



नॉर्थ वेस्टर्न रेलवे एम्प्लॉईज यूनियन

NORTH WESTERN RAILWAY EMPLOYEES' UNION

Regd., Recognised & Affiliated to AIRF & HMS



PRESIDENT :
ARUN GUPTA

RAILWAY STATION PREMISES, JAIPUR - 302006
☎ (O) Rly. 44758, BSNL 0141-2368456, 0141-2725893 (R) 0141-2220314 Rly.49763

GENERAL SECRETARY :
MUKESH MATHUR

No. NWREU/AIRF/09/2023/181

June 29th, 2023

The General Secretary

AIRF,

New Delhi.

Subject: Difficulties being faced by S&T department in maintenance of equipment and suggestions to overcome.

NWREU would like to draw your kind attention to the following difficulties being faced by the S&T staff in day to day maintenance and up keeping the equipments to ensure safe train operation and suggestions to overcome that:-

1. There is a policy to install Air Conditioners in Relay Room but unfortunately it is not being implemented. In order to make Relay Rooms dustproof and moisture free, air conditioners should be installed and the windows should be removed completely. This will reduce the internal failures drastically which in turn minimise the requirement of opening of Relay Rooms.
2. In NWR and even in other Zonal Railways the workload of S&T department has increased manifold over the years due to conversion of Mechanical Signalling into Electronic Interlocking, Single Line section with Double Line section, opening of New Railway Lines, Railway Electrification, provision of Double Distance Signal, Automatic Signal, Dual Detection & IBS/IBH etc. but new posts have not been created which has led to the existing staff in stress due to excessive workload.
3. Technicians / JE / SSE carry out the maintenance during the day and they have to attend the failure if any occur after their duty hours even in night. On the other hand even the next day they have to carry out the maintenance as per schedule. A lot of times even on the resting day they have to attend the failures and carry out left out schedules. Provision of separate staff to attend the failures are required to be made as per yardstick.
4. Railway Board have issued yardstick/benchmarking for Signalling Staff 3 times in past few years but not being implemented in Zonal Railways because matching value was not available to create the posts as per yardstick/benchmarking. Then in the year 2021 Railway Board invented an illogical/strange formula, stating that the existing staff strength of the Railway concern will be their yardstick (That is 45146 for entire Indian Railways). Therefore no need to create any post.

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5. In the name of rationalisation non-safety posts such as Painter are being surrendered and signalling painting work is outsourced. It is Crucial/Critical to understand that even an error of a wrong letter can lead to a catastrophe/disaster. We cannot even imagine the incident which can happen if the letter N is written as R and vice versa. The departmental painters are well aware of this and chances of error being made are very less.
6. S&T staff is being looked at with suspicion after the unfortunate accident of Balasore. Such type of environment is not good for smooth railway operations. Confidence building measures are required to be adopted immediately.
7. Sufficient disconnection to maintain the signalling equipments as per IRSEM should be given by regulating the trains to ensure timely maintenance of signalling gears for safe train operations and to stop wastage of manpower.
8. As per the IRSEM, there are a lot of maintenance schedules which do not require disconnections for devices. A list of such maintenance schedules should be circulated jointly by S&T and Operating department for information and necessary action to all concerned.
9. In some places orders have been given to open the relay room only at the time of disconnection of gears. There are works that require opening of Relay Room without disconnection of gears such as Cleaning, Preventive Maintenance, Need Based Testing/ maintenance/tracing of intermittent failure as per data logger report, taking ELD Parameters etc.
10. Orders have been given for disconnection of S&T gears with the Rolling Stock Block. Blocks of engineering department are mostly limited to one line only, wherein in case of S&T disconnection, both the lines or more than one line can be affected. It is not possible to maintain all the S&T gears with rolling stock blocks. So a separate and defined time should be allotted for maintaining the devices of S&T Department in order to ensure safe Railway operations.
11. Sufficient number of posts of S&T staff should be created immediately by analysing the realistic workload for healthy/stress free working environment and to avoid any unfortunate incidents.

It is therefore requested to represent this issue to Railway Board.

(Mukesh Mathur)

General Secretary