



# ALLINDIALOCORUNNINGSTAFFASSOCIATION

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**Before the appellate authority under Railway Servants (Hours of work and Period of rest) Rules 2005.**

**Regional Labour Commissioner(C),  
Chennai.**

Respected Sir,

This Union, the All India Loco Running Staff Association wish to submit this representation before your esteemed office.

### **Brief history of the earlier proceeding on Job analysis**

The Association preferred an appeal on 06.05.2008 before the Appellate Authority and the Regional Labour commissioner(C), Chennai against the classification of Loco running staff as Continuous and requested to reclassify as "intensive".

The appeal was taken on file and the Labour commissioner(C), Madurai was requested to investigate in the matter and submit a detailed report with copy to the Appellant as well as Respondent. The respondent has not submitted any comments on the matter. Thereafter the Labour Enforcement Officer(C), Madurai was directed to conduct job analysis in the matter on 31.11.2009 with copies to Appellant and Respondent.

The LEO(C), Madurai has requested the Respondent to permit him to conduct the Job analysis in the running train. However the Respondent has declined the permission. The LEO has thereafter visited Madurai Railway station and conducted Job analysis on a stationed Loco Engine on 11.12.2009 and submitted his report recommending for reclassification of the Loco Running Staff from "Continuous" to "Intensive" vide his letter No 41/01/2009, MDU dated 22.12.2009.

Vide letter No. 41/2/HOER/CORRES/2008/B1, dated 03.08.2010, Authority asked the Respondent Railway to furnish their comment on or before 20.08.2010. The Respondent failed to furnish the comment sought for. Again the Respondent was reminded to furnish the comments vide authorities letter dated 24.01.2011. Thereafter the Respondent submitted their comments vide letter V/P574/IV/ALC/MDU dated 31.01.2011. The Respondent vide their letter dated 18/19.08.2010 informed that the reclassification cannot be accepted as the change from one classification to another is a policy matter and the recommendation of LEO(C) are based on a shadow Job analysis. Further, the Authority issued notice to both parties and proceedings were held on 09.05.2011. Wherein both parties were present and advanced their submission. After careful examination of the submission of both the parties, the Authority decided and ordered for conducting job analysis jointly within 15 days and submit the report for passing the necessary orders in the Appeal. However the LEO(C) MDU has reported that the Respondent has not agreed and not cooperated for conducting joint job analysis as ordered despite the prior notice to the Respondent and his visit to the work place.

There after further proceeding were held on 31/10/2011 in which the Respondent has requested to with held the proceeding till finalization of the report by the High Power Committee constituted by the Railway. The proceedings were concluded and the orders were reserved on 31/10/2011. After detailed examination of the submission of Applicant and Respondent, and the detail of the job analysis conducted by LEO(C), Madurai to meet the end of Justice, the Authority passed the following Order vide RLC(C), Chennai letter no. M41/1/HOER/2011 – B2 dated 26/12/2011.

“The Respondent is directed to reclassify the working hours of Loco Pilot operating Passenger trains from “Continuous” to “Intensive” from the date of Job analysis conducted by LEO(C), Madurai. It with effect from 11/12/2009. Hence appeal is disposed off allowing the claims of the Appellant”.

Against the said order of the authority, Railway preferred an appeal before The Secretary, Government of India, Ministry of Labour, New Delhi vide their appeal No: P(L)347/1/HOER dated 05.03.2012. The appeal No.20026/13/2012-CLS-1 has dismissed by the Appellate Authority, Joint Secretary, Ministry of Labour and Employment on 18.02.2013. There after the Respondent filled a writ petition before the Hon’ High Court of Madras WPNo: 23389/2013 challenging the order of the RLC(C), Chennai and the order of the RLC(C), Chennai and the order of Appellate Authority, Ministry of Labour and employment.

The hon’ High Court of Madras given order on 26.04.2022 allowing the appeal of the Respondent with a direction as follows...

“Since this Court has found that the job analysis was not done in a proper manner, it would be appropriate to have the claim of the fourth respondent to re-

classify the empowerment of Loco – Pilots, redone by ordering for a fresh factual job analysis. Incidentally, Rule 4 of the Rules, empowers the Regional Labour Commissioner to conduct a fresh job analysis for the purpose of ordering for a change in the classification.”

