INDIAN RAILWAYS

AUGUST 2021

₹20

Railway Bridge over River Yamuna at Naini completes its

156 YEARS

On this Independence Day



Welcome



The Magazine Welcomes
Hon'ble Minister of Railways and
Hon'ble Ministers of State for Railways and
Conveys its Best Wishes to Them

INDIAN RAILWAYS

August 2021 Vol. 65 No. 5

In this issue

Editorial Board

Shri Suneet Sharma
Chairman &
Chief Executive Officer

Shri Naresh Salecha
Member (Finance)

Shri R.N. Singh
Secretary

Shri Rajesh Dutt Bajpai
Executive Director (I&P)

Shri Sudipta Sen
Editor

Editorial Correspondence
EDITOR, Indian Railways,
Room No. 411, Rail Bhawan,
New Delhi-110001.
Tel. : 23383540, 23385072,
43416 (Rly.)
Email : editorindianrailways@gmail.com

Business Communications
Shri Prashant Kumar Pattnaik
Business Manager *Indian Railways,*
Room No. 310, Rail Bhawan,
New Delhi-110001.
Tel : 47845378, 45378 (Rly.).
Email : bmpr310rb@gmail.com

Editorial Assistance
Shrimati Geeta Srikala

Cover Photo
Raiway Bridge at Naini, U.P. turns 156

Unless specifically mentioned, the articles and statements published in this journal do not necessarily reflect the views and policies of the Ministry of Railways (Railway Board)

ANNUAL SUBSCRIPTION (OFFLINE)

INDIA
₹ 250 (₹ 200 for Railwaymen)

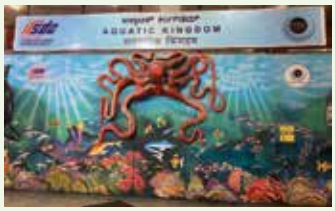
FOREIGN
₹ 1250 (Sea Mail)
₹ 2500 (Air Mail)

SINGLE COPY : ₹ 20
SPECIAL ISSUE : ₹ 70



Redeveloped Gandinagar Capital Railway station inaugurated by Hon'ble Prime Minister *6*

- Hon'ble Minister of Railways and Hon'ble Ministers of State for Railways assume office 9
- Extension of last date of application by NRTI for Academic year 2021-22 10
- 'Future Ready' Railways to deliver 58 super critical and 68 critical projects 11
- Freight Loading – the Upswing Continues 13
- Rail Cargo movement between India and Nepal 14
- New era of travel with Introduction of Smart Coaches 16
- Our Heritage 18
- Picture Gallery 19
- Our Heroes 22
- Children's Section 24
- Tokyo Olympics 27
- Zonal Railways/Production Units News 30



Indian Railway's First Movable Freshwater Tunnel Aquarium at KSR Bengaluru Railway Station *38*

- NCR : Dedicated Freight Corridor — *Dr. Shivam Sharma* 45
- The Transfer Order — *Shri Hemanta Mohanty* 46
- Humsafar Express — *Shri Pankaj Kumar* 48
- Traditional Bihari Dish — *Smt. Pushpalata* 50
- The World's 7 Most Luxurious Train Rides — *Shri T.K. Balasubramanian* 51
- Chambal Crocodile Safari – Hidden Jewel — *Shri Gaurav Nakra* 53
- The Man of Today (Poem) — *Shri Pranav Sabharwal* 55
- Evolving Dimensions of Intermediary Liability in Cyberspace — *Dr. Raju Narayana Swamy* 56
- Impact of Covid-19.... — *Shri N. Subramanian* 59
- Behavioural Change and Mental Health During Pandemic — *Prof. S. Balakothandapani* 62
- Honking : Is It a Pleasant Task? — *Shri Subir Danda and others* 63
- The Dwindling Stature — *Shri Mahabir Raji* 66
- An Urge at L-Xing (Poem) — Shri *J. Atchi Babu* 68
- North Bengal-Sikkim Railway Link — *Shri Anil Saxena* 69
- The Coach... — *Shri U Krishna Murty* 73
- A Bridge on the River Yamuna — *Shri Sathya* 74
- Book Review — *Shri Anuj Dayal* 77

FLOWOIL PUMPS PRIVATE LIMITED

MANUFACTURERS OF TRANSFORMER OIL PUMPS, CANNED MOTOR PUMPS, MARINE CENTRIFUGAL PUMPS, COOLING FANS & INDUCTION MOTORS (BLOWER & CONDENSER)

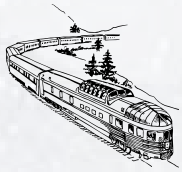
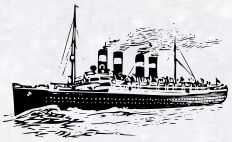
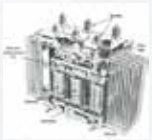
Flow Oil Pumps Private Limited which had commenced its operations in 1993, as a Designer and Manufacturer of Transformer Oil Pumps.
We are here to offer premium range of Glandless Transformer oil pumps under the Brand FLOWWELL which caters to all types of Transformer oil cooling requirements including traction duty and for heavy electrical engineering.

Approved vendors of:

Indian Railways, RDSO, All Transformers, IGBT converter manufacturers, DMDE, Indian Navy, NPC, NTPC and PGCIL (upto 765Kv)

Salient features

- WEATHER PROOF
- COMPACT DESIGN
- GLADLESS SEALLESS DESIGN
- SELF LUBRICATING


OUR PRODUCTS & APPLICATIONS

TRANSFORMER OIL PUMP

For Power Transmission, Distribution, Furnace & Rectifier, Transformer Cooling Circuits, EMU's (Including Metro Trains) & Electric Locomotives (Including 3 phase Locomotives)



CANNED MOTOR PUMP

For IGBT Cooling Circuits & Radioactive liquids



MARINE CENTRIFUGAL PUMP

For Naval Application



COOLING FANS & BLOWER

For Transformer Cooling & Railway



INDUCTION MOTOR-RDSO (BLOWER & CONDENSER)



SELF PRIMING MONOBLOCK PUMPS & WITH CONTROLLER AS PER RDSO-RCF SPECIFICATION.



FLOW OIL PUMPS PRIVATE LIMITED

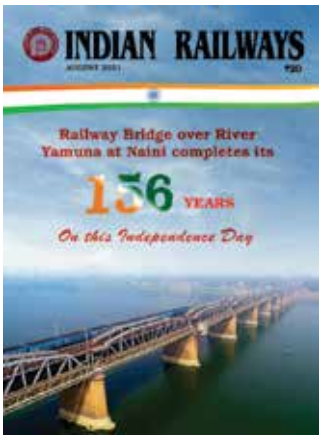
No.2/80/118, KSR layout, DC Halli, Bannergatta Road, Bangalore-560076, Karnataka, India

For Details Contact:

Ph: 080-26482095
Mob: +91 8123391833

Email: flowoilpumps@hotmail.com
Telefax: 080-26483443

Web: www.flowoilpumps.com



Editorial

The Nation is gearing up to celebrate India's 74th Independence Day. Govt of India has drawn up elaborate plans to make celebration of India's 75th Independence day a memorable affair next year. Detailed plans have been chalked out for carrying out various activities throughout the year (Aug 2021 to Aug 2022) as a run up to the 75th birth anniversary of the independent India. Railways will also play a vital role in the campaign. We will publish photos and reports of such activities in our next few issues.

Our independence was hard earned. It came at a huge price. The history of our unknown freedom fighters is believed to be many times more than the known history contained in our school text books. There is actually no count of how many lives were lost to earn this freedom. Thousands of mothers lost their sons, thousands of sisters lost their brothers and thousands of wives lost their husbands. Today, a huge number of them don't even find a passing reference in our history books. The sacrifice of the unknown is perhaps no less than that of the known.

The Indian jails of the colonial era, had they been able to speak, could have told us a lot more than what we are made to study at schools. Numerous freedom fighters were put to unbearable torture in these jails. Most of them died untimely death - unsung, unknown and may be even unheard of. The jail at Naini, Uttar Pradesh is definitely one such jail where scores of our freedom fighters were kept and humiliated. Coincidentally, the nearby Railway bridge (over River Yamuna) shares its birthday with Independent India. This Independence Day, the Naini Railway bridge is going to complete its 156th year of existence. Again, no count, no records of how much water has flown through the river – what and how much the Naini Bridge has witnessed all through these 156 years. We hope our readers would appreciate the special article on Naini Rly Bridge carried in this issue.

Till the time of writing this Editorial, Indian contingent in the Tokyo Olympic games have put up mixed performances. It is, however, a matter of immense pride for Indian Railways that the person winning the first medal for the country is from Indian Railways. The magazine heartily congratulates weightlifter, Ms Saikhom Mirabahai Chanu for her splendid performance in the games. Our sportspersons are doing extremely well all over the world. The magazine plans to start a regular feature on them very soon.

We are, however, disappointed with the lukewarm response received to the Children's Quiz that we have started last month. We request our readers, Railway employees in particular, to encourage their children to participate in the quiz. It is imperative that our children break free from the limited sphere of bookish knowledge and know about the organization their parents are working in.

We know our readers are eagerly waiting for the Annual issue which has been delayed this year due to reasons beyond our control. We are hopeful of publishing it very soon (September/October this year). We are thankful to our readers for bearing with us. ■

Re-developed Gandinagar Capital Railway station inaugurated by Hon'ble Prime Minister



Indian Railways has made a giant leap in Station Redevelopment program as Gandhinagar Capital Railway station has been revamped to offer modern services to the Nation. Hon'ble Prime Minister, Shri Narendra Modi inaugurated the newly developed Gandhinagar Capital Railway Station on 16th July, 2021.

Redevelopment of Gandhinagar Capital railway station will act as a city booster and create investment cycle, job opportunities and in general uplift the economy of Gandhinagar, which is the capital of the state of Gujarat. This is a unique project taken up in partnership with Govt of Gujarat and Ministry of Railways through IRSDC (Indian Railway Stations Development Corporation) forming a joint venture company named GARUD (Gandhinagar Railway and Urban Development Corporation).



Hon'ble Minister of Railways delivering speech on the occasion

This is first of its kind project in India and will pave the way for similar development in land stressed cities like Mumbai and Bangalore. As a part of this mission, work on the redevelopment of 125 stations is in progress. Out of this, IRSDC is working on 63 stations, and RLDA is working on 60 stations with two stations being taken up by zonal railways. The total investment for the redevelopment of 123 stations along with real estate development is more than ₹ 50,000 crore.

The station is future ready, and the concourse will be used for departing passengers when the passenger numbers increase at the station. However, in the near future, it is planned to open retail, food and entertainment outlets in this area to serve the demands of the passengers as well as the local population. Market players such as Big Bazaar and Shoppers' Stop have also shown interest in opening their



- Railway makes giant strides in Station Redevelopment Program
- Gandhinagar Capital Railway station is redeveloped and ready with modern amenities
- Gandhinagar Station is a Marvel of technology and epitome of passenger's comfort
- Station boasts of many 'firsts in the country.'



Views of re-developed Gandhinagar Railway Station (left - Daytime view, right - night view)

mini outlets making it convenient for the passengers and local population to shop at the station. The redeveloped station will function like a 'city centre rail mall' where travel will be one of the several functions that it will perform.

Passenger Amenities

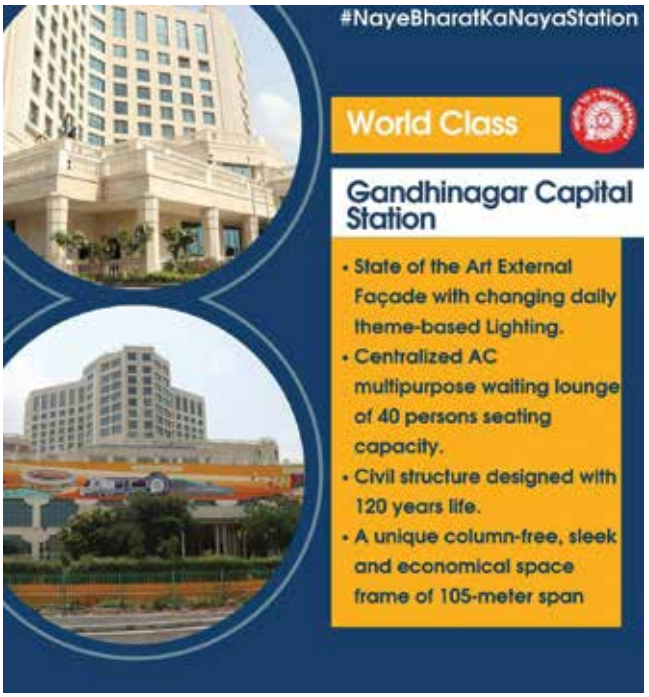
The station offers an accessible environment for the 'divyangjan' and has lifts and ramps at all locations. Other facilities like tactile flooring are also provided. The station is equipped with modern facilities like ample waiting spaces, through columnless roof to provide protection against sun/ rain etc, air conditioned multipurpose waiting hall, baby feeding room, improved signages and modern toilets and interfaith prayer room for the common man. Other amenities like the art gallery, theme facade lighting, etc will provide additional attractions which will not only enhance passenger satisfaction but will also prove to be a matter of pride for all as this station can boast of many firsts in the country. Without the concourse, the redeveloped station has been designed to handle 1,500 passengers in peak hour. With the concourse, the capacity will go up to 2,200 passengers in the peak hour. The station aims to



Interior of Gandhinagar Railway Station

Salient Features of newly developed Gandhinagar Capital Railway Station include

- Spacious Entrance Lobby with Ticketing facility
- State of the Art External Façade & landscaping
- Theme-based Lighting (1st ever in IR)
- Dedicated Exclusive Art Gallery with live LED Wall •Display Lounge
- Centralized AC multipurpose waiting lounge
- Escalators & Lifts and
- **Facilities for Divyangjans**
  - Inter-Faith Prayer Hall,
  - Air conditioned Baby Feeding Room etc.
- Waiting Hall at platforms for around 500 passengers
- Platforms well connected with Sub-ways and adequate parking facilities



conserve the naturally built environment, through use of sustainable materials like Portland Pozzolana Cement, fly ash bricks etc. and reducing the water, electricity requirements through energy efficient designs, rain water harvesting and recycling of water.

EPC Model

Taken up on the 'Engineering, Procurement & Construction (EPC)' model, Gandhinagar Railway Station is the Indian Railway's *first station* to have adopted this model for redevelopment. A one of its kind unique, column-free, sleek and economical space frame of 99-meter (105 m curvilinear) span over platform (longest such span in Indian Railways comprising of 120 Kg/Sqm steel only) with weather proof seamless aluminium sheeting is provided at the redeveloped station. Providing subways, large foundations to support the tall building and launching the through roof trusses were unique engineering challenges which were addressed successfully during execution of the work. In fact, learnings from this project are going to help in execution of such complicated projects in crowded areas of cities and the impact of this project will be far and wide.

Lighting



Daily changeable theme-based lighting with 32 themes is one of the key highlights of the Gandhinagar station which is the *first ever* on Indian Railways. The concept behind the theme lighting as planned for Gandhinagar Railway Station is to use the redeveloped station as a big canvas. The LED lights are designed to change the hues everyday to add 'colour to concrete' and bring life to the building after sunset. The dancing lights shall be used to make the place as a destination for common man. When the facade lighting on the station will interact with the DandiKuteer situated opposite the railway station, with one of the tallest building in Ahmedabad/ Gandhinagar area at 77m in the backdrop, it will be a sight to behold. ■

Hon'ble Minister of Railways and Hon'ble Ministers of State for Railways assume office



Shri Ashwini Vaishnaw, Union Minister for Railways, Communication, Electronics & Information Technology, assumed office in Rail Bhavan followed by Electronics Niketan & Sanchar Bhavan on 08th July, 2021. Shri Ashwini Vaishnaw (born in 1970) is a Member of Rajya Sabha from Odisha. He served the people of Sundergarh, Balasore, Cuttack and Goa. He earned his Masters in Technology from IIT Kanpur and MBA from Wharton. He brings in a combination of skills in technology, finance and its application to the weakest sections of society. He firmly believes in the philosophy of Antyodaya, i.e. transforming the lives of the marginalized sections of society. ■



Smt Darshana Jardosh has assumed office as Minister of State for Railways. Born in 1961, Smt Jardosh is serving her 3rd term as Member of Lok Sabha. She has also served as Members of different important Parliamentary Committees like Parliamentary Accounts Committee (PAC), Standing Committee on Finance, Parliamentary Consultative Committee on External Affairs and Parliamentary Business Advisory Committee etc. ■



Shri Raosaheb Patil Danve has assumed office as Minister of State for Railways. Born in 1955, Shri Danve is serving his 5th term as Member of Lok Sabha. Apart from being Members of different Parliamentary Committees Shri Danve in his career has also served as Union Ministers in different Ministries like Ministry of Consumer Affairs, Food & Public Distribution, and Ministry of Coal & Mines etc. ■

National Rail & Transportation Institute extends last date for application to its various Programmes for the Academic year 2021-22

National Rail & Transportation Institute (NRTI), Deemed to be University established by Ministry of Railways in Vadodara, has extended the last date for application to its BBA, BSc, B Tech, MBA and MSc Programmes for the Academic year 2021-22 in view of the latest schedule of class XII examination results, JEE Mains, University undergraduate results and the calendar of admissions and academic session announced by AICTE and UGC.



The date has been extended taking into account the problems of so many students who have not only been disrupted by Covid but also affected by the changes in the dates of class XII examination results, University graduation results, JEE exam schedule and regulatory notifications. The last date to apply for the BBA, BSc, MSc and MBA programs will now be 21st August, 2021, and that for B. Tech. programmes 15th September, 2021, giving students adequate time to evaluate their options and apply for the prestigious programmes of NRTI.

Students can apply and register for the Entrance Test online at www.nrti.edu.in. Only online applications are accepted.

The admission to BBA, BSc and Postgraduate courses is done based on national admission test conducted by NRTI in various centres across the country, while admission to the B Tech programmes is based on JEE Mains score. Last year, more than 7,000 students competed for 425 seats in the Institute. The Institute has an eminent Board which includes two serving Directors of IITs, prominent academics and industry leaders, and is headed by the Chairman of Indian Railways who is also the Chancellor of the University.

The Institute offers high quality Rail and Transportation focussed programmes and has international collaborations with some of the top Universities in the world including University of Birmingham, UC Berkeley and Cornell. The first batch of undergraduate students of the BBA and BSc programmes graduating this year have been placed with major Indian and MNC companies. ■

REVISED DATES TO APPLY

- **BBA, BSc, MSc and MBA programs : 21st August, 2021**
- **B. Tech. programmes to 15th Sept, 2021.**

LIST OF PROGRAMMES FOR AY 2021-22

- **Undergraduate programmes**
- BBA Transportation Management
- BSc Transportation Technology
- B.Tech. Rail Infrastructure Engineering
- B. Tech. Rail Systems and Communication Engineering
- B. Tech.Mechanical and Rail Engineering to be offered at IRIMEE, Jamalpur
- · Postgraduate programmes
- MBA Transportation Management
- MBA Supply Chain Management
- MSc Transport Technology and Policy
- MSc Transport Information Systems and Analytics
- MSc Railway Systems Engineering & Integration

(International degree programme offered in collaboration with University of Birmingham, UK)

- **Postgraduate diploma programmes**
- PGDM Transportation/Logistics
- PGDM Transport Infrastructure Development & Financing/ Project Management

Contact: info@nrti.edu.in

On a Mission Mode to become 'Future Ready,' Railways is on the way to deliver 58 super critical and 68 critical projects worth more than ₹1,15,000 crore

- **Massive boost to mobility, safety and create additional capacity for running more passenger and freight trains**
- **29 Super Critical Projects of total length 1,044 Km costing ₹11,588 Cr delivered in spite of Covid challenges**
- **Key projects delivered in States like Assam, West Bengal, Maharashtra and Uttarakhand**
- **58 Super Critical Projects of a total length of 3750 km costing ₹39,663 Cr**
- **68 Critical Projects of a total length of 6913 km costing ₹75736 Cr**
- **These projects of multi-tracking i.e. doubling/3rd line/4th line are on busy routes**

On a mission mode to become 'Future Ready,' Railways is on its way to deliver 58 super critical and 68 critical projects worth more than ₹1,15,000 crore in next few years. In spite of Covid challenges, Indian Railways is going on rapidly to complete the projects which are vital for increasing the capacity of tracks.

29 Super Critical Projects of a total length of 1,044 Km costing ₹11,588 Cr got commissioned in the last 1 year. Indian Railways identified total 58 Super Critical Projects of a total length of 3750 km costing ₹39,663 Crore. Out of these total 58 Super Critical Projects, 29 projects have since been completed, 27 projects will be completed by December 2021 while the remaining 02 projects will be handed over by March 2022.

Most of the traffic of Indian Railways moves on Indian Railway network on Golden Quadrilateral, High Density Network routes and Highly Utilized Network routes. The high density and highly utilized network routes constitute 51% route length of the Indian Railways network but carries 96% of traffic. Based on traffic density, type of commodity moved, importance of route from the point of view of strategic considerations etc. the projects requiring urgent expansion including those which are already progressing well (expenditure already more than 60%) have been categorized as Super Critical projects (58 nos) and the projects requiring completion in next stage have been defined as Critical projects (68 nos). All are civil projects (Includes all related electrification and signalling works also).

By focussed funding and continuous monitoring these projects are targeted for early completion to reap the benefits of investment. On completion, these projects will improve mobility, safety and create additional capacity for running more passenger and freight trains on these saturated and busy routes. Higher priority has been given to allocation of budget for these identified projects for early completion. After completion of the above Supercritical and Critical projects, more line capacity will be available for smooth movement of passenger and freight traffic on the congested routes. Increase in speed of trains, introduction of new train service and an increased safety as maintenance margins on these busy routes will become available, shall be ensured.

➜ Super Critical Projects

58 super critical projects of a total length of 3750 km costing ₹39,663 Cr have been identified. These supercritical projects are projects of multi-tracking i.e. doubling/3rd line/4th line on busy routes. With completion of these projects, Railways will be able to move more traffic at faster speed with safety on these dense/saturated/busy traffic routes. Till now, 29 projects of a total length of 1,044 Km costing ₹11,588 Cr have been commissioned. 27 projects will be completed by December 2021 and the balance 02 projects by March 2022.

➜ Critical Projects

68 critical projects of a total length of 6913 km costing ₹75,736 Cr have been identified and out of these 04 projects of 108 Km length costing ₹1408 Cr have been completed till date and the remaining projects are targeted to be completed by March 2024.

Outlay for this year is ₹14,466 Cr (around 15,000 Cr). 4 projects have been completed till now.

Indian Railways has commissioned 1614 Km Doubling/ 3rd/ 4th line during the FY 2020-21 despite the Pandemic COVID-19. Despite the Pandemic situation continuing Indian Railways has commissioned 133 km doubling/ 3rd line till now, during the FY 2021-22.

Indian Railways delivered some key capacity building projects in States like Assam, West Bengal, Maharashtra and Uttarakhand. A few of them are as follows:-

State-wise Position

Uttarakhand

Haridwar-Laksar Doubling: After commissioning (in Jan '21) of this section the entire route from National Capital New Delhi to Haridwar via Meerut, Muzaffarnagar and Roorkee has become double line. This will improve punctuality on this busy route.

Assam

Commissioning of second line track on Naranarayan Setu on Brahmaputra river of New Bongaigaon-Guwahati section has been done which will provide great relief on this section.

West Bengal

A) In May '21, Indian Railways has commissioned part of two doubling projects i.e. Katwa-Bazar Sau and Azimganj-Bazar Sau in West Bengal despite Pandemic COVID-19 and State Elections.

B) Katwa-Bazar Sau and Azimganj-Bazar Sau: On both the routes, doubling of the line is very important in view of traffic moving from Barddhaman to/ from Sahibganj for movement of coal for NTPCs TPS i.e. Farakka Super Thermal Power Station and Katwa Super Thermal Power Station (Under construction).

Maharashtra

In June '21, Indian Railways has commissioned a Super Critical project Bhusaval-Jalgaon 3rd line in Maharashtra, which will remove bottleneck of this section and provide much relief for operation of train service in Manmad-Khandwa and Bhusaval-Udhna section. ■

'WHO AM I' QUIZ?

QUESTION FOR THIS MONTH

QUIZ NO. 7

Bureau Veritas is one of the world's leading certification bodies. They offer Integrated Management System (IMS) certification to internationally recognized standards. I am a passenger train. In March 2021, I was conferred with the prestigious IMS Certificate for world class maintenance of my coaches, eco-friendly resources and passenger convenience. This, in fact, is the first time that a passenger train of Indian Railways has won this certification. Who am I? (Please indicate the page number also where you find my mention).

(You will be able to answer only if you read the whole magazine thoroughly and carefully. The answer lies hidden somewhere in its pages. Find out and mail your answer to: whoamiquizes@gmail.com)

Correct answer will be given in the next issue of the magazine.

CORRECT ANSWER TO QUIZ NO 6

KANPUR JUNCTION

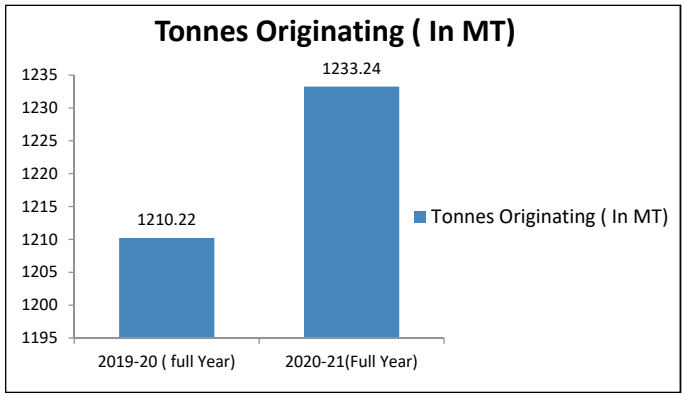
mentioned in page 78

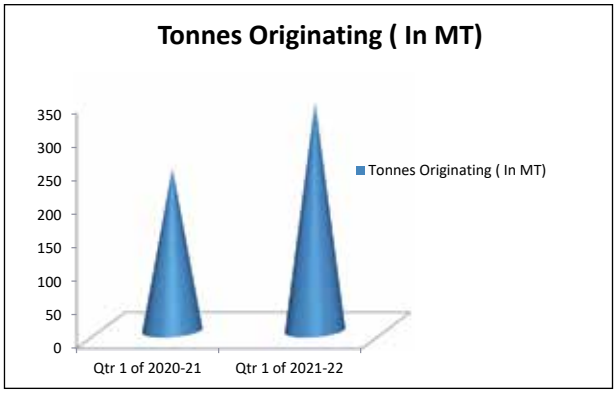
Till 29th July, 2021
Correct Answers were given by

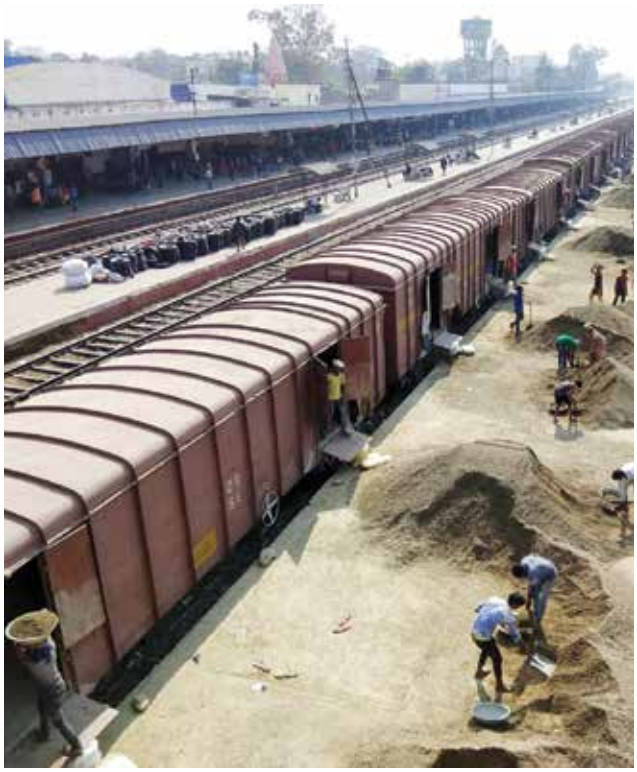
1. Anil Kumar Saxena, 2. Meghna Pushpam, 3. Pankaj Kumar, 4. Pushpalata, 5. Devdeep Kumar, 6. Pukalendi M, 7. Krishna Kumar Goswami, 8. Murugan, 9. Bharthi M, 10. Subramanian Nagarajan, 11. Dr. Sharad Kulkarni, 12. Pushkar Vinayak Mahajan, 13. Paruvu Daniyelu Raju, 14. Sundaram Dasika, 15. Balako Thandapani, 16. K.N. Krishnaprasad, 17. Gaurav Nakra, 18. Santosh Upadhyay, 19. Subramanyam. V, 20. Sahil Soon, 21. Hardik Vora, 22. Abhay Ubhale, 23. Vijaya V.R., 24. Jos Vellara, 25. Mohammed Yusuf Sayed, 26. K.R.C. Sekaran, 27. Bobby S. Kumar, 28. Domnic Tatpati, 29. Krintan Ghosh, 30. Samiran Biswas, 31. Sagar Mahendru, 32. Gayathri D., 33. M. Ezhil Arasu, 34. Sabita Kumari Jena, 35. Nilesh Deore, 36. Bidwaikar, 37. Joy Kadaplakkal, 38. Debasish Roy, 39. Pandimurugan. S, 40. Mahesh Kumar Agarwal, 41. K. Shashikant, 42. Rashmi Rath and 43. K. B. Sanjayan, 44. Sreevasan Anudarsh

Freight Loading – the Upswing Continues

- Railways record Highest ever loading for 10 consecutive respective months from September, 2020 to June, 2021
- Indian Railways maintains the high momentum in terms of freight loading and earnings for the month of June 2021
- In June 2021, Indian Railways freight loading was 112.65 million tonnes which is 11.19 % higher compared to June 2019 (101.31 million tonnes) and 20.37 % higher compared to June 2020 (93.59 million tonnes).
- In the month of June 2021, Indian Railways earned ₹11186.81 crores from freight loading which is also 26.7 % higher compared to June 2020 figure.







Despite the Covid challenges, Freight figures continue to maintain the high momentum in terms of earnings and loading in the month of June 2021 for Indian Railways. On Mission Mode, in the month of June 2021, Indian Railways freight loading was 112.65 million tonnes which is 11.19% higher compared to June 2019 (101.31 million tonnes) which was a normal year and 20.37% higher compared to June 2020 (93.59 million tonnes).

The important commodities transported during June 2021 includes 50.03 million tonnes of Coal, 14.53 million tonnes of Iron Ore, 5.53 million tonnes of Pig Iron and Finished Steel, 5.53 million tonnes of Food Grains, 4.71 million tonnes of Fertilizers, 3.66 million tonnes of Mineral Oil, 6.59 million tonnes of Cement (excluding clinker) and 4.28 million tonnes of Clinker.

In the month of June 2021, Indian Railways earned ₹11,186.81 crores from freight loading which is also 26.7 % higher compared to June 2020 (₹8829.68 crores) and 4.48 % higher compared to June 2019 (₹10,707.53 crores). ■

Rail Cargo movement between India and Nepal gets a big boost



Rail Transportation between India and Nepal got a major boost with coming into force of authorization to all cargo train operators to utilize the Indian railway network to carry all containers bound for Nepal whether bilateral freight between India and Nepal or a third country freight from Indian ports to Nepal. This liberalization will allow market forces to come up in the rail freight segment in Nepal, and is likely to increase efficiency and cost-competitiveness, eventually benefiting the Nepalese consumer.

These cargo train Operators include public and private container train Operators, automobile freight train operators, special freight train

- Cargoes in all categories of wagons that can carry freight on Indian Railways network within India can also now carry freight to and from Nepal.
- India and Nepal sign a Letter of Exchange (LoE) to the India-Nepal Rail Services Agreement (RSA) 2004.
- The liberalization will particularly reduce transportation costs for automobiles and certain other products whose carriage takes place in special wagons.
- Wagons owned by Nepal Railway Company will also be authorized to carry Nepal-bound freight (inbound and outbound on Kolkata/Haldia to Biratnagar/Birganj routes) over the Indian Railways network as per IR standards and procedures.
- With the entering into force of the LoE, all authorized cargo train operators which include public and private container train Operators, automobile freight train operators, special freight train operators or any other operators authorized by Indian Railways will be able to utilize the Indian railway network to carry Nepal's containers and other freight - both bilateral between Indian and Nepal or for a third country from Indian ports to Nepal.
- It creates another milestone in India's efforts to enhance regional connectivity under the 'Neighbourhood First' policy



operators or any other operators authorized by Indian Railways.

It came into effect from 09th July, 2021 after the formal exchange of Note Verbales and signed copies of Letter of Exchange between officials of India and Nepal.

After this LoE, all kinds of cargoes in all categories of wagons that can carry freight on Indian Railways network within India can also carry freight to and from Nepal.

The move will reduce transportation costs for automobiles and certain other products whose carriage takes place in special wagons.

Wagons owned by Nepal Railway Company will also be authorized to carry Nepal-bound freight (inbound and outbound on Kolkata/Haldia to Biratnagar/Birganj routes) over the Indian Railways network as per IR standards and procedures.

The signing of this LoE marks annother milestone in India's efforts to enhance regional connectivity under the 'Neighbourhood First' policy.

From the Indian side, the ceremony was led by Shri Sanjay Kumar Mohanty, Member (Operations and Business Development), Ministry of Railways. From the Nepalese side, it was led by Shri Dinesh Bhattarai, Secretary, Ministry of Commerce, Industry and Supplies. Also present were representatives from Ministry of Railways, Embassy of India, Kathmandu, Northern Division, Ministry of External Affairs, India and South Asia Division of Nepalese Ministry of Foreign Affairs.

Background of Rail Services Agreement (RSA) – 2004 and LoE.

1. The Rail Services Agreement was executed on 21st May, 2004 between Ministry of Railways, Government of India and Ministry of Industry, Commerce & Supplies (now Ministry of Commerce), His Majesty's Government of Nepal (now Govt. of Nepal) for introduction of freight train services between these two countries to and from Birgunj (Nepal) via Raxaul (India). This is an agreement which guides movement between India and Nepal by rail. The rationale for this Agreement is that there was no rail movement prior to this between the two countries and hence a framework was required for operational and commercial aspects and procedure for customs clearances for rail bound cargo. Since then various developments had taken place which required changes to the Rail Services Agreement.
2. There is a provision in Article 1.4 of the RSA that the Agreement shall be reviewed every five years and may be modified by the Contracting Parties by mutual consent.
3. For effecting amendments in the relevant Articles to RSA, Letters of Exchange (LoE) are signed by both sides. In the past, there have been amendments to RSA through LoE on three occasions. First such amendment to RSA-2004 was effected through Letter of Exchange (LoE) signed on 21st May, 2004. Second LoE was signed on 17th December, 2008 at the time of introduction of bilateral cargo between the two countries which required introduction of new customs procedure and Third LoE was signed on 19/20th February, 2016 enabling rail transit traffic to/from Vishakhapatnam Port in addition to existing provision of rail transportation through Kolkata/Haldia Port.

