

# ALL INDIA LOCO RUNNING STAFF ASSOCIATION

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Letter No. AILRSA/ Grievances 01/2026

Date: 09/03/2026

Sri. ASWINI VAISHNAV

Hon'ble Minister for Railways,

Rail Bhavan, New Delhi.

Respected Sir,

**Sub:** Grievances of Loco Pilots of Indian Railways; Intimation regarding the mass Dharna programme at Janthar Manthar; Request for the personal intervention of the Minister- reg.

This Association wish to submit before your esteemed office, the following 3 very important grievances of Loco Running Staff.

## **1) Request to enhance the kilometerage allowance (KMA ) by 25% on reaching the Dearness Allowance to 50%**

The rates of kilometerage allowance is derived from two components – 30% of Basic Pay and 20 days' Travelling Allowance. When any one of these components have a material change the rate of kilometerage allowance also need to be revised. The present rate of Rs. 525/- per 100kms was arrived when the rate of travelling allowance was Rs. 800/- per day. Wef 01-01-2024, the rate of Travelling Allowance was raised by 25%, from Rs. 800/- to Rs. 1000/-, on account of Dearness Allowance reaching 50% of basic pay. This enhancement of Travelling Allowance is in accordance with the recommendation of the 7th CPC. Having raised the travelling Allowance from Rs. 800/- to Rs. 1000/-, the rate of kilometerage Allowance also need to be enhanced.

In the year 2011 & 2014 Travelling allowances were enhanced by 25% on account of Dearness Allowance reaching 50% & 100% respectively. As a consequence of enhancement of Travelling Allowance in 2011 & 2014, the rates of kilometerage allowances were also raised by 25% twice. But, when the Travelling Allowances were enhanced by 25% with effect from 01-01-2024, the rates of kilometerage Allowances were not enhanced proportionally.

Your goodself may please be appreciated that, when all the government employees, including the Railway workers are enjoying the enhancement of Travelling Allowance from 01-01-2024, denying the similar treatment to running staff of Indian Railways is too unfair. We plead before your esteemed office to intervene and enhance the rates of kilometerage allowance proportional to the raise in Travelling Allowance.

## **2) Request for enhancement of ceiling limit of exemption of running allowance from income tax recovery**

According to income tax rule under clause (ii) of section 10(14), the travelling Allowance is fully exempted from income tax calculations. Under sub clause 2BB- 2, item no (iv) reads- *Any allowance granted to an employee working in any transport system to meet his personal expenditure during his duty performed in the course of running of such transport from one place to another place, provided that such employee is not in receipt of daily allowance ( whole of India).*

***Extend of exemption - 70% of such allowance up to a maximum of Rs. 10,000/- per month.***

The Kilometerage (Running) allowance of running staff comes under this provision. The ceiling limit of Rs. 10,000/- p. m. was last revised in 2010, when the TA rates of central government employees were one third of the present rates. Subsequently, in the year 2011, 2014, 2018 and 2024 the TA rates were increased.

Being TA is exempted the entire central government employees in level 6, need not pay income tax to an income of Rs 1000/- per day as TA, while the running staff in the same pay scale can get the exemption for Rs. 10,000/- in 30 days, ie., mere Rs. 350/- per day.

Railway Board has brought this anomaly to the Finance Ministry and Central Board of Direct Taxes, requesting to enhance the ceiling limit of Rs 10,000/- p. m, for exemption.

Your goodself may please be noted that all government employees travelling allowance are fully exempted from income tax, only the running staff of Railways till pay income tax for the travelling allowance embedded in running allowance. We plead before your august office to intervene and ask the CBDT and the Finance Ministry to enhance the existing exemption limit of Rs. 10,000/- in the year 2010 when the TA rate of level 6 employees was Rs 340/-, may please be increased to Rs 30,000/- p. m.