“In the light of the above findings, the impugned orders dated 26/12/2011 and 18/02/2013, are quashed. Consequently, the Regional Labour Commissioner, which is now said to have been re-designated as Deputy Chief Labour Commissioner, is called upon to conduct a fresh job analysis into the working conditions of the Loco Pilots and assistant, Loco Pilots, in accordance with the findings rendered by this Court, as well as the provisions of the Railways Act, 1989 and the Railway Servants(Hours of Work and Period of Rest) Rules, the claim of the fourth Respondent for re-classification of the employment of the Loco Pilots and Assistant Loco Pilots from ‘Continuous’ to ‘Intense’. Such factual Job analysis shall be conducted in a running train for not less than 72 hours. He shall also endeavor to complete the Job analysis and pass final orders on the fourth Respondent’s claim for re-classification, within a period of three months from the date of receipt of a copy of this order.”

Sir, Appeal addressed to RLC dated 06.05.2008 specifically demands that Loco Running Staff category be reclassified from “Continuous” to “Intensive”

LEO says, it is recommended that the classification of these Locopilots as continuous was injustice and it should be changed from “Continuous” to “Intensive”. On the reason that the Loco Pilots in any shift of Eight hours doesn’t get period of inaction or rest or relaxation of one hour in the aggregate.

This Union made an appeal before the RLC on 06.05.2008 to reclassify the Loco Running Staff category from Continuous to Intensive. That means the entire Loco Running staff working in Mail/Express trains, Passenger/Suburban trains and freight trains. ie the Loco Pilot and Assistant Loco Pilot. The Loco Running Staff are divided in various grades according to various train services.

Loco Pilot(Mail/Express) and Assistant Loco Pilots exclusively work express, Mail and super fast tains.

Loco Pilot(Passenger/Motormen and Assistant Loco Pilots exclusive detailed to work passenger trains and suburban trains.

Loco Pilot(Goods) and Assistant Loco Pilots exclusively for freight trains.

Loco Pilot(Shunting) who exclusively utilized for shunting purposes at coaching and goods yards.

The decision/order of the RLC (C), Chennai is only confined to Loco Pilot of Passenger trains. As the Job analysis conducted by the LEO(C), Madurai was confined to the working of Passenger carrying train.

It is our opinion that Job analysis need to be separately held in Express/Mail/Superfast, Passenger/Suburban and Freight trains to reclassify the following separately.

Loco Pilot(Mail and Exp) and Assistant Loco Pilots.

Loco Pilot(Passenger/Motormen) and Assistant Loco Pilots.

Loco Pilot (Goods) and Assistant Loco Pilots

Loco Pilot(Shunting).

Basing on the job analysis the Loco Pilot and Assistant Loco Pilot of these four streams/services separately be reclassified or reclassified as a whole of the four service as a homogenous class.

The RLC Order "The Respondent was directed to reclassify the working hours of Loco Pilot operating Passenger train from Continuous to Intensive may be interpreted as only to Loco Pilot(Passenger) who are detailed to work Passenger trains and not for Loco Pilot(Mail/Exp) who works Mail/Exp /Super fast trains, these Loco Pilot(Goods) who works freight train, and those Loco Pilot(Passenger/Motormen) working suburban trains, including all Assistant Loco Pilot who works in all these three type of trains.

**Working Nature of Loco Pilot and Assistant Loco Pilot in Mail and Exp trains, Passenger and suburban trains, freight trains and shunting operations in Yards**

Section 130(a) of the Railways Act, 1989, provides that the employment of a railway servant is said to be "continuous" except when it is excluded or has been declared to be 'essentially intermittent' or 'intensive'. Clause (d) of Section 130, provides that such an employment would be 'intensive' when it has been declared to be so by the prescribed Authority on the ground that it is of a strenuous nature involving 'continued concentration' or 'hard manual labour' with little or no period of relaxation.

The term 'continued concentration- has been explained in Rule 7 of the Railway Servants ( Hours of Work and Period of Rest)Rules, 2005, as intended to convey that the attention demanded of the railway servant concerned for a particular nature of job should be exclusive not to allow any other thought or idea to enter the mind and must be of such nature as to cause strain (physical or mental or both) upon the railway servant concerned as a result of continuous application to such work over certain period without reasonable periods of respite.

Rule 7 of the HWPR Rules, provides for the criteria for determining classification of railway servants. As per this Rule, all employments of railway servants, except those excluded from the purview of the Hours of Employment Regulations are assumed to be 'continuous'. Thereafter, on the basis of factual job analysis, the employment may be classified either as 'intensive' or 'essentially intermittent', as the case may be.