The current LoE has been finalized and signed on 28th July, 2021 by Govt. of Nepal which was acknowledged by Ministry of Railways (Govt. of India) by signing the LoE on 29th June, 2021. It came into effect from 09th July, 2021 after the formal exchange of Note Verbales and signed copies of LoE. ■

Kind Attention

AUTHORS

Authors/writers contributing articles for the magazine are requested to restrict their articles to a reasonable size. Ideally an article should not exceed 1000 words. In view of the space constraints of the magazine, sometimes it becomes difficult to include longer articles. All are requested to appreciate our problem and co-operate.

New era of travel in Railways starts with Introduction of SMART COACHES

The new train will have special smart features for enhanced passenger safety and comfort

A new era of train travel experience with enhanced comfort is being rolled out in Indian Railways with the introduction of newly upgraded Tejas sleeper coach rakes in Western Railways. These bright golden hued coaches with enhanced smart features introduced to run Railway's prestigious Mumbai Rajdhani Express train offer best in class travel experience. This new rake made its maiden run from Monday, 19th July, 2021. The existing rakes of Train No. 02951/52 Mumbai – New Delhi Rajdhani Special Express, one of the most prestigious and premium trains of WR have been replaced with brand new Tejas type sleeper coaches. Two such Tejas type sleeper coach rakes have been made ready to run as Rajdhani Express. Out of these two rakes, one rake comprises of exclusive Tejas Smart sleeper coaches, which is the first of its kind to be introduced over Indian Railways.

The new train will have special smart features for enhanced passenger safety and comfort. The smart coach aims to provide world-class facilities to passengers with the help of intelligent sensor-based systems.

It is equipped with Passenger Information and Coach Computing Unit (PICCU) provided with GSM network connectivity, which reports to the remote server. PICCU will record the data of WSP, CCTV recording, Toilet odour sensors, panic switch and other items integrated with fire detection and alarm system, air quality and choke filter sensor and energy meter. With the use of Tejas SMART Coach, Indian Railways aims to move to predictive maintenance instead of preventive maintenance. The introduction of this modern Tejas Sleeper type train for long distance journey, is another paradigm shift by Indian Railways for enhancing the travel experience for the passengers.

Tejas type Sleeper coaches are manufactured at Modern Coach Factory (MCF) which will gradually replace the premium long-distance trains over Indian Railways network.



- **Rajdhani Express started with New Upgraded Tejas Rakes**
- **Tejas SMART Coach signals shift from preventive to predictive maintenance**
- **'Use of Tejas Coaches for long distance journey is a paradigm shift for enhancing travel experience for passengers'**
- **First rake with exclusive Tejas-type Smart Sleeper coaches introduced in Indian Railways**
- **Tejas type Sleeper coaches are manufactured at Modern Coach Factory (MCF) which will gradually replace the premium long-distance trains over Indian Railways network**

ADDITIONAL SMART FEATURES

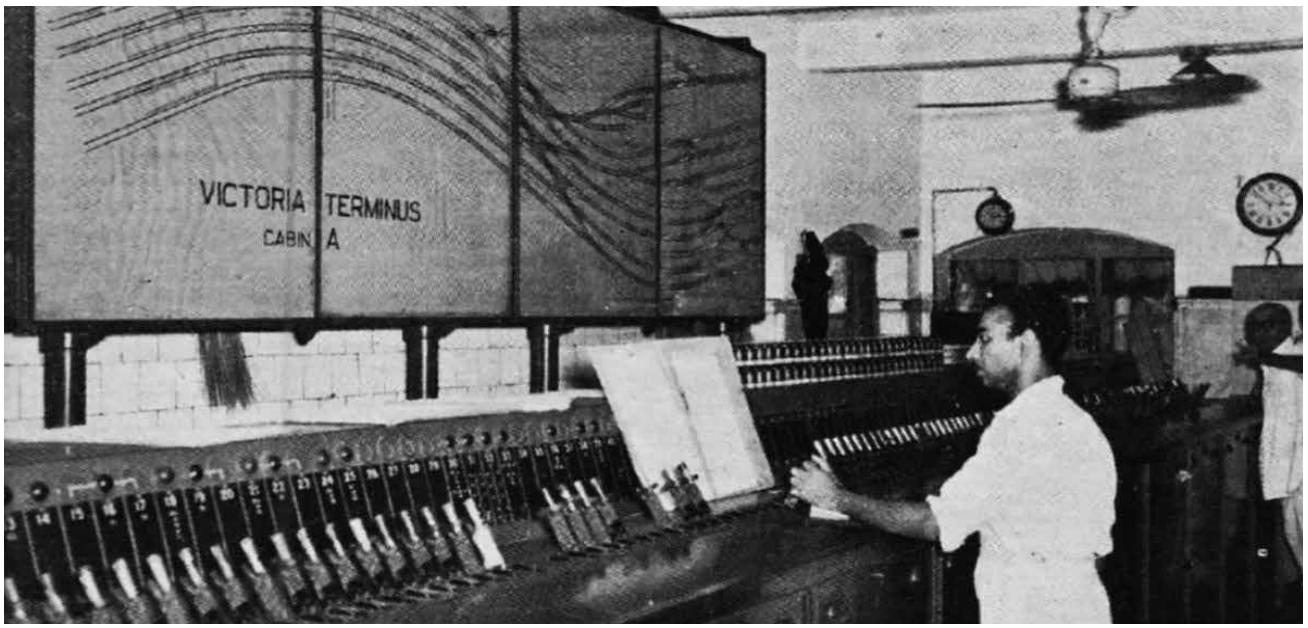
- **PA/PIS (Passenger Announcement/ Passenger Information System):** Two LCDs inside each coach display vital journey related information to the passengers such as the next station, distance remaining, expected time of arrival, delay and safety related messages.
- **Digital destination board:** Flush type LED Digital Destination Board has been installed on each coach by splitting the displayed data into two rows. The first row displays Train number and Coach type while the second row displays scrolling text of destination and intermediate stations in multiple languages.
- **Security & Surveillance monitoring:** Six nos. of cameras are fitted in each coach which gives live recording. CCTV cameras with day night vision capability, Facial recognition even in low light condition, Network Video Recorder are provided.
- **Automatic Plug Door:** All main entrance doors are centralized controlled by Guard. Train will not start until all doors are closed.
- **Fire Alarm, Detection and Suppression system:** All coaches are provided with Automatic Fire Alarm and Detection System. The Pantry and Power Cars have automatic fire suppression system in case it is detected.
- Emergency Talk back for medical or security emergency
- **Improved Toilet Unit:** Provided with anti-graffiti coating, Gel coated shelf, New design dustbin, Door latch activated light and Engagement display.
- **Toilet Occupancy Sensor:** Automatically displays the toilet occupancy inside each coach
- **Panic Button in Lavatories:** Fitted in each lavatory, in case of any emergency.
- **Toilet Annunciation Sensor Integration (TASI):** Two nos. of Toilet Annunciation Sensor Integration are fitted in each coach which will relay dos and don'ts announcement in the lavatories, whenever it is engaged.
- **Bio-Vacuum Toilet system:** Provides improved hygiene condition in the toilet due to improved flushing and also save water per flush.
- **Stainless Steel Under-frame:** Complete under-frame is of austenitic stainless steel (SS 201LN) which increases life of the coach because of reduced corrosion.
- **Air Suspension Bogies:** Provided with Air Spring Suspension in bogies to improve passenger comfort and ride quality of these coaches.
- On Board condition monitoring system for Bearings and Wheels to improve safety.
- **HVAC -** Air quality measurement for Air Conditioning system
- Water level sensor to indicate water availability on real time basis
- **Textured Exterior PVC Film:** Exterior is provided with textured PVC film.
- **Improved interiors:** Seats and berths having fire – resistant silicon foam, provide better comfort and safety to passengers.
- **Roller Blind on window:** Instead of curtains roller blinds provided for easy sanitization.
- **Mobile Charging points:** Provided for each passenger.
- **Berth reading light:** Provided for each passenger.
- **Upper berth climbing arrangement:** Convenient upper berth arrangement. ■



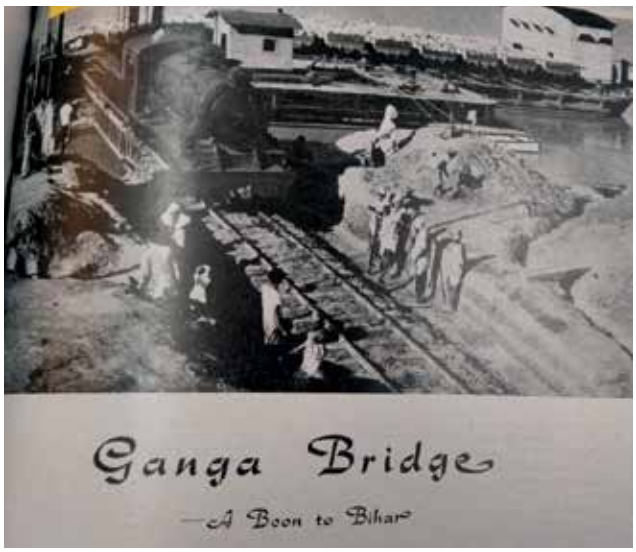




OUR HERITAGE



The electro-pneumatic 'A' cabin at Victoria Terminus, Bombay





Air-conditioned Restaurant Cars built in the Carriage workshops of Western Railway at Parel, Bombay



Newly constructed Langulia bridge near Dusi on the east coast section of South Eastern Railway recently opened to traffic



A beautiful view of Jhansi Railway station



A train traversing through the scenic Konkan landscapes near Chiplun Railway station



Ms. Mithali Raj, Captain, Indian Women's Cricket Team & OSD, SCR met Shri Gajanan Mallya, General Manager, SCR at SCR Hqrs on 22nd July, 2021. GM/SCR congratulated and complimented her on her recent achievements



Vijayawada Station in South Central Railway becomes the first in India to be equipped with an innovative solar photovoltaic cover-over-platform. It will ensure a saving of ₹8.1 lakh p.a. and meet 18% power requirement of the station



The structure has been fabricated entirely of scrap materials. Bolts, Nuts, Wire Ropes, Soap Containers and Damper pieces have been joined painstakingly by welding process to create the 7.8 ft high & 800 kg heavy statue.

It is currently placed at sickline of Coaching Depot, Yesvantpur and visible from all trains going to Tumkur, Yelahanka and Salem direction.



A heritage photo of Naini Bridge over river Yamuna that completes its 156 years of existence on 15th Aug, 2021.

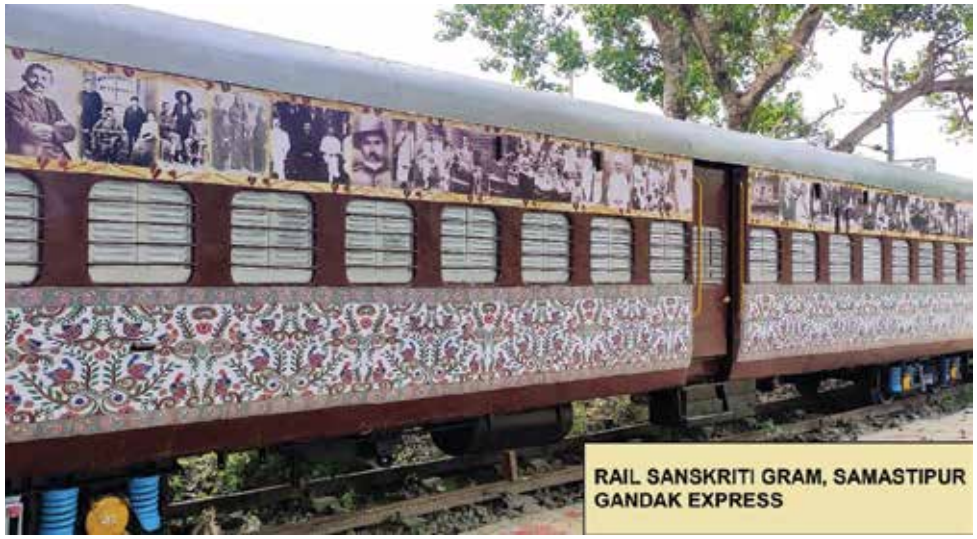
Rail Sanskriti Gram – Samastipur



MG Locomotive-6410

MG Loco-6410 was kept unused after introduction of BG guage. It is now used as a heritage in Rail Sanskriti Gram. Last running between Sakari & Jhanjharpur.

Built Year	- 1977
Loco No	- 6410/ECR
Service life	- 33 Yrs
Make	- ALCO/DLW
Type	- YDM4/1200HP
Wheel dia	- 965mm



Gandak Express

Gandak Express is named after name of river Gandak. This coach shows the shining & inspiring history of our country gem M.K Gandhi. This train is running between DBG & GKP via RXL-SGL-BTH-NKE. **Train no.- 5231-32**

Built Year	- 2004
Coach No	- 03708Y/GSR/ECR
Bogie type	- MG ICF Trolley
Total length	- 19.52m
Wheel dia	- 725-635mm
Bearing type	- Spherical Roller



Mithilanchal Express

Mithilanchal Express is named after the train which is running in between Jaynagar & Katihar which is covering the city of Mithilanchal. This coach shows the cultural history of North-East area of Bihar. **Train no.- 5541-42**

Built Year	- 2004
Coach No	- 04486Y/GS/ECR
Bogie type	- MG ICF Trolley
Total length	- 19.52m
Wheel dia	- 725-635mm
Bearing type	- Spherical Roller

Alert Loco Pilot, Asst. Loco Pilot and Chief Permanent Way Inspector save a senior citizen

Alert **Loco Pilot Shri S.K. Pradhan** and **Assistant Loco Pilot Shri Ravi Shankar** of Mumbai-Varanasi Spl. train 02193 applied emergency brakes at Kalyan platform while starting the train and saved a senior citizen who was crossing tracks. Shri Santosh Kumar, Chief Permanent Way Inspector CPWI shouted to caution them. The senior citizen was saved by their alert act and was later counselled not to trespass.



Shri Alok Kansal, General Manager, Central Railway announced on the spot cash award of ₹2,000 each to the Loco Pilot, Assistant Loco Pilot and Chief Permanent Way Inspector for their timely act of saving the precious life of a human being. ■

Trespassing railway tracks is illegal and dangerous. It can be fatal

Railway administration appeals to travelling public not to trespass and endanger their life. Each life is precious to Railways.

Passengers are requested to use foot over bridges, lifts, elevators and avoid trespassing on railway tracks .

Exemplary Humanity exhibited by WCR SIPF, Ms. Surbhi Thakur

Ms. Surbhi Thakur, SIPF, Katni, Jabalpur Division, West Central Railway exhibited an exceptional human quality through her actions by helping a lady passenger to deliver her baby in Railway Circulating Area in Katni Railway Station, Jabalpur Division on 11th July, 2021.

Incident Details

On 11th July, 2021, a passenger named Laxman Marawi came rushing to on duty ASI A.K. Goutam and HC Shiv Ram Sharma who were on duty attending Train No. 02167. He said that his wife is suffering from unbearable labour pain. ASI AK Goutam and HC Shivram Sharma rushed to the concerned coach in which the passenger with his pregnant wife were travelling from Kalyan to Chheoki.

With the help of lady co-passengers, the pregnant lady was alighted from the coach and ambulance was called. SIPF Surbhi Thakur attended the pregnant lady passenger. Before she was taken to District Hospital Katni by an ambulance, lady passenger gave birth to a baby girl at Katni railway station circulating area. Dr. Uma Patel conducted the delivery. SIPF Surbhi Thakur aided and asked the Doctor about the lady and her infant, Doctor certified that both the mother and the baby as healthy. Thereafter the lady passenger was sent to District Hospital Katni with her husband. Both the Mother and the infant were admitted to the hospital.



An exemplary act of courage, care and humanity was showcased by SIPF Ms. Surbhi Thakur. ■



Shri Deepak Kumar Mall, Commercial Superintendent/ Commercial Control, N.E. Railway, Varanasi

Shri Deepak Kumar Mall, Commercial Superintendent/ Commercial Control, N.E. Railway, Varanasi received a complaint on 13th July, 2021 through Rail Madad Portal that a passenger of Train No. 05909 named Shri Manoj Nayab who was a chronic asthma patient, was having difficulty in breathing. Shri Mall immediately swung into action and arranged medical attention for the passenger at Chhapra Junction. However, unfortunately by the time the medical team of Chhapra Junction reached the spot, the train had already left Chhapra Junction station. Shri Mall kept talking to the passenger and informed him that the medical staff would definitely attend him at Siwan Junction station. As soon as the train stopped at Siwan Junction, the medical team of the station attended Shri Manoj who was immediately relieved of his difficulties. ■

On 15th July, 2021, at about 3.45 pm a complaint was received on Rail Madad portal by Shri Sudhir Kumar Singh (Helper) who was on duty at Rail Madad Complaint Cell, Sonepur at that time. The complaint was regarding non closure of doors of a B-1, 3A coach of train No. 05204. Shri Singh immediately swung into action and informed Lucknow/control to attend to the complaint. As soon as the train entered Gorakhpur railway station the TXR staff of Gorakhpur attended to the complaint and repaired the door-closure to the complete satisfaction of the passengers of the coach. ■



Shri Sudhir Kumar Singh (Helper)



Shri Rakesh Kaushal



Shri Somesh Singh Sisodia

On 14th July 2021, Shri Bishwajit Sinha who was travelling from Tambram to Jaipur in coach No. S-7 of train No. 06864 developed unbearable ankle pain at about 1.30 AM. He immediately sought medical assistance from Railways through his twitter handle. In his request he also mentioned that he was a chronic patient of diabetics. Shri Rakesh Kaushal and Shri Somesh Singh Sisodia who were on duty at that time at Commercial Control/Ratlam took immediate action and at 1.35 AM they informed the Deputy Chief Controller, Punctuality.

An interim reply was issued to the concerned passenger at 1.41 AM that medical staff would help him at Nagda Railway station. As soon as the train stopped at Nagda railway station, Dr. Ankita attended to the complaint of the passenger who reverted back and thanked Indian Railways for the immediate medical attention paid to him. ■

Short stories/ Poems/drawings/ quizzes (MCQ or one-word answer type)

ARE INVITED FROM CHILDREN

Entries may be sent to

editorindianrailways@gmail.com

(Please attach a copy of proof of your date of birth also)

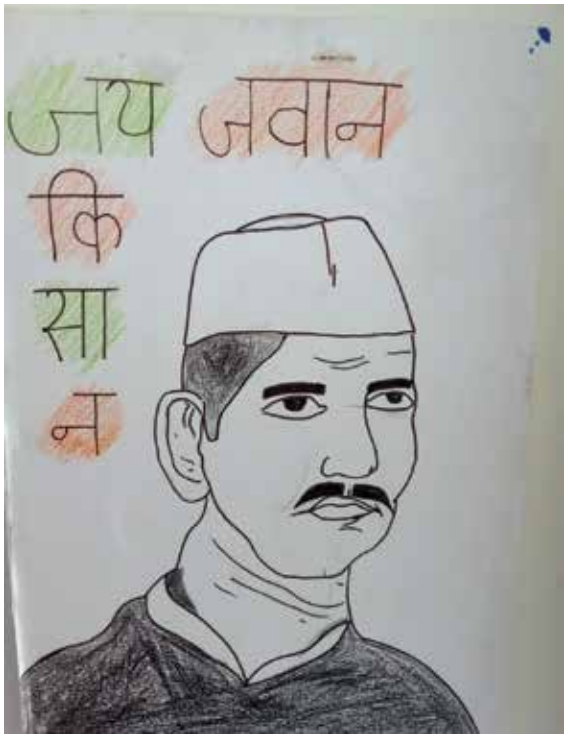


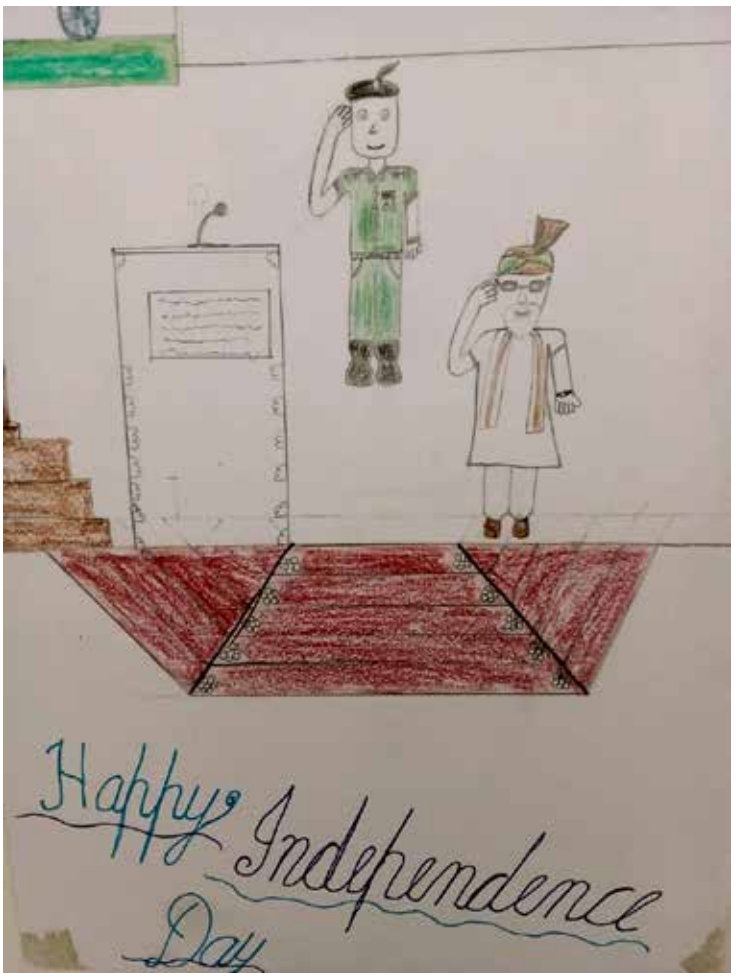


Lakshita Yadav

Class 5th, DOB : 02.05.2011.
Raath International School,
Alwar (Rajasthan)

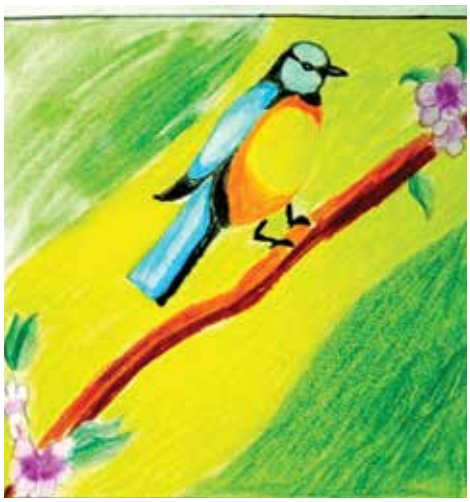








Meghna Anand
Class 4 B
Date of Birth : 09.08.2012
Oak Grove school (Railway),
Jharipani Mussoorie,
Dehradun, Uttarakhand











Avinandan Banerjee
Class 5th
Date of Birth : 14.03.2014
Kola, Hooghly Magn.,
West Bengal





Ira Nakra
Date of Birth :
26 Dec. 2015
Pre School-Crysta



Drawings/quizzes/poems on various religious festivals will be given preference in the October 2021 issue.



Yashita Raturi
D.O.B. : 18.01.2011
Class-VI
Oak Grove School
Jharipani Mussoorie











Akshita Singh
D.O.B. 09.03.2012

CHILDREN'S QUIZ 2

We have started a new feature called 'Children's quiz.' The questions are very basic and one may argue that the answers are easily available on internet. It doesn't really matter. Our aim is to grow inquisitiveness about Railways among our children and to enrich their knowledge – no matter which way.

1.> History of India's struggle for freedom is long and the list of our freedom fighters is just endless. Some of them were believers in Gandhian philosophy while others were extremists/revolutionaries. August 9 is celebrated as the 'Quit India' Day. But the day is also known for another historically important incident, involving a train and a section of our revolutionaries. Name the incident. In which year did it take place?

2.> Swatantrata Senani Superfast Express train runs between which two places?

3.> Who authored the book 'Train to Pakistan' ?

4.> The tallest statue of the world is in India. The statue is of a very famous freedom fighter. Name him. At which railway station would you get down to visit the Statue? (You can have a distant view of the statue from the station platform itself).

5.> On 11th Feb, 1948 a very special train, composed of only third class coaches left Delhi for Allahabad (now called Prayagraj). Thousands of people thronged the station platforms wherever the train stopped en-route. What was the name of the train? What was its significance? Why such an important special train would have only third class coaches?

Children may send their replies to childquizes@gmail.com alongwith a scanned copy of the proof of their date of birth.

Correct Answer of Quiz No. 1

1. Bori Bunder (Bombay) to Thane
2. Lord Dalhousie
3. Mithali Raj
4. Mozambique
5. Kalka Mail

Till 26th July correct answers were received from

1. Devdeep Kumar
2. Sukirthan. M

TOKYO OLYMPICS, 2020
Proud moment for Indian Railways







Hon'ble Minister of Railways and Hon'ble Ministers of State for Railways cheering up for the Indian contingent

Out of the total 127 participants in the Indian contingent for the Tokyo Olympic Games, a significant 25 are from Indian Railways. Here is the list :-

S N	Name of player (Ms./Shri)	Railway	Game
1	Bajrang Punia	NR	Wrestling (Free style, 65 Kg)
2	Ravi Kumar	NR	Wrestling (Free style 57 Kg)
3	Vinesh Phogat	NR	Wrestling (Women -Free style 53 Kg)
4	Amit Rohidas	WR	Hockey (Men)
5	Nilkanta Sharma	WR	Hockey (Men)
6	Deep Grace Ekka	WR	Hockey (Women)
7	Nikki Pradhan	SER	Hockey (Women)
8	Gurjit Kaur	NCR	Hockey (Women)
9	Nisha	NCR	Hockey (Women)
10	Neha	NR	Hockey (Women)
11	Sushila Chanu	CR	Hockey (Women)
12	Monika	CR	Hockey (Women)
13	Navjot Kaur	RCF	Hockey (Women)
14	Salima Tete	SER	Hockey (Women)
15	Navneet Kaur	WR	Hockey (Women)
16	Lalremsiami	RCF	Hockey (Women)
17	Vandana Katariya	CR	Hockey (Women)
18	Mirabai Chanu	NFR	Weightlifting (Women-49 Kg)
19	Bhawana Jat	ER	Athletics (Rack Walk 20 Km)
20	Priyanka Goswami	NER	Athletics (Rack Walk 20 Km)
21	Kamal Preet Kaur	DMW	Athletics (Discus Throw)
22	Sutirtha Mukherjee	SER	Table Tennis
23	Pranati Nayak	CLW	Gymnastic (Women)
24	Annu Rani	DMW	Athletics (Javelin Throw)
25	Revathi Veeramani	SR	Athletics (4x400 m)
Coaches / Officials			
S Murali, Anand Dube, Anil Maan, Rajeev Tomar, Kuldeep Singh and Vijaya Sharma.			

IR's Sportspersons at



Deep Grace Ekka



Gurjit Kaur



Lalremsiami



Monika



Navjot Kaur



Navneet Kaur



Neha Goyal



Nikki Pradhan



Nisha



Pukhrambam Sushila Chanu



Salima Tete



Vandana Katariya



Amit Rohidas



Nilakanta Sharma

Tokyo Olympics



Vinesh Phogat



Bajrang Punia



Kamalpreet Kaur



Ravi Kumar



Sutirtha Mukherjee



Bhawna Jat



Priyanka Goswami



Saikhom Mirabai Chanu



Pranati Nayak



Revathi Veeramani



Annu Rani

First Run of Mumbai-Pune Deccan Express Special Train with Vistadome Coaches

The views of the Western Ghats while travelling in Vistadome coach in Mumbai-Goa route can now be experienced on Mumbai-Pune route also. The first trip of Vistadome coach in Mumbai-Pune Deccan Express Special Train was booked to full house on its very first run.

Delighted passengers enjoyed every minute of the unhindered views of river, valley, waterfalls, etc. Mumbai-Pune Deccan Express Special train started its first run with LHB rake and Vistadome coach from 26.6.2021.

At present, the Vistadome coach is running in Mumbai-Madgaon Jan Shadabdi Special train. Now, passengers on Mumbai-Pune route can enjoy the scenic beauty and experience being with nature while passing by Matheran hill (Near Neral), Songir hill (near Palasdhari), Ulhas River (near Jambrung), Ulhas Valley, areas of Khandala, Lonavala, etc. and the waterfalls, tunnels on South East Ghat section. ■







Modern Cyber Cell established at NCR headquarters

On 14th July, 2021, Shri Vinay Kumar Tripathi, General manager NCR inaugurated a cyber cell in North Central Railway headquarter office at Subedarganj, Prayagraj during a function organised through videoconferencing . Shri Ravindra Verma PCSC/ NCR and other PHOD's of HQ including DRMs of the three divisions Prayagraj, Jhansi and Agra along with branch officers were present on the occassion.



PCSC informed that the new cyber cell is equipped with modern equipments such as desktop, laptop, laser printer, camera, writer blocker, imaging tool, forensic falcon, CDR, IPDR and dumped data analyzer, etc. This cell will be managed by 01 inspector along with 03 other staff.

This cyber cell will be helpful in collecting digital evidences and use of cyber investigative techniques. Besides this it will also be helpful in analysis of anti touting and theft of passenger belongings, analysis of call detail record, tower dump data and geo location etc. It will also be an effective tool for Forensic Imaging / cloning, Forensic write blocked analysis of source device, Forensic Hash calculation, Storage disc sterilization and Cyber patrolling etc. ■

Solar Mission NCR -2021-22

- **NCR generated 1,06,62,891 units (KWH) of solar energy in 2020-21.**
- **Around 37 lacs units of energy has been generated using solar power in April-June 2021**
- **Net revenue saving achieved was approx. 4 crore in 2020-21 as solar energy is not only greener but cheaper too.**
- **In first three months of 2021-22, NCR has already saved revenue worth ₹1.5 crore by using solar energy.**

Future plan

Work of installation of Solar Power Plants of 1.86 MWp on roof top, 46.25 MWp on vacant lands near Railway stations (around 185 acres) and 249 MWp on vacant lands along the railway tracks (around 1320 acres) falling under Golden Diagonal and Golden Quadrilateral (GD & GQ) over NCR by Railway Energy Management Company Limited (REMCL) has already been planned.



NCR has set an ambitious target for 2021-22 to generate HIGHEST EVER solar energy to the tune of 1.3 Crore units, thereby saving about ₹5 Crores, i.e. Rs one Crore more than the last year, under the aforesaid 'Solar Mission - NCR'. Among the major places where roof top solar plants have been installed are station buildings, workshops, training schools, GM office and DRM office buildings.

NCR has a total installed capacity of 11.03 MWp. While 120 kWp has been installed by the Railway, remaining 10,882.34 kWp capacity has been installed by two major Solar Power Developers (SPD) Azure and ReNew on a PPP basis.

Due to sincere efforts and hard work put in by the team of staff engaged in maintenance, 15 solar plants of Prayagraj Division, 9 solar plants of Jhansi Division and 10 plants of Agra Division have now been placed under 'A Category,' i.e. HIGH PERFORMING SOLAR PLANT. Plants whose Capacity Utilization factor (CUF) is more than 14% are placed in Category A. Efforts are on to bring more plants under this category.

- Monitoring of Solar Energy generation is being done for each plant, inverter wise.
- Daily monitoring, instead of monthly, of Energy and CUF% of plants is being done.
- Defective/Decommissioned plants due to roof repairs, inverters, cables, etc have been set right.
- Focused attention for quality cleaning of solar panels.
- Tree trimming in shadow affected zones.
- 25 points Solar Mission ready reckoner in pictorial form issued for education and sensitization of maintenance staff.
- Technical and practical useful educational videos on 25 topics in HINDI have been issued to field supervisors for enhancing their knowledge.
- Solar Diary introduced to SSEs for systematic documentation and focussed monitoring of energy and other important data in a structured manner. ■

NF Railway : Naharlagun becomes the first station in Arunachal Pradesh with installation of Monumental National Flag

Arunachal Pradesh is the second state after Assam from the NE Region where the state capital Naharlagun (suburban township of Itanagar) has been connected by BG Railway line.



The first passenger train reached Narhalagun on 7th April, 2014 with the completion of the Harmuti – Nahalagun project (21.75 kms) at a cost of about ₹590 crores. Bringing the capital city of the easternmost state Arunachal Pradesh into the Railway Map of India was indeed a great milestone. Before that Arunachal Pradesh had only 1.26 kms of railway line inside its border with the only station being Bhalukpong in East Kameng District.

Capital of Arunachal Pradesh got direct train connectivity with the national capital with the flagging off of a fully AC train by our Hon'ble Prime Minister on 20.02.2015 from Arunachal Pradesh. Prestigious train like Shatabdi Express also started running from Naharlagun station apart from Intercity and local passenger trains. Capital of Arunachal Pradesh got direct train connectivity with places like Delhi, Guwahati, Dibrugarh etc. benefiting local population immensely.

Recently on 2nd July, 2021 a monumental National flag was installed and unfurled at the station by the Rangiya division of Northeast Frontier Railway. This is the first such flag which has been installed at any station of the state. ■

Flagging off of the Kisan Rail from Agartala to Delhi (Adarsh Nagar)

Initiatives of business development unit help Farmers to transport their produce to larger market

Hon'ble Chief Minister of Tripura Shri Biplab Kr. Deb flagged off the Kisan Rail from Agartala to Delhi (Adarsh Nagar) in presence of other dignitaries on 11th June, 2021.

In order to connect farmers and markets across the country, Railways have continued transportation of perishable agricultural products by running Kisan Rail trains even during the pandemic conditions. The Business Development Unit (BDU) of Lumding Division contacted the authorities of Tripura State Horticulture Department, traders and farmers of Agartala area and suggested the services of Kisan rail for transportation of jackfruits, pineapples, lemons and other agri-products of Tripura to larger markets in different parts of the country and abroad too. The efforts of BDU of Lumding Division have resulted in introduction of Kisan rails from Agartala to Delhi and Chitpur (Kolkata) from the month of June, 2021. ■



Hon'ble Chief Minister of Tripura flagging off the Kisan Rail from Agartala to Delhi (Adarsh Nagar) in presence of other dignitaries

N.F. Railway takes initiatives for a pollution-free environment

Various steps taken for proper solid waste management

Solid Waste Management in railway premises is very vital from environment point of view. Being the largest transporter of the Nation, Indian Railways is a bulk solid waste generator. The Solid Waste Management Rules of 2016 notified by the Govt of India specify the responsibilities of the bulk waste generators and emphasize the need for segregation of waste in three different streams namely biodegradable, non-biodegradable and domestic hazardous wastes. Solid waste has to be managed by giving emphasis to prevention, reduction, re-use, recycling, recovery and disposal.

