

SOUTH CENTRAL RAILWAY MAZDOOR UNION

(Registered, Recognised & Affiliated to AIRF & HMS)

SECUNDERABAD DIVISION

Vice President :

S.K. KHAJA BABA

Divl. Secretary :

P. RAVINDER

Divl. Treasurer :

P. NARSIMHA REDDY



Asst. Divl. Secretaries :

CHILUKU SWAMY

P.N.S. SRINIVAS

M. NAGALAXMI

RAMESH KUMAR

RLY : 86826, 86616,

DOT : 27832047

No.SCRMU/SC/70

25.01.2024.

General secretary ,
SCRMU .
Secunderabad .

Dear comrade,

Subject: Urgent Review of keymen working pattern - Amendments to IRPW manual - to Ensure Keymen Safety- submitted regarding

SCRMU SC division would like to express a serious concern regarding the safety of keymen within the secunderabad Division.

The recent tragic incident on **25.01.2024** involving the loss of **Vallapu Raju**, a **keyman** under SSE Pway Warangal, underscores the urgent need for a comprehensive review of the working pattern and safety measures in place for these essential railway workers.

Over the last five years, the Secunderabad Division has witnessed the loss of 6-7 keymen during duty, a distressing trend that requires immediate attention. Despite advancements in track parameters, the introduction of third lines, and increased train speeds, the working pattern for keymen has not evolved accordingly. This oversight has resulted in persistent challenges, such as unchanged beat lengths, additional workloads, and responsibilities.

To address these pressing issues, the following measures be implemented promptly:

Pre-warning system for keymen: Provide all keymen with devices like Rakshak to warn them of approaching trains.

Upgraded medical standards: Upgrade the medical standards for keymen to A3 or above.

Additional Risk allowance: Introduce an additional risk allowance for keymen, similar to the one provided for gatemen.

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Reduced beat length: Adjust beat lengths to 3 kilometers at vulnerable locations, such as curves, girder bridges, cuttings, and reduce it to 2 kilometers in poor visibility conditions.

Tool weight reduction: Reduce the weight of tools to enable quick reactions during train approaches.

Limit additional works: Refrain from assigning additional tasks such as deweeding, tree cutting, greasing, etc., to keymen.

Seniority for keymen roles: Assign only higher-grade, physically fit individuals as keymen.

Periodic training: Provide regular training, especially when new working systems are introduced in the section.

Prompt provision of safety gear: Ensure the timely supply of personal protective equipment for keymen.

Special protective items during poor visibility: Provide special protective items for keymen during nighttime and foggy weather conditions.

Additional manpower: Deploy extra personnel when trains are running in multiple directions to enhance safety.

Comfortable duty roster: keymen presently working for nearly 12 hrs practically on the track. A split roster of 6-11 hrs and 14-17 hrs is being provided to them which is highly discomforting to them. Therefore it would be better to review the existing roster in view of safety.

I urge you to take up this matter as a serious concern with the appropriate railway authorities and federation, to issue suitable instructions and amendments to the Indian Railways Permanent Way Manual (IRPWM) to safeguard the lives of our keymen.

Tanking you sir,

Yours faithfully,

**(P. RAVINDER)
Divisional Secretary**