Thus, the employment of the railway servants as Loco Pilots or Assistant Loco Pilots is deemed to be 'continuous', before re-classification. In order to re-classify these employments as 'intensive', a factual job analysis requires to be made and on the basis of such a report, the Head of the Railway Administration would be empowered to declare the employment of these Loco Pilots as 'intensive'. Any railway servant aggrieved by such declaration of classification, can prefer an appeal to the Regional Labour Commissioner and a further appeal would lie to the Ministry of Labour under Rule 4 of the above Rules.

Despite lot of changes have been taken place in Railways, in work environment and increased volume of work load and responsibilities, the Railways has not attempted to review the classification of the working hours of Loco Pilots and Assistant Loco Pilots ignoring the recommendations of the RLT and the Js.Rajadhyaksha Awards which says as: "*A review of the classification shall take place every time when there is a change in the time table or when the workers/unions representing workers makes a claim for review of the classification on the ground that there is increase in volume of traffic and or in volume of work load. The review of classification is a continuous process and the internal machinery is a requirement to do the job whenever there is a necessary to review the classification.*"

Have the Railways reviewed the classification of any other staff in the last 75 years is a question to be pondered. Yes in our knowledge, even though entire Station Master category is not reclassified but atleast Station Master of some of the stations are classified as Intensive. But in the case of Locopilots none of its services neither Passenger carrying trains nor High Speed trains are not considered for re-classification as Intensive.

Even though Railways has failed to do job analysis to review the classification, but never forget to reiterate the 75 years old classification of steam era.

The recent Railway Board Order No. 2023/TT-1/76/Staff/7/Duty hours dt. 12.10.2023 states,

***III) Present classification of running staff under Railway Servants (Hours of Work and Period of Rest) Rules 2005 should be maintained.***

***VI) Continuous night duty for running staff should be limited to 4 nights with fourth night towards headquarters***

***XI) Total duty at a stretch (from Sign On to Sign Off) for the running staff should not exceed 11 hrs.***

***XII) Running duty at a stretch should not ordinarily exceed 9 hours, such duty may extend further provided the railway administration gives at least 2 hours notice before the expiry of 9 hours to the crew that they would be required to perform***

***running duty beyond 9 hours with the stipulation that the total duty from 'sign on' to 'sign off' shall not exceed 11 hours.***

***XIII) In case if the train does not reach its destination, normal crew changing point or the point where the releiver has been arranged, within the overall limit of 11 hours and such a point is approximately one hour journey away, the running staff shall be required to work to that point provided the maximum hours in that trip does not exceed 12 hours.***

***XIV) For Locopilots of Mail/Express trains, the running duty (for the purpose of preparation of link only) should not exceed 8 hours. However P&C time shall not be included within 8 hours.***

Hence this representation to Dy.CLC to do Job analysis is more justified in addition to Hon'ble High Court direction.

It is also to be pointed out that while the Ministry of Labour, Govt of India in exercise of the powers conferred by the Sub-section (1) of Section 71-C of the Act. Appointed all the Labour Enforcement Officers (Central) amongst others as Supervisors of the Railway Labour vide it's notification dt.11.07.1975. Section 7(a) of the Railway Act empowers the Commissioner to enter upon and inspect any railway or rolling stock used thereon. As per Section 9 of the Railway Act, ***facilities to be afforded to Commissioners- A railway administration shall afford to the Commissioner all reasonable facilities for the discharge of the duties or for the exercise of the powers imposed or conferred on him by or under this Act.***

#### **Nature of work of Loco Pilots and Assistant Loco Pilots:**

Loco Pilots and Assistant Loco Pilots are important critical categories of Indian Railways to ensure safety of traveling public.

A slight mistake or error in judgement on the part of Loco Pilot/Assistant Loco Pilot resulting train passing signal at danger, even though not ended in any accident, they will be visited with removal from service, as minimum punishment is prescribed as such under Disciplinary and Appeal Rules, 1969.

The responsibility attached to the post of Loco Pilot involves higher degree of skill and stress involved.

Coupled with the requirement of such a sharp concentration level, there are many adverse conditions such as heavy noise, vibrations and extreme heat/cold environment inside the locomotive cab. The driver may also be working against his natural circadian rhythm. The amount of stress developed by all these on the Loco Pilot can only be imagined. Expecting a person to work under such conditions

continuously/regularly for hours together is being unkind to him and this, in a short span of time, might make him vulnerable to operational lapses.”