Northeast Frontier Railway has also taken a number of new initiatives for conversion of wastes to energy at some locations. Northeast Frontier Railway has installed and commissioned incinerators at places like Kamakhya. A Bio-Methanation plant has also been commissioned at the Central Hospital, Maligaon. Energy generated from wastes from these plants are being utilised for suitable services. Beside this N.F. Railway has also put in place a system for organized segregation of the waste.

The New Bongaigaon Workshop is one of the bigger workshops on Indian Railways. It deals with the maintenance need of Rolling stocks for overhauling of both ICF and LHB coaches beside freight wagons. As large quantities of wastes are generated every day, an incinerator was installed at the workshop which uses these wastes for generation of steam, which is then used for cleaning oil carrying BTPN wagons. This incinerator has a combustion chamber of capacity 1.5 MT per day. All sorts of solid wastes are being used in this incinerator for production of steam. This has led to a huge saving of HSD oil. The use of HSD oil has reduced from 14,525 ltrs in 2019-20 to Zero now during 2021-22. The use of Moya oil has also reduced from 6460 ltrs in 2020-21 to Zero now during this year. A total savings of ₹ 8,28,266 per annum could be achieved apart from various environmental benefits. Similar benefits are also being achieved from the plants that were installed at Kamakhya, Guwahati for disposal of various types of solid wastes that are generated in nearby areas. ■





MAJOR INITIATIVES

Incinerators - at New Bongaigaon Workshop

Mechanised laundry - at Kamakhya

Bio digester plants - at Guwahati station and in Maligaon.

Organised segregation of Municipal Solid Wastes - at stations like Dibrugarh, New Tinsukia, Dimapur, Silchar, Lumding, Guwahati, Kamakhya, Rangiya, New Jalpaiguri and Katihar.

Shooting of films in Darjeeling becomes easier

Step towards ease of doing business by N.F. Railway

Darjeeling Himalayan Railway, A UNESCO World Heritage site is known all over the world for its fascinating journey through the hills of Himalayas in narrow gauge toy trains. This place has been attracting tourists from all over the world who don't wish to miss the mesmerising romance of the toy train ride through the hills criss-crossing the Hill Cart road. The World Heritage Committee of UNESCO, at its 23rd session held at Marrakesh in Morocco on 5th December 1999, decided to inscribe DHR on its World Heritage Site list.

Apart from tourists, film enthusiasts also throng into this area for film shooting related work. Shooting of more than 25 Bollywood films was done in Darjeeling areas. Some of the famous Bollywood films shooting of which was done in Darjeeling are; Jab Pyar Kisi Se Hota Hai (1961), China Town (1962), Aradhana (1969), Raju Ban Gaya Gentleman (1992), Parineeta (2005), Barfi (2012) and Jagga Jasoos (2017). Lots of short films and TV serials were shot in DHR over the years. Recently, in January 2021 a documentary film on Mother

Teresa was also shot on-board a toy-train from Siliguri Jn. to Kurseong.

Although the complete section of DHR is a cherished location for shooting of films and documentaries, some of the most preferred locations on Darjeeling Himalayan Railway are Batasia Loop, Agony point, Ghoom Station, Darjeeling station, Mahananda Wildlife Sanctuary between Sukna and Rongtong stations etc.



DHR Toy Train at Ghum station

Bollywood film producers and film producers from various other regions of the country like Kolkata, Hyderabad, Chennai are often at dark about the procedures to be followed for undertaking shooting on Darjeeling toy train. Earlier officials of production houses had to come 2-3 times to Guwahati before finally going to Darjeeling for shooting. Sometimes they had to reschedule pre-fixed shooting programme also.

In order to mitigate the issue, Northeast Frontier Railway has now provided a link in their official website (https://nfr.indianrailways.gov.in/). Any film producer or enthusiast willing to undertake film shooting either using toy train or a railway premises in Darjeeling Himalayan Railway can now apply online without physically coming to the shooting site or concerned offices. They can upload scanned copy of the necessary documents by visiting the dashboard. Their applications will be processed online as per the existing guidelines. Production houses can also deposit the requisite fees online required to be paid before undertaking the shooting. As a result, lot of processing time will be saved and physical movements avoided by the production houses. It will be possible for the production houses to plan for film shooting within a much shorter time period than what it takes at present.

As the entire process can also be monitored by the applicant, it brings about transparency and ease of doing business with railways. ■

NFR takes several steps for better customer interface

Resulting into easier and increased freight transportation and boost to local economy

In order to improve transportation of freight traffic, NFR has been opening new stations for handling inward and outward goods traffic. Few more railway stations have been opened for freight traffic during the last month enabling easier transportation of various goods by customers.



In order to augment freight loading, Belonia station under Lumding division was opened for handling of container traffic for chesis stuffing/de-stuffing from 3rd May, 2021 for a period up to 30th September, 2021. Dekargaon station was opened for handling of inward iron and steel consignment (Crane Consignment) up to 18th May, 2021; which has now been extended up to 18th August, 2021. For augmentation of parcel traffic, No Objection Certificate (NOC) for leasing of parcel space in train No. 12509/10 (Bangalore Cant – Guwahati – Bangalore Cant express) on round trip basis has been issued to South Western Railway. A new food grain handling siding of Food Corporation of India at Archipathar station of Rangiya Division was opened for handling inward traffic from 28th May, 2021. This facility will further improve the food security in Assam and NE states. Moreover, NFR permitted M/s- Star Cement Meghalaya Ltd. as co-user at Star Cement siding, Tetelia. Apart from being helpful to local economy and business, this will also help in quick turnaround of wagons. ■

Unique measures taken by NWR to stave off a possible 3rd wave of Corona Pandemic



North Western Railway have taken a unique initiative in view of reports of a possible third wave of Corona pandemic and its adverse effects on children below 18 years in particular. A special Health check drive is being carried out by Jaipur Division among children of Railway employees and their mothers. The Division has arranged medical test facilities for mothers and their children at Railway Stations near to their respective residences. This would save them the trouble of travelling long distances to medical camps and risk infection.

Jaipur Division has introduced special trains also for the purpose. The trains have been given halts at various stations of the Division where children of Railway staff and their mothers can avail health check facilities. ■

South Central Railway Bestowed With Top GST Tax Payer Award from Central GST Department, Andhra Pradesh

GST Remittance amounting to ₹ 332.83 crores

In recognition of the efforts made by Railways in timely collection and remittance of Goods and Services Tax (GST) pertaining to the state of Andhra Pradesh, the Central GST Department in Andhra Pradesh, Visakhapatnam awarded the 'Top GST Tax Payer Award' to South Central Railway under the service provider category for the financial year 2020-21. The Shield was received by SCR Officials at CGST Commissionerate, Guntur on the occasion of 04th GST Day Celebrations.



Shri Brajendra Kumar, Principal Financial Advisor, SCR with the Award

South Central Railway provides various services such as transportation of freight, passengers and other allied services like advertisement, catering services, renting of immovable property etc., It is mandatory to remit the GST collected for the services provided by the Railways to the Government. Accordingly, the total collection and remittance of GST for these services in the State of Andhra Pradesh has amounted to ₹ 332.83 Crores, making SCR the top tax payer in the service provider category for the financial year 2020-21.

Sustained efforts made by South Central Railway in implementation of GST system by adapting new technologies and introduction of digital initiatives helped the Zone to secure this achievement. Online payments, speedy compilation of data and punctuality in remittance have paved the way to keep up tax compliance. ■

SCR Women's Welfare Organization Distributes Essential Provisions to Contract House Keeping Staff

The South Central Railway Women's Welfare Organization (SCRWWO), led by Smt. Jayanthi Mallya, President distributed essential provisions to the 202 members of contract housekeeping staff at Central Railway Hospital, Lallaguda and Rail Nilayam, Secunderabad on 14th July, 2021. The distribution was undertaken in the presence of Dr. Prasanna Kumar, Principal Chief Medical Director,





SCR and Dr. C.K Venkateswarlu, Medical Director, Central Railway Hospital, Lallaguda.

The South Central Railway Women's Welfare Organization has once again come forward in these difficult times to extend a helping hand to the needy. A total of 202 ration kits comprising of essential items such as rice, cooking oil, wheat, tur dal, flour, salt, haldi, mirchi powder etc., were packed and distributed to all the contractual housekeeping staff at Central Railway Hospital, Lallaguda and Rail Nilayam, Secunderabad.

SCRWWO under the leadership of Smt. Jayanthi Mallya has been in the forefront of welfare activities especially focusing on health awareness programs for working women and their children to maintain good hygiene. The SCRWWO also extended support by contributing hospital equipment to Railway Hospital, Lallaguda and distributed safety gadgets to meet the needs during pandemic time. The Contract Housekeeping staff thanked the President, SCRWWO and General Manager, SCR for reaching out to them during the present crises time. Treasurer Mrs. Usha Jain, Mrs. Aruna Viswanath, Jt. Secretary and other executive committee members also participated in the distribution program. ■

Smt. Tanuja Kansal, President, CRWWO felicitates Shri Mayur Shelke, Pointsman/ C Rly



Smt. Tanuja Kansal, President, Central Railway Women's Welfare Organisation (CRWWO) felicitated Shri Mayur Shelke, Pointsman working at Vangani railway station for his exemplary courage. Recently, Shri Mayur Shelke saved the life of a six-year-old boy at the Vangani station. The boy slipped off and fell on the tracks coming in the way of speeding Udyan Express special. Smt. Kansal while felicitating Shri Shelke said that 'No words will be enough to congratulate for his brave act of putting his own life at stake'. She also interacted with him and gave a cash award of ₹2,000 as a token of appreciation from CRWWO. When Smt. Kansal asked what were his first thoughts, Shelke replied that , there was no chance the boy would have lived had I not intervened. I ran fast for 100 meters on tracks and picked the boy and climbed on to the platform just before the train passed by. I was determined to save him. Shelke told Smt. Kansal that the Indian Railways has given him so much and what he did was his duty.

Smt. Kansal said that she felt proud to have such noble souls as a part of railway family. CRWWO executive committee members also expressed their appreciation for his selfless act. Smt. Kansal also enquired about his family and wished him good luck for his future in Railways.

Central Railway Women's Welfare Organisation (CRWWO) has always been in the forefront not only in social matters but also in providing help and care to railwaymen and their families. It has continued to work relentlessly and has dedicated itself towards multifarious welfare activities. CRWWO have given cash awards to nurses for their selfless duty on the occasion of Nurses day, and to women staff for their exemplary work at Matunga, an all women station. ■

Western Railway Women's Welfare Organisation held Cancer Awareness Programme



Smt Kansal with doctors and participants

National Doctors' Day is dedicated to all the doctors and health care workers who have been treating and serving the people. Western Railway Women's Welfare Organization (WRWWO) marked this day with an educative programme for the Women staff of Headquarter Office on the subject of 'Cancer in Women – Awareness and its Prevention'. Smt Tanuja Kansal, President of WRWWO was the Chief Guest of the programme. Smt Tanuja Kansal congratulated the Doctors and health care workers who have been working selflessly, especially during the pandemic. She felicitated the Doctors present at the programme and enunciated on the contributions made by them to the society.

She said that women quiet often neglect their own health, as they are busy juggling between their various responsibilities. Smt Kansal further spoke on 'Cancer in Women – Awareness and its Prevention'. She said that women need to take care of their health. All women staff who attended the programme were enlightened by the presentation made by Dr. Savita Gangurde and Dr Anuja Rajurkar as the subject is very relevant to women who are constantly facing situations wherein this kind of knowledge enables them to deal with related deficiencies or abnormalities without delay. Smt Kansal interacted with all the women and also took their feedback.

The lady staff were very happy to attend the programme and requested that such enlightening talks should be held more often at regular intervals, which will not only bring about awareness, but also inspire them to take care of themselves. The Executive Members of WRWWO were also present at this event. ■

Indian Railway's First Movable Freshwater Tunnel Aquarium opened for General Public at KSR Bengaluru Railway Station

- **A joint initiative of Indian Railway Stations Development Corporation Ltd. (IRSDC), SWR and the HNi Aquatic Kingdom.**
- **The Aquatic Kingdom opened from 1st July, 2021 for general public.**

With an aim to provide a memorable experience to passengers and make their waiting time at the station pleasurable, Indian Railway Stations Development Corporation Ltd. (IRSDC) in collaboration with HNi Aquatic Kingdom has opened Indian Railway's first movable freshwater tunnel aquarium at KSR Bengaluru Railway Station from 1st July, 2021 for general public. It is a one-of-its-kind aquatic park based on the Amazon River concept. It promises to be a visual treat and a passenger's delight. In addition to enhancing the passenger experience, the initiative would be a revenue earner for Indian Railways. A nominal entry fee of ₹25 has been kept per passenger. This was opened for public on 1st July, 2021 by Mr. Mohd. Ismail and a girl child Samriddhi Jain, first visitors to the aquarium; in the presence of Divisional Railway Manager, Bengaluru and senior Railway and IRSDC officials.

"IRSDC has always been at the forefront in





launching path breaking initiatives. It is our endeavour to transform Indian Railways by redeveloping stations at par with Airports and also enhance passenger delight with our excellent facility management initiatives; wherein even the waiting time will become a pleasurable experience for the passengers and visitors rather than being mundane. This Aquatic Kingdom will entice passengers and visitors and it will not only be an enjoyable experience but also an educative one to experience a life size kingdom of fishes here. While following strict COVID related protocols, up to 25 visitors can visit the aquarium at a time." said S. K. Lohia, Managing Director & Chief Executive Officer, IRSDC.



The 12-feet long Aquatic Kingdom is Indian Railway's first paludarium housing myriad flora and fauna and will be a must visit spot. The entrance of the Aquatic Kingdom gives a glimpse into the marine life, with a beautiful dolphin humbly greeting visitors with a slight bow and a smile. The few salient features of Aquatic Kingdom are - 3D selfie area, where a big fish will pop out of the aquarium. Second, with almost 20 feet of glass periphery, the HNi Aquatic Kingdom also houses planted, marine and tropical sections with varied flora and fauna in pleasing colours. It is also home to various aquatic animals such as alligator gar ranging from 2 ft., 2½ ft., and 3 ft., stingrays, eels up to 3½ ft., sharks, lobsters, snails and shrimps. The aquarium is adorned with natural rocks and splashes of driftwood and artificial coral rocks.

IRSDC has been entrusted with the mandate to undertake facility management at five railway stations namely, KSR Bengaluru, Pune, Anand Vihar, Chandigarh and Secunderabad to enhance customer experience and make travel a safe and hassle-free experience. IRSDC is committed to redefine passenger experience and set a benchmark in development, redevelopment, operation and maintenance of railway stations in India. IRSDC has many firsts to its credit in the facility management , including 'Water from Air' Water Vending Machine, Fit India Squat Kiosk, Eat Right Station with the highest rating, digital locker, generic medicine shop, mobile charging kiosk, a retail store by a startup in Indian Railways and a food truck. ■



West Central Railway deploys several Environmental Initiatives

Initiatives for Ecosystem Conservation and Restoration – Landmark Developments in Ecosystem, Water and Energy Conservation

Indian Railways (IR) is the single largest carrier of freight and passengers in the country. The approach of IR towards protection of the environment, therefore, assumes greater importance for tackling environment challenges.

This year the theme for World Environment Day, 5th June, 2021 was 'Ecosystem restoration'. West Central Railway, on the occasion of World Environment Day planted more than 5000 trees/ plants at more than 120 locations across the 03 Divisions and 02 Workshops. These trees/plants



were planted in offices of all departments in all sections across the divisions. Electric Loco Sheds at Itarsi, Tughlakabad and New Katni Junction also undertook plantation and virtual seminars wherein an environment pledge was administered to all its employees virtually. Garden 'Navgrah Vatika' was developed by Electric Loco Shed, Tuglakabad and 02 more gardens with revival of more than 100 years old wells were developed by Bhopal Division in Itarsi-Khandwa section. Environment jingles were played in more than 35 stations for spreading awareness on this day. 6.3 lakh tree plantations have been done in 20-21 with an extremely good survival rate. Miyawaki forest has been developed in Bina, where total plantation of 72,000 sq mtr area with 28,000 different species of plants have been sown.



In the field of energy efficiency in mass transportation system, there has been a huge improvement in specific energy consumption. *Saving of 5.2%* in specific energy consumption due to electric energy regeneration in each trip is being observed by Crew Management System (CMS). Loco Pilots (LPs) have been encouraged for maximum use of regenerative braking on 3-phase locomotives for reduction in energy traction bill. Loco Pilots who have achieved such milestones in saving energy have been awarded and have been motivated to inspire the other loco pilots. There has been fuel efficiency in diesel traction also, where





saving of *3.2%* in specific fuel consumption has been achieved by West Central Railway.

In the arena of energy conservation, LED lights have been installed in 100% Railway Stations, Residential Colonies and other Establishments and a *total saving of 5422 KWh* has been achieved in 20-21. In order to improve energy efficiency, Energy Audit of 11 stations has been conducted this year. The use of renewable energy has been fortified by installation of Solar Power Plants at various locations in WCR. Several *Solar Power Plants with*

a total capacity of 5.2MW have been operational in WCR and *1st Solar Power Plant of 1.7 MW* capacity has been commissioned in collaboration with BHEL at Bina for the in traction energy. In addition to this, *02 nos. of 2.5 KWp Wind Hybrid Solar System* have been provided in Kota division.



West Central Railway has also undertaken several initiatives for conservation of water. *07 Water Recycling Plants* have been operational at major stations *saving 1715 million litres water per annum*. In addition to this, *Water Audit of 16 stations* has been conducted and Rail Water Harvesting has been installed at *127* locations over WCR. West Central Railway has also taken several steps in treatment of sewage by installing *Sewage Treatment Plant (STP)/ Effluent Treatment Plant (ETP) at 03 locations* a total capacity of *1387 million litre water per annum*. Man made ponds have been developed at various locations on railway land for rain water harvesting and regeneration/ storage. *100 million litres* of water is being stored in *18 New Ponds* at various locations in WCR and *06 old wells* have been revised in Bhopal Division which were lying dormant for several years.

Solid Waste Management has also been on the agenda of WCR, where use of plastic of less than 25 micron thickness in packaging, has been completely banned and separate bins have been earmarked in stations' circulating area at major stations. WCR is the 1st Railway to *fit 100% Bio-Toilets* in all its coaches. *Vermi Compositing Plants* have also been set up at 03 locations at Itarsi, Bina



and Bhopal where manure is being made from biodegradable waste being generated. Bhopal division has worked in synchronisation with the State government on the *'Green Bhopal – Cool Bhopal'* Theme and has contributed in improving green cover of the city.

In the field of energy certification, *Green Company Gold Rating has been certified/awarded to Wagon Repair Shop Kota* and it is the only government organisation in Rajasthan state to achieve this distinction. Coach Rehabilitation Workshop Bhopal has achieved *Green Company Silver Rating*. For the 1st time in Indian Railways, *Integrated Management System (IMS)* comprising of ISO:9001, ISO:14001 & ISO:45001 Certification has been awarded to Train no. 02155/02156 (HBJ-NZM Shaan e Bhopal Super Fast Express) for its world class maintenance, eco-friendly resources and convenient travel of passengers. *ISO:14001 Certification* has been awarded to *27 stations on WCR* which include major stations like Jabalpur, Bhopal, Kota, Bina, Itarsi, Guna, Katni, Maihar, Rewa, Satna, Saugor, and Damoh. Policy initiatives like upgradation and improvement of *28 stations as per NGT guidelines* for compliance of *24* environment related verifiable indicators has also been undertaken by WCR and the consent under Air Act, Water Act etc has already been obtained for all the *28* stations. *Automatic Coach Washing Plant* has been commissioned at *Kota* and 02 more plants shall be commissioned in the next few months at Jabalpur and Habibganj stations. A saving of about 20% water in external cleaning of coaches through recycling shall be achieved. ■





Awareness Campaign on International Level Crossing Awareness Day in all 03 Divisions of West Central Railway

Given awareness message by distributing a total of 15 thousand pamphlets in all the three divisions and through street plays



Awareness Campaign on the occasion of International Level Crossing Awareness Day is launched every year on 10th June, 2021 on Indian Railways. Under the guidance of General Manager, West Central Railway, awareness campaign was conducted on the occasion of International Level Crossing Awareness Day in all three divisions under the direction of Divisional Railway Managers. During International Level Crossing Awareness Day, in Jabalpur Division, Nukkad Nataks were organized by Bharat Scouts & Guides at level crossing gate no. 316 and at Jabalpur station platform nos. 01 and 06 to spread awareness within public to prevent accidents at level crossing and through social media, newspapers and announcement. Awareness messages about the necessary precautions to be taken while crossing the rail level crossing gate, were disseminated along with distribution of 4000 pamphlets.

In Bhopal Division, Road users were made aware of how to cross the level crossing gates safely at 39 busiest level crossing gates in the division and about 10,000 pamphlets were distributed along with intensive counseling of road users at all busy level crossing gates of the division.

In Kota Division, general public and the road users crossing the level crossing gate were also made aware about rail safety and self-protection. During this, people were appealed not to use headphones/ear phones and also to avoid the use of mobile phones around the tracks. On this occasion, security messages were sent to the railway passengers through communications by the railway administration. Apart from this, general public was made aware by distributing 1000 pamphlets among the rural people and through street plays.

Under the awareness campaign on International Level Crossing Awareness Day in all the three divisions of West Central Railway, a total of 15 thousand pamphlets were distributed in all the three divisions and awareness messages were given through street plays. ■

WCR expands its infrastructure - 54 km track commissioned in just two days on 12th and 13th June, 2021

Speed and Passenger Facilities will increase and Safety will be strengthened. Trials were conducted on all the 04 sections at 120 kmph to 130 kmph

West Central Railway has significantly increased its infrastructure in the year 2021-22 even amidst COVID-19, in which, doubling and tripling work of 80 km has been completed so far.

The biggest achievement in the above work was was accomplished on 12th June, 2021 and 13th June, 2021 when a new record and by commissioning 54 km track in just two days.

WCR has planned to do doubling and tripling work of a total of over 300 km in the year 2021-22. A brief of the projects is given under –

- *Bina to Katni 3rd Line* – Total Length 278 km, costing ₹ 2878 Cr. is planned to be completed by March 2024. Under this work, from Sagar to Narioali (19 km) and Makronia to Lidhorakhurd (10 km)– total 29 km has been commissioned till May 2021. Now, Hardua to Rithi (15 km), Bina Malkhedi to Khurai (18 km)-Another 33 km has been completed/commissioned with which a total of 62 km has been commissioned.
- *Bina to Kota 2nd Line* – Total Length 291 kms, costing ₹ 1417 Cr., is planned to be completed by March 2022. In this, work of 154 km has since been commissioned.





- *Katni to Singrauli 2nd Line* – Total Length 257 km and costing ₹ 1763 Cr. is planned to be completed by March 2024. In this, work of 48 km has since been commissioned.

The Chief Safety Commissioner carried out successful trials of 120 to 130 kmph on all the four sections of WCR, in the last two days as per the details which follows :

- Successful trial was conducted on 12th June, 2021 with a speed of 122 kmph after completing the doubling work from Ashok Nagar to Orr (13.04 km). This section consists of 05 Bridges, 01 LC Gate, 03 Road Under Bridges and 08 Curved turns.
- Successful trial was conducted on 12th June, 2021 from Bina Malkhedi to Khurai (17.97 km) with a speed of 131 kmph. This section has 08 bridges, 02 LC gates and 16 curved turns.
- Successful trial was conducted on 13th June, 2021 after completing the tripling work from Hardua to Reethi (15.13 km) at a speed of 131 kmph. This section has 21 bridges, 02 LC gates, 03 Road Under Bridges and 03 curved turns.
- Successful trial was conducted on 13th June 2021 after completing the doubling work from New Katni Junction to Katangi Khurd (07.80 km) at a speed of 121 kmph. This section consists of 04 bridges, 01 LC gate, 02 road under bridges and 03 curved turns. ■

Freight Loaded Goods Trains running at 75 kmph on WCR

Benefits of increasing the speed :-

- The capacity of the railway sections will increase, which will speed up the operation of freight trains. Freight transportation will increase in that ratio.
- The turnaround time of rakes will be reduced and so they will be available for loading for a longer period.
- With the increase in track availability, more space will be created for running passenger trains.



Freight trains are being operated at high speed on the Dedicated Freight Corridor of Indian Railways. In this series, West Central Railway has also completed the necessary preparations and certain wagons have been started being operated at high speed. The prevalent speed of wagons in WCR has been increased from 60 KMPH to 75 KMPH.

There are mainly two achievements in speeding up:-

- In major sections of WCR having substantial freight load, the speed of freight loaded goods trains has been increased to 75 KMPH eg. Bina to Katni Murwara (261 Kms), Bina to Bhopal (140 Kms) and Bina Malkhedi to Guna (118 Kms) sections.
- The speed of 08 types of stock wagons of goods trains, mainly Coal & Clinker Wagons (BOXNHL), Cement Wagons (BCNHL) and Iron Sheet Wagons (BOSTHS) has been increased. Wagon BOXNHL operating in WCR has been started with a speed of 75 KMPH and action is in progress for other stocks. ■

General Manager, Metro Railway Inspects Noapara-Bimanbandar Metro Stretch

Shri Manoj Joshi, General Manager, Metro Railway along with senior officials of Metro Railway conducted an inspection of Noapara-Bimanbandar Metro stretch to assess the progress of Noapara-Barasat on Bimanbandar Metro project on 14th July, 2021 Shri Joshi started inspection by planting a sapling at Noapara project site. He inspected Dum Dum Cantonment, Jessore Road Metro stations and Bimanbandar underground construction site and yard. He expressed his satisfaction seeing the progress of works of this project and instructed concerned officials to maintain the good pace of work.



Underground Sealdah Station of East West Metro

Commissioning of Sealdah Metro station to extend services upto Sealdah is being planned and works are accordingly in progress. To review the on-going works, General Manager/Metro Railway Shri Manoj Joshi along with MD/ KMRCL Shri Manas Sarkar, Director/ Project/ KMRCL, Principal Head of Departments of Metro Railway and DRM, Sealdah, E. Rly., inspected the station on 1st July, 2021. Station commissioning work and installation of various equipment related to Signaling, Air-Conditioning, Power Supply, Platform Screen Door and Tracks etc were inspected by General Manager and his team. The completion of the work at Sealdah is a challenging work. This extension of East-West Corridor upto Sealdah is going to benefit suburban passengers coming to Sealdah and going towards Sector V, the IT hub. ■

Bureau of Indian Standards (BIS) Recognised RDSO as 'Standard Developing Organisation'

RDSO (Research Design & Standards Organization) the sole R&D Wing and standard setting body of Ministry of Railways has become the FIRST Institution to be recognized as Standard Developing Organisation (SDO) under 'One Nation One Standard' mission of BIS (Bureau of Indian Standards). It is going to set a template for the rest of the leading research and standard development organizations in the country to follow and adopt World Class Standards. BIS has granted recognition to RDSO as 'Standards Developing Organization for products, processes and services for railway transportation sector in India' under SDO recognition scheme. The recognition is valid for 3 years and will require renewal after completion of the validity period.

The Standard formulation procedures at RDSO will now be more focused on consensus-based decision making and will maintain an extensive engagement with all stakeholders including Industry, Academia, Users, Recognized Labs, Test Houses etc., in the process of Standard making from the very early stages i.e. from Conceptualization to finalization of Standards. Major benefits that will flow out of this recognition include a larger participation of Industry, MSME's and Technology Developers in IR Supply Chain, Increased competitiveness amongst Vendors, Reduction in Cost, Improvement in Quality of Product & Services, Smooth Induction of latest evolving and emerging technologies on IR, Reduced dependence on imports, Thrust on 'Make-in-India', Improvement in Ease-of-Doing-Business and Recognition of RDSO on International Standards Making Bodies leading to Integration with Global Supply Chain / Global Trade.

The compliance with the terms and conditions, entails RDSO's conformance to the established Six principles of Standardization with greater emphasis on maintaining Transparency, Openness, Impartiality, Effectiveness, Coherence and Development Dimension in the process of Standard making. This will motivate all stakeholders to participate and contribute in Standard formulation for Railway Sector in the country. The initiative is set to usher in faster transition from development of technology and innovation stage to actual use on the ground. ■

The magazine conveys its best wishes to all the readers and patrons on the occasion of India's 74th Independence day





North Central Railway : Dedicated Freight Corridor: Tracks leading towards Green India

Dr. Shivam Sharma
CPRO, NCR

As the Stockholm conference established the World's Environment Day to remind people about the importance of nature, Indian Railways undertakes multifocal constant stentorian efforts to contribute to the cause. As the Railways is working on a mission mode to become a 'net zero carbon emitter' before 2030, multipronged approaches have been adopted to realize the vision of green India. Use of bio toilets; target 100% electrification; usage of solar energy over rooftops of Railway buildings; adoption of paperless procedures like e-tendering and e-catering are just to mention a few of these initiatives.

Railways, as the national transporter of the country, transportation being the main product, all said and done depends upon how efficiently Railways is handling its train operation.

As the flagship project Dedicated Freight Corridor (DFC) is gaining impetus, Indian Railways will soon be ushering in an era of modern and impetuous energy saving mode. DFC, with its two arms as Western DFC (JNPT-Dadri) and Eastern DFC (Ludhiana-Dankuni) is fully electrified and designed for Heavier Axle Load, higher speeds (max 100 kmph), long haul trains (1.5 km) and Double stack container trains, thereby resulting in higher carrying capacity and faster movement of goods. DFCCIL has adopted 3-phase technology for electric locomotives which facilitates regeneration of 14-15% of energy consumed by utilizing the braking energy for traction purpose.

Various installations in the DFCCIL network are planned to adopt Green Energy Concept so as to meet minimum 10% energy requirements through renewable sources. DFCs will enable modal shift of Freight traffic from road to rail from 30% to 45%, thus shifting cargo to a non-polluting greener transportation system.

Total 1,110 km of DFC has been completed in 2020-21 as per target set. Total length of DFCs of 2,843 km i.e. Ludhiana-Sonnagar (1,337 km) section of EDFC and entire WDFC (JNPT-Dadri 1,506 Km) is now targeted to be completed by June 2022. North Central Railways alone contributes to around 57% of entire EDFC. Train operations have already started between Bhaupur (near Kanpur) and Khurja(near Aligarh) stretch of EDFC (325 km) with around 3000 trains plied so far. Once commissioned fully, DFC will reduce carbon footprint by more than 450 million tonnes of CO2 emissions in first 30 years of its operation.

Double stacked container train operations, a characteristic feature of DFC has already picked up pace. The advantage of DS container operation is that in a single train instead of the 90 TEUs (twenty-foot equivalent unit) which can be transported, in a double stack train theoretically double this number can be transported by loading an additional tier of containers over the first stack. In practice, 160 TEUs are transported on an average in a DS train. Hence, a DS train is nearly 80% more efficient than a single stack train. This helps in clearing more cargo per train which means higher throughput. Not only busy terminals in ports or inland container depots (ICDs) can be decongested faster but cost of transportation will reduce drastically. Further, long haul trains (which are being run on Indian Railways network currently only after lot of strategic planning within the constraints of path and time) will be an essential feature of DFC for DFC is designed to operate long haul trains itself. In long haul trains, two or more trains are combined and run from origin to destination, an operation which is both cost as well as energy efficient.

Railways is guided by a holistic vision of being an environment friendly, efficient, cost effective, punctual and a modern carrier of passengers as well as the freight in order to serve the growing needs of New India. DFC will not only shift freight trains over the new network, but the released capacity of existing Indian Railway network will be used for more efficient and augmented coaching train operations characterised no doubt with higher speeds, augmented passenger convenience and introduction of course, of more Vande Bharat type rakes which are more energy efficient and environment friendly. ■

(*Author is CPRO NCR. He has worked as Dy. Chief Operations Manager (planning)/NCR and Divisional Traffic Manager, Tundla where he has been closely associated with the planning and execution of EDFC related works*)

The Transfer Order

Shri Hemanta Mohanty
Dy. CVO/T/SER

Mr. T. Laxmikanthaya, the Station Master was an interesting person. Dressed with the white uniform supplied by the Railways from dawn to dusk, talking incessantly in peculiar Hindi mixed with occasional English words with a distinct *Tamil* ascent, he was an object of amusement for those who were working in this small road side station and also those who were living nearby. Located at one side of the village, Rewral is relatively a small railway station on the Kolkata-Mumbai trunk route, in the Nagpur district of Maharastra. '*Anand hain*'- it is a joy, was his catchword. It is not clear what did he actually mean by that, but use of this phrase extensively at different contexts by him had often put people in embarrassing situations and him in trouble. He greets everybody with '*anand hain*' and also reciprocates everyone's greeting with that. One day he asked a young man, who was supervising some contractual work of fixing granite stones on the station platform, as to why he had got his head shaved? "My father had passed away"- replied the young man". "*anand hain*"-was the instant remark of Mr.Laxmikanthaya, which made the young man so angry that he had almost inflicted a blow on him, but for the timely intervention of some station staff. In another occasion, seeing the newly married daughter in law of the vendor operating a small food stall on the platform, whose marriage reception party he could not attend due to his ill health, he asked- "Beti! us rat mein tumari sab anand hua to?" (*Daughter! were all that happened to you that night joyful?*). He had of course did not mean what he had uttered. He wanted to ask whether the reception went all-right. But his poor knowledge of Hindi mixed with his lack of an effective communication skill, conveyed a different meaning altogether, which the young lady took as very offensive. She shouted back- "Saram nehin ati aisi bat karneme? Besaram budha kahinka!!" (*Don't you feel ashamed to talk like this to a lady? Shameless Oldman!!).* The situation could have gone out of control before the bewildered Laxmikanthaya could comprehend anything, but the people who gathered hearing the scream of the lady had timely intervened to save the day for him. It was however interesting that it took much more of their effort to persuade Laxmikanthaya to realise that there was something objectionable in his question he had asked to the lady than to convince the lady that Laxmikanthaya actually had not meant what was conveyed due to his poor knowledge of Hindi.

