Decision taken on 25.11.2021**

This issue will be discussed separately with DRM by the representatives of SRMU and the Officers involved.

**Minutes of the meeting held on 12.06.2025:**

**Discussed and closed.**



**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**SUB NO.20/2021**

**PROBLEMS OF TICKET CHECKING- CHENNAI DIVISION**

- a) Subsidized Catering facilities to be provided to the Sleeper TTEs on par with running staff.
- b) In all the COVID Special Trains, the unreserved coaches are treated as seat reservation coaches. These coaches are non-vestibule, and it is quite difficult for the Sleeper TTEs to check the coaches only at the halting stations.
- c) Due to the pandemic all trains were operated as COVID 19 Specials and the fare for these trains varied from the normal fare. The special fare table was not supplied along with the working chart despite which debit was raised for special fare. Hazards while excising Passengers/ Complaint.
- d) Change in the uniform of lady TTEs duly consulting SRMU. This has been a long pending demand of SRMU.

**Remarks by Sr.DCM:**

- a) Proposal has been put up for approval. Copy to SRMU.
- b) In this regard, a letter has been addressed to Sr.DOM/MAS on 20.07.2021 (vide letter No.M/C.568/Special Trains/2021 of 20.07.2021)
- c) Instructions have already been issued to PRS centres for supply of fare list along with working charts for Covid Special trains to ensure the same.
- d) A letter has been addressed to CCM/PS/MAS vide letter No.M/C.415/PNM/SMU/2021 dated 11.10.2021 with copy to DS/SRMU/MAS to examine the issue and requested for the advice from HQrs.

**Decision taken on 26.11.2021:**

- a) Proposal has been put up for approval. Copy to SRMU
- b) In this regard, a letter has been addressed to Sr.DOM/MAS on 20.07.2021 (vide letter No.M/C.568/Special Trains/2021)
- c) Instructions have already been issued to PRS centers for supply of fare list along with working charts for Covid Special trains to ensure the same.
- d) A letter has been addressed to CCM/PS/MAS vide letter No.M/C.415/PNM/SMU/2021 dated 11.10.2021 with copy to DS/SRMU/MAS to examine the issue and requested for the advice from HQrs.

**Minutes of the meeting held on 12.06.2025:**

- a) In most of the places, subsidized catering facility has been provided. Places like CBE, TPJ, PDY, BZA, TPTY, NZM and TVC are yet to provide. A letter will be written to the divisions concerned.
- b) & c) Discussed and closed.
- d) Discussed and closed.

**SUB No.21/2021**

**PROBLEMS OF ECRC STAFF IN CHENNAI DIVISION:**

ECRC -II lower grade posts are being surrendered and the post is not taken into account for the assessment of the combined category of CC/Cadre.

- a) Since the mobile numbers of passengers are fed into the system for communication purpose, the address column which has become mandatory for all special train bookings should be dispensed with.
- b) The selection notification for Console Operators & DBA is issued after 10 years. In the eligibility column it is mentioned that those presently working in Console & DBA can also apply. At present staff who have already completed more than 4 years tenure are still working & drawing salary as Console operators, the special eligibility clause is given




**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

to favour only these employees and it has to be withdrawn to give a fair chance for all the Commercial category staff.

- c) Harassing the Commercial staff to persuade the passengers to make transactions only through POS should be avoided as it creates an unpleasant atmosphere between the passenger and the employee.

**Remarks by Sr.DCM:**

a) The subject is a policy matter. This has been incorporated in the PRS system as mandatory field. Consideration has to be decided by Headquarters. This has been addressed to CCM/PM/MAS.

c) During the year 2017, Government of India had taken a policy decision to promote cashless transactions in the entire Government organization including Railways. In the pursuance of the scheme, Point of Sales (POS) machines have been installed at all the booking counters wherein transactions can be entertained through Credit/Debit cards in addition to cash transaction. To promote digital payments on Indian Railways, Southern Railway has installed POS machines at all the PRS/IUTS/UTS counters. The transactions are being monitored at Headquarters level for better utilization of POS machines at PRS/UTS counters. Staff are only encouraged to maximize POS transactions.

**Remarks by Sr.DPO:**

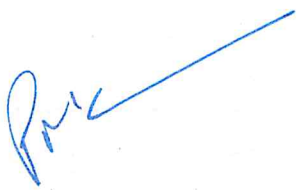
In terms of Railway Board's letter dated 22.02.2018 (RBE No 28/2018) separate seniority is maintained for the category of CC/TE & ECRC duly maintaining status Quo. The merged cadre of CC/TE is effective from 22.08.2018 and seniority is maintained separately. In case of ECRS's on fresh appointment is to be merged with Sr.CC/TE. But as on date no sanction in the recruitment grade and no fresh appointment to the place.

**Decisions taken on 17.12.2021:**

- (a) & (b) Reference has been made to Headquarters and copy of the same will be supplied to SRMU. (Subject closed)  
 (c) No harassment is being done now (Subject closed).

**Minutes of the meeting held on 12.06.2025:**

**Decision taken 17.12.2021 stands good.**




**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**SUB NO. 22/2021**

**THE REQUIREMENTS FOR TAMBARAM COACHING DEPOT:**

Infrastructure Facilities:

Requirement of Rooms for Staff and Supervisors at Tambaram Platform:

- Two Rooms with Toilet facility required for the use of Supervisors and Staff at Tambaram Platform.

**Remarks by CPM:**

- To be proposed after obtaining request from the concerned Branch.
- The platform TL&AC, C&W staff are not having rooms in Tambaram platform. Area to be nominated and rooms to be made as early as possible. A temporary arrangement to be made for them till rooms are allotted.

**Remarks by Sr.DME:**

- At present, C&W staff and TL&AC staff have not been provided rooms in TBM platform. Engineering Branch has been advised to provide two separate rooms each for the C&W staff and TL&AC staff in the project estimate phase II. Additionally, requirement has also been projected in the RLDA plan.
- Rolling sheds in Tambaram Platform to be made properly and the entire Sheds floor to be laid and sitting facility to carry out Rolling –in and rolling –out Examination of rakes in both end of Tambaram platform to be made.

**Remarks by CPM:**

- Platform 8/9, 6/7 are of insufficient width, any building will cause infringement(SOD). Hence after Construction Organization's work of widening of PF 8/9, rooms can be planned.

**Remarks by Sr.DME:**

- Rolling shed for TBM is being planned and will be provided shortly.

**Remarks by Sr.DME:**

- There is no sanction so far obtained for TBM coaching depot. Staff from other depots are deployed to TBM depot in spite of difficulties being experienced due to shortage of staff. PFA has concurred 83 posts out of 424 posts proposed. The details are as under.

SL.NO	CATEGORY	PROPOSED FOR CREATION	Concurred by Divl Associate Finance	Concurred by HQrs Finance
1.	Supervisors	34	22	08
2	Technicians	211	101	32
3	Ancillary staff	26	-	43
4	Helpers	146	99	-
5	Ministerial staff	04	-	-
6	Peon	01	-	-
7	Fork lift operator	01	-	-
8	Lorry Driver	01	-	-
Total		<b>424</b>	<b>222</b>	<b>83</b>

Proposal for sanction of 77 posts as detailed below vide this office letter No. M/M/226/MPP/Creation dated 20.09.2021 has been sent to Sr.DPO/MAS based on the money value available in vacancy bank.

JE	06
Tech III	32




**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

C&W Assistants	39
Total	77

The existing pit lines have been constructed as per CAMTECH specification only. Further, two pit lines are under construction in the second phase which are also being constructed as per CAMTECH specifications only.

**Infrastructure requirement at Tambaram Depot:**

- Two-wheeler parking for the Staff of Tambaram coaching depot is required near Block-I and Block-II for parking of Staff vehicles.
- Proper arrangement to prevent Stagnation of water inside the pit during Pit line during rainy Season to be ensured.
- The Lights below the catwalks in Pit line 1 and 2 are not properly working. Even some of the Led lights in pit lines are not working properly.
- There is only one RPF staff posted for looking after whole TBM depot. Hence arrange to post additional RPF personnel as it is required for safety of the coaching depot. Permanent RPF post to be created in Tambaram coaching depot.
- Concrete apron is required on both ends of SL1 and SL2 and between them for easy movement of staff to carry out OEA attention of rakes in stabling lines.
- Watering facility to be provided for both Stabling lines SL1 and SL2 for attention of OEA rakes.
- Replacement of Corroded and Damaged watering hydrants is required in Pit lines PL1 and PL2.
- Trolley path is required for carrying materials in Pit lines PL1 and PL 2.
- Canteen facility for staff is required at Tambaram coaching depot.
- The placement of rakes for maintenance is done late due want of diesel loco for shunting. Hence diesel loco for shunting to be increased.

*PMC*

*[Signature]*

## REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU

### Remarks by Sr.DME:

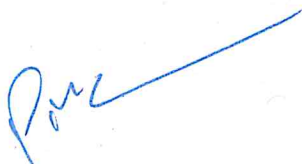
- Two wheeler parking facility for TBM staff is being provided as part of the pitline construction work near Block-I and construction dept. has already agreed for the same. Work will be executed shortly.
- Engineering department and Electrical department, have been advised to make arrangements for prevention of stagnant water in pitlines and for pumping out the water regularly during rainy season, construction department has also been advised to provide a retainer wall to prevent rain water from adjacent areas entering into the pitline.
- Night inspection has been carried out and the deficiencies noted with regard to non working of LED Lights and catwalks have been advised to electrical department. Action is on hand to rectify them early.
- Security department has been advised to host additional RPF staff for the TBM coaching depot.
- As OEA of trains is carried out in stabling lines 1 & 2, construction department has been advised to provide concrete aprons throughout the length between SL1 and SL2 and along with side of SL2.
- Construction department has been advised to provide water hydrant on the Side of SL2 for watering of rakes placed in SL2.
- Engineering department has been advised to attend defective hydrants in pitline 1 and 2.
- The existing ramp for entry into catwalk of pitline 1 and 2 is wide preventing provision of trolley path. Construction department has been advised to trim the ramp to accommodate trolleys for carrying materials under the catwalk in both pitlines 1 and 2.
- The present staff strength at TBM Coaching depot including all departments is only 150 no's. Hence, canteen facility is not feasible. Once more trains are introduced and staff strength is provided, canteen facility will be arranged.
- Sr.DOM will be advised for provision of separate DSL Loco for shunting purpose to avoid delay in placement of rakes for maintenance.

### Remarks by Sr.DEE/OP:

- The request will be studied and if needed necessary arrangements will be made.

### Remarks by Sr.DSC:

- In order to control the anti social elements of peddle drugs in the area, one RPF Officer with staff are patrolling and made confidential watch round the clock. One RPF booth was available at TBM Coaching Depot and suitable instructions have been given to SOs and staff to prevent anti social elements in that area and not to allow unauthorized persons inside the Coaching depot.




## REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU

### TAMBARAM TRAFFIC:


- More than 10 Guards have their Sign On/Sign Off after 00:00 hrs/early morning 3-5 hrs respectively daily, for which Guards donot have a PRE-DEPARTURE LOBBY. So a pre-departure lobby with a minimum of 6-7 beds with all facilities is a must. This is a long pending demand.
  - A separate parking lot for 2/4 wheelers of Guards is required.
  - Tambaram originating/ terminating Mail & Express trains are increasing day-by-day. Hence opening of Mail/Express Guard depot is much necessary at TBM.
  - A separate Guards' Supervisor/Controller post is required for booking of Guards/ handling of all other Guard issues, with a volume of 106 Guards as of now.
  - Many of our Guards donot have Almirah/locker to keep their Personal/official belongings. The available Almirah rack is sufficient only for 50-55 guards. Hence sufficient Almirah/lockers should be provided.
  - Running Room of AJJ is in very bad condition in all aspects. In spite of many inspections by Officers the situation still prevails.
  - Supply of items to Guards (soap, towel, glass etc) have been stopped at TBM for more than 4-5 years. Supply of the same should be resumed at the earliest.
    - TBM Guards depot is now booking Guards for more than 10 trains of Mail/Exp in which no trains have been assigned to TBM officially. Moreover, no manpower (Guards) has been created for the above trains.
    - Sanctioned (only for suburban): -106 (Mail/Exp train not included)  
Actual Strength :-95
- An average of 9 Mail/Exp trains Daily booking 9 average trains in Mail/Exp without any post of Guards for the same.
- Separate Dress changing Room with toilet for lady staff is required.
  - Separate Room for Points Men at PF 7&8 for attending trains.
- At present Mechanical store room is occupied by Coaching Yard SM. A separate room to be constructed for Dy.SMR and SMs in coaching yard.
  - SM office of coaching yard provided with shutter door. Same to be replaced with glass door.
  - At present bunk provided with iron roof and also no toilet facilities. To be provided.
  - Tambaram became the 3<sup>rd</sup> terminal on 07-08-2021 and there is no AC LOCO siding to keep AC LOCO train engine. Same to be provided.
  - Watering arrangements to be provided between SL1 and SL2 lines.
  - Rail net/coils connection to be provided to monitor coach particulars.

### Remarks by CPM:

- Request can be advised by the concerned dept. To Construction Organization.
- No requirement received from Mechanical Department.

### REMARKS BY Sr.DEE/OP:

- A new Running room is proposed under GM's OOT proposal 2020-2021.

## REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU

### Remarks by DEE/G:

The requirements for Tambaram Coaching Depot.

Infrastructure Requirement at Tambaram Depot.

The lights below the catwalks in Pit Line 1 and 2 are not properly working. Even some of the LED lights in pit lines are not working properly.

At present catwalk line CFL fittings are available. It is proposed for conversion to LED 16 Watts – DC/three dimensional light fittings and the same is under process.

Pit line 1 & 2 – Non working of SMPS based 16 Watts LED – DC/three dimensional light fittings was reported to the firm for replacement of SMPS under warranty obligation. At present attention to the light fittings is under progress

### Remarks by Sr.DOM:

- One lobby with three beds available at first floor of Suburban SM's Office but without toilet. Total number of Trains arrival & departure are 4/2. A new lobby with eight beds facility may be created.
- CPM/MAS has been advised vide this office Lr. no. सं. No.M/T.154/SRMU/.
- Already a separate 2 wheeler parking with a capacity of 50 vehicles is available at the main entrance on western side. A four wheeler parking facility is necessary.
- CPM/MAS has been advised vide this office Lr. no. सं. No.M/T.154/SRMU/.
- As of now only 5 pairs of trains(including Daily and Weekly) are being worked by TBM guards(4 pairs between TBM & MS and one pair between TBM VM). The existing no. of Mail/Exp trains worked by TBM Guards is too low to have a Mail/Exp. Depot.
- As of now Roster for TBM guards is prepared by Sr.Passenger Guard/TBM only.
- Sufficient Almirahs will be provided to Guards.
- New Running Room for Guards is planned on first floor at SSE/Works/AJJ office Building. 15 beds for Gents and 05 beds for ladies in two spacious rooms have been planned. At present, civil works have been completed but electrical works are pending.
- The supply of items is being processed.
- As per the cadre review of 2019-2020 the sanctioned guard strength is increased from 101 to 106 considering the trains departing from TBM.
- Actual Sanctioned strength of TBM is 106 and available Sr.Passenger guard is 95. Eleven Goods Guards are working at TBM to meet the shortage.
- A separate Dress changing Rest room is available at TBM cabin for lady Staff. Work for construction of dress changing room for lady staff In PF 1-2 was started, however due to COVID 19, work could not be completed.
- Points Men generally are available with M/L SM on PF 5 & 6. A separate Room with rest room facility is already available in PF 5-6. PF 7-8 are fully provided with shelters – hence separate room may not be required in PF 7-8 for attending Trains.
- Already building plan was approved and construction activity started near Repair line.
- New building construction started.
- The matter was already highlighted to ADEN/TBM by TI/TBM and SMR/TBM. Agencies appointed. The subject matter was discussed in SIG meeting also to provide water facility and toilet facility.




**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

- The requested work is available in Master Plan of TBM Remodelling Work and it will be executed in 'Stage-2 Work' by Executing Agency, i.e. CAO/CN/MS.
- Request may be considered for OEA maintenance of rakes.
- COIS connection may be provided at SMR office.

**Remarks by Sr.DMM:**

- Does not pertain to this office.

**Remarks by Sr.DME:**

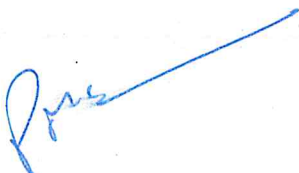
- Separate building is under construction for SM/Operating. Once it is constructed, they will be shifted to the new building and Store room will be restored back to Mechanical department.
- Pertains to Engineering department.
- RPF post with RCC building & toilet is proposed under construction work as part of ongoing work
- Pertains to Traffic department
- Water hydrant line is being provided by Construction dept. adjacent to SL2 line
- Rail net connectivity is available. COIS is not required for depots.

**Decision taken on 25.11.2021:**

Sr.DSC has agreed to post a person. CPM has agreed to construct a Security Booth, for posting RPF personnel.

Sr. DOM: TBM And AJJ issues regarding Guards depots will be taken up in the pin-pointing meeting.

- Officiating pay fixation will be considered as per the rules.
- Parking lot at TBM will be jointly inspected by SRMU representatives and SMR, along with SSE/Works for providing permanent solution to this problem.
- Sr.DOM has agreed to give a letter of authority for carrying out the supervisory duty.
- For all issues regarding TBM, a joint inspection by ADRM/I, CPM, Sr. DOM, Sr. DME, Sr. DEE/GI. and Dy.CE/CN/TBM along with the representatives of SRMU, will be held in the second week of January 2022 on a mutually convenient date.




**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**Minutes of the meeting held on 12.06.2025:**

- 1) The requirement of room for C&W staff and AC staff will be identified by the respective BOs and the proposal will be put up for Estate Officer's approval, through Sr. DEN and Sr. DCM.
- 2) A proposal for revised pin pointing will be initiated by Personnel Department based on the proposal made by the BOs considering the increasing work load at TBM yard.
- 3 a) Area will be ear marked for parking of two wheelers for staff at TBM coaching depot before 30.06.2025.
- b & c) A solution will be provided for avoiding stagnation of water in the short run by providing additional pumps with collection well before 30.09.2025.
- d) One RPF staff will be provided at the entry and exit gate of the TBM coaching yard.
- e) All the stabling lines where OEA examination is conducted at formation level will be provided before 31.12.2025.
- f) & g) An overall review will be done of platform lines and coaching yard lines where OEA will be done and accordingly facilities required for OEA will be planned. The plan will be ready before 31.07.2025.
- h) Remarks will be decision (corroded water hydrant).
- i) Remarks will be decision (Trolley path).
- j) A small cafeteria will be provided through out sourcing by the Commercial Department, within one month. (Discussed and closed)
- k) Additional Diesel Loco is already provided hence the matter is closed. Supplementary remarks with respect to Pointsman for additional Loco, the staff will be provided immediately. Discussed and closed.
- 4 a) Combined Crew/TMR pre-departure lobby will be activated and the control will be given to CCC/TBM.
- b) Suitable place will be identified by ADEN/TBM and CCI/TBM for parking for TMR vehicles. SRMU may be consulted.
- c) Plan for opening Mail and Express Depot at TBM will be examined and a decision will be taken considering the increase in train services. The decision taken will be communicated to HQ.
- d) Status quo will be maintained. Discussed and closed.
- e) TMR locker requirement at various depots will be reviewed and based on the deficiency or the requirement for replacement new procurement will be initiated.
- f) Remarks will be decision
- g) Remarks will be decision
- h) Remarks will be decision
- i) Remarks will be decision
- j) A room has already been constructed for yard SM. Discussed and closed.
- k) Remarks will be decision
- l) Remarks will be decision
- m) AC Loco siding is planned in Stage III master plan. Remarks will be decision
- n) Remarks will be decision
- o) Remarks will be decision

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- a) Remarks will be decision
- b) Remarks will be decision
- c) Remarks will be decision

**SUB NO. 23/2021**

**ISSUES PERTAINING to TL & AC ELECTRICAL:**

## REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU

- a) Sufficient staff not allocated for the TBM depot. TL & MF helpers are not available in the depot. Workload of 10 members is being carried out by 4 members, sometimes even less but, our staff still strive to maintain the quality.
- b) Shortage of AC Helpers is the main concern when it comes to AC coach maintenance - there are only 4 AC Helpers available. Out of 4, one is a lady worker who is working in Stores and only 3 AC Helpers are actively available to maintain coaches and accompany trains on online duty. There are 7 AC mechanics available in the depot. As of now, on an average atleast 4 AC mechanics will be on accompanying duty in a day.
- c) In pit line 1 & 2, it is extremely difficult to carry out under frame safety checking as the drainage covers are rusted. There are no covers in the drainage pits. Track line also is corroded and in dangerous condition. No Track maintenance in pit lines.
- d) In TBM railway station platform no. 8, the depot trains terminate and other pass through trains pass through there are no room & toilet facilities available for the staff performing platform duty. Also, there is no parking arrangement near that platform for the staff to park their vehicles.
- e) Electrical platform office is not yet arranged in the platform. Organizing platform duty is improper due to unavailability of platform office. Also, there is lot of misconception of failures in enroute trains between staffs and supervisor. Lack of communication is also a main reason, because when a failure attempt in process the mobile phone communication is hard. As there is lack of mobile signal at the very end of platforms: 8 & 9.
- f) In Electrical stores, there is no supervisor allotted yet in TBM depot. Technicians and helpers are taking care of the Stores. Because of this, there is lack of organizing the store materials.
- g) In Electrical department, there is no Clerk (OS) allotted yet. It is really hard for the staff to carry out their personal official procedures.
- h) Shortage of manpower at SSE/TL & AC/TBM affecting the performance of the depot – staff position to be reviewed as it does not include additional trains/AC coaches. Additional manpower to be sanctioned based on the calculation and latest yardstick of Railway Board. Existing vacancies to be filled up.

### Remarks by CPM:

- c). The drainage covers in pit line 1 & 2 are covered with precast RCC slabs and track maintenance is being done.
- d). Room and toilet facility for the staff performing platform duty in TBM Rly Stn will be proposed. Site is jointly identified by SSE/W/TBM and SMR/TBM near sky walk. Fencing and flooring to be done. TDC - 30.11.2021.

### Remarks by Sr.DEE/G:

- a),(b,)&(f) Man power requirement as per Railway Board yardstick is 102. However available is 39 so balance 63 are required. Sanction of 99 Posts awaiting for approval from GM.
- c) In pit line 1 & 2, it is extremely difficult to carry out under frame safety checking as the drainage covers are rusted. There are no covers in the drainage pits. Track line also is corroded and in dangerous condition. No Track maintenance in pit lines.  
Sr.DEN/South has been advised vide this office letter no. M/E.227//Others dt.11.10.2021 for providing concrete drainage covers inside as well as outside the pit. Lines and also for periodical maintenance of track line.
- e) Electrical platform office is not yet arranged in the plat form. Organizing platform duty is improper due to unavailability of platform office. Also, there is lot of misconception of failures in en-route trains between staffs and supervisor. Lack of communication is also a main reason, because when a failure attempt in process the mobile phone




**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

communication is hard. As there is lack of mobile signal at the very end of platforms: 8 & 9.

Sr.DEN/South has been advised vide this office letter no. M/E.227//Others dt.11.10.2021 for construction of two rooms of size 15 ft x 10 ft each for AC and TL in the CGL end near to mainline SM office and FOB of PF.

**Decision taken on 14.12.2021.**

A joint inspection will be held in January 2022.

**Minutes of the meeting held on 12.06.2025:**

a) & b) Sanction of new post is not possible. Redistribution from other cadres of electrical department will be examined by Sr. DEE/G and if possible, will be done. Meanwhile, staff will be posted to TBM unit, with change of category, which is under process.

c) Remarks will be decision

d) Remarks will be decision

e) Remarks will be decision

f) g) & h) A Sr. Technician has been posted for looking after the Stores. Remarks will be decision (CLOSED)

**SUBNO.24/2021Sr.DSC, Sr.DME**

**ISSUES PERTAINING TO TNPM WAGON DEPOT:**

(a) No wheel lathe is available in the depot. In the absence of wheel lathe the depot is constrained to send defective wheels to CW/PER for repair and return, which consumes more manpower and time on account of transport of the wheels to and from TNPM by road and also results in delay in release of ROH wagons for want of adequate good wheels. The problem can be solved if a wheel lathe is sanctioned to the depot.

(b) The EOT cranes 10t capacity (AVON) & (REVA) make provided in DPL & ROH shed have become obsolete and overaged and are unsafe for operation. Much difficulty is experienced while attending to sick wagons in the absence of the EOT cranes. Hence new EOT cranes of same capacity are required on replacement account.

(c) The lighting facility in yard is inadequate. With the wild growth of vegetation over the entire yard and sick line areas, staff are finding it difficult to carryout train examination and attention to freight and coaching stock during night. Adequate number of high mast lights should be provided and defective lights in the existing high masts should be made functional.

(d) The Cat Walk Lines (CWL 1 & 2) that were built decades ago and designed for 4 wheeler tank wagons had rusted in many places and the whole structure is dilapidated and is unfit for examination of BTPN wagons. The existing CWL1 & 2 needs to be demolished and a new one constructed as per CAMTECH design to enable the depot to undertake examination and certification of BTPN wagons from TNPM.

(e) All the sheds in sickline get flooded with rain water even during a slight rain due to heavy leakage from the roof as the roof sheets are broken at many places and the drains provided inside the sheds are either blocked or broken at many places and not attended for many years. The same require immediate attention.

(f) Due to inadequate posting of RPF staff theft of Railway assets takes place frequently in the Yard, DF & sickline areas by outsiders. Despite repeated advice to the IPF/TNPM, no action is taken to curb this menace and the safety and security of the staff working in the depot is in jeopardy as the thefts continue. Fail proof security measures to be initiated to stop this menace and instill confidence amongst the employees.

(g) An average of 2 NMG rakes and empty coaching special trains (which are additional and new activity) are being examined and certified at TNPM, for which no additional

## REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU

manpower is sanctioned. Manpower in proportionate to the additional work load is required to be sanctioned and posted to the depot.

### Remarks by Sr.DME:

- a). Proposal for surface wheel lathe for TNPM depot submitted in the previous years have not been sanctioned by Rly Bd. A fresh proposal has been submitted to Hqrs. under M&P programme 2022-23.
- b). The existing EOT cranes have not completed the codal lives. Since Workshops have stopped undertaking maintenance of EOT cranes, Division has processed for AMC of all 16 cranes in depots and tender has been opened. The tender will be finalized shortly and contract will be awarded for AMC of all cranes. Additionally 1 no. EOT crane of 10 ton capacity has been proposed in M&P proposal 2021-22.
- c). The lighting facility at DN 15, 16 and 17 is provided for examination of all the rakes. The deficient lights are also being attended by Elec. Dept. regularly. However, for NEL lines only high mast lights are available and except oil tank no other examination is carried out in NEL lines. The defective fittings in the high mast lights will be replaced.
- d). The present requirement of BTPN examination does not require catwalks as BTPN wagons are provided with ladder and inbuilt catwalks in the wagon top itself. However, if there is increase in requirement of BTPN examination, modification of the existing catwalk will be studied.
- e). Engineering department is advised to replace roof sheets wherever broken.
- f). Pertains to Security department.
- g). The existing sanction of manpower is sufficient for the workload. After closure of HOM depot, all the staff have been moved to TNPM to support the shortage in staff.

