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All India Railwaymen's Federation
(Estd, 1924)

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No.AIRF/Sub-Committee 66

Dated: May 9, 2015

The Secretary(E),
Railway Board,
New Delhi

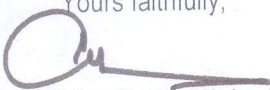
Attn.: Mrs. Ragini Yechuri, EDE(IR),
Railway Board

Dear Sir,

Sub: Report of the High Power Committee to review
duty hours of Running and other Safety related
categories of staff

Ref.: Railway Board's letter No.2013/E(LL)/HPC/2 dated
31.03.2014

Reference above, we send herewith comments of the AIRF on the report of above-mentioned High Power Committee for better appreciation of the Railway Board.

Yours faithfully,

(Shiva Gopal Mishra)
General Secretary

Copy to: Member Staff, Railway Board, New Delhi.

Encl: As above

REMARKS OF AIRF

DUTY REST HOURS OF RUNNING STAFF

- (i) "To review the daily/ weekly duty hours and rest at Head quarters and out stations for the running staff in all categories of trains"

DUTY HOURS OF RUNNING STAFF

The HPC recommendation are detailed in Para 9.1 to 9.10 as follows.

FOR FREIGHT TRAINS

- Total duty at a stretch from sign on to sign off should not exceed 11 hours.
- Running duty at a stretch should not exceed 9 hours.
- Running duty may be extended further, duly given notice at least 2 hrs before the completion of 9 hrs running duty within overall limit of 11 hrs.
- Further extended one hour, to reach the destination or normal crew changing point.
- In the year 2020, duty hours at a stretch should be 10 hrs from sign on to sign off which can be further extended one hour.

AIRF VIEWS:

Though the HPC discussed in detail and compared the IR with other Railways, Civil aviation and Road Transport, they failed to understand the difficulties faced by the Goods crew, but only given much importance to the views of members in Railway Board who bothered more interims of expenditure rather than safely by quoting the existing vacancies and line capacity problems.

The HPC agreed the study report of IR Doctors headed by Dr. Sumit Prakash, Psychiatrist on the subject of Railway Loco Pilots working under the guidance of CMD/SEC Rly and DG (RHS)/ New Delhi. In this report, it was explained in detail about the psychological stresses in loco pilots are mainly on account of their Job demands. Further it was analysed about the medical effects of these stressors which are very serious one. But **the HPC miserably failed to take these parameter while fixing the duty hours at a stretch for goods crew.**

Further the committee analysed the working of loco pilots in other Railways and Air Pilots. In all the above comparison, there are different limitation of working hours for Day working and night working. In civil aviation, the working hours decided based on No. of the landing also. If more landing the duty hours will be less. But all these parameters not being taken into account while recommending the duty hours for goods crew.

Due to the length of Goods Train formation (1000 mtr for normal and 2000 mtr for “**Pythan Rake**” Goods Train) makes physical strain also in addition to mental strain. Hence, AIRF Not agreed the committee’s recommendation and suggested that-

- **The total duty hours should be limited to 8 hrs from “Sign on” to “Sign Off” with maximum of 7 hrs running duty at a stretch.**
- **Further it can be extended for 1 hr to reach the destination Normal crew changing point within over all limit of 9 hrs from sign on to sign off and running duty should not exceed 8 hrs at a stretch.**
- **There should be a restriction for this extended working hours during 00.00 hrs to 06.00 hrs.**

The above demand is practically possible with proper planning and better monitoring by the controllers.

FOR MAIL EXPRESS TRAINS

The HPC recommends that the running duty should not exceed 8 hrs (for the purpose of preparation of links only) vide para 9.5 and 9.6.

Though the committee agreed that the mail/exp crew are working against his natural circadian rhythm and stress developed is more in their working, the HPC increase the running duty of mail express crew from the 6 hrs at present to 8 hrs for making link. It means the running duty may increase further if the trains are running late due to various reasons. The above recommendation makes the Mail/ Exp crew further worst and given freedom to Administration to extend the crew run further. **The committee miserably failed to analysis the beat of Mail/Exp crew and different types of working in different depot.** Though the IR runs the Mail/ Exp trains round the clock, major portion of time falls during night between 18.00 hrs to 06.00 hrs with limited view sight, according to the Head light focus length. In many depots, majority of Train working falls between 20.00 hrs to 06.00hrs. But these aspects are not being taken by the committee. The increased speed is not taken into account. Also there is no difference in duty hours for Day and night working where as in DB (Germany) Railways, there is a consideration given to night duty train working there by reduction in duty hours.