Shri Laxmikanthaya had always been staying alone in his earmarked railway quarter close to his station of posting as his wife was serving as a teacher in a government primary school in Tamilnadu. During school vacations she used to come along with their children to spend time with him. He also used to visit her three four times a year by availing paid leave, as for a Station Master there is no holidays except the scheduled weekly rests. He had 5 children, 3 daughters and two sons. Like the man, the nomenclatures of his children were also amusing. He named his each child after the station where he was working at the time of the birth. The three daughters - Padri Parvati, Lata Lamta and Sukri Mangla, were named after Padriganj, Lamta and Sukrimangla respectively, the three stations on Gondia-Jabalpur (then narrow gauge) section. One son was named Gonglee Ganesh after Gonglee station and the other, the youngest among all, was having a novel name altogether – Rabindra Veem Mohandas, named after Rabindranath Tagore, Veem Rao Ambedkar and Mohandas Karamchand Gandhi combinedly. As Mr. Laxmikanthaya proudly explains: Tagore represents Bengal, Ambedkar represents Nagpur and Gandhiji represents India. He works in Bengal Nagpur Railway, popularly known as BNR, which was rechristened as South Eastern Railway and is an important part of Indian Railways. Hence, his youngest son's name represented BNR and IR!

Mr. Laxmikanthaya, who was earlier posted at Gongle, a narrow gauge line station then, on Gondia-Chandrapura section, was transferred on promotion and had joined Rewral as the Station Master. He was very unhappy with this transfer. The reasons – first, for his last 30 years of service, he had worked only in narrow gauge stations and it would be difficult to work in a broad gauge station on a busy trunk route at this age where workload is manifold, second, he had spent almost 10 years at Gongle, thus had developed a special affection towards it, apart from the fact that the nature of work at the station and the surroundings best suited to his nature. He was quite unhappy since his transfer from Gongle. He met the Senior Divisional Opeartions Master, his cadre controlling officer, in the Divisional Office at Nagpur and although pleaded earnestly against his transfer order, but could not answer a simple question asked by the Officer as to when the station is being closed for gauge conversion work, how could the Station Master could stay put? The only assurance he could

obtain that day was that when the station reopens after the completion of the gauge conversion works, he would be considered for posting there.

From that day Shri Laxmikanthaya, started collecting information about the progress of the work almost on daily basis through his known contacts at Gongle. He was getting irritated on the news of stop of work for any reason even for an hour. He was praying to the almighty earnestly so that the work is completed at the earliest.

The day Shri Laxmikanthaya got the news that the guage conversion work at Gongle station was complete, his joy knew no bounds. He started celebrating the news by distributing sweets to the station staff. The next morning he caught the first available train to Nagpur to meet the Senior Divisional Operations Manager with a packet of choicest sweets. After waiting for about 4 hours as the Senior Divisional Operations Manager was busy in the routine daily operating conference, Shri Laxmikanthaya got the appointment. When Shri Laxmikanthaya offered the sweet packet to Senior Divisional Operations Manager as soon as he entered in to the chamber, he thought that some good things must have happened to him.

What is the occasion? asked the Senior Divisional Operations Manager.

"Sir, gauge conversion work at Gongle station completed yesterday."

"What?", the Senior Divisional Operations Manager was surprised by the answer.

"Why are you so happy about that?"

"Sir, now I may be transferred to Gongle as you have promised."

The Senior Divisional Operations Manager smiled and replied.

"Work at Gongle station is only complete, but the works in the section is continuing. It would take months to make the station operational."

"Sir, I have to make necessary preparatory arrangements at the new station also. So let me move there."

"Don't talk like an idiot. Go and wait for the appropriate time," bluntly told the Senior Divisional Operations Manager, visibly irritated by the stupid logic of Laxmikanthaya. The logic was in fact stupid and was not expected from a person who had been working in the Railways since last 30 years. The work at Gongle station was just complete. The whole section of 238 km stretch between Gondia and Chandafort comprising about 27 stations has to be completed.

With frustration and disappointment writ large on his face, Laxmikantahaya was about to turn back when the officer ordered "Take back your sweets." Quite hesitantly, he picked up the packet and rushed out. While returning to his headquarters he was merged with a single thought as to how quickly he would be transferred to Gongle. Perhaps the Senior Divisional Operations Manager was backtracking from his earlier assurance; perhaps some other person has requested him to be posted at Gongle – such thoughts were disturbing him. Even, he could not sleep for a moment that night. What would happen if someone else is posted at Gongle. What would happen to his long waiting? He would never be able to work at Gongle as he has only 3 years of service left before his retirement. At this point a novel idea came to his mind. He has to join at Gongle station immediately.

Next morning. The duty Station master was surprised to see Laxmikanthaya at the station at such an early time. "What is the matter, Bade babu? You have come to duty so early!"– asked he out of curiosity. Indian Railways has continued the nomenclature of British era, such as – the Station master is called Bade babu, the Guard and the Driver of the train are called Guard Saheb and Master respectively.

"I have to go to Gondia now on some urgent work. I am writing down a message for the Senior Divisional Operations Manager. Please repeat it through the Control." In Railways a control Office works round the clock at the Divisional Office with direct telephonic communication facility between all stations and various officials, for the purpose of ensuring efficient, safe and punctual operation of trains and their close monitoring on real time basis.

"Keep there, I would repeat when I am done."

The duty station master was so busy in booking of tickets for the morning passenger train by which Shri Laxmikanthaya would travel to Gondia that he could hardly talk. At small stations Station Masters has to perform ticket booking duties along with their train operational works as the quantum of commercial activities there did not justify posting of commercial staff. Even he could not then realize that Shri Laxmikanthaya was supposed to relieve him from duty at 8 am as per the duty-roster.

After departure of the morning 321 Nagpur-Tatanagar passenger, when the duty station Master settled in his chair to complete the formalities for signing off his duty, his attention was drawn towards a piece of paper kept on the middle of his table. It was the message to be conveyed to the Senior Divisional Operations Manager and he had almost forgotten about that. He unfolded the paper and was literally got the shock of his life.

The message read – *Self-proceeding on transfer to join as Station Master Gongle station on being relieved from the post of Station Master, Rewral in compliance of the verbal assurance given to the undersigned by the Sr. Divisional Operations Manager two years back.*

All concerned may take note and act accordingly.

The poor duty Station Master was unable to decide what to do. ■

HUMSAFAR EXPRESS

Shri Pankaj Kumar
Reservation Supervisor, Gonda jn/NER

I can't forget the 16th December of 2016, on which day the Humsafar express started its first journey from Gorakhpur to Anand Vihar Terminal, New Delhi. It is a complete premium service train which came on track with AC-3 tier accommodation. The first service was not very long but it expanded its feathers and flew to move faster than others. It's services with LHB coaches include long haul routes which give a comfortable and luxurious journey to the passengers. Mr Suresh Prabhu, then Minister of Railways tried to replace the Garib Rath with HUMSAFAR Express but it's fare is comparatively 15% higher than the normal AC-3 tier express trains. We know that the concept of Ex MoR Mr Laloo Prasad Yadav to start Garib Rath was to make the downtrodden people capable to travel in air conditioned trains, hence the fare was kept lower than the normal AC-3 tier in other Mail/Express trains. So no one can say that Humsafar Express is efficient to replace Garib Rath.

Humsafar Express which was started with complete AC-3 tier LHB coaches in 2016 included Sleeper class also in third year of its life and it may become a complement of Garib Rath. This train is equipped with many special features:



- More luxurious and comfortable berths are provided than ICF coach.
- With use of vinyl sheets, the exterior of coaches of this train results into futuristic beauty.
- Provision of Changing Table for babies in the toilet.
- There is a Vending Machine in each coach provided for tea, coffee and milk.
- Light point fitted for study on each berth.
- 6.110 volt Direct Current USB and electric port provided for each passenger.
- Braille integrated stickers for seat numbers provided in each compartment.
- Smoke Alarms are fitted to enhance passenger security in every compartment.
- Refrigerating Box and Heating Chambers are given in each coach to preserve the food carried by passengers.
- Bedrolls (khadi) are provided to passenger. Covid 19 hindered this facility.
- Curtains hung up to maintain privacy in each cabin. Covid 19 hindered this facility.
- Dustbin is provided in each cabin to maintain cleanliness.
- Three Odour control systems are fitted in each coach across the aisle.
- Large size window is provided in each compartment, to look outside.





- Double suspension is given with bogie which reduces the upthrust jerk and makes journey comfortable.



→ Global Positional System (GPS) based passenger information systems are provided at each end of every coach which provide real time information about the exact location of the train.



The first Humsafar Express was started from Gorakhpur, Headquarters of North Eastern Railway on 16th December, 2016 via Barhni, Tulsipur, Balrampur with number 12571 and just after four days, on 20th December, another Humsafar Express ran from the same originating station to the same destination Anand Vihar Terminal via Basti with different number 12595. Railway administration decided to operate 12571 for four days in a week and 12595 triweekly. After these two Humsasafar Express trains, many more such trains were added in Indian Railways network:

Railway administration took a decision that fare of theses trains will not be exceeded by more than 15% of other mail/express trains. It is also decided by the administration that the Tatkal fare shall be higher by 30% instead of 50%. The vacant berths after first charting will be filled up by offering them in the current booking with 10% discount in fare, applicable on the base fare. Other supplementary charges like reservation fee, superfast charges, GST etc will be levied in full.

Humsafar means companion and it is truly inscribed in this train and its run. The Humsafar Express meets all the expectations which are dreamed by passengers. Most of the Humsafar Express trains are running on time and winning the hearts of its passengers. The Humsafar Express trains maintain a good speed and complete journey mostly within the time schedule.

The LHB (Linked Hoffman Bosch) coaches are very comfortable and luxurious which are being made in Modern Coach Factory, Rai Bareli. With vivid features the train is making its own fame. It is very popular in the midst of the businessmen, who go by this train and return next day.

A very smart luxurious, comfortable, piculiar train, by which everyone wants to travel.

What a marvelous train it is! ■

Attention !

Attention Advertisers

Attention !

For providing regular advertisements you may please contact **Shri Prashant Kumar Pattnaik, Business Manager**, *Indian Railways*, Room No. 310, Rail Bhawan, New Delhi-1. Regular advertisers are also requested to communicate one month in advance for the continuation of their advertisements. You may please contact **Shri Pattnaik on 011-47845378, 43665 (Rly)** or **email** to **bmpr310rb@gmail.com.**

Items	REGULAR ISSUES Monthly Issues	
	Casual Rate	*Contract Rate**
Back Cover	₹ 11,400	₹ 10,450
2nd Cover	₹ 10,450	₹ 9500
3rd Cover	₹ 9500	₹ 8550
Full Page (Special Position i.e. before / after text pages)	₹ 8550	₹ 7600
Full Page	₹ 7600	₹ 6650
Half Page	₹ 5130	₹ 4180
Spread over two adjacent pages	₹ 15,000	₹ 13,300
Spread over two adjacent pages (Special Position)	₹ 16,500	₹ 14,700

- **At least three or more advertisements regularly or alternatively come under contract rates.**
- **Mode of Payment:** Demand Draft (in advance) in favour of Business Manager, *Indian Railways* ***payable at New Delhi*** or Cash may be deposited in Room No. 310, Rail Bhawan, New Delhi-11001.

MECHANICAL DATA

OVERALL SIZE
28 cm x 20.5 cm

PRINT AREA
23 cm x 16.5 cm

ADVERTISEMENT
- **Material**
- **Email or**
- **Artpull/CD**

Payment through Cheque is not acceptable

State of the month :

BIHAR

UNITING INDIA THROUGH THE TASTE BUDS

LITTEE CHOKHA

Traditional Bihari Dish

Smt. Pushpalata

MATERIALS

Flour – 250 gm
Maida – 50 gm
Sattu – 100 gm
Ghee– 500gm
Garam masala – 60 gm
Salt – 25-30 gm
Brinjal – 4 pieces
Potatoes – 8 pieces
Tamarind – 2 pieces (seedless)
Cow dung cakes –10 pieces
Onion – 4 pieces (2 fine chopped)
Garlic – 10 small pieces (fine chopped)
Ginger – 25 gm (fine chopped)
Coriander Leaves – fine chopped

Making Process

Mix Flour and Maida with water so that every particle should closely attach to each other. Keep it separate.

Take Sattu, Ghee, Garlic, Coriander Leaves-with half of tea spoon of Garam Masala in a bowl. Mix it softly to make it as a filler.

Arrange cow dungs in pyramid form and burn it with match stick. Leave some time to get flame lower, then put Brinjals and potatoes into it. Take out after 10 to 15 minutes and clean them. Smash them and mix with your salt, Coriander Leaves, Tamarind with soft hand. CHOKHA is ready.

Make small pieces of loaf (Loi), give shape like Diya and fill with filler made of Sattu and kept in bowl.



Keep these 'Lois' gently on fire. After seeing brownish, roll over and take out after they are cooked completely and put them down in the bowl of Ghee. LITTEE is ready.

PLATTING

Cut 2 Pieces of Onions in eight small pieces, pour lemon juice on it and put pieces of coriander leaves over it. SALAD is ready.

Take out Littees from Ghee bowl and put into plate then keep Salad in it. Take out a small bowl to keep Chokha.

Start to eat, what a delicious food, it is! ■



Readers are requested to send their SUGGESTIONS / FEEDBACK to feedbackindianrailways2021@gmail.com

The World's 7 Most Luxurious Train Rides

Shri TK Balasubramanian (Balu)
Retd. Director/Jt. Secretary, Railway Board

1. Palace On Wheels, Rajasthan, India

While there are a few more luxury train journeys through India now, taking in different parts of the vast country, this one was the first and is still the best known. The Palace on Wheels sets off from Delhi and stops in Rajasthani cities of Jaipur, Jaisalmer, Chittorgarh, Udaipur, Jodhpur, Agra, and more, with even an early morning tiger safari along the way. You will see historic sights such as the pink Palace of the Winds and stop for lunch in palaces of former Maharajas, such as the amazing Palace in the Lake in Udaipur, which many will know from James Bond's Octopussy. You'll also visit imposing forts such as the towering Amber Fort before you visit the Taj Mahal at the climax of the journey.



2. Venice Simplon Orient Express, Paris To Istanbul

The Orient Express is synonymous with luxury train travel and going along the old route, which connected Western Europe to the gateway to the Orient in style, is still a journey of a lifetime. The Belmond Venice Simplon Orient Express brings back the glamour of the Golden Days of travel, the style of which is often sadly lacking on many modern journeys, however pricey. On this trip, you will set off from Paris' Gare de l' Est, and over a 10-day journey enjoy stops in Budapest, Sinaia, Bucharest, Romania, and Bulgaria before reaching Istanbul. On this trip, the train is the main feature, as you will spend days being pampered with superior food, plenty of champagne, and vistas from the windows as you cross the Alps, follow along the Danube, and see the ever-changing countryside Europe has to offer.



3. Seven Stars, Kyushu, Japan

The southwestern island of Kyushu is known for its stunning volcanic landscape dotted with national parks and hot springs. The Seven Stars train travels through the landscape with thoughtfully planned stops that include a traditional pottery experience and a beautiful lakeside, and an overnight stay in a traditional Ryokan (Japanese inn), depending on whether you choose a 2-day, 1-night or 4-day, 3-night itinerary.



But it is the train that is the most important player on this trip: Custom-built as the world's most luxurious sleeper train, the seven carriages gleam with wooden parquet flooring, wood paneling interspersed with intricate artisan fretwork, all dotted with the shiny brass logo of the company, and, yes, the en-suite bathrooms feature not only hand-made porcelain basins and separate showers, but also a so-called singing and dancing Japanese toilet. When in the restaurant car, all plates, or bento-boxes of food are like a piece of art each time and offer the best of Japanese cuisine.

Pro Tip: The journey starts in Fukuoka, the island's capital, which you will fly into via Tokyo, so allow for some extra time for a layover.

4. El Transcantábrico Gran Lujo, Spain

This luxurious train trip offers you the chance to tick two great journeys in one: Walk the Camino de Santiago in northern Spain, a hard trek allowing you to think and go back to basics, and then, as a reward, take a luxury train back the same way, taking your time, sitting back and enjoying the scenery, without any of the hardship. The journey is an 8-day, 7-night extravaganza connecting the foodie city of San Sebastian with Santiago de Compostela, allowing you to take in numerous stops, including Bilbao, along the way.



5. Blue Train And Rovos Rail, South Africa

In South Africa, along the route between Pretoria and Cape Town, you are torn between a choice of two luxury trains traveling down the exact same route: the Blue Train and Rovos Rail. Both tout themselves as the most luxurious in the world — and both are truly opulent, offering the same stops along the way, such as at Kimberley for the mining museum. Both trains feature rich wood-paneled decor, butler service, fine dining, and luxurious cabins. The main difference seems to be that Rovos Rail takes a day longer to reach Cape Town, making it somewhat more expensive. So which one you choose really depends on whether you want to spend longer on a sumptuous train, looking out at the magnificent African landscapes unfolding before you, or whether two nights on a train are enough.



Interior of Rovos Rail Stream Train Vintage Lounge Car

6. The Ghan, Australia

Traveling right across Australia is a worthwhile, but seriously hard, and at times somewhat tedious, undertaking, unless you hop on a train, that is. The Ghan train takes you from Adelaide in South Australia to Darwin in the Northern Territory, neatly bisecting Australia. A journey of 3-days, 2-nights through the Outback and the Red Centre, with stops in Marla, Alice Springs, and Katherine. Though not quite as luxurious as some of the trains mentioned here, it makes up for it with scenery and the fact that you are crossing an entire country and continent. That said, the Platinum Service pampers you rather well throughout the journey.



7. Belmond Andean Explorer, Peru

This is one of the highest train journeys in the world, and one of the most elegant. With only 48 passengers maximum on board the Andean Explorer, and two dining and two bar cars looking after them, it features an interior of understated sophistication and colorful hand-woven cushions dotted throughout. There are four different routes to choose from, all lasting one or two nights, making this still a treat, but a more manageable treat. On board, you will dine in style, drink champagne in the piano bar car, and even have access to a spa carriage while enjoying marvell ous views of Peru and the Peruvian Andes. From Cusco to Lake Titicaca, you will see Peru from its best side. ■



Chambal Crocodile Safari – Hidden Jewel

Shri Gaurav Nakra

June 17 is celebrated as World Crocodile day or World Croc day.

I am regular visitor to the Ranthambore National Park- famous for the tiger safari, but my latest adventure was something completely unplanned and came as very pleasant surprise.

I had meticulously planned train timings for 2 night/3 days stay at Ranthambore so I could maximise tiger safaris and as luck was in store where in just the 2nd safari we had plenty of tiger sighting to satisfy and complete our trip.

Now we had almost 6-8 hrs to kill on the last day with train in the evening, when our local guide Mr Pushpendra-the one who took us to the Ganesh Temple (this is another story to narrate some other day)- suggested us for the Crocodile/Gharial Chambal safari which was just 45 minutes drive from the main town of Sawai Madhopur. We did enquire from couple of other sources and world assistant- Google- and decided to go for the same.

Despite it being end of February, afternoon was quite hot, for the 45-50 minutes journey from Sawai Madhopur to Pali district, where this crocodile safari place was situated, the route was very dry and arid and I can't boast of anything scenic and we started to get a bit sceptical as during the entire 40 km journey, there were only 2 odd boards boasting about this safari.

But, our guide kept the morale high sharing details of the adventure - the main attraction of the National Chambal Sanctuary as per him were the Gharial and the Crocodile. Chambal River is a shelter of rare crocodile species 'Gharial' and the National Aquatic Animal Gangetic Dolphin. Also, he told about the variety of the Bird species which is either there throughout the year and then some of them are migratory in nature and we probably chose an apt timing in terms of Feb-when one can spot a lot of migratory birds still there and this kept us optimistic.

As we reached close to the exact place, there was nothing to spot initially – no waterbody, no tourists or any kind of set up to boast the captioned, virtually nothing, there were just couple of private cars parked, but nothing else in sight and I could not fathom, where the safari could be.

Suddenly, out of nowhere after walking a few metres on that scorching afternoon, there was a pleasant surprise awaiting-breath taking view in this arid land of Rajasthan, laid bare in front of Chambal river flowing gently with the bank to bank width of 1-2 km, and as I came closer, I found that even in the afternoon sun looming large, there was cool breeze and very relaxing sight. The Guide told that the other side of the river bank was Madhya Pradesh.

There was no major tourist traffic and in fact no boats to boast of the safari now in sight. One operator finally appeared, with no fixed rates; after a lot of haggling he agreed to a price of 200 per person for the 45 minutes ride. And then after a signal from his side one boat came in, and in some distance another boat was coming back to the shore with some tourists and we checked with them they looked quite happy and excited about the entire stuff which was further encouraging.

The tour started and after a few minutes of moving in the middle of the river he started to take the boat closer to the banks, most of the vegetation found around Chambal river was small and thorny and there are grass patches on both sides of the river and then our guide pointed us to look some good distance away to look at the long snorted



One 'papa' gharial carrying his babies across the Chambal river

creature basking in the sun and as the boat started to get closer to them, we could see really big and bulky reptiles lying on the river bed close, Blackish grey-with its distinctive features, a male 'ghara' with nasal protuberance at the end of his snout, protective armour, streamlined body and long tail. These, together with various anatomical and physiological adaptations, make them perfectly suited to an aquatic and predatory lifestyle.

Boatman/guide was quite knowledgeable and told us Gharials and Crocodiles are cold blooded and have a body temperature similar to the surrounding air, land or water. Since they lack a reptilian thermostat, they seek a habitat with warm water and air temperature all year round. Though much maligned, crocodiles play an important role in wetland environments and are very devoted fathers, guarding all the hatchings on the banks.

Perhaps one of the most fascinating facts about the crocodile species is in regard to their breeding. When a female crocodile lays eggs (of which there can be up to 60 at a time), the temperature of the nest where the eggs are laid actually determines the sex of the baby. If the temperature is less than 32 degrees Celsius, the baby crocodiles will be female and if it's above that temperature, they will be male. Ever heard the term 'crocodile tears'? There's an age-old myth that crocodiles cry when devouring their prey. And while technically crocodiles have glands that can produce tears, it's not actually considered crying. Whilst eating, the crocodile swallows too much air which impacts with the lachrymal gland and forces tears to flow.

Too much facts and now lets get back to Safari.

This was exciting but, scary too as we have always associated crocs to be dangerous creatures, very ferocious, gulping any form of living thing and these images are a result of not real interactions but, what we have seen in movies like 'Shaan' or 'Khoon Bhari Maang', where they look like ever hungry creatures.

As the boat moved ahead there was small





natural island and here there were a dozen or more gharials and crocodiles lying and relaxing, basking in the glory of the sun, like humans on the beaches of Goa or Kerala, looking like dead wood from the distance, as our boatman moved the boat closer, still a safe distance of 10-15 mtrs and all were engrossed in getting pics or close view of the gharials and showing our children the anatomy of a croc when suddenly there was movement, a kind of a small fight between the 2 crocs and one of them just moved into the water with so much agility and swiftness and it gave our hearts a miss and there was sudden act by our boatman and he moved the boat away, but as per him this was normal as the reptile likes to move into the water and then will relax on shore afterwards.



As we moved ahead there were many species of birds, of which we could spot a few like Indian skimmers, ruddy shelducks, black-necked stork, Red-crested pochard, common crane, Sarus crane, bar-headed goose, northern pintail and common teal.







Also, at the end we were shown a road bridge which connected the 2 states of Rajasthan and MP and looked so very beautiful.

Post this our Safari was coming to an end and one last look at the Gharials and time to say good bye, with a promise to come back next time with more time to spend and at a time when I could spot the baby gharials and also to have a deliciously prepared traditional Rajasthani meal at sunset which is served to satisfy your hunger, while one can talk about the lucky searches of the day around the campfire.

The best time to visit the National Chambal Gharial Sanctuary for Chambal River Safari is from November to March.

The cost of the Jeep is approx. ₹2000 for 3-4 hrs and Boat Safari is approx. 200-300pp for 45 min ride.

If you are in Ranthambore and looking for some different unforgettable experience with the jungle safari, then there is nothing better than the Chambal River Safari in the Palighat… Go for It!! 'Growls'. ■

POETRY

THE MAN OF TODAY



We don't know whether God is our writer or writer is our God.
Till that time why don't we write a story of our own.
Given the subjects of life and reasons why don't we try to find from where we are sown.
Despite the hyber-sleep of ignorance, man has turned out to be nothing, but, foolish.
He speaks a lot about the God, he created himself,
When asked about the origin of existence, he turns bluish.
We celebrate ourselves knowing that we're moving to less- than-more days.
Though Sanguinely, I believe death is inevitable and a better place,
Death is a question of the living man and living man is busy dead,
One thinking more about money with a wish he had more bread.
Is this life larger than we wish to see it or even smaller than this poem?
Well I don't know, All I know is,
Till the time, why don't we keep writing our own. ■

Shri Pranav Sabharwal

Disclaimer : The contents of the advertisements published in the Indian Railways Magazine belong to the Organisation or their representatives. This Magazine is in no way responsible for any liability arising out of the contents/text of these advertisements.

Evolving Dimensions of Intermediary Liability in Cyberspace

Dr. Raju Narayana Swamy
IAS

Intermediary : The concept

Intermediaries are gateways to the internet - services enabling delivery of online content to the end user. The various players involved in the chain range from ISPs (Internet Service Providers like Airtel that help users to get connected to the net by means of wired/wireless connections), search engines (the most commonly used ones in India being Google Search, Yahoo Search, Microsoft Bing and Duck Duck Go), DNS providers (that translate domain names to addresses that can be understood by computers), web hosts, interactive websites (which include social media sites like Face book and Twitter) and even cyber cafes. The ambit of the term is wide enough to include any website that facilitates and brings together two interest groups (such as retailers and consumers in an online shopping mall), carriers of information (a classic example being Gmail service) as well as payment gateways (PayPal and Pay Tm to name a few). To be specific, Section 2(1) (w) of the IT Act, 2000 defines intermediary as 'any person who on behalf of another person receives, stores or transmits that record or provides any service with respect to electronic record.....'.

However as time progressed, this definition (that derived much of its legal language from the EU e-commerce Directive of 2000) was broadened both in scope and in ambit. From the days wherein intermediaries were treated as monolithic entities– as simple conduits or dumb passive carriers who could not and did not play any active role in the content - the country has moved on to the era of the Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules of 2021 wherein even curated content platforms such as Netflix and Amazon Prime as well as digital news publications have been roped in. Content takedown provisions for online news websites and online news aggregators have become the order of the day. All online streaming platforms including Over-the –Top (OTT) come under the ambit of regulated entities. Needless to say, such a legal step was called for in the light of the diversification of services offered by the intermediaries and the significant issues of scale wielded by a few select players. As things stand today (despite criticisms that the ripple effects of these provisions will have a devastating impact as regards freedom of expression and that government agencies are given the ability to order take down of news and current affairs content online by publishers which are not intermediaries – with very few meaningful checks and balances), the Rules envisage three types of entities, whose levels of obligations vary based on the hierarchies of classification:-

- Intermediaries within the traditional meaning of Section (2) (1) (w) of the IT Act.
- Social Media Intermediaries (SMIs) (i e) entities which enable online interaction between two or more users (with less than 50 lakh registered Indian users)
- Significant Social Media Intermediaries (SSMIs) (i e) entities with user-thresholds as notified by the Central Government – with more than 50 lakh registered Indian users (Facebook, YouTube, Whats App etc.)

Liability of intermediaries for user generated content

A classic case where many eyebrows were raised regarding intermediary liability was the Baazee case wherein Avinash Bajaj, the CEO of an auction portal was arrested for an obscene MMS clip that was put up for sale on the site by a user. The Delhi High Court while considering a petition to quash the criminal proceedings in the case found that the web site that hosted the MMS could be held liable for sale etc. of obscene books u/s 292 IPC as well as Section 67 of IT Act. The case highlighted the risks that corporates could be exposed to in online space. To be more specific, although the content is not generated by intermediaries, they could be held liable for offences committed by users by utilising their services. Hue and cry followed that intermediaries be provided protection from such liabilities arising out of user – generated content.

- **Models of Intermediary Liability**

Content on the internet typically concerns three parties:-

a) Content originators who post content.
b) Online intermediaries who provide a platform for users to share content on and
c) Content recipients who view the content posted.

Conceptually, it is important to distinguish between websites that post their own content (a news organisation website for instance) and online intermediaries that merely provide a platform (eg.:- Word Press, which allows bloggers and readers to interact, but has nothing to do with the content of individual blogs). In fact, law on liability of inter-



mediaries is an evolving process – a classic example of this dilemma being the question of attributing liability to intermediaries for music piracy. The world has not forgotten the Napster case (where Napster allowed peer to peer sharing of pirated music files, had control over their users and had a centralised server) as opposed to the case of Grokster and Smart Cast (which lacked a centralised server). It is within this frame work that various models of liability for intermediaries are to be assessed.

One of course is the strict liability model followed in countries like China and Thailand under which intermediaries are liable for third party content and are effectively required to monitor the content in order to comply with law. The second widely adopted approach is the safe harbour model wherein intermediaries are granted immunity provided they comply with certain requirements. This is the heart and soul of the notice and take down procedure (for instance followed in the US Digital Millennium Copyright Act (DMCA)). However opinions are galore that a 'notice and notice' regime would be better suited to disputes involving defamation where the harm is caused to an individual by another. Under such a regime, the intermediary would be required to forward any complaints regarding content to its creator/ poster. A third model is the Horizontal Approach wherein different levels of immunity are granted dependent on the activity at hand. A classic example is the E-Commerce Directive in the EU where almost complete immunity is provided to intermediaries who merely provide technical access to the net (i.e.) a single intermediary liability regime dealing with all types of claims. This is in sharp contrast to the vertical framework offered by the US wherein separate liability regimes exist for

- copyright claims u/s 512 of DMCA
- trademark claims u/s 32 (2) of the Lanham Act and
- non-intellectual property rights claims u/s 230 of the Communications Decency Act.

It also needs to be mentioned here that across the globe, there is a developing consensus over principles of intermediary liability in the form of the Manila Principles endorsed by the UN Special Rapporteur on the Freedom of Expression.

The Indian Response : Section 79 and Safe-Harbour Protection

Before the IT (Amendment) Act 2008 was passed, Section 79 dealing with liability of intermediaries was ambiguously worded. Thus in Sanjay Kumar Kedia vs Narcotics Control Bureau, the petitioner's plea to escape liability under the old Section 79 was rejected by the Court as the petitioner's company had actual knowledge of the malafide actions of sale of ' psychotropic substance 'through their website which violated the Narcotic Drugs and Psychotropic Substances Act, 1985. On this ground, they were not considered to fall within the immunity provision provided u/s 79 of the IT Act.

It needs to be mentioned here that the landmark judgement in this regard is the order of the Supreme Court dated 10th December, 2019 in Google India Pvt Ltd vs Vishakha Industries and another. The case pertained to a criminal defamation filed by Vishakha Industries against an individual who was publishing articles under the name 'Ban Asbestos' in a group. Google, which was involved in hosting the group, was made a party to the defamation case and allegations were raised to the effect that Google failed to take down the article even after multiple requests of the company. Thereupon, Google approached the High Court of Andhra Pradesh with a prayer to quash the complaint, raising the contention that it was not liable for the publications made in the group, being an intermediary u/s 79. The plea of Google was rejected by the High Court stating that being an intermediary it failed to take action to bring down the defamatory posts and hence it could not claim exemption u/s 79. The matter went in appeal before the Supreme Court wherein it was held that intermediaries were not protected u/s 79 from defamation prior to the amendment and that hence Google has to undergo trial in the above criminal defamation case. However, following the amendment, an umbrella protection is provided to intermediaries (i.e.) they are provided conditional immunity under the due diligence doctrine irrespective of the nature of the content. Whether an intermediary could claim safe harbour hinges largely on two factors:-

a) Actual knowledge about the unlawful act

Under the earlier Information Technology

(Intermediaries Guidelines) Rules 2011 (which have been superseded by the 2021 Rules), an intermediary was required to remove unlawful content on its platform once it acquired knowledge of such content by itself or from an aggrieved individual. However, the standard of 'actual knowledge' was neither tested nor defined in the IT Act, leading to uncertainty as to when intermediaries were under duty to remove such alleged defamatory content. For instance, were they required to remove content if a single private individual complained against it?

This burden on intermediaries continued till 2015 when the Supreme Court read down 'actual knowledge' in Shreya Singhal vs Union of India to state that it can be attributed to an intermediary only when there is a court order or notification from an appropriate government authority apprising the intermediary of unlawful content over its platform. Put it a bit differently, the Shreya Singhal case has moved India's intermediate liability regime forward by removing the burden of identifying defamatory content from intermediaries. This clearly implies that the intermediary is not under an obligation to observe self regulation and that it would not lose safe harbour protection if it refuses to take down unlawful content on its platform pursuant to a written intimation by a private party.

Also worth mentioning here is the ruling of the Division Bench of the Delhi High Court in Super Cassettes Industries Ltd. Vs Myspace Inc. & Anr that intermediaries could be held liable only when they have actual or specific knowledge and not constructive knowledge of the existence of infringing content on their website and do not take any steps to have such content removed. It was also held that insertion of advertisements and modification of content formats by an intermediary via an automated process and without manual intervention does not result in the intermediary being deemed to have actual knowledge of the content posted. The Delhi High Court also held that intermediaries are not obligated to continuously identify and remove each and every piece of content being uploaded on their websites and that they cannot be obligated to pre-screen and verify all such content that is stored on their websites.

However, despite the ruling in Shreya Singhal, the Supreme Court in Sabu Mathew George vs Union of India imposed an obligation upon the intermediaries to proactively filter their platforms for illegal content. The case related to a plea seeking ban on advertisements related to pre-natal sex determination from search engines.

b) Compliance with due diligence obligations and observing all other guidelines prescribed by the Central Government in relation to its duties

The use of the phrase 'due diligence' in the law has never been popular with the industry because it is open-ended and leaves considerable discretion with the judiciary.

To be specific, upon a composite reading of Sec. 79(2) and (3) the conditionalities subject to which an intermediary enjoys exemption from liability are as under:-

a) The exemption applies only if the function of the intermediary is limited to providing access to a communication system over which information is transmitted, temporarily stored or hosted
b) The exemption applies only if the intermediary does not initiate the transmission nor selects the receiver of the transmission nor selects or modifies the information contained in the transmission.
c) The exemption applies only if the intermediary observes due diligence.
d) The exemption is not available if the intermediary has conspired, abetted or induced the commission of an unlawful act.
e) The exemption is not available if the intermediary fails to expeditiously remove or disable access to material upon receiving actual knowledge that any information residing in or connected to a computer resource controlled by that intermediary is being used to commit an unlawful act.

Potential areas of liability of online intermediaries

The potential areas of liability fall under the following broad categories:-

a) Defamatory, private and libellous content (in fact jurisprudence in such cases dates back to Cubby vs Compuserve, a libel hosting case decided in 1991. It also needs to be mentioned here that private content includes not only pictures taken in intimate situations, but also other materials infringing various rights of privacy – information concerning family situation, financial / tax statements being classic examples)
b) Trademark and copyright infringements
c) Material that can be labelled as pornographic, racist or terrorist (In the Indian context, a classic case in this regard was the blocking by CERT-IN (Computer Emergency Response Team) in 2003 of an obscure mailing list run by a banned militant outfit – the Hynniewtrep National Liberation Council of the Khasi tribe in Meghalaya. Ironically, the popularity and visibility of the list went up by leaps and bounds despite it being blocked by all ISPs and many could still see the list via email or proxy surfing)
d) Misrepresentation (viz) false information disseminated using online facilities that causes damage to a third party. ■

To be continued.....