### Decision taken on 14.12.2021:

- a) Wheel Lathe will be provided at the earliest.
- b) AMC already awarded for Mechanical and Electrical maintenance of 16 EOT Cranes covering all sheds and depots.
- c) The deficiency in the lights have been identified and Sr.DEE has been apprised. Electrical Dept will make an estimate and obtain sanction for completing this.
- d) The cat walk line have been inspected and it is proposed to undertake repair of Cat walk line-1 based on the present demand of BTPN wagon including strengthening of girders.
- e) Repair of roof sheets will be carried out by BRI/VLK and attention to drainage will be carried out by SSE/Works/TVT by Jan'22 end.
- g) A separate meeting will be held on 11.01.2022.

### Remarks by Sr.DSC:

f). Necessary efforts have already been taken duly conducting Survey /preventive checks U/R. 41.2 of RPF Rules on various dates over TNPM circle as well as yard and DSL & DF Shed. It was observed that that many places in yard/DSL/TNP & DF Shed found the Railway materials in unclaimed position. In this regard, concerned dept. were addressed to secure the same. Being TNPM yard is biggest one, concerned depts. was requested to provide the illumination all over the yard/DSL-TNP/DF-SHED and removal of dry gross and bushes filled in the complete area.

Further, RPF personnel are deployed round the clock in the yard/DSL-TNP/DF Shed and SOs of TNPM conducting regular rounds all over the yard/DSL-TNP/DF Shed to prevent theft of railway materials also to curb the trespassers/outsideers in the yard.

## REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU

Security related issues were discussed with DME/DSL/TNP and requested to construct RPF Security Watch tower at 4 places of DSL/TNP and TNPM yard for better watching and prevention of theft railway materials.

During the year 2020, a total of 9 cases registered under RP(UP) Act and recovered railway properties valued Rs.1,12,036/- (1 case in crime No.4/2000 arrested two railway employees of DS/TNP) and recovered railway property. During this year also, 17 registered for the unlawful possession of railway property and 16 cases were detected/recovered property and 1 case vide Crime No.16/2021 is pending under detection. Two staff in plain cloth are also utilizing to close watch against theft of railway materials in the yard regularly.

A Committee was also formed to prevent theft from DSL/TNP and co-ordination meeting with SSE/Gen/DSL/TNP, SSE/Ele/TNP and 10 other depot incharges was conducted at DME Office /DSL/TNP on 29.10.19. During the meeting, various security measures were discussed to prevent unauthorized entries into the railway premises and following suggestion were given for better basic security arrangements.

- 1) Provide boundary wall, unfeasible at least temporarily provide 'barbed wire fencing' around the diesel shed area to prevent trespassers.
- 2) Restrict unauthorized entries by providing one main gate in the main road entry of Diesel shed by manning private security system.
- 3) Made awareness to trespassers by providing caution boards in main entrance of the Diesel Shed with displayed that 'PROHIBITED AREA TRESS PASSERS WILL BE PROSECUTED.'
- 4) To provide CCTV monitoring system to Store and shop side area and effectively monitor the antisocial movements.
- 5) Due to short fall of RPF man power, unable to depute sufficient staff in the yard. Further, concerned sister departments were addressed to evict the unauthorized encroachers from railway land please.

### Decision taken on 25.11.2021:

- (1) Vegetation should be removed at the earliest and broken walls should be repaired on priority.
- (2) All BOs concerned should ensure security clearance of all the outsourced staff from the local Police Station. Letter will be addressed to all BO'S duly marking a copy to SRMU.
- (3) RPF outpost at KOK is proposed to be upgraded to a full-fledged post with enhanced man power. Sr. DME to propose for CCTV at vulnerable areas in and around TNPM area within three months' time.

### Minutes of the meeting held on 12.06.2025:

- a) Discussed and closed.
- b) PO has already been issued for procurement of new EOT crane. For maintaining the old EOT crane essential spare parts will be kept at the site.
- c) Every month, Joint Inspection of all the major yards to be done by the Supervisors of Mechanical, Electrical and Operating. Vegetation clearance, using Chemical spray will be done on a regular basis.
- d) Remarks will be decision.
- e) Remarks will be decision.
- f) Intensive patrolling will be done by RPF and CCTV cameras will be provided based on a joint survey by Mechanical, RPF and S&T.
- g) Indents have been placed with RRB for recruitment of 247 Technicians/Assistants in Mechanical Department and vacancies will be filled at the earliest. Discussed and closed.

## REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU

### SUB NO. 25/2021

#### TNC RELATED ISSUES:

Due to unfulfilled vacancies and casualties, the state of TNCs working in major depots is very pathetic. As a result, TNCs are unable to work as per the DPO roster allocated for them.

The strength of TNC cadre is already at its minimal count and if the situation persists in the wake of the upcoming 3rd wave of COVID 19 it would cause a severe impact and the work of the TNCs may be stalled.

The Operating department mainly depends on FOIS/ICMS/COIS/MIS reports. Since there is no proper training, nearly 50% of the TNCs do not know the advanced digital operation techniques.

#### Other main issues.

Promotions of CTNC & Sr. TNC are pending for want of APAR for several days.

Ergonomically designed furniture (for working on computers) for TNCs at JTJ.

At control office MMC 10th floor temporary locker facility may be provided to keep personal belongings.

No proper computer tables for TNCs at Control Office (YRC, Dy assistant, LTM clerk, telephone clerks).

In many of the stations Station Masters are forced to perform Commercial activities such as issuing tickets. This affects their core activity of train passing duties endangering safe running of trains. Hence Commercial Clerks may be posted wherever required.

#### Remarks by Sr.DCM:

The Commercial Clerks are posted to the stations as per the Yard Stick and on need base. As per the yard stick, a Commercial Clerk has to issue 1000 tickets per staff per shift. Wherever the work load of issuing of tickets are less and may not meet the need to post Commercial Clerks exclusively to man the counter, the concerned station masters (SM/SS) are manning the Commercial duties. During their basic training the operating staffs have been given commercial training also. 11 stations are outsourced and the same is being manned by the Station Ticket Booking Agency for issue of Passenger Tickets. The issue raised by the union has already been considered and the revised pin pointing has been done by keeping the above facts.

#### Remarks by Sr.DPO:

Cadre Position of Train Clerks:

Category	SAN	ACT	VAC	Remarks
CTNC	100	62	38	File sent for Posting orders for 27 employees
Sr.TNC	17	27	-10	Promotion will be initiated
TNC	12	25	-13	
Total	129	114	15	

#### Remarks by Sr.DOM:

- Pertains to Sr.DPO/MAS.
- Necessary training will be imparted to TNCs who are in need of




**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

Knowledge in advanced digital operation techniques.

Other main issues:

**Remarks by Sr.DOM:**

- Promotion procedure is under process.
- The proposal for procurement of Furniture for use in the Section CTRE to JTJ was mooted twice, and sent for concurrence, but was returned by Sr.DFM/MAS, due to non availability of funds and due to impose of ban by Railway Board. However the proposal has been once again (Third time) made ready and is under process.
- The requirement to provide temporary locker facility at 10<sup>th</sup> floor MMC will be looked into.
- The request for providing of Tables for TNC at Control Office is under process.
- Sr.DCM/MAS has been advised vide this office Lr. no.सं.No.M/T.154/SRMU/DRM/PNM/2021 दि. Dt. 11.10.2021,

**Decision taken:26.11.2021:**

Sr. DOM:Promotion orders will be issued for TNCs in a week's time.All the TNCs will be given adequate training.

**Decision taken on 14.12.2021:**

Sr.DOM will complete the promotion to TNCs by this week.

**Decision taken on 17.12.2021:**

LR CCs and disbursing the station CCs and CCs of Sr.DCM's office will be utilised wherever outsourcing of Stations fails without affecting the station staff.

(SUBJECT CLOSED)

**Minutes of the meeting held on 12.06.2025:**

- (a) Vacancies will be filled by issuing notification for selection. Discussed and closed.
- (b) Training will be given to all the TNCs in FOIS/COIS.
- (c) Remarks will be decision.
- (d) Remarks will be decision.
- (e) & (f) Remarks will be decision.
- (g) At present, 17 stations are manned by STBAs. All these locations were earlier manned by SMs and one additional counter. The feasibility of providing CCTC in place of STBAs will be examined, keeping in view all the requirements including Ticket Checking. (Ref. GM/PNM Sub.No.18/85/2023). Further, CCTC pinpointing has already been shared with SRMU. Remarks can be given by SRMU.

**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

**SUB NO. 26/2021**

**ISSUES PERTAINING TO AJJ AREA**

**a) Operating:**

- i) SMs who are working overtime due to casualty are deprived of OTA. The casualty of SMs over KBT-AJJ-PUDI is 21. Pointsman vacancies 20.
- ii) CR which should be availed within 1 month could not be availed by most SMs due to casualty.
- iii) The offside bunk for Pointsman at AJJ and other stations in the section should be provided alongwith facilities such as light, seat, fan and washroom with water.

**Remarks by Sr.DOM:**

- i) 85 Pro SMs have completed their training, out of which 75 are being posted in MAS Division. However the other aspects may be discussed in meeting.
- ii) 85 Pro SMs have completed their training, out of which 75 are being posted in MAS Division. On posting of SMs, the problem of CR will be addressed.
- iii) CPM/MAS and Sr.DEE/G/MAS has been advised vide this office Lr. no.सं.No.M/T.154/SRMU/DRM/PNM/2021 दि. Dt.11.10.2021.

**Decision taken on 14.12.2021:**

- (a) (iii) Wherever it is feasible this offside bunk of points man with basic facilities will be provided.

**b) Commercial:**

- i) At ECRC /AJJ announcement the sanction is 5 but the actual is only 3 forcing the staff to work 3 shifts round the clock without LR/RG.
- ii) The provision of safety locker at the TE's office for the safekeeping of EFTs and other registers.
- iii) As per the orders of COM/Sr.DOM the Guards of AJJ are working T. No. 06351/06352 NCJ-CSTM Special from Dec 2020 and T. No. 56869/56870 PDY-TPTY is proposed to be converted as an Express train worked by AJJ crew. Hence it would be appropriate to have a Guards depot at AJJ.

**Remarks by Sr.DCM:**

(b)(i)As per the revised pin pointing the sanctioned strength of ECRC/AJJ for announcement duties are 4.The actual staff working are 3, One post is vacant. The post will be filled in due course. The LR/RG has already been included in the sanctioned strength of staff or announcement duties at AJJ. At present LR/RG have been arranged from BO/AJJ.

(b)(ii)NewAlmirahisbeinghandedovertote/O/AJJforsafetylocker.Indentwillbeplacedandoreceiptofthesamewillbehandedovertote/O/AJJ.

**c) Mechanical:**

- i) Railnet connectivity at MLPM and yard is a must for certifying and issuing BPC to ROM rakes.
- ii) There is no Pathway between 7,8&9 stabling lines at AJJ yard hindering the examination of departmental trains like BOBYN, rail panels etc. A pathway needs to be provided to enable the Mechanical and Operating staff to attend the rakes.
- iii) A covered shed is required at the AJJ sick line to place 4 wagons. An auto phone should also be provided.
- iv) Street lights to be provided from EWS quarters end to the sickline through the road approach.
- v) The office of the SSE/C&W/AJJ is and dilapidated and leaks badly during the rains causing water logging. Repairs need to be carried out immediately.

## REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU

vi) Separate rooms for the staff and the Supervisors at MLPM to be constructed and with and provided with auto phone/internet facility. The port cabin provided is insufficient as the staff strength has increased at MLPM. A new departmental staff room is needed.

### Remarks by Sr.DME:

- I. Sr. DSTE/Co-ordination is advised to provide Railnet facility.
- II. Engg. Dept. will be advised to provide pathways between 7,8 and 9 lines at AJJ yard for examination of BT rakes.
- III. An umbrella work is sanctioned at a cost of ₹ 4.5 crore for a new sick line shed for BCACBM maintenance. (P.B.No.936 of 21-22)
- IV. Pertains to Electrical department

### Decision taken on 14.12.2021:

(c)(iii) The areas will be identified not only at AJJ also at other major yards and will be done in a phase wise manner . A joint inspection of AJJ yard and Melpakkam Yard will be conducted within a month by ADEE/AJJ and representatives of SRMU.

(a)(i)SRMU demands that the SMs and Points men deployed in non core areas be restored to their original place of working.

ADRM/I - The Issue will be taken up with DRM.

(c)(v) Sr.DME will join the joint inspection.

### d) Signal:

The east hut of AJJ served as the staff room for the staff as it was very convenient to attend to failures. After the East and inter yard were clubbed the staff of the East find it difficult to attend to failures from the Inter yard. The staff rest room at the East has also been converted into an equipment room. Though there was a proposal to allot the old booking office at MAS end of PF no. 1 to the East staff, it has not been handed over till date. The rest room should be provided with a toilet, fans, lights and water in addition to an auto phone.

23 vacancies of the East yard and 7 vacancies of the West should be filled up to enable attention to failures.

### Remarks by Sr.DSTE:

Requested Engineering Department to provide Staff Room at East yard. Auto phone will be provided once Room is ready.

Technician vacancies are being filled. RRC indents are placed for Helper/Assistant S&T vacancies. RRC papers are yet to receive.

### e) Engineering:

i) The only avenue for promotion of the non-ArtizanKhalasis is that of Artizan Helper in GP 1900/-. However it is surprising that during the last 4 years no selection has been conducted depriving them of their promotions from GP 1800/- to GP 1900/-. Surrender of the Artizan posts will further deprive them of promotions. The possibilities of promoting the above category should be explored.

### Remarks by CPM:

i)The avenue of promotion for Non- Artisan Khalasis are ArtizanKhalasisand Tech III of Artisans by LDCE/ Promotive Quota. Now Personal branch are instructed to conduct LDCE for Technicians like Blacksmith, Welders etc. Also,non-artisan khalasis are eligible Jr.Clerk in LDCE. Nearby 16 Nos of Non -Artisan Khalasis are promoted as Jr.Clerk in last two selections (4 years).

**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

ii) Selection of Track Maintainers to 2800 – DENs irrelevant to the section to be nominated.

**Remarks by Sr.DPO:**

Volunteers from Non-artisan Khalasi in Level-1 of VII PC are to be called for Assistant Artisan Level 1 of VII CPC. 32 employees were promoted from Assistant in Level 1 of VII CPC to Technician III in Level 2 in the year 2021. Promotion Avenue will not be affected in any way as the surrenders are made from the lowermost category only.

**Decision taken on 25.11.2021:**

- (i) A list will be provided by SRMU in a week's time and the same will be processed by Sr. DOM.
- (ii) Hereafter availing of CR will be taken care of.
- (iii) Arrangements will be made to ensure facilities.

**Decision taken on 26.11.2021:**

- c) One Joint inspection will be carried out by SSE/Tele/AJJ and SSE/C&W and based on the joint report, action will be taken.
- d) Contract is on hand and a room will be provided.

**Decision taken on 14.12.2021**

- e) Selection Calendar for the year 2022 will be issued by Sr.DPO by 15.01.2022
- With regard to promotion of non-artisan Khalasi, the same will be given by 31.12.2021.
- (e) (ii) Agreed and closed.

**Decision taken on 17.12.2021:**

- (b)(i) The LR/RG has already been included in the sanctioned strength of staff for announcement duties at AJJ.
- (b)(ii) Indents will be placed for all locations all over Chennai Division.

**Minutes of the meeting held on 12.06.2025:**

1. Operating:
  - a) Discussed and closed.
  - b) Provision will be made for applying CR for Level 7 (staff who are working in non – supervisory category) in HRMS, as per Railway Board's guidelines. Meanwhile manual register will be maintained and to be claimed within a month.
  - c) A survey will be done by Sectional TI for provision of off-side Bunk throughout the division. Directions will be issued by Sr. DOM based on the report off side bunks will be proposed on line with Mechanical Rolling in and Rolling out hut.
2. Commercial
  - a) Remarks will be decision (**CLOSED**).
  - b) New almirah with locker will be provided.
  - c) Remarks will be decision (**CLOSED**).
3. Mechanical
  - a) Internet through Data Card will be supplied in place of Railnet. Discussed and closed.
  - b) Will be provided during AJJ yard modification. Discussed and closed.
  - c) Auto Phone will be provided within a week by Sr. DSTE.
  - d) Already installed. A review will be done.
  - e) Room for SSE/C&W at AJJ will be proposed by Sr. DME.
  - f) Suitable place will be identified for provision of staff room at MLPM yard.

**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU**

4. Signal

a) Remarks will be decision

5. Engineering

Remarks will be decision (**CLOSED**).**SUB NO. 27/2021****GENERAL**

- Vacancies of Chief Controllers to be filled in from among the eligible Section Controllers and the posts of Controllers to be filled up duly calling for volunteers instead of utilizing SMs as there is an acute shortfall in the SM's cadre.
- Filling of Group-D & SM Vacancies.  
SMs, Points men and Train Clerks working in non-core areas should be recalled as there is a severe shortfall in the field.

**Remarks by Sr.DPO:****Cadre Position of Chief Controller:**

Category	SAN	ACT	VAC	Remarks
Chief controller	48	27	21	Promotion proposal sent to Branch Officer.
Controller	5	22	-17	
<b>Total</b>	<b>53</b>	<b>49</b>	<b>4</b>	

**Remarks by Sr.DOM:**

Out of 05 vacancies 04 vacancies will be filled once the employees attending repeat course at MDZTI/TPJ completes the course.  
The matter will be looked into.

**Decision taken on 25.11.2021**

- Promotion of Chief Controllers will be completed within 10 days.
- When the vacancy position improves, SS will be posted in PER, MBM, GDY, SP & MN stations.

**Decision taken on 14.12.2021**

- Selection for filling up of SM through LDCE will be initiated.

**Minutes of the meeting held on 12.06.2025:**

- Promotions already granted to the cadre of Chief Controllers. Discussed and closed.
- SM pin pointing will be done and if possible SS will be posted at MBM, GDY, SP and MN.

REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU

SUBNO.28/2021

REPATRIATION OF TRACK MAINTAINERS

As per GM's orders, Track Maintainers working in offices/residences should be put back to field duties. However, many continue to work in offices and some of them are paid risk & hardship allowance while some are not. A uniform policy should be followed for all or they should be relieved to work in the field.

Remarks by CPM:

No Track Maintainers are working in residences. The Track Maintainers working in office are not paid with risk and Hardship allowance. If any will found it will be streamlined.

Decision Taken on.14.12.2021

This issue will be put up to DRM for decision.

Minutes of the meeting held on 12.06.2025:

Remarks will be decision



**REVIEW SUBJECTS OF DIVISIONAL PNM WITH SRMU****SUB NO. 29/2021****MINISTERIAL**

- (a) Medically decategorised personnel in ministerial posts should be distributed evenly among all the departments.
- (b) Personnel branch staff should be posted in all field units.
- (c) Irrational distribution of staff posted in General Branch.

**Remarks by Sr.DPO:**

Medically de-categorized staff are alternatively absorbed in ministerial cadre in all department based on the existing vacancy position.

**Decision taken on 14.12.2021:**

As regards posting of PB staff and S&WIs in field, the matter will be examined in detail and discuss with DRM.

**DRM'S decision:**

Duties of Inspectors belong to different departments are not one and the same. Duties of Staff & Welfare Inspectors are required to visit stations/units and also conducting enquiries for CGA, family pension inclusive of eligible family members in Passes, School verification and settling grievances of pensioners. A calendar of WI visiting field units is under issue. The same will be displayed on the field units – Name of WI, Mobile Number, Days of visit and complaint register duly marking a copy to SRMU. With respect (b) & (c), position will be reviewed.

**Minutes of the meeting held on 12.06.2025:**

Remarks will be decision

**SUB NO. 30/2021****RESTROOM FOR LADIES OVER CHENNAI DIVISION:**

With the large-scale induction of lady employees in all the departments in recent times, it is noticed that many depots and stations are without separate restrooms for the lady staff. Action may be initiated to provide the same.

**Remarks by CPM:**

Already women rest room is available at 14 stations. Further work is sanctioned for construction of women gang rest room at 20 more locations (copy enclosed Work is progressing slowly due to insufficient funds under PH-64(DF).

**Decision taken on 14.12.2021:**

HQ will be requested to sanction adequate funds under PH 64 for providing the said facility. Sub-committee will be constituted for inspection of old and unused buildings will be done at major areas AJJ, JTJ, TNPM, TBM, SPE, MS, MAS, AVD, BBQ and CGL, MRTS and one for Division Office involving SRMU representation.

**Minutes of the meeting held on 12.06.2025:**

Places where the Staff Rooms are not provided separately for women staff will be given by SRMU. Action will be taken for provision of the same.

**MINUTES OF THE MEETING HELD WITH THE REPRESENTATIVES OF THE LOCO  
RUNNING STAFF OF SRMU ON 21.03.2025 AT 12.00 HRS AT DR.AMBEDKHAR  
MEETING ROOM/MAS.**

**Members Present** : (S/Shri/Smt.)

**Administration** :

B.VISWANATH EERYA	DRM/MAS.
ANKUR CHAUHAN	ADRM/II/MAS
N. PUNNIYAKOTI	ACMS/MAS
AKHIL S. ANAND	SR. DEE/OP./MAS
R. SATHIYANARAYANA HARI	SR. DOM/MAS
M. SENTHIL KUMAR	SR. DPO/MAS
ALOK KUMAR MAURYA	SR. DME/COORD./MAS.
A.R.SURENDRAN	SR.DEE/G/MAS
DR.M.KRISHNA MUTHU RAJAN	DPO/MAS
JAMSHEER	DEN/CENTRAL/MAS
S. SANGEETHA	APO/ELEC./MAS

**Union** :

PAUL MAXWELL JOHNSON	DS/SRMU.
P. GANESAN	LP/Mail/CC/MAS DS/LRS/SRMU
R. YUVARAJ	JE/TNPM DP/SRMU
T.SANDEEP	Sr.ALP/MAS DP/LRS/SRMU
E.S. BALASUNDAR	Sr.MM/JTJ BS/LRS/SRMU/JTJ
SK.IMRAN	LP/G/TVT BP/LRS/DSL/MAS@TVT
M.KAMARAJ	Sr.MM/MMC BS/LRS/BG/SRMU/MAS
N.BALASUBRAMANIAN	Sr.MM/TBM BS/LRS/SRMU/TBM
T.SARAVANAN	Sr.MM/AJJ BP/LRS/SRMU/JTJ@AJJ
T.P.RAGHURAMAN	LP/MAIL/MS BP/LRS/SRMU/TBM@MS
K.C.VIJAYARAVI	LP/Shg /I BP/LRS/SRMU/DSL/MAS
R.MURALIDHARAN	Sr.MM/CC DT/LRS/SRMU
V.AJITHA	Sr.ALP/MS ADS/LRS/SR
B. RATHNAGI	SR.MM/MMC ADS/LRS/SRMU

At the outset, Sr. DPO welcomed the gathering and mentioned that the grievances of the Loco Running Staff are given high priority. As per the directions of DRM, this meeting would be conducted in a conducive manner and decisions would be arrived at aiming at the benefit of the running staff. Then Sr. DPO requested DS/SRMU to express his views.

*Pm*

*[Signature]*

:2:

DS/SRMU in his address appreciated and thanked ADRM and DRM for taking an initiative to conduct this meeting. He also expressed that the decisions taken in the PNM meetings are not being implemented properly. He has highlighted on the following:

- Running rooms of the Loco Running staff are far below standards and all out efforts by the administration is the need of the hour to improve the condition of all the Running Rooms.
- Filling up of the 25% of the vacancies of Running staff and creation of additional posts for Running staff to be done.

DS concluded his speech with the hope that the grievances of the Running staff are addressed in this meeting.

Then the following agenda items have been discussed one by one :

#### **GOODS**

1. Way side huts at AB, PUT & CJ to be closed. This matter already highlighted by Union.

**Reply : The wayside hut at AB will be closed. The closing of the Way side hut with respect to PUT and CJ will be reviewed and an action will be taken at the earliest.**

2. The 12 hrs roster to be modified as 8 hrs.

**Reply : More GDCE papers will be requested. If the vacancy position improves, the same will be considered.**

3. Goods crew to be relieved within 9 hrs and JPO on elimination of longer hours crew to be strictly followed for safe running of trains.

**Reply: As far as possible, the same will be adhered to.**

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:3:

4. Avoid bypassing HQ for Goods crew. Utilization of TBM Goods crew with bypassing HQ more than 2 times to be stopped.
5. The pattern of working for GOODS CREW at MAS division to be followed.
6. The crew working away from HQ should be monitored from 36 hrs and should bring back the crew to HQ within 48 HRS as per RBE 37/2010

**Reply :** After training of Pro-ALPs from GDCE the LP Goods posts will be filled up. The new ALPs are expected to join by 31<sup>st</sup> of May. Further Goods promotions will be carried out and out of HQ will be reduced. Regarding TBM crew bypassing HQ, review will be done.

7. Quality food to be provided in round the clock in all running rooms

**Reply :** Air fryer, Microwave oven will be provided. Also eatables like bread, butter, Jam, Sauce and Parathas will be made available in all the major running rooms so that parcels can be carried.

8. TXR point to be provided in AIPP and trains running with invalid BPC to be avoided to ensure safety.

**Reply:** Joint inspection of Jr. Scale Officers is planned to study the feasibility.

9. Avoid unsafe 14+2/7+1 duty call practice and ensure proper rest for running staff.

**Reply:** At present with the existing the guidelines serving of call time is included in the rest hours. Hence, the case may be represented at appropriate level.

10. Night rest for running staff from 22.00 hrs to 06.00 hrs needs to be ensured.

**Reply:** As of now night rest availing crew are being called after 06.00 hrs. In all night rest cases, call will be served only after six hours.

..4/-

:4:

11. Cancellation/put back of TO while sign on to be avoided and TO to be booked through FOIS

**Reply: As far as possible put back of TO will be avoided.**

12. Utilization of DSL crew without ensuring LRS is endangering to safety.

**Reply:Necessary LRs will be ensured. NMG/WJRTrain will be run by AC traction crew.**

### **VACANCIES:**

1. As on date 25% of vacancy reported in MAS division in running cadre. The GDCE intake to be increased by considering the vacancies as well as the IDT/IRT applications.

**Reply: There is an action plan to fill up the vacancies by addressing a letter to HQ for more GDCE papers and the same will be implemented as early as possible. A copy of the letter to HQ will be marked to SRMU.**

### **RUNNING ROOM:**

1. The food quality to be monitored in all running rooms and food to be provided round the clock.

**Reply : All out efforts will be taken to provide quality food at all the running rooms and in the present contract bread and jam is being provided after kitchen hours. In the new contract provision for round the clock cook will be provided in major running rooms.**

2. Lady staff to be appointed in all running rooms during night time to serve duty call and safe accommodation to be ensured in running rooms for lady running staff. Union highlighted the matter already.

**Reply : Already advised to provide one lady staff as call serving person in MAS Division running rooms. Regarding TPJ Division, advised to Sr. DEE/Op./TPJ.**

...5/-

:5:

3. Transportation facility from crew lobby to running room and back to be arranged in BZA & RU.

**Reply:** DRM/BZA& DRM/GTL will be approached for necessary assistance on this subject. Copy of the same will be marked to SRMU.

4. Even though crew raised many complaints related to unsatisfactory accommodation facilities of RU & TPJ, no satisfactory steps taken yet.