The committee has agreed the working environment buildup of **Physical fatigue** to the Loco Pilots due to they have to control even his urge to attend the nature’s call on account of continuous running.

WHAT IS MEANT BY FATIGUE?

There is no single agreed definition of fatigue, but for the purposes of this guidance, **fatigue will be considered as a state of perceived weariness that can result from prolonged working, heavy work load, insufficient rest and inadequate sleep.** It involves a general feeling of tiredness resulting in a reduced ability to perform work effectively. A fatigued person will be less alert, take longer time to react and make decision fatigue increases the likelihood of errors and adversely affect performance (HSE Booklet, HSG 256, 2006), especially in tasks requiring.

- **Vigilance and monitoring**
- **decision making**
- **awareness**
- **fast reaction time**
- **tracking ability**
- **memory**

IMPACT OF FATIGUE

Fatigued staff may not adequately perceive risk and may tolerate risks they would usually find unacceptable, accepting lower standards of performance and safety. Staff communication, monitoring and Co-ordination activities are adversely affected by fatigue. People can often be completely unaware of the extent to which their performance is being reduced by fatigue and may be unaware of lapses in attention or even briefly “nodding off”. Fatigue can be hard to detect in staff.

AIRF VIEWS

- **The Maximum running duty for Mail/ Express crew should be limited to 6 hours duty considering the above factors.**
- **There must be a restriction for night duty working of Mail/Exp. trains falling between 00.00 to 06.00 hrs. The maximum running duty should not exceed 5 hours.**
- **If it is not possible with existing infra structure and working pattern, all Mail/Express trains should be manned by 2 Loco Pilot Mail/ Exp as like double crew in flight service and the running duty may be upto 8 hrs as recommended by HPC.**

FOR PASSENGER TRAINS

HPC recommends the duty hours for passenger train crews as like freight train crews which is not acceptable for AIRF.

Normally the passenger train crew are working within divisional boundary and the working hours falls within the limit of 8 hrs. From **sign ‘on’ to sign ‘off’**. Hence, there is not necessity to increase duty hours at par with freight crew. AIRF suggests to follow the existing procedure and working pattern.

FOR EMU TRAINS

AIRF does not agree with the views of HPC committee in comparing the nature of working of motor man at par with LP/Pass regarding duty hrs for the following reasons.

- **Motorman working is a single man operation.**

- **No assistance from ALP as like LP/Pass.**
- **EMU, OHE, Signal and track defects has to be dealt by motorman alone when ever need arises.**
- **Motorman to be more vigilant in looking after signals, Track and obstruction it any tress pass in manual/ unmanned LC's and other places.**
- **Stopping duration is Less than 30 secs.**
- **Normally no crossing/ precedence movement as it runs in dedicated lines and hence period of inaction is nil.**
- **Longer hours working may force motorman to “Fatigue” as single man operation.**
- **Needs to keep in mind the various system of working, stopping station in all slow and fast lines and diversions.**

Hence AIRF demands that the motorman duty hours should be limited to six hours with running duty up to 4 hrs. Otherwise the duty hours may be within 8 hours and running duty may be up to 6 hours if both side motor man deployed as recommended by the HPC vide point no. 9.25 (Para 4.3. 7.3)

LOCO PILOT(SHUNTING)

Views of AIRF:

In general it is agreed that the working hrs of LP/Shtg. Can be up to 8 hrs in Yards where the shunting activities is less. In major coaching/ Goods yards, the shunting activities are continuous without any break. In these yards the LP Shunting has to work with more concentration without time allotment for taking food and attend nature's call.

Hence the duty hours of LP/Shunting working in major coaching/ Goods yards shall be limited to 6 hrs running duty only otherwise an ALP shall be provided in major coaching Goods yard.

PROVISION OF Co-LOCO PILOTS

The HPC recommended for Co-Loco Pilot to be provided for the Mail Express train which have a non-stop run of more than 4 hours.

VIEWS OF AIRF:

We agree with slight modification that the Co-Loco Pilot may be provided for Mail Express trains which have a non-stop run of more than 2 hours.