The Loco Pilot’s attention has to be always on the signals as well as on the obstacles on the track, condition/continuity of Over Head Equipment (OHE), anything approaching from sides of the track, the loco controls, Vigilance Control Device (VCD), Train Protection Warning System (TPWS), the trailing load and he has to remain prepared to stop at the earliest in any emergency. The sections with Automatic Signalling on long continuous stretches with signal sighting required at intervals of less than a minute due to higher speeds further adds to the burden if continuous sustained attention on the Loco Pilot.

Railway Board has admitted in a railway board letter no.RBE 04/2004 that, *The Locopilot category is directly responsible for the running of trains. Running duties demand continued attention and alertness. The element of stress combined with uncertain hours of work entailed in the performance of running duties over long periods of time tend to have a deleterious psychosomatic effect on their health. There is a slowing down of reflexes with the passage of time making them vulnerable to operational lapses.*

The High Power Committee, 2013 report says,

"Yet, at the same time, the stress level on the Loco Pilot has gone up many times due to higher speeds, heavier loads, continuous sustained attention for viewing and acting upon aspects of approach signals (caused by reduction in Block section lengths and introduction of automatic signalling) and requirement of latest technical knowledge and technique for trouble shooting. Thus, the strain/stress on the loco pilot shifted from that of physical nature to that of mental and this has led to a situation where the Loco Pilot has to remain continuously attentive in something or the other while on run. If nothing else, he has to operate the VCD every minute”.

The same HPC observes,

"At present, the working conditions inside the locomotive cab are also fatigue inducing. The temperatures inside the cab go as high as 60 degree Centigrade in peak summers and close to 4-5 degree centigrade in peak winters with wind entering through the crevices in the doors/windows. The noise level inside the cab is also as high as 88.4 decibel as against the limit of 90 decibel laid down by Occupational Safety and Health Administration (OSHA) Regulations which says that, if anyone is exposed to this noise level for more than 08 hours per day, there is a risk of hearing loss for him. The instruments, operating levers and other equipments inside the cab are also not ergonomically designed. All these features aggravate the stress of working and enhance the fatigue levels”.

"In the preceding decades, many technological changes have taken place in the train operation area like elimination of steam traction, seamless running over long

stretches, track circuiting, Audio Frequency Track Circuiting (AFTC), automatic signalling, driver –guard communication, provision of Vigilance Control Device (VCD), Freight Operation Information System (FOIS) and Coaching Operation Information System (COIS) which are now in regular use on Indian Railways. Yet, most of these changes have brought relief only to the stationary staff who are working at stations, yards or in control offices and not to the running staff for whom the stress levels have apparently gone up due to larger number of signal sightings on account of introduction of Automatic Block System, higher speeds, higher trailing loads, level crossings, increased interaction with man-machine interfaces like regularly operating the VCD and other devices, all of which call for continuous sustained attention”.

A team of Railway Doctors headed by Dr. Sumit Prakash Sr.DMO( Psychiatrist), Central Hospital, Bilaspur carried out detailed studies on the working of Loco Pilots to identify their stress levels under the guidance of Chief Medical Director, South Eastern Railway and DG( RHS), New Delhi. This study reads, the major reasons for build - up of stresses in Locopilots are as follows,

- i) Postural discomfort and non-spacious work place,
- ii) Noisy work place,
- iii) Long duties with improper rest and dissatisfaction with place and service at the place of intermediary rest,
- iv) Fear and susceptibility to accident due to drowsiness caused by fatigue, tiredness and exhaustion due to job stress,
- v) Absence of toilet in job requiring long hours of working and responsibilities of thousands of life,
  - vi) Consequences of making mistake on duty very severe,
  - vii) Stress due to long period of absence from home & city & unable to maintain balance between work and home and
  - viii) Inadequate protection from extremes of temperature and rain.

We invite your kind attention to the enquiry report of Commissioner of Railway Safety on the rear collision taken place at Singhpur station near Bilaspur of SEC Railway and in which the Loco Pilot of the Banker engine (BOBRN/ BRS) Sri Rajesh Prasad was killed and the Asst Loco Pot was injured. Para 7.4.1.