**Reply:** One CLI has been nominated for one week for getting the feedback of RU running room issues. ADRM/I has inspected the RR/RU along with Sr. DEE/Op./MAS. Necessary instructions are communicated for improvement. TPJ running room issue has been discussed with Sr.DEE/Op./TPJ.A new additional building with 24 beds is getting ready by April 2025 and the accommodation issue will be resolved.

#### **MAIL/EXPRESS**

The crew for TOD/special trains to be relieved at BTTR to avoid running time more than 9 hours

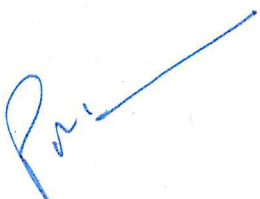
**Reply :** To avoid running time, more than 9 hrs. of TOD/Special trains will be further discussed with BZA division and decided to give relief at BTTR.

#### **MOTORMAN**

1. The food providing to MMs is highly unsatisfactory and no satisfactory steps taken yet even though issue raised by SRMU and complaints raised by employees. Hygienic and quality food with enough quantity to be provided.

**Reply :** All efforts will be taken to supply hygienic and quality food to the Motormen, as discussed in the case of the LPs/ALPs. Quality lunch boxes will be purchased and packed food will be supplied at suburban running rooms. Sources will be identified to provide sufficient food at the running rooms. Manning of GPD, SPE & TRL round the clock and arrangement of cook round the clock will be explored in upcoming contract in major running rooms. It is assured that the issue will be solved in a month time.

.....6/-



:6:

2. EMU link to be eased and calendar rest to be ensured for safe running of trains.

**Reply:** Once position improves, the possibility of providing calendar rest will be explored.

### **LP/SHUNTER**

1. The number of vacancies in shunting cadre is alarming. LPS 2 panel to be published and vacancies to be filled

**Reply :** The panel for LPS 2 will be published in 15 days time.

2. Unsafe working practices at TS/BBQ is endanger to safety. Even though the Union highlighted the matter, no further steps have taken and Union urges to ensure safe shunting operations.

**Reply:** Possibility of providing additional loco stabling lines will be explored. Proper lighting, pathway, fouling mark, dead end, stop board will be provided.

3. LPS.1 promotion to be fulfilled

**Reply:** This will be completed in 15 days.

### **PME**

1. PME for JTJ crew to be done at JTJ itself.

**Reply :** A request will be raised to CMS/MAS to arrange for a doctor at JTJ for conducting PME at JTJ. For X-ray, Blood test, the possibility of referring to labs/Hospitals locally by the concerned HU will be explored.

2. Pay fixation for medically de categorized staff to be done.

**Reply:** The matter will be referred to HQ for clarification to give the equal pay level as per IREM-1307. Copy of the letter will be given to SRMU.

...7/-

:7:

**SUMMER PRECAUTIONS**

ORS Tetra pack to be provide for crew, AC to be provide in all Locos and working of AC to be ensured in Sheds.

**Reply : ORS will be provided to all the running staff as per the requirement.**

**Out of Agenda:**

- The running staff would be permitted to wear uniforms in the form of T shirts instead of shirts only during the summer season, as demanded by SRMU.
- DS/SRMU/LRS highlighted the difficulties faced by the office staff of Sr. DEE/Op./MAS and Loco Running Staff due to the shifting of Sr. DEE/Op. office to the building above the HU/NGO and requested to bring back to DRM's office main building. DRM assured to bring back the Sr. DEE/Op./MAS to the DRM main building itself and appreciated the entire Loco Running Cadre and termed them as real warriors of Railways.
- Power plan to be reviewed and additional shunter required at TBM and DRM agreed to review the Power Plan and staff will be provided accordingly.
- The Commercial Supervisor room next to the present crew lobby dining room at PF no.6 of MAS will be allotted to crew lobby, in exchange of the present Chief Loco Inspector room at PF No.1.

Sr. DEE/Op. thanked DRM, ADRM, all the other Officers and the representatives of SRMU for the meaningful and fruitful discussion in the meeting.

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by S SANGEETHA  
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DIVISIONAL PNM WITH SRMU

**MINUTES OF THE MEETING HELD WITH THE REPRESENTATIVES OF SRMU ON  
12/13.06.2025 AT DR.AMBEDKHAR MEETING ROOM/MAS.**

Officers Present (S/Shri/Smt.)	SRMU representatives present (S/Shri/Smt)
B.VISHWANATH EERYA, DRM/MAS	PAUL MAXWELL JOHNSON, DS/MAS & AGS
T.P. SINGH, ADRM/II/MAS	P.GANESAN, DIVL.SECRETARY/LRS
ANKUR CHAUHAN, ADRM/I/MAS	R.YUVARAJ, DIVL.PRESIDENT/MAS
THIRU ARUL JOTHI, CMS/MAS	D.YUVARAJ, AGS
RAMA PRASAD RAO, Sr. DEN/Coord/MAS	T.SANDEEP, DIVIL.PRESIDENT/LRS
AKHIL S. ANAND, Sr. DEE/OP	R MURALIDHARAN, DIVL.TREASURER/LRS
M. SENTHIL KUMAR, Sr. DPO/I/MAS	ABDUL HAFEEZ.G, DIVIL.VICEPRESIDENT
P MURUALI KRISHNA, Sr.DSTE-I/MAS	S.TAMILSELVAN, DIVL.TREASURER
R SATHIYA NARAYANA HARI, Sr.DOM/MAS	M.DILEEPKUMAR, ASST.DIVL.SECRETARY/LRS
M.BHARATH KUMAR, Sr.DCM/MAS	D.MANOHARAN, ASST.DIVL.SECRETARY
ALOK KUMAR MAURIYA, Sr.DME/Co-ord/MAS	S.ALBERT, ASST.DIVL.SECRETARY
M.PRABHAKARAN, Sr.DEE/TRD/MAS	E.S.BALASUNDAR, ADS/LRS & BS/LRS/JTJ
A.R.SURENDARAN, Sr.DEE/G/MAS	KAMARAJ.M, BR.SECY/LRS/BG/MAS
P.JAMSHEER, Sr.DEN/Metro/MAS	BALASUBRAMANIAN .N, BR.SECY/EMU/TBM
LAVANYA, B Sr. DPO/II/MAS	K.C .VIJAYARAVI, BR.SECY/TNP/DSL/LRS/MAS
K..SRIRANGANAYAKI, APO/Admn/MAS	A.VISWANATHAN, BR.ASST.SECY/LRS/BG/MAS
S..SANGEETHA, APO/Elec/MAS	T.P.RAGHURAMAN, BR.PRES/EMU/TBM
	T.SARAVANAN, BR.PRES/LRS/JTJ
	SHAIKIMRAN, BR.PRES/TNP/DSL/LRS/MAS
	D.KAMESH, BR.SECY/CGL/TMV
	K.RAMESHKUMAR, BR.PRES/RPM/OL
	V.AJITHA, ASST.DIVL.SECRETARY/LRS



**MINUTES OF THE PNM MEETING HELD ON 12/13.06.2025 WITH THE REPRESENTATIVES OF SRMU.**

**Welcome address by Sr. DPO.**

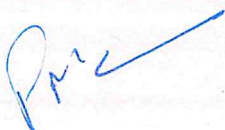
At the outset, Sr. DPO welcomed the gathering and also thanked SRMU for bringing the employees' grievances to the administration across the table. All the subjects have been circulated to all the Branch Officers and remarks have been obtained. Sr. DPO was hopeful of a productive and a fruitful discussion.

**DS/SRMU:**

Respected DRM, ADRMs/ I & II, Branch officers & PB supporting staff, on behalf of Southern Railway Mazdoor Union I extend my greetings to you all.

It gives me great pleasure indeed to be in your midst today for yet another PNM meeting. Eventhough we meet almost all the officers individually to sort out issues of smaller nature, the PNM meeting is conducted on a totally different level towards the betterment of employees and effective functioning of this Division. I would like to request ADRM/II to kindly ensure that all the officers are present throughout the meeting.

- It is very sad to note that despite knowing the value of PNM meetings, some officers fail to maintain the sanctity of the PNM. They think that their duty ends with attending the meeting and giving some commitments. This is not so. They should ensure that the decisions taken during the meeting are implemented and the issues are sorted out once and for all. There is no meaning in taking decisions during the meeting without implementing them only for the same issues to be raised again and again during each PNM. ADRM sir, I request you to please take a serious view of such issues and take necessary steps to review the same periodically.
- Similarly FNM meetings which deals with issues related to the payment of salary and other financial matters of staff are seldom conducted in Chennai Division though this Union has already given three reminders to the Administration for the same. Atleast hereafter it should be ensured that the FNM meetings are conducted regularly.
- Some officers, especially those who have been recently recruited, forget the fact that they are themselves Railway employees and are required to work together with the non-gazetted staff for the betterment of the Railways. Instead, they act like they own the Railways and pressurize the staff to do



their bidding which may not always be correct. Ultimately when things go awry, it is the non-gazetted staff who have only followed the orders of their higher officer, who are taken up. The officer is let off scot free though it is the officers who are provided with all facilities such as vehicles, assistants etc who go on inspections, surprise checks etc and direct the staff to carry out the work in a particular manner. For example in the case of a median having been built between tracks at St. Thomas Mount which later led to the death of several passengers, the officer who ordered the wall built was let off and the Supervisors & staff who worked in harsh conditions without proper facilities are being taken up. Who will take up with the officers for their failures? I can quote another incident here, the one which took place recently in MSB. When Railway Board directives do not recommend manual packing of rails. However in actual practice, this is being done without a BLOCK posing a risk to the lives of the employees. When something goes wrong as in the incident at MSB, the employee is targeted and issued with chargesheet.

- Officers should realize that it is the non-gazetted staff who are directly involved in carrying out the work and should give them due respect. The Railways can be run without an officer as has been proved many a time, but not without the employees. This was witnessed by this Railway when we could manage without a General Manager for nearly 9 months and an AGM for more than 6 months.
- At a time when the openline depots struggle to achieve targets with the dwindling staff strength, officers misutilise staff from the openline to work in administrative offices. This practice should be done away with.
- The Personnel and Accounts departments which have to look after the welfare of the employees, often end up delaying files which results in the staff losing out on benefits. For example files pertaining to promotions, MACP, fixation, arrears and restoration of benefits after punishments are kept pending for such a long time at the Personnel department that at times several employees on the verge of retirement have had to forego their benefits for no fault of theirs.
- The arbitrary decision to implement a roster violates provisions of HOER with a single purpose of denying OTA to working class employees (AC staff) categorized as Continuous.
- Applicants belonging to TVC Division filed OA 951 of 2017 praying for an order for payment of OT beyond 96 hours of duty extending benefits of CAT Madras Bench decision in OA 1158 of 2012, order dated 12/04/2013.

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- The Madras Bench of the Tribunal held that the applicants are entitled for OTA beyond the restored duty hours fixed in accordance to Rule 8 (3)(b), 48 hours weekly and 96 hours biweekly for the continuous category as per Railway Servants (Hours of Work and Period of Rest) Rules 2005. As such the Railway Administration have to adopt a uniform method to grant OTA for all the Divisions without restricting it to a particular Division which is violative of HOER Rules, 2005 and further directed to pay OTA to the applicants for extra duty hours exceeding 96 hours for two weeks instead of giving CR for extra hours of duty.
- OA 951 of 2017 was allowed by the CAT Ernakulam bench on 30/01/2019 on the same line of the order in OA 1158 of 2012.
- Railway challenged the order by filing OP CAT 2096 of 2019 and the case is dismissed by a Division Bench of High Court of Kerala on 04/03/2025 holding that in view of the order of the Central Administrative Tribunal, Madras Bench which was confirmed by the High /court of Madras and the Supreme Court the OP CATs are no longer res integra and hence dismissed.
- The decision on OA 1158/2012 was challenged before the Madras High Court and the Supreme Court and both courts dismissed the challenges and therefore, the Railway Administration is left with no option other than to implement the order of the CAT Ernakulam Bench.
- In fact, making the employees to approach the Tribunal and further challenging a decision that is based on an earlier decision confirmed by the Madras High Court and Supreme Court is not only wastage of time and money but a mockery on the justice system. Responsibility must be fixed on those who are instrumental to such bad decision as no consequences for those who make bad decisions without the backing of law would see wastage of public exchequer and impose unnecessary suffering on the employees. The above cases are the best example of poor manpower management.
- Therefore the AC employees who perform accompanying duty away from the parent division may be allowed to claim Stabling OTA.
- I was shocked to see that designations are wrongly mentioned in ID cards – in the Electrical department it is given as Helper instead of Assistant. The cards have to be reissued. It is suggested that similar to the method followed for UMID card, where employees are issued “ Smart Digital Medical Cards” through UMID Card Portal, Identity Cards should be issued after verification by the dealing clerk and approval by competent authority through the proposed identification card portal.




- Even during the previous PNM I had spoken about the fact that prompt replies to Union letters were not being given and stressed on the need to implement the decision taken to reply to all Union letters within 30 days. Implementation of Headquarters' letter on involving/consulting the Union before taking any decisions on policy matters, change in working pattern and introduction of new assets etc has also been repeatedly put forth. Rejection of genuine applications for appointment on Compassionate Grounds in the past has also been discussed time & again with DRM and DRM in turn has agreed to review the rejected cases based on the merits of the case.
- Shortage of security staff is cited as the reason for RPF personnel not being available when frontline staff like Commercial Clerks/ECRCs/Ticket Checking staff are harassed and assaulted by defaulters, anti-social elements and hooligans. It is however seen that when there is even an inkling of a doubt that there is a protest/agitation by staff more than a dozen RPF turn up at once to provide security to the officer concerned. But when the staff stage agitations, it is surprising to note that RPF personnel rush to cordon off when there was absolutely no need for the same since the Union had no intentions of attacking anybody. How is it that there is no shortage of RPF in these occasions? Are the lives of the non-gazetted staff so cheap that the RPF turns a blind eye when they are in trouble?
- It is seen that staff especially those belonging to the Commercial department are issued with chargesheets without any substantiative evidence, taken up under DAR and imposed with severe penalties without considering the facts, at times major chargesheets. In the haste to punish the staff no verification of facts seems to be done and the charges are baseless. When the Vigilance cases/chargesheets against the staff increase, they are transferred, all for no fault of theirs. I strongly condemn this sort of vindictive attitude when there is a GM/PNM decision on this.

It is my earnest wish that DRM will take measures to relieve the suffering of the Commercial staff working in Parcel offices. It is seen that staff working in Parcel offices are often taken up for underweighment of parcels which occur due to improper infrastructural facilities provided to them and shortage of manpower especially Group 'D' staff. Instead of taking steps to improve the infrastructure and provide manpower, the Commercial department remains a mute spectator when Vigilance cases are foisted on the staff. The staff who are thus victimized end up being punished severely (at times withholding increments for upto 3 years) for no

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fault of theirs and when the number of cases against them increases they are transferred on IDT. At times it is noticed that after issue of chargesheets, a preliminary enquiry is conducted and the proceedings are then shelved for more than a year for lack of proper evidence against the employee.

The parcels booked at PO counters are being handled by the agents for loading where the exchange of parcel is easily done by them. No PHC has been awarded and even though PHC is available only the agents load the parcel.


However, the Booking clerks are served with charge sheets regularly and they are being punished by withholding their increments and reduction of pay in all cases. Even after issuing the penalty advice the employees are being transferred to Non HRA area which is giving them huge loss in the salary and they are not able to get their promotions on time. Recently an employee of the Parcel office was transferred to Tiruvalangad for one such case. A total number of 19 charge sheets have been issued at OPO/MAS for the past one year for which the employees are nowhere related.

SRMU had taken up the issue in the GM/PNM with SRMU vide Sub no. 1/2012, 19(f)/2018 and 4(c)/84/2021. This Union suggested that a hologram type barcode could be pasted on the parcels to avoid misuse. It was assured during the meeting that the suggestions would be examined. However, till date, no action seems to have been initiated in this regard. In recent times too the undersigned has had several discussions on the above issue. This affects not only the employee's morale but also his prospects of promotion and financial benefits. This practice should be done away with. I have already apprised our DRM and SDGM regarding this issue.

One more issue that I would like to highlight here is the work being done under ABSS. It is seen that the administration in its zeal to beautify the stations forgets that the needs of the employees have also to be taken care of while relocating them. The employees working in these stations are given alternate accommodation which far from meets their basic needs – there are either no restrooms or they are located far away from the offices, the offices themselves do not have proper ventilation and the staff are put to undue suffering especially in these summer months. The Booking office at MPK can be cited as an example.

Again, in the name of ABSS, trains which originate from MS have been shifted to TBM but without the provision of the requisite manpower power or infrastructure.

There is a very big problem plaguing the Medical department of Chennai Division – there are not enough doctors in the Health Units. It is observed that the juniormost doctors are posted to areas like JTJ, SPE & CGL causing much inconvenience to the employees as these ADMOs are not in a position to take any major decisions or



conduct PME. They direct the staff to other Health Units which are located far away for further investigation or even for PME.

It is seen that senior doctors from the Health Unit at NGO which caters to more than 9000 employees are being deputed to work at AJJ for three days a week. This will adversely affect the functioning of HU/NGO which is already short-staffed. The posting of doctors in Chennai Division needs to be rationalized immediately.

It has been reported time and again that the Running rooms in Chennai Division, be it for the Drivers, Train Managers are not up to the required level. There have been complaints regarding the food especially and SRMU has broached the matter at different levels but it is seen that there has been little or no change. Also Ticket checking Rest rooms at other locations are not up to the level.

And now let us come to our own NGO building. SRMU has been repeatedly urging the administration for more than a decade regarding the provision of air-conditioning to offices located in the building to ease the suffering of the office staff working in the sweltering heat, more so since the modification of offices. It may be recalled that the subject was raised in the PNM meetings too but though it has been a couple of years since an assurance was given that the entire building would be provided with air-conditioning, action towards actually providing AC is very slow. Let's hope that air-conditioning is provided atleast before the next summer with adequate space for restrooms for the men and women employees.

Another matter which requires immediate attention is the dearth of computers for the Personnel Branch staff which hinders efficient working. All the staff of the Personnel Branch should be provided with individual computers so that they can continue to work without any unnecessary delay.

SRMU has been diligently paying rent, water and electrical charges for all the Union offices in the division but sadly when it comes to maintenance the administration is slow to react.

I do not want to take up more time as we need to discuss the issues at hand within such a short time. I now request ADRM sir to kindly take over the proceedings.

**DRM:**

DRM welcomed the gathering and also thanked SRMU for their cooperation and responsibility in bringing the grievances of the staff to the administration. The goal of the administration and the SRMU is one, which is the safety aspect and if there are any rectifications to be done from the administration side, the administration is always ready to



do it. DRM assured that issues such as giving promotions, MACPS, filling up of vacancies, considering Compassionate Ground Appointments, conduct of PNM meetings regularly, improvements to the Division building etc., will be attended to top priority as per extant rules. DRM once again thanked GS, DS and other representatives of SRMU for their cooperation with the administration in the day to day working and in resolving the issues, if any.

### **DS/SRMU Closing speech**

Various issues have been discussed in-depth during the course of this meeting and certain issues have given rise to heated arguments too but all in a very healthy manner. There has been no ill-will from our side and I hope that the officers too would have taken it in the right spirit; the main aim of this meeting has been to sort out the differences between the administration and the employee. Our Union is only interested in ensuring that the employee gets his due and does not aim just at targeting the work towards complementing each other. We are all part of one big family.

I would like to take this opportunity to enlighten those of you who are unaware of how the Union elections came into being. In the year 2002, the Railway Board with the intention of recognizing DREU and DRKS in addition to the existing SRMU & SRES, issued instructions to the zonal railways accordingly. It was SRMU which went to court contesting this decision and asking for Secret Ballot Elections to be held. Though the Madras High Court's verdict was in our favour, the administration challenged the decision at the Supreme Court level and we won the case. Subsequently elections were held in 2007 & 2013. In 2019 when elections were once again due, the Railway Board did not conduct elections and it was only after SRMU file a contempt petition before the Madras High Court that the 2024 elections were held. As you are all well aware, SRMU won all the three consecutive elections. It also needs to be mentioned that SRMU is the only Union with PREM and a Federation. Hence it would not be wrong to state that the rights of the employees to choose their own Union were upheld only due to the efforts taken by GS/SRMU & President/AIRF, Dr. N. Kanniah and President/SRMU Shri. C. A. Raja Sridhar.

The last time that the present GS/SRMU, President/AIRF & Member/JCM representing over 40 million employees took part in the Divisional PNM was in 1998 when he was the Divisional Secretary. Now he suddenly paid a surprise visit during this PNM only because I have time and again briefed him about our DRM and the other Branch Officers – that they are very cordial with SRMU and also take care of the welfare of the employees-



and he wanted to see it for himself. His presence here is a great honour for us. Shows what a simple man he is.


This is the first PNM that our DRM Shri. Eerya Vishwanath is attending after taking over charge of Chennai Division. Though there have been occasions where we disagreed, when it comes to taking care of the welfare of the employees I have always observed him extend his fullest support to us. Whenever I approached him, he has always set aside time to discuss issues with me even at short notice despite his busy schedule. He takes note of the sentiments of the employees.

Implementation of Headquarters' letter on involving/consulting the Union before taking any decisions on policy matters, change in working pattern and introduction of new assets etc has also been repeatedly put forth but sadly it is observed that the administration continues to take decisions without consulting the Union.

I have raised a few important issues with ADRM during the course of this meeting which I have also requested him to apprise DRM and I hope that very soon we will be seeing positive results in this connection.

I was shocked to see that designations are wrongly mentioned in ID cards – in the Electrical department it is given as Helper instead of Assistant. The cards have to be reissued. It is suggested that similar to the method followed for UMID card, where employees are issued " Smart Digital Medical Cards" through UMID Card Portal, Identity Cards should be issued after verification by the dealing clerk and approval by competent authority through the proposed identification card portal.

Appointment on Compassionate Grounds is generally offered to a family member of the deceased for the purpose of helping the family tide over the crisis faced due to the loss of the bread winner. Normally any application is rejected only if the genuineness of the relationship with the deceased is doubtful or the education/birth certificates are found to be bogus. In recent times however it is found that applications for appointment on compassionate grounds are rejected just because the family happens to own a house or the spouse of the deceased is employed. Just owning a house alone will not meet the family's needs as they may have many other commitments apart from that. The house loan itself may not be paid in full, medical expenses will have to be met, educational loans will have to be repaid etc. So, rejecting the application for reasons such as owning a house is inhuman and does not speak well of the administration. I'm glad that our DRM understands the pain of



the families is considerate and has been reviewing the rejected cases. SRMU has never been in favour of promoting fraudulent cases and is only insisting that justice be rendered to the genuine ones.

It is also seen that some officers especially those who are not directly connected with field work insist on going by the rules in vogue and are more interested in dishing out penalties to the staff without understanding the practical difficulties that the workers in the field have to face. It is my earnest wish that these officers should visit the field units and see for themselves the practical difficulties experienced by the employees before they insist on sticking to the rules.

It is also seen that in certain cases when a charged employee submits his appeal to the AA he is expected to present additional facts and the same happens when he submits a revision petition. An employee in his attempt to save himself will only try to present all the facts unless he has forgotten and there is only a very remote chance of this happening.

I request our DRM to kindly arrange to convene separate Special meetings for the Loco Running Staff and the Medical department so as to finalize the issues which could not be covered in these 2 days of PNM.

Regarding the few officers who do not see eye to eye with the Union in extending welfare measures, I hope that after this meeting they will co-operate with us in the interest of the employees so that ultimately the employees are benefitted.

All said and done I would like to thank each and every one who worked to make this meeting a success – the officers, the welfare inspectors, the staff of the PNM section and all the other staff of the relevant departments who worked behind the scenes for the successful conduct of this meeting. I also thank DRM for having arranged for conducting the PNM meeting in this hall, this is the very first time ever that a Divisional PNM is being held here. Thank you one and all.



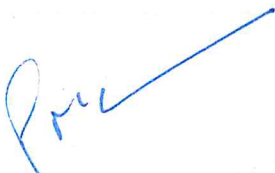
**Vote of thanks by Shri. Ganesan, DS/LRS/SRMU.**

He thanked the administration for the conduct of the PNM where most of the subjects have been discussed and decisions taken in general and with specific reference to the running staff. SRMU being a matured union, will always cooperate with the administration in its endeavours. He also insisted on implementation of the decisions taken during the PNM meetings and an action report shall be communicated to the Union. He expressed his gratitude to all the departments of the division on their role in the successful conduct of the PNM.

**Vote of thanks by Sr. DPO.**

Sr. DPO expressed his happiness in conduct of this PNM in a smooth manner and being able to complete almost all the subjects. He thanked DRM and ADRMs for their able and efficient guidance. He also thanked the Branch Officers for their cooperation in replying to various subjects given by SRMU. He thanked the SRMU is being with the administration in resolving the issues.

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Divisional PNM with SRMU

<b>Subject No: 01/2025:Rail Kalyana Mandapams for Chennai Division in lieu of MS &amp; PER</b>	<b>Sr.DEN/Metro</b>
The Rail Kalyana Mandapam at PER has been demolished to facilitate Metro rail work and the one at MS presently houses the Health Unit leaving Chennai Division without any halls for solemnizing weddings or conducting functions at a nominal rate. There is an immediate need for the construction of Kalyana Mandapams in lieu of the above.	
<b>Initial Remarks:</b> Not Received	
<b>Decision taken on 12/13.06.2025:</b>	
As discussed in Sub No.13/2021, the possibility of leasing out the Kalyana Mandapam within city limits will be explored, including ICF. Meanwhile, action will be taken for expediting the vacation of Egmore Kalyana Mandapam before June 2026 and Boomi Pooja for Kalyana Mandapam at PER will be done.	
A joint inspection at the level of APO, ADEN, ADEE, ADFM and ADSTE, along with SRMU will be done for revamping the Community Halls at AJJ, CGL, TBM, JTJ, KPD, SPE & ANNR, before August 2025.	