CLASSIFICATION OF RUNNING STAFF

As per the existing conditions for classification of Railway Man as intensive category is mentioned below.

To classify a category as intensive there should not be more than two hrs inaction period in 8 hrs duty or should not be more than 6 hrs in 24 hrs duty of their working.

As for as Loco Pilot is concerned, working in Mail Express having continuous concentration and sustained attention taken place right from departure and up to the arrival of destination. The Periods of inaction are only the stopping time (Few minutes) at stations. Which is not coming more than 2 hours.

EMU's

In EMU train working also, the continuous concentration with sustained attention is very much required being a single man operation. There also the stopping time (below 30 seconds) at stations only the period of inaction.

AIRF demands that the category of LP Mail (Exp. and motorman working in EMU/MEMU/ DEMU are to be re-classified as intensive category.

9.1 Further introduction of 'Automatic Signaling' should be done in tandem with the completion of TPWS/AWS/ETCS works only [Para 4.3.1.3(1)].

Remarks of AIRF: **AGREED**

9.2 Existing instructions of minimum punishment to staff for SPAD cases should be reviewed o ensure that the decision takes into account the gravity of the offence (repercussions of the SPAD) and also the Loco Pilot's past record [Para 4.3.1.3 (1)].

Remarks of AIRF: **AGREED**

9.3 Existing limit of 104 standard hours of work for the cumulative duty period in a fortnight for Running Staff does not require a change except for the Loco Pilots (Mail/Express) for whom this limit shall be fixed at 90 hours Para 4.3.1.3 (2) and Para 4.3.7.3].

Remarks of AIRF: **Not Agreed. Standard hours of work for the cumulative period should be weekly basis instead of fort nightly basis.**

The Limits may be under per week

| | | | |
|---------------------------------|-----------|------------|------------|
| For Mail/Exp Crew | - | 36 | Hrs |
| For Passenger Train Crew | - | 42 | Hrs |
| For EMU Train Crew | - | 36 | Hrs |
| For Goods Train Crew - | 48 | Hrs | |
| For Shunting Crew | - | 48 | Hrs |

9.4 A maximum limit of 125 duty hours per fortnight should be laid down for all Running Staff. This may be reviewed and brought down further to 115 hours in tandem with Vision 2020,

completion of ongoing line capacity enhancement & other associated works and filling up of running staff vacancies [Para 4.3.1.3 (2)].

Remarks of AIRF: **Agreed with modification. Maximum limit should be on weekly basis.**

Beyond the weekly hours mentioned above only 10 hrs will be maximum limit for all type of train working.

9.5 The period of spare travel should get counted towards duty at a stretch (from 'sign on' to 'sign off') also, besides counting it towards the cumulative duty hours [Para 4.3.1.3 (3)].

Remarks of AIRF: **AGREED**

9.6 The limit of stay away from Head quarters for Running Staff shall be fixed at 72 hours. It should be further brought down to 48 hours in tandem with vision 2020 (Para 4.3.2.3).

Remarks of AIRF: **Not Agreed. Already the RB issued order to restrict the away from HQ should be 36 hrs vide RBE No. 37/2010 Based on AIRF/PNM with RB. In the Changing scenario (ie. increased speed modernization of signal, Rolling stock & P. Way, Locomotive) there is no need to stay away from HQS beyond 36 hrs. AIRF demands that away from HQ should be limited to 36 Hrs. If required it may be extend up to 48 Hrs till 2020. But from 2020 it must be within 36 hrs. Then only the running staff may lead their family life. Otherwise they may stay in their home only 8-10 times in a month.**

9.7 Continuous night duty for Running Staff shall be limited to 2 nights after which they must be granted at least one full night in bed before being booked again. In case the 3rd night working is unavoidable, It may be permitted with following conditions:-

- i) The staff has availed at least 10 hours rest before '**signing on**' for duty.
- ii) The duty to be performed by him involving third night working should be towards Head quarter.
- iii) On completion of the above trip, he shall be granted full headquarter rest including a full night In bed. (Para 4.3.3.3).

Remarks of AIRF: AGREED

9.8 The definition of night should continue to be reckoned as 2200 hours to 0600 hours. However, for the purpose of continuous night duties, the period of duty performed during 0000 hours to 0600 hours should only be treated as night duty (Pam 4.3.3.3).

