

ALL INDIA LOCO RUNNING STAFF ASSOCIATION

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Letter No. RB/MR. 02/2025

Date:- 27/02/2025

To.

Honorable Minister for Railways,
Railway Board,
Rail Bhavan, New Delhi

Sub: Representation on the grievances of Loco Running Staff; Request for immediate corrective actions.

Respected Sir,

The Loco Running Staff of Indian Railways are agitated on the neglect of the railway administration towards their burning grievances. They have expressed their anguish and ire through the 36 hours' hunger fast agitation from 8 am on 20th February 2025, while serving the railways and the people with utmost dedication. Their grievances and demands are summarised as under -

- 1) Enhance Running allowance by 25% w.e.f 01.01.2024 and revision of running allowance rates as per formula
- 2) 70% of Running Allowance should be exempted for income tax
- 3) Allow 30 hours Periodical Rest in addition to 16 hrs H.Q. rest
- 4) Restrict the duty at a stretch to 8 hrs for Goods train and 6 hrs. for passenger carrying trains.
- 5) Restrict continuous night duties to TWO
- 6) Crew shall be brought back to HQ within 36 hrs.
- 7) All Equipment/tools and FSD be provided in cab itself.
- 8) Stop single-man Working of EMU, MEMU and DEMU
- 9) Process all pending IRT & IDT transfer applications.
- 10) Allow L6, L7, L8, L9, L10 to ALP, LPS, LPG, LPP and LPM respectively.
- 11) Increase the training periods according to the diversity of locomotive designs & models.

- 12) Scrap NPS/UPS. Restore OPS.
- 13) Allow Definite meals break during the train working.
- 14) Resolve the grievances peculiar to lady running staff.
- 15) Stop overburdening of loco pilots with multi tasks.
- 16) Allow Additional allowance to ALP.

All the above grievances and demands are long pending before Railway administration. Already three committees are constituted to deliberate on most of the above grievances. They are -

- 1) **Triparty committee appointed on 18/04/24, on implementation of ILO convention C- 001, Article 8, ratified by government of India**
- 2) **Multi disciplinary committee on grievances of loco running staff, dated 11/07/24.**
- 3) **Committee for deliberation/ recommendation on hours of work and rest of running staff dated 26/07/24.**

This Association had submitted detailed memorandum to the multidisciplinary committee on 22/07/24 and to HOER committee on 09/08/24. Your good self had allowed us to tender evidence before those committees and we met then on 03/09/24. The committee had visited many lobbies and interacted with Loco Pilots in September/October last year. All these had created an enthusiasm and hope among running staff about the redressal of their grievances.

The term of the multi- disciplinary committee and HOER committee was one month. But, the report of those committees did not come to light even after 9 months throwing the staff to despair. In addition more and more responsibilities are entrusted on them and an unfair denial of increase in running allowance is inflicted on them.

1).Denial of 25% increase in running allowance.

Everyday, they are being driven away from their family for the sake of running the trains from place to place, leaving their family behind. The railway administration has increased the Travelling Allowance (TA) by 25% from 01/01/2024, to all railway employees including those return back home everyday after his work just 8 kilometers away from home. Entire running staff are driven away everyday without a full day rest at their headquarters. But that benefit is denied to the running staff who travel 300 to 400 kilometers away from home and stay at out stations for 3 to 4 days.

2). Added responsibility of train stabling.

The work load on crew has increased manifold with the increase of speed, load, length & frequency of trains. The Increase in number of signals, stations, parallel lines, newer models of locomotives, elimination of signal cabins, train examination & certification of brake power, reduction in braking distance, etc. make the running duty vulnerable. GLP check for fitness and brake power of formation is an example of shifting the duties of other departments to Loco Pilots in the past. The added responsibility of train stabling is not only a provocation to the staff, but also have far reaching ill effects on railway safety. Running duty is demanding the highest level of

concentration. When such workers are subjected to an uneasy situation, their concentration level will be compromised and thus railway safety too get affected. Application and release of hand brakes are a manual work required to be done in an open place, irrespective day/ night and weather. Continuing on running duty after a hard manual work with wet cloth etc. will affect the concentration. An act aimed at reducing the stabling time, is not at all practical too. Since the loco cabs are not provided with toilets, the duty breaks during stabling etc. are being effectively utilized by the loco pilots for fresh up and also for feeding themselves. This Association have already raised all legal and practical problems related to this subject through various representations.

3). **Scrap UPS and allow OPS**

The Government notification on UPS and the draft rules are challenging the self esteem of the government servants. The cabinet decision of introducing UPS was the end result of 20 year long agitation of the servants of Indian Government, for a dignified life after retirement. The cabinet decision and the declaration made by the honorable Prime Minister is not seen honored in the draft rules. The declaration of 50% of last drawn pay as pension is thwarted by introducing a dubious factor "Bench mark corpus". The PFRDA is asked to determine the bench mark corpus on individual basis, at the time of retirement of the employee, at their whims and fancies. The most disheartening matter is that the scheme do not use the term pension and reduce is as a "pay out".

The draft rules does not have any reference on the 55% pay element of running staff, which is defined as pay by presidential order, while NPA of medical practitioners found the place, is another evidence of step motherly treatment towards the running staff.

4) **Exempt 70% of kilometerage allowance from Income Tax.**

70% of kilometerage allowance is TA portion and rest is pay portion. Any amount received as TA by all employees are exempted from Income Tax. But since the ceiling limit of exemption is not enhanced after 2008, it remains at Rs. 10000/-. Thus Loco Running Staff are subjected to unfair deduction of tax for the amount received as compensation to their out of pocket expenditure during their tour of duty.

We, once again plead for earliest remedial actions from the railway administration treating them as human beings.

Yours Sincerely,



K.C. James,

Secretary General, AILRSA

Ernakulam
27/02/25

- Copy to. 1) Chairman, Railway Board
2) ED/EE(RS), Convener, Multi- disciplinary committee
3) PED (Traffic) Convener, HOER Committee

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