Divisional PNM with SRMU

<b>Subject No: 02/2025:Accommodation for Union offices</b>	<b>Sr.DEN/Co-ord Sr.DPO</b>
<p>Allotment of Union offices for LRS/TNP, MAS/ Yard, TBM/LRS, AJJ/OL, TMV/CGL, JTJ/LRS, MS/OL and the Microwave Branch were sought since the accommodation provided to some of the Branches were surrendered for administrative reasons with the assurance that alternate accommodation would be provided. No action has been initiated in this regard till date.</p>	
<p>The office allotted to the SO Branch is in a very dilapidated condition – the roof leaks badly resulting in water stagnation inside the room. The bushes around the building prove to be a breeding ground for poisonous insects and reptiles which find their way into the Union office. The unused P.Way building nearby which is vacant to be allotted for the use of SO Branch.</p>	
<p><b>Initial Remarks:</b> Not Received</p>	
<p><b>Decision taken on 12/13.06.2025:</b></p> <p>ADEN and CDO/BBQ along SRMU union representatives will identify a suitable alternative location and for other branches respective ADENs will identify the location for this purpose as per the extant Railway Board rules. At TBM coaching depot, the notification for the room (TBM HQ Branch) identified by CDO/TBM may be issued by the Personnel Branch, as per extant rules.</p>	



**Divisional PNM with SRMU**

<b>Subject No: 03/2025:Issues of departments concerned</b>	<b>Sr.DOM Sr.DCM Sr.DPO Sr.DME/Frt Sr.DEE/OP</b>
<p>a) Sanction of leave in the Operating &amp; Commercial departments Obtaining sanction of leave is often delayed and only sanctioned at the last minute resulting in the plans being upset. Leave applications may be submitted well in advance by the employees and sanction of leave communicated within 10 days of submission of the application. Exceptions can be made in exigencies such as death, illness etc.</p> <p>b) Amrit Bharat Station Scheme Booking and other offices at all ABSS stations have been provided with temporary accommodation with corrugated galvalume sheets which are not suitable for the hot and humid weather conditions in Chennai.</p> <p>c) Cleaning at stations SMs &amp; CNCs are overburdened with the additional workload on account of station cleaning activities being handed over to them. The EnHM department should take over complete charge of the activity so that the SMs &amp; CNCs are not distracted from their primary duties.</p> <p>d) Conversion of EI classification for LC gates &amp; stations as "Continuous" The LC gates (Optg &amp; Engg) &amp; stations throughout Chennai Division with EI classification need to be converted as "Continuous".</p> <p>e) Periodical Transfer of SM Every year the periodical transfer order has been issued in the month of March/April to enable the employees to get school admission for their children. But recently, CBSE/KV schools have commenced admission in their schools in the month of February itself. Hence there is a need to issue the periodical transfer orders for SM, every year in the month of January itself.</p> <p>f) Provision of OHE in shunting neck at PTMS At present, the shunting activities from Road 2 to Road 1 are very difficult due to non provision of OHE over point 51. To ease out this difficulty, the above said area may be provided with OHE.</p> <p>g) Provision of OHE in shunting neck at PTMS Currently, only 250-meter length of shunting neck is available without OHE at PTMS and VDO/SWR also specifies the same. But total available of shunting neck is 640 meters and the shunting activities have been performed only with Diesel loco. Due to this the shunting activities are done through FCI siding which affects the EMU train services. Hence the shunting neck may be provided with OHE duly increasing the length of the shunting neck from 250 meters to 500 meters and the VDO/SWR may be revised accordingly.</p> <p>h) Victimization of Points man whenever unusual occurrence takes place in shunting operation As per the extent instructions, for safe shunting, the shunting operations have to be supervised either by SM or TXR or by Shunting Masters. In many places, the pointsmen are forced to perform the shunting operation without any supervision. But whenever derailments take place, the pointsmen are suspended from service, immediately, without inquiry. Further, they are taken under DAR. In addition to DAR, they are transferred to other farthest end station/yard</p>	

## Divisional PNM with SRMU

which creates mental agony to the entire pointsmen cadre. Hence, this union urges to provide supervision for each shunting operation as per GR/SR/SWR, to ensure safety and to maintain the morale of pointsmen cadre.

i) Misuse of official powers and ill treatment of employees in front of the public  
Of late, the supervisors threaten and harass the employees to undergo BA test in front of the public, which damages the image of only the individuals but also the Railways. The supervisors also fail to follow the procedures to be followed for the Ambush check of BA test. Hence, this union urges to take necessary steps to stop this type of humiliation on employees.

**Initial Remarks:** Not Received

**Decision taken of 12/13.06.2025:**

- (a) System of Leave through HRMS is already streamlined. For grant of SCL on Sports and Union account, the letter will be issued by Sr.DPO. Individuals can submit the online application in HRMS to leave sanctioning/relieving authority. **(CLOSED)**
- (b) Such temporary arrangement is available only at Park station and the same will be replaced with regular Booking office by August 2025. Apart from this, new furniture for both Operating & Commercial staff has been initiated for the whole division and will be supplied within three months. As per the RB guidelines, Operating department will propose for provision of AC in SMs' rooms considering the feasibility.
- (c) All stations (except A1, A, B and NGT stations) which are presently being cleaned through Station Imprest, SM or CNC will be handled through comprehensive cleaning contract within three months by the Commercial Department. However, the SMs CNCs and other users have to supervise and certify that the work is done satisfactorily. In case the cleaning contract fails, the activity will be taken care through special imprest by SM.
- (d) Job analysis (in association with SRMU) will be done for all the sections where continuous roster is not implemented and if justified action will be taken. Wherever Job Analysis is already completed the final proposal will be implemented with the approval of the competent authority. TDC 31.07.2025.
- (e) The list of staff, who have completed tenure in sensitive posts will be issued in the month of December every year and place of posting will be decided before January end. The list of SMs who are due for rotational transfer in 2025 will be put up to Sr. DOM for further advice.
- (f) Noted and feasibility will be explored. Discussed and closed.
- (g) Noted and feasibility will be explored. Discussed and closed.
- (h) Selection process for Shunting Master/II to be expedited and completed before October 2025.
- (i) Discussed and Closed.



Divisional PNM with SRMU

<b>Subject No: 04/2025:Supply of Raincoats &amp; safety shoes to open line staff</b>	<b>Sr.DEN/Co-ord Sr.DMM</b>
Though DRM agreed to the supply of branded Safety shoes and raincoats to the eligible employees, no action has been taken in this regard.	
<b>Initial Remarks:</b> Not Received	
<b>Decision taken on 12/13.06.2025:</b>	
As discussed in Sub No.16/2021, Only brands like Bata, Liberty and Allen Cooper shoes will be provided. For rain coats, Duck back brand will be provided, including Loco Running staff as per the eligibility. The balance stock will be reviewed if available and will be distributed as per the eligibility for each employee. For caps, the supplier for 2024 will be contacted for future supplies.	




## Divisional PNM with SRMU

<b>Subject No: 05/2025:Grievances of Loco Running Staff</b>	<b>Sr.DEE/OP</b>
<p>Ensure safe train working and to keep morale of the Running staff. At present the Loco Running Staff are working with unsatisfactory mind which affects the safety and efficiency of Train working due to the following factors.</p> <ul style="list-style-type: none"><li>a) Large number of vacancies in the Loco Running cadre and increased workload.</li><li>b) No action to ensure 9 hours rule implementation.</li><li>c) Non-implementation of RBE:37/2010 which ensures that the crew should return to the home station within 48 hours i.e 2 days.</li><li>d) Booking of crew in 12 hours duty roster.</li><li>e) Denial of Calendar Day rest/PR during the required time &amp; denial of leave at the needy hour.</li><li>f) Supply of food for Motormen at VLCY, GPD, SPE, TRL, AJJ, CJ, CGL &amp; TMLP is not of good quality/quantity. No caretaker is available to ensure the supply of food. RRCA is also not being claimed.</li><li>g) Poor condition of Running Rooms and improper food supply (RU, VM, TPJ)</li><li>h) Non-implementation of IREM-1307 for the medically decategorized Running staff while given alternate post.</li><li>i) Non-implementation of decisions taken in GM/PNM &amp; DRM/PNM meetings with SRMU.</li><li>j) Long beat working upto BZA without relief at BTTR and non-provision of transport facility from crew lobby to RR and back at BZA.</li><li>k) Unsafe working/shunting at trip shed BBQ, MAS, EMU train working at MAS &amp; TBM and TNPM.</li><li>l) Introduction of new crew change at AB, PUT &amp; CJ and forcing the Goods crew in a room which does not have facilities on par with the recommended RB norms.</li><li>m) Increased sick list and medial de-categorization in Loco Running Staff.</li><li>n) Frequent trespass in Railway track in other than permitted areas.</li><li>o) Frequent abuse and threat from public towards Motormen.</li><li>p) Complaints/remarks logged in CMS being closed without taking proper measures.</li><li>q) Unsafe and insecure condition at workplace/Running room for female Running staff.</li><li>r) Relocation of signals for better visibility not being done even though accidents have already taken place in areas like 2A at PAB and 71 at TVT stations.</li><li>s) Some particular Running staff are utilized in Control office (Divn/HQ) years together without actually working trains.</li><li>t) Utilization of HHP locos &amp; joystick like throttle in shunting operations.</li><li>u) Non-provision of shelter for crew at TVT &amp; VM for crew change and proper pathway.</li><li>v) Forcing the Running staff to go on sick leave when going for PME and undue delay in decision taking.</li><li>w) Non-provision of C&amp;W staff at AIPS and forcing the crew to work the train with GLP check.</li><li>x) Introduction of LED lights in H/L. More sound pollution in Loco/EMU cab, non-working of wipers in EMU etc.</li><li>y) Harassment of Running staff for the malfunction of BA machine and spurious readings while undergoing the BA test.</li><li>z) Improper/insufficient crew counseling/monitoring due to non-filling up of CLI, CCC/CTLC/CPRC posts as per the sanction and poor infrastructure for CLI.</li></ul>	
<b>Initial Remarks:</b> Not Received	
<b>Decision taken on 12/13.06.25:</b> <ul style="list-style-type: none"><li>a) to z) Decision taken during special meeting with DRM on 21.03.2025 will be implemented (copy attached). For left over subjects, a special meeting with DRM will be conducted in Oct'25 and decision taken will be connected.</li><li>r) For Signal No.71 at TVT, it is already planned and will be done by 15.07.2025. For 2A at PAB feasibility will be explored.</li></ul>	

**Divisional PNM with SRMU**

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<b>Subject No: 06/2025:Issues of departments concerned</b>	<b>Sr.DEN/Co-ord</b>
a) Accommodation for gangs at THL & SVF Engineering gangs at THL & SVF are not provided with proper restrooms – the one at THL is congested and there is no restroom at SVF.	
b) Two-wheeler parking at Mundakanniamman Koil There is no designated two-wheeler parking at Mundakanniamman Koil forcing staff to park vehicles in a haphazard manner without proper security.	
<b>Initial Remarks:</b> Not Received	
<b>Decision taken 12/13.06.25:</b>	
a) Gang rest rooms are planned for whole region and the progress is being monitored in GM's monthly meeting. More than 75% of the work is already completed. As regards improvement of existing gang rooms, the respective ADENs will inspect the gang rooms & LC gate lodge and arrange for the repairs. Priority will be given for the construction of new gang rooms as per type plan (TO) where there is no gang room at present.	
b) Working staff at this station is minimal hence available parking is sufficient. As regards the employees who are not working at this station and are using contract parking, they are eligible for 50% concession. They can avail the concession on production of their ID cards.	



**Divisional PNM with SRMU**

<b>Subject No: 07/2025:Request Transfer of Staff</b>	<b>Sr.DPO</b>
<p>a) IRT/IDT - Difficulties in processing and publication of transfers. The registration of applications for inter-railway and inter-divisional transfers is now only through online mode. Even those who have submitted registrations manually are required to register online. This has resulted in several of the manual applications being missed during registration by the administration and the employee is at times not aware of the same. It is only when the employee checks on the status of the application that he is in for a rude shock as he is told that his name does not figure in the list.</p>	
<p>b) Revised Transfer policy for ALP categories. Headquarters has issued revised guidelines for the transfer (IRT/IDT) of the ALP category reducing the period of service for eligibility to register for transfer. The ratio for filling up of vacancies of Running staff has also been revised from 75:25 to 35:65 whereby 35% of the vacancies would be filled through DRQ and 65% through IDT/IRT. Hence the applications submitted may be registered and forwarded.</p>	
<p><b>Initial Remarks:</b> Not Received</p>	
<p><b>Decision taken on 12/13.06.25:</b></p> <p>a) Online registration is implemented from 2024. No such grievance is pending as on date. However, if specific cases are available may be submitted to the Personnel Branch. Discussed and closed.</p> <p>b) The transfer policy for ALP category as decided by HQ is followed. However with respect to relieving of ALPs for IRT and IDT, a comprehensive review will be done in a separate meeting based on GDCE papers and RRB papers and relieving of ALPs in the phased manner will be decided in consultation with SRMU.</p>	



**Divisional PNM with SRMU**

<b>Subject No: 08/2025:Issues of Commercial Department</b>	<b>Sr.DPO Sr.DCM Sr.DEE/G</b>
<p>a) Delay in conducting selection for the post of CC/TC, TNC, SM etc The selection – the only avenue for promotion was cancelled twice after the issue of notification.A policy should be evolved for utilizing CC/TC in Ticket checking and Booking office and the selection should be conducted periodically and a selection calendar is to be issued.</p> <p>b) Grievances of Commercial Clerks of Chennai Division. I.12 hours Roster is being followed at TMV, MLMR, GYM, NYP, SPE, CJ. 8 hours rosters to be implemented. II.Chairs and furniture's to be provided to all BO's &amp;PO's. III.Tickets issued vide thermal printers are getting erased in the case of season tickets and normal tickets. Epson printers should be provided to all BO's. IV.European style restroom to be provided in all BO's &amp;PO's of Chennai Division. Separate restroom for women employees to be provided. V.At MAS/MS PO &amp; LO, only digital payment mode is accepted for booking of parcels. Whereas other Divisions accept both Digital and Cash payments. Due to this, all customers and booking agents quarrel at the time of booking and no action is taken by the administration even after giving a control message.</p> <p>c) Provision of AT supply in Booking Office/SM Office at PTMS &amp; E Depot, Pattravakkam and PF SM/TRL. Frequent failures of power supply at these stations due to EB problem.The staff are facing difficulties without light and fan to carry out their day-to-day activities. Hence it is demanded that AT supply may be provided at those stations specified above.</p>	
<b>Initial Remarks:</b> Not Received	
<b>Decision taken on 12/13/06/2025:</b>	
<p>a) Notification has already been issued and selection will be conducted as per RB guidelines. Discussed and closed.</p> <p>b) (i)Joint Job Analysis will be done for Booking Office at six stations and a decision will be taken. (ii)Procurement is already initiated and will be supplied. Discussed and closed. (iii)The issue will be referred to HQ. (iv)A survey will be conducted by SRMU regarding the requirement of Indian or Western style of toilets. The Rest room for common Booking office is planned in redevelopment of MSB under ABSS. A separate ladies Wash room for staff will be planned outside the Booking Office. (v)Procedure of refund of failed payment will be prominently displayed at all the transactional locations.</p> <p>(c) The same will be examined and provided.</p>	

Divisional PNM with SRMU

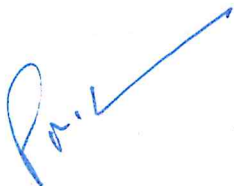
<b>Subject No: 09/2025:Merger of Driver pools in Chennai Division</b>	<b>Sr.DEE/Co-ord Sr.DPO</b>
Promotions are affected due to separate seniority being maintained for the Drivers of the General and Engineering pools. Both the pools should be merged so as to improve the promotional prospects.	
<b>Initial Remarks:</b> Agreed. Will be discussed during the meeting.	
<b>Decision taken on 12/13.06.2025:</b>	
Agreed and will be implemented before 31.07.2025. Seniority will be fixed as per IREM provisions. <b>(CLOSED)</b>	

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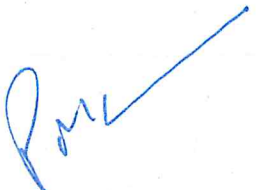
Divisional PNM with SRMU

<b>Subject No: 10/2025: Norms for upgradation/appeal on adverse remarks in APAR</b>	<b>All BOs Sr.DPO</b>
<p>Staff who receive adverse remarks in their APAR undergo a traumatic experience when they proffer an appeal for upgradation as their entire career is at stake. It is observed that very often it is the employees who are dedicated workers who are at the receiving end and their promotions and MACP gets delayed. Supervisors should be advised not to adversely grade sincere workers.</p>	
<p><b>Initial Remarks:</b> Will be discussed during the meeting</p>	
<p><b>Decision taken on 12/13.06.2025:</b> Awareness Camp will be conducted by S&amp;WIs, sensitizing the field level employees for timely filling up of APARs in HRMS and appeal provision available in case of any adverse remarks. Further, PBC 95/2023 will be circulated to all the officials, who are involved in APAR grading. A copy will be endorsed to SRMU. <b>(CLOSED)</b></p>	



Divisional PNM with SRMU

<b>Subject No: 11/2025:Question Bank for examinations &amp; in regional languages</b>	<b>All BOs Sr.DPO</b>
Though it was decided in the GM/PNM with SRMU in 2018 (Sub no. 21E/2015) that a Question Bank relevant to each cadre would be created for distribution to staff before any departmental examination and this has also been mandated by Railway Board which further states that questions for the exam should be randomly taken from the Question bank, till date no such Question Bank has been created or distributed.The Question Bank may be created and distributed immediately or uploaded on net.	
<b>Initial Remarks:</b> Will be discussed during the meeting	
<b>Decision taken on 12/13.06.2025:</b>  Matter will be referred to HQ to include Telugu, Tamil, Hindi and English. The BOs will be providing the Question bank for all the posts for which selections are being conducted.	



Divisional PNM with SRMU

<b>Subject No: 12/2025:Sanction of Special Casual Leave/Relief</b>	<b>All BOs Sr.DPO</b>
<p>Sanction of Special Casual Leave/Relief is being delayed especially to Sportsmen depriving them of participating in the sports events. The subject figured in the DRM/PNM with SRMU (Sub no. 02/2019(e)) where it was decided that SCL would not be delayed/denied. However Sportspersons continue to face hardship in this regard and after having put in years of hard work, the stress of having to wait for sanction of SCL takes its toll on the individual and affects performance. The Branch officers who are responsible for this delay should be suitably counseled</p>	
<p><b>Initial Remarks:</b> Will be discussed during the meeting</p>	
<p><b>Decision taken on 12/13.06.2025:</b></p> <p>System of Leave through HRMS is already streamlined. For grant of SCL on Sports and Union account, the letter will be issued by Sr.DPO. Individuals can submit the online application in HRMS to leave sanctioning/relieving authority. <b>(CLOSED)</b></p>	



**Divisional PNM with SRMU**

<b>Subject No: 13/2025: Selection to the post of OS/LDCE</b>	<b>Sr.DPO</b>
<p>LDCE is the only avenue through which graduates among the Ministerial staff can hope for promotion as Office Superintendent, taking them to Level 6 with huge financial gain. Almost all ministerial staff are now graduates irrespective of whether they are Jr. Clerks or Sr. Clerks. The last such selection was held nearly a decade ago and as such should be conducted immediately, if possible, converting the same to PRQ.</p>	
<p>Selection to the post of Jr. Clerk through LDCE has not been conducted for more than 2 years though there are several vacancies on account of higher-grade promotions. Early conduct of the selection will help Group 'D' employees to get their promotions.</p>	
<p>Similarly, though there is a provision for conducting selection through LDCE for the post of Sr. Clerk from among Jr. Clerks who are graduates, this has not been conducted in Chennai Division for more than three decades.</p>	
<p><b>Initial Remarks:</b> Will be discussed during the meeting</p>	
<p><b>Decision taken on 12/13.06.2025:</b></p>	
<p>Selection will be initiated. Pasting of a copy of the selection notification in the notice board in the field will be done for all the selections.</p>	



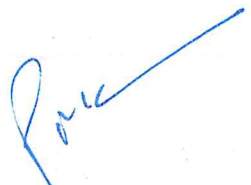
Divisional PNM with SRMU

<b>Subject No: 14/2025:Delay in pay fixation</b>	<b>Sr.DPO Sr.DFM</b>
<p>a) Whenever staffs get promotions, the administration takes more than 6 months to publish Pay Fixation after issuing Office Order. During the lapse of the period (between O/O to Memorandum of Pay Fixation) arrears for OTA &amp; NDA refused by administration.</p> <p>b) After getting a promotion from L- 5 to L- 6, the level has not been updated in the pay bill. Even after taking higher responsibility in L-6. After issuing a memorandum for pay fixation, the administration claims the increased TA. Pay difference for the TA is refused or becoming delayed after submitting representation for this issue.</p> <p>c) Manpower should be provided as per the sanction whenever vacancies are filled up. It is strongly emphasized that the vacancies should be filled up first in manpower sanctioned depots.</p>	
<b>Initial Remarks:</b> Will be discussed during the meeting	
<b>Decision taken on 12/13.06.2025:</b>  a) & b) In order to avoid delay in pay fixation regular payment item meeting will be conducted between Personnel and Accounts with SRMU representatives on monthly basis. c) With respect to promotion a selection calendar will be made and followed.	



**Divisional PNM with SRMU**

<b>Subject No: 15/2025:Issued pertaining to Staff Quarters</b>	<b>Sr.DEE/G Sr.DSC</b>
<p>a) Recovery of Electricity charges for Quarters Electricity charges of Rs. 11/- per unit is deducted from residents of Railway quarters – this is more than the domestic rate and even Commercial rates levied by the State. Board letter.</p>	
<p>b) Security for Staff Colonies Colony Committee meetings were conducted on 17.06.2021 and 25.09.2021 and it was decided that action would be taken to resolve the grievances but till date no action has been initiated regarding strengthening security by providing CCTV and Security cameras, posting RPF personnel in booths, improving lighting, provision of boards in all the streets cautioning outsiders against trespassing, and cattle guards to prevent entry of cattle. It was also assured that a letter would be addressed to the Corporation for action against the stray dog, pigs and cattle menace. Cleaning of bushes and removal of debris has also not been done.</p>	
<p><b>Initial Remarks:</b> <b><u>Sr.DSC</u></b></p> <ol style="list-style-type: none"><li>1. It may be noted that, there is no separate sanction for RPF for deployment in railway colony.</li><li>2. Proposal for deployment of private security guards in railway colonies has been initiated and the said proposal is at the advance stage of sanction. In the 1<sup>st</sup> phase Mathews colony, Sault Quarters with the strength 3 staff (1 staff each in 3 shifts) and Pananthope colony, Perambur 9 staff (3 staff in each shift) is proposed.</li><li>3. However, Jurisdictional RPF post commanders have been instructed to keep watch over railway quarters area and to take necessary action by conducting frequent drivers/checks against the anti-social activities in co-ordination with local police /sister departments and to ensure safety and security of staff residing in railway quarters.</li></ol>	
<p><b>Decision taken on 12/13.06.2025:</b></p> <ol style="list-style-type: none"><li>a) The LT tariff given by TANGEDCO in the year 2024 is being followed for calculating Electrical Energy charges for residential purpose, including the state government free units.</li><li>b) All the damaged quarters shall be demolished on priority. Entry and Exit points will be restricted. Action of RPF in coordinating with the local police will be reviewed after three months if there is no improvement and further modalities will be framed.</li></ol>	



Divisional PNM with SRMU

<b>Subject No: 16/2025:Filling up of vacancies in Electrical Dept</b>	<b>Sr.DEE/G Sr.DPO</b>
<p>a)Filling up of vacancies Several new AC trains including Vande Bharat have been introduced but vacancies are filled and the employees undergo severe hardship due to shortage of manpower to attend to AC failures both in coaches and in offices especially in view of the fact that air-conditioners are being installed for Assistant officers and other places like Running Rooms etc. More number of papers received through RRC should be allotted to the Electrical department and DSL/TNP employees from Trip Shed should be withdrawn.</p>	
<p>b) Filling up of vacancies of AC Helpers Filling up of vacancies of AC Helpers by calling for volunteers from other departments was demanded by SRMU and agreed to but is yet to be processed.</p>	
<p><b>Initial Remarks:</b> Will be discussed during the meeting</p>	
<p><b>Decision taken on 12/13.06.2025:</b></p> <p>a) A holistic review will be done of the requirement of staff for the maintenance of Vandhe Bharath, which is presently being done by the staff of DSL loco shed/TNP. The JPO regarding manning of trip shed by ELS/RPM shed will also be revisited based on that, the matter will be decided.</p> <p>b) Sanction of new post is not possible. Redistribution from other cadres of electrical department will be examined by Sr. DEE/G and if possible, will be done. Meanwhile, staff will be posted with change of category, which is under process.</p>	



Divisional PNM with SRMU

<b>Subject No: 17/2025:Grievances of staff at GSN yard</b>	<b>Sr.DME Sr.DEE/G</b>
<p>a) Elevator has to installed at the service building of GSN yard because it is very difficult for the physically challenged, women employees and those on the verge of retirement to climb to the 2<sup>nd</sup> floor.</p> <p>b) The work of the bio gas plant installed near GSN yard has to be stopped or relocated for protecting the health of the employees since the foul smell emanating from the plant is hazardous to the staff.</p>	
<b>Initial Remarks:</b> Will be discussed during the meeting	
<b>Decision taken on 12/13.06.2025</b>  a) Elevator will be provided at service building of GSN yard. <b>(CLOSED)</b> b) The matter will be highlighted to the State Government about the bio gas plant. A copy will be marked to SRMU.	