Remarks of AIRF: **Not Agreed. The definition of night should be reckoned as 20.00 to 06.00 hrs. Already the above time has been reckoned as night**

for the purpose of learning road and signal for night trip. For the purpose of continuous night duties, the period of duty performed during 22.00 to 06.00 hrs should be treated as night duty.

- 9.9 The Headquarter rest of all Running Staff shall be 6 hours Irrespective of the duration of his Incoming trip (Para 4.3.4.3 and Para 4.3.7.3).

Remarks of AIRF: Not Agreed. AIRF demands Head quarters rest shall be 24 hrs. Every Railwaymen allowed 16 hrs home rest per day. But running staff not allowed to take home rest everyday in addition to absence at home for 20 days per month. To compensate the above absence at home to maintain family life social life, the Head Quarters Rest must be 24 hrs.

- 9.10 The outstation rest of all Running Staff shall be 8 hours Irrespective of the duration of his incoming trip (Para 4.3.5.3 and Para 4.3.7.3).

Remarks of AIRF: Not agreed for 8 hrs out station rest. It must be minimum 10 hrs at out station. Then only the Running Staff can Take proper rest before coming for duty to ensure safe train operation.

- 9.11 Call notice period should continue to be a part of the head quarter outstation rest (Para 4.3.4.3).

Remarks of AIRF: Agreed. If Head Quarter Rest is 24 Hrs and outstation rest is 10 hrs.

- 9.12 Local variations it deemed necessary by zonal Railways in respect of headquarters rest and outstation rest, may be permitted for suburban services as exceptions (Para 4.3.7.3).

Remarks of AIRF: Agreed, but it must be decided based on bilateral agreement between zonal Railways and recognized union.

- 9.13 The existing instructions in respect of short trips may continue to be followed with the provision that the total duty from initial 'sign on' to final 'sign off' shall be contained within the limits prescribed for total duty at a stretch. This will also be applicable in cases of Traveling as Passenger (TAP) and Pilot Working (Para 4.3.5.3).

Remarks of AIRF: Not Agreed. The working of short trips shall be brought under Pilot Trains working. After working these trains, the crew must be returned to their Head Quarters as TAP.(Traveling As Passenger).

- 9.14 Four Periodical rests of 40 hours each shall be granted to all categories of Running Staff in a month. Each rest should include at least one full night in bed and should normally be given to Running Staff once in a week. However, if, due to operational reasons, such rest cannot be given to him in time, it should be ensured that the gap between 2 consecutive periodical/weekly rests does not exceed 10 days (Para 4.3.6.3 and Para 4.3.7.3).

Remarks of AIRF: **Agreed. No Short fall in every month for each Running staff should be ensured. If any short fall of PR, it must be given at the end of the month.**

9.15 Guard in the rear cab of sub-urban trains may be replaced by Motorman, to enable faster turn round at the terminals and to give relief to Motorman after each trip (Para 4.3.7.3).

Remarks of AIRF: **Agreed, but the cadre of Passenger Guards working in EMU trains should be taken care.**

9.16 Running Staff Reviews should be carried out only at Headquarters level (Para 4.3.8.1).

Remarks of AIRF: **Not Agreed. It should be at Divisional level.**

9.17 Ministry of Railways should issue a clear and uniform formula to be used by all zonal railways for working out the Running Staff requirement at the time of Running Staff reviews. The formula should clearly indicate the additional requirements which need to be taken into consideration over and above the basic requirement. Also, it should be issued with finance concurrence so that the delays in finance vetting are minimized at zonal railway level (Para 4.3.8.1).

Remarks of AIRF : **Agreed, but the formula should be finalized by RB in consultation with AIRF.**

9.18 Running Staff Reviews should be carried out once in a year only (Para 4.3.8.1).

Remarks of AIRF: **Agreed, but for introduction of any new train temporary sanction should be allowed.**

9.19 For carrying out Running Staff Reviews, traffic growth of 3 years (average time taken for the materialization of the indents) should be taken into consideration (Para 4.3.8.1).