- i. reads as follows,
- ii. The crew of the train had put in about 14 hours of duty, much more than the stipulated 9 – hour rule
- iii. One of the telling signs that fatigue or drowsiness may have played a major role in this accident is the speed at which the collision took place; the LP was most likely in a daze or micro sleep, and made no conscious effort to apply brakes for stopping the train before home signal of SNGP resulting in overshooting the Home signal at ON, and rear end collision with train No BOBRN/ BRS.



Thus the long working hours of Loco Pilots plays vital role.

After this type of series of accidents, now the Railways have introduced Railway Drivers Assistance System (RDAS) to ensure alertness of Loco Pilots. But actually this AI based system doesn't allow a Loco Pilot yawn, blink eyes, turn a side for a while, write the rough journal, open your mouth to eat or drink water. Thus causing more stress for Locopilot and unable to do duty for long time.

In recent years the newly introduced semi high speed trains like Vande Bharats also have caused increased strain significant in the point of view of working of Loco Pilots. It's high speed of 130 kmph makes the Loco Pilot to pass a kilometre in 27 seconds. As number signals in many sections are increased due to various reasons like changing Automatic block system, more pre-warning signals to facilitate High Speed trains etc. the reaction time for Locopilots are very much reduced.

As regards train operation, the Assistant Loco Pilot shares equal responsibility with the Loco Pilot, so he also has to be careful in matters of train operation and carry out all lawful orders of the Loco Pilot and assist him in all respects to carry out the jobs of train operations smoothly and safely; because anything going wrong the Assistant Loco Pilot will not be spared, he will be held responsible equally with the Loco Pilot. At times of necessities and abnormal situation the Assistant Loco Pilot may have to play a role of greater importance and form the bridge of communication between the Loco Pilot and others.

### **Now let us look into the duties of Locopilots and Assistant Locopilots after Sign On**

1. During Sign on he has to undergo breathalyser test, study/ update the latest safety circular and standing orders pertaining to train operation and temporary speed restrictions prevailing on the day upto destination.
2. Then preparing and checking various equipments of the locomotive as per manual provisions. Check the intactness of all visible mechanical parts, sand boxes to be filled up with sand, all the drain cocks are closed and cut out cocks open, check oil levels of gear cases, suspension bearings, compressors, transformer and GR. Check the intactness of spare fuses, position of earthing switches, rotating switches, relay cover etc. Assistant Loco Pilot assist his Loco Pilot in preparation of the locomotive. He should also go through the locomotive logbook for attention of previous bookings, check the battery voltage. He should drain out moisture from the main reservoir, clean the loco driving cab and look out glasses. He should check the availability of the Safety items like portable telephone, fire extinguisher, detonators, spare head light bulb etc.
3. Various pre-departure tests as per General/ Subsidiary Rules including continuity of brake pipe throughout the rake with guard of the train etc. Brake continuity test is one of the most important tests of air brake system. This test is done to check the continuity of the brake pipe throughout the train.

4. Signing brake power certificate duly checking air pressure. The Loco Pilot and guard shall ensure at the time of taking over charge of a train that their train has the prescribed minimum brake power.  
Brake Power Certificate (BPC) is the document through which a Loco Pilot know whether his train possesses the required percentage of brake power, it is the document by receiving which the Loco Pilot grows in confidence that he can work his train safely and can bring his train under control or to a stop as and when required. A Loco Pilot must not work his train without valid BPC Receiving and securing BPC, Caution Order and written authority if any. Noting down all these in rough journal.  
In some cases, While starting a train after loading/unloading/ back loading operation from a station where no train examiner TXR staff are posted or which is not declared as a train examination TXR point, or clearing a load from TXR station within 24 hours of stabling, the Guard and Locopilot shall be jointly responsible for the checking of the load to clear it from that station. This check is called GDR check.
5. Now observing starting signal, call out of aspect and name of the signal by LP and ALP with hand gesture pointing/showing signal location, ( clapping at SA division) exchanging starting signal with guard/ SM before starting the train.
6. Whistle while starting and maintaining the speed at starting station as per station working rule SWR/ Working Time Table WTT which is different for main line and loop line from where you are starting.
7. Brake Feel Test to be done immediately after start the train at the station after attaining 15 kmph speed by dropping the BP pressure by 0.5 kg/cm<sup>2</sup>. Further Brake Power Test also to be done in the first opportunity after attaining the speed 60 to 70 kmph and the Locopilot shall observe the effectiveness of the brake power of the train.
8. While on run the Assistant Loco Pilot and Locopilot shall call out the aspect and name of the each signals loudly pointing out the signals.
9. Both of them will call out the approaches of temporary and permanent speed restriction imposed on the permanent way alongwith caution indicator speed indicator and termination boards. Both should frequently refer the caution order for temporary speed restrictions.  
10. Repeat different electrical warning boards, engineering signals and boards.
11. They shall Sound the engine whistle from W', —W/L|| and R/W/L board still the affected place or level crossing is passed.
12. The Assistant Loco Pilot shall note down the intersection timings in the Loco Pilot's rough journal book.,
13. Both LP and ALP look forward on the line he is running and also on the adjacent line and OHE for any obstruction or abnormality. He shall look back frequently in curvature to check for any abnormality on train.
14. While passing a manned level crossing he must be vigilant and notice whether any danger signal being shown until the full train crosses the gate.
15. They shall exchange signal with station master, cabin man when they are in front of each other and he shall ex-change signal with the guard at the time of starting from a station,