Divisional PNM with SRMU

<b>Subject No: 18/2025:Issues of Ticket Checking Staff</b>	<b>Sr.DCM Sr.DEN/Co-ord</b>
<p>a) At present the BG 1 TTEs work from MAS to GTL where the running rooms are infested with bed bugs, unhygienic and in deplorable condition preventing them from taking proper rest. There are also no good eateries nearby. To avoid this, the TTEs may be permitted to work up to HX as done in the past.</p> <p>b) TTEs working trains to BZA complain of step-motherly treatment. Their demands include provision of rest room on platform no. 10, renovation of toilets, rooms, replacement of water pipelines, repairs to drainage pipes, provision of geyser, RO plant and water cooler, provision of mosquito nets, wash basins, wall shelves with locking facility, temporary kitchen, TV display for arrival/departure of trains with audio, railway phone, correction of electrical wiring etc.</p> <p>c) Facilities in outstation TTE's restrooms The condition of the restrooms in MYS, SBC and SMVT Bengaluru are far from conducive. The quality of the food supplied is very poor, bedlinen of poor quality and infested with bedbugs, rooms congested etc.</p> <p>d) TTE restroom at Chennai Egmore Facilities like air-conditioning, recreation facilities and nomination of separate teams for cooking &amp; cleaning to be provided.</p>	
<b>Initial Remarks:</b> Will be discussed during the meeting	
<b>Decision taken on 12/13.06.2025:</b>  a) Issues raised regarding Running Room at GTL has been rectified ( <b>CLOSED</b> ) b) c) & d) A Joint inspection will be conducted by officers along with SRMU representatives to sort out the grievances	



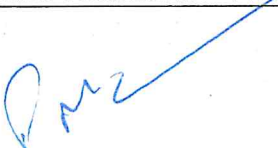
**Divisional PNM with SRMU**

<b>Subject No: 19/2025:Issues of STBA counters</b>	<b>Sr.DCM</b>
<p>STBAs and ATVMs are far from passenger friendly/service oriented and do not arrest the leakage of revenue. It is only on paper that it is portrayed as being service oriented but the actual situation is entirely different. Commercial Clerks are dedicated and properly trained in the issue of tickets but the STBAs are raw hands and fumble while issuing tickets. Due to this there is an inordinate delay in issue of tickets and many of the travelling public often miss trains. SMs are forced to rush to their aid which in turn affects their primary work of train passing duties and endangered safe running of trains. Hence STBAs are total failures and cannot/should not be a replacement for Booking counters manned by railway employees.</p>	
<p>It is demanded that STBA and Halt Agents should be withdrawn as they cannot be a replacement for Booking Counters manned by railway employees. If required the system of issue of tickets by other source of issuing tickets may be provided at the entrance to the stations or near the foot over bridge or outside the station so as to avoid leakage of revenue due to ticket counters being located at a distance or at a place not easily accessible.</p>	
<p>Instead of STBA, JTBS can be promoted to help passengers in difficulties to purchase tickets and also arrest leakage of revenue.</p>	
<p>The STBAs, JTBSs or Booking offices are places which are frequented by the public and whether these counters are manned by Railway employees or agents, the public cannot be restricted since the issue of tickets would be affected. When these counters are situated near the panel room of the Station Master, it could provide easy access to miscreants to reach and meddle with the panel which could result in major accidents.</p>	
<p><b>Initial Remarks:</b> Will be discussed during the meeting</p>	
<p><b>Decision taken on 12/13.06.2025:</b></p>	
<p>At present, 17 stations are manned by STBAs. All these locations were earlier manned by SMs and one additional counter. The feasibility of providing CCTC in place of STBAs will be examined, keeping in view all the requirements including Ticket Checking. (Ref. GM/PNM Sub.No.18/85/2023). Further, CCTC pinpointing shall be shared with SRMU. Remarks can be given by SRMU.</p>	



**Divisional PNM with SRMU**

<b>Subject No: 20/2025:Grievances of Train Managers</b>	<b>Sr.DOM Sr.DPO Sr.DEN/Co-ord Sr.DEE/G</b>
<p>a) Separate CMS Staff for Traffic Running Staff to be posted at all Lobbies of MAS division.</p> <p>b) Senior Good TMR Vacancies to be filled up immediately.</p> <p>c) For all promotion in TMR cadre select panel to be published before posting orders.</p> <p>d) Proper selection to be conducted for Counselor posts in TMR cadre and the posts to be made tenure-based Ex cadre post.</p> <p>e) Contract for maintenance of home station Rest room in MMC should include TMR Rest room and MAS TMR Rest room.</p> <p>f) AJJ Running Room is in very bad condition and the following facilities to be done on war footing - air conditioner, at least one Indian toilet and additional bathroom.</p> <p>g) MSB Running room Annexe should be opened immediately with all facilities including AC.</p> <p>h) Proper Training is to be given to all TMR before taking independent duty and all TMR working in higher responsibility posts to be given Officiating allowance.</p> <p>i) Permission to be granted for M/E TMR and Loco Pilots who travel as pilot to travel in Front SLR of LHB coaches on authority of EDP.</p> <p>j) The Running Staff complain that after the cooking in Running rooms was outsourced, the quality of food has deteriorated. In Running rooms at converging zonal points, the food served may not be palatable for all as the food served is of that particular region. The menu of each Running room may be decided by the DRM/ADRM/Branch Officer in consultation with SRMU and as per Railway Board directives.</p> <p>k) The CCCs of the depot nearest to the Running room monitor the running room in all the zones but due to work pressure they are unable to look into the activities of the Running room and results in the deterioration of the same.</p> <p>l) The number of beds for lady staff at TVT should be increased and a cubicle system provided along with separate toilet facilities. At CGL a separate portion with separate toilets should be provided. Female janitors should also be posted for lady ALPs/TMR's.</p> <p>m) In a combined Crew lobby, Crew Controller is unaware about the Train Manager's 'Sign On/Sign Off'. A Train Manager is to be deputed at each crew lobby.</p> <p>n) JPO in respect of Eliminating Crew working longer hours. The JPO issued with a view to reducing longer working hours of the crew, reduce PDD and ensure that the crew spends duty hours mostly on wheels has not been implemented in true spirit. It has not been circulated to SMR/Guard in-charges/depots.</p> <p>o) Pilot and Juggler roster should be made 8 hours as per HOER and the mileage claim should be uniform throughout the Division.</p> <p>p) Vacancies to be filled in running cadre to ensure safe train working and to give proper rest before booking for train services. Selection calendar to be issued for the filling up of vacancies in time duly planning to send for promotional training.</p> <p>q) Insufficient space in BV/SLR due to Dog box installation to be addressed. Safety &amp; Health issues are involved.</p> <p>r) Due to large number of vacancies, M/E TMR cadre in JTJ selection may be done with one time exemption after getting willingness from Sr. Passenger TMR.</p> <p>s) Pattern of working for JTJ Goods TMRs may be revised addressing the current problems while working from RU-TVT, RU-JTJ etc.</p> <p>t) Stay in AJJ/PUT/KPD/AB/CJ Running rooms may be avoided till proper facilities are made available at the same.</p>	
<b>Initial Remarks:</b> Will be discussed during the meeting	



## Divisional PNM with SRMU

### **Decision taken on 12/13.06.2025:**

- a) JPO will be signed between Sr. DOM and Sr.DEE/Op. regarding support of CMS staff to the TMRs.
- b) Eligible staff will be promoted at the earliest.
- c) Select list for TMR vacancies will be published.
- d) During Guards' annual cadre review, number of posts for the Guard Counselor will be included and the procedure for the selection will also be made.
- e) MAS running room contractor or TTE Rest room contractor to include TMR rest room at MMC and MAS as an additional item.
- f) New Running Room constructed (**CLOSED**)
- g) New Running Room under construction (**CLOSED**)
- h) Proper training is imparted. (**CLOSED**)
- i) Procedure for issuing of duty passes for pilot duties will be finalized within a week. Further the JPO dt.30.04.2025 should be implemented in the true spirit.
- j) SRMU can give the suggestions with respect to items for breakfast lunch dinner, any other conditions which will improve the quality of food, including certificate approved for trained cooks in other establishments.
- k) will be covered during the Special meeting with Sr.DEE/OP.
- l) A proposal has been sent to HQ for establishing new seven running rooms, including ladies' wing. Discussed and closed.
- m) Discussed & **CLOSED**.
- n) The Loco running staff who are on stationary duties for more than stipulated period of time (3+1+1) shall be shuffled.
- o) 8 hours roster will be made with TMR aligning with Crew working hours of Jugglers.
- p) Action will be initiated to fill up the vacancies as per selection calendar
- q) SRMU will be giving their views for modification of dog box to Sr. DME.
- r) Action will be initiated to fill up the vacancies as per selection calendar
- s) Working pattern will be discussed with Sr.DOM separately.
- t) Will be covered in a separate meeting.

**Divisional PNM with SRMU**

<b>Subject No: 21/2025:Issues pertaining to S&amp;T staff</b>	<b>Sr.DSTE,Sr.DPO,Sr.DFM</b>
<p>a) The signal staff of the KPD-SVUR section need to attend to maintenance of Signaling equipments and emergency failures in the section for which they are forced to go to the failure point by road using their own vehicles so as to reach the spot in the minimum possible time since there are no frequent trains (only 2 trains from KPD stop at SVUR). However, the claim of the employees for Travelling Allowance is turned down stating that the distance is only 5.5kms by train. The distance by road works out to 8.5kms and has been certified by the Welfare Inspector and has been accepted by the Sr. DSTE. It is the Accounts department which refuses to accept the claim for TA despite being informed that there is no other mode of transport and that this has been the norm being followed from time immemorial.</p> <p>b) Skill development of Sr.Tech/Signal</p> <ul style="list-style-type: none"><li>i) Many new state of the art equipments have been introduced into the system. The technology involved in the manufacture of these equipments requires a higher level of understanding and the staff needs to be trained for the same. The only training imparted is at the time of the installation by the representatives of the firm. The Technicians are not given the required training but are directed to attend to failures even without having the know-how.</li><li>ii) AMCs awarded for solid state inter-locking system have lapsed in AKM, TADA, SPE, PEL, DVR, NYP &amp; ODR. The same is the situation at MMC &amp; BBQ.</li><li>iii) TPWS system is maintained by a team of 6 (1 SSE, 4 Sr. Tech &amp; an Asst). As TPWS is soon to be outsourced under AMC, the Supervisors and staff of TPWS can be used to fill vacancies in the Division. Minor failures can be taken care of by the section in-charge and staff similar to IPS.</li><li>iv) Supervisors are not posted in several depots while there is a surplus of Supervisors in others. Equal distribution of Supervisory officials should be ensured throughout the Division for efficient working.</li><li>v) Open line staffs are being utilized for years together to perform clerical work in offices.</li></ul> <p>c) The creation of additional posts for maintenance of new assets in the S&amp;T department was placed for discussion in earlier PNMs following the introduction of several new assets. However, it is noticed that only around 46 posts were put up to PCPO for sanction in 2019 – 2020 for Chennai Division which is highly insufficient considering the fact that the jurisdiction of Chennai Division is vast and the manpower for the maintenance of new assets should be commensurate with the workload especially in view of the safety aspects involved. A meeting may kindly be convened at the level of ADRM to discuss the above before submission of new proposals.</p>	
<b>Initial Remarks:</b> Will be discussed during the meeting	
<b>Decision taken on 12/13.06.2025:</b> <ul style="list-style-type: none"><li>a) Already directions are given in this regard. Sr.DSTE and Sr.DFM to put up the report for final decision, if there is any difference of opinion.</li><li>b)<ul style="list-style-type: none"><li>(i) A master trainer will be trained by the OEM firm. He will in turn train all the staff of S&amp;T department who are involved in maintenance of the assets. Competency certificate will also be issued. A model room will be made in the BBQ to train the Master trainers in new technology.</li><li>(ii) AMC is awarded for AKM, TADA, SPE, PEL, DVR, NYP, ODR, MMC &amp; BBQ. <b>(CLOSED)</b></li><li>(iii) TPWS system will be eventually put into disuse and the staff will be redeployed. TDC one month.</li><li>(iv) At present, there is no unequal distribution of supervisors. However, a review will be done and Supervisors during night shift at MAS, MS, TBM, AJJ, KPD and JTJ will be ensured.</li><li>v) Volunteers will also be called for manning control.</li></ul></li><li>c) A proposal has been initiated for creation of 611 posts as per the yardstick prescribed by Railway Board.</li></ul>	

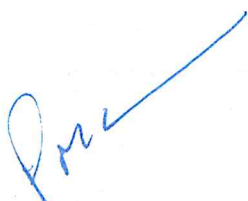
**Divisional PNM with SRMU**

<b>Subject No: 22/2025:Issues pertaining to Security Department</b>	<b>Sr.DSC</b>
<p>1) Security at KOK, TNP Diesel Shed and TNPM Yard was one of the subjects discussed in the DRM/PNM vide subject no. 24/2021 and it was decided that vegetation would be removed and broken walls repaired on top priority. It was also decided that CCTV cameras would be installed in vulnerable areas. Till date the above have not been implemented. This has given rise to untoward incidents like the one which took place in the early hours of 22.01.2023 when an SSE of the Mechanical department was brutally assaulted by an unidentified assailant near the office of the SMR/TNPM. The SSE sustained fractures and a technician who rushed to his aid was injured in his leg. The assailant could not be caught due to the bushes in the area and poor lighting. The Security personnel only responded after the safety of employees and railway materials.</p> <p>2) Booking offices in the MSB-TBM section are located on the foot over bridges and offer limited visibility of the station. At stations where there are no SMs, the Commercial Supervisor is required to co-ordinate with the employees staged a protest.</p> <p>3) Immediate action needs to be taken to ensure RPF/GRP in the event of any mishap. The Booking Clerks are harassed by the RPF to submit a report on the happenings even when they have no knowledge of the same.</p> <p>4) Most of the time at wayside stations there is only 1 RPF for the entire station or the RPF is required to patrol 2 to 3 stations. Even at stations where RPF are posted, the Booking Clerks face a security risk as the Booking office is on the bridge, out of sight of the RPF and can be easily targeted by miscreants. Sufficient number of RPF personnel should be posted exclusively for the Booking Offices.</p>	
<p><b>Initial Remarks:</b></p> <p><b><u>Sr.DSC</u></b></p> <ol style="list-style-type: none"><li>1. RPF staffs are being deployed covering the three stations KOK. TNP diesel shed &amp; TNPM Yard round the clock. In addition to this Sub-ordinate officers and crime prevention and detection squad are conducting regular checks/drivers to prevent anti-social activities at the said places and offenders are prosecuted under the provisions of RA.</li><li>2. 15 CCTV cameras were installed at the vulnerable places of Diamond point covering VPY-BBQ, KOK—BBQ, KOK-WST, WST-VPY sections.</li><li>3. Based on the complaint, GPR/KOK registered a case in Cr.No.11/2013 U/s 332, 324 IPC dt.23.01.23. the case still under investigation by GRP/KOK.</li></ol>	
<p><b>Decision taken on 12/13.06.2025:</b></p> <ol style="list-style-type: none"><li>1. CCTV cameras will be provided by DME/DSL along with the assistance of Sr. DSTE. In case of assault on the railway staff guidelines will be issued to render assistance to the staff assaulted to contest the case.</li><li>2. 15 CCTV cameras were installed at the vulnerable places of Diamond point covering VPY-BBQ, KOK—BBQ, KOK-WST, WST-VPY sections</li><li>3. In case of railway staff is summoned by GRP to give statements in a case related to the Railway unusual event, RPF/Supervisor of the concerned branch will assist him.</li><li>4. Vehicle will be provided for frequent patrolling.</li></ol>	



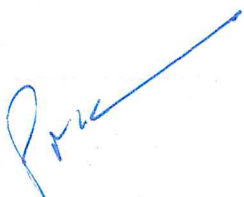
**Divisional PNM with SRMU**

<b>Subject No: 23/2025:Grievances of staff of MSB station</b>	<b>Sr.DEN/Co-ord</b>
<p>a) No restroom for the station staff. A portion of the Pay &amp; Use toilet at MSB should be converted as Rest room for the station staff including SMs.</p> <p>b) 3 rest rooms at the passenger entrance at PRS/MSB should be provided for the Booking Office, Ticket Checking staff and ECRC staff and the passenger entrance should be relocated to the other end near the Booking Office for access to BO and PRS.</p> <p>c) The toilet on PF no. 5 is being used by around 130 staff. The toilet as well as the restroom for Pointsmen, S&amp;T/MSB and the staff of MSB should be modified to serve as 2 restrooms for the use of staff.</p> <p>d) A big room available at the end of PF no. 1 initially allotted for the Engineering staff is being used by the Contractors. The engineering staff are presently using a dilapidated room on platform no. 5. The room on platform no. 1 used by the Contract staff should be vacated and allotted to the Engineering gang.</p> <p>e) The platform SM's room at PF 1 &amp; 2 requires to be provided with false roofing.</p>	
<b>Initial Remarks:</b> Not Received	
<b>Decision taken on 12/13.06.25:</b>  a) to c) The issues will be resolved during ABSS duly incorporating in the plan. d) ADEN/TBM will identify a gang rest room at MSB with SRMU representatives e) SSE/Works/MSB and SMR/MSB will submit a joint report. A copy will be endorsed to SRMU.	



**Divisional PNM with SRMU**

<b>Subject No: 24/2025:Foot over-bridge in BBQ yard posing threat to life</b>	<b>Sr.DEN/Co-ord</b>
The foot over-bridge which runs across BBQ yard from IOH to Dn 10 was cut off near pitline 2 to facilitate maintenance of the rake of Vande Bharat express.The employees are now required to cross the tracks. Since the bridge is accessible from both ends, it is unsafe for anyone who is unaware of the breakage.The access to the FOB at both ends may be blocked toll the continuity is restored so as to avoid any untoward incidents.	
<b>Initial Remarks:</b> Not Received	
<b>Decision taken on 12/13.06.2025:</b>	
The Foot over Bridge is blocked at both ends as requested. Dismantling of the FOB is under process. New FOB with elevator will be proposed under PH 42.	



**Divisional PNM with SRMU**

<b>Subject No: 25/2025:Issues pertaining to RS/AVD</b>	<b>Sr.DEE/AVD</b>
<p>a) Lacuna in Safety operation of MEMU @ RS/AVD Subsequent to the introduction of new MEMU link KPD-VM-TPJ-KPD-VM-PDY-TPJ-MV w.e.f 05/11/2024, a MEMU rake is dispatched from CS/AVD, every day originating from MMC on day one and returns back on day eight, operating over Chennai division (VM/PDY/KPD/VLR/AJJ), TPJ division (TVR/MV) and GTL division (RU/HX), Though the rake is stabled at other division destination no OEA (Other end attentions) is available, consequently, even for a simple failure supervisors / staffs from RS/AVD have to be rushed to outstations for failure attention. Moreover, due to non-carrying of even the minimal necessary pit line examination/attention at the stabling points of other division from the day of dispatch of rake till the day of receiving of rake at CS/AVD, the safety of service is compromised, Hence it is suggested that necessary action to be taken for a minimum necessary pit line examination/attention (OEA) may be taken as available for other coaches that are stabled at TPJ and VM, in view of safety operation of services.</p>	
<p>b) Maintenance of Washing Pit The washing pit at CS/AVD yard in not properly maintained and frequent water pipe line issues, electricity issues and improper drainages is a hurdle and often delaying cleaning/washing activities. Though these issues are being addressed temporarily yet due to increase in holding and number of services, timely dispatch of rakes to service is difficult. More over since the population of MEMUs with bio-toilets is increasing it requires a proper drainage system. This Union wishes to suggest for water tank capacity to be increased and a quick service watering system for speedy cleaning of coaches and a complete proper drainage system may be provided and maintained by SSE/IOW, SSE/Power as being done in other yards over Chennai Division.</p>	
<p><b>Initial Remarks:</b> <b>Sr.DEE/RS/AVD</b></p>	
<p>a) Night stabling under gear examination has been advised to TPJ division by headquarters and accordingly from January 2025 onwards C&amp;W/VM, C&amp;W/MV started doing safety under gear examination.</p>	
<p>b) Quick watering system is available for watering. Washing road 3 &amp; is having watering arrangement. Washing road 1 watering pipelines repair work has been taken up by DEN and expected to complete by April-2025. Present water tank capacity 10,000 Liters. Repair of drainage facility has been advised to DEN.</p>	
<p><b>Decision taken on 12/13.06.2025:</b></p>	
<p>a) In addition to the above remarks, minimum required spares will be maintained at VM and MV. b) Drainage issues will be attended by DEN/Central before 31.07.2025.</p>	



## Divisional PNM with SRMU

<b>Subject No: 26/2025:Issues pertaining C&amp;W Department</b>	<b>Sr.DME</b>
<p>a) Allotment of berth to on-board Mechanical staff Mechanical on-board staff on duty are not provided with berths earmarked for them as a result of which they are required to spend the entire duty without any rest. Though the subject was raised in an earlier PNM following which seats/berths were allotted for a short period, this practice has been discontinued. Recently when Mechanical on-board staff travelled by Power Car for want of seats, they were pulled up and issued with charge sheets. To avoid this sort of situation, it is imperative that the Mechanical on-board employees be provided with seats/berths earmarked for them.</p>	
<p>b) Outsourcing of core activities at C&amp;W depots Core C&amp;W activities at both the coaching and wagon depots over Chennai Division have been outsourced causing inconvenience to maintenance and out turn, in turn leading to unrest among the employees.</p>	
<p>c) Late/improper placement of wagons at depots Late/improper placement of wagons at depots causes delay in maintenance and violates HOER. Staff are unable to complete their assigned work within the stipulated duty hours and also leads to accidents.</p>	
<p>d) Posting of C&amp;W Supervisor in KPD There is only one Supervisor at C&amp;W depot /KPD where there are 21 employees and the staff experience immense hardship when there are failures especially during the night since the Supervisor works the General shift and there is nobody to issue EDP. The Sr. Technicians are additionally burdened with the responsibility of submitting details of failures attended to the Control office. Supervisors need to be posted to work in shifts round the clock so that the employees do not face any hardship.</p>	
<b>Initial Remarks:</b> Not Received	
<b>Decision taken on 12/13.06.2025:</b>	
<p>a) Sr. DME shall give advance intimation for providing berths for on board mechanical staff to CCM/PM through Sr. DCM. Copy will be shared to SRMU.</p> <p>b) Will be reviewed based on the outturn target and the available staff at depots. <u>Out of agenda</u> : Proposal for out sourcing of testing Bio toilets will also be reviewed.</p> <p>c) Mechanical branch at TNPM will give the cut card by 1700 hrs. of previous day and Operating placement to be ensured before 0800 hrs. on the next day. AO/TNPM and ADME/TNPM to ensure. Same procedure will be followed at JTJ also. In case the cut card involves scattered wagons to be collected, the same should be advised two days in advance.</p> <p>d) Supervisor already posted from re engaged staff. Regular supervisor will be posted on joining of RRB candidates. <b>(CLOSED)</b></p>	



**Divisional PNM with SRMU**

<b>Subject No: 27/2025:Airconditioning in administrative offices</b>	<b>Sr.DEE/G</b>
<p>With temperatures on the rise this year and expected to increase in the next few years, the staff working in administrative offices are unable to face the onslaught of the heat waves. This in turn affects their efficiency as the heat drains them of all their energy and they - especially those who do not keep good health - are unable to concentrate on the work at hand. Provision of air-conditioning in the administrative offices would ensure that employees work in a pleasant atmosphere and would also benefit the administration as the efficiency would increase considerably. Railway Board had earlier issued directives to this effect but no action has been forthcoming in Chennai Division.</p>	
<b>Initial Remarks: Not Received</b>	
<b>Decision taken on 12/13.06.2025:</b>	
Proposal is under process.	

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Divisional PNM with SRMU

<b>Subject No: 28/2025:Issues of various departments</b>	<b>Sr.DOM Sr.DEE/OP Sr.DEN/Co-ord Sr.DPO</b>
<p>1) Hindrance in handling of parcels at MS During incoming of Train No. 16180 MQ express that arrives by 05.30hrs and is received and stabled in PR.No.3 at MS is berthed till 10.40hrs causes hindrance during handling of parcels since the stabled train as it is blocking the trolley path at TBM end causing delay in clearing of parcels and hence results in delay in delivery which causes wharfage to the passengers. Hence it may be advised to the operating department to do the needful.</p> <p>2) Grievances of Shunters of TBM</p> <p>a) Need for shunters room along with lavatory facilities in TBM platform near to mainline SM room and also in TBM coaching yard, GSN yard and EMU coaching yard. Separate room for lady shunters to be provided along with lavatory facilities. Shunters unable to take food and unable to go for nature call, very difficult to work in both sunny and rainy seasons.</p> <p>b) Booking of 2 AC shunters in AC shunting duty round the clock as 8 hrs duty roster, in order to manage more shunting movements, currently booking duty as M/N or 12 hrs duty in ac shunting which is very difficult, need extra shunter for morning Ac shunting duty daily. Roster needed for TBM shunters 6 to 14 = 2 AC shunters 14 to 22 = 2 AC shunters 22 to 07 = 2 AC shunters</p> <p>c) Need for power plan for sanctioning two (2) diesel loco in TBM coaching yard, currently having only one diesel loco for TBM yard working 24/7 continuously without having time to take food and also going to attend nature call. One diesel loco to be utilized for sick line shunting movements and another diesel loco to be utilized for rake pushing, pulling, sick coaches on /off movements. Roster needed by Dsl shunters M/N = 2 DSL shunters 13 to 21 = 2 DSL shunters</p> <p>d) IDT one way transfer to TVC pending with Sr DEE OP MAS.</p> <p>e) Shunters strength to be increased for handling of express, goods and special trains</p> <p>f) IRT transfer application on spouse grounds pending</p> <p>g) Main line handling in order to carry out goods promotion, and also releasing updated panel for LP goods promotion.</p> <p>h) All shunters to be given for Ac/DSL/Emu traction training and booking them as per seniority in Emu/DSL/Ac shunting duty</p> <p>i) Proper job study to be done in TBM coaching yard for at least one week fully.</p> <p>j) OT booking to be done equally to all shunters irrespective of seniority basics.</p> <p>k) Shunter-I promotion order to be released, as per cadre restructuring recommendations.</p> <p>l) Violation of JPO at EMU coaching yard, flouting of safety precautions such as non-working of hooter/ siren/announcement system in BAY for withdrawal and feeding inside the bay, non-</p>	

Divisional PNM with SRMU

issual of clearance token by shed supervisor, no exchange by points man nearby points during day and night, most of the points not having locking pin in cotter of points.

m) At TBM, MS, GSN yards shunters are forced to perform unsafe shunting practices such asnot through of BP pipe for at least five coaches, no hand signals.

n) No sufficient time given for ac shunters to check the list co completely before attaching to express/passenger trains formation in platforms.

o) No job card has been issued for TBM / GSN DSL shunters.

p) Non-adherence of safety precautions / procedures during shunting activities at TBM, MS, EMU coaching yards.

q) Need for stick in TBM mainline for AC shunters loco movements in order to avoid unwanted repeated shunting movements given by SM such as same AC loco is repeatedly energized and shutdown for multiple times for placement indifferent lines due to poor planning by SM.

r)Shunters are always forced by SM to kept switched on their CUG mobile phone while on duty for convenience of SM.

s) Proper light facility to be provided in loco spur line in TBM and also need for RPF patrol in night time in order to avoid being robbed by anti-social drunken robbers.

t) EMU coaching yard, TBM coaching yard and GSN yard bushes and shrubs and vegetation to be cleaned periodically in order protect life threatening poisonous reptiles like snakes and during night time it is very difficult to walk, proper lighting facility to be provided.

u) Need for particular time for taking food while working continuous movements.

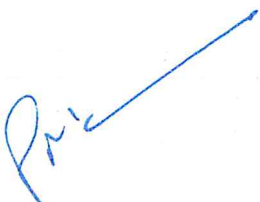
v) Non maintenance of loco stabling register by TBM mainline SM for handing over loco keys to them.

**Initial Remarks:** Not Received

**Decision taken on 12/13.06.2025:**

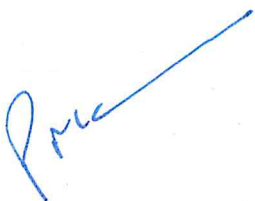
1. The train is shifted to TBM till the completion of redevelopment of MS station as the problem does not arise. The same will be addressed in the redevelopment plan.

2. A special meeting with DRM will be conducted in Oct'25 and decision taken will be connected.



Divisional PNM with SRMU

<b>Subject No: 29/2025:Grievances of Engg Department employees of JTJ</b>	<b>Sr.DEN/Co-ord</b>
<p>a) Presently available Key man tool bag is not in a good quality.</p> <p>b) All gang rooms in SSE/P. Way/JTJ section not having cupboards.</p> <p>c) Rest room not available in Gang No. 7 &amp; 10 in JTJ section.</p> <p>d) Safety shoes for the Track maintainers issued for once a year. This may be altered as issued once in 6 monthly.</p> <p>e) All employees of JTJ paid subscription 30 Rs per month for Railway institute/ JTJ but no any action taken for any improvement for the institute or employees from the year 2017 to till date.</p> <p>f) There are in 8 major bridges in JTJ section (Br. No. 574, 574A, 583,583A, 596, 595A, 600, 600A) only 2 bridges (595 &amp; 600) having proper space for walking and remaining 6 important bridges not having trolley path way even proper sufficient ballast retainer is not there. The engineering staff during their routine rounds facing much difficulties to cross the bridge. The fate of key man and patrol man is very much of horrible.</p> <p>g) All Blacksmith and welders are working In JTJ section not having uniformand risk allowance.</p> <p>h) In TA journal for the employees in JTJ section ordered to enter only 15 entries irrespective of the days. Hence it has to be changed for up to 15 days irrespective of entries.</p> <p>i) In SSE/Works/JTJ section from Km. 148/24 to 218/0 and 215B/26 on SBC Side covering 11 stations incl Major station JTJ, the existing staff strength is very low.</p> <p>j) In JTJ section no safety for the employees in all Railway colonies due to strangers are involving in illegal activities in night time. IPF/RPF should take necessary arrangements to curtail the same.</p>	
<p><b>Initial Remarks:</b></p> <p><u>Sr.DSC</u></p> <p>j) RPF Post Commander/JTJ has been suitably instructed to keep vigil over illegal activities in the quarters area and to take necessary action in co-ordination with local police to eradicate such menace and to ensure safety and security of staff residing in railway quarters.</p>	
<p><b>Decision taken on 12/13.06.2025:</b></p> <p>a) Tool bag will be provided as per the specification approved by HQ.</p> <p>b) Steel cupboards will be provided.</p> <p>c) d) &amp; e) A special meeting with DRM will be conducted in Oct'25 and decision taken will be connected.</p> <p>f) All the bridges which are mentioned will be completed in December 2025.</p> <p>g) Uniform allowance will be paid for the artisans certified by the BOs, during July 2025.</p> <p><b>(CLOSED)</b></p> <p>h) TA should be submitted based on the actual work done. The detailed administrative instructions will be issued by Personnel Department.</p> <p>i) The staff strength will be reviewed and based on the need and availability suitable action will be taken.</p> <p>j)All the damaged quarters shall be demolished on priority. Entry and Exit points will be restricted. Action of RPF in coordinating with the local police will be reviewed after three months if there is no improvement and further modalities will be framed.</p>	



Divisional PNM with SRMU

**Subject No: 30/2025:Grievances of staff at TNPM**

**Sr.DME,Sr.DEN/Coord.,  
Sr.DEE/G**

**a) Canteen Facility:**

Over 1500 employees from various departments such as Mechanical, Engineering, Traffic, Electrical, S&T and Running Staffs in the TNPM area work tirelessly on a 24/7 basis. Unfortunately, a basic canteen facility has been unavailable for many years. The absence of a canteen in the TNPM area forces employees to walk 500 to 600 meters and cross the "Live Main Line" for tea and snacks, posing serious risks to their lives and safety. Despite forming a five-member canteen committee and conducting a joint inspection on 27-12-2021, involving ADME/W/TNPM, ADEN/TVT, ADEE/POWER, and AOM/MAS, no action has been taken to construct a "New Staff Canteen" at the Sick Line area or to renovate the existing Yard Canteen. The prolonged delay is causing significant difficulties, especially for employees working night shifts. We consistently advocate for the establishment of a "Permanent Staff Canteen." Immediate action is essential to address this issue and provide employees with this much-needed facility.