Remarks of AIRF: **AGREED**

9.20 RRBs should be advised to prepare a stand by panel to the extent of 100% of the indent(Para 4.3.8.1).

Remarks of AIRF: **Agreed. Even it can be extended to fill the vacancies filled for the No of Posts notified by the RRB in that particular notification.**

9.21 The system of holding RRB examinations on a common date should be continued with (Para 4.3.8.1).

Remarks of AIRF: **AGREED**

9.22 Standard of the psychological tests being conducted by RDSO should take into consideration that the candidates are only ITI certificate holders (Para 4.3.8.1).

Remarks of AIRF: **Agreed. Otherwise minimum entry level qualification should be increased to “Diploma in Engineering”.**

9.23 Ministry of Railways should expedite the provision of adequate number of Simulators in all training centres so that it may be possible to cut down the training schedule suitably (Para 4.3.8.1).

Remarks of AIRF: **Agreed with the condition that the training period at Present should not be reduced.**

9.24 A suitable mechanism should be developed using data of LRDSS to sanction the line capacity enhancement works and their execution monitored at the highest level to ensure that the required capacity is available in time for additional traffic (Para 4.3.8.2).

Remarks of AIRF: **AGREED**

9.25 Although the existing guidelines for including a category in safety category are quite comprehensive yet they need a little modification. The modified guidelines are as under:-

- i) The classification into ‘safety categories’ should be restricted to open line (Operating and Maintenance staff), Diesel/Electric loco sheds, EMU/MEMU/ DEMU sheds and workshops dealing with repair and maintenance and should not cover production units.
- ii) The staff should be directly connected with safety in train operation.
- iii) In workshops, only such staff should be deemed to belong to safety category whose work has not only direct impact on the safety in train operation but who are also finally responsible for ensuring the quality of workmanship.
- iv) The staff should, for most part of the time, be working independently.
- v) Entire category irrespective of various grades available in that category should normally be classified as ‘**safety category**’.
- vi) It should be restricted to Group ‘C’ and Group ‘D’ posts only.
- vii) Only important inspecting Officials connected with safety in train operation should be included.

Remarks of AIRF: **AGREED**

9.26 The existing list of ‘Safety Categories’ Should be modified to that given in Para 5.4

Remarks of AIRF: **Agreed for inclusion and not agreed for deletion of any safety category at present.**

9.27 Creation of additional posts without any matching surrender for new assets/ trains in respect of the following safety categories.

- i) ASMs/SMs
- ii) Open Line Coach Maintenance Staff (Including Train Lighting & Air Conditioning)
- iii) AC Coach Mechanic & AC Coach Attendant
- iv) ESMs/MSMs
- v) Track Machine Staff in Open Line
- vi) Engineering & Traffic Gateman (Para 5.4)

Remarks of AIRF: **AGREED**

9.28 Ministry of Railways have issued instructions not to surrender any post in safety category under the exercise of rightsizing and to create them, whenever necessary, on one to one basis. The practice should continue as any depletion in the strength of safety category staff is likely to affect the train safety adversely (Para 5.4)

Remarks of AIRF: **AGREED**

9.29 Duty hours of all safety category staff in EL category and specially the Gatemen should be 60 hours in a week only irrespective of the distance of his quarter/residence from his workplace (Para 5.4).

Remarks of AIRF: **Not Agreed. EI category should be abolished and all must be brought under continuous.**

9.30 On high density routes where the number of trains in each direction are more than 72 (on double line sections) or more than 24 (on single line sections), no safety category staff (excepting the shunting staff) should be classified as EI category (Para 5.4).

Remarks of AIRF: **Not Agreed. All must only be in continuous category**

9.31 The rosters for Intensive category staff should be made in such a way that they don't work on all seven days in a week and also get a weekly rest of 40 hours minimum. Zonal railways may be asked by the Ministry of Railways to modify their rosters for "Intensive" category staff accordingly. A copy of the modified roster received by the Committee from North Western Railway may be circulated to them along with this letter for guidance (Para 5.4).

Remarks of AIRF: **AGREED**

9.32 To lay down a time schedule for carrying out the job analyses and taking decisions thereupon (Para 5.6).

Remarks of AIRF: **AGREED**

9.33 The supervisors who are working in shifts (and not as supervisor in-charge) should not be treated as 'Excluded' category and should be re-categorised as "EI" or "Continuous" or

“Intensive” as the case may be and the rules applicable to the staff working in these categories be made applicable to them also (Para 5.4).