Pleasure of Convenience out of Inconvenience – Impact of Covid-19
The other side–Touch Me Not

Shri N. Subramanian
Retired Office Superintendent, S&T Branch, Southern Railway

Ever since the Government announced the 'lockdown' on account of COVID-19, I have been reading the pros. & cons. of its impact in innumerable news 'to save' and 'to get saved'. I had an idea of sharing my views too towards the other side of its impact in a different way. During the ongoing lockdown, home makers continue with their routine jobs (no doubt their workload is certainly increased due to the absence of helpers but the presence of all members of the family inside the house round the clock) while school/college going children and employed people carry their works 'on-line'. But we the elders, having been blocked from venturing outside for shopping, morning stroll, evening walk, worship place, chat with friends in parks, besides our helping as usual with the domestic responsibilities are left with ample time to read, write and to ruminate on past events. Now let us pray to the almighty for the well being of all. While I wish to share our convenience out of the prevailing inconvenience from various quarters, undoubtedly we do share our sincere concern with fellow human beings and so invariably and rigidly follow all the instructions of medical terms and other guidelines (for do's and don'ts) from the Government to save ourselves and others from the present dangerous situation due to Corona fever.

It was in December 2015 due to unprecedented flood, we the 'Chennities' experienced an 'imprisonment' in our own houses while those who lost their houses were lodged in central locations like schools, night shelters, marriage halls, etc… I had to recall this because of the ongoing 'Corona' threat that has made the entire people in this world to keep them individually isolated to the maximum extent lest the disease being contagious is likely to be spread not only by air and other means, but also through just hand-shakes. Now this threat had developed to the extent of our Government promulgating 144 (in the first of its kind in the Indian History that I could witness since my birth in 1944) besides the initial order not to assemble in large numbers for public events including functions and funerals apart from restricting even devotees to visit the worshipping places. Schools and colleges have been closed. Thank God, because the schools are closed, the students are escaping from the ordeal of wandering in the streets with 'placards' (on covid19) under scorching sun in the name of creating 'awareness'. Almost all shops, leaving a few meant for essential items like milk, medicine, vegetables and groceries, remain closed while peoples' journey to outstations by roadways, airways & waterways was totally blocked. Many responsible citizens with suspected illness keep themselves in 'quarantine' on their own. Now, the situation is such that both aged and children are confined in their homes. Interestingly we repeat our Dec.2015 experience now. Yes, now that we have to restrict all our outside movements for any matter, to pass time, we have started playing only indoor games and renewed all long forgotten traditional games like Pallanguzhi, Dayakattam, Paramapadam, Ezhangal (Seven stones), Pondy, Cowry (Chozhi), etc., in addition to present day kids' interested games like carrom board, chess, cards, shuttlecocks, monopoly and International Business, Ludo, Snake & Ladder, etc.. In this way, the children are kept their attention diverted to make them remain indoor round the clock by playing all such indoor games as well as developing their book reading habit besides limiting their attention towards the idiot boxes.

Now it has become their 'ME TIME' to try with all their interested activities like Paper works (Origami), Paintings and Play things making with mould, besides gardening as well as cleaning processes and so on. Elderly couples avail this golden opportunity for telling them (moral) stories to grandchildren and playing with them for maximum time. In normal days most of the time the children will be at school and in other extra classes for Dance, Music, Key Board, Yoga, Karate, Drawing, etc., apart from coaching classes for many

subjects and sports by which reason they are able to spend very little time at home. The only difference found between 2015 Deluge and the present Corona fear & fever is that nothing was available to us to avail then but now everything is available but we could not avail. But now, for good or bad, the outside world has made the kids to remain indoor with parents and grandparents who are enjoying this chance in full and make the children to realize the value of being at home spending time with all family members in a lovely atmosphere that has happened to experience in a different way departing from their routine life. It is an unexpected chance of a 'QUALITY FAMILY TIME'. It is the 'Pleasure of Convenience' out of 'Pressure of Inconvenience': On the other hand, except eating and sleeping, there is no concrete schedule to follow and all our daily works are just 'optional' due to plenty of time to spend. Those who are accustomed with their selfish attitudes are now more glued with TVs., Cell Phones, Lap-tops, Ear-Phones & Computers. The harmfulness of these electronic radiating appliances is well known to all and even then, the ill effects of viewing TV (the innumerable channels of which run all the 24 hours – Non-Stop/Break-Free causing the eyes weak and minds corrupted with the third rated degree of Cinemas and Serials besides immoral dances and dialogues ignoring all etiquette and culture in the name of humour and comedy. Adding fuel to fire of all these on which people keep a continued concentration, innumerable 'Whatsapp' messages are causing equal damage to the users/viewers.

In the outside world, we find the people are not wandering here and there unnecessarily and with no purpose; no personnel crowds and traffic congestions leading to air pollution. Besides vehicles, the noise pollution caused by street vendors from morning to evening through their power mikes has come down. No alarming sounds through megaphones from functions & funerals, protesters & agitators and public & political meetings, etc., etc. Because the people's movement is very low, the whole environment is free from many kinds of disturbance by means of garbage and wastage. No thief has a chance to loot and equally Police have no cases of theft or nuisances. With the presence of Police Personnel at every nook and corner to check/arrest people's movements, the unruly elements & thieves do not come out. The common & frequent occurrence of pick-pocketing and chain-snatching are now unheard. Most importantly, 'Cleanliness' has taken the top priority in all spheres to pave way for its continuity to lead a healthy life, keeping the entire living environment quiet hygienic. Private Companies have been instructed to get their work done from home by their employees. The lockdown period is 'holiday' for those employed in Government Services with no attendant benefits except full payment for their absence. Of course, those who are already drawing 'Full Pay' for doing 'No Work' are now doubly happy that they need not even attend the workplace but to simply remain at home comfortably and happily spend the duty (?) hours. No doubt, there is heavy loss of business and life of daily wage earners is almost doomed. Peoples' personal schedules like functions of marriage are less encouraged; But, as usual, top most rich get protected on their own and bottom most poor are taken care by the Government at the cost of genuine payment of taxes of middle income group of people who are the real sufferers in between, with no option either to seek support or not to accept the support because of 'self-respect'.

We were wishing each other with 'Namaste'; We were washing our hands and legs before entering our homes; We bathed after attending a funeral, hair-cut shop; we washed our hands both before and after taking the food before the advent of 'tissue paper' culture for mouth & toilet cleaning. This rigidity was more if there were new born and patients at home. Whoever it was or however close everyone was kept at a respectful arm distance only. We followed mostly a pure vegetarian diet. In our custom, keeping ourselves clean ourselves, our house and our street has been a regular process in daily life-- (It is also differently said that if we ask the people to keep their houses clean, then they will make the streets ugly)—Wake up in the morning before Sun rise--i. Clean the house both inside and outside; ii. Decorate the street with 'Kolam' after sweeping with cow dung mixed with water & iii. lit light in the Pooja room and prostrate the Almighty—And repeating these processes in the evening just before Sun-set. Thus these routine acts (by which the saying 'Prevention is better than cure' was well realized) automatically kept the village/town and then naturally the whole living circumstances hygienic. Garbage & wastage as well as human animal excreta were treated as manure in agricultural fields. In the name of cultural modernization and due to increased population these good habits have gone with the winds and long forgotten.

For a healthy and wealthy environment for everyone, a story is said like this in our Country. Both Sridevi (Goddess for good) and Moodevi (Goddess for bad) would be visiting every house in the morning and evening. Being Goddesses, they would be omnipresent but invisible. Where the house is well maintained, Sridevi would enter and where the house is ill maintained Moodevi would enter and thus ill or well, the family would be

blessed/cursed accordingly. There exists a joke on this subject. Once both Sridevi and Moodevi jointly visited a house and asked the owner to judge who among them is beautiful so that one will remain with him for ever. The person understands that whomever he supports would certainly invite the enmity of either one of them and that will make his life miserable. The prudent man thought for a while and intelligently responded thus: 'Sridevi, You are beautiful when coming in and Moodevi, You are beautiful when going out'. Thus he availed the blessings of Sridevi for good health and wealth and escaped from the wrath of Moodevi.

Now the changed circumstances with scientific inventions (?) on those habits are leading us to the present sordid state of affairs. It is fate!!! All the sayings and phrases like 'Cleanliness is next to Godliness' carved out of deep experience of our ancestors for the upkeep of a healthy life have been simply ignored as 'outdated fashions' and there are no listeners, no askers, no tellers and no takers.

TOUCH ME NOT !!!--Untouchability that was once declared a crime, a sin and inhuman has become a rule of law. How wonderful the reverse? With the advent of COVID-19, first of all we have lost our 'personal touch'. In the name of Social Distance, 'Embracing' our loved ones putting our heart and soul together has become an 'Embarrassment'. There were in earlier days many kinds of peoples kept 'untouchables' because of their illness like leprosy, cancer, etc.. They were prohibited to enter into hotels but offered food items only to take on parcels. We are now not even allowed to pat our pets. It is already a vanishing practice from our Doctors who used to hold our wrist to check our pulse rate and now it has become totally out of question. In the wake of disintegrating the Joint Family System, the distance between the members of the family even in nuclear ones are even more widened for various reasons. It is not uncommon in the present day scenario, even before COVID-19, that people do not speak face to face for so many reasons and often liked mostly to remain isolated under the unwritten policy of 'do not disturb and do not get disturbed'. The distance between the elders and youngsters is an open secret in all spheres of life. The 'social distance' advocated is already in vogue in so many forms in our life cycle and it is nothing new to us. Only this term is new but its underlying meaning is too old. The most deplorable condition on this score has placed all of us to forget our long time culture (which is already on decline on its own since the nuclear family came into existence) of our togetherness. It is the greatest strength in all walks of our life with the basic logic of 'United we stand; divided we fall'; and 'Unity is strength'. Togetherness being the special bond that ties our Joint Family System- a special gift of our culture kept us pray together, work together, laugh together, grow together, learn together, earn together, eat together, sleep together and stay together (Of course it is a different matter that 'living together' does not confirm 'living united'.) In the name of 'social distance' this unique feature of India's glorious heritage may start vanishing. I am at a loss to understand whether we are now living together or leaving together on account of this. It was our traditional custom to keep our mouth covered with our both hands and talk to our elderly persons, particularly with our Priests, Saints and Sages from a respectful arm distance as a mark of respect and to show our submissiveness. Next there will be no more human chains by political parties to show their solidarity. Nor can there be dialogues on crowd pulling calls to the people as for exposing the strength of the party only through people's crowds for party meetings. Intimacy of friends always shown by means of putting their hands on each other's shoulders is to be forgotten. Then what is going to be 'social distance' to be maintained between the couples; between the parents and children; and between playful children?

How the elders are going to bless the youngsters profusely without touching their heads/foreheads or how the youngsters are going to prostrate the elders without touching their feet? Importantly, it is unfortunately most unfortunate that the nearness, the core of love and its interest of personal/physical touch between lovers is lost. Imagine the deep metal spoon with one meter long hand to serve food items on our plate either at home or restaurants in order to maintain social distance? Diseases like cholera, plague, dengue & madras eye came and gone. It is certain that the present COVID-19 too will vanish soon. But will the basic 'personal touch' habit permeate in our blood to mean our true love and affection between the human beings come back or will they remain memories of the past in future? God Only Knows!!! The biggest question that stands in front of all of us now is "Will this Paradise lost will be regained or will it be lost once for all? Sadly, events of deaths and accidents don't and can't respect social distancing norms. Is it not?"

Alas, due to 'Social Distancing'--a new word now specially coined, we have to forget the 'Personal Touch' and also the 'Healing Touch' by Doctors. No hugs, no cuddles and no chance of seeking solace in the arms of our loving dears & nears and no exchange of pleasantries through the western culture of Hand-Shakes! Let us avoid this act to cause infection out of affection!! Only NAMASTE!!! ■

Behavioural Change and Mental Health During Pandemic

Prof. S. Balakothandapani
Former Chief Trainer, ZRTI. Oxford Engineering College, Trichy-9



Behavioral change can reduce transmission of COVID-19. While no expense is being spared in engaging the best scientific experts from around the world to address questions and explain the pandemic, the human behavioral aspect only addressed in an adhoc manner. Understanding, predicting and shaping human behavior is a science too. Indeed it is the less expensive way of digging ourselves out of the hole we are currently in. Lack of physical distancing and proper hand washing are among the reasons for daily new infections. But the biggest reason for the surge is that people are wearing masks inconsistently, incorrectly or not at all. There are seven ways rooted in behavioral science that we can employ to improve mask wearing and other COVID-19 prevention measures

Seven Channels

- First and foremost is how to wear a mask correctly and when it is important to double mask. This has to be explained how masks have prevented infection transmission.
- Secondly, not everyone has the same information needs. Some don't believe that masks prevent COVID-19 infection whereas some know and agree that masks do prevent infection but don't wear them consistently or correctly for various reasons.
- Third, we need to communicate the benefits of mask wearing. We need to highlight stories that show how COVID-19 infections are low among communities where mask wearing is high. Sharing testimonials from people who wear masks regularly and explaining how they have managed to avoid getting infected help.
- Fourth, we need to create positive social norm around mask wearing. People are more likely to practice a behavior if they believe that everyone else is also doing it. Advertisements, messages and visuals all positively reinforce mask wearing.
- Fifth, we need to enforce correct and consistent mask wearing. Many people do not follow proper masking behavior because there is no consequence for their inaction. We rely only on the police to enforce mask wearing. While that is needed, we should all take collective responsibility. We need language that shows us how to politely tell an unmasked or improperly masked community member to wear a mask. Sixth, we need compassionate leadership. Leaders at every level can play a positive or negative role in influencing our behavior. From the head of a family to the head of a country leaders have to lead with empathy and build and hold the trust of the people they lead. Leaders should themselves consistently convey and enact positive behaviours like mask wearing and vaccination.
- Seventh, we need responsible media, we look to the media for honest reporting and there have been some examples of that during the pandemic. However when many channels show more panic than positivity, the audience grows numb. When we have uplifting and inspiring stories of prevention efforts, ideas and innovations to promote masking, distancing and vaccination, we will be inspired to do our bit for prevention.

Mental Health Strategy

Due to COVID-19, Mental health issues are a major health challenge in the world today. Mental illnesses include anxiety disorders, psychotic disorders, mood disorders, substance disorders, personality disorders and eating disorders. Mental health may not be the primary concern, as there may be other communicable and non-communicable diseases which may be more prevalent. There are also challenges regarding funding, delivery of mental health packages, lack of trained staff etc. However these challenges need to be considered more seriously in the wake of COVID-19, as mental health issues are widely prevalent due to lockdown and related issues. There needs to be a Roadmap for mental health awareness.This should include the traditional media, government programmes, the education system, industry and social media. Media awareness and government involvement is already happening in and around us. It is high time that industry and private sector companies set up counseling facilities. The application of big data and crowd sourcing ideas may help us in decision making to do the best in near future.

Take care. Stay safe. ■

Honking : Is It a Pleasant Task?

(*Contd. from July 2021*)

Shri Subir Danda[1], Shri Soumya Sarkar[2], Shri Bikash Bepari[3], Shri Kalyanbrata Saha[4] and Shri Balendra Nath Lahiri[5]

During application of horn only one individual was seen to adopt the safe working posture with action-level 1. The remaining population adapted a posture (habitually, may be) corresponding to action-level 2, meaning thereby the need for changes either in body posture, or horn lever design.

DISCUSSIONS

Exposure to Noise Dose

All kinds of audible sounds and vibration related noise produced from mechanical devices have adverse effect on the human entity, particularly physiological and psychological health of human beings. The normal allowable noise level in industrial area is 75 dB(A) during day time and 70 dB(A) during night. In general, the noise level at the boundary of the public place where loudspeaker or public address system or any other noise source are in use shall not exceed 10 dB(A) above the ambient noise standards for such areas, or 75 dB(A) whichever is lower (web/cpcbenvis.nic.in, 11.09.2019). Limit ranges differ from country to country as per their regulations. For example, as per a study in Brazil, the Brazilian legislation considered the noise emission threshold value as 85 dB(A), but the Brazilian Standard for Ergonomics NR-17 considered normalized noise exposure threshold limit as 65 dB(A) (Zannin, 2006). International bodies like ILO, NIOSH, OSHA, IEA have their own standards. For data collection, the sound meter (or noise level meter) was placed close to the height equivalent of driver's ear and eye levels as previously practiced by Zannin (2006), commensurate with anthropometric data for the Indian population.

Present study reveals that, in WAG_7 (OV) locomotive, above 80% population of the loco pilots are exposed to noise levels that exceeds what is recommended, i.e. 75 dB(A). As per the Brazilian Standard for Ergonomics NR-17, total population was exposed to exceeding the threshold value. Whereas, compared to the Brazilian legislation, only about 18% had have exposures crossing the threshold value. The situation becomes worse with superimposition of the horn, as the total population of loco pilots comes under the threat of the stipulations of threshold value of excessive noise exposure. During application of 'HT' and 'LT' horn, the dose crosses the limit of 115 dB(A) in about 8% and 23% cases respectively.

It is to be noted that this threshold value reaches again and again whenever the loco pilot has to honk to make surrounding aware. It means, the sound pulse reaches the ear piling up the acoustic dose over such duration, causing temporary and then permanent impairment.

Zannin (2006) suggest that the type of vehicle, year of manufacture, and location of the rotating or movable elements had an effect on production of noise. Therefore, isolation of those elements is very much essential to reduce the exposure levels. Technical hurdles are there, but technologically they are not insurmountable – the cost and ROI are the constraints. However, relative observations reveal that the WAG_7 (OV) locomotive being one of the oldest, produces more noise than the latest one.

Postural Effect of Honking Activity

The RULA score suggests that during application of horn, only one person had the safe working posture with action level of '1' and the remaining all others were at action-level '2'. The elaboration of RULA scoring system indicates that the posture score – A for most of the population is either '3' or '4' with a mode value of '3'. This indicates that the problem is associated with the upper limb. Prevention of wrist bending during application of horn may bring the situation under control. Therefore, proper demonstration regarding the use of horn-lever is essential to prevent poor operating posture. Design modifications in the horn-lever may also improve the situations.

Recommendations

With this in view, the following alterations are suggested –

[1] *Student (PhD), Jadavpur University, Kolkata,* [2] *Professor, Jadavpur University, Kolkata*
[3] *Professor, Haldia Institute of Technology, Haldia,* [4] *Ex-CMS, South Eastern Railway, Adra*
[5] *Ex-Professor, Jadavpur University, Kolkata*

- **Aiming to Reduce Noise Dose**

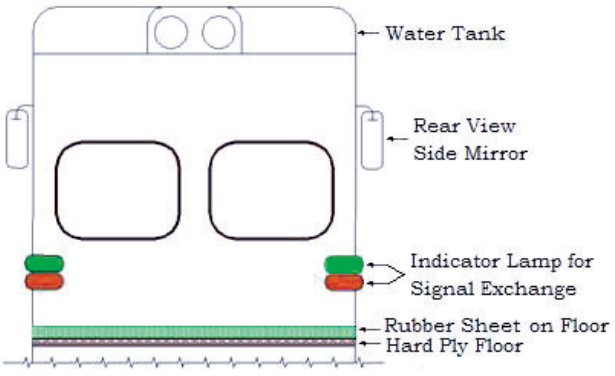
a) High noise exposure of loco pilots is a common phenomenon, causing hearing impairment of those categories. The situation becomes worse with application of horn. The horn is mainly intended to alert all about the moving giant. But as and when the horn is applied, the same intense noise enters into the ear of loco pilots as well, causing them exposed to high noise field. It is therefore recommended for proper noise shielding of cab room for benefit of running staff.

b) Isolation or re-location of mechanical noise producing elements to rear end is very much essential to reduce the exposure levels (Zannin 2006).

Mounting of rotating mechanical parts in under slung condition at the under-frame of the locomotive prevents the level of noise as well as vibration in the driver's cab-room. For minimization of mechanical noise, proper dumping rubber pad need to be incorporated during installation of mechanical noise producing elements. The same practice are commonly used during installation of high precision CNC machines in 'work-shops'.

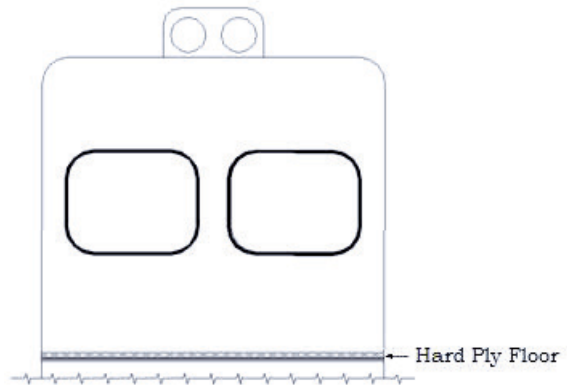
c) The noise travel to human ear in two manner, firstly, by conduction, and secondly, by air. The conduction travel of noise produced from locomotive equipment and transferred through legs can be dampened by providing rubber flooring in the cab-room, and the arrangement of it is shown in Fig. 6, also the present arrangement is shown in Fig. 7.

Fig. 6. *Proposed Cab Room of Locomotive*



Use of personnel Protective Equipment (PPE) like air plug gives a relief, but is likely to give rise to problems of different kind. Plugged ears would have a high chance of missing any abnormal sound produced from the locomotive or trailing coaches.

Fig. 7. Existing Cab Room of Locomotive



- **Betterment of Honking Arrangement and Postures**

a) Instead of horizontal horn lever, upright horn lever, operated in the horizontal direction and as used in the latest version of locos, is suggested, which would certainly improve the effort score by preventing wrist deviation.

b) During travel in locomotives, it has been observed that loco pilots keep their hand(s) on the notch wheel continuously, as it acts as a hand-rest. This is advisable. So, taking advantage of this practice, it is suggested to re-locate the honking valve at the centre of the notch wheel, as most commonly used at the middle of the steering wheel of cars. Certainly this will improve the hand posture with economic price. As horn is a safety device also, therefore, it will simultaneously reduce the reaction time. The existing notch wheel and proposed arrangement is shown in Fig. 8 and Fig. 9.

Fig. 8. *Existing Notch Wheel*

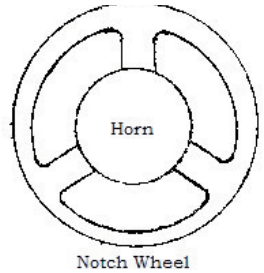


Fig. 9. *Proposed Notch Wheel with Horn Push Button at Centre*



The proper adaptation of proposed arrangement will certainly bring down the RULA posture score below the danger mark during honking. The experimental setup also supports the same. In an ideal experimental condition, the elaboration of

RULA scoring system is as follows –

i) Upper arm score is 2 – 1 = 1, as arm is supported.
ii) Lower arm score is 1,
iii) Wrist score is 2,
iv) Wrist twist score is 1.

Therefore, posture A score is 2. As the muscle use score and force/load score is 0, so, the wrist and arm score is 2, indicating that no shifting of score occurs.

i) Neck position score is 1,
ii) Trunk position score is 1,
iii) Leg score is 1.

Therefore, posture score B is 1. As the muscle use score and force/load score is 0, so, the neck, trunk and leg score is 1, indicating that no shifting of score is again observed. Finally, the above two score yield RULA score of 2, which belongs to action level 1, suggests that the posture is acceptable and below the previous results.

By showing videos of the individual loco pilots, the stressful habits such as bent wrist posture can be corrected.

CONCLUSIONS

The loco pilots are the heart of Indian Railways, but the driving of electric goods locomotive is not a pleasuring task till date. In the present work, an in-depth investigation of working ambience of sound and noise level has been carried out. Also the honking postures of loco pilots were evaluated with a view to explore the possibility to improve the working environment. Based on which the following conclusions may be drawn:

- Almost all the loco pilots are continuously exposed to a noise level much higher than the stipulated threshold value. Therefore. proper isolation of cab room with damping device is essentially required to reduce noise level.
- During motion analysis of honking activity, it was observed that the posture is more or less safe, only required appropriate training and few design modifications.

The overall expected benefit from the present study is to promote a more ergonomic driver friendly working environment. It is quite evident that this will help the driver to cater better service more efficiently in the long run and that will have a tremendous impact on safety security and overall outcome of the Indian railway.

REFERENCES

1. '8.2% GDP Growth rate – Indian Railways in India's GDP', Rail News. Available from http://www.railnews.in/8-2-gdp-growth-role-of-indian-railways-in-indias-gdp-carbon-footprint/ September 2018 accessed on dated 30.08.2019.
2. 'Indian Railways Year Book 2017–18'. Available at http://www.indianrailways.gov.in/railwayboard/uploads/directorate/stat_econ/pdf_annual_report/Railway%20Year%20Book_2017_18.pdf accessed on dated 06.09.2019.
3. Paulo Henrique Trombetta Zannin, (2006). 'Occupational noise in urban buses'. International Journal of Industrial Ergonomics. 36, 901–905.
4. Ranjan, R., and Prasad, T., (2013). 'Working-Conditions, Stress and Their Outcomes: A Review Study Among Loco-Pilots (Railway Drivers) in India', IOSR Journal of Humanities and Social Science Volume 9, Issue 2, pp 39-48.
5. Ranjan, R., and Prasad, T., (2014). 'Work-Life of Indian Railway's Drivers (Loco-Pilots)', IOSR Journal of Business and Management Volume 19, Issue 8, pp 93-101.
6. Žnidarič. M., Jenček. P., Kolenc. J. 'Ergonomic Analysis of Train Driver Workplace at Train ICS Pendolino Series 310', (2011). Available at https://pdfs.semanticscholar.org/4415/04dfc3cff28959dbc36834927437708f861a.pdf. Retrieved on dated 06.09.2019.
7. Mukherjee. A. K., Bhattacharya. S.K., Ahmed. S., Roy. S.K., Roychowdhury. A., Sen. S. (2003), 'Exposure of drivers and conductors to noise, heat, dust and volatile organic compounds in the state transport special buses of Kolkata city'. Transportation Research Part D 8 (2003) 11–19.
8. Majumder. J., Mehta. C. R., Sen. D., (2009). 'Excess risk estimates of hearing impairment of Indian professional drivers'. International Journal of Industrial Ergonomics. 39 234–238.
9. Abledu, J. K., Offei, E. B., Abledu G. K. (2014a). 'Predictors of Work-Related Musculoskeletal Disorders among Commercial Minibus Drivers in Accra Metropolis, Ghana'. Advances in Epidemiology. Volume 2014, 1- 5.
10. Safitri, D. M., Azmi, N., Singh, G., & Astuti, P. (2016). Redesign of Transjakarta Bus Driver's Cabin. IOP Conference Series: Materials Science and Engineering, 114(1), 012086, pp 1-7.
11. Bulduk, E. Ö., Bulduk, S., Süren, T., & Ovalı, F. (2014). 'Assessing exposure to risk factors for work-related musculoskeletal disorders using Quick Exposure Check (QEC) in taxi drivers'. International Journal of Industrial Ergonomics, 44(6), 817–820.
12. McAtamney, L. and Corlett, E.N. (1993). 'RULA: A Survey Method for the Investigation of Work-Related Upper Limb Disorders'. Appl. Ergonomics, 24, 91–99.
13. 'The Noise Pollution (Regulation and Control) Rules, 2000'. http://cpcbenvis.nic.in/noisepollution/noise_rules_2000.pdf accessed on dated 11.09.2019. ■

The Dwindling Stature

Shri Mahabir Raji

Mugdha cast a restless glance at the wall-clock . Oh ! 6:30 A.M ! The newspaper had not come as yet. Normally, the vendor used to reach the gate of the housing complex right by 6 A.M . Why getting late only today? Rubbish !

In front of her first-floor balcony, lay the main road stretched on both sides like a big boa. The whiteness of the day had not yet bloomed and there was little traffic on the road. The vendor was a young chap of about 14-15 years. He used to come on a cycle, cumbered with heaps of different papers on the handle as well as on the carrier. Mugdha sometimes wondered how such a small boy could run a cycle with so much of load. The boy would park the cycle by the foot-path near the main gate, pick out her copy from the heap, roll it up and then hurl it upward in such an artistic way that the paper would swirlingly land straight in the balcony with rattling sound. Mugdha remained astounded at this sight. A crazy thought often roamed in her mind .. had this boy been a member of the cricket team, he would have stood a dire chance of doing marvellous job as a fast bowler.

Generally, Mugdha waited eagerly for the newspaper each day. But wait for Sunday's issue would turn into a madness. She would come to the balcony right by 6 A.M on Sundays and would lie in wait for the paper in the same way, as a lover boy waited for his girlfriend.

Actually, Sunday issue of this paper contained detailed forecast, pertaining to each zodiac sign for the whole ensuing week and two full middle pages remained devoted to this purpose. Astrological analysis with authentic predictions were regularly made by famous astro-palmist Dr.Taadiwala. It was in the air that Dr.Taadiwala's predictions never went vain and futile. Mugdha deposed full belief in his vision and calculation.

Mugdha was a lecturer in political science in the Asansol Girls College. She had immensely studied the literatures of Marx, Lenin, Angeles etc. The 'Das Capital' was her favourite book. She firmly believed that Marx's theory of class struggle and material dialectics was the right maxim in the present socio-economic set-up. She was out and out progressive in thoughts. She could deliver long sermons on the topics pertaining to Women's lib, Reservation and Dalits' (depressed) movement. In spite of all these, she was conventional by heart. She inherited from her parents love for Indian culture and religion as well as spiritual belief. Marx's 'fatawa' as to 'Religion' being opium seemed ridiculous to her. She agreed with Freud's contention that religion was a matter of personal belief and faith. She kept fast on every Full Moon and used to perform Satyanarain God's worship at home on that day.

Due to faith on religious deeds, she firmly held belief in astrology as well. Dr. Taadiwala was her favourite astro-palmist and she was his frantic fan. She subscribed to this newspaper only because Dr. Taadiwala regularly made in it weekly analytical predictions of all the zodiac signs. She had met Dr. Taadiwala personally also and was wearing four types of stones as per his advice. Use of these stones soon showed explicit results. Her thesis which remained pending for a long time got approval and she was awarded PH.D. the next year. Simultaneously, she got promotion in the salary as well.

Such apparent contradiction in her personality attracted very often sarcastic remarks from her colleagues. Heated arguements would follow thereafter. On one occasion she invited Prof. Pandey to her residence for tea. The TV was on with news headlines floating on the monitor. Suddenly a fluttering news drew their attention – "Stars of Abhishek and Aishwarya outrageous! Mars putting troubles in their marriage ! Big B to perform a 'yagna' to pacify them!"

Prof. Pandey got excited and sniffly grumbled – "What the hell astrology is all about Mugdhaji? Just a tool to exploit innocent people on the fear of religion and superstition. Totally unscientific and illogical!"

"Wrong Prof. Pandey..," Mugdha immediately protested with flickering eyes_ "Our astrology is fully based on Vedic sutras and you cannot repudiate it in a lighter vein. Rather, astrology is more a matter of faith than of mind."

"Right you are..." Prof. Pandey exclaimed at this repartee–"The point is that whatever you people call faith is actually superstition itself. No maxim can stand without proof in this modern age. I would very humbly want to know, if your astrology does have power to foresee the future, then why doesn't it pre-anticipate probable oncoming dreadful perils and disasters? Like Latur earthquake! Like Andaman's tsunami! Like 26/11

Mumbai terrorist attack! Like Bus gang-rape in December 2012! Had predictions been made for these calamities, proper precautions could have been taken. But alas! It did not make, because it can't! In astrology, you have only one remedy for all problems of whatever kind. Just wear this and that stone or gem and everything will be O.K.! How strange! If stones really do have the divine power to change the fate, I'm ready to wear those in all my fingers as well as toes, let some enthusiastic astrologists come forward with total guarantee of success!" Prof. Pandey burst into silly laughter.

Mugdha gazed at Prof. Pandey's face in utter surprise. A sharp rage roamed through her spine. She wondered what made her to invite such idiotic uncultured person for tea. She however deterred her rage from creeping in on the face and apparently said in firm voice –"Pardon Sir! I can't agree. Only an atheist would disapprove of the sanctity of Astrology. Astrological calculations corelate to the Vedic sutras. If you can just recall to memory, scholars like Max Muller have rightly consented that Astrology begins from where modern science does end."

Pandeyji loudly giggled as if Mugdha had cracked a gab –"Madam, Whatever arguements you give in support of Astrology, I can't change opinion. Astrology does make a man futurist and does go to destroy his wisdom and sensitiveness."

After one month of this unpleasant altercation, once when mugdha had gone to Dr. Taadiwala for consultation on a problem, she was surprised to find prof. Pandey at his chamber. Later on it was known that Mrs. Pandey had given birth to three female babies one after another. She again conceived for the fourth time two months ago and Prof. Pandey had approached Dr. Taadiwala for some astrological remedy to ensure a male baby this time.

Suddenly a rattling sound made Mugdha to come to sense. The newspaper she had been anxiously waiting for, had flyingly landed upon her head like a missile. Mugdha's eyes glittered in bliss. Her heart began to throb with joy. She picked up the paper and ran straight to the bedroom. Rapidly began turning pages one after another. Full two inside pages remained studded with weekly predictions for each zodiac sign. Her sign was Leo. As her eyes minutely ran through Leo predictions, joy crept into her nerves and ribs. Utter excitement gave a glow to the face. Predictions for oncoming six days were so so, but for today it was wonderful – 'accute chance of getting wind fall cash.. keep eyes open..Remain alert to grab it!'

Oh! Wind fall money from unknown source! Since Dr. Taadiwala had said so, it had to be true. She did have full belief on his calculation. Her eyes closed in utter thrilll. She hurriedly began to analyse the probable source from where money was to come. She was not addicted to buying lottery tickets so as to stand a chance of winning an unexpected prize. Her parents were also not likely to visit her today so that she could expect cash gift from them. She finally grumbled that she did not need poke her rib into this business. Dr. Taadiwala's predictions always remained authentic and were bound to come true, come what may.