**b) Staff Restroom:**

Currently, around 40 women and 350 men employees are working in the Sick Line and Yard areas of the TNPM depot. The existing restroom facilities for men and women employees working in the TNPM depot Yard and Sick Line are highly inadequate and unsafe. Employees must be provided with a new restroom equipped with modern facilities, including bathrooms and toilets with both Indian and Western-style options, on both floors. Additionally, there are no proper restrooms for SSEs/JEs, men, and women employees working in the Sick Line and Yard areas of the TNPM depot on a 24/7 basis. A restroom with adequate facilities, including cupboards, lights, fans, and sufficient three-pin electrical sockets for charging torch lights and mobile phones, must be constructed. This should include bathrooms and toilets with both Indian and Western styles. Immediate action and attention to address these longstanding issues, ensuring the safety, convenience and welfare of the employees.

**c) Repair of damaged Road and Connecting/Approaching Concrete Pathways:**

The road from the TVT Trip Shed to the TNPM Sick Line Time Office is severely damaged and in an unserviceable condition. It is requested that this road be repaired and restored immediately to ensure safe and smooth transit for vehicles. In several areas of the TNPM Depot, the track height has been raised by approximately half a foot to one foot. During this process, the removed old concrete sleepers and rails were left in the same area without being cleared. These materials are causing obstructions and pose safety risks to all department employees working in that area. Therefore, immediate action should be taken to remove this engineering scrap. Additionally, the connecting/approaching concrete pathways broken during the track elevation process have not been rebuilt. Due to this, in emergency situations, the 108 - Ambulance operating from VOC Nagar ambulance shed to TNPM Health Unit is forced to take an alternate longer route to transport injured or sick patients to RH/PER, resulting in unnecessary delays. Considering this, the connecting pathways should be repaired and restored immediately as concrete pathways to ensure smooth and timely movement of emergency services.

**d) High Mast Tower Lights:**

In the TNPM area, High Mast Tower Lights are not functioning properly in several locations, particularly on Down Line 11, 16, and the Yard NEL lines. As a result, employees from all departments working in these areas during the evening and night shifts are forced to work in unsafe conditions due to inadequate lighting. So, all these lights be repaired immediately on a war footing. Additionally, new High Mast Tower Lights should be installed in certain areas where there is no proper lighting particularly on Yard NEL lines.

## Divisional PNM with SRMU

### e) Water logging in NSL Shed:

The rainwater drainage system in the NSL shed area remains incomplete. As a result, even minor rainfall leads to severe water logging during the rainy season, making it extremely difficult for employees to carry out their duties. This situation poses a significant safety hazard for employees are working with high-voltage electrical machines, particularly welders, fitters, C&W assistants, and others operating in the affected zone. It is requested to urgently complete the pending rainwater drainage work to ensure proper water flow and prevent water stagnation in the area.

### f)DPL Shed Windshield Glass:

The heavy industrial-type windshield glass panels, installed for air circulation in the side wall structural fabrication of the DPL shed, are in a precarious condition. These glass hazard to employees working in the area. The risk is further compounded by the fact that tools and material cupboards are located directly below these glass panels, increasing the likelihood of injuries panels are hanging dangerously and could fall at any moment, posing a serious safety in the event of a collapse. Given the critical nature of this issue, immediate action is required to address the situation. As a matter of urgency, all such glass panels should be removed promptly to eliminate the safety threat. This will ensure a safer working environment for employees.

### g)Pathway Damaged in Lines Yard area all NEL:

The substandard concrete pathways laid between Engine Road and NEL1 to NEL9 are broken in several places, making it impossible to walk and carry out wagon/formation checking and dispatching. Additionally, connecting or approaching pathways in many areas remain incomplete and unconstructed. Furthermore, the drainage channels installed for rainwater flow in all the mentioned lines are left improperly covered, creating hazardous conditions for the workers who operate daily in that area. So, all of them should be immediately covered with appropriate concrete slabs

### h)Clearing of Vegetation:

The Yard area is heavily overgrown with wild bushes, some reaching heights of three to four feet. This uncontrolled vegetation has become a breeding ground for poisonous snakes and harmful insects, creating a dangerous environment for employees. The presence of these threats not only puts worker's safety at risk but also causes fear and hesitation, hindering their ability to carry out tasks effectively. As a result, the examination and certification of wagons have been severely impacted, with employees finding it difficult to work in such unsafe conditions. Immediate action is required to clear the bushes and address this issue.

### i)Toilet Facility for Women employees:

Approximately 40 women staff members working in the Sick Line area are facing significant challenges due to the poor condition of the existing toilet facilities. The current facility is in a state of disrepair, making it unhygienic and raising serious concerns about the health and well-being of the employees. To address this pressing issue, it is imperative to construct a new toilet facility without delay. The new toilet facility should include at least one Western-style toilet along with multiple new Indian-style toilets. This measure will significantly improve hygiene standards and provide the women staff with a safe and healthy environment.

### j)Crane Facility:

The EOT cranes of REVE and AVON makes in the DPL and NSL sheds have served for many years and now exhibit poor mechanical efficiency and metal fatigue, resulting in frequent

## Divisional PNM with SRMU

failures at short intervals. These failures not only disrupt the outturn of ROH but also pose a serious safety risk to staff, with near-miss incidents reported. The cranes have exceeded their codal life and require immediate replacement. To resolve these issues and meet current operational demands, it is essential to install new cranes, with at least two cranes for each shed including New ROH Shed. Installing these cranes will not only improve the quality of work but also make it easier to achieve the designated outturn targets effectively.

### k)Water Storage Tank:

The water storage tank located in the VOC Nagar area has a sidewall height that is very low, almost at ground level. Due to this, during the rainy season, rainwater mixed with sewage water collects around the tank and seeps inside. This contaminated water is then pumped into the overhead tank and distributed across all areas for use. This water is utilised by employees for their daily needs, including drinking and cleaning, which poses a significant risk to their health and safety. To prevent this serious sanitary issue, it is essential to increase the height of the surrounding wall of the water tank without delay. Immediate action on this matter is critical for safeguarding the health and well-being of the employees.

### l)Lorry Facilities:

As per the current requirements, the TNPM Depot needs 40 wheel sets daily. However, there are no adequate lorry facilities or manpower available to transport these wheel sets from LW/PER, CW/PER, BBQ, and GSN locations. With just one lorry, it is not feasible to manage both transporting materials to the stores section and bringing wheel sets for regular ROH out turn. Hence, to meet the daily out turn requirements of the depot, it is essential to provide necessary lorries and manpower immediately.

### m)Cannibalization of materials from sick wagons:

Every year, the ROH out turn target for the depot is increased without any improvement in infrastructure or manpower. Essential spare parts required for daily ROH operations, yard formation maintenance and TVT attention are frequently unavailable in the depot stores. Due to the non-supply of adequate C&W materials, staff are forced to resort to cannibalization of spare parts from sick wagons or the condemnation area to replace defective materials on wagons undergoing ROH and sick attention. This practice is time-consuming, compromises the safety of staff and affects the fitness of wagons released after ROH/sick line attention. It also doubles the workload of employees and wastes valuable working hours, severely impacting productivity and efficiency. Immediate action is required to ensure the timely supply of necessary spare parts and to eliminate this unsafe and inefficient practice.

### n)Checking and Challenges in NMG Rake Maintenance at TNPM Yard:

#### 1. Routine Checking and Certification of NMG Rakes:

At Down Line 11 in the TNPM yard, routine examination and certification of NMG rakes are carried out. A significant number of NMG rakes undergo this process every month at the depot. As Staff Shortages and Lack of Training over the ICF Manual for Trip Schedule, Schedule, and Interior Checking (Floor), staff members are required to complete the examination of one NMG rake within the stipulated time of 6 hours.

#### 2.Non-compliance with RDSO Recommendations:

Due to inadequate manpower, the available employees face considerable difficulties in performing this additional activity. Furthermore, the workers engaged in wagon maintenance lack prior experience or training in maintaining and checking NMG rakes, increasing the challenges. The technical infrastructure at the TNPM depot does not comply with RDSO

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recommendations. As a result, workers and supervisors are unjustly penalized with SF-5 and SF11 for errors they have not committed. The technical infrastructure at the TNPM depot fails to meet the standards prescribed by the RDSO, which is critical for ensuring safe and efficient railway operations. This lack of compliance results in several operational and procedural shortcomings that hinder worker's ability to perform their duties effectively. Consequently, employees and supervisors are being unfairly held accountable for procedural lapses or technical faults arising like derailment from the inadequate infrastructure.

### 3. Insufficient Lighting Facilities:

This has led to the issuance of disciplinary actions, such as SF-5 and SF-11 memos, which are formal charges for negligence or errors in duty. These penalties are unjust because the errors are often due to systemic failures beyond the control of the staff, such as malfunctioning equipment, poor facilities or proper infrastructure required to comply with operational standards. Addressing these infrastructure deficiencies is crucial to prevent further unjust penalization and to enable the workforce to meet operational requirements effectively. Several lights in the Down Line area, particularly between Down Lines 11 and 17, are malfunctioning.

### 4. Safety Violations During NMG Rake Maintenance:

This results in inadequate lighting for conducting under-gear checks of the NMG rake, especially during daytime low-light conditions or while working in the evening and night shifts. Furthermore, the 16W/24V DC lights installed on the Down 11 pit line fail to provide sufficient brightness, making it extremely challenging for employees to perform their duties efficiently. Currently, two employees are assigned to each side for conducting NMG rake inspections. As part of their duties, employees are required to perform tasks such as floor inspections and the application of buffer oil. These tasks necessitate climbing ladders while carrying essential items, including tools, buffer oil cans, and torchlights. This practice poses significant safety risks, as employees are forced to carry multiple items while ascending and descending ladders. Such a setup increases the likelihood of accidents, including slips, falls, or the dropping of heavy objects, which could cause injuries to the employees or damage to equipment. Moreover, this method of operation is a clear violation of standard safety norms and guidelines.

### 5. Requirement for Catwalk Pathway:

A "Catwalk Pathway" on both sides of Down 11 Pit Line is essential for ensuring the safety and efficiency of employees during NMG rake examinations. Immediate corrective measures are essential to address this safety concern. Possible solutions include providing better lighting and ensuring compliance with safety protocols to protect the well-being of employees and maintain operational efficiency. This should be similar to the catwalk pathway available at BBQ Yard and GSN Yard.

### 6. Drainage Facility for Water logging Issues:

A proper and functional drainage system is required to address stagnant water issues at Down 11 Pit Line, especially during the rainy season.

**Initial Remarks:** Not Received

**Decision taken on 12/13.06.2025:**

- a) The renovation of staff canteen will be done. The proposal shall be jointly decided by Sr. DME and Sr. DEN/Coord. Sr. DCM will make the arrangements to outsource the running of this canteen.
- b) & c) Sr. DME will review the need of Rest room at TNPM. Relaying of the road will be proposed under Umbrella work 2025-26 along with staff Rest rooms.

## Divisional PNM with SRMU

- d) Joint inspection of lighting arrangements will be done SSE and SRMU representative tonight.
- e) Demolition and reconstruction of old portion of NSL shed has been sanctioned under NMG umbrella work. Proper drainage will be provided.
- f) All the improvement works in TNPM, GSN, BBQ, TBM & JTJ yards will be proposed based on the suggestions given by SRMU in the PNM will be proposed under plan Head 42. As regards ICF yard, matter will be taken up with appropriate authorities.
- g) New pathway has been laid near NEL 9. Additional pathways will be proposed in the upcoming works.
- h) Administrative approval obtained from Sr.DME/Frt/MAS and sent to Accounts for concurrence on 08.06.2025 for outsourcing the contract work.
- i) Toilet has been renovated.
- j) The codal life of the EOT crane is 36 years as per the guidelines of Railway Board. There is no crane which completed codal like at TNPM. Two 10 T crane and one 15T crane under procurement for ROH shed.
- k) Engineering department will be advised to take necessary action.
- l) Total five lorries have been deputed for collection of wheels and stores materials from BBQ. LW/PER, CW/PER three lorry contract has already been awarded for wheel transportations. In addition to the above, two Railway lorries has been deputed.
- m) To resolve cannibalization of material the AAC of vital and initial items are enhanced based on the increased outturn. Though advance intimation sheet every month to GSD/PER.
- 2) Nearly 45 new C&W items stocking proposals were intimated to stock the item which are having regular consumption.
- 3) Parallel non stock demand are also initiated to resolve this issue especially for NMG maintenance and ROH/Sickline activities.
- n) 1) For NMG train examination training has been given to all NMG maintenance staff. Especially coach maintenance SSEs who have been transferred from coaching depot are only deputed for maintenance. SSEs who have been transferred from coaching depot are only deputed for maintenance of NMG intensive pit examination. The staff deputed for NMG intensive train examination has already completed their NMG schedule training from BTC/RPM and BBQ Coaching depot. During the year 2023-24, approximate kt 324 NMG rakes and 1020 other rakes were examined and certified at TNPM. However, the number of non-NMG rakes examined has decreased significantly from 1020 to 827, whereas NMG rake examinations have increased from 324 to 392 – an increase of only 68 rakes compared to a reduction of 193 in other rakes. Hence sufficient number of staff available for yard examination.
- 2) Currently NMG rakes are being examined at DN 11, which has concrete pathways on both sides Temporary lighting arrangements have been made by Sr.DEE/G/MAS. Permanent lighting will be provided after the completion of the Goliath Crane work. In the future, the number of NMG rakes is expected to increase as Tamil Nadu is a major hub of the automobile industry. Supervisors and staff are advised to carry out rake examinations as per the ICF Manual and ensure proper maintenance of records to avoid enroute detention and any resultant DAR proceedings.
- 3) A work (upgradation of CC rake examination facilities) is in progress at TNPM yard to improve lighting. Additional lighting facilities including high mast lights will be provided under 'Upgradation of wagon maintenance facilities'. A proposal is under vetting at HQ for improvements of lighting facilities. A quotation was given to improve lighting of NMG pit. 180 numbers of three dimensional LED pit line lights have been provided in Pit lines and 31 numbers 20 W LED pattern lights are provided in the posts as a temporary emasure. A new contract has already been awarded for providing 31 numbers of LED lights for Pathway lines especially for NMG check is under supply.
- 4) The illumination levels will be jointly inspected by SSE/Yard and Electrical SSE/TVT, if the

## Divisional PNM with SRMU

current lighting is found to be adequate, suitable lighting facilities will be arranged. Buffer oiling can be performed from the floor level. Presently, two batches are engaged most of the time in NMG rake examination and the ORA gang is also being utilized for oiling and buffer greasing. A ladder has been supplied for attending NMG coaches.

5) Feasibility for providing Catwalk pathway on both sides of down pit lines are examined and found they are not required.

6) Improvements to drainage will be included in the upcoming proposals.

-----End-----



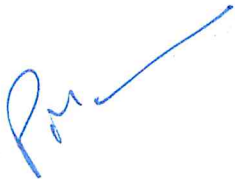
Divisional PNM with SRMU

MINUTES OF THE MEETING HELD WITH THE REPRESENTATIVES OF SRMU ON  
10.10.2025 AT DR.AMBEDKHAR MEETING ROOM/MAS.

Officers Present (S/Shri/Smt.)	SRMU representatives present (S/Shri/Smt)
SHAILENDRA SINGH, DRM/MAS	PAUL MAXWELL JOHNSON, DS/MAS & AGS
T.P. SINGH, ADRM/II/MAS	P.GANESAN, DIVL.SECRETARY/LRS
ANKUR CHAUHAN, ADRM/I/MAS	R.YUVARAJ, DIVL.PRESIDENT/MAS
THIRU ARUL JOTHI, CMS/MAS	D.YUVARAJ, AGS
RAMA PRASAD RAO, Sr. DEN/Coord/MAS	T.SANDEEP, DIVIL.PRESIDENT/LRS
AKHIL S. ANAND, Sr. DEE/OP	R MURALIDHARAN, DIVL.TREASURER/LRS
M. SENTHIL KUMAR, Sr. DPO/I/MAS	ABDUL HAFEEZ.G, DIVIL.VICEPRESIDENT
LAVANYA, B Sr. DPO/II/MAS	S.TAMILSELVAN, DIVL.TREASURER
K. SRIRANGANAYAKI, APO/Admn/MAS	M.DILEEPKUMAR, ASST.DIVL.SECRETARY/LRS
S. SANGEETHA, APO/Elec /MAS	D.MANOHRAN, ASST.DIVL.SECRETARY S.ALBERT, ASST.DIVL.SECRETARY E.S.BALASUNDAR, ADS/LRS & BS/LRS/JTJ KAMARAJ.M, BR.SECY/LRS/BG/MAS BALASUBRAMANIAN .N, BR.SECY/EMU/TBM K.C .VIJAYARAVI, BR.SECY/TNP/DSL/LRS/MAS A.VISWANATHAN, BR.ASST.SECY/LRS/BG/MAS T.P.RAGHURAMAN, BR.PRES/EMU/TBM T.SARAVANAN, BR.PRES/LRS/JTJ SHAIKIMRAN, BR.PRES/TNP/DSL/LRS/MAS D.KAMESH, BR.SECY/CGL/TMV K.RAMESHKUMAR, BR.PRES/RPM/OL V.AJITHA, ASST.DIVL.SECRETARY/LRS

Sr. DPO/I/MAS welcomed the gathering and stated that the meeting is being held to address the left-over subjects of the main PNM pertaining to LRS, Engineering, and Medical departments.

DS/SRMU emphasized that success relies on consistently performing work every day. He conveyed his congratulations to DRM sir & his team for securing the overall runner-up position during RSVP-2025. He also mentioned that there is mutual respect between SRMU and the administration.



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Speaking on the Motormen's link, he said that though the General Manager had opined that Motormen needed to have a minimum of 6 – 7 hours rest, his view was probably misinterpreted by the officers below him since the Motormen were being overloaded with duties which did not permit proper rest. Three Motormen had fainted while in the course of performing duties and cases of medical decategorisation of Loco Running staff had increased in recent days. The pressure of working Goods trains (more working hours, less PR) had recently resulted in the death of Shri. Behra, LP/Goods/JTJ.

The Divisional Secretary also appreciated the DRM for having responded immediately to the need for Gang restrooms. At his request SRMU had provided a list of stations where restrooms were required. Sadly, though two months had gone by since the DRM had taken over and issued instructions for the provision of restrooms, no action had been taken till date he said. Due to the change of link, supply of food at Running Rooms was introduced but the quality leaves much to be said. The restrooms of Motormen at SPE, GPD, MSB, VLCY, AVD, TRL, CGL, CJ and TMLP are not authorized by Railway Board as Running rooms. DS/SRMU demanded that the earlier Motormen's link be restored.

Regarding the Annual Wellness Awareness Scheme of the Medical department, he said that it was impossible to cover all the employees within a day or two as many employees may have proceeded on leave, be performing shift duties, accompanying duties etc and as such requested that the AWAS should be conducted at Health Units till all the employees in a particular area were covered, irrespective of the number of days.

He said that success depends not only on strategy and performance metrics, but also on the people who carry out the work day in and day out. When our workforce is respected, fairly treated, and well-supported, the entire organization thrives.

Acknowledging the efforts the administration has made in recent months – he congratulated Chennai Division on being adjudged the overall Runner –up during the General Manager's Vishisht Rail Seva Puraskar 2025. He said that collaboration is a two-way street and the Union valued the constructive dialogue that had begun. However, there were concerns that must be addressed with sincerity and urgency.

He said that the Union was there not to oppose the administration, but to work alongside it in shaping a better future — for its members and for the institution as a whole. The demands of the Union were not adversarial; but based on mutual respect, data, and a belief in fairness.



## Divisional PNM with SRMU

So he urged that we should move forward not with formality, but with purpose, listening with open minds, negotiating in good faith, and leaving the meeting not just having spoken, but having been heard.

DS/SRMU assured his full co-operation for the improved performance of the Division and conveyed his wishes to bay the winner shield in the coming year.

DRM welcomed DS/SRMU & other office bearers for the meeting. He assured that the issues would be discussed and resolved during this meeting. He mentioned that we all know the present Government is investing heavily in infrastructure development. Significant funds are being used to improve infrastructure, and we should have completed various developmental projects by the upcoming financial year.

He mentioned that the loading for the current financial year is 5.647 million tons (up to September 2025), which is 19.6% more than the previous financial year's loading. Passenger usage has increased as well, with 220.06 Million passengers (up to September 2025) using rail facilities this year — a 3.72% increase from the previous year's.

DRM pointed out that the ticket checking earning figures during September 2025 is Rs. 6.41 crores. The cumulative earnings of the year is Rs. 2331.5 crores, which is 5.08% more than the corresponding period of the previous financial year. DRM also mentioned that seven 'Safety Samvads' have been conducted in the year so far, which lay emphasis on safe train operations.

Regarding improvements to stations, DRM mentioned that while two stations were upgraded under the ABSS program last year, in the current year, under ABSS programme, various infrastructure works are underway in the Division at 15 Stations, including platform improvements, track maintenance, level crossings, and escalator works, which are planned for completion as quickly as possible.

DRM added that the Division has ensured timely settlement to employees & their families; approving CGA appointments and the clearance of CPGRAMS and grievances received through HRMS. Among working employees, 99.3% employees have registered for UMID cards, while 47% of pensioners have registered for UMID cards (Up to September-2025).

DRM mentioned that this development would not have been possible without the support of SRMU and thanked them for their cooperation and support.

Sr. DPO/I/MAS thanked everyone present at the meeting for the fruitful discussions.



Divisional PNM with SRMU

Minutes of the PNM with SRMU held on 10.10.2025  
for the left-over subjects of Loco Running

<b>Subject No: 3-I /2025: Misuse of official powers and ill treatment of employees in front of the public</b>	<b>Sr.DEE/OP</b>
Of late, the supervisors threaten and harass the employees to undergo BA test in front of the public, which damages the image of only the individuals but also the Railways. The supervisors also fail to follow the procedures to be followed for the Ambush check of BA test. Hence, this union urges to take necessary steps to stop this type of humiliation on employees.	
<b>Initial Remarks:</b> No specific cases have reported to this office; however, supervisors will be advised to conduct ambush check in a proper manner	
<b>Decision taken on 10.10.2025:</b> Discussed and closed.	

<b>Subject No: 5/2025: Grievances of Loco Running Staff.</b>	<b>Sr.DEE/OP</b>
Ensure safe train working and to keep morale of the Running staff. At present the Loco Running Staff are working with unsatisfactory mind which affects the safety and efficiency of Train working due to the following factors.	
aa) Large number of vacancies in the Loco Running cadre and increased workload. bb) No action to ensure 9 hours rule implementation. cc) Non-implementation of RBE:37/2010 which ensures that the crew should return to the home station within 48 hours i.e 2 days. dd) Booking of crew in 12 hours duty roster. ee) Denial of Calendar Day rest/PR during the required time & denial of leave at the needy hour. ff) Supply of food for Motormen at VLCY, GPD, SPE, TRL, AJJ,CJ, CGL & TMLP is not of good quality/quantity. No caretaker is available to ensure the supply of food. RRCA is also not being claimed. gg) Poor condition of Running Rooms and improper food supply (RU, VM, TPJ) hh) Non-implementation of IREM-1307 for the medically de-categorized Running staff while given alternate post. ii) Non-implementation of decisions taken in GM/PNM & DRM/PNM meetings with SRMU. jj) Long beat working upto BZA without relief at BTTR and non-provision of transport facility from crew lobby to RR and back at BZA. kk) Unsafe working/shunting at trip shed BBQ, MAS , EMU train working at MAS & TBM and TNPM. ll) Introduction of new crew change at AB, PUT & CJ and forcing the Goods crew in a room which does not have facilities on par with the recommended RB norms. mm) Increased sick list and medial de-categorization in Loco Running Staff. nn) Frequent trespass in Railway track in other than permitted areas. oo) Frequent abuse and threat from public towards Motormen.	

Divisional PNM with SRMU

- pp) Complaints/remarks logged in CMS being closed without taking proper measures.
- qq) Unsafe and insecure condition at workplace/Running room for female Running staff.
- rr) Relocation of signals for better visibility not being done eventhough accidents have already taken place in areas like 2A at PAB and 71 at TVT stations.
- ss) Some particular Running staff are utilized in Control office (Divn/HQ) years together without actually working trains.
- tt) Utilization of HHP locos & joystick like throttle in shunting operations.
- uu) Non-provision of shelter for crew at TVT & VM for crew change and proper pathway.
- vv) Forcing the Running staff to go on sick leave when going for PME and undue delay in decision taking.
- ww) Non-provision of C&W staff at AIPS and forcing the crew to work the train with GLP check.
- xx) Introduction of LED lights in H/L. More sound pollution in Loco/EMU cab, non-working of wipers in EMU etc.
- yy) Harassment of Running staff for the malfunction of BA machine and spurious readings while undergoing the BA test.
- zz) Improper/insufficient crew counseling/monitoring due to non-filling up of CLI, CCC/CTLC/CPRC posts as per the sanction and poor infrastructure for CLI.