Remarks of AIRF: **Agreed. Since EI should be abolished**

9.34 The instructions issued by Ministry of Railways vide their letter no. E(LL)98-HER/9 dated 6.7.2000 regarding duty and rest schedules of Track Machine staff should be implemented without further delay and Ministry of Railways may issue a time bound programme for the same (Para 5.4).

Remarks of AIRF: **AGREED**

9.35 Provision of properly designed new coaches for the stay of Track Machine staff through Rolling Stock Programme. Also, these camping coaches should be equipped with required facilities including cooking facilities, a DG set and a solar panel (Para 5.4).

Remarks of AIRF: **AGREED**

9.36 No justification for making changes in the present rules regarding monetary payment for work done beyond prescribed duty hours i.e. for overtime payment [Para 6.5 (1)].

Remarks of AIRF: **Agreed. Views of AIRF, OTA is not desirable. If need there is a limit as mentioned in earlier per week and the rate must be 4 times of ordinary rate of pay. The Calculation formula must be revised duly taking BP, DA, HRA, TPA.**

9.37 The principle and period of averaging which is being followed at present on the basis of Justice Miabhoj award may continue to be followed in future also [Para 6.5 (1)].

Remarks of AIRF: **Not Agreed. Averaging principle must be on weekly basis.**

9.38 Breach of rest whether at headquarters or outstation should be permitted only in emergent situation like accidents, natural calamities(floods, breaches, storms and earthquakes etc) and national emergencies etc. and not in case of routine operational needs [Para 6.5 (2)].

Remarks of AIRF: **AGREED**

9.39 There should be no breach of rest allowance for breach of rest at outstation. It should, however, continue to be admissible for breach of rest at headquarters [Para 6.5 (2)].

Remarks of AIRF: **Not Agreed Even at outstation, If the Running Staff working with Breach of rest it must be compensated.**

9.40 There should be no breach of rest allowance for breach in periodical rest. However, if the need does arise for any curtailment in periodical rest, it should be permitted only in very exceptional circumstances subject to the following conditions:-

The Running Staff has availed a complete night in bed during the periodical rest.

The duration by which the periodical rest is curtailed is added to the duration of the immediate next headquarter rest of the Running Staff.[Para 6.5 (2)].

Remarks of AIRF: **Not Agreed. If PR disturbed a fresh PR must be granted.**

9.41 The present rates for payment of breach of rest allowance should be continued [Para 6.5 (2)].

Remarks of AIRF: **Not Agreed. The rate must be 4 times of ordinary rate of pay.**

9.42 Cases of breach of rest should be regularly monitored at a sufficiently high level in divisional offices and zonal offices [Para 6.5 (2)].

Remarks of AIRF: **AGREED**

9.43 Implementation of Railway Board's instructions on upkeep and maintenance of the Running Rooms (Railway Board's letter no. 2001/M(L)/467/2 dated 10.11.2003), in particular the provision of two beds per room Para 7.4).

Remarks of AIRF: **AGREED**

9.44 Provision of adequate accommodation in all Running Rooms so that there is not even a single case of a Loco Pilot/Assistant Loco Pilot/Guard waiting for bed after arriving in the Running Room (Para 7.4).

Remarks of AIRF: **AGREED**

9.45 Creation of a separate plan head for safety works including the works for Running Room facilities and provision of adequate funds under this plan head. Until the creation of the aforesaid plan head, works pertaining to Running Room facilities should be permitted to be proposed under "Traffic Facility plan head with adequate provision of funds Para 7.4).

Remarks of AIRF: **AGREED**

9.46 Increase the powers of General Manager for sanctioning works related to Running Rooms so that the proposals need not be sent to Board for approval unless the value is very high (Para 7.4)

Remarks of AIRF: **AGREED**

9.47 The institution of Running Room Standing committee should be revived to lend a helping hand in solving the problems being faced by the Running Staff (Para 7.4).

Remarks of AIRF: **Agreed. But the running room standing committee shall be including the representatives of AIRF affiliate.**

9.48 Regular monitoring and the compliance of the complaints made in the complaint register of Running Rooms must be ensured (Para 7.4).

