

अध्यक्ष : उदय शि. खोत
उपाध्यक्ष : विजय चं. कदम
: प्रमोद रा. बिर्जे
सचिव : प्रफुल्ल वि. जामसंढेकर
उप सचिव/ : सैयद जीशान हुसैन
ऑनल उपाध्यक्ष
उप सचिव : मनोजकुमार यादव
: अजयकुमार बी. सिंग
कार्यकारी सचिव : अनंत का. पांचाळ
: मनिष वि. रावते
कोषाध्यक्ष : अशोक सा. डाबरे
AIRF वर्किंग कमिटी मेंबर : मनिषा घनगर



वेस्टर्न रेल्वे एम्प्लॉईज युनियन

पंजीकृत - ए.आई.आर.एफ., एच.एम.एस. एवं आई.टी.एफ. से सम्बंधित और मान्यता प्राप्त

कारखाना शाखा कार्यालय - परेल और महालक्ष्मी पश्चिम रेल्वे सवारी डिब्बा कारखाना
एन.एम.जोशी मार्ग, लोअर परेल, मुंबई - 400 013 रेल्वे आटो : 022 676 40133 /34

प्रधान कार्यालय - रेल्वे स्टेशन बिल्डींग (पूर्व) ग्रान्ट रोड, मुंबई : 400 007
रेल्वे आटो : 43663, दूरध्वनी : 23083813

अध्यक्ष - आर.सी.शर्मा

महामंत्री - जे. आर. भोसले

संदर्भ WREU/PL/18/03/2026

Date: 03/03/2026

To,

The General Manager

Western Railway

(Kind Attention: Shri Pradeep Kumar)

Sub: Memorandum for Redressal of Staff Grievances – Lower Parel–Mahalaxmi Workshop

Respected Sir,

Western Railway Employees Union (WREU), Carriage Repair Workshop, Lower Parel–Mahalaxmi Branch, warmly welcomes you on your visit to the Carriage Repair Workshop, Lower Parel. On this occasion, we take the opportunity to submit the following memorandum for redressal of staff grievances and for the upgradation and modernization of the workshop.

1) Urgent Need of Engineering Works at Lower Parel Workshop

Lower Parel Workshop, established in 1876, has sheds and buildings that are more than 100 years old and are presently in a deteriorated condition due to lack of timely maintenance of buildings, sheds, roads, and rail lines. The local branch of WREU has consistently raised these engineering issues through PNM items.

However, during the last five years, no major engineering works have been carried out except temporary leakage repairs and minor plastering of dilapidated buildings and toilets. Many proposals for upkeep and modernization of workshop premises are prepared and are presently pending approval at the Division.

The workshop condition is pathetic, with uneven roads and heavy leakages during the monsoon, creating unsafe working conditions. To prioritize and effectively monitor engineering works, an AEN may kindly be posted under CWM/PL.

It is therefore requested to allot sufficient funds for infrastructure improvement, modernization of Lower Parel–Mahalaxmi Workshop, and laying of good quality roads for smooth transportation on top priority before the ensuing monsoon.

2) Unsafe and Depleted Working Condition of EOT Cranes

EOT cranes play a vital role in the outturn of POH coaches. A total of 27 cranes are installed across CR-I, BUF-II, ACC-I, ACC-II, BUF-I Lifting and Assembly, Roller

Bearing, and Wheel Shop. The entire outturn of FIAT Bogies, Air Brake, Roller Bearing, and Wheel Shop depends upon smooth crane operations.

Out of 27 cranes, 7 are over-aged and have exceeded their codal life. Five of these are installed in Bogle, Roller Bearing, and Wheel Shops, which function round the clock in three shifts. These cranes are prone to frequent breakdowns, have reduced capacity, and pose serious safety risks. Staff working under these cranes are under constant stress and fear of mishaps.

Currently, only two cranes are operational in Bogle Assembly. Breakdown of even one crane severely hampers daily outturn. Last year, this issue was brought to your kind notice. Accordingly, two 10T capacity cranes were received in November 2024 and installed. However, due to not meeting required specifications, they were rejected by the administration. They are still mounted on the gantry, causing operational inconvenience. Our primary demand for 10T cranes remains unfulfilled. Similarly, out of four 30T cranes proposed, only two have been installed, and two are still pending.

The Union strongly requests immediate replacement of all over-aged cranes and advance planning for future requirements to ensure safe and smooth functioning, enabling fearless working conditions for staff and crane operators.

3) Problem of Two-Wheeler Parking in Workshop

The number of staff commuting by two-wheelers has increased significantly. The parking space near the workshop gate is severely congested, obstructing entry of ambulances, multi-axle trucks, and trailers carrying bogies, and also affecting main road traffic.

Previously, staff used to park vehicles on the road. However, due to the opening of the new bridge towards Lower Parel/Curry Road station and demolition of the Prabhadevi bridge, traffic police have declared N. M. Joshi Road a No Parking Zone and are imposing heavy fines.

