

ALL INDIA LOCO RUNNING STAFF ASSOCIATION

HO: ADRA Regd. No. 17903



SOUTH ZONE

R KUMARESAN
(8754550941)
President

U BABURAJAN
(9947684004)
General Secretary

P JEGESAN
(9447950626)
Treasurer

To

THE PRINCIPAL CHIEF OPERATIONS MANAGER

Southern Railway
Chennai.

Respected Sir,

Sub: - Sr. DEE/OP/SA compelling crew to violate GRS - Request your immediate intervention.

This Association wish to invite your kind intervention on the following serious safety violation at SA division.

The General Rules & Subsidiary Rules (GRS) are the most important rules to be followed over Indian Railways for safe running of trains. Any violation in adhering these safety rules may end up in an accident. To ensure that the staff working online are fully conversant with these safety rules, they are sent for refresher course in regular intervals. The knowledge as well as adherence of GRS is ensured through counselling, monitoring and inspections by officers and CLIs online and off line.

But Sr. DEE/OP/SA pose a great threat to the safety by threatening crew to blatantly violate GRS when working train during most restricted abnormal situation and even staff are charge sheeted for not violating provisions in GRS.

On 14/03/24 a down goods train KTYM/N was held up in between Veerapandi Road (VRPD) and Magudan Chavadi (DC) without clearing the section. Following Goods train EBR/N detained at VRPD and train engine was detached to move as relief loco and LP was issued with T/A 602, the authority to enter in to an obstructed block section. On receiving the proper authority, LP started the light engine as relief engine with speed of 15 KPMH, the restricted speed when T/A 602 issued. Light engine attached to the stalled Goods train of KTYM as per procedure and cleared to DC. Now the crew are issued with charge sheets alleging that the running of relief loco with 15 KPMH caused punctuality loss.

Most dangerous situation in this case is that CLI Sri.G.Rajesh who is supposed to counsel the crew to adhere all safety rules scrupulously tried to intimidate the crew to run at 50 KMPH instead of 15 KMPH without hearing their reply that speed is restricted to 15 KMPH with the authority of T/A 602. Further they were threatened to contact TLC to get advice for movement of train when such abnormal authority is issued.

It is very clear that T/A 602 is issued in case of any obstructions in the block section, a most dangerous prone situation in train working and hence speed restrictions of 15/10 KMPH is imposed. Forcing to run at higher speed is not only a clear flout to GRS but invites accidents too. To eliminate all sorts of ambiguity over safety rules the power to frame/amend GR is delegated with Railway Board and that of SR is with Authorised Officer of Zonal Railways.

When such is the position, the act of Sr. DEE/OP/SA and CLI/SA threatening crew to run at higher speed than that of the restricted speed and forcing to contact TLC before starting the train will bring them under confusion and the fear mounted over them may lead to lapse in adhering safety rules.

This kind of branch officers and CLIs are highly detrimental to safety of Railways and hence they must be replaced from safety-oriented department, otherwise safety violations and untoward incidents will be a serial in our Railway.

Expecting an early positive action from your good office.

Thanking you.

Yours sincerely



KOZHIKODE,
22-03-2024

U BABURAJAN
GENERAL SECRETARY

Copy to: -Principal Executive Director/Safety/Railway board, CELE/SR, DRM/SA