



दक्षिण पूर्व मध्य रेलवे  
South East Central Railway



मुख्यालय कार्मिक विभाग, प्रथम तल, महाप्रबंधक कार्यालय, बिलासपुर (छ. ग.) 495004

HEAD QUARTER PERSONNEL DEPARTMENT, 1<sup>st</sup> FLOOR, GM's OFFICE, BILASPUR (C.G.) 495004

सं. पी-एचक्यू/रुलिंग/एमपीपी/ 03/5076

दिनांक:-18.05.2018

प्रति,

सर्व संबंधित

स्थापना नियम सं.-143/2018

**विषय:-Cadre Control/Manpower Management of Mechanical & Electrical Staff involved in Diesel Maintenance & Operation and EMU/MEMU/TL/AC Maintenance and Operation.**

रेल्वे बोर्ड के पत्र सं. 2018/O&M/8/1, दिनांक 01.05.2018 की प्रति सूचना, मार्गदर्शन तथा आवश्यक कार्यवाही हेतु प्रकाशित की जा रही है।

उपरोक्त नियम दफ्तरे की अधिकारिक वेब-साइट <http://www.secr.indianrailways.gov.in> एवं CPO के share folder (10.206.2.18) पर निम्नलिखित लिंक पर उपलब्ध हैं:-

**Web-site-**

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संलग्न:- यथोक्त. (2 पृष्ठ)

  
(प्रदीप मिश्रा)

वरिष्ठ कार्मिक अधिकारी (एच.आर.डी.)  
कृते प्रधान मुख्य कार्मिक अधिकारी

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Y/M/C/P  
19/05/18  
SPO(HRD)

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भारत सरकार **Government of India**  
रेल मंत्रालय **Ministry of Railways**  
(रेलवे बोर्ड) **(Railway Board)**

E/R No. - 143/2018

P/1

No.2018/O&M/8/1

New Delhi, Dated 1<sup>st</sup> May 2018

**The General Managers,  
All Indian Railways.**

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Pb. las per

**Sub: Cadre Control/Manpower Management  
of Mechanical & Electrical Staff involved in Diesel Maintenance  
& Operation and EMU/MEMU/TL/AC Maintenance and Operation.**

This is in supersession of all orders issued earlier on this subject.

2. Board has revisited the issue of complete separation of Traction and Coaching verticals at divisional level and decided the following.

- a) The cadre control of Non-Gazetted staff of diesel maintenance and operations would be under MTR and the cadre control of Non-Gazetted staff of MEMU/EMU/TL/AC would be under MRS.
- b) The Administrative control of the officers manning diesel maintenance and operations would be with MTR and the administrative control of the officers of electrical coaching, including MEMU/EMU, TL/AC etc. would be under MRS.
- c) Cadre control of Electrical officers would continue to remain with MTR and of Mechanical officers with MRS.
- d) In non-electrified Divisions, if there is a separate Sr.DME/DME for O&F wing, he would continue to look after the power wing till a Sr.DEE/DEE (OP/TRO) is posted and technically report to PCEE. If there is only one Sr.DME looking after both C&W and Operations, then diesel operations shall be placed under DME/AME and kept under administrative control of Sr.DEE/DEE of the division and the Sr.DME would look after Breakdown and C&W and would continue to report to PCME..
- e) In Divisions, where the post of Sr.DEE/DEE (OP/TRO) is available, work of Diesel operations shall be transferred to Sr.DEE/DEE (OP/TRO) and the post of Sr.DME/DME (Power/O&F) would be re-designated as Sr.DME/DME (Freight) or Sr.DME/DME (EnHM) or as considered necessary in the mechanical cadre by the

PCPO  
PCME  
PCEE

CPO (IR)	Sr. General Manager	
Dy. CPO (HQ.)	Dy. CPO (CON.)	Chairman (RRC)
SPO (RP)	In electrified Divisions	SPO (HRD)
APO (BILLS)	Sr. DME/DME (Freight)	PCPO
PCPO	Sr. DME/DME (EnHM) or as considered necessary in the mechanical cadre..	

where the post of Sr.DME/DME(Power) and Sr.DME/DME(Freight) are both available, the post of Sr.DME/DME(Power/O&F) can be used as Sr.DME/DME (EnHM) or as considered necessary in the mechanical cadre..

सचिव/SECY

- g) In all divisions, the entire paraphernalia of TL & AC be placed under one DEE/AEE who would report to Sr.DME/C&W. On similar analogy one post of DME or AME (Power) along with the running staff looking after operation would report to the

Sr.DEE looking after operations. While dual reporting should generally be avoided, however concerned DRM's shall take a final call in the overall administrative interest whenever there is only one DEE/AEE or DME/AME.

- h) The ministerial staff under Sr.DME/DME Power would be suitably redistributed by the DRM between the Sr.DEE (OP/TRO) and Sr.DME(EnHM) or Freight or as the case may be.
- i) The same strategy as at 2(e) above shall be followed in non-electrified Divisions once Sr.DEE(OP/TRO) is posted.

3. The breakdown staff is generally provided by C&W and in few cases by Diesel sheds. While this arrangement shall continue and can be streamlined subsequently, the work of breakdown/accident relief should be assigned by the DRM's normally to a Sr.DME from the coaching side while implementing this order. PCME shall also continue to remain the technical head for breakdown/accident relief works.

5. The implementation of the above orders all over IR be completed in the next 15 days. Any minor issues that emerge subsequently should be sorted out at the level of GM's without making any reference to Board.

6. The above issues with the approval of CRB.

( H.Moharana)  
Joint Secretary/Railway Board

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