**Initial Remarks:**

- a. Action to be initiated by Personal branch. As on date 83 GDCE candidate are under training.
- b. Crew longer hour working is being monitored on daily basis. Regular improvement is there because of the continuous follow up. New GDCE ALPs are joining. This will further improve the vacancy position.
- c. As pr RBE 120/2016, the limit of stay away from H.Qtrs for running staff should be fixed at 72 hrs.
- d. 12-hour duty roster has been reduced. Further this will be reduced on improving the position.
- e. Sanctioning depends upon day-to-day operation, however almost leave is sanctioned at rarest case leave may be denied.
- f. Meeting organized with crew controller and contractor and the same will be ensured. Improvements are there. Further necessary action will be taken to improve further.
- g. Already advised to Sr.DEE/OP/GTL and Sr.DEE/OP/TPJ. ADRM/I has inspected RU running room. Further improvements will be taken up.
- h. Pertains to Personnel branch.
- i. Meeting was organized and decision was taken.
- j. Already advised to Sr.DEE/OP/BZA for BTTR crew change if longer hour, due to late running of TOD trains. BZA division has not agreed for transport facility.
- k. Engineering/Electrical department advised to provide proper dead ends and proper lighting.
- l. AB crew rest room temporarily closed, rest rooms are provided at CJ and PUT to relieve longer hour crew.
- m. Pertains to Medical department.

### Divisional PNM with SRMU

- n. Pertains to security department
- o. Complaint received from motorman regarding public threat forwarded to security branch for necessary action.
- p. The same will be advised to all branches.
- q. Separate room for ladies is allotted at MAS, TVT, AJJ, KPD and JTJ. Till date no complaint received from lady running staff.
- r. Pertains to Signal department
- s. Posting order issued and volunteers will be called to replace at division.
- t. Already counselled through CLIs to reduce the power by cutting bogies while performing shunting activities.
- u. Pertains to Engineering department.
- v. Pertains to medical department.
- w. Pertains to mechanical department.
- x. Advised all sheds and EMU car shed for crew friendly cab.
- y. Since the BA machine are calibrated and the same is authorized by RB, action is being taken according to the Alcohol policy.
- z. Volunteers called to fill up CLI post, RB has withheld the selection process. Now new guidelines are issued.

(K). The CCCs of the depot nearest to the Running room monitor the running room in all the zones but due to work pressure they are unable to look into the activities of the Running room and results in the deterioration of the same.

(T) Stay in AJJ/PUT/KPD/AB/CJ Running rooms may be avoided till proper facilities are made available at the same.

*Pa*

*[Signature]*

**Divisional PNM with SRMU**

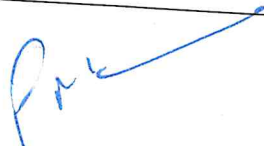
**Additional remarks:**

The following are the improvements done with regard to improving the meals facility at suburban running room for motorman.

S. N	Running Room	Action taken	Further action planned
1	MSB	Food warmer provided for supplying warm and hygienic food	MSB new running room under construction will be commissioned with kitchen and dining facility
2	VLCY	Food is being supplied for crews taking rest at VLCY from MSB for early morning and late-night trains	New contract under finalization with round the clock subsidized meals facility. Tender opened on 22.09.25. TC minutes under finalisation with TC.
3	CGL	Changed the hotel from where food packets purchased. For Early morning trains food is arranged at MSB	Planned to club with new MSB running having kitchen and dining facility round the clock. Tender opened on 22.09.25 and TC minutes under finalisation.
4	AVD	The lunch was supplied from canteen but now changed to nearby hotel to improve the quality	New contract under finalization with food warmer for serving warm with serving and supply. New tender opened on 22.09.25 and under finalisation.
5	GPD	Hot Box provided at running room for keeping the food in warm condition.	In new contract it is proposed to serve meals with food warmer. Estimate is under preparation including Food supply.
6	SPE		New running room with kitchen and Dining facility is sanctioned
7	TRL	Currently there is no food complaint.	Supply of food is planned from TVT running room through proper food container with pockets. New tender opened on 06.10.25. under TC minutes preparation.
			New running room with kitchen and dining facility round the clock is under construction. Tender for outsourcing work is proposed.

**Decision taken on 10.10.2025:**

The subjects under (i), (j), (l), (r) and (w) have been discussed and agreed for closure. (b), (c) and (d). As regards nine hour rule implementation, a monthly statement of 9 hrs, 12 hrs and more than 12 hrs will be shared with the SRMU. Earnest efforts will be made for the implementation Rly. Brd's guide lines with respect to 9 hrs rule as per JPO already issued by Sr.DEE/OP and Sr.DOM.




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SRMU demanded that RBE No. 37/2010 and RBE No.120/2016 in respect of reducing the stay away from Head Quarters duly monitoring the crew who are away from HQ keeping in view the daily operational needs. Except in case of emergency such as floods, dislocation etc., the crew should not exceed 72 Hrs away from HQ. The necessary instructions will be issued to Depot and Control Office.

(e) Remarks agreed and closed.

(f) Additional remarks are accepted. In addition, SRMU will nominate two representatives to help to formulate the modalities to improve the food quality in MSB, VLCY, GPD, SPE, TRL, AVD, CGL, CJ and TMLP. SRMU demanded to stop the supply of outside food and EMU link to be reviewed. The condition will be reviewed after two months.

(g) As highlighted by SRMU, the condition of running room and food at RU, VM and TPJ will be communicated to the respective Sr.DEE/OP and DRMs with the request to improve the condition in their respective Divisions.

(h) IREM 1307 not only pertains to Chennai Division. The matter may be taken up in GM's PNM. However, clarification will be sought from PCPO in this matter.

(j) The matter will be discussed at ADRM/DRM Level and will be persuaded to provide the transport facility on par with MAS and also discuss matter with respect to long beat working. SRMU brought to the light that at times the TODs have crew working hours more than 8 hours. The matter will be highlighted to the CELE and CPTM/SR to coordinate with CELE and CPTM/SCR and matter will be resolved.

(k) SRMU brought to the light that lighting is improved in the yards and there the work regarding dead ends has not progressed well. It is assured that the work relating to dead ends will be taken up in a mission mode and will be completed in a month's time. The operational constraints highlighted at BBQ TS will be analyzed and solved on priority in a fortnight's time.

(n) It is a good feedback and the administration is taking action by providing boundary walls and LUS to prevent trespass.

(o) Administration is aware of this nuisance and RPF/GRP is also sensitized to take action in this regard.

(p) SRMU feedback is well taken. Details analysis of remarks will be done for taking appropriate action. **(CLOSED)**

(q) As highlighted by SRMU, the condition of running room and food at VM and TPJ will be communicated the respective Sr.DEE/OP and DRMs with the request to improve the condition in their respective Divisions. SRMU also demanded for cubical type rooms for lady Running staff also. The faulty bells will be rectified within a week's time.

(s) Action will be taken to call volunteers again for control office.

(t) This matter will be discussed with Sr.DEE/OP being a technical issue and decision will be taken. **(CLOSED)**

(u) After shifting crew change from TVT to PER, the issue will be solved. For VM it will be

**Divisional PNM with SRMU**

ensured from TPJ division (**CLOSED**)

(v) Action will be taken to minimize the delay for conduct the medical board. (**CLOSED**)

(w) Decision taken during special meeting on 21.03.2025 will be implemented. (**CLOSED**)

(x) SRMU suggestion is noted with respect to LED lights. The Loco pilot record the defects if any in the locomotives and the matter will be taken care of. Remarks accepted. (**CLOSED**)

(y) This matter will be taken care of case-to-case basis on appeal. (**CLOSED**)

(z) CLI vacancies will be filled on ad-hoc basis duly following the extant procedure to the extent feasible based on the vacancy in the LP Cadre. (**CLOSED**)

<b>Subject No: 25-A/2025: a) Lacuna in Safety operation of MEMU @ RS/AVD</b>	<b>Sr.DEE/OP</b>
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Subsequent to the introduction of new MEMU link KPD-VM-TPJ-KPD-VM-PDY-TPJ-MV w.e.f 05/11/2024, a MEMU rake is dispatched from CS/AVD, every day originating from MMC on day one and returns back on day eight, operating over Chennai division (VM/PDY/KPD/MLR/AJJ), TPJ division (TVR/MV) and GTL division (RU/HX), Though the rake is stabled at other division destination no OEA (Other end attentions) is available, consequently, even for a simple failure supervisors / staffs from RS/AVD have to be rushed to outstations for failure attention. More over due to non carrying of even the minimal necessary pit line examination / attention at the stabling points of other division from the day of dispatch of rake till the day of receiving of rake at CS/AVD, the safety of service is compromised, Hence it is suggested that necessary action to be taken for a minimum necessary pit line examination/attention (OEA) may be taken as available for other coaches that are stabled at TPJ and VM, in view of safety operation of services.

**Initial Remarks: Not Received**

**Decision taken on 10.10.2025:**

a) Decision taken on 12/13.06.2025 will be implemented.

<b>Subject No: 28-i, ii/2025: Roster needed for TBM shunters</b>	<b>Sr.DEE/OP</b>
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**i) Hindrance in handling of parcels at MS.**

i) During incoming of Train No. 16180 MQ express that arrives by 05.30hrs and is received and stabled in PR.No.3 at MS is berthed till 10.40hrs causes hindrance during handling of parcels since the stabled train as it is blocking the trolley path at TBM end causing delay in clearing of parcels and hence results in delay in delivery which causes wharfage to the passengers. Hence it may be advised to the operating department to do the needful.

**ii) Grievances of Shunters of TBM :**

a) Need for shunters room along with lavatory facilities in TBM platform near to mainline SM

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room and also in TBM coaching yard, GSN yard and EMU coaching yard.

Separate room for lady shunters to be provided along with lavatory facilities. Shunters unable to take food and unable to go for nature call, very difficult to work in both sunny and rainy seasons.

b) Booking of 2 AC shunters in AC shunting duty round the clock as 8 hrs duty roster, in order to manage more shunting movements, currently booking duty as M/N or 12 hrs duty in AC shunting which is very difficult, need extra shunter for morning AC shunting duty daily.

Roster needed for TBM shunters:

6 to 14 = 2 AC shunters

14 to 22 = 2 AC shunters

22 to 07 = 2 AC shunters

c) Need for power plan for sanctioning two (2) diesel loco in TBM coaching yard, currently having only one diesel loco for TBM yard working 24/7 continuously without having time to take food and also going to attend nature call.

One diesel loco to be utilised for sick line shunting movements and another diesel loco to be utilised for rake pushing-pulling sick coaches on /off movements.

Roster needed by DSL shunters

M/N = 2 DSL shunters

13 to 21 = 2 DSL shunters

d) IDT one way transfer to TVC pending with Sr DEE OP MAS.

e) Shunters strength to be increased for handling of express, goods and special trains

f) IRT transfer application on spouse grounds pending

g) Main line handling in order to carry out goods promotion, and also releasing updated panel for LP goods promotion.

h) All shunters to be given for AC/DSL/EMU traction training and booking them as per seniority in EMU/DSL/AC shunting duty

i) Proper job study to be done in TBM coaching yard for at least one week fully

j) OT booking to be done equally to all shunters irrespective of seniority basics.

k) Shunter-I promotion order to be released, as per cadre restructuring recommendations.

l) Violation of JPO at EMU coaching yard, flouting of safety precautions such as non-working of hooter/ siren/announcement system in BAY for withdrawal and feeding inside the bay, non-issuance of clearance token by shed supervisor, no exchange by points man nearby points, during day and night, most of the points not having locking pin in cotter of points

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At TBM, MS, GSN yards shunters are forced to perform unsafe shunting practices such as, not through of BP pipe for at least five coaches, no hand signals.

No sufficient time given for ac shunters to check the list co completely before attaching to express/passenger trains formation in platforms,

No job card has been issued for TBM / GSN DSL shunters.

Non adherence of safety precautions / procedures during shunting activities at TBM, MS, EMU coaching yards.

m) Need for stick in TBM mainline for AC shunters loco movements in order to avoid unwanted repeated shunting movements given by SM such as same AC loco is repeatedly energized and shutdown for multiple times for placement indifferent lines due to poor planning by SM.

n) Shunters are always forced by SM to kept switched on their CUG mobile phone while on duty for convenience of SM.

o) Proper light facility to be provided in loco spur line in TBM and also need for RPF patrol in night time in order to avoid being robbed by anti social drunken robber's.

p) EMU coaching yard, TBM coaching yard and GSN yard bushes and shrubs and vegetation to be cleaned periodically in order protect life threatening poisonous reptiles like snakes and during night time it is very difficult to walk, proper lighting facility to be provided.

q) Need for particular time for taking food while working continuous movements

r) Non maintenance of loco stabling register by TBM mainline SM for handing over loco keys to them.

### **Initial Remarks: Grievances of Shunters of TBM: -**

- a. CCC will be advised to have joint study with engineering department regarding vacant space for construction of room.
- b. Once vacancies are filled up, extra shunters will be allotted.
- c. In cadre review 2024-25 shunter post sanctioned for Diesel loco.
- d. All IDT applications forwarded, but relieving subject to reliever.
- e. New pinpointing will be done.
- f. IRT application will be forwarded.
- g. One by one shunters are relieved for main line handling.
- h. EMU training will be given according to willingness.
- i. If necessary, the same can be done.
- j. Will be looked into.
- k. Promotion order issued.
- l. Advised Sr.DEE/RS/TBM to follow the JPO.
- m. Will check the feasibility.

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- n. Instructions are already in place to keep the mobile phone in OFF condition while on duty.
- o. Sr.DSC advised on 21.12.24 regarding the atrocities at TBM Spur line.
- q. Will be discussed.

#### **Decision taken on 10.10.2025:**

- (i) Remarks will be the decision (**CLOSED**)
- (ii)
  - (a) The utilization of existing building in the coaching yard and at the platform will be reviewed to find the solution for the problem highlighted by SRMU. SRMU can also suggest any place. (**CLOSED**)
  - (b) Remarks will be the decision (**CLOSED**)
  - (c) Remarks will be the decision (**CLOSED**)
  - (d) It will be reviewed and based on feasibility the decision with respect to number will be taken for IDT. (**CLOSED**)
  - (e) The pinpointing of crew will be done within one month. (**CLOSED**)
  - (f) – (o) – Remarks will be the decision (**CLOSED**)
  - (p) Yard Inspection Committees have been formed at Officer's level for improving three yards. (**CLOSED**)
  - (q) Necessary instructions will be issued. A copy will be marked to SRMU (**CLOSED**).
  - (r) A System will be put in place. (**CLOSED**)

### Engineering Subjects

<b>Subject No: 1 CATEGORY changes from Track Maintainer to other Group 'D' categories as General Assistant (PEON, Lascars, etc.) Points man, Assistant/Technician(Helper/Khalasi),etc.,</b>	<b>Sr.DEN/Co-ordn.</b>
<p>The large numbers of Track Maintainers of Chennai Division have registered for change of category to the post of General Assistant(Office Peon/Lascar),<u>Points man, Assistant /Technician (Helper/Khalasi), etc., in all Technical Departments.</u> Again, in terms of Rly. Bd's letter Nos RBE No.138/2023. dt.13.12.2023 and RBE No.41/2024 dt. 07.05.2024, there have been provisions to induct through 10% intake of the Track Maintainers of Engineering Department to other Departments such as Electrical, Mechanical, S&amp;T and Works as Assistant (Khalasi/Helper) in the Pay Matrix Level-1, to the Personnel Branch and other Branches as General Assistant(Peon/Lascar) and to the Operating /Traffic Department as Points man-A (Group 'D' Post). The avenue of promotion to the Track Maintainers categories in the Permanent Way Section are very less, bleak, stagnated for taking long time for each promotion and the highest level is up to Level-5 (GP.2800/-) only. However, the last10% intake of Track Maintainers was held during the year2020-21 only. After that the 10% intake has not been carried out. Due to this large number of well qualified and very much interest daspirants among Track Maintainers were unable to migrate to other Technical and Operating/Traffic departments for their career elevation.</p> <p><b>Initial Remarks:</b> The program can be conducted once a larger intake is completed through RRC. The outflow of new entrants needs to be controlled to facilitate this.</p>	
<b>Decision taken on 10.10.2025:</b>	
Initially women employees will be considered for the post of General Assistants.	

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<b>Subject No: 2 (a) Provisions of Gang Rest Rooms to the Track Maintainers at various Stations/ Locations:</b> <b>(b) Roof-Leaking and other damaged conditions present in the Gate Lodges and the Toilet sat the LC gates in Chennai Division:</b>	Sr.DEN/Co-ordn.
<b><u>(a) Provisions of Gang Rest Rooms to the Track Maintainers at various Stations/ Locations:</u></b>  It has been ascertained that the provisions of Gang Rest Rooms to Track Maintainers of the Permanent Way Section throughout the Chennai Division are disappointing and dismal. That is at many Gangs/P.Way Units sufficient number of Rest Rooms have not been provided till date. For an instance, in Chennai Division total numbers of Gang/Units earmarked are 168. Out of these, only 147 Gangs/Units have only been provided the Gang Rest Rooms. Again, out of 147 Gang rest Rooms available, most of the Gang Rest Rooms have been provided with the roof and sidewall covered/laid with Aluminium Sheets only. These Aluminium Sheets generate more heat and found in humid conditions. Also, the Gang Rest rooms have not been laid with proper TYPE PLAN No. CE/626, Also, for 21 Gang Rest Rooms in Chennai Division, no proper Gang Rest rooms are provided till date. The Track Maintainers of theses 21 gangs stay in the unsafe and sundry locations. For the women staff, it is requested to provide separate Rest Room in each Gang wherever women staff are employed as found in the TYPE PLAN No.CE/626 (details enclosed).  <b>(b) Roof-Leaking and other damaged conditions present in the Gate Lodges and the Toilet sat the LC gates in Chennai Division:</b>  For example, in CJ and SPE sections, etc., the roof of the Gate Lodges was leaking and the Toilets provided in the premises have been left with non-usable conditions. Those toilets have not been provided with sufficient water and the water closets have been left broken. Again, the toilets were not connected with septic tank for drain. Also, it has been difficult to use properly. (Details enclosed)	
<b>Initial Remarks:</b> a) Gang rest rooms is being monitored on weekly basis If a requirement is raised, the feasibility for provision of additional toilets will be examined. Toilets for women gang staff are available. The feasibility for provision of additional toilets for women gang staff will be examined.  b) Work is in progress.	
<b><u>Decision taken on 10.10.2025:</u></b>  (a) Construction of gang rest room at 21 locations in Chennai Division will be completed by (1) Sr.DEN/West - 30.06.2026 (2) Sr.DEN/East - 31.05.2026 (3) DEN/Central - 30.06.2026	

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(4) Sr.DEN/South - 30.06.2026

The other gang rest rooms provided with AC Sheets/Gaveline sheets, possibilities of providing RCC roofs will be examined based on the foundation details. **(CLOSED)**

(b) SPE section - All LCs toilets, tile work, tank works completed. Provision of electric pump for water supply is to be provided. Works will be completed by 15/11/2025.

CGL Section-Facilities in the SSE PW CGL and other facilities can be highlighted to CN organization for including in the AJJ-CGL doubling project.

CJ Section – 12 nos. of damaged toilets and 8 nos. of septic tanks in Level Crossings of AJJ-CGL section will be attended by 31.12.2025. **(CLOSED)**.

<b>Subject No: 3 Poor maintenance of HRMS fields.</b>	<b>Sr.DEN/Co-ordn.</b>
In general, it has been complained that there have been lot of mis-matchings and discrepancies in the entries regarding the Leave availed particulars, Increment granted, promotions issued, Training undergone entries, Initial Course, Refreshed Course completed entries, etc., For instance, if an employee availed LAP on a particular date has been entered in the HRMS, however the same entry is not available in his Leave Chart. This led to loss of one day LAP in his Leave Account. This problem pertaining to HRMS is prevalent in entire Engineering Branch Offices.	
<b>Initial Remarks:</b> This is a generalized subject. Leave application through HRMS will resolve the problem.	
<b>Decision taken on 10.10.2025:</b> Instructions have already been issued for applying leave through HRMS only during November 2024, by Sr.DPO. The instructions will be reiterated to all departments/supervisors for compliance. Respective Sr.DENs/DENs will give instructions to their SSEs for applying/sanctioning leave through HRMS only. <b>(CLOSED)</b>	

<b>Subject No: 4 Non-Supply of good quality of KEYMEN Bag, Essential Stores, Proper Tools and Consumables.</b>	<b>Sr.DEN/Co-ordn.</b>
a) In terms of DS/SRMU/MAS' letter dated 20.09.2024, it has been requested to pursue the Purchase order issued by SALEM Division for procuring the Keymen's Sholder Bag as the same has been found ideally suited to the Keymen. The sample Bag has already been displayed for perusal. Hence it is now requested to make necessary arrangements for procuring and supplying the above referred Keymen's Bag at the earliest.	
b) The necessary supplies like Kerosene, Dungri clothes, Helmet, gloves, Odomas mosquito repellent have not been issued properly to the Track Maintainers.	
The kerosene is utilized for cleaning the greased tools and to wash the greased hands and other tools. However, the supply of the Kerosene, Gloves, Dungri Clothes, Helmet and the Odomas Mosquito repellent are highly erratic. This lead to an unhealthier working condition of the Track	

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Maintainers in the Permanent Way Section of Engineering Department.

c)As per Railway Board Order No.2017/TRANS./CELL / CIVIL/03 dt.05.03.2018 Table -1 Sl.No.3, the Safety Shoes to the Track Maintainers have to be distributed once in six months. However, in practice the Safety Shoes are distributed once in a year only. This makes the Track maintainer to tread along the sharp objects in the ballast area with more care. (copy of the Rly.Bd's letter enclosed).

**Initial Remarks:** a) SRMU has recommended avoiding the procurement of the PO variety and suggested procuring bags similar to those used in the SA Division..

b) Indent has been submitted and the process is underway.

C) Although safety shoes are to be issued to trackmen every six months.

**Decision taken on 10.10.2025:**

(a) Indent is placed. Supply of Keyman shoulder bags will be issued in next three months. Matter closed.

(b) Dungri cloth, gloves and odomas will be supplied in next three months. **(CLOSED)**

(c) Branded safety shoes already supplied and the same will continue once in 6 months as per Rly Brd's order. **(CLOSED)**

<b>Subject No: 5 Sanction and claiming off Traveling Allowance more 15 points to the Track Maintainers</b>	<b>Sr.DEN/Co-ordn.</b>
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At present, the Track Maintainers have been restricted to claim only 15 days Traveling Allowance only. That is the TA point at the rate of 0.7 point per day is allowed for 15 days only and the total TA point allowed is  $15 \times 0.7 = 10.5$  points only. The Traveling allowance is permitted beyond 15 TA points in a month despite the duty performed by the Track Maintainers more than 15 days of 100% outside eligible duties.

**Initial Remarks:** With the approval of DRM/ADRM; this is allowed

**Decision taken on 10.10.2025:**

Staff deployed for out station movements will be given with TA by obtaining requisite approval for the actual working. Discussed and closed.

<b>Subject No: 6.Improper Maintenance of Railway Quarters throughout the Chennai Division:</b>	<b>Sr.DEN/Co-ordn.</b>
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It has been a long-time complaint that the Railway Quarters available throughout the Chennai Division have been maintained improperly.

a) The Streets are not broomed well and the dust collected are not removed and abandoned in the streets themselves for the past six months at WST, Salt Quarters /BBQ, PWQ Colony, Ayanavaram and Velachery locations. This lead to infestation of many diseases to

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the occupants of the Railway Quarters.

b) Many outsiders to Railways through the Railway Quarters premises without valid permission. Most of the outsiders use the premises to consume illicit liquor, seductive drugs, etc. In most of the Railway Quarters locations, the outsiders park their vehicles such as cars, etc., without proper permission. In particular, at Velachery Railway Quarters area, some outsiders are performing Bike- racing, Car-Driving Classes and other illegal activities. On making a complaint to the RPF authorities, no action has been initiated till date. Hence it may be presumed that most of the Railway Quarters areas have been looked as dust-bins.

**Initial Remarks:** a.) As per the designated responsibilities, the **sanitation and upkeep** of Railway colonies rest with the **concerned Sanitation Department under the Chief Health Inspector/PER.**

Matters related to **law and order**, including any form of external threat or unauthorized entry, fall under the jurisdiction of the **Railway Protection Force (RPF)** and the **Local Police.**

To deter unauthorized dumping of waste, **cautionary signage** bearing the message **"DON'T THROW WASTAGE IN RAILWAY PREMISES AREA. VIOLATORS WILL BE PROSECUTED."** has been installed at prominent locations within the premises.

b.) A fencing proposal for colony safety has been submitted. In the meantime, RPF has been advised to carry out regular patrols

**Decision taken on 10.10.2025:**

(a) On temporary measure the cleaning of colonies will be arranged through imprest till the HKS returned by RH/PER or contractual arrangements are put in place. Discussed and closed.

(b) Committee consisting of SSE/Works, IPF, welfare Inspector, SSE/Electrical and SSE/Tele, will be advised to submit joint report to improve safety aspects brought out in above para. Discussed and closed.

**Subject No: 7 Poor maintenance of HRMS fields Trifurcation & Bifurcation of CGL, TMV, ACK, WST, TRL P.Way Sections. Non-provision of separate Personnel Branch Offices along with Ministerial staff in these Sections.**

**Sr.DEN/Co-ordn.**

In terms of Sr.DPO/MAS' Memoranda dated 25.06.2025, the following P.Way Sections have been trifurcated and bifurcated for the convenience of Administration.

CGL and TMV Sections have been trifurcated into ACK, TMV and CGL Sections.WST Section has been bifurcated into MAS and WST Sections.

TRL Section has been bifurcated into TRL and KBT Sections.

However, new Personnel Branch Sections have not been provided in the P.Way Section WST,

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KBT and ACK. Again sufficient separate Blacksmith and Welder Batch have not been provided in the newly opened P.Way sections.

In WST Section, the new 3<sup>rd</sup> and 4<sup>th</sup> line including point and crossings were laid between MSB and WST covering maximum three kilometers. But sufficient man power strength has not been increased in commensurate with the workload. There are 10 lines in VLCY Car shed yard including 29 manual lever points and crossings. In PRGD yard there are 16 lines including 38 manual lever points and crossings. But the manpower available in both the sections are not sufficient.

Between CGL and MYP Section, 2<sup>nd</sup> line has been laid and between TBM and CGL Section, 3<sup>rd</sup> line has been laid. Hence, the staff strength has to be increased proportionately.

**Initial Remarks:** A proposal to increase gang strength has been forwarded to the Sr. DPO's Office. Copy Enclosed

**Decision taken on 10.10.2025:**

P.Way clerks will be advised to attend the newly formed P.Way units in due course. Discussed and closed.

**Subject No: 8 Acute shortage of Manpower in the Track Maintainer Categories due to delayed promotion processes in the intermediate categories & non-recruitment of entry grade fresh Track maintainer Gr. IV in Level-1 in time throughout all the P.Way Sections/MAS Divn.**

**Sr.DEN/Co-ordn.**

According to the June, 2025 position, the sanction, actual and vacancy position of the Track Maintainer categories of Chennai Division areas under: 34 vacancies in Track Maintainer Gr.I in Level-570 vacancies in Track Maintainer Gr.II in Level-457 vacancies in Track Maintainer Gr.III in Level-2 vacancies in Track Maintainer Gr.IV in Level-1 And the total vacancies are 569 altogether.

This is highly deplorable as the workload attached to the vacant staff have to be attended by the remaining Track Maintainer workforce. And this is not the healthy atmosphere prevailing in the Permanent Way Section.


Hence it is requested to expedite the promotion processes of filling up of the vacancies in the categories of Track Maintainer Gr.I, II and III through positive acts of Selections/ Trade Tests duly fixing feasible near-future calendar with clear cuts-off dates. Due to the huge vacancies, the Manning of gates, Patrolling and Maintenance works have been at quandary. Because of the enormous vacancies in the Track Maintainer Gr,IV category, they are badly losing their legitimate claim of transfer to other departments on 10% intake for a long time. Again, due to the huge vacancies in all the Track Maintainer categories, the approved IDT/IRT cases could not also be dealt with positively.