while starting after stopping outside the station limit and also when the last vehicle is passing over the outer most trailing point or quitting the yard

16. Piloting the train duly observing all gradients skillfully to avoid stalling of train and maintain Maximum Permissible Speed (MPS) and to maintain timing. In during winter and monsoon seasons further care required.
17. Maintaining various speed regulations according to General Subsidiary Rules for example while passing caution signal maintain 50 kmph at facing point, after passing automatic signal at red maintain less than 15kmph etc.
18. Whistle at all LCs (approx 45 LCs in between....and.....stations and various places curves, tunnels, while starting etc. as per Rule provisions.
19. Observing track for any trespass and watch OHE equipments for any abnormal
20. Exchanging of signal at all block stations and observe hand signals at LCs/ Opposite trains with LP/Guards.
21. Maintaining VCD by specific 8 activities or press VCD.
22. Observing Fog Safety Device during fog/ winter/monsoon seasons(ow a days it is required to be used throughout year).
23. Various Man- Machine interfaces / VDUs. Nowadays in modern locomotives it is required to concentrate on visual displays on the screen and responding them in an speeding vehicle is strenuous.
24. Observing Neutral section while working on electric locomotive for every 25-30kms including duly calling out of 500 meter, 250 meter warning boards including open circuit breaker and close circuit breaker boards.
25. Observing stop and start at halt station (nowadays less than 02 minutes each)
26. Even during such halt, LP and ALP have to check items/ drain moisture from air reservoirs, undergear fittings, traction motor and axle temperature etc.
27. If Goods trains are detained at station for precedence of express trains, LP and ALP cannot relax but have to watch the signal continuously (sustained attention example quoted by Js.Rajadhyaksha/ HOER for Pointsman/ SM waiting for train arrival).

Simultaneously Locopilot's eyes have to concentrate on signals and loco equipments readings.

Right hand is on throttle, left hand is on Brakes handle, right leg on VCD pedal to press within every minute, Brain should synchronise all these functions with in seconds. LP has to react according to the speed between 75 and 160 kmph in 48 and 22seconds

(When speed increased passing distance per Seconds increased as well as reaction time for Locopilots is reduced)

Locopilots Eyes are engaged continuously on SPM to avoid over speed even by 1 kmph (several chargesheet has been issued even for few seconds). Safety and Punctuality pressure is always on Locopilots and crew cannot unmanned the locomotive until they are authorised to leave.

Further the Railway Board vide letter no. 2004/M(L)/466/7101 dated 14.06.2012 has also recommended in para E under misc.suggestions at point no.3 **"the maximum duty hours of Mail/ Express drivers should be reduced to 6 hours as they encounter one signal every minute on an average during their run"**.

Also Due to increase in the speed and automation in the Loco engines like VCD (Vigilance Control Device), the pilot have to perform 8 operations in every one minute, otherwise the engine may come to an automatic halt. This puts the Locomotive Pilot on a continuous action period and fulfills the requirements **"which does not allow any other thought or idea to enter the mind and must be of such nature as to cause strain (physical or mental or both) upon the railway servant concerned as a result of continuous application to such work over certain period without reasonable periods of respite"**

Thus the work of Loco Pilots and Assistant Loco Pilots involves sustained, continuous and strenuous attention throughout journey and hence Loco Running job shall be reclassified as Intensive.

Date : 02.04.2024

APPELLANT

Place : Chennai

**(K.C.JAMES)**  
**SECRETARY GENERAL, AILRSA**

**Annexure : One**