RTI Appeal.

  Dear Comrades, As per the decision taken at CEC at Vijaywada held on 18th March; all **General Secretaries** and **Divisional Secretaries** have to seek the following information from their respective GM and DRM under the RTI act 2005 in the following format with regard to posting of “**Additional SM**”. Please pay Rs.20/- in favor of The Public Information Officer thro Station MR and mention the receipt in the application and enclose the original MR along with this application. This process should be completed before **15th of April 2008** and feedback should be given to the under signed. P.K.DAS SECRETARY GENERAL aisma@rediffmail.com D-2/1.Namibandh Complex, Hingne, PUNE – 411 051.   *** * * * * * * * * ***   Application for obtaining information under RTI Act 2005 To,   The Public Information Officer   . . . .   **a)   ** Applicants Name   :   **b)   ** Address   :   **c)**Information applied for   : Kindly supply the information relating to various Railway   board   Orders from time to time as under. ** (i)   JOINT CIRCULAR NO. 2002/SIG/PI/I dated 9.7.2002   a)   ** Why this circular could not be implemented on various routes on Busy Main Line and single line routes having more than 85% track capacity under your kind control? **b)   ** Was responsibility zone decided by higher authority under item A-3 of the circular at that time was without proper procedure and without consideration of various duties of SM? **c)   ** What were the factors and the circumstances that compelled the RB authorities to issue such circulars? **d)   ** Now what are the circumstances that have changed which compelled for not implementing this circular by providing additional ASMs?   **(ii) Reference circular No. 2003/Safety(A&R) 26/5 dated 26/3/03.   Issued by MT RB New Delhi.**   **a)   ** What instructions in connection with the above subject were circulated to the divisions/stations under your kind control? **b)   ** Whether instructions relating to assessment of assignment as per deep concerns shown by MT was covered or not? **c)   ** Whether the multifarious duties, confronting nature of duties, role over load, role conflict, with practicability such as binding on SM/ASM relating to constant watch on panel and exchange of all right signals with passing trains, practicability of commercial duties with train passing duties, uncalled emergencies have been examines before or after the issuing of this circular by any authorities of this zone? **d)   ** Every year passenger/goods trains are increased to meet the higher targets. Is it not required to assess the increased workload of SM/ASM due to this for changing classification of roaster matching with track utilization capacity? **e)   ** Why the existing roasters of operating department at the field level are not upgraded on the basis of actual track utilization capacity instead of job analysis?   (iii) **Reference RB Circular No. 2002/TG/IV/10/PA/110/BC dtd. 26/10/2004**.   **a)   ** What is the procedure under the present working system to find out practicability of multifarious duties by SM/ASM in our Railway? **b)   ** Looking back at the accidents taken place in the recent past on the Indian Railways why most of them had taken place at road side stations? **c)   ** Whether railway administration at any level have tried to find out the reasons for similar nature of accidents and taken measures to prevent it? **d)   ** Have all the duties of SM/ASM with practicability been analyzed or assessed without affecting train working at any level under your kind control in the recent past? **e)   ** If not whether all the duties performed by the SM except train working are taken into consideration after any accident taken place on the railways? **f)   ** What measures have been initiated to reduce the stress level of SM/ASM as per the views expressed under para 16.01/16.02 of that report submitted on behalf of views expressed by CCRS?   **(iv)   Refer RB Circular No. 2002/SIG/PI/1 dated 14/3/07.   a)   ** Whether financial implications are more important than preventing of accidents involving SMs because of not matching of actual duties with the duties shown and responsibility fixed under various manuals rule books affecting reputations of railways? **b)   ** Whether the SMs are trained with the provisions and rules connected with job analysis? **c)   ** Whether any guidelines have been issued to SMs and other concerning authorities with regard to various factors during the job analysis? **d)   ** Whether the job analysis exercise could examine the confrontation of various duties performed by ASM/SM? **e)   ** Why not up gradation of operating staff is decided on track utilization capacity of that section? **f)   ** Can the change of roaster without provision of additional ASM prevent the types of accidents that have taken place in Somalia and Mukarian? **g)   ** Is not it essential to provide additional ASMs invariably at all end panels and centralize panels to prevent such type of accidents as per the earlier circular issued by MT?   All the information from Item No **(i)** to **(iv)** with sub items may be provided with certified copies and in specific manner.   I state that I am a citizen of India and the information applied for is not exempted under the act 2005 and pertains to your office. I have enclosed herewith receipt No. …………. for Rs.20/- as cost of fees and Xerox copies. I further pray and agree to pay cost of Xerox and postage if required which may kindly be advised for its payment.   With regards.   Place :   &nbs

p;   Yours faithfully Date   :   **Encl:** Original MR   (   )

About the Author

P.K.DAS SECRETARY GENERAL aisma@rediffmail.com

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