Time was rolling fast in its own way. Aditya was on an official tour and was to return next morning. College was closed. Soon noon came upon. She took her lunch and laid in bed to take a short nap. After sometime, the musical sound of the call-bell startledly made her wake up. She cast a curious glance at the clock - 5.15 p.m. Who the hell might be at the doors, she wondered! A divine angel with an envelop of money! She rushed to open the doors with throbbing heart. The midwife was standing there. In her total excitement she had forgotten of her daily usual time to turn up for work. A faint smile crept in over her lips. Three-fourth of the day had passed off. Not even a scanty sign of that windfall cash was there. Mugdha's heart nonetheless did not hasten to accept that Taadiwala's prediction would fail. No... there was still time for the day to collapse. Even a nano second is enough for a miracle to happen. A few days ago she had bought Marquez's famous novel 'hundred years of solitude'. Took it out from the shelf and sat down to read. The novel was so interesting that she could not drop it in the middle. It was 7.30 when She finished it. The entire excitement which was roaming madly within her the whole day was now swiftly dwinding off. She became restless, face turned morose. With a view to repel anguish and grief, she locked the flat and came out of the complex to take a short stroll.

'Lenin Chowk', the main market place was at a walking distance. Usual din and bustle of the market was on the wane. Shutters of shops were gradually getting down. Beneath the left side lamp post, stood a 'puchka wala' (pani puri) with his cart. She could not resist herself from thrusting some ten 'puchkas' right into her throat. Tamarind spicy water made her mind fresh and joyful. A bit ahead, Ramdhan was there with his mango cart. As Mugdha was his regular customer, Ramdhan expectantly welcomed her with a smile – "Namaste Madam ji, sweet and fresh langras..! Like to buy..?"

"Well Ramdhan, give two kilos.." Mugdha told. Ramdhan promptly weighed accordingly – "eighty rupees Madamji.." Mugdha handed over a hundred rupee note. Before Ramdhan could return balance amount, his mobile started ringing up. He took out the mobile from pocket and responded to the call.

After finishing it, he paused for a second to ponder and then picked out four hundred twenty rupees from the pocket and gave it to Mugdha. Mugdha's eyes widened with surprise –"Properly counted the balance money bhaiya...?"

"O yes madamji, me not so weak in Math. U bought for eighty, gave five hundred. Four hundred twenty back... right?" he giggled innocently. In a blink, Taadiwala's forecast splashed in mind - windfall cash today from unknown source! Her heart went pit a pat with overwhelming excitement. Miracle she had been waiting for had ultimately happened. She quickly grabbed the money, thrust it into her purse and tottered towards the flat.

Next morning, she woke up as usual. Classes were off today also. Aditya would return by 2 p.m. She came in the balcony chalking out within herself a grand plan to celebrate this unexpected achievement. It was early dawn. She peeped below over the road, stretched long on both sides. It was empty so to say. Suddenly she noticed Ramdhan toddling swiftly with long strides towards the housing complex. Ramdhan at this time...! In a nano second, a thought struck her mind. Surely he had happened to detect his fault, could not sleep whole night and was now coming to demand money. Her face became pale. Heart started throbbing in anticipation of an ugly altercation with him.

Mugdha was at a loss to decide what pleas should she take to defend her pseudo innocence. The more she thought of the pleas, the more they sounded hollow. She ran quickly to the wash basin and splashed handful of water over the face.

A few minutes later, Ramdhan came upstairs and pushed the bell.

"Ramdhan you..? So early morning..? Everything o.k.?" Mugdha opened the doors and drew signs of surprise on the face.

"Yes Madamji, could not sleep whole night..!" Ramdhan chuckled within the lips -"A blunder just been detected..."

"If so Bhaiya, make amends and take up your dues if any...Right?" Mugdha grumbled in anger to exercise psychological pressure on him – "why giggling this way..?"

"Dues..?" Ramdhan for a moment grew nervous at this rebuke –"U talking of what dues Madamji? Rather... not me, but U are to get something." Then he quickly took out a ring from his vest's inside pocket and showed it to Mugdha–"Look..Is not this yours..?"

As soon as Mugdha saw the ring, a fear of guilt roamed through the spine. In a blink, her eyes crept over left ring-finger. Oh... the finger was empty. She remembered, as per the advice of Dr. Taadiwala, she had worn a diamond embedded gold ring just two months ago. The cost of the ring was about thirty five thousand. She wondered when and how the ring did silently slip off the finger so as not to make any hint at all.

"Last night while closing shop, I just found this amidst mangoes in basket. Same moment I knew, ring is yours. Surely.. slipped off while picking mangoes yesterday. Mine small hut...! Weak doors..! Could not sleep for fear of theft...!" Ramdhan stammered all in detail.

Mugdha took the ring and stood dumb for a while, knowing little as to how to thank Ramdhan for this obligation. Ramdhan broke silence with loud laughter – "Oh Madamji, why now sad? Be cheerful that God saved you from big loss...! Bye...!" Ramdhan turned back in a jiffy and strode towards stairs. Mugdha with tottering steps ran to the bed room and stood before the big mirror of the dressing table.

She was surprisingly frightened to see that the stature of Mugdha, which incarnated in the mirror was slowly and gradually dwindling down and down.. inch by inch...! ■

POETRY

An Urge at L-Xing

Attention dear Public!
At a level, Rail and Road interface
With Level-Crossing, people must not interfere!
Although, it's Railways right-of-way
Pass-through allowed at most careful way!
Train running is speedy
Can't swerve or stop suddenly!
You, being brainy fellow -
Are to observe safety and follow!
Attention dear Public!
When the gate lamp is red - wait!
When barrier was lifted by it
And gate lamp turns white
Know its sign of 'Right-Right'!
Whistle boards, sign boards-
Speed breakers, gate barriers....
All provided for thy safety
You, responsible to society-
Are urged to pay attention!
If unmanned, 600M visibility obligation
From 5M from track centre position
Yet, solicit road users' attention!
Attention dear Public!! ■

Shri J. Atchi Babu
IRSE; Secy' to PCE/ECoR/Bhubaneswar,

--------<>--------

Note: written in connection with International Level Crossing Awareness Day (ILCAD) observed on 10th June, 2021

North Bengal-Sikkim Railway Link

Indian Railways Sivok Rangpo rail project

Shri Anil Saxena
Freelance writer

The foundation stone for construction of a new railway line from Sevoke railway station to proposed *Rangpo* railway station on the border of Sikkim and West Bengal was laid in October 2009 by the vice president of India. In 2008, the line was proposed to be 53 km long with 1,676 mm (5 ft 6 in) broad gauge track but the final alignment is 45 km long with 3.5 km in Sikkim state and the rest in West Bengal state. The track will have 28 bridges and 14 tunnels and 38.5 km of the track will be in tunnels. Bridges over deep gorges and valleys will provide a scenic journey. The track is due to be constructed through the foothills of the Kanchanjungha mountain range and the Teesta river valley. New railway stations will be constructed at Melli, Teesta Bazaar, Geil Khola, Riang, and Rangpo. Sivok railway station (Code SVQ)is a small railway station in Darjeeling district, West Bengal. It serves Sevoke town. The station consists of two platforms. The station lies on New Jalpaiguri-Siliguri-New Mal Junction-Hasimara-Alipurduar Junction route under Alipurduar division of NF Railway. It is also considered a section of New Jalpaiguri-Alipurduar-Samuktala Road line. Rangpo is a town in East Sikkim district in the Indian state of Sikkim. The town borders West Bengal's Kalimpong district and is situated along the Teesta river and Rangpo River. It is the first town in Sikkim on NH 10 (earlier called NH 31A before renumbering of all national highways) that links Siliguri to Gangtok.

A new game-changing Indian Railways line is set to transform the heart of Northeast like never before! The upcoming Sivok Rangpo railway project connecting West Bengal to Sikkim promises an unimaginably breathtaking train journey, through the picturesque mountain terrains and forest reserves. The Northeast Frontier Railway (NFR) zone along with IRCON international Limited, has proposed to construct the 44.98 km long Sivok Rangpo railway line, which will enable travelling between Sivok in West Bengal to Rangpo in Sikkim in just two hours. The total cost of sanctioning the project is ₹4085.58 crore and the construction has already been started on route. He added that the tentative time of commissioning of this rail line project has been set as June 2021.

Indian Railways' Sivok-Rangpo Rail Project - route, distance and other important features



The proposed Sivok rangpo railway project will be implemented by the NFR zone along with IRCON International Limited. The proposed project has several benefits as the northeast part of the area from Sivok to Rangpo has a single road route which is not very smooth. The route mostly shuts down in monsoons due to landslides, jams and many other reasons. This makes traveling very tough over this route. However, the Sivok Rangpo rail line will come as the ultimate solution for regular passengers and tourists in this area.

Strategic Importance of Sivok Rangpo rail line

This route connects to Sikkim which shares borders with China so it will be easier for the Indian soldiers to commute easily. It will also make travelling faster and easier for the Indian Soldiers at the nearby Nathula border.

Sivok Rangpo rail line route

- The journey will cover Sivok, Reang, Teesta Bazaar, Melli and Rangpo stations on its route. The Teesta Bazaar will be developed as an underground railway station.
- The rail line spans across a total length of 44.98 kms crossing as many as 19 bridges and 14 tunnels. The tunnels on the route covers a total length of 38.55 kms, with the longest tunnel covering 5270 metres and the smallest tunnel covers 538 metres. Interestingly, these tunnels cover almost 85% of the total journey. The rail line will cut through mountains and valleys to connect Sikkim to the main Indian railway network for the very first time.

Developed as an Indian Railways 'green' project:

This new railway line is also a green project as it takes care of environmental concerns.The line will cross through Mahananda Wildlife Sanctuary, Kurseong forest division, Darjeeling forest division, Kalimpong forest division and the East Sikkim forest division. However, it will not disturb the environment and wildlife as the train will run through tunnels.

Big boost for tourists and passengers: The Sivok-Rangpo rail project is largely important as it will make travelling easy and satisfying not just for the people of West Bengal and Sikkim, but also for passengers/tourists from across the country and the world. It will also be a big boost for revenue generated through tourism as the route will connect many tourist places and hill stations such as Darjeeling, Kalimpong through the railway network. This will, in turn, make traveling easier for tourists.

Improve industrial connectivity

- This line will also improve trade of industries like medicine, hydropower projects which is main revenue generation source of Sikkim.
- It will be very helpful for students as this project, by connecting major states and towns, will open professional and academic opportunities for students.
- Traveling across these routes will be made much easier, cheaper and time saving hence improving the socio-economic welfare of the region.

Not just bringing a big boost for the Indian Railways network, but the rail line will also stimulate the tourism industry and socio-economic welfare of Northeast. The Sivok Rangpo railway line is set to revolutionize the transport infrastructure across the country, giving new mobility solutions for passengers and tourists.

This route connects to Sikkim which shares borders with China so it will be easier for the Indian soldiers to commute easily. It will also make travelling faster and easier for the Indian Soldiers at the nearby Nathula border.

IRCON is carrying out construction work for this project on behalf of Northeast Frontier Railway (NFR). The project will constitute construction of 28 bridges, 14 tunnels with 86% of the route totaling 38.53 Km will pass through the tunnels. The line is expected to become operational by December, 2022.





Once operational, it will be the first time Sikkim has been connected to the main Indian rail network, and as such is expected to boost local tourism and the region's economy. Once complete, a second phase of construction is planned to extend the line by 60km to Gangtok, the capital city of Sikkim. The project is expected to be completed by June 2021. Its budgetary allocation for the 2020-21 fiscal is ₹6.07 bn ($85.13m). Amberg Engineering was awarded a contract to provide detailed design consultancy services for tunnels and bridge / viaduct. AECOM was selected to provide design consultancy, 3D monitoring, and supervision of the construction of tunnels T-3 and T-4. The total cost of the project is estimated at ₹40bn ($560m), 75% of which is being supplied by the Indian Ministry of Finance and the remainder by gross budgetary support from Indian Railways.

N. Bengal-Sikkim Rly. Link engineering challenge

The rail link will pass through the steep terrain of the Kanchanjungha mountain range foothills and the Tiesta river valley. Additionally, 32km (70%) of the route will be built in tunnels.

Ircon International, a public sector company incorporated under the Ministry of Railways, has signed an agreement to construct the line. The company has prior experience in mountainous projects; it worked on the Jammu Udhampur Srinagar Baramulla railway link, which posed similar technical challenges.

Trains

Some of the trains that run from Sevoke are:
• Alipurduar-New Jalpaiguri Passenger (unreserved), • Bamanhat-Siliguri Passenger (unreserved), • Dinhata-Siliguri DEMU, • New Cooch Behar-Siliguri Jn DEMU (via Changrabandha), • New Jalpaiguri-Alipurduar Passenger (unreserved). ■

The Coach...

Shri Uppuluri Krishna Murty
CVO, HPCL, (Retired)

Parents, Friends, Coaches, Teachers, Managers, Mentors, Gurus and Bosses in Formal Organizations invest a lot of time and effort on developing their students and juniors.

The kids along with acquiring skills and knowledge, develop their own wings as time flies or they learn to fly on their own in the 4-Dimensional space-time. Such trained wards often take off from an elevated platform, whatever is the field, thanks to the systematic training. The Trainees often forget who helped them along the way. They take Coaches for granted. Not surprisingly they assume that the facilities funded by society at large to which they got exclusive access from childhood due to privileged circumstances are their birth right.

Some of the fledgling Athletes become Stars someday…Some end up neither here nor there… Some lose track and fall by the wayside…

Let it be so…No one harbours any grudge against the achievements of a 'Star'…

Some of the Star Athletes show some grace and stay in touch with Teachers as the latter get older and become infirm, literally and figuratively, and may not be able to pass on any benefits to their former students in the times to come. Some of the trainees who succeed in their career do look back and show some niceties and at least do not insult their former Mentors in public. Some of the trainees privately pray for their Coaches' and former Gurus' well-being. Some of the financially savvy wards who converted their sporting career in to a cash cow extend a helping hand to their early career teachers by way of financial support. It is rare, of course. Some Students go all out and throw mud on their former Mentors and Gurus; may be as per the instructions of much bigger Teachers and newer Academies, whom the Students find as they climb the career ladder, who promise them greener meadowlands and superior opportunities.

In our country CPSUs, Large Public Sector banks and Government Departments promote sports in a big way while the private sector generates disproportionate noise while supporting the odd athlete.

When a budding athlete applies to a CPSU for a scholarship under sports quota a middle level manager normally processes the applications and completes the selection process. One gets an offer based on achievements and merit. It is no secret and it is not unusual that a raw sportsperson gets a chance as someone big intervenes at the right juncture.

A Sports Scholarship is an attractive package that includes a monthly stipend, travel grants, performance related benefits, annual sports kit, and medical care and many such reimbursements which provide a secure platform for an athlete.

Clinging to that ladder called a sports scholarship an athlete grows big. The Star Athlete starts dealing with the Ministers only. Even C&MDs and Directors are kept waiting on the telephone line by the Athlete's assistants as often the Star Athlete gets too busy with film shoots, endorsements and other engagements.

I am neither a 'Coach' nor a 'Mentor'. I have no skills to 'Teach'. I do not belong to the group of characters mentioned in the first sentence.

I had nevertheless committed a lot of my time and other resources voluntarily for the cause of sport. I am a keen 'Servant' of 'Sport'. I had learnt a lot after investing countless man-hours without expecting any returns on some sportspersons and teams over the last four decades.

From my own experiences and from some of my own observations from the side lines as the drama called 'Sport' unfolds for the umpteenth time, what I noticed is that the Trainees only recall what their Mentor had failed in giving them. The Trainees do not just remember what all the Coach or Mentor had given them or how much effort and 'coordination', as we fashionably call the process that involves dealing with various hindrances and obstructions these days, it needed.

Human 'Greed' has no limits. So no Trainee ultimately is happy with his mentor. He would always imagine that he would have been better off had he been with someone else at some other place.

If one gets 15 acres of Government Land free of cost; five acres each at three different Metros for Starting Academies or for setting up other facilities such as sports museums, even in violation of

The article was written before the sad demise of India's legendary athlete Milkha Singh

Government's own land ceiling act, one wishes for 50 acres of land and says aloud and clearly, with the media orchestrating behind him or her as the case may be, that he or she deserves that much at least, if not more.

If one gets a 'Group A' Position in Government Service; an arena for entering which youngsters spend years trying desperately writing examinations painstakingly, conferred while sitting at home 'Pumping Iron' or for kicking a football powerfully enough, one wants a Cabinet Secretary Level Post under Sports Quota at the age of 40.

If one gets a 'Padamshree' one wants a 'Bharat Ratna' instead…

If one gets a Khel Ratna one wants a Nobel Prize…for sporting achievements…

On a much smaller scale, if one were given 200 days Special Casual Leave [SCL] on full pay per year to play tournaments and get trained one wants 365 days or year-long SCL…without a break…

If one were given one Berth under Emergency Quota one wants two…

It goes on like that…there is no end to it…

No Coach or Mentor or Manager or Leader can quench this trust…

Fanny Blankers-Koen, the versatile Dutch track-and-field athlete who, at the 1948 Olympics in London, became the first woman to win four gold medals at a single Games was given a Bicycle costing about ₹50 as a Prize up on return…

The Flying Sikh, the greatest ever Track and Field athlete produced by India, famously once requested the then Prime Minister of India, Shri Jawaharlal Nehru, when the latter asked him whether he wants any help or support, to declare a day's holiday, country-wide, to commemorate his achievements on Track and Field…so that the country rejoices and remembers the accomplishments and the youth and the kids are inspired…

Milkha Singh did not request for a piece of land or keys to a ready to occupy property in a Metro…

But changes in fashions, trends, aspirations and for that matter everything are inevitable…

Sport is increasingly seen as an industry… Sport is 'Consumed' in a variety of ways on a variety of platforms…along with other items on the platter.

There are sponsors. Sportspersons fly Business Class. Sportspersons stay in the top-notch hotels. A 'Grade A' Cricketer's pay check per day is worth ₹2 to 3 Crore. Sportspersons from many other disciplines are catching up with hugely popular Sports Leagues taking deep roots…

Nowadays an Asiad or Olympic Bronze Medalist in India is a Brand…in himself / herself…The Brand's value…when well-monetized, which is the key, is in Rupees Hundreds of Crores…One maintains a 'Cash Flow Manager', an 'Image Makeover Manager', a 'Public Relations Manager', a 'Film Producer', a 'Documentary Producer', a 'Window Dresser' all on tap. One does endorsements,



one promotes Metals, one promotes Morals, one promotes Ethics, one promotes Medicines, one promotes Soaps, and one promotes Ideologies…all for cash...and the society, or let us say the new economy, buys them all.

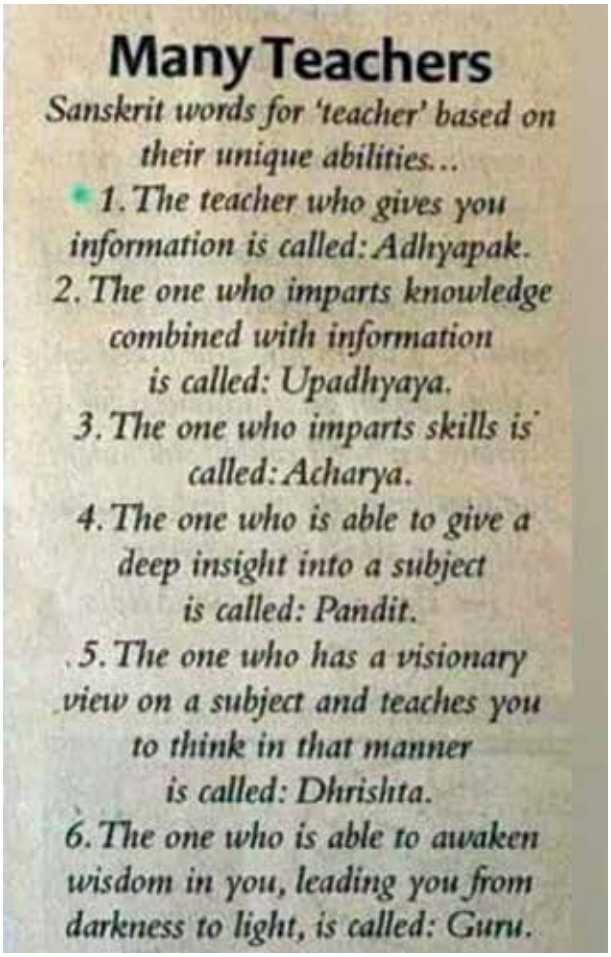
The Market is an ethically neutral landscape… It is dynamic and operates based on the collective of fashions, wants, needs, and fads and consumption patterns of the people…

There are Management Gurus on this subject.

It is nobody's case that the successful sportspersons should not get cash awards. But the 'Cash Awards System' has some obvious flaws. It has fawned a breed of neo rich athletes up on whom obscene wealth descends all of a sudden. This System has created coteries of well-paid supreme athletes with vested interests who go to any extent to bar the entry of competitors in to the top rungs, and a majority of them succeed also in that.

The poor or foolish Coach or Manager or the Teacher, who moulded the Player through tireless efforts when he was a nobody to start with, is often dumped in to the municipal corporation dustbin along the way…But then Teaching and Coaching are also professions…they continue to exist…So do Star athletes…

All is not honky dory from the Coaching community's side either. Some coaches exploit the athletes in different ways…But that is stuff meant for a different story… ■



Do you Know ?

- 'Sahib, Sindh and Sultan' were the names of the three Steam locomotives that pulled the first train of the Indian sub-continent between Bombay and Thane on 16 April, 1853.
- Steam engines continued to dominate the scene of IR for more than the next 100 years. Even during India's independence and later a huge number of trains used to be hauled by steam locos only. In the mid fifties about one third of the total coal mined in the country used to be consumed by Railways only.
- Today Steam locos are basically heritage items and confined to Railway museums only. They have gradually faded away giving way to Diesel and Electric locomotives. You can still find steam loco hauled trains only is a few specified sections like DHR and Ooty - Coonoor-Mettupalayam section of Southern Rly, etc.
- While production of new steam locos has been discontinued, overhauling facilities of steam locos are still available in only 5 Railway workshops of the country. They are Amritsar WS, Parel WS, Tindharia WS, Golden Rock WS and Perambur WS.
- One of the major disadvantages of Steam locos is that they pollute the environment.
- Talking about environmentally clean fuels, a 1.7 MW solar Power Plant has been commissioned at Bina, M.P. where solar energy is being directly fed into traction to haul trains. **This is the first instance of running trains on solar energy in the entire world.**



A BRIDGE ON THE RIVER YAMUNA

Shri Sathya
Film Maker, Mumbai

Science can amuse and fascinate us,
But it is Engineering that Changes the World.
Isaac Asimov

Engineering marvels have never failed to fascinate us, be it the Lepakshi Temple of Andhra Pradesh, the Vidhya Shankar Temple of Karnataka, the Pamban Bridge at Rameswaram or the latest Chenab bridge. The designs, structure, utility and longevity of these standing testimonies to the Science of Engineering is the result of creative thinking, apt technological application, problem solving abilities and last but not the least, immense dedication and hard work.

The Indian Railways has an abundance of Engineering marvels, one of which is *'The Bridge on the River Yamuna';* a bridge that has seen 156 monsoons since its commissioning.

15th August is a day that was etched in Gold in the annals of the History of our great Nation in 1947. But 15th August was etched in the History of the Railways almost 82 years prior to 1947. On the 15th of August, 1865, the '*Bridge on the river Yamuna*' connecting Allahabad (now Prayagraj) and Naini was commissioned and thrown open to Rail Traffic, thereby connecting the Northern part of the Country to the East.

It is a known fact that Railway lines across major parts of India were laid by the British initially for strategic movement of troops as well as movement of raw materials and finished products for commerce. But, of course, gradually passenger movement was started across all Railway lines.

As early as 1844, a feasibility study envisaging a Railway line between Calcutta (now Kolkata) and Mirzapur was conducted and reported to the East India Company by Sir R.M. Stephenson, paving the way for establishing the *East Indian Railway Company (EIR)* in May 1845. After around 4 years, in the year 1849, the work of laying of this line commenced. It took 6 long years of toil for the first train to run between Howrah and Raniganj, a section of around 200 kms.

Parallely, around October 1845, Great North of India Railway Company (*GNIR*), planned a Railway line between Allahabad and Delhi. But the *GNIR* was taken over by Upper India Railway Company which in turn merged with *EIR*. Thus the Onus of the Allahabad-Delhi Link also fell on *EIR* which started work on this line in right earnest from Allahabad towards Cawnpore (now Kanpur) in 1852. Post encountering several problems including disputes with contractors, managing transportation of material from Calcutta to the work site over the Yamuna by developing own steamers and barges, the EIR was able to run a Locomotive between Allahabad and Cawnpore (41.8 kms) in February 1857. Since then, this line was used only for the Strategic movement of Troops and Equipment. It was only on 3rd March, 1859 that the line was thrown open to Public. The section from Allahabad to Cawnpore was the first to be opened in the whole of North India. By 1864, the line was extended up to Ghaziabad. On the other side a line from Mughalsarai up to Naini was laid and Train Operations on this side too commenced from 1864.

While all this was happening, the Railway Planners and Engineers were working on connecting Allahabad and Naini by constructing a bridge over the river Yamuna. Unless this bridge was built, Howrah and Delhi could never be seamlessly connected by Rail as it was only by crossing the river Yamuna from Naini to Allahabad this could be done.

Though the first train between Howrah and Delhi was operated in 1864, it had to be done by ferrying the Coaches on a boat across the river Yamuna between Naini and Allahabad. This concept of ferrying coaches in boats was impractical and unfeasible for long term operations.

As early as 1855, the location of the bridge between Naini and Allahabad on the river Yamuna had been finalized, and a semblance of work commenced on this project. But, in the First War of Independence of 1857 Allahabad became one of the Centres of revolt against the East India Company and hence work on the bridge that was started in 1855 had to be suspended. On 1 November 1858, the East India Company rule in India was taken over by the British Crown and plans for commencing work on the bridge gained traction once again. At this juncture, the Governor General – Lord Charles John Canning had a sudden inclination to connect the line directly to Allahabad through Allahabad Fort for security reasons. Plenty of time was lost in studying the feasibility of this approach. But by 1859, it was clear that this approach was not technically feasible and work on the bridge again commenced in full flow.

Several challenges, pitfalls and delays later; including a 20-month period taken for erecting just one pier, pier no 13, the bridge was finally completed in 1865. The work on the pillar for holding the pier no 13 done during the day would be washed away at night by the Yamuna waters. After a lot of thought and experimentation, the water level below this pier was reduced by 9 feet, a well was dug out and a flooring of ash and stones was laid. On this, a Giant Shoe Shaped pillar with a bottom diameter of apprx 52 feet was erected over which the pier was placed. This idea worked and the pier held. To this day, the Giant Shoe shaped Pillar proudly holds the pier and is visible in all its glory.



Shoe Shaped Pillar Pier no 13

The Depth of Foundation for the pillars of the bridge is 42 feet below low water level; imagine 150+ years ago, without the help of sophisticated engineering equipments and technology available today, what a marvel those Railway Engineers had created.

Trial runs and load testing was done on 15th July 1865 and 8th August 1865 and finally on 15th August, 1865, the Bridge was thrown open to the public, facilitating seamless running of trains between Calcutta and Agra. It had taken around 6 years at an expense of ₹ 44,46,300 for the 3150 feet long bridge to be completed and commissioned.

Today, Toll Taxes is a common phenomenon on the Indian road and highways, but many would be surprised to know that 150 years ago Toll Tax was collected by the various Railways from the trains passing its jurisdiction. The Gates at both ends of the Yamuna bridge were such a Toll collection points for the EIR. However in 1907, by which time gradually almost the whole of India had come under British rule, the Railway tolls were abolished.

As this happened, the Independence movement was also swelling across the country. Allahabad too was developing into a nerve centre of the freedom movement. The toll booths were started being used as 'Watch' Windows to keep an eye on any anti government/ disruptive movements in the trains.

To this day the small toll booths/ watch windows stand intact on both side entrances of the bridge bearing testimony to the days of the various State Railways, oppressive British rule and the days bygone. Initially a single line was constructed on the bridge and trains used to run on that one line. But the foresight of Railway Engineers was such that the sub structure of the bridge at the inception itself was built for facilitating double line working. A few decades later only the girders had to be provided and double line working was facilitated. Along with this a road way was also built underneath the Rail Bridge for movement of road traffic which majorly consisted of bullock carts in those days.



Initial Single Line

The design and foresight of the initial Railway planners and Engineers is seen as unparalleled, as even today, the Trains move on the Rail Bridge on top and below the Railway Line, vehicular traffic moves on the road bridge.

Combine this with the Airplanes moving in the Sky above and the boats moving in the Yamuna below; what a marvel it is to see all four modes of transport one below the other at one single location. It is a sight to behold and truly a 'Sangam.'

In the first decade of the 21st century, around 2004, a new road bridge over Yamuna was opened to Traffic, but the old bridge still exists and with the exception of heavy vehicles all other vehicles use the old bridge. Presently, the Yamuna Bridge falls under the jurisdiction of the Prayagraj Division of North Central Railway.



An aerial view of the bridge today



A train on the bridge in days bygone



A sunset view of the bridge

Today, every few minutes a train carrying passengers or a Goods Train passes through this 156 year old bridge connecting the Northern parts of India to its Eastern side. The trains transporting goods are a critical contributor to our economy and the ones carrying passengers play a huge role in uniting the diversity of this great nation of ours.

So the next time you are in Prayagraj do not forget to visit...

'The Bridge on the River Yamuna'

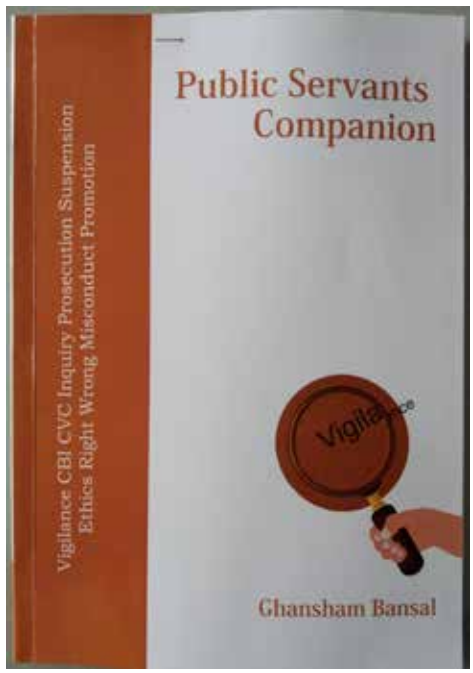
A train on the bridge in days bygone. ■

All Photos Courtesy CPRO – North Central Railway

'Public Servants Companion' by Shri Ghansham Bansal : A Review

Shri Anuj Dayal
Executive Director, Corporate Communications, DMRC

Public servants at varying levels of hierarchy shoulder the massive responsibility of running the main institutions, services, departments of the nation. In many ways, their conduct decides the pace by which a country moves forward and they have the solemn responsibility of setting the right example in terms of adherence to transparency, honesty and accountability.



While a host of rules and regulations have been laid down to guide them in their conduct, there are occasions when public servants fail to follow certain rules because of ignorance on their part. On some other occasions, employees also fail to point out any misconduct by any other employee in the absence of adequate knowledge.

In such a scenario, the book 'Public Servants Companion' by Shri Ghansham Bansal is indeed a seminal work. The book is a detailed compendium of various rules and regulations that govern the conduct of public servants. In the book, the author dedicates detailed chapters on aspects such as promotion of officers, suspension, vigilance investigation, misconduct, penalties, disciplinary proceedings etc.

Shri Bansal, an IRSE officer of the 1990 batch and currently the Chief Vigilance Officer of Delhi Metro Rail Corporation (DMRC) has over 30 years of experience in handling various aspects of project construction and monitoring in the Indian Railways. Prior to this publication, he has authored three technical books on Civil Engineering. For a technical book in Raj Bhasha, he was also honoured with the 'Rajiv Gandhi Award' by the Hon'ble President of India in 2008.

Therefore, Shri Bansal brings to the fore all his experience regarding these intricate matters pertaining to the rules governing public servants. In his introduction to the book, Shri Bansal mentions, "The rules are ever changing and difficult to understand due to their difficult language. An attempt has been made to present the vigilance and other related rules at one place in a simple language. Some court judgments have also been incorporated to make the information trustworthy."

In the very first chapter of the book, the author presents before the readers a 'Fifty Point Check' of the various regulations in place. The author writes that through these fifty points, the readers can check whether they have adequate knowledge about the rules or not. This is indeed a very innovative way to start the book and immediately creates interest in the mind of the reader.

The book is written in very lucid language and Shri Bansal's years of experience also comes through in his writings. The second chapter details the various protections that are available to the public servants. Very aptly, the author asserts in the very first sentence of the chapter that the public servants should be protected for their bonafide decisions. Citing various sections of the Prevention of Corruption Act, the author elaborates on the matter.

The book is not only important for public servants but also for the general public as it gives great insight into the way the government sector functions. The second chapter clearly elaborates that bribe givers are also punishable under Section 8 of the PC (Amendment) Act, 2018. This is important because such a provision was not there in the earlier PC Act of 1988.

Various other aspects such as the fact that an

employee may face simultaneous proceedings in criminal and departmental cases are explained in great details in the subsequent chapters. The amount of through research that has gone into the compilation of the book is indeed praiseworthy.

In all, the book is divided into 22 chapters, with each delving into one specific facet of the rules and regulations governing government servants. Perhaps, it would be difficult to find another book that has dealt with this subject in such painstaking details. For example, a separate chapter has been dedicated to 'Departmental Inquiry'. "A fine balance between the stick and carrot is necessary to achieve the organizational goals," the author mentions very aptly in this chapter.

The book also explains in details the various acts that have been passed and amended from time to time such as the Prevention of Corruption (Amendment) Act, 2018, The Indian Evidence Act, 1872 etc. The dedicated chapters for these acts elaborate on when they were passed and what is their relevance. In the chapter on the Indian Evidence Act, 1872, the author also informs us about the few amendments the act has gone through.

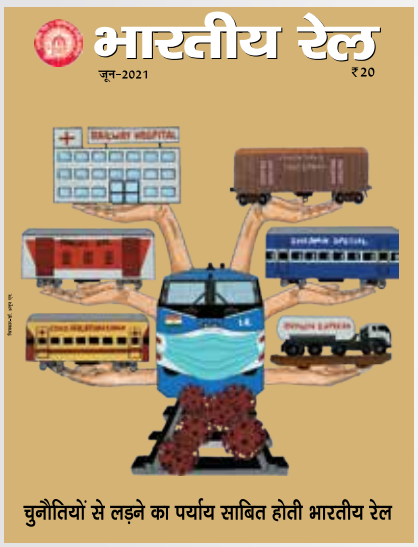
In various chapters of the book, the author also quotes important court verdicts to show how the courts have handled such issues. In Chapter 4 of the book titled, 'Misconduct by the Officers performing quasi-judicial duties', various such instances have been shown. The book has been meticulously edited as well since almost no spelling or grammar error could be found while reading the book. This further make reading the book a very pleasant experience.

