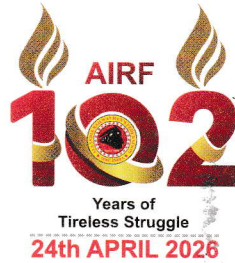


Contact
9717647594
23365912 (P&T)
23343493 (P&T)
81-22270 (Rly.)
81-22769 (Rly.)
91-11-23363167



airffice@gmail.com
airfindia@gmail.com
www.airfindia.org
@shivgopalmish1
@airf1924
mishrashivagopal
shivgopal_mishra
All India Railwaymen's Federation (AIRF)

All India Railwaymen's Federation

Estd.-1924

4, State Entry Road, New Delhi-110055 (INDIA)

No. AIRF/55 & AIRF/159 (322)

Dated: 31.07.2026

Addl. Member (Traction),
Railway Board,
Rail Bhawan,
New Delhi.

Sub: Need for review of GPS-based Fog Safe Device (FSD) unburdening Loco Pilots and Assistant Loco Pilots - Reg.

The All India Railwaymen's Federation (AIRF) would like to draw your kind attention to an important issue concerning the carrying, handling, placement and return of the GPS-based Fog Safe Device (FSD) by Loco Pilots (LPs) and Assistant Loco Pilots (ALPs). The existing arrangement is causing considerable physical inconvenience and additional burden to the Running Staff, particularly in view of the withdrawal of line boxes.

The Fog Safe Device has been introduced as an important safety aid to provide advance information to Loco Pilots regarding approaching signals, level crossing gates, permanent speed restrictions and other relevant landmarks. There is no doubt that the device serves a useful safety purpose, particularly during dense fog, heavy rain, dust storms and other conditions of restricted visibility. However, the present system of physically carrying and safeguarding the FSD, which weighs approximately 3 to 3.5 kg, has become a matter of genuine concern and hardship for the Loco Pilots and Assistant Loco Pilots.

It is understood that the Railway Board has advised that the FSD is to be used in all weather conditions, including situations where signals are otherwise visible from an adequate distance, as it contributes to enhanced situational awareness and operational safety. While AIRF fully appreciates the safety objective behind such instructions, the practical difficulties involved in carrying the device also need to be examined from the standpoint of human factors, ergonomics and the working conditions of the Running Staff.

At present, Loco Pilots and Assistant Loco Pilots are already required to carry essential tools, equipment and personal belongings, which together weigh approximately 10-12 kg. The additional weight of the FSD further increases their physical burden. This becomes particularly strenuous when the crew is required to walk considerable distances through yards, crew-changing points and other rough or uneven areas, including track-side ballast, while moving between the locomotive and Running Rooms. Apart from causing avoidable physical strain and discomfort, such handling also increases the possibility of the device being accidentally dropped, damaged or misplaced during transit.

In view of the above, AIRF is of the considered opinion that the existing arrangement requires a comprehensive review, without compromising the safety objective for which the FSD has been introduced.

It is further observed that, as the FSD system is sectionalized, maintaining and periodically updating each individual portable device with the latest signal, landmark and other relevant data of different Railway Zones/Divisions may also involve avoidable logistical difficulties. A more practical, crew-friendly and technologically sustainable arrangement may, therefore, be considered.

In this regard, the following alternative arrangement is suggested for kind consideration:

1. The Fog Safe Device/equipment may be permanently installed in each locomotive, thereby eliminating the need for the Loco Pilot and Assistant Loco Pilot to carry the relatively heavy device personally.
2. Each Loco Pilot and Assistant Loco Pilot may be provided with a small, pocket-sized USB/pendrive or other suitable secure portable memory device, containing the latest signal, landmark and other necessary database of the sections over which the concerned crew is authorized to work. The crew may simply insert the portable memory device into the permanently installed FSD equipment in the locomotive, enabling the system to access the relevant sectional data.
3. Alternatively, any other technologically viable and crew-friendly arrangement may be developed by the Railway Board/Research Designs & Standards Organisation (RDSO), keeping in view the latest available technology, operational safety, ease of updating data and, most importantly, the physical convenience of the Running Staff.

Such an arrangement would substantially reduce the physical burden on Loco Pilots and Assistant Loco Pilots, eliminate the need for carrying the heavy FSD to and from locomotives and Running Rooms, reduce the possibility of loss or damage to the equipment, and at the same time ensure that the safety benefits of the FSD are fully retained.

AIRF, therefore, requests your goodself to kindly examine the matter sympathetically and arrange for a comprehensive review of the existing system, with a view to devising and implementing a permanent, practical and crew-friendly solution without compromising operational safety. The matter may also kindly be examined in consultation with the concerned technical authorities and representatives of the Running Staff, so that an effective and standardized system may be evolved for the entire Indian Railways.

The Federation sincerely hopes that this important issue, having direct bearing on the working conditions, physical well-being and operational efficiency of the Running Staff, will receive your kind and sympathetic consideration and that necessary revised instructions/orders for a suitable alternative arrangement will be issued at the earliest.

Yours sincerely,


(Shiva Gopal Mishra)
General Secretary

Copy to: General Secretaries /All Affiliated Unions – For information.