Hence it is requested to speed up the process of filling up of vacancies in the Track Maintainer Gr,IV category duly placing sufficient indents to RRC/MAS.

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(copy of vacancy position enclosed)
<b>Initial Remarks:</b> Will be discussed in detail
<b>Decision taken on 10.10.2025:</b>  Action plan will be drawn to fill up the vacancies in the cadre and the same will be communicated in a week's time. <b>(CLOSED)</b>

<b>Subject No: 9 Payment of Dress Allowance to the Artisan Staff, Permanent Way Branch of Chennai Division:</b>	<b>Sr.DEN/Co-ordn.</b>
<p>In terms of Sr.DPO/MAS' Office Memorandum letter No.M/P(1)/Uniform Allowance/Works /Engg Dept dated 07.09.2023, the Artisan staff categories such as Bricklayer, Painter, Blacksmith, Carpenter, Plumber, Tinker and Artisan Assistants and Mali of Works Wing have been sanctioned and subsequently granted Dress Allowance at the rate of Rs.6250/- per year during July of every year.</p> <p>Again, in terms of Sr.DPO/SA's letter No.S/P.443/I/Engg/Misc/E-414446 dated 30.10.2023, the same Dress Allowance has been sanctioned Dress Allowance to all the Artisan Staff of Civil Engineering (Permanent Way, works etc.) duly quoting the Railway Board letter number 80/2009 dated 04.05.2019 circulated through PBC No.98/2009 dated 04.06.2009. However, the Artisan Staff categories such as Blacksmith, Welder and Painter of the Permanent Way Branch of Engineering Department of Chennai Division has not been granted the Dress Allowance till date despite very clear cut orders of Railway Board.</p> <p>But as per Railway Board Order No. RBE No.80/2009 / Uniform Circular No.02/2009 dated 04.05.2009, the following categories of Artisan Staff have been mentioned and included for granting Dress Allowance for the erstwhile Civil Engineering Artisan Staff:</p> <p>Blacksmith, Hammer man, Mason, Carpenter and Welder.</p> <p>Also is no elimination or segregation as Permanent Way, Works and Bridge Artisan Staff regarding the eligibility for payment of Dress Allowance.</p> <p>In view of the above, it is requested for arranging payment of Dress Allowance to the Artisan Staff categories such as Welder, Blacksmith and Painter of Permanent Way Branch of Engineering Department of Chennai Division.</p>	
<b>Initial Remarks:</b> Already allowed	
<b>Decision taken on 10.10.2025:</b>  Dress Allowance will be given as per Rly. Board norms. It was earlier allowed for Blacksmith and Welder category. Now it will be reviewed for P. Way Painter categories. <b>(CLOSED)</b>	



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<b>Subject No: 10 Streamlining of USFD activities:</b>	<b>Sr.DEN/Co-ordn.</b>
<p>In USFD Branch of Chennai Division, the Track Maintainers categories Staff have been only being utilized for their field works without any proper channel of Selection such as calling of volunteers; deputation, etc. Also, the USFD branch is devoid of any sanctioned strength of Track Maintainer category staff for their proper functioning. The Track Maintainers for the USFD Branch are being hand –picked by the SSEs/JEs in USFD Section according to their whims and fancies. Though there has been proper sanction for the posts of SSE and JEs in the USFD Branch, there are no proper sanction for the posts of Track Maintainers for the same. As a result, the Track Maintainers rendering service in the USFD Branch are being subjected to vulnerability and no safety and security in the working place.</p> <p>Hence in view of the above, a proper selection procedure is requested for deputing the Track Maintainers along with binding of safety and other positive working rules with creation of proper sanctioned strength.</p>	
<b>Initial Remarks:</b> 1) There are no specific guide lines issued by Railway Board/Zonal Railway 2) Will be examined and action will be taken	
<b>Decision taken on 10.10.2025:</b> HQrs will be approached for guidelines. A copy will be marked to SRMU (CLOSED)	

<b>Subject No: 11 Conversion of 'Essential Intermittent' classification gates of 12 hours duty Rosters into 'continuous' classification gates of 08hours duty Roster throughout the Chennai Division Engineering Gates and request for fresh Job Analysis of LC gates</b>	<b>Sr.DEN/Co-ordn.</b>
<p>In this connection the following details are put forth for kind perusal:</p> <p>Between MSB-Chengalpattu Section, 08 hours duty Rosters are being followed for LC Engineering gates. Andagain, between Chengalpattu to Villupuram Section 12 hours duty Rosters are being followed for the LC gates. Further between Villupuram to Thiruchchirapalli Section 08 hours duty Rosters are being followed.</p> <p>Further, it has come to notice that in many LC gates of the sections between MAS to JTJ and MAS to GDR of Chennai Division, the same kinds of differentiation of 08 hours rosters and 12 rosters are being followed irrespective high density of Train movements.</p> <p>Hence in view of the above, it is requested to conduct Job Analysis along with our SRMU Office bearer throughout the LC gates with 12 hours duty across Chennai Division and to convert them into 08 hours duty rosters as per eligibility.</p>	
<b>Initial Remarks:</b> Job study will be carried out, and necessary action will be taken based on individual sections or specific cases	

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**Decision taken on 10.10.2025:**

The proposal has been submitted by Engg Department for completing job analysis on representative method as decided in SRMU's GM/PNM Subject No. 19/2007. The same will be completed by January, 2026. **(CLOSED)**

**Subject No: 12 Violation of Railway Board orders in promotion of Track Maintainers Gr.I and subsequent assigning the duties of Keyman. However, Track Maintainer Gr.II, III and Gr,IV are forced to perform Keyman duties against Railway Board's orders**

**Sr.DEN/Co-ordn.**

As per the Para-4 of the Railway Board letter No. 2010/CE-I(SPL)/GNS/15/Pt.Idt. 22.09.2014, it is further clarified that in each unit of SSE/PWay senior person posted as Track Maintainer Gr.I will perform the existing duties of Gangmate and the junior persons in Track Maintainer Gr.I will be assigned the existing duties of Keyman.

But in practical, the above-mentioned procedures have not been strictly adhered to and there has been a gross violation of assigning the duties of Gangmate and Keymen among the Track Maintainer Gr.I in most of the Permanent Way Sections. Further in few sections, Track Maintainer Gr.II, Gr.III and Gr.IV are being utilized for Keyman for long periods. In some sections, the promotes of Track Maintainer Gr.II in GP.2400/Level-4 are being threatened that if they agree to work as Keyman only, they will be considered for further promotion as Track Maintainer Gr.II in GP.2400/ Level-4. And in some other sections, the Track Maintainers in the GP.1900 and GP.1800 are being forced to perform Keyman duty. This resulting in such Track Maintainers have been affected by with improper rules.

Hence, it is requested for strict compliance of Railway Board orders referred above in assigning the duties of Keyman.

**Initial Remarks:** Board order is only followed in all normal cases. During leave /Sick period next senior most employees will take up the duties

**Decision taken on 10.10.2025:**

Instructions have already been given to not utilize Track Maintainer Gr. III & IV for Keyman duties except for exigencies and to minimize such possibilities. Action plan will be drawn to fill up the vacancies in the cadre and the same will be communicated in a week's time. **(CLOSED)**

**Subject No: 13 Welding works carried out by the Railway Artisans despite being awarded to outside contractual Labourers**

**Sr.DEN/Co-ordn.**

(a) In most of the Sections of Permanent Way, the welding works have been outsourced to Contractual labourers. But in practical, the Railway Artisan welders are being forced to perform the welding works by the Contract Agencies for avoiding delay in completion of the welding

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works. This has demoralized the Railway Artisan Welders at a great extent. This manipulation may please be curtailed with immediate effect.

(b) For the other Permanent way works out sourced, the contractual agencies have not supplied the necessary tools and other implements while the contractual labours are performing their duties. Instead, they are borrowing the required tools and other implements from respective Gang Tools in Sections and they have been spoiling the tools and other implements regularly supplied by the Gang Tools Sections. This has posed a grave threat to the Gang Tools Section and required for remedial actions.

**Initial Remarks:** a) Welding has item using Railway welder in general. Wherever outsourced welder item is operated, Railway welder will not be engaged.

b) Instructions have already been issued & same will be implemented

**Decision taken on 10.10.2025:**

- (a) In Division we are operating Item No. 092030 of USSOR and when this item is operated it is with Railway's welder. **(CLOSED)**
- (b) In Division we are operating Item No. 092030 of USSOR and when this item is operated it is with Railway's welder. Contractual Agencies will be advised to use this own tools **(CLOSED)**

<b>Subject No: 14 Maintaining a Complaint Register in the Permanent Way Railway exclusively for Keyman to record /register his findings</b>	<b>Sr.DEN/Co-ordn.</b>
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The Keyman of the Permanent way is performing the important duties such as inspecting the Tracks, looking for defects in Tracks, loosened conditions offish bolts, loose bolts on joggled fish plates, SEJ, fittings in switches and crossings, fittings on girder bridges and open top culverts, broken or notched slippers, broken plates or tie-bars and attend to them as necessary through his earmarked beat stretch of 6 kilometers. Hence. it is very important and necessary to record his findings in the concerned sections for further perusal of activities. In view of the above, it is requested to provide a standard register in each and every section of Permanent Way, Chennai Division to record his findings on day to basis.

**Initial Remarks:** Will be implemented

**Decision taken on 10.10.2025:**  
SRMU's suggestions will be implemented **(CLOSED)**



### Divisional PNM with SRMU

<b>Subject No: 15 Provision of safety measures while performing Patrolling duties</b>	<b>Sr.DEN/Co-ordn.</b>
<p>In the due course of performing patrolling duties in night hours by the Track Maintainers of our Chennai Division, there has been lots of atrocities carryout out on the Track Maintainers at many sections. In general, the anti-social elements have attacked the Track Maintainers and snatched their Cell Phones and picked their purses and have injured the Track Maintainers physically with issuing dreadful threats to their life. Such types of incidents have been taken place in VPY, BBQ, WST, PER, etc., areas in the recently specified times. This is a grave threat for the life of our Railway Staff.</p> <p>Hence in view of the above, it is requested that a RPF Staff may be allowed to accompany the Track Maintainers on night petrol duty.</p>	
<b>Initial Remarks:</b> Will be implemented in consultation with Sr.DSC in sections identified	
<b>Decision taken on 10.10.2025:</b>  RPF will conduct surprise checks and drives in the above mentioned areas and will book cases on such miscreants. <b>(CLOSED)</b>	

### MEDICAL SUBJECTS

<b>Subject No 02/2021: Issues pertaining to Medical Department</b>	<b>CMS</b>																														
<b>Present position/status of NGO.</b>																															
<b>Additional Manpower for running Casualty:</b>																															
<b>Staff position:</b>																															
<table border="1" style="width: 100%; border-collapse: collapse;"><thead><tr><th style="width: 25%;">Designation</th><th style="width: 25%;">Sanctioned Post</th><th style="width: 25%;">Current staff position</th><th style="width: 25%;">Vacancy</th><th style="width: 25%;">Additional Required</th></tr></thead><tbody><tr><td>Pharmacist</td><td>5</td><td>3+ 1 (re-engaged)</td><td>1</td><td></td></tr><tr><td>Chief Nursing Superintendent</td><td>1</td><td>1</td><td>Nil</td><td>01</td></tr><tr><td>Dresser</td><td>3</td><td>2</td><td>01</td><td></td></tr><tr><td>Hospital Attendant</td><td>4</td><td>4 (02 Female HA)</td><td>Nil</td><td>03</td></tr><tr><td>Housekeeping Assistant</td><td>2</td><td>3</td><td>Nil</td><td>01</td></tr></tbody></table>	Designation	Sanctioned Post	Current staff position	Vacancy	Additional Required	Pharmacist	5	3+ 1 (re-engaged)	1		Chief Nursing Superintendent	1	1	Nil	01	Dresser	3	2	01		Hospital Attendant	4	4 (02 Female HA)	Nil	03	Housekeeping Assistant	2	3	Nil	01	
Designation	Sanctioned Post	Current staff position	Vacancy	Additional Required																											
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Dresser	3	2	01																												
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Housekeeping Assistant	2	3	Nil	01																											
<b>After Shifting Casualty to HU/NGO/MAS - additional Manpower required</b> <b>Hospital Attendant (HA)- 03 numbers</b> <b>Housekeeping Assistant- 01 number</b>																															
<p><b>Justification: for Hospital Attendant (HA)</b> Average OPD per day: <b>90-150 patients</b> Number of Medical Examination conducted in a year: Employees <b>PME- 675: Candidates ME- 164: Vendors Medical examination: 600</b> AWAC done per year – <b>around 9000 (includes RPF's biannual check-up)</b></p>																															



## Divisional PNM with SRMU

- For performing 03 shifts inclusive of casualty duties - **03 HA's** required
- For assisting medical officer in all Medical examination- **01 HA** required
- For assisting Medical examination of female staff, casualty treatment of Female staff, for accompanying sick female employees for all privacy needs- **Minimum of Female Hospital Attendant required in general shift -01** (about 1000-1300 numbers of female staff are working around HU/NGO/MAS)
- **RG/LR- 01 HA** is mandatory for managing 03 shift duties and leave management for 05 HA's.
- Currently Shri. **Lenin HA/HU/NGO/MAS** is working as **Physiotherapist**, that may not be considered as filled up post of Hospital attendant.

### **Various duties performed by HA's –**

- Helping in OPD registration for those who lacks smart phone, lacks UMID card and during HMIS failure days (**manual OPD done for 30-50 cases per day**)
- Preparing MO28 papers (prescription papers) for employees reporting sick (**average sick OPD is 70 cases per day**)
- Assisting in certificate and registers moments for ensuring safer custody (**sick certificates, Duty certificates, Discharge certificate from sick list to their respective offices, handing over of Medical fitness certificate of candidates to respective branches**)
- Assisting AWAC camp **to complete the Target of 9000 employees**, which is one third of MAS division staff strength
- Accompanying with Patient in Ambulance (**average of 12-15 cases shifted to RH/PER per month**)
- Handing over of blood and urine samples of employee reported drunkenness on duty, to Forensic Lab for alcohol estimation (**03-04 cases per month**)
- Assisting Medical officer for all medical examination (**Candidates, Employees & Vendor**)
- Carrying of store Goods from DMS/MS (**as more than 300 walk in patients receives monthly medicines from HU/NGO, requires frequent refilling from Divisional Drug store is required**) and from GSD/PER
- Assisting in transporting of non-ambulatory patients inside Health unit
- Assisting in getting medicines of emergency LP (**average of 10-15 cases per month**)
- Assisting in Lab of HU/NGO/MAS (**average Lab cases per day 35-50 day**)

### **Justification: for Housekeeping Assistant**

- For ensuring cleanliness of Casualty room and Dressing room, round the clock **03 House keeping assistants is necessary for managing all the three shifts in a day**
- One LR/RG HKA is required for the 03 HKA's working in the shift

### **Posting of one more Nursing staff at HU/NGO/MAS**

#### **Justification:**

- AWAC to be done for HU/NGO jurisdiction is around 9000 employees (including biannual for RPF staff)
- For completing AWAC for all employees, conducting camp in the working place is only possible means, which requires nursing staff in the work spot of employees. For

**Divisional PNM with SRMU**

completing 9000 AWAC test, 800 numbers per month has to be completed. In view of that an average of 20 camps per months is being conducted at employees work spot, which is preceded by Nursing staff with a team of Hospital attendant for other assistance. This affects the availability of Nurse in health unit. Completing AWAC on time is likewise important as other casualty duties in Health unit.

- Number of Injections done per month- 350
- Number of ECG taken per month- 200
- Number of patients treated under bed observation- 30
- Assisting in SPART maintenance along with Pharmacist

**Detailed data on the number of employees and beneficiaries attached to each Health Unit.**

<b>Hospital/Health Unit</b>	<b>Per day OPD</b>	<b>Serving Employees of the Jurisdiction</b>	<b>Retired employees-registered beneficiary</b>	<b>Medical examination done in one year</b>
Divisional Store				
DRH/AJJ (& HFP)	110-160	2754	6854	117
HU/MS	50-70	2832	2672	493
HU/NGO/MAS	120-160	9498	1567	846
HU/TBM	75-135	2090	6148	397
HU/CGL	45-60	1500	1708	36
HU/SPE	15-25	654	802	45
HU/RPM	10-20	930	367	81
HU/TNPM	50-65	3000	2945	109
HU/AVD	60-80	2017	5395	150
HU/KPD	30-40	1583	6383	176
HU/JTJ	50-65	1586	836	49

**Requirement assessment of all Health Units in Chennai Division.**

1. Restoration of 02 Pharmacist post recently transferred/surrendered by CMS/MAS to PCMD/SR , which is currently added under Headquarters account

**Justification:**

<b>Hospital/Health Unit</b>	<b>Per day OPD</b>	<b>Serving Employees of the Jurisdiction</b>	<b>Retired employees-registered beneficiary</b>	<b>Medical examination done in one year</b>	<b>No. Of Pharmacist currently available</b>
Divisional Store					<b>2 (Both Mandatory working post)</b>
DRH/AJJ (& HFP)	110-160	2754	6854	117	<b>5 + 1 (HFP) (5 mandatory working post) Managing relieving</b>

**Divisional PNM with SRMU**

					duty to HU/KPD, HU/JTJ & (HU/HVD, HU/CGL on acute shortage)
HU/MS	50-70	2832	2672	493	<b>3 (all 3 Mandatory working post)</b> Managing Relieving duty to HU/SPE, HU/RPM, HU/TNPM,
HU/NGO/MAS	120-160	9498	1567	846	<b>3+1 re-engaged (3 mandatory working post)</b> Managing relieving duty to HU/RPM, HU/TNPM & HU/AVD, HU/SPE
HU/TBM	75-135	2090	6148	397	<b>3 (all 3 Mandatory working post)</b> Managing relieving duty HU/CGL, HU/AVD, HU/TNPM, HU/RPM
HU/CGL	45-60	1500	1708	36	<b>1</b>
HU/SPE	15-25	654	802	45	<b>1</b>
HU/RPM	10-20	930	367	81	<b>1</b>
HU/TNPM	50-65	3000	2945	109	<b>1</b>
HU/AVD	60-80	2017	5395	150	<b>2 (both working post)</b>
HU/KPD	30-40	1583	6383	176	<b>1</b>
HU/JTJ	50-65	1586	836	49	<b>2 (both working post)</b>
Total					<b>27 post</b>

\*In the above list, HU/MS is shown with Daily OPD attendance of 50-70, due to the reason that currently HU/MS is functioning at Railway Kalyana mandapam, Egmore, which is lacking easy access for patient comes through EMU and X-ray facility is also shifted to DRH/AJJ. On Restoration to New location and reinstallation of X-ray facility will increase the OPD attendance.

- Except one re-engaged post at HU/NGO, there is no other vacancy of Pharmacist in Chennai Division - as per the latest sanctioned post of Pharmacist for Chennai Division. Out of 32 sanctioned post, 3 were transferred to TVC Division and another 2 were recently transferred/surrendered to HQRS by CMS/MAS vide aforesaid reference under S.no.1
- For the smooth and expected patient satisfactory functioning of 11 Hospital/Health units

### Divisional PNM with SRMU

of Chennai Division, 25 mandatory working Pharmacist post is required. Operating the 11 Hospital/Health units with less than 25 Pharmacist will overload another Pharmacist and will also prolong the patient waiting time in Dispensary.

- Leave reliever currently available for 25 working post was found to be only 02 numbers, which is unfair for operating 11 Hospital/Health Unit located at different distance. As per the above mentioned table the work allocation for all the working post Pharmacist is done based on the number of OPD statistics, number of Monthly medicine receiving statistics and Medical Examination statistics. Because attending 50 monthly medicine patients with average of 8 drugs per prescription will consume the time required for attending 80 patients with casualty drugs.
- Out of 26 regular pharmacists (01 re-engaged) working in MAS division, 07 are Female pharmacist, out of which 06 are eligible for CCL. The data's are as follows

S.No	Pharmacist Name	Working at	No. of children	Age of the children in years
1	Geethu Shyamala	Egmore	2	13 and 9 respectively
2	Padmavathi	Egmore	2	16 and 11 respectively
3	Simi Mathew	TBM	1	4
4	Nirosha	NGO/MAS	2	10 and 8 respectively
5	Shajila	JTJ	2	7 and 3 respectively
6	Sandya	AJJ	2	4 and 2 respectively

- Unlike Leave Reliever post, working post Pharmacists are bound with responsibility which is answerable to administration and vigilance authority. But utilizing working post Pharmacist as Leave reliever is increasing risk of deviation with entrusted portfolios.
- HMIS is still having issue in drug accounting during its website failure and such missed out accounts can be cross checked only if sufficient time available during the working hours itself. This double the work on certain days

The post surrendered/transferred by CMS/MAS is being operated at RH/PER and Headquarters. In addition to the portfolio of Pharmacist at RH/PER, the Pharmacist working in Divisions has to process the miscellaneous works like Medical reimbursement process initiation from Health unit level, MCDO compilation, Medical board case summary handling, Medical examination assistance at clerical level, sick and Fit counter management (discharging of non-attending employees by informing Medical officer) Imprest bill submission in AIMS IPAS, Preservation of Records & Record room maintenance etc.,

It is highlighted that, at RH/PER level a Pharmacist at Dispensing counter can dispense

## Divisional PNM with SRMU

medicines efficiently, only because 04 Pharmacist at Drug store and 1 Pharmacist at Sub-store is ensuring stock availability at door step, whereas the Pharmacist at Division are divided by Health Unit and distance from Divisional store. The responsibility of arranging medicines up to the Health unit door step in only by the efforts of the individual Pharmacist taking care of Store/Dispensary, in addition to the other mandatory work like Sick counter, Medical Examination etc. Therefore, the restoration of 02 post of Pharmacist back to Chennai Division will maintain quality of work till date served to employees without overloading the Pharmacist and will also ensure reach of online developments implemented in Medical department to every patient of the Jurisdiction.

- The posts surrendered in Hospital attendant category (10 Nos) not distributed health unit/hospital wise till date.
1. Digital X-ray machine has been shifted from HU/MSto AJJ. Since more than 10,000 employees are attached to HU/NGO (the largest number in the Division), the need for a digital x-ray machine is more at HU/NGO and as such the same should be brought back to either MS or NGO.

Remarks - Setting up of X-ray machine in HU/NGO would need to be done strictly adhering to the conditions required by AERB due to radiation hazard, like the thickness of the room, room for the console, lead doors, etc. which would not be feasible considering the space constraints at HU NGO.

### **Decision taken on 10.10.2025:**

X-Ray machine is not required at HU NGO, since we are having nearest empanelled diagnostic centre nearer to HU/MS

2. The women employees requiring to undergo physiotherapy sessions at NGO have expressed their wish to be attended to by a female physiotherapist. Hence in addition to the physiotherapist already available, a lady physiotherapist may be appointed on contract basis.

Remarks - Currently there is no post of Physiotherapist for HU/NGO.

### **Decision taken on 10.10.2025:**

There are two physiotherapy units running at Chennai Division but no physiotherapy post. At AJJ it is managed by one contract Physiotherapist funded by DSBF. In the same manner we can have one more contract physiotherapist in HU/NGO as well, so that the acting physiotherapist i.e. Health Attenders can be relieved to do his work. Requirement of additional man power will be assessed and HQ will be requested for the same. Discussed and closed.

3. At present the ECG equipment is available in the Casualty and this leads to embarrassing situations especially when there is an emergency case that needs to be attended in the casualty where another patient is undergoing ECG test. To avoid this a separate room should be allotted exclusively for ECG.

Remarks - May not be feasible considering the space constraints at HU NGO.

### **Decision taken on 10.10.2025:**

## Divisional PNM with SRMU

ECG is available but the separate partition cannot be given because of space constraint. However alternative place will be identified.

4. The staff of HU/NGO do not have a restroom. Separate restrooms for the male and female staff are required.

Remarks - New space may be identified for staff rest room.

**Decision taken on 10.10.2025:**

Space will be identified for staff rest room in consultation with Engineering Department.

5. A separate room needs to be allotted for the Portable Medical Kit for Accidents (POMKA) and the First-Aid kits of the trains.

Remarks - May not be feasible considering the space constraints at HU NGO

**Decision taken on 10.10.2025:**

6. A separate OPD for officers is required since it is often observed that in the event of an officer consulting a doctor and requiring to undergo tests, the other patients are forced to wait till he completes the tests and leaves. A separate room for officers would allow the doctor to attend to the other patients after attending to the officer.

Remarks - It will be ensured

7. A separate autoclave room for sterilization is required alongwith additional staff for the laboratory. At present there is just one Lab Supdt who has to collect the samples of not just NGO patients but also patients who are directed for tests from other Health Units like AVD, RPM etc, run the tests and record the data.

Remarks - May not be feasible considering the space constraints at HU NGO.

8. When HU/MS was shifted to a new location, the casualty was shifted from MS to NGO but the staff continues to work at HU/MS. In order to run the Casualty 24/7 in 3 shifts, adequate number of staff may be posted to NGO.

Remarks - The staff strength at HU NGO has considerably increased with the shifting of Casualty from HU/MS, while HU/MS has been downsized

9. Nearly 200 first-aid kits need to be refilled each month but HU/NGO has not been provided with adequate staff for the same.

Remarks - As above

10. There are no separate toilets for the male & female patients and they often have to use the toilets in the offices when required to submit urine samples since there is only one toilet within the Health Unit. This also leads to very embarrassing situations. Separate toilets for male and female patients should be provided.

Remarks - Space may be identified or new toilet block under construction may be earmarked.

**Divisional PNM with SRMU**

11. The Health Unit suffers from severe space constraints. Extension of the Health Unit building with extra rooms is urgently required.

Remarks - New space may be identified in consultation with Engineering Department is feasible.

12. A proper slot should be allotted for stabling the ambulance and allowing for easy movement in an emergency. At present the two-wheelers and four wheelers of the employees/contractors are parked in a haphazard manner leaving very little or no room for parking the ambulance. Urgent steps need to be taken in this regard.

Remarks - Issue has been highlighted several times to provide ample passage for free movement of ambulance.

13. Dental and eye clinics should function atleast on a weekly basis at NGO so that staff requiring treatment need not have to travel all the way to RH/PER and waste an entire day at the crowded clinics there.

Remarks - Dental Clinic and Eye Clinic are already functioning at HU MS.

14. It was agreed in the recent Special Meeting that priority would be given at x-ray units and ophthalmology clinics to Aye ONE category staff (LRS) during PME as any delay in conducting the tests would lead to late running/detention to trains on account of manpower shortage. Though this practice was strictly adhered to for a month, it is no longer being followed. The decision taken in the Special Meeting needs to be implemented on a permanent basis.

Remarks – NIL

15. The PME room needs to be provided with air-conditioning in accordance with Railway Board policy.

Remarks - Will be complied in consultation with Electrical Department

16. The entire HU/NGO (floor, walls & roof) including the PME room needs to be revamped and modernized.

Remarks -On consulting with DRM, the possibility of revamping / modernization of HU/NGO along with PME room will be taken up.

**Decision taken on 10.10.2025:**

Another special meeting with ADRM-I & CMS will be conducted covering above subjects.

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