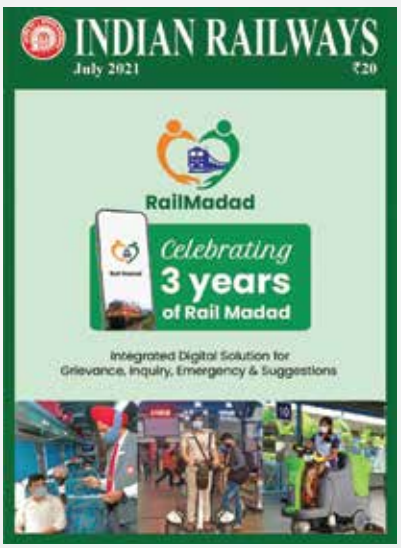
The book has already been appreciated by a host of very senior government functionaries including the Honourable Central Vigilance Commissioner, Shri Sanjay Kothari and the first Governor of Jharkhand, Shri Prabhat Kumar (IAS). Forewords to the book have been written by many eminent bureaucrats and technocrats such as DMRC's Managing Director, Dr. Mangu Singh.

In conclusion, we may say that the book, Public Servants Companion is one of the most important publications in recent times. It is a guide for the lakhs of professionals who work for the government across the country. This book should be treasured in all important public libraries as well as government departments and should be a part of the training curricula for new employees who join in different hierarchical positions of the government.

Last but not the least, the book has been written just for the purpose of knowledge sharing and benefit of the public servants and not for monetary benefits as no price tag is attached to the book. ■

OUTLET FOR PURCHASE/SUBSCRIPTION
of Magazines Published by Ministry of Railways





The monthly magazines viz. *'Bhartiya Rail'* in Hindi and *'Indian Railways'* in English are now available for purchase/subscription at

Souvenir Shop of
NATIONAL RAIL MUSEUM
Chanakyapuri, New Delhi

ANNUAL SUBSCRIPTION

India : ₹ 250 (₹200 for Railwaymen), **Foreign** : ₹ 1250 (Sea Mail), ₹ 2500, (Air Mail),
Single Copy : ₹ 20, **Special Issue** : ₹ 70

Olympic Updates (Upto 29th July)



Saikhom Mirabai Chanu after winning the Silver medal in 49 Kg Weightlifting (Women) in the Tokyo Olympic Games.

Mirabai Chanu – "Winning an Olympic medal is the dream of any sportsperson. I have won the Silver Medal in my event in the Olympic Games today. It has been possible only because of the love and blessings of millions of Indians who prayed hard for me. So I would like to dedicate this medal to the men and women of my country. I am also thankful to Hon'ble Prime Minister and Hon'ble Sports Minister of India and my colleagues and fellow sportspersons. I also thank my employer, Railways from the core of my heart for all the support and assistance that they have extended to me so that I could focus on my training."



Saikhom Mirabai Chanu (NFR) and her coach Shri Vijay Sharma (NR) thanking Indian Railways in a video message from Tokyo.

Vijay Sharma (Coach) – "I thank Government of India, Ministry of Sports and my Department, Indian Railways because they have stood by us all through our journey to this Olympic Medal. Bharat Mata Ki Jai – Jai Hind."

ISBN 0019-6274

DL(ND)-11/6028/2021-22-2023
RNI Regd. No. 04563/1957
Published on : 3-4, Posted on : 6-7

Safety | Efficiency | Reliability



ISO 9001 | ISO 14001 | ISO 45001

SERVING INDIAN RAILWAYS & METROS FOR MORE THAN THREE DECADES...

Traction Power Electronics

Traction Switchgear and Panels

Data Acquisition & Control Device

Audio and Display Systems

AAL®

Autometers Alliance Ltd

www.autometers.com

Printed & Published by **Shri Prashant Kumar Pattnaik** on behalf of Ministry of Railways (Railway Board) from Room No. 310, Rail Bhawan, New Delhi-1 and printed at J.K. Offset Graphics Pvt. Ltd., B-278, Phase I, Okhla Industrial Area, New Delhi-110020. **Editor :** **Shri Sudipta Sen**

Disclaimer : The contents of the advertisements published in the Indian Railways Magazine belong to the Organisation or their representatives. This Magazine is in no way responsible for any liability arising out of the contents/text of these advertisements.



Despite Covid-19 restrictions affecting production in workshops, Rail Coach Factory, Kapurthala rolls out 15 coaches of 3 Tier AC Economy class with updated design, divyangjan friendly doors & toilets, with a plan to produce 248 such coaches this fiscal

Disclaimer : The contents of the advertisements published in the Indian Railways Magazine belong to the Organisation or their representatives. This Magazine is in no way responsible for any liability arising out of the contents/text of these advertisements.

- **2021 Rules and Offending Content**

The 2021 Rules issued under the IT Act 2000 are intended to curb harmful content on social media. Expanding the ambit of the definition of user (under Rule 2(1) (x)), defining the concept of grievance (under Rule 2(1) (j)) and stipulating that an intermediary shall by way of its rules and regulations, privacy policy or user agreement inter alia inform its users that they must not host, display, upload, modify, publish, transmit, store, update or share any information that is defamatory, invasive of another's privacy, libellous, racially or ethnically objectionable etc. are the highlights of the 2021 Rules. In a step up from the 2011 Rules, thus prohibited information now includes content which is published for financial gain but is patently false or information which is aimed at gender based harassment.

Offending content must be taken down within 36 hours of a court order and government notification to do so and government requests for data disclosure need to be met within 72 hours for investigation, detection or prevention of cyber security offences. Intermediaries must disable within 24 hours of a user complaint any content that depicts non-consensual nudity and sexual acts including morphed images transmitted with malicious intent.

Another important change is the requirement to appoint a grievance officer (also prescribed under the 2011 Rules) and publish his name and contact details prominently on its website. Building on the 2011 Rules, the 2021 Rules make it obligatory upon the grievance officer to acknowledge any order, notice or direction issued by a court or a governmental agency or a complaint received from an individual user or victim. Further a complaint must be disposed of within 15 days from its receipt (as opposed to one month under the 2011 Rules).

Significant Social Media Intermediaries are required to create a more accountable take down system, special expedited take down procedures for revenge porn cases, appointment of India based compliance officers (Chief compliance Officer under Rule 4 (1) (a), nodal contact person under Rule 4(1) (b) and Resident Grievance Officer under Rule 4(1) (c)), identification of a physical address for service of legal notices etc. It is also stipulated that an SSMI providing chiefly messaging services must enable the identification of the first originator of the information on its computer resource - a promising way to control malicious information. It must deploy technology based measures (including automated tools) to proactively identify information that depicts any act or simulation in any form depicting rape, child sexual abuse or conduct - whether explicit or implicit. It must also appoint a senior employee, who would be criminally liable for non-compliance. As per Rule 7, an intermediary would forfeit exemption from liability enjoyed by it under the law if it were to fail to observe its obligations for removal /access disablement of offending content despite a court order to that effect. This makes the intermediary liable for punishment under any law for the time being in force (including IPC). On 26th May, 2021, the Government of India issued a circular enquiring about compliance with the rules by all SSMIs.

It is worth mentioning here that while the IT Act did not originally envisage regulation of digital media, the 2021 Rules impose various obligations on digital media entities which carry out systematic business activity of making content available within India. Even foreign news publishers with an online presence in India shall be regulated by the prescribed Code of Ethics.

Technical Challenges in Removing Offending Content

The complexity of this scenario is amply clear from the words of Justice Anup Jairam Bhambhani of the Delhi High Court while delivering a judgement on 20th April, 2021 laying down the procedure for removal of offending content from net:

"The internet never sleeps and the internet never forgets. The true enormity of this fact has dawned over the course of hearings conducted in the present matter when it transpired that despite orders of this Court, even the respondents who were willing to comply with directions issued to remove offending content from the world-wide-web, expressed their inability to fully and effectively remove it in compliance with court directions, while errant parties merrily continued to re-post and read-direct such content from one web site to another and from one online platform to another, thereby cocking-a-snook at directions issued against them in pending legal proceedings..... the Court accordingly perceived that the issue of making effective and implementable orders in relation to a grievance arising from offending content placed on the world-wide-web needed to be examined closely and a solution to the problem needed to be crafted out so that legal proceedings of the nature faced by this Court did not become futile. The Court cannot permit itself to resign to the cat-and –mouse game of errant parties evading court orders by reposting offending content.....in an act of defiance and contumacy."

Needless to say, migration of content as well as technical feasibility of filtering of defamatory

contents pose insurmountable challenges. A classic instance within the framework of which these questions can perhaps be discussed is the Blue Whale Challenge. The notorious game that targetted young children to commit suicide is reported to have originated from Russia and hit India in 2017. The Government of India banned the game from access within the country, but the question of technical feasibility to implement the ban loomed large. For an intermediary, the game was not found on an exclusive website or app that can be blocked, but used encrypted communication channels through social media or direct messaging service. Rendering the social account inactive on pages where it sneaks in was easier said than done.

Through a technique called photo DNA profiling (that uses hash algorithm as it will have the same hash value if the content is same and thereafter can be blocked by contacting the concerned service provider) was suggested, it needed multi-stakeholder action. However, it needs to be mentioned here that such intermediaries on whose sites a third party posts a Blue Whale link would not be held liable unless there is actual knowledge and/or conspiracy/intention to commit the crime (provided it has followed due diligence norms). Similar were the technical challenges in blocking child pornographic websites despite it being an offence u/s 67 B of IT Act. A silver line in the horizon however is the fact that de-indexing of offending content globally does not require the search engine to take any steps around the world, but only to take steps where its search engine is controlled. This has been reiterated by the Supreme Court of Canada.[1]

Litigations galore

Special reference needs to be made here of the plea moved by one Amit Acharya in the Delhi High Court against noncompliance by Twitter with the 2021 Rules and failure on their behalf to appoint Resident Grievance Officer, Nodal Officer and Chief Compliance Officer. The plea elaborated that as a subscriber and user of Twitter, while scrolling his Twitter on 26th May, 2021 he found allegedly defamatory, false and untrue tweets by two individuals, but found no details of the Resident Grievance Officer on the page and thus was deprived of his statutory right to lodge a complaint. The Delhi High Court observed that the IT Rules if not stayed will have to be obeyed by Twitter India and other such social media platforms. Mention must also be made of a petition filed in the Kerala High Court by Praveen Arimbrathodiyil, a free and open- source software (FOSS) developer and a volunteer member of the Free Software Community of India (FSCI) praying to quash Part II of the 2021 Rules. The petition has been admitted and notice has been issued to the respondents.

In another case filed by Live Law challenging Part III of the Rules, the Kerala High Court restrained the state from taking any coercive action for non compliance thereof. The contention in the petition was that Part III made it mandatory for publishers to comply with a Code of Ethics that was both vague and overbroad and that it imposed unconstitutional three-tiered complaints and adjudication structure upon publishers, which would make the executive both complainant and judge on vital free speech questions involving blocking and taking down of online material. Meanwhile, a petition has been filed in the Delhi High Court by Quint Digital Media Ltd (which runs the digital news website The Quint) challenging the guidelines.

Whatsapp has also moved the Delhi High Court urging to declare Rule 4(2) as unconstitutional, ultra vires the IT Act and illegal and alleging that the Rules allow message tracing without judicial review. The social media giant cautioned that traceability can be spoofed or modified, leading to new ways for people to be framed for things they did not say or do. The plea also stated that citizens will not speak freely for fear that their private communications will be traced and used against them. Journalists could be at risk of retaliation for investigating issues that may be unpopular whereas activists could be targeted for discussing certain rights and criticising policies. Moreover, the traceability clause would force private companies to collect and store who-said-what and who-shared-what data for billions of messages daily just for the requirement of law enforcing agencies. Keeping a fingerprint of every message sent on Whatsapp would break end-to-end encryption and undermine the right to privacy. Traceability inverts the way law enforcement typically investigates crimes and mandates a new form of massive surveillance. However, the Ministry of Electronics and Information Technology was of the viewpoint that Whatsapp's challenge at the very last moment- on 25th May, 2021, the final date of compliance - was an unfortunate attempt to prevent the same from coming into effect.

The Government was also quick to react that the platform will be liable to disclose the originator of the message only for prevention, detection, investigation or prosecution of an offence related to sovereignty and integrity of India, the security of the state or public order. According to Government sources, GoI is committed to ensure right of privacy, but at the same time it is the responsibility of the Government to ensure national security. GoI

therefore contends that none of the measures under the new rules would impact functioning of Whatsapp in any manner and that for common users, there will be no impact.

Conclusion

With the enactment of the 2021 Rules, the Central Government has sharpened and expanded various aspects of the liabilities and obligations cast upon intermediaries to deal with unlawful content. The Rules are broader in scope than the 2018 draft Rules. Faced with the conflicting scenarios presented by social media- its immense popularity on the one hand and the growing concern that the content can be defamatory, deceptive, paedophilic, hateful, inflammatory or otherwise harmful on the other hand, the authorities have stepped in to make sure that the delicate balance does not go wrong by prescribing 16 due diligence steps to be followed by intermediaries.

Recognizing that it is imperative to take immediate action (as any delay could render the same as ineffective and futile), timelines for disablement of access to prima facie unlawful material have been effectively reduced from those specified in the 2011 Rules. Mention needs to be made here that the 2021 Rules specifically provide that offending content may be removed in the first instance, giving to any interested person as specified in Rule 4(8) the liberty to object to such removal and to request for reinstatement of the removed content. This has been provided in the Rules as it affords a more fair and just balance between the irreparable harm that may be caused by retaining offending content on the world-wide-web and the right of another person to seek reinstatement of the content by challenging its removal.

Rule 4(4) requires intermediaries to display a notice to any user attempting to access information identical in content to those that have previously been removed that such information has been access-disabled. The second proviso to Rule 4(4) contemplates implementation by a SSMI of appropriate human oversight of measures deployed under this sub-rule and periodic review of automated tools so deployed.

However, we must also recognize that it is too onerous and impractical for intermediaries to keep a lookout for offending content, particularly when it can resurface in various disguises and corrupted avatars at the instance of mischief mongers on a continuous basis, given the stark reality that a search engine is unable to appreciate the offending nature of content appearing in a different context. Despite these technical difficulties in the backdrop of the internet, it needs to be emphasized that if offending content cannot be completely removed, it can be made unavailable and inaccessible by de-indexing and de-referencing it from the search results of the most widely used search engines. Needless to say, for an order directing removal or access disablement of offending content to be effective, a search engine must block results throughout the world. The need of the hour is to harness technological tools to ensure that anonymity, seclusion of one's own space and privacy which are the hallmarks of cyberspace are not misused – making use of the anarchical nature of the net- to settle scores, at the same time ensuring that freedom of speech is by no means compromised or undermined. The choice before the nation, its lawmakers and citizens is clear.

References

1. 'Electronic crime- it is not only the big end of town that should be worried' Hannan M and Blunde B, We- B Centre & Edith Cowan University, 2004, pp 1-9
2. http://cyberdefamation.in/popular-cyber-defamation-cases-india/
3. 'A critical study on cyber defamation and liability of ISPs', T. Pradeep and Aswathy Rajan, International Journal of Pure and Applied Mathematics Vol 119 No 17, 2018 pp 1717-1727
4. 'Intermediary Liability in India', Pritika Rai Advani, Economic & political Weekly, Vol XLVIII No 50, December 14,2013
5. 'Cyber Defamation and Liabilities of Internet Service Providers and Intermediary in India & UK', Vivek Kumar Verma, www.corporatrix.wordpress.com
6. Avnish Bajaj vs State (2005) 3 Compl. J 364 Del
7. 'Indian Defamation Law and Regulation of Online Content', Sunita Tripathy, Bani Brar and Vasudev Devadasan, Law & Policy Brief, Vol I, Issue II, November 2015
8. danielbrantley.com / defamation-and-social-media-how-the-law-has-changed
9. Sanjay Kumar Kedia vs Narcotics Control Bureau [2010] 1 S.C.R. 555
10. Nirmaljeet Singh Narula vs Yashwant Sinha 2012 (132) DRJ 370
11. Shreya Singhal vs Union of India AIR 2015 SC 1523
12 'Blue whale Challenge: Centre's call for ban on the game is a good political statement, but it's not feasible', First Post 17 August 2017 (*Available* at http:// www. Firstpost.com/rech/news-analysis/blue-whale-challenge-centres-call-for-ban-on-the-game-is-a-good-political-statement-but-its-not-feasible-3939123.html)
13. Notification issued by the Ministry of Electronics and Information Technology in exercise of powers conferred by subsection (1) clauses (z) and (zg) of subsection (2) of Section 87 of the Information

CONMEN

Shri Uppuluri Krishna Murty
CVO, HPCL, Retired

I worked with the Government and the Public Sector put together for well over *38* years. During this protracted expedition I had come across many '*Power Brokers*', which is nothing unique. But, then, what is the need for this story now? There are some fascinating reasons to introduce a few *Scamps*, unique '*Power Brokers', the* ones who deserve the highest of the *recognitions*... if such awards exist…

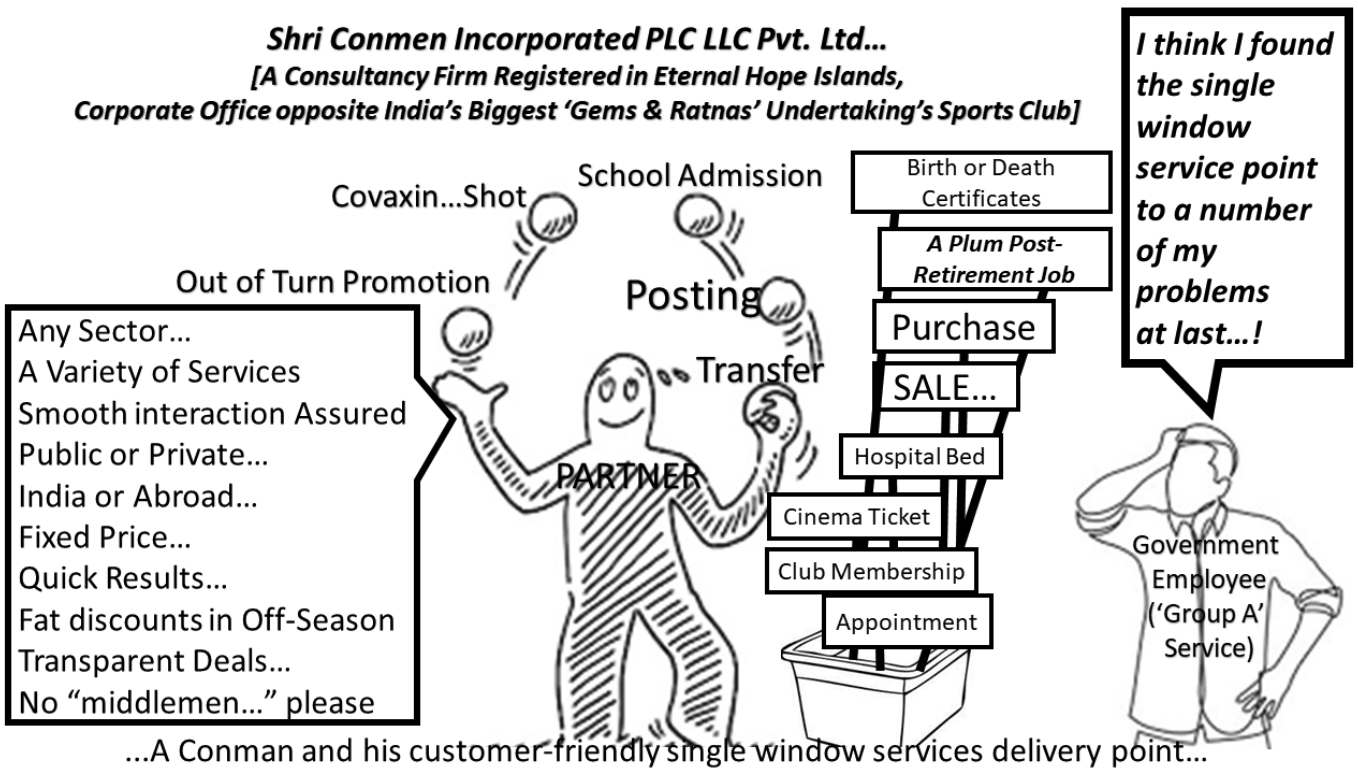
In our country, it appears, whether one is '*Buying',* or '*Selling*', or seeking *COVID-19 Vaccination*, or a *College Seat*, or a *Cinema Ticket*, or a *Transfer*, or a *Favourable Posting*, or an *Appointment* in a *Government Job,* or a *Seat* in an *Upmarket English Medium Nursery School;* whether *Government or Private,* or a *Membership Card* in a *Premium Neighbourhood Club, or admission in a University Course, or the most underreported of all and something about which people are least aware of – a plum post-retirement job* - the list is endless… you may name any of the aspirations of a '*Middle-Class-Man'* …the '*Middle-Man'*, regardless of the '*Class'* of the client, is a sine qua non.

'Middlemen' engulf the society like locusts, historically the much revered and feared insects.

A '*Power Broker'* is: '*…a person who deliberately affects the distribution of political or economic power by exerting influence or by intrigue…*'

'Power Brokers' are quintessentially, freelancers that exist outside the organizational organograms. Some part-time '*Power Brokers'* are employees and can originate from and prosper at any level; from the category *peons* to the *CEOs*. They are doubly troublesome. They are kind of sharp shooters with an unerring hit rate because they have the process know-how and they are basically insiders.

After this boring introduction let me come to the mainstay of this story, a few dramatic encounters with an '*in house' 'Power Brokers'*, unforgettable rendezvous with such *go-betweens as* recounted by some of the fellow participants *in a seminar*.



…A Conman and his customer-friendly single window services delivery point…

A seat in a professional college

In one particular spell of my career I was working as a middle level manager on '*Deputation*' at a *PSU* wherein I was dealing with policy matters. I joined that position innocently because of the eye-catching designation and the bonus being that this position was in a place nearer to my home town.

I myself hardly took any sensitive decisions while working in that post. I was *classified* as too junior for that by a *Senior Clerk* in the Office and it was approved by all in the hierarchy...

I myself never started a file in that post. Because I was considered too senior a manager for that work and files are generally originated by '*Clerks'* or the proverbial British Era '*Babus'* … You know what it takes for a file to take birth and move…

You may wonder as to what I was doing then…! Basically I was '*sidelined'* as I was an '*outsider'* to the '*industry'*, and, do not be surprised, it suited me.

I was merely a cog in the wheel. I was in the much glorified middle layer in the multi-layered bureaucracy with the legendary redundancies. My job involved, typically, pushing the files coming to me from below upwards at the earliest for approvals as I have no mandate, or, as a matter of fact, capability for any value addition. I was told not to write much as I was an outsider to an '*Industry'* on '*Deputation'*, whose nuances and intricacies it will take some time for anyone to grasp.

Then it was my duty to gather the '*ducats'* or '*the boss's orders'* as and when, or even if at all, they dropped down from the top in the reverse direction and pilot them through the right channels towards the most appropriate *minions* for implementation.

All that I used to write was: … put two lines across my designation like this '…Manager…' and then… record in a stereotypical manner '…*Perused* & For *N. A.* Please…'

During the initial days in that position I realized that some categories of files; for example, '*Tender Files'* and '*Files Dealing with Appointments'*, were almost always carried hand to hand leaving no chance for their misplacement, for vanishing of files is commonplace in that office.... Such files were moving with a '*red-hot'* priority. In fact, they were actually moving in special well-varnished teak wood trays and were safeguarded in closed Red Coloured card board Box-files secured with heavy cotton tapes. It was not very clear to me initially why it was so. But I learnt the *raison d'etre* in course of time. This is called '*valuable experience'*.

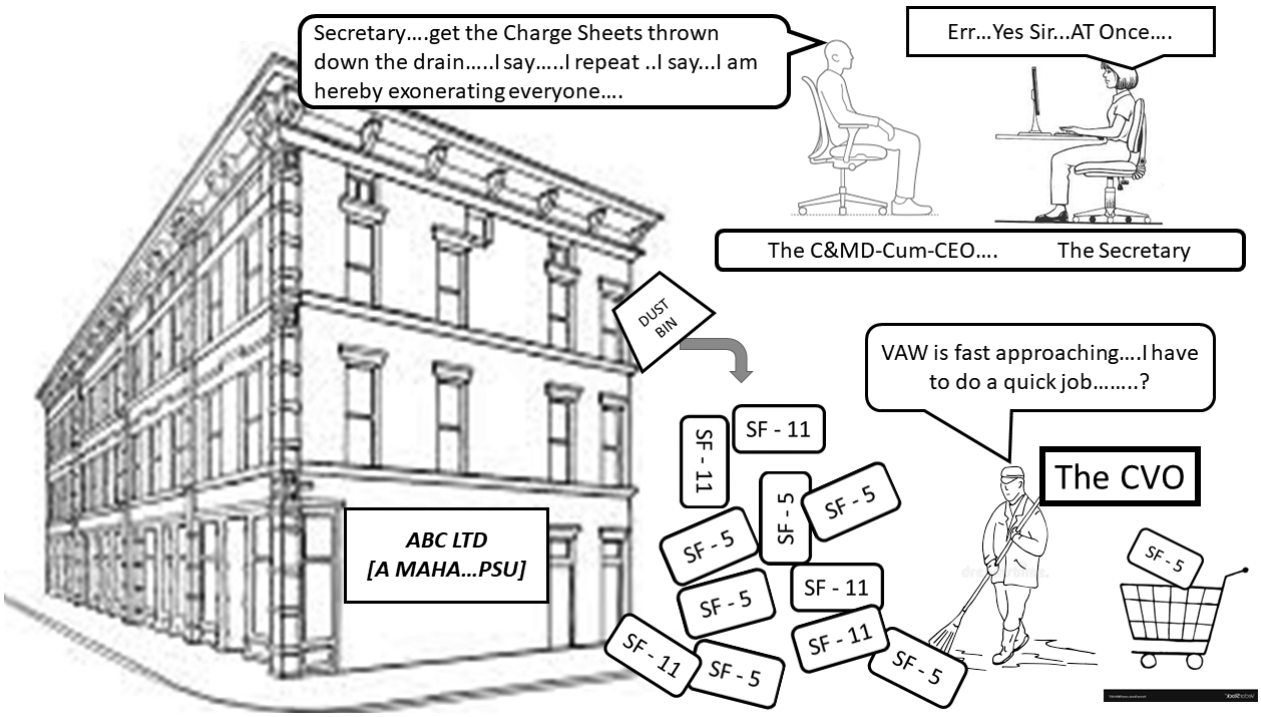
An unwritten '*Percentage System'* was prevalent in that organization. It operated like this. Whenever a decision, often it was a routine approval, was taken at the top and a customer gets his dues or undue benefits the customer would pass on a *kick-back* amounting to a certain percentage of the benefit or even the contract. Apart from that, to trigger the decision making process some '*Speed Money'* has to be paid; which way the decision would go is not a part of this contract. There are identified and trusted '*conduits'* for channelizing the money to the management. The amount pumped back that way would be split among the members of the hierarchy, based on well-defined and pre-determined percentages. The share is proportionate to the length of experience. The kick-backs were fatter in case of *Tender Files* and *Files dealing with Appointments*.

Attenders and *Safaiwalas*, from whom one cannot hide any of the goings on of the office pocket what looks like peanuts. But the same snowballs in to huge wealth when we take in to account the total number of files dealt over the '*Service'* period. Distribution of kick-backs was not always an equitable affair. There were quite a few dog-fights even for the crumbs, of course, dogs basically fight for crumbs. In some instances, these cases surface after unresolved and uncontrolled bickering as *DA* Cases or *Disproportionate Assets* Cases.

People can opt out of this '*Value'* chain if they had any qualms with the moral dimension of such fund raising or had fears about getting caught one-day or have their own '*Value System'* 'that does not ascribe much value to money' ingrained in them from their early years. Often the higher is the rank in the hierarchy the higher is the absolute share of the corpus; an automatic reward for reaching the top and staying there for a while. So, typically, interested members of the hierarchy used to take note of the file movements to claim their '*Rightful Percentage'* at a later date.

What surprised me most was that even youngsters who joined the organization from open market were soon *indoctrinated* to believe that there is nothing wrong with this system. They used to become wholehearted and vociferous supporters of this '*Percentage system'*. The scramble among the new comers for quickly becoming confidants of the inner circles who run the '*Percentage Racket'* was to be seen to be believed.

A part of the proceeds of the corpus so generated out of the '*Percentage System'* was used to organize community '*Welfare'* programs such as *glitzy*



retirement functions and *annual dinners* at *Five Star Hotels*, among others. This is a measure to deflect the likely criticism that only the bosses booze and eat the cakes.

Many files never used to come back. We used to presume that they remained '*under kind consideration'* of the *Senior Officials* for various reasons or the subject matter was too knotty. The rumour mill often used to churn out stories on how stubborn some of the customers were in refusing kick-backs and how adamant and daring the bosses were in not signing the file, what may come.

Some of the staff were trained and deployed as sentinels to warn about the likely visits of *Internal Vigilance*, which was any way a *toothless tiger*, the Officials of the other higher level investigating agencies entering the office to lay a trap. Rumours were afloat that some of the visits of these agencies are for a different purpose and they often succeed in their '*missions'*; that is getting a piece of the pie. Thanks to the Vigilant '*Sentinels'*, such attempts of the sleuths often used to fail.

Here I need to add as a measure of abundant precaution, that I had not witnessed any such 'visit' in my brief service in that office.

I hardly had any control over the decisions made though my designation and the official paraphernalia around me could have radiated a different kind of signal; projecting me as a power center.

And, there resided the source of the troubles that visited me down the road.

The beauty of bureaucracy is that files habitually get tossed between different layers on insubstantial grounds. Consequently, the volume of file movement is quite deceptive and misleading in Government Offices and implementable decisions are a rare commodity.

Not knowing all this, a colleague Officer from my parent organization who was working in a faraway location one day asked me for a favour on telephone. The favour was to get a seat for his daughter in a professional course in the second year in a college located in a town nearer to my place of posting on inter-university transfer basis. She was studying at that time at a private college affiliated to a large University in Northern India. He wanted his daughter to pursue her course down South for some personal reasons but does not want her to lose one valuable year.

I neither had an idea of how to go about it nor had I got a smidgeon of influence to get it done. But I gave the standard bureaucratic reply: '*Let me examine'*. I am no wheeler dealer by any stretch of imagination. But, all that I wanted through that enigmatic and obfuscating reply was that my colleague would take me for a person of some substance and would at least assume that I am a self-confident and sufficiently resourceful person.

To be continued.....

But myself being an inexperienced person in such matters, I had not assessed the reply's full import. I underestimated the risk of such a reply getting misconstrued for an assurance. But saying no to senior bureaucrats one's *Service* is also risky as you know.

I myself forgot about that request and my reply quite quickly as I, honestly speaking, never wanted to further work on that request. But the gentleman who requested me took my reply seriously and called me back after a few days and renewed his request and added politely: '*…Do something…*'.

It is a fact that in a system that lacks transparency, a resourceful person can '*….do somethings…' and that too* '*…somehow…*'!

The second call triggered some action on my part. I requested my *Secretary* to come in to my chamber and asked for his guidance in this matter with a rider that we should intervene to help only if we can do so without violating any rules or regulations at any stage.

My *Secretary* himself was a seasoned campaigner having handled many bosses like me over the years. He had an eye for detail hiding behind thick reading glasses, a keen pair of ears that picked up whispers of the smallest audible sound – of '0' Db, in the Corridors of Power, and was a mute witness to the goings on in the Office for decades where as I was confined to my ramshackle cubicle the whole day.

So, he said 'OK Sir' and left my room.

After a few days my *Secretary* entered my room when I was alone unannounced and said he would introduce a junior colleague of mine working at some other location to me in a few minutes with reference to the *college seat issue* that I discussed with my *Secretary* earlier.

My *Secretary* had added that the visitor is waiting in the visitors waiting space. I could make out from the demeanor of my *Secretary* that the visitor is a very important person who does not like to be kept waiting and he has a lot of nuisance value, which is essentially the hallmark of an ace '*Power Broker'*.

I told my *Secretary* to usher him in.

Soon the visitor was escorted in and my *Secretary*, with an unfathomable and mysterious smile on his face, immediately left my room.

After an ephemeral introduction of his personal details, the visitor presented a detailed overview of his '*professional'* profile, and gave a few glimpses of his legendary prowess in dispensing the undeliverable '*results*' to the bosses. The visitor had said that he was fully briefed about the subject and he would take care of the job.

At the very mention of his name I could figure out that he needed no introduction. His reputation travelled before him and arrived in my room! He was one of the prominent names appearing in the '*Agreed List'* presently and also was in the '*Secret List'* of the Company some time back. I could barely hide my discomfort.

Before I could intervene, the visitor, a junior officer to me by several years, pulled out his mobile, a top of the line feature phone from the early 2000s, but a primitive instrument by the prevalent standards of today, and dialed up a mysterious number at a furious pace, which proves that he knew that number by heart.

The conversation that followed, which was kept at a deliberately high level on some occasions on the decibel scale by my visitor, stunned me to say the least. He had apparently called a former Honourable Union Cabinet Minister and had a dialog regarding the requirement of a seat in a professional college on inter-university transfer basis, without the loss of an academic year for an important student close to him. The former Minister at the other end of the line, who was well known to be the owner of a few Private Colleges, was apparently assuring that it would be done. The minister was calling my junior colleague '*Anna*'; meaning elder brother though the former Minister was about 40 years older. The conversation was sprinkled with a few words from my mother tongue, a few words from Hindi, and a few words from English, apart from the vernacular language of that region. To me this thoughtful admixture of languages appeared to be a deliberate ploy to impress me and convince me that the job was taken seriously. The subtle switches between different languages helped me learn some tit-bits of what was discussed while, at the same time, the conversation, when taken as a whole, was thoroughly confusing to me. The loudness of their conversation was modulated and amplified in such a manner that the whole exercise was quite dramatized and absorbing. This has helped in making the entire drama appear trustworthy and reliable to some extent and finally the goal attainable.

I was not sure whether the person at the other end was actually the former Union Minister whose name the visitor had dropped a couple of times while simultaneously glancing at me through the corners of his eyes, obviously to clean up his own already shabby image in the company before me

besides creating hopes in me of a quicker solution.

Needless to add, the job was done after a few weeks and the student was admitted in a college of her choice. I was not fully aware of the details because I opted out of the role of a link-man. I promptly got the junior officer, let us identify as one '*Mr. wheeler Dealer',* and the person who requested me for help as '*Mr. ABC'* introduced to each other at the first opportunity.

I had leant much later that the wheeler-dealer had taken up this complicated work much seriously and accomplished the same after strenuous efforts because he had come to know much before me that the father of the student was going to join the same office as a big boss where the wheeler-dealer was working."

My friend finished his narration with this bottom line:

Moral: '*Wheeler-Dealers'* do thrive in the Government Sector. They are omnipresent. May be the introduction of e-governance mechanisms is going to help.

Custom made court Judgement

Another friend of mine has this attention-grabbing story to tell.