### **3) Gradual deprivation of lawful benefit of 30% pay element of Running Staff**

*Cancel the Railway Board letter bearing No.E(P&A)II-2025/RS-28 dated 11.08.2025 & Railway Board letter bearing No.E(P&A)II/2022/RS-2-Part(1) dated 21.11.2025*

It is taking into consideration the nature of duties and also the strain and the risk involved in Running duties, from time immemorial, the concept of pay element of running allowance being granted, came into existence and every committee, including the Running Allowance Committee which resulted in the 1981 Rules have recognised the need for granting pay element for running staff.

The circumstances under which this 30% of the basic pay is to be granted has also been delineated in the various rules under Chapter IX of the IREM, Vol.I that is to say 1981 Rules. According to this, it is submitted that this 30% of pay element is to be taken into consideration for all material purposes including for grant of leave salary, privilege passes and while being posted to stationary post.

All these factors would clearly show that statutory rules have recognised 30% of the basic pay of running staff as pay and that all the attributes of pay has to be provided for the abovementioned pay element, even at the time of discharging stationary duties or to be more precise, non-running duties. It is in this back ground, the Association is now pained to come cross the above-mentioned Railway Board orders intended to deny 30% pay element when shifted to non running posts.

At the outset, the unsustainability of the order dated 11-08-2025 that, the Association would like to highlight is that, the orders are only in the nature of a "clarification". Even though Para 4 of the aforementioned Railway Board order refers to the contents of that paragraph as "Clarification", it is not known which provision of law is being clarified by the Railway Board order. It is crystal clear that a new rule is being introduced or being attempted to introduce by the aforementioned "clarification" dated 11.08.2025.

Likewise, the letter dated 21.11.2025 also suggest that, persons who are drafted to discharge stationary duties on tenure basis in the Head Office also would not be eligible for the pay element of the running allowance. Here, in this order dated 21.11.2025, it is stated that it is purported to be in clarification of Para 924(i)(d) of the IREM, Vol.I.

Rule 924(1)(d) is categorical in that 30% of the pay element would be reckoned as pay for the purpose of fixation of pay in stationary posts also. If that is so, it is submitted that there is absolutely no ambiguity in the aforesaid rule warranting a clarification as indicated in the order dated 21.11.2025 referred to above.

Without prejudice to the above, it is also drawn to the kind attention to the esteemed Minister that the purpose of issuing the Railway Board orders dated 11.08.2025 appear to be in relation to cases where, the Loco Pilots involving the SPAD cases do not qualify in the aptitude test.

It is submitted that there are clear Railway Board orders which deals with imposition of penalty, in SPAD cases and the nature of penalties to be imposed. Therefore, once the Railway Board has already prescribed the nature of penalties to the running staff involved in SPAD case, there is absolutely no justification in issuing another Railway Board order to impose an additional loss of 30% of pay by denying the pay element to those who do not qualify an Aptitude Test after a SPAD.

At this juncture, it is submitted that an employee who has qualified himself in aptitude test at the beginning of his employment and if he has been discharging his duties continuously without break, to say that one fine day he has become unfit to discharge the post and that he would be deprived of the benefit of the pay element of running allowance would be highly unjust and inequitable. It is also added at this point of time, the medically decategorised who are unfit to discharge the duty of running staff, on being granted alternative employment or stationary duties, even as an interim measure (SNP), are granted the benefit of 30% of pay element.

In the above circumstances, considering the illegality in the aforesaid orders and the unjust and inequitable consequences of the same, and also in realization of the demoralizing effect these orders have on the running staff, it is requested that your goodself be pleased to consider the above facts and recall the aforesaid orders under reference above and do justice to the Loco Running Staff.

In order to attract the attention of the Ministry of Railways into the above serious issues, the working committee meeting of AILRSA held at PURI decided to sit in dharna from 9 AM for a day at Janthar Manthar, New Delhi

The Loco Running Staff who are members of the Association always assure their co-operation and commitment for the effective and sincere work of the Railway organization.

Thank you.

Yours faithfully,



K C James

Secretary General

AILRSA

Copy to :- All Concerned