Remarks of AIRF: AGREED

9.49 All Running Rooms should be provided with air conditioning in due course beginning with Running Rooms Located in humid/coastal areas, with 100% Power back up arrangements. A phase wise programme may be drawn and, within 5 years, all Running Rooms on IR be provided with air conditioning facilities. Also, new Running Rooms may be sanctioned with air conditioning facilities only (Para 7.4).

Remarks of AIRF: AGREED

9.50 The location for new Running Rooms should be decided taking into consideration the noise pollution and air pollution. The proximity of Running Room to the Booking Lobby should also be ensured to the extent possible (Para 7.4).

Remarks of AIRF: AGREED

9.51 Proper well lit pathways should be provided from Crew Lobbies to Running Rooms (Para 7.4).

Remarks of AIRF: AGREED

9.52 Provision of various facilities in Running Rooms as per the guidelines issued by Board from time to time. "Shoe Polishing Kit" and "Ironing Facility" should also be provided in all Running Rooms, in addition to what has already been prescribed (Para 7.4).

Remarks of AIRF: AGREED

9.53 Ministry of Railways' letter nc.2001/M(L)/467/2 Dated 10-11-2003 inter-alia provides categorization of the Running Rooms based on number of beds and facilities as per this categorization. The Committee agrees with the categorization and the provision of facilities as per this categorization along with the additional facilities recommended above (Para 7.4).

Remarks of AIRF: AGREED

9.54 Ration based system should be done away with at the earliest (Para 7.4).

Remarks of AIRF: AGREED

9.55 Only the fully subsidized meals should be served to the Running Staff as is the practice in Civil Aviation sector. Also, the catering contract should specifically lay down the condition of preparing one or two extra dishes for Running Staff on demand as per his requirement/choice, on a token payment. For this purpose, adequate provision of staff, specially the cooking staff, should be made in the contract (Para 7.4).

Remarks of AIRF: AGREED

9.56 For catering contract in the Running Rooms for the supply of pre cooked meals at subsidised rates, the quality standard should be clearly defined in consultation with a professional/hotel management/catering institute. The standard should not be lower than that prescribed for AC 2 tier passengers in Rajdhani trains (Para 7.4).

Remarks of AIRF: **AGREED**

9.57 Estimated rates should be specified for catering contracts which should be workable and comparable with the meal rates of AC 2 tier passengers in Rajdhani trains. Also, to ensure the viability of the quoted rates, it should be clearly stipulated in the tender conditions that the tenderness quoting below the estimated rates would be disqualified (Para 7.4).

Remarks of AIRF: **AGREED**

9.58 To maintain the financial 'viability which, in turn, will ensure consistence in quality, the accepted rate should be updated every 6 months on the basis of Consumer Price Index (Para 7.4).

Remarks of AIRF: **AGREED**

9.59 The selection of th3 service provider should be on the basis of two packet system with pie qualification bid ensuring his professional capability based on past experience and sound financial capacity (Para 7.4).

Remarks of AIRF: **AGREED**

9.60 Strict penal clauses should be inbuilt in the contract to ensure that t ere is no compromise on quality during the execution of contract (Para 7.4).

Remarks of AIRF: **AGREED**

9.61 A bimonthly feedback system should be introduced. Under this system, the staff can be asked to give feedback on a 5 or 10 point scale and the contract should be terminated, by giving only one chance to the contractor for improving the quality, if the feedback is not satisfactory. The feedback forms and their collection boxes should be kept in he lobby instead of Running Rooms tc1 ensure fair and frank feedback (Para 7.4).

Remarks of AIRF: **AGREED**

9.62 Wherever it is not feasible for the Zonal Railways to outsource the catering contract due to location or size of the Running Room, the North Eastern Railway model of providing the catering facilities through local management committee may be considered for adoption (Para 7.4).

Remarks of AIRF: **Agreed. It should be extended to all Zonal Railways.**

9.63 The administrative control of Running Rooms should be with the same authority which controls the majority of Running Staff on the Division/Area (Para Y.4).

Remarks of AIRF: **AGREED**

9.64 In metropolitan cities, a beginning may be made by providing 3/4 star hotel accommodation to the Running Staff for resting at outstation. However, initially it may be tried out for Running

Staff working Mail/Express/Passenger trains as they work to a link in which the arrival and departure timings are known in advance quite accurately. Thus, planning for the accommodation for their stay can be done easily (Para 7.4).