When I was working in the Divisional Establishment of a large PSU located in a popular metro we used to have a troublesome junior employee. He was enormously ambitious. His long term goal was to contest the general elections at the right time and hold a *'powerful public office'* and through that *''Serve' or 'Fleece' the People'* as you like to take it. In working towards that goal that junior official had started cultivating all and sundry including some lumpen elements. He used to try his hand in fixing transfers and postings not only in his office but also in various organizations in the metro and outside of it by acting as a middleman. His reach in the State Government was enormous and is stuff about which many legends are in circulation. His hit-rate was pretty low in the beginning. But he had gathered momentum over time and had emerged as an expert in arranging transfers and postings.

In those days., for that matter even today, there is no card punching system of our organization. As a result, one can enter and leave the office at one's free will. It was pretty difficult to control people. This trouble maker used to turn up at about 10 AM and would soon leave the office and head towards the State Secretariat or some other place to meet his friends. In course of time the errant behaviour of this employee was reported to the top management.

First the immediate bosses at the Divisional Office shifted this employee to a high sounding but an insignificant realm called '*Department of Business Policies and Strategies and Long Term Corporate Planning'*; a kind of professional cul-de-sac. People posted there practically report to no one in the office. They simply cool their heels. As regards long term planning, for a sick PSU on its death bed the only long term aim is 'Nirvana' and no one does any jugglery with Business Policies or Strategies, which come in to play when there are surpluses and the stock market is booming.

This isolation had helped our friend. He, in fact, started flourishing and practicing his trade – trickery - full-time, after getting posted there.

As it involved dealing with a volatile character, the Corporate Office was kept informed of the developments throughout. The senior management had also tolerated his misdemeanors after hearing about his clout. However, there is a limit to anything. One fine day, the Corporate HQ, in what now appears to be a foolhardy move in hind sight, had issued transfer orders to that employee to a remote location without estimating the social realities or the likely retaliatory action.

This charlatan approached the local court and submitted a plea for retention in the present post and place for upholding and bolstering the corporate welfare. His advocate's line of argument was:

Quote:

> He is a *Public Servant* who is obliged to *Serve the Public* and not *whimsical Management*. In the affidavit he further submitted that: "…he was holding a 'Strategically Important Post' where stability is crucial for the personnel and abiding commitment has to be shown to the long term Strategies Deployed and the direction of thinking should not waver. These are vital for the long term corporate health…blah…blah…blah..."

Unquote

> This novel approach had worked wonders. The Honourable Court had pronounced in its '*Judgement'* that Planning is vital for any organization. It chided the management for its short sited approach in '*Long Term Corporate Planning'*. The learned Judges

had dealt at length the concept of '*Long Term Planning*' in '*Corporates*' while pronouncing their judgement. The Bench delivered what looked like a '*key note address'* from a '*Management Guru'* on the importance of '*Stability', 'Total Autonomy'* and long and healthy '*Tenures'* for the personnel working in the '*Long Term Planning Department'*, for '*Tenure is Power'*! The management was shredded to pieces for not giving importance to bright and talented personnel working for the health of the organization. The '*Honourable Court'* not only reversed the orders of the Management of the Company but recommended substantial budgetary powers for personnel working in this Department.

The successful trouble maker gleefully turned up at the office of the C&MD to serve an advance copy of the Court's Orders and get the Court's Orders implemented.

An old timer in the Law Department, who is the authorized Official to receive such mail in person on behalf of the Management, which is known to arrive quite frequently in this organization, had apparently remarked after insouciantly and swaggeringly going through the Order's copy served to him by the felonious employee that the Court's orders could have been written in proper legalese and there is a decline in the standards there too.

The employee there up on enlightened the old timer that the 'Orders' were written at a type institute across the street by a Class X failed trainee typist where the Honourable Court is located and the Court had merely appended its '*Seal'* and the appropriate '*Signatures'*.

The successful fraudster further told the guy from the Law Branch that by pulling the right strings anything can be done…At express speed the status quo ante was restored…And the employee was back to where he was...There was no choice for the C&MD...

About the long term dream of the employee to contest the general elections, I need to update myself.

…A Feeling of being on Cloud Nine….:

This mesmerizing episode from another friend is no less thought-provoking.

When I was working on Deputation at another PSU an interesting incident had taken place. That job involved frequent business travel and audit and inspections of field locations. We used to come across all kinds of Officials during such visits.

On one occasion I had planned an inspection at a field office placed at a remote location. My *Secretary* had tried his best to discourage me from this visit using all the possible tools at his disposal. I could not comprehend the reasons for that until my *Secretary* opened up a little more. Finally, after seeing my stubbornness to proceed with the inspection my *Secretary* whispered to me that the In-Charge Officer of that field location is a notorious person and a *Wheeler-Dealer* of the highest magnitude. My *Secretary* warned me to be careful and cautioned me against accepting any hospitality from the In-Charge Officer.

My *Secretary* had also added that I should get out of the field Office as early as possible and added that an overnight stay is strictly forbidden.

I reached the field office at around 3 PM in the afternoon after a 6-Hour road drive from the airport. Visits from the *HQ* Officials were virtually unheard of in this godforsaken place. Initially the front office personnel of the Field Officer were refusing to believe that I am from the *HQ*! So they were not even willing to allow me to sit in the visitors' space, which was very inviting after that tough and tiring journey and it was a cozy place that was nicely done up. Their reluctance was palpable on that day, as I could gather much later, as the Field Officer was in a closed door meeting with three senior bureaucrats from the local State Government who had come to request the Field Officer for his timely intervention at the right place, the pulling of the right levers, and to put his good offices to powerful use for fixing up their transfers to suitable locations. A lower level PSU manager helping out three senior bureaucrats in transfer and posting matters is an unheard of phenomenon. But as I had learnt over the years, power flows to one from various networks, sources, and connections. The formal designations are mere titles and often are a façade. Informal networks, or inner wheels as we call them, often drive large organizations.

After chatting with me for a while the underlings of the *Field Officer* understood that I am really from the *HQ* and I was a very Senior Officer. One

of them gathered enough pluck to enter the chamber of the *Field Officer* and announced my arrival. Then what unfolded was much more dramatic. I was ushered in to the room of the Field Officer immediately with much fanfare and without the wastage of even a second. In front of me the juniors were '*Fired'* as to why they had taken so much time to tell him about my arrival and made me wait. More dramatic was the advice meted out to the three shell-shocked serving bureaucrats sitting opposite to him on three cushioned VIP chairs obediently listening to the narrative till that point of time! The *Field Officer* told them: 'Sir, my boss from the HQ had come. I have to attend to him. Please come later'! Now it was the turn of the bureaucrats to be stunned, to say the least. They never imagined that there can really exist a boss to the *Field Officer* who can change his engagements, let alone as a collective of three senior bureaucrats having a Darshan of such a boss of the *Field Officer* which also accidentally led to their booting out.

As per the wise counsel of my Secretary, I completed my '*Inspection'* and got out of that place by evening.

The corporate grapevine had it that the *Field Officer* could help the bureaucrats in course of time and arranged their transfers and postings and thereby lived up to his reputation.

CONCLUSION

If, by chance, an ace *conman* reads this piece he may get an impression that the episodes narrated here are all about him only. Such a view is both right and wrong.

Wrong because these narratives are from different times and different settings and different organizations. *Right* because *crooks* are essentially made of the same stuff. It is difficult to distinguish one from the other as the core competencies are the same… *Grifters* are multi-skilled people who offer a '*Portfolio'* of '*Services'* in a variety of sectors.

Lieutenant General Brian Horrocks had once famously said in his foreword to the Classic Book *Secrets and Stories of the War:*

"*…The forward area of a battle field is the most exclusive club…you always meet the same people battle-fighting there…*"

In the same way, *lawbreakers* and *cheats* with tools and techniques sharpened with experience venture out to operate in many domains as *middlemen* and swindle money. They belong to an *exclusive club*. You often find the same guys in the forefront, not *battle-fighting* or *defending any such nobler causes* but *double-dealing* people including those suffering from greed and avarice at one end and the innocent and the illiterate desperately looking for help at the other!

Hustlers facilitate the school or college admissions, organize transfers and promotions, help in getting fake Degrees and counterfeit *Caste Certificates*, help in falsification of revenue records, and so on…They excel in many areas. That is because the demand for their '*Services'* is seasonal. Transfers happen in March to April every year. Demand for college seats goes up in May to June every year. Promotions are linked to the DPC cycles in different organizations.

But the basic problem is - why do we tolerate

Ranthambore – Part1

Shri Gaurav Nakra

There is nothing like the thrill of walking through the jungle looking for a tiger and knowing they could be watching you already- Ashlan Gorse Cousteau

If you are one of those who likes adventure, excitement and terrain drive through the Jungles, a place where u can enjoy nature and its symbiotic relationship -then Tiger Safari is the thing for you.

Western part of India-state of Rajasthan, holds one of the India's best and most densely populated tiger reserves, and till a few years ago habitat to India's most famous Tigress-'Machli'-Ranthambore National Park

Its proximity to Delhi/Jaipur and being well connected on the Delhi Mumbai Train route has made it very hot and popular among the wildlife enthusiasts I started visiting the place almost a decade back and now come back every year/twice a year for tiger sightings

After my initial couple of visits coming back empty handed, most of the time it's either a successful tiger sighting or learning something entirely new about the habitat of the WILD

Despite now having done more than a dozen safaris, every time the feeling is like walking down that 22 yard pitch to play a new innings, with anticipation and sighting a tiger is like scoring a century, and this time was no different!!

During my last trip, we took the afternoon safari -anticipating the sighting near a water body due to weather getting warm in this arid region. As we started off-with sun perched high in sky, though some relief from slightly cool breeze as it was just the onset of the summer season and travelling in an open jeep is an experience in itself. There was anticipation, hope, anxiety and above all excitement....to sight the tiger!!

The initial 10-15 mins as we treading through as a part of the routine safari conversations, our guide and driver talked about the sightings in the different zones in last few days and there was a lot of excitement as T-118, tigress (tigers are coded with numbers for tracking) had given birth to 2 cubs in zone 5 which was talk of the town (also covered in local newspapers)

After some time as we entered our Zone 3 (the entire national park is divided in 10 zones), we started to spot the wildlife-sambar and spotted deer, Grey langurs, wild boars, Nilgai and others.

Being in the real jungle with the only sound of birds/animals or sometimes no sound at all, a stream of water here or there, trees/shrubs all around and smell of vegetation as one moves along is an experience in itself.

There was a deep expression on face of the guide who was attentively trying to hear the sound of "Calling"-a word used during Safari to denote sound Prey animals like deer make to relay any sighting of the predators to alert their fraternity and that is a signal for the guide to move Into that direction to sight a tiger

After further few mins into the safari, there was some signal from a jeep driver coming from the opposite direction and then there was a sudden rush by the driver and the safari jeep converted into racing jeep for next few mins till we came to a halt and were in midst of some other Jeeps and canters.

AND THERE SHE WAS-Siddhi the Tigress (daughter of Arrowhead as our guide told us-they know it from the pattern of their stripes) sitting and resting under a tree-camouflaged.



This is the moment every wildlife enthusiast awaits and knows the value of tiger sighting, barely 10 metres away sitting under a tree shade in the majestic side pose.

We have images of the tigers hunting as a predator, chasing and bringing down their prey in wildlife documentaries, but this was different it seemed like the tigress was having her siesta, adding to it was slight breeze blowing carrying some coolness from the water body in the vicinity

It's a different experience of being in the close vicinity of a tigress, even with its apparent inactivity there was excitement and fear, in equal measure.

For next 1 hour or so it seemed like she was there for a photo-shoot as her expressions kept

changing, from the majestic pose to yawning and showing her canines or just licking her feet in between with its eyes shut tight, the tiger kept flicking its tail every once in a while.



Being so close I could capture every expression of the tigress through my lens and my camera memory card was predictably getting full with each passing moment

The tigress was completely unaffected by the hush talks and sounds of people/jeeps around her.

About an hour later, the tigress became a little active and started to walk and but there was a visible limp while she moved ahead -guide confirmed this was the result of small fight between Ridhi and Siddhi, 2 sister tigress few days back- and drank water from a small water stream on the way and as we were closely following her, could capture some of those rare moments of her drinking the water



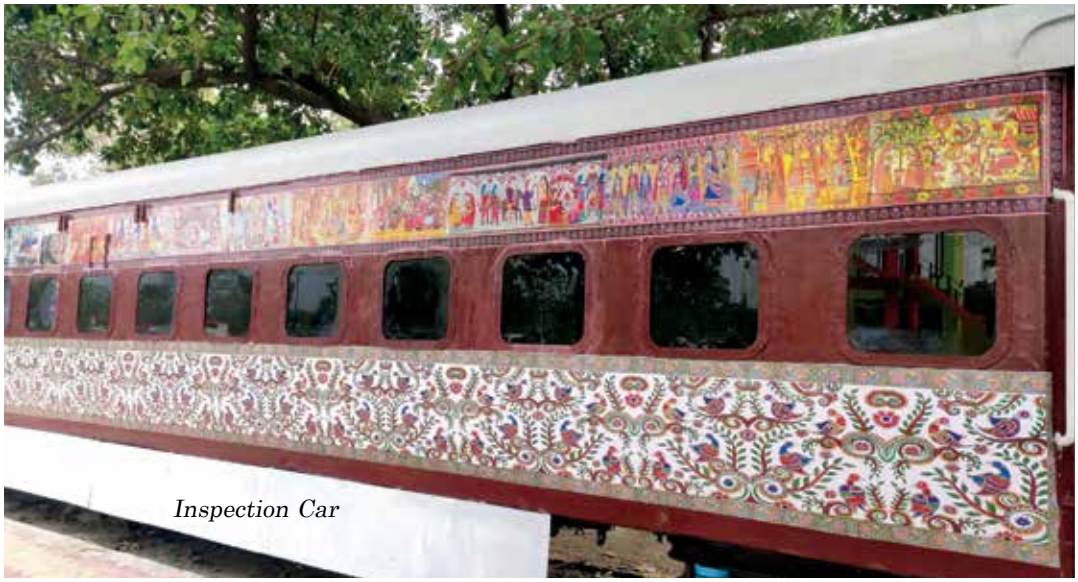
Finally she took a few more steps and after quenching her thirst, rested on a rock in shade of the rocky hill. After a while in some distance was a herd of chitals which made her kind of wake up, but she was too lazy to attack and adding to it was the distance, though at that very moment her eyes seemed looking directly at me, only few metres away,

I experienced fear –a fear I imagine a prey would experience when stared at intensely by a predator. But after a few seconds, she seemed uninterested in me and looked the other way

After some time, it was time to leave the forest as it started to get dark and timing was closing close for safari gates



Sightings are usually rare and do not last for too long, but we were in for luck today, and i could definitely narrate this real life incident to my children.



Inspection Car



RAIL SANSKRITI GRAM, SAMASTIPUR
JANKI EXPRESS

WR'S 66th Railway Week Award Function Held

- 150 Individual Awards given for meritorious services by GM Shri Kansal
- Mumbai Central & Vadodara Division bags GM's Overall Efficiency Shield



In the 1st pic, Shri Alok Kansal - General Manager of Western Railway & Smt. Tanuja Kansal – President of Western Railway Women Welfare Organisation (WRWWO) lighting the lamp. 2nd pic is of Shri Kansal addressing the gathering.

Western Railway's 66th Railway Week Award function was held on Tuesday, 20th July, 2021 at Y B Chavan Auditorium, Churchgate. This award function is held every year to acknowledge the hard work and dedication of WR's team of officers and employees who are always ready to face challenges. Amongst such efficient officers and staff, some selected ones are awarded for their outstanding performance. It not only encourages the officers & staff to give their best, but also inspires & motivates others to put their best foot forward in the coming year. During the Railway Week, Efficiency Shields are also presented to Divisions in various categories. On this momentous occasion, General Manager Shri Alok Kansal presented the Efficiency Medal, Certificate of Merit & Cash Awards to 150 meritorious officers and employees. GM Shri Kansal also conferred 27 Efficiency Shields to the Divisions & the Units which have been adjudged the most efficient in various fields, including the prestigious & coveted General Manager's Overall Efficiency Shield for the year 2020-21. **Mumbai Central & Vadodara Divisions jointly bagged GM's Overall Efficiency Shield for 2020-21 for Best overall performance**. Shri Kansal presented this Shield to Divisional Railway Managers of Mumbai Central & Vadodara Divisions.

Mumbai Central Division bagged the Inter Divisional Cleanliness, as well as Traction Efficiency Shields. Mumbai Central Division along with Ratlam Division also bagged the Commercial



Shri Alok Kansal presenting the Individual Awards to the awardees for their meritorious service

Efficiency Shield. Mumbai Central Depot won the 1st prize and Vadodara Depot the 2nd prize for Best maintained Mail/Express Train. The Rolling Shield for best maintained Running Room was bagged by Bandra Terminus of Mumbai Division and second position by Chittaurgarh of Ratlam Division. The Best Improvement Shield (Runner Up) was jointly bagged by Mumbai Central and Vadodara Division. Besides, Efficiency Shields were also presented to Best Divisions/ Units in the spheres of work such as Operating, Medical, Safety, Security, etc. The Shields were awarded by Shri Alok Kansal to respective Divisional Railway Managers, Chief Works Managers and Depot Incharges.

On this occasion, Shri R K Sharma, Commissioner for Railway Safety, Western Circle; Smt. Tanuja Kansal – President of Western Railway Women Welfare Organisation (WRWWO), Addl General Manager of W.Rly along with Principal Heads of Departments, other senior officers & awardees were present. Keeping with the COVID-19 protocol, few awardee officers and staff working in Mumbai were felicitated at Y B Chavan Auditorium, whereas the others were felicitated through virtual platform. In his address, Shri Kansal extended his greetings to all railway men and their families on the occasion of 66th Railway Week. He congratulated the awardees for their outstanding performance. He mentioned that during the past 7 decades, WR has achieved several milestones, inspite of many challenges and adverse situations. He also enumerated the various accomplishments over Western Railway in the year 2020 – 21 and encouraged the workforce to give their optimum to achieve the organizational goals. Shri Kansal appreciated the contributions made by Western Railway Women's Welfare Organisation in various fields towards the welfare of Railway employees and their families and extends all possible help in times of need. Recently, a three-day vaccination camp was organized at Mumbai Central station for the benefit of porters, stall workers and parcel helpers working at the station, in which a total of 160 persons were vaccinated. Similarly, ration kits were distributed to the porters at Bandra Terminus station. Apart from these, ambulances, sewing machines, washing machines, R.O machines and other such useful equipment have also been donated to Divisional units. A corporate film which focused on the accomplishments & achievements by Western Railway was screened on this occasion followed by cultural programmes. At the outset, Principal Chief Personnel Officer of WR welcomed the guests and the vote of thanks was proposed Dy. General Manager (G).











The Romantic Growth of Railway Ticket

By ARTHUR L. STEAD

A fascinating story lies behind the unimpressive bit of card board called the railway ticket issued daily to millions of passengers there as passport to travel. The author has traced, in brief, the romantic growth of the railway ticket from the early British stage-coach days to the modern times. The metal tokens of by gone days have not only given place to modern cardboard and paper tickets but have also brought in revolutionary changes in the ticket issuing system.

AT first glance, a railway ticket does not appear to be a very romantic affair. Millions of these unpretentious bits of cardboard are flung daily through the railway booking-office windows all over the world, and nobody has ever given a thought to the interesting story that lies behind these simple passports to travel that can represent anything from a five minutes' rail ride to the next village to an elaborately-organised journey.

It is not often realised that the first railway tickets were not made of paper or cardboard, but of brass or copper. The Leicester and Swannington Railway in England was the pioneer in the issue of passenger ticket. The first tickets were octagonal brass checks, engraved with the initials of the Leicester and Swannington Railway, destination station and a serial number, but without date of issue.

Most of the early railways of the world followed the example of the British pioneers and issued metal tickets at the outset instead of paper. One of the most attractive early metal tickets was a series issued in 1832 by the Montreal and Lachine Railroad in Canada. These consisted of circular shaped copper checks, bearing a picture of a primitive steam locomotive and the name of the company, and having a hole punched in the centre to enable the guards to string together all the checks collected on one train for handing them over to the booking office on reaching destination.

Admittance of passengers to the trains in the early days of rail transport was controlled by the order of priority indicated by the numbers usually engraved upon the metal checks. At the end of each trip, the guard collected the checks and took them to the booking office in a special leather pouch, the checks thereafter were used over and over again.

No Tickets in Early Stage Coaches

Metal tickets first made its appearance around 1830, and they were the forerunners of the cardboard ticket as we know it today. The very earliest railways had no passenger tickets, but used paper permits based on those employed on the highway stage coaches of the period.

Early stage coach "stations" in Britain took the form of selected wayside inns, where passengers reserved their seats in advance and stablemen cared for the horses that drew the coaches. The intending traveller could not simply throw down a few coins and murmur: "One to so-and-so." On the contrary, securing a travel permit was then a complicated business.

In his ledger, the stage coach agent had to enter a lot of details which included the passenger's name, coach in which travelling, particular part of the coach (inside or out) preferred, etc. The entries were made out in triplicate, one copy was given to the passenger, another retained in the issuing office, and the third one was handed over to the stage coach guard for his guidance.

Passengers on the old stage coaches usually paid their fares at the conclusion of their journey and not at the beginning. This arrangement emphasised the travel hazards in pre-railway days, when there were always doubts as to any particular journey being completed because of the frequent breakdowns and hold-ups. With the introduction of metal tokens for passengers by the Leicester and Swannington Railway, a new era dawned. Metal tickets, however, did not have a very long reign, although to this day metal permits in gold, ivory, and other types are often issued to retired railway officers and others.

Revolution in Ticket Issuing System

By degrees, as travel expanded, the need became apparent for speeding up the issue of passenger tokens. At this stage, there happily appeared on the scene the man whom the whole world now recognises as the genius of the railway ticket. This was Lancashire-born Thomas Edmondson, who invented the railway ticket printing and issuing system, a world standard even today.

Born in 1792, Edmondson served for a time as a cabinet-maker and a grocer. Then, in 1836, his opportunity came along, and he was appointed station master at Milton (now Brampton) station on the



METAL RAILWAY TICKETS OF THE 1830's
Left to right: *Leicester and Swannington Railway Bran check ; Montreal and Lachine Railway cipper check ; Liverpool and Manchester Railway ivory check.*

Newcastle and Carlisle Railway (at present a part of the North Eastern region of the British Railways).

Edmondson lost no time in finding out the disadvantages of the then ticket issuing system. Being of an inventive turn of mind, he first perfected a system whereby passengers were identified by number instead of by name. This called for the use of a small wooden block, wherein there was set up in type the name and class of the most frequently issued tickets. With the aid of this block and a small wooden mallet, Edmondson printed rows of tickets upon cardboard strips. To complete the job, he numbered each ticket in serial order, and stored them in a specially-designed case ready for use.

In an attempt to perfect the system, Edmondson produced a ticket-tube with a loose bottom, in which he stacked his tickets in numerical order, with the lowest number at the top. The bottom plate of the tube was counterbalanced by an arrangement of weighted springs and pulleys and on removal of the uppermost ticket the other tickets in the tube ascended to correspond. Later, this arrangement was reversed, putting the lowest numbered ticket at the bottom of the rack, and having the tickets in the tube descending instead of ascending.

Ticket-Dating Machine Invented

The invention of a patent ticket dating machine by Edmondson was a further step forward. Early designs took the form of a wooden press with two swinging jaws, one of which accommodated the dating type, inked by means of a moving ribbon.

In many railway museums throughout the world, one may come across today examples of Edmondson's early ticket-dating, issuing and printing machines. In the Lancaster Museum in England, there is a very fine specimen of an original Edmondson wooden dating machine with unprotected jaws—an objectionable feature of early presses which was corrected in 1862 by J.B. Edmondson, son of the inventor. At Lancaster, too, there may be inspected the birth place of the great Thomas Edmondson, distinguished by a memorial tablet; while at Lancaster Castle passenger station, on the London Midland region of British Railways, there is a tablet to Edmondson's memory.

Thomas Edmondson passed away on June 22, 1851, but prior to his death the inventor had transferred his services from the Newcastle and Carlisle to the Manchester and Leeds Railway Company. He introduced his special ticket issuing arrangements on the entire system of the Manchester and Leeds Railway, which were gradually adopted in India and other parts of the world.

Various Types of Railway Tickets

Railway tickets vary somewhat in shape and design in many lands, although a popular dimension is two-



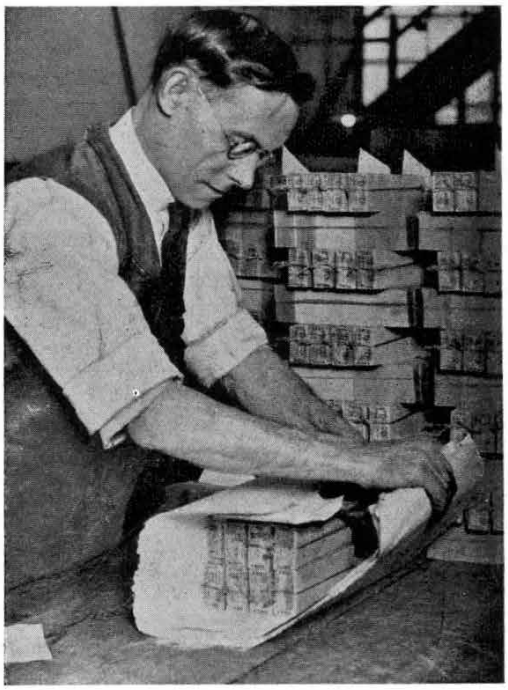
Thomas Edmondson, inventor of the modern ticket system.

and-a-quarter inches by one-and-a-quarter inches—originally devised by Thomas Edmondson.

Some European railways favour tickets measuring one-and-a-half inches by five-eighths of an inch. In Lithuania, railway tickets used to be nearly five inches long while in Malta tickets measuring one inch square were once common. Some years ago, circular tickets were in use in British North Borneo, while in Persia (now Iran) the six-mile long Persian State Railway of early times utilized tickets measuring eight inches by four inches.

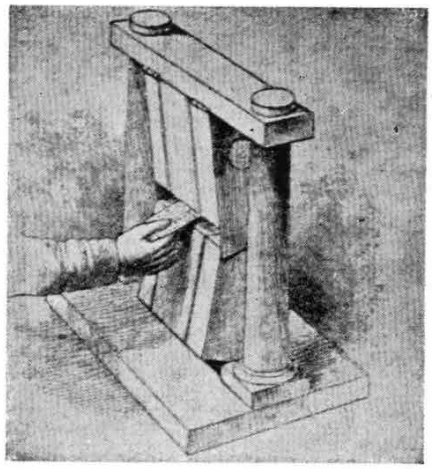
Some of the oddest railway tickets in the world are the "scrip" tickets issued by the United States' systems for long circular tour trips. Some of these tickets are enormous rolls of paper many feet in length. These freak tickets have their counterpart in Britain in the "thousand-mile tickets" originally introduced early in the present century by the North Eastern Railway. Each section of the "thousand-mile ticket" represented one penny worth of travel, available over any route and by any train within a particular holiday area.

Another interesting type of ticket is the bi-lingual one. In many lands, tickets are printed in two or more languages to meet local needs, and India, of course, produces many passenger tickets of this kind. Bi-lingual tickets are also common in Belgium and Switzerland, where French, German and Flemish-speaking patrons have to be catered for. Tickets of all colours are found on the world's railways, and many different types of paper and cardboard tickets are used for special groups of travellers, *e.g.*, students, pilgrims, sportsmen, short and long-date excursionists, workmen, and so on.



TICKETS BY THE MILLIONS

Despatching tickets from the stratford printing shops for use at London Stations.



An early Edmondson ticket dating press made of wood.

To meet modern needs, various improvements have been introduced in the ticket printing, dating and issuing machinery, and at many busy city stations throughout the world automatic ticket issuing machines are now being operated, eliminating human labour. These mechanical robots display fare lists, take passengers' money, give change, print date and deliver tickets, all within a few seconds. In the main, however, ticket machines follow largely on the basic principles, devised more than a century ago, by that brainy North of England Station Master, Thomas Edmondson, to whom railways owe a deep debt.

The conventional type of booking office on the London Midland region of the British Railways.



This article was published in November, 1957 issue of the magazine.

INDIAN R

The easy procedure of subscribing

STEP 1

For online membreship please go to www.irctc.co. in ❶

Please go to the Promotions of this page ❷

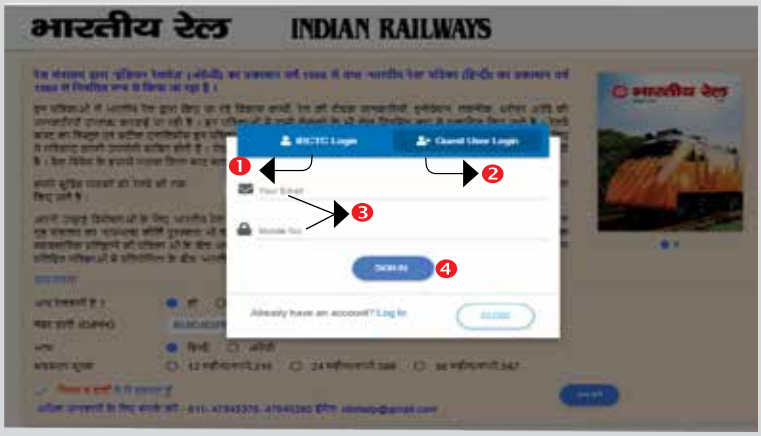
You can go directly to www.irctctourism.com/IRBRmag/#/home



❸ Click on **'Indian Railways'** magazine

STEP 3

❶ If you have IRTCT login and password, use it in the box.

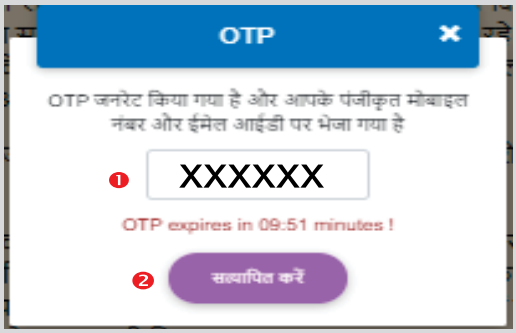


❷ If you don't have login ID, click the guest login.

❸ Please submit your email and mobile no. in it

❹ Press SUBMIT

STEP 5



❶ Write the OTP received on your registered mobile no.in the box and

❷ Verify

STEP 6



❶ Payment mode (card, net banking, UPI, wallet, international card and ipay) and

❷ Choose the option of payment gateway.

❸ Press MAKE PAYMENT

RAILWAYS

g online to Indian Railways magazine

STEP 2

1. If you are a railway personnel, please click' yes ', if not click ' no'.
2. If yes, please upload your RQID/ I D/PPO no. and a scanned copy of your authenticated I D proof.
3. For Bharatiya Rail patrika , click Hindi and for Indian Railways magazine, click English
4. Click one, two or three for the no. of years for which you want to subscribe.



5. Click terms and conditions and read them carefully. If agreed, please tick mark the box.

STEP 4

1. Register your full address with Pincode.



2. Press SUBMIT

STEP 7



1. Fill up the details of payment mode.
2. If satisfied press PAY.
3. See the details of payment amount.
4. Payment successfully will appear on the screen on completion of bank OTP procedure.

PAY ATTENTION

- The prescribed charges are levied at the time of payment. Please check while making payment.
- On completion of payment process, you will get the confirmation about your membership through SMS and email.
- On receipt of payment, regular delivery of magazine from the prescribed month will be made.

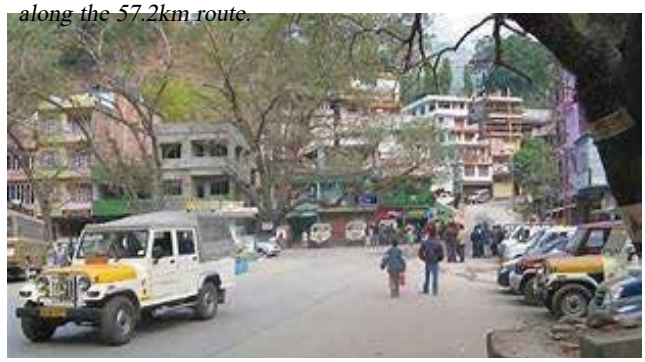
For more details contact- 011- 47845378, 47845380 email : irbrhelp@gmail.com

Indian Railways Station - Sivok

Location	National Highway 10, Sevoke, West Bengal India
Coordinates	26.8806°N 88.4689°E Coordinates: 26.8806°N 88.4689°E
Elevation	156 metres (512 ft)
Owned by	Indian Railways
Operated by	Northeast Frontier
Line(s)	New Jalpaiguri–Alipurduar–Samuktala Road line
Platforms	2
Tracks	4
Construction	
Structure type	Standard (on-ground station)
Parking	No
Bicycle facilities	No
Other information	
Status	Open (construction – new line)
Station code	SVQ
Zone(s)	Northeast Frontier Railway
Division(s)	Alipurduar
History	
Opened	TBA
Electrified	No



There will be four manned level-crossings along the 57.2km route.



Rangpo



SUBSCRIBE

Indian Railways

भारतीय रेल





Subscription Available ONLINE

CLICK **www.irctctourism.com/IRBRmag**

SUBSCRIPTION RATES

Items		Offline Subscription Fee (in ₹)	Online Subscription Fee (in ₹)
Price/monthly issue		20	Not available
Price/Annual issue		70	Not available
Annual Subscription (Inland) /non-railwaymen	**One year**	250	263
	Two years	460	483
	Three years	675	709
Annual Subscription (Inland)/ Railwaymen	**One year**	200	210
	Two years	370	389
	Three years	540	567
Annual Subscription (Overseas) by Sea mail		1250	1313
Annual Subscription (Overseas) by Air mail		2500	2625

Subscription Fee includes cost of Annual Issue

MODE OF PAYMENT

ONLINE Online through IRCTC Portal — http://www.irctctourism.com/IRBRmag

OFFLINE
i) MO/IPO/DD in favour of Business Manager, Room No. 310, Rail Bhawan, Raisina Road, New Delhi-110001
ii) Cash to be deposited in Room No. 310, Rail Bhawan, Raisina Road, New Delhi-110001

SUBSCRIPTION FORM

Name (All Caps) _____

Address _____

Post _____ Dist. _____

State _____ Pin Code _____

Mobile No. _____ Email _____

Are You A Rly. Employee : YES /NO Subscription No. (If Yes) _____ Date _____

For more information contact: **Business Manager,** Room No. 310, Rail Bhawan, Raisina Road, New Delhi-110001
Phone : 011-47845378, 47845380 and 45378, 45380 (Rly) **email : bmpr310rb@gmail.com**

Painter : Shri Vijayendra Rao, Retired Station Manager, from Mallasandra