To overcome this issue, the Union has suggested utilizing the vacant space in the dispensary premises for two-wheeler parking. The matter was discussed with local administration, but no action has been taken. The Old dispensary building is presently non-functional and has ample open space suitable for parking.

It is requested to kindly permit two-wheeler parking in the dispensary open space at the earliest to reduce hardship and congestion.

4) Additional Facilities Required at Health Unit / Dispensary

A new Health Unit has been constructed at M.M. Colony, Lower Parel, and is fully functional. It is requested to develop Sonography and Physiotherapy facilities at this unit. Weekly visits of specialist doctors (Eye, Skin, Orthopedic) may also be arranged to reduce congestion at JRH and save time for staff.

Additionally, a new X-ray machine has been installed at Parel Dispensary. However, due to the absence of a full-time X-ray technician, the machine is not being utilized effectively. Considering the patient load and nature of workshop duties, a full-time X-ray technician may kindly be provided at Parel Dispensary.

5) Acute Shortage of Railway Quarters

Only 257 quarters (Type I, II, III & IV) are allotted to Lower Parel staff against total strength of 2639, which is less than 10%. These quarters are located at Bandra,

Santacruz, Kandivali, and Dahisar, far from the workshop. Many quarters are in unsafe condition and not re-allotted.

It is also brought to your notice that several quarters from Lower Parel pool have been allotted to Divisional and Headquarters staff. Construction of new quarters near the workshop at M.M. Colony is in progress.

It is requested to give priority to workshop staff and allot more quarters to employees working at Lower Parel–Mahalaxmi Workshop.

6) Huge Vacancies in All Categories

There is an acute manpower shortage across all categories — Supervisory, Ministerial, Artisan, and Group 'D' staff — with an overall vacancy of 35.98%. This severely affects productivity and puts mental and physical strain on staff.

Lower Parel Workshop is a pioneer workshop for LHB POH coaches. The outturn target for 2026–27 has been increased to 130 coaches per month. Additionally, 133 staff are retiring this year. Adequate manpower is essential to maintain coach safety standards.

It is requested to kindly arrange to fill up all vacancies on top priority.

7) Acute Shortage of Workshop Assistants (Group 'D')

Workshop Assistants play a crucial supportive role in material transportation and assisting skilled artisans. Present vacancy stands at 61%, which severely hampers outturn due to delay in material availability and lack of support staff.

It is requested to urgently fill up the vacancies of Workshop Assistants.

8) Stoppage of AC Fast Local at Lower Parel (Platform No. 3)

Lower Parel Workshop functions round the clock. Majority of staff work from 7:00–16:00 hrs and 8:00–16:30 hrs. Over 600 staff, including SSEs working in the 8:00–16:30 shift, are unable to board 94051 CCG–Virar Fast Local (scheduled 16:49 hrs at Mumbai Central). Due to heavy crowding at Dadar, boarding becomes unsafe and difficult.

It is proposed that 94051 CCG–Virar Fast Local may kindly be provided a halt at Lower Parel Station Platform No. 3 for the convenience and safety of workshop staff. Though discussed in GM PNM, no action has yet been taken.

We request your kind intervention in this matter.

9) It is proposed that in the new Administrative Building being constructed in the workshop premises, certain floors should be exclusively reserved for parking purposes to accommodate the vehicles of officers and staff.

Further, all officers' chambers, administrative offices, and the Accounts Office should be housed within the same building to ensure better coordination and administrative efficiency.

The Union also demands that a well-equipped Cultural Hall be provided in the said building for organizing official and staff-related programs and activities.

Additionally, the entire Administrative Building should be fully air-conditioned to ensure a comfortable and efficient working environment.

This demand is hereby placed by WREU for necessary consideration and implementation.

10) The existing canteen building in the workshop is very old and no longer adequate to meet the present requirements. Considering the increase in the number of employees , 1961Act. App. and the improvement in the standard of living of the workers, it is essential to construct a new, modern canteen building.

It is therefore proposed that a well-designed, spacious, and fully air-conditioned canteen equipped with modern and high-quality kitchen equipment and dining facilities be constructed. The new canteen should provide a clean, hygienic, and comfortable environment where employees can have their meals peacefully.

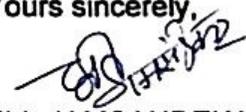
This facility will not only improve the working atmosphere but will also contribute to better health, morale, and productivity of the employees.

Hence, it is requested that necessary approval and action may kindly be taken at the earliest.

WREU PL-MX Branch is thankful for your patient hearing and sincerely hopes that the above grievances will be sympathetically considered. Early and positive action is solicited.

Thanking you,

Yours sincerely,



PRAFULL JAMSANDEKAR

Secretary

WREU PL/MX Branch.

C/-PCME/CCG, C/- PCPO/CCG,

C/- PCEE/CCG, C/- PCE/CCG, C/- PCMD/CCG,

C/- CWE/CCG, C/-DRM/MCT, C/- CWM/PL, C/-GS/WREU/GTR.