

commissions. They know well that to handle the new generation locomotives and to tide over the complicated working atmosphere, highly skilled persons are required, they utilise them. But pay the little.

While pushing us to the walls by robbing our pay, increasing our workload, decreasing our status by converting us head load workers and tie up on those grievances, the corporates ate stealing everything at home. Demonetization of railway asset is such a corporate loot of our house.

National Monetization Pipe Line is a sale declaration of Konakam Railway corporation(741kms), 638 kms. of dedicated freight corridor, 1400 kms of Indian railway track, all the 4 hill railways, 90 stations, railway stations, railway signal system, optical cable net work, rail museums and so on.

In nut shell nothing remain in our favour and no other go except agitation- the only way before us to attract the attention of the people of India, the real owners of the Indian railways, and there by reversing the pro capital policies of the govt. and divert in right direction-to the pro labour and pro people direction.

Understand the demands, propagate the evils of monetization and participate in the agitations.

**Working Class Unity  
Zindabad.**

### **IMPORTANT DEMANDS:**

- ✦ **Stop Privatisation and Selling Railway assets.**
- ✦ **Revise Running allowance as per RAC 80 formula**
- ✦ **Allow NDA to all**
- ✦ **Retain Paper pass**
- ✦ **Fill up all vacancies.**
- ✦ **Stop all kind of unsafe train working**
- ✦ **Stop crew beat extension**
- ✦ **Stop supply of trolley bags**
- ✦ **Declare equivalent non running pay scales.**
- ✦ **Increase ceiling limit exemption from running Allowance.**
- ✦ **Reduce duty hours to 8 hours**
- ✦ **Scrap NPS**
- ✦ **Provide facilities for Lady running staff.**
- ✦ **Pay 50 lakhs compensation for wards of Covid victims.**



**ಅಖಿಲ ಭಾರತ ರೈಲು ಚಾಲಕರ ಸಂಘ**

**ALL INDIA LOCO RUNNING  
STAFF ASSOCIATION**

**South Western Railway  
Hubli.**

**Intensify the Agitation**

**MASS HUNGER FAST**

**Before all DRM offices**

**On 21 st September 2021.**

Comrades,

During the pandemic we kept the wheels of rail move and there by the Indian economy risking our lives and the lives of dearest ones. Railway made records of goods movement while running staff and their family members too made records in death toll due to covid! About 400 serving running staff and even more retired running staff succumbed to the pandemic. Thousands are struggling with post covid deceases. Entire people were locked up with little freedom of movement that too for emergency purposes. All sort of trade union activities were prohibited by vivid protocol. At the same time, the govt. was driving it's anti people and anti labour policies, utilizing the spread of the pandemic as the golden opportunity to drive them fast. Covid protocol made any sort of peaceful agitation unlawful. Further, the morale of workers did not allow them to go for agitations for safeguarding their privileges while the nation as a whole was on war against covid 19.

Our privilege pass was snatched, NDA was stolen, DA for 18 months an amount equal to 50 days' salary was denied, all promotional benefits were stalled.

Comrades, all transport workers in the world (public or private) enjoy free travel in their system. Now it is denied to Railway men. The privilege pass is not a travelling authority, a pass holder is now an offender in trains!.

Number of trains passing a station in night is more than day ie; work load on railway men is at its peak during night while in all other sectors work load at night is thin. So Railway labour tribunal declared that 50 minutes' work at night is equal to one hours' work at day and the work on night shift from 10 PM to 6AM (8 hours) is declared equal to 9 hours and 20 minutes. NDA is the wage for this 1.20 hours' extra work done in night shift. Denial of NDA is an arbitrary wage cut imposed on railway employees. As usual, we are the worst affected because we are the only category in railways work more night duty at the fag end of service in the topmost post of LPM, as people want more express trains in night.

30% of our basic pay is paid through running allowance. When there is no running allowance on any day we loose 30 % pay. To eliminate the lose in pay Rule says ALK to be paid to Running Staff on spare days due to train cancellation. But another 30% pay cut was forced on entire running staff during lock down.

Railway administration took covid restrictions as a golden opportunity to impose longer run in the name of CRACK Specials, HQ bye pass and extension of crew beat. Whatever be the same, it is nothing but longer working- working beyond 8 hours at a stretch-against which the loco running movement started in 1960s. Now railway board itself is forced to ask zonal railways to monitor duty above 9 hours as it go high during lockdown. But every officer know that they will not be questioned for the longer hours of running

staff, so they totally neglect it. It is we, to react and fight to reduce duty at a stretch.

If we eat 5 chapatti and vegetable curry over a period of 10 hours is good for stomach. If the dish is changed to chicken masala, our stomach will revolt. If another plate of 5 chapatti and a chicken masala is served within the same 10 hours, we will be admitted in hospital. In 1973 railway agreed for 10 hours, when the definition for super fast trains is 100 kmph. Then it was enriched by 110 kmph and now 130 kmph. The length of trains increased by more than two fold. The average haulage of trains is increased four times. With these enrichments our body and mind have started revolt. The indication is SPAD. Now to admit us in hospitals, they are trying to introduce long distance running by HQ bye pass, Crack specials and crew beat extension. If we still fear to say no to the 4th plate of chapattis, we can reserve our beds in hospitals - we can rest happily without job at home.

When railways started recruiting Apprentice firemen the training period for the first generation locomotives was 2 years. When diesel or electric traction is introduced, training period was one year. Now second and third generation diesel and electric locomotives are introduced the training period is just 45 days. Railway could do this by recruiting diploma holders first and engineering graduates now a days. But they could exploit the unemployment of youth better than any private firm by fixing the pay of ALP at level 2 recommended for ITI holders by pay