Remarks of AIRF: AGREED

9.65 Air conditioning of Locomotive cab (Para 8.1 .1).

Remarks of AIRF: AGREED

9.66 Provision of Cameras with display unit in the Loco cap for viewing the train formation and Guards signal without opening the window and peeping out from It (Pate 8.1.1).

Remarks of AIRF: AGREED

9.67 Provision of a suitable waterless type urinal on every locomotive as an immediate measure. Also, provision of fill fledged toilets of bio-degradable nature on locomotive after the technology of bio-degradable toilets is established on coaches (Pars 8.1.1).

Remarks of AIRF: AGREED

9.68 Implementation of essential features Identified by Ministry of Railways for view friendly cab, specially in respect of the following Items:-

- i) Ergonomic design of the driving desk and equipment layout inside the cab.
- ii) Reduction of noise through various means including provision of perforated aluminum sheets in ceiling.
- iii) Electronic trouble shooting guide which can contain other information also like G&SR rules and Accident Manual etc. (Para 8.1.1)

Remarks of AIRF: AGREED

9.69 160W music system identified by Ministry of Railways as one of the items for crew friendly cabs needs to be deleted from the existing list (Para 8.1.1).

Remarks of AIRF: AGREED

9.70 A time bound programme may be laid down to implement the above recommendations in respect of loco cab and to monitor the implementation at the highest level (Para 8.1.1)

Remarks of AIRF: AGREED

9.71 To make the brake van of Goods Guards more comfortable and conducive, it should be provided with, the following facilities:-

- A waterless urinal or tb-degradable toilet.
- A suitable table and a comfortable chair.
- A fan.

Proper lighting facilities.
One or two electrical sockets cum changing points.
Proper insulation of the brake van from heat and sound.
Improvement in the suspension system of the brake van to minimize the discomfort on account of jerks and oscillations.
Good quality doors and windows.
(Para 8.1.2)

Remarks of AIRF: AGREED

9.72 Provision of a Laptop/Tablet to the Guard which will take care of all documentation and literature being carried by him in the box (Para 8.1.2).

Remarks of AIRF: AGREED

9.73 Provision of one almirah with lock in the Guard's brake van for keeping mandatory items like padlocks, chain, hand signal lamps, flags, detonators, fuses etc. in the Brake van itself so that the Guard doesn't have to carry these with him every time he comes on duty (Para 8.1.2).

Remarks of AIRF: AGREED

9.74 A small trolley type hand bag should be provided to Guards for keeping his tablet laptop plus any other miscellaneous items like spare clothes, snacks/eatables, medicines etc. in it (Para 8.1.2).

Remarks of AIRF: AGREED

9.75 Reduction in Guard's documentation which has now become redundant and is merely a duplication due to the introduction of modern technological aids and systems like FOIS, COIS, Data loggers and Crew management systems etc (Para 8.1.2).

Remarks of AIRF: AGREED

9.76 Introduction of the End of the Train Telemetry (EOTT) system on Indian Railways for all freight trains on a long term basis (Para 8.1.2).

Remarks of AIRF: AGREED

9.77 Following measures may be adopted for developing a feeling of self esteem in Loco Pilots:-

- i) Provision of good quality and smart uniform to Loco Pilots and Assistant Loco Pilots along with epaulettes matching their rank in the hierarchy of Running cadre. The uniform should include a suitable pee-cap.
- ii) A sturdy trolley of good quality with large wheels should be provided to all Loco Pilots to enable them to carry their personal belongings and other necessary items. Also, suitable 'Laptop/Pad' Tablet pre-loaded with G&SR, Accident Manual, trouble-shooting guide and other important instructions, may be provided to all Loco Pilots along with suitable charging facilities in the locomotive cab and Running Rooms.

- iii) The Locomotive should be maintained in clean and shining fettle so that the Loco Pilot feels proud of being in-charge of such a machine. (Para 8.2).

Remarks of AIRF: **AGREED**

- 9.78 Suitable furnished accommodation along with an attached toilet may be provided at stations to facilitate the relieving/visiting staff to take rest whenever necessary (Para 8.3).

Remarks of AIRF: **AGREED**

- 9.79 Adequate special allowance for those higher supervisory posts which have more arduous duties than other lower rank posts having the same pay band and grade pay, to make these posts more attractive (Para 8.4).

Remarks of AIRF